January 1981 Vol.LVII No. 1 50p

MOTOR SPORT

Founded in the year nineteen twenty-four



0-60 mph: 6·6 secs*



20-20,000 Hz: 65dB**



BASF's new formulation ferro super LHI will squeeze that vital extra performance from your cassette deck. In fact it will extend its recording capability from 20 to 20,000 Hz, at a S/N ratio of up to 65 dB.**

This is because the new oxide technology used to perfect ferro super LHI has the same effect as turbocharging car engines.

At the lower end of the frequency spectrum ferro super LHI has the fidelity you'd expect from the highest quality ferric tape. At the top end of the spectrum, it really comes into its own, and produces a much brighter sound and more authentic reproduction than any other LH tape. It's this clarity in the 20-20,000 Hz band that gives so much reality and presence to recordings made on ferro super LHI.

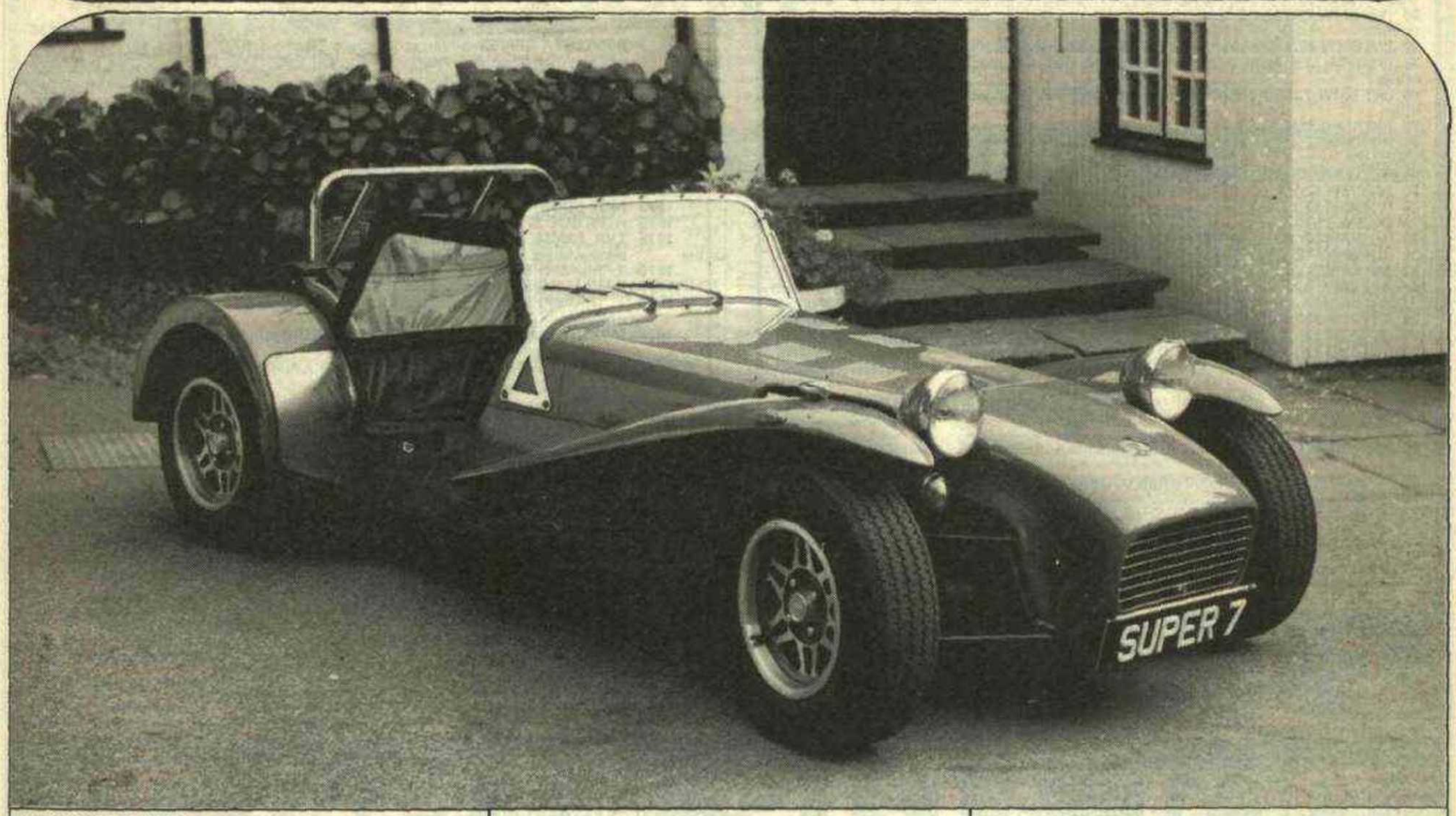
So if you value extra performance in everything you do, invest in the spot-on sound of the new BASF ferro super LHI cassette.

BASF
ferro super LHI
Turbocharges any cassette deck

*'What Car' June 1980 road test: Porsche 924 Turbo. **With noise reduction.

Caterham Cars

DISTRIBUTORS SUPER SEVEN



NEW SUPER SEVEN

1981 is the 24th continuous year of production. The Super Seven is a unique open 2-seater sports car. One of the fastest cars in the world (Twin Cam 0-60 m.p.h. in 6.0 secs.) matched to superb roadholding. The Super Seven now has uprated instruments, a restyled instrument panel, uprated seating, a complete new drive train and many minor modifications.

The price represents outstanding value by direct selling and exemption from National Type Approval.

The **Caterham Super Seven** is offered in the UK for final home assembly. The complete 'Package' is delivered by trailer. No special tools are needed. All parts that require specialist knowledge are fitted at the factory e.g. wiring instruments, brake systems, weather equipment etc. It is not a special or "kit car". The low depreciation confirms the value for money concept that Lotus pioneered for the enthusiast to complete the assembly of the **Super Seven. Send 35p for details.**

PRICES

Ford 1600 GT (88 b.h.p.) Delivery 2/3 months from	£5,046
Sprint GT (110 b.h.p.) Delivery 3 months from	£5,416
Twin Cam (125 b.h.p.) 9 months from	£5,908

The above prices in component form including VAT and Car Tax.
Rolling Chassis — Complete but less engine/gearbox from £3,095 plus taxes.

EXPORT

The Super Seven can be delivered to anywhere in the world. Customers from Europe may drive home on UK Tax Free Export Plates. Fully built cars from £4,240-£5,040.

Please check registration as Vehicle Laws differ in every country. We will be pleased to advise the details of agents or Seven owners who can give advice.



SELECTION OF USED CARS
SUPER SEVENS

1980 Ford 1600 GT. Yellow/Aluminium, one owner, rare factory built car with every extra	£4,950
1979 Lotus Twin Cam, one owner, all extras	£4,950
1978 Ford 1600 GT, black, ex demo car	£3,950
1977 Lotus Twin Cam, blue/aluminium, one owner, all extras, low mileage	£3,950
1978 (T) TVR Convertible, black, Wolfrace	£4,950
1974 (N) Europa Special/5, brown	£3,650
1973 Lotus Elan Sprint, Drophead, one owner	£3,650
1979 (T) Fiat X1/9, silver, one owner	£3,650
1975 Reliant Scimitar GTE Auto, sunroof	£2,850

The above cars carry Car Care Plan 12 months warranty.

BARGAINS

Lotus Six, for restoration BMC 'A' engine	£995
Lotus Seven Series 1. Needs slight renovation, BMC/ Downton engine	£1,650
Caterham Prodsports Seven less engine	£2,950

PARTS DEPT. — Tel. 42382

World Concessionaire for all genuine Lotus Seven and Lotus Cortina spare parts.
We also stock spares for Lotus Twin Cam engines.
Open Mon-Fri. 9.00 a.m.-5.30 p.m. Sat. 9.00 a.m.-4.00 p.m.
Super Seven T Shirts @ £2.30 inc P&P all sizes. Children @ £2.00 inc. P&P. Sweat Shirts £7.70 inc. P&P. Send for leaflet.



WORKSHOPS — Tel: 42381.
Complete Service and body repairs to all Lotus Sevens. Insurance estimates, collection arranged.

MOTOR RACING
PRODSPORTS

The Caterham Super Seven 1600 GT is confirmed in Class B for the 1981 Season. Priority delivery for competitors (call Clive Roberts 0883 46667)

The Caterham Super Seven can be driven to the circuit and raced without expensive modifications.

MODSPORTS

Look out for Rob Cox Allison in his Black Brick and Phil Whitead.

LOTUS SEVEN CLUB

Thursday Jan. 1st 8.30 p.m. Red Lion, Margaretting near Ingatestone, Essex.

Thursday Feb. 5th 8.30 p.m. White Hart, Godstone, Surrey.

WANTED FOR CASH
Lotus Seven — any age or condition
Lotus Esprit, Elite, Eclat.
Lotus Europa Special, Plus 2S 130.
TVR 'M' Series
Must be in good condition and average mileage for year.



CATERHAM CAR SALES AND COACHWORKS LTD.
Seven House, Town End, Caterham Hill, Surrey CR3 5UG.
Telephone- *Sales:* Caterham (0883) 46666/7. *Works:* 42381. *Parts Dept:* 42382

COOMBS of Guildford

PORTSMOUTH ROAD
GUILDFORD
TEL (0483) 62907/69944
Also open 10-4 Sundays

80 (W) BMW M535i. White, Recarro seats, headlamp w/w, elec. windows, elec. S/R, elec. aerial, R/C, front and rear spoilers, A/W, 6,000 miles, one owner. **£13,495**
80 (W) BMW 635 csi. 5-speed, Henna red, red leather, elec. S/R, one owner, 2,000 miles. **£16,995**
80 (W) BMW 732i. Chestnut, elec. S/R, R/C, one owner, 4,000 miles. **£13,995**
77 (S) BMW 733i. Auto, Arctic blue, elec. S/R, A/W, R/C, elec. aerial, one owner, 17,000 miles. **£8,995**
80 (W) BMW 728i. Auto, Cashmere, manual, S/R, elec. windows, one owner, 4,000 miles. **£12,250**
80 (W) BMW 728i. Sepia, front elec. windows, R/C, one owner, 2,000 miles. **£11,995**
79 (V) BMW 728i. Cashmere, A/W, R/C, 4-speakers, elec. aerial, 2 owners, 9,000 miles. **£9,995**
80 (W) BMW 528i, 5-speed, o/d, S/R, one owner, 2,000 miles. **£9,995**
80 (V) BMW 520. Arctic blue, R/C, T/G, 15,000 miles, one owner. **£6,750**
79 (V) BMW 520. Cashmere, tachometer, PAS, T/G, R/C, 1 owner, 12,000 miles. **£6,995**
79 (V) BMW 520. Cashmere, R/C, one owner, 10,000 miles. **£6,750**
79 (V) BMW 520. Polaris, T/G, R/C, one owner, 12,000 miles. **£6,750**
78 (S) BMW 520. Auto, Biskay, R/C, elec. aerial, 9,000 miles. **£5,995**
80 (W) BMW 323i. Henna, S/R, R/C, one owner, 4,200 miles. **£7,995**
80 (W) BMW 320 Cabriolet. Polaris, A/W, 5-speed, o/drive, g/box, PAS, one owner, 3,000 miles. **£10,750**
79 (T) BMW 320. Auto, Reseda, air con, S/R, A/W, one owner, 7,000 miles. **£6,995**
79 (T) BMW 320. Cyprus, radio, T/G, PAS, one owner, 14,000 miles. **£6,250**
79 (T) BMW 320. Sepia brown, S/R, radio, low mileage. **£5,895**
80 (V) BMW 316. Camelia, T/G, radio, one owner. **£5,250**
79 (T) BMW 316. Sepia brown, T/G, 9,000 miles, one owner. **£4,850**
78 (S) JAGUAR 4.2. Auto, British racing green, S/R, one owner, 16,000 miles. **£6,995**
56 BENTLEY SI. Straight 6: Shell grey and black/red leather int., one owner, 18,700 miles. **£13,995**
74 JAGUAR E-Type. Drophead, Azure blue/black leather, CPS wheels, 29,000 miles. **£7,995**
62 JAGUAR 3.8 E-Type. 21,000 miles, opalescent blue. **£11,495**
79 (T) ROVER 3500. Auto, Brazilia brown, R/C, one owner, 14,000 miles. **£5,995**
79 (V) VOLKSWAGEN GOLF GTi. Silver, one owner, 10,000 miles. **£5,350**

PLEASE CALL NOW FOR AN EARLY DELIVERY FORECAST ON ALL NEW BMW'S
AND AT BRIDGE HOUSE TEL (0483) 65310
SERVICE AND PARTS SLYFIELD INDUSTRIAL ESTATE GUILDFORD GU1 1RD
TEL (0483) 502211

BMW

county garage

coventry road, warwick. tel 0926 44001/41156

Opening hours: 9am — 7pm Mon. — Sat.; 10.30 — 1pm Sun

TR8 CONVERTIBLE. 9 months old American spec. LHD, fuel injection, PAS, air conditioned, silver, 10,000 miles, unique **£3,950**
TRIUMPH STAG. 1 lady owner, 7,500 miles only, white, black interior, hard top, automatic transmission, PAS, alloy wheels, Sundym windows, superb condition, 1977 **£5,695**
BENTLEY T SERIES. Silver, red leather, 2 owners, 57,000 miles, service history, magnificent, unmarked & original. Regd. Dec. 1966 **£7,950**
1980 **W-Reg. DATSUN 280ZX 2+2.** Bronze, electric Sundym, alloy wheels, 5-speed, PAS, radio **£6,850**
1979 **DEC. V-Reg. MGB GT.** Black. Sundym, overdrive, 1 owner, 8,000 miles, as new **£4,450**
1979 **V-Reg. TRIUMPH SPITFIRE.** White, h & s tops, overdrive, 12,000 miles **£3,195**
1979 **V-Reg. MG MIDGET.** Brown, 9,000 miles, as new **£2,895**
1979 **V-Reg. ALFA SUD 1350 TI.** Royal blue, radio, 14,000 miles, mint **£2,675**
1979 **TVR 3000M CONVERTIBLE.** Silver, 1 owner, costs nearly £9,000 new **£4,750**
1979 **MGB SPORTS.** Damask, overdrive, 9,000 miles **£3,750**
1979 **ALFA SUD SPRINT 1500.** 1 owner, midnight blue, super 5-speeder **£2,995**
1978 **TVR 3000M.** White, brown band, brown vinyl & sun roof, Sundym, alloy wheels, radio, 15,000 miles, super condition **£4,695**
1978 **T TRIUMPH TR7.** Maple, 5-speed, radio/stereo, sunroof, 30,000 miles **£2,995**
1978 **T MG MIDGET.** Yellow, 27,000 miles, superb condition **£2,495**
1978 **T TRIUMPH SPITFIRE.** Tahiti blue, 1 owner, 20,000 miles, radio, unmarked **£2,650**
1978 **MIDGET.** Pageant blue, one owner, 22,000 miles, as new, service records **£2,495**
1978 **T-Reg. JAGUAR 4.2 XJ6.** LWB, auto, PAS, electric Sundym windows, radio, stereo, silver, black leather, whitewall tyres, one owner, 39,000 miles **£5,295**
1978 **TRIUMPH SPITFIRE.** Brooklands green, overdrive, 33,000 miles **£2,575**
1977 **S-Reg. MG8 GT.** Tahiti blue, overdrive, radio, 22,000 miles **£3,150**
V-Reg. RENAULT 5 GORDINI. Gold, black interior, glass sunroof, 9,000 miles **£3,650**
'S' BMW 316. One owner, 15,000 miles, orange, black nylon interior, super order **£3,675**
1977 **MG MIDGET.** Yellow, 28,000 miles, superb **£2,150**
1977 **S-Reg. FORD CAPRI 3000 GHIA.** Auto, PAS, Jupiter red, 22,000 miles **£3,475**
1976 **'R' MERCEDES 450 SE.** Havana brown metallic, air con., electric roof & windows, 1 owner, 26,000 miles, immaculate **£6,950**
R-Reg. TRIUMPH SPITFIRE. H & S tops, overdrive, 19,000 miles, radio & new tyres **£2,195**
1975 **DAIMLER SOVEREIGN 4.2 COUPE.** 2-door, white, black vinyl roof, leather int., electric Sundym windows, auto., PAS, chrome wheels, radio, 1 owner, low mileage **£3,650**
LOTUS ELAN S4 FHC. Carnival red, exceptionally well maintained, electric windows, 58,000 miles only **£1,595**
1974 **TRIUMPH STAG.** Mimosa, hard and soft top, overdrive, excellent condition **£2,495**

POLARIS

LANCIA SAAB TVR

NEW LANCIA SAAB AND TVR

Most models available for IMMEDIATE DELIVERY

Demonstration cars available

USED LANCIA
1980 Delta 1500. Red, radio/tape, RM 6,000, choice of 2 **£4,350**
1978 (T) Gamma Sedan. Silver, RM 7,000 **£3,985**
1978 (T) Gamma GT Coupe. White, RM 30,000 **£4,650**
1979 Beta 2000 ES. Met. blue, RM 22,000 **£2,965**
1978 (T) Beta 2000 Coupe. Beige, RM 17,000 **£3,485**
1978 (T) Beta 2000 Coupe. White, RM 24,000 **£3,475**
1978 Beta 2.0 Sedan. White **£2,675**
1980 Beta Sedan 1.6. Red or beige, outstanding value at **£3,850**
1974 Fulvia S.3 Coupe. White, RM 39,000, one owner **£1,675**
1973 Fulvia 1.6 HF Coupe. Red **£1,385**
1970 Fulvia S2 Coupe. Silver, RM 33,000 **£1,195**

NEW TVR
TVR Tasmin with 2.8 injection engine. Superb performance from **£12,800**
TVR Convertible. Red, your last chance to obtain one of these classic cars at ONLY **£8,350**



1978 (T) Beta Monte Carlo. White, radio/tape, RM 17,000, one owner **£4,350**



1980 (W) Saab 99 Turbo. Red, 1,000 miles only. Excellent value at **£6,950**

USED CARS
1978 Alfasud 1.3 Ti. Red, RM 16,000 **£2,750**
1978 Alfasud 1.3 Ti. Green, RM 17,000 **£2,650**
1974 Aston Martin V8. Met. red, RM 56,000 **£7,450**
1968 Aston Martin DB6. Red, 5-speed, RM 80,000 **£5,350**
1963 Bristol 407. Gold, fine condition **£3,250**
1974 Commer Highwayman. 5-berth Autohome, fully equipped, RM 17,000, one owner from new **£2,465**
1977 Honda Civic 3-dr. Met. blue, RM 36,000 **£1,985**
1977 Fiat 128 3P Coupe. Blue, radio, RM31,000 **£2,175**
1974 Jensen Interceptor Mk III. Met. blue, RM 45,000, air cond., louvred bonnet **£4,775**
1973 Jensen Interceptor Mk. III. Recent new engine and gearbox, 'Self-seeking' radio, exceptional **£3,685**
1970 Jensen FF Mk. I. Excellent **£3,950**
1956 Lagonda Tickford Saloon. Blue, beige trim **£3,450**
1970 Lotus Elan S4 DHC. Blue, RM 55,000 **£2,475**
1979 (W) MG Midget. Red, RM 13,000 **£2,885**
1978 MGB GT. White, radio, RM 22,000 **£3,750**
1973 (M) MGB GT. O/D, s/r **£1,695**
1979 Peugeot 305 SR. Met. beige, s/r., RM 15,000 **£3,675**
1977 (S) Peugeot 504 Estate Auto. Met. blue, radio, RM 34,000 **£3,425**
1977 (S) Saab Combi, 5-dr. White, radio, RM 47,000 **£2,885**
1979 Suzuki. Four wheel drive, soft top, white, RM 9,000 **£2,850 + vat**
1980 (June) Triumph TR7 Drophead. Met. beige, radio/tape, RM 1,700 **£4,875**
1970 Triumph TR6. O/D, maroon, only 16,000 miles **£3,475**
1979 VW Scirocco GLS. Met. green, RM 5,000 **£4,485**
1979 VW Golf GLS. S/R, radio, met. red, RM 11,000 **£3,750**
1975 VW Scirocco. Met. green, RM 47,000 **£2,485**

ELMS ROAD ALDERSHOT HANTS TEL ALDERSHOT 312922 & HEADLEY ROAD GRAYSHOTT HINDHEAD SURREY TEL HINDHEAD 5363

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. Prices and other information in this advertisement are correct at time of going to press but may be subject to alteration.
CALLERS WELCOME! We are open 9.00 to 5.30 Monday to Friday, 10.00 to 4.00 on Saturdays.
100s more books for sale, do come if you can!

ORDERING BY POST. U.K. customers please add £1.00 to total order value to cover postage etc. Overseas customers please add £1.50. Payment by cheque, postal order, bank draft or international money order, payable to CONNOISSEUR CARBOOKS. (Overseas customers please add 80p if paying by personal cheque, to cover our own encashment costs.) We accept phone or post orders by VISA, ACCESS, EUROCARD, MASTERCHARGE. We deal with all orders very promptly indeed and we pack with care. Telephone: 01-994 6783.

BOOK OF THE MONTH!

FERRARIS FOR THE ROAD. Henry Rasmussen, this new edition to the lavish "Survivors" Series depicts virtually every road-going car produced by Ferrari, with 12 of the most prominent of them singled out for the author's special attention. These cars are depicted in superb colour, many of the plates being full- or double-page, with more photos in high-quality black and white and text which reveals both author's and owner's comments. An important new book and an absolutely essential purchase for the Ferrari devotee in particular and for anyone else who enthuses over high-performance cars and outstanding photography. Large, landscape format, 8¾" × 11", 125 pages, 266 illustrations, 114 in colour. **£16.95**

THE "COLLECTOR'S GUIDE" SERIES. Published by our associate company, Motor Racing Publications. A range of carefully researched, generously illustrated books devoted to cars of outstanding interest. Each book includes production and competition history, technical data and advice on buying and maintenance. Casebound, approximately 130 pages and 130 illustrations each title. Choose from:
The T-Series MGs. Robson. **£7.95**
The Porsche 911 And Derivatives. Cotton. **£8.95**
The Lotus Elan And Europe. Bobbitt. **£8.95**
The Jaguar E-Type. Skilleter. **£8.95**
The MGA, MGB And MGC. Robson. **£8.95**
The Triumph TRs. Robson. **£8.95**

MORE ONE-MAKE BOOKS
Alfissimo! 304 pp, 225 b/w illus., 12 colour. **£12.95**
Alfa Romeo: All The Cars From 1910. 874 pp. **£24.50**
Allard. The Inside Story. Lush. 208 pp, 129 illus. **£7.95**
Aston Martin & Lagonda. 245 pp, 283 illus. **£17.95**
The Power Behind Aston Martin. 128 pp, 125 illus. **£5.95**
Aston Martin & Lagonda. Dalton Watson. 400 illus. **£10.00**
The Aston Martin 1948-1959. 80 pp, 143 illus. **£5.50**
Aston Martin 1959-1969. 144 pp, 200 illus. **£10.00**
Austin-Healey Yearbook 1979-80. Skilleter. 120pp, 200 illus. **£7.50**
Austin-Healey: The Story Of The Big Healeys. Geoffrey Healey. 256 pp. **£8.95**
More Healeys: Frogeyes, Sprites & Midgets. Healey. 114 pp. **£8.95**
Healey: The Handsome Brute. 256 pp, many illus. **£12.95**
BMW: A History. 383 pp, over 1000 illus. **£24.95**
Unbeatable BMW. Racing history 1969-1979. 224 pp. **£9.95**
The New BMW Guide. 222 pp, 173 illus. **£3.60**
Bristol Cars And Engines. **£6.00**
Bugatti. 279 pp, 131 b/w illus., 159 colour. **£29.50**
70 Years Of Buick. 352 pp, 2000 illus. **£12.00**
Cadillac: 70 Years History. 416 pp, 500 illus. **£17.95**
60 Years Of Chevrolet. **£12.00**
70 Years Of Chrysler. 384 pp, 2200 illus. **£15.00**
Citroen: The Great Marque Of France. 550 pp, over 500 illus. **£19.95**
Shelby's Wildlife: The Cobras & Mustangs. 224 pp. **£9.60**
The Daimler Tradition. 334 pp, 370 illus. **£12.95**
Ferrari: The Sports & Gran Turismo Cars. 264 pp, 650 illus. **£22.50**
Dino: The Little Ferrari. 328 pp, 300 illus. **£13.95**
Ferrari Testa Rossa V-12. 256 pp, 300 illus. **£14.95**
Ferrari. Tanner & Nye. 542 pp, 600 illus. **24.00**
Ferrari: The Man, The Machines. 348 pp. **£16.50**
The Ferrari Legend: The 250GT Competition Berlinetta. 382 pp. **£24.95**
Ferrari: The Early Berlinettas & Competition Coupes. **£8.95**
Ferrari: The Early Spyders & Competition Roadsters. **£8.95**
History Of Small Side Valve Fords. 72 pp, 68 illus. **£3.25**
Picture A Ford. 132 pp, 374 illus. **£3.50**
Illustrated History Of Ford 1903-1970. 1400 illus. **£11.40**
Frazer Nash. 208 pp. **£6.50**
The Legendary Hispano-Suiza. 400 illus. **£10.00**
Jaguar Driver's Yearbook 1979-80. Skilleter. 120pp, 233 illus. **£7.00**
Jaguar Sports Cars. Skilleter. 360 pp, 200 illus. **£13.75**
E-Type: End Of An Era. 248 pp, 124 illus. **£15.00**
Jaguar XK. 256 pp, 150 b/w illus., some colour. **£15.00**
Jaguars In Competition. 208 pp. **£7.95**
Jaguar Sports. 160 pp, 338 illus. **£6.95**
The Jaguar Tradition. **£10.00**
Jaguar V-12 Engine: Design & Background. **95p**
Lagonda: A History Of The Marque. 497 pp. **£15.00**
La Lancia. 303 pp, over 500 illus. **£19.95**
Lancia: The Shield & Flag. 270 pp, 67 illus. **£12.50**
Lancia Fulvia. 76 pp. **£3.50**
The Lea-Francis Story. 144 pp, 108 illus. **£6.95**
Theme Lotus. Nye. 200 pp, 200 illus. **£9.95**
The Original Lotus Elite. 136 pp, 180 illus. **£7.95**
Lotus: Competition Survey Of The Sports, GT & Touring Cars. 208 pp, 180 illus. **£8.95**
Maserati Birdcage. 208 pp, 150 illus. **£9.95**
Maserati Road Cars: The Postwar Production Cars 1946-1979. 240 pp, 450 illus. **£14.95**
Maserati Sports Racing & GT Cars 1926-1975. 300 pp. **£8.50**
Mercedes-Benz Production Models 1946-1975. 176 pp. **£9.00**
Mercedes-Benz: A History. 228 pp, 316 illus. **£12.00**
MG By McComb. 300 pp, 200 illus. **£9.95**
The Magic Of MG. **£10.00**
MG Sports Cars. 120pp. **£6.95**
MG: The A, B & C. 256 pp, 200 illus. **£14.95**
Mini. 208 pp, 180 illus. **£6.95**
Postwar MG & Morgan. 128 pp, 217 illus., 115 colour. **£19.95**
70 Years Of Morgan Motoring. 60 pp, 67 illus. **£2.25**
Morgan: First & Last Of The Real Sports Cars. **£8.95**
Morgan Sweeps The Board. 3-wheeler history, 256 pp, 200 illus. **£9.95**
The Bullnose & Flatnose Morris. 264 pp. **£7.00**
Morris Cars: The First 35 Years. 104 pp. **£3.20**
Pontiac: The Complete History. 303pp, 517 illus. **£15.95**
Porsche: Excellence Was Expected. 875 pp. **£35.00**
The Porsche Book. 472 pp, 600 illus. **£14.95**
Porsche SAE Papers. 41 pp, 70 illus. **£5.40**
Porsche 911 Story. 200 pp, over 100 illus. **£10.95**
Riley Production & Competition History, Pre-1939. **£5.95**
Those Elegant Rolls-Royce. 650 illus. **£14.50**
Coachwork On Rolls-Royce 1906-1939. 700 illus. **£14.50**
Bentley: 50 Years Of The Marque. 600 illus. **£14.50**
The Rolls-Royce Twenty. 584 pp, 595 illus. **£36.95**
The Rolls-Royce Phantom II Continental. 271 pp, over 200 illus. **£14.50**
The Rolls-Royce Motor Car. Bird & Hallows. 344 pp. **£17.50**
Rolls-Royce: The Story Of The Best Car In The World. 256 pp, 100s of illus. **£8.95**
Rolls-Royce: 75 Years of Motoring Excellence. 208 pp, 250 illus., 150 colour. **£7.95**
Bentley 1919-1931. 138 pp, many illus. **£3.00**
A Pride Of Bentleys. 224 pp, 420 illus., most colour. **£19.95**
W. O. Bentley, Engineer. 366 pp. **£19.95**
The Range Rover/Land-Rover. 192 pp, 66 illus. **£7.50**
Land-Rover 1948-1973. **£2.75**
The Standard Car 1903-1963. 143 pp, 121 illus. **£3.50**
Tiger: The Making Of A Sports Car. 224 pp. **£9.95**
Georges Roesch & The Invincible Talbot. 496 pp. **£8.75**
Triumph Cars: The Complete 75-Year History. 312 pp, over 400 illus. **£14.95**
Triumph Sports. 132 pp, many illus. **£2.25**
TVR: Success Against The Odds. 224 pp. **£9.95**
Volkswagen: Beetle & Derivatives. 367 illus. **£8.00**
The VW Beetle. 208 pp. **£7.95**

SALE! BOOK BARGAINS
The Super Fords: De Tomasos, Boss Series & Ford GTs. Wyss. 102 large pages, 208 illus. Was £8.95. **£4.50**
The Supercharged Mercedes. Schrader & Demand. 96 large pages, 178 illus., 35 colour. Was £17.95. **£10.00**
Motoring In The Thirties. Robson. 216 pages, 175 illus. Was £8.95. **£5.00**
Bugatti: Automobiles et Autorails. French text, but 226 illus., 19 colour, 237 large pages. Was £22.50. **£12.95**
Motor Badges & Figureheads. Jewell. 128 pages, 662 illus. Was £4.95. **£3.50**
Panel Beating & Body Repairing. Wait. 370 pages, 207 illus. Was £6.95. **£3.25**
Three-Pointed Star: The Story Of Mercedes-Benz. Scott-Moncrieff. A superb bargain! 448 pages, 150 illus. Was £14.95. **£9.95**

OLYSLAGER AUTO LIBRARY
World famous photographic reference volumes. Choose from:
British Cars Of The Late 50s. **£3.95**
British Cars Early 50s. **£3.95**
British Cars Late 40s. **£3.95**
British Cars Early 40s. **£3.95**
British Cars Late 30s. **£3.95**
British Cars Early 30s. **£3.95**
American Cars 1960s. **£4.25**
American Cars 1950s. **£3.95**
American Cars 1940s. **£3.95**
American Cars 1930s. **£3.95**

RESTORATION
The Restoration & Preservation Of Vintage & Classic Cars. 297 pp, 200 illus. **£9.50**
Postwar British Thoroughbreds: Purchase & Restoration. 182 pp. **£7.95**
Rust & Rot. 140 pp. **£3.95**
Bodywork Maintenance & Repairs Including Interiors. 117 pp. **£4.95**
Car Interior Restoration. 128 pp, 53 illus. **£2.60**
The Restoration Of Vintage & Thoroughbred Cars. 192 pp. **£7.95**
The Maintenance & Driving Of Vintage Cars. 168 pp. **£7.95**
Auto Body Repair For The Do-It-Yourselfer. 96 pp. **£3.90**
Restoration Of Postwar Cars. 168 pp. **£6.95**

RACING AND RALLYING
The Automotive Photography Of Peter Coltrin. 120 pp, 100 illus. **£7.95**
Classic Sports Cars. Posthumus. 160 pp, 240 illus. **£6.95**
Photo Formula 1. 160 pp, 110 b/w illus., 56 colour. **£19.95**
Mario Andretti: World Champion. 176 pp, 113 illus. **£6.00**
For The Record: My Years With Ferrari. Lauda. 224 pp. **£4.95**
The Le Mans 24-Hour Race 1978. 342 illus., many colour. **£14.95**
The Le Mans 24-Hour Race 1979. 325 illus., many colour. **£15.95**
Racing Mechanic. The Ermanno Cuoghi story. 176 pages, 120 illus. **£7.95**
Brooklands: A Pictorial History. 227 illus. **£6.00**
Ferrari's Drivers. 200 pp, 36 illus. **£5.95**

NEW, RECENT AND SPECIAL INTEREST

Porsche 911. Harvey. Latest title in Harvey's "Classic Cars" series provides an absorbing mix of historical, technical and anecdotal material plus numerous excellent photos. Approx. 232 large pages, 200 illus., 16 colour pages. **£17.95**
"The Complete Book" Series. A new range of softbound pocket-size marque histories, each having 72 pages with close to 100 illus., 4 colour. Titles available: **Bugatti** (Kestler); **Jaguar** (Frostick); **Ferrari** (Orsini); **Lancia** (Bernabo); **Rolls-Royce** (Frostick). **EACH £2.50**
Model Cars. Smeed. A very nice book for the model enthusiast. All types of model included; fine colour photos plus many detail shots and informative text. 192 large pages, 278 illus., 53 colour. **£5.95**
ERA: The History Of English Racing Automobiles Limited. Weguelin. 288 large pages, over 500 illus., 80 colour. A superb book which will become a prized collector's item. **£35.00**
The History Of Brooklands Motor Course 1906-1940. Boddy. New edition of the book acclaimed unanimously as one of the most detailed motor racing volumes ever. 374 large pages, 300 illus. **£15.90**
Jaguar Under The Southern Cross. Hughes. Exhaustive account of Jaguar cars, personalities and racing in Australia. 378 large pages, 334 illus. **£24.00**
Dream Cars. Frostick. Fascinating survey of prototypes and other motoring "might-have-beens". A Dalton Watson illustrated history. 196 large pages, 403 illus. **£10.50**
The Colonel's Ferraris. Doug Nye. Complete history of Maranello Concessionnaires' racing team, written by a leading author. A must for Ferrari devotees! 167 pages, 106 illus. **£10.00**
Goodwood. Peter Garnier. In the Dalton Watson/Beaulieu series — a fully illustrated record of motor racing at Goodwood, with informative captions. 120 pages, about 200 illus. **£7.00**
Lionel Martin: A Biography. Demaus. An affectionate and generously illustrated memento of Lionel Martin and his racing exploits. 152 pages, 95 illus. **£8.00**
Powered By Jaguar: The Cooper, Lister, HWM & Tojeiro Sports-racing Cars. Doug Nye. Full study of these XK-engined cars which are now in the forefront of historic car racing. 168 pages, 150 illus. **£10.95**
NEW JENSEN BOOKS. Four titles from Brooklands Books, each having 100 large pages of illustrated road tests and feature articles. Titles are: **Jensen Cars 1967-1979; Jensen Healey 1972-1976; Jensen Interceptor 1966-1976; Jensen Cars 1946-1967. EACH £3.75**
NEW JAGUAR BOOKS. More new titles in the Brooklands road test reprint series. Each has 100 pages, fully illustrated. Titles: **Jaguar XJ6 1968-1972; Jaguar XJ6 1973-1980; Jaguar XJ12 1972-1980; Jaguar XJS 1975-1980. EACH £3.75**
Encyclopaedia Of American Cars 1940-1970. Langworth. Page for page, one of the best value books we've seen! All major makes and virtually all minor ones documented. 416 large pages, almost 1100 illus., 58 colour. One for the reference shelf. **£7.95**
Iota. Ward. From the pages of "Iota" — highlights of F3 500cc racing 1947-1953. 228 pages, about 200 illus. **£8.00**
Model Cars Of The World No. 2. Nakajima. Japanese book with 100s of model car photos (many colour) and English identification guide inserted. 151 pages. **£3.95**
Healey: The Specials. In this, Geoffrey Healey's third book, he describes the many prototypes, modified cars and limited-production cars produced by Healey. A truly fascinating book, with many photos and working drawings. 256 pages, almost 200 illus., 8 colour. **£8.95**
Porsche Racing Cars Of The Seventies. Paul Frere. The world's leading Porsche writer examines, records and illustrates the company's sports racing cars of the past decade. An important book which has attracted much advance interest. 164 pages, about 120 illus. **£8.95**
OSPREY AUTOHISTORIES. Nine books in this series are now available. Each has 136 pages with about 100 illus. including 8 pages of colour. Each is written by an acknowledged motoring "name". Choose from:
Rolls-Royce Silver Cloud. £5.95
De Tomaso Pantera. £5.95
Mercedes-Benz V8 Saloons. £5.95
Ferrari Dino 206GT, 246GT & GTS. £5.95
Jaguar XJ. £5.95
Porsche 356. £5.95
Ferrari Berlinetta Boxer. £4.95
Mercedes-Benz Roadsters. £4.95
Rolls-Royce Silver Shadow. £4.95
Bentley: Cricklewood To Crewe. Frostick. Complete history of Bentley from earliest cars to latest. Includes new research material, factory literature, Bentley racing and personalities. 302 pages, 300 illus., 8 colour pages. **£12.50**
Pininfarina 1960-1980: Prestige & Tradition. Merlin. Lavish book produced in a limited edition of only 1000 copies. A beautifully illustrated tribute to one of automobile history's greatest names. 244 pages, almost 400 illus., 92 colour. **£19.95**
The Enthusiast's Guide To British Postwar Classic Cars. Jonathan Wood. A detailed marque-by-marque survey of British postwar collectibles, written by a highly reputable journalist and author. 320 pages, 200 illus. **£9.95**
British Leyland: The Truth About The Cars. Daniels. An inside account of car development in the BL company — the decisions, the personalities, the prototypes that were never put into production and much other information. 208 pages, 150 illus. **£7.95**
Jaguar: The History Of A Great British Car. Whyte. A personal account of the great cars built by Jaguar and the people who contributed to the marque's success. 248 pages, 150 illus. **£9.95**
Alpine: The Classic Sunbeam. McGovern. History of all models from 1959 to last Mk 5 in 1968. Includes specifications, racing preparation, "hybrids" etc. 224 pages, 150 illus. **£9.95**
The American Challenge: Ford's Le Mans Programme. Contains photos of Fords which competed at Le Mans from 1964 to 1967 with text telling why they entered, what they achieved and how they were prepared. 47 large pages, 48 illus. **£3.95**
Brooklands Road Test Reprints. Collected tests and feature articles from contemporary magazines. Fine reference/restoration aid. Each book 100 pages with many photos and charts. Choose from: **Lotus Elan 1962-1973; Ferrari 1969-1973; Maserati 1965-1970; Maserati 1970-1975; MGA 1955-1962; Pontiac GTO 1964-1970. EACH £3.75**
Moggie: The Purchase, Maintenance & Enjoyment Of Morgan Sports Cars. Musgrove. An excellent practical guide for the owner and/or restorer. Also includes technical specs for all models from 1951 to 1979 and many new photos. 112 pages, 72 illus., 24 colour. **£8.95**
The "Great Marques" Series. A new series of one-make histories. Each book has 96 large pages and as well as lively text contains close to 100 superb colour photos which alone make these books quite remarkable value. Choose from: **Ferrari; Mercedes-Benz; Porsche. EACH £3.95**
The Ferrari Legend: The Road Cars. Prunet. With some 100,000 words of text and close to 600 photos, this lavish new book covers all Ferrari road cars from 1947 to date. Many of the older models are now all but forgotten; this book documents both them and the more famous ones in unprecedented detail. 448 pages, 560 illus., 100 colour. **£19.95**
The VW Story. Sloniger. Compiled with full company co-operation, this book traces the development of Volkswagen from earliest days to date and will appeal to all who have fallen under the spell of the "Beetle" and its successors. 160 pages, about 150 illus. **£9.50**
The Four-Wheeled Morgan Vol 2: The Cowled-Radiator Models. Ken Hill. Sequel to author's first volume on Flat-Radiator Models (£5.45), covering specifications and data on all production models, competition history, the Morgan club scene and much more. 144 pages, approx. 135 illus. **£7.95**
Racing With The David Brown Aston Martins, Volume 1. Wyer & Nixon. A copiously illustrated book in which the racing achievements of Aston Martin are vividly recalled. Even the most knowledgeable enthusiast will find much in this book that is new and will find the photos enthralling. Approx. 280 large pages, 300 illus. **£14.95**
Racing With The David Brown Aston Martins, Volume 2. Nixon. Series of almost 30 interviews with the designers, drivers, mechanics, engineers and others who contributed to Aston Martin racing. Like volume 1, a large, well illustrated book which will provide a mine of information. Approx. 260 large pages, 300 illus. **£14.95**
Jaguar Saloon Cars. Skilleter. Long-awaited successor to the same author's "Jaguar Sports Cars". A book of immense detail with nothing of importance omitted and with a staggering array of illustrations. 608 pages, 767 b/w illus., 21 colour. **£24.00**
British Diecasts: A Collector's Guide To 'Toy' Cars, Vans And Trucks. A detailed guide to the buying, selling, storage, display etc. of diecast models. A useful book on a subject more complicated than many aspiring collectors realise. Approx. 208 pages, 200 illus. (some colour). **£8.50**

HISTORY AND GENERAL
World Cars 1980. 440 pp, 1100 illus. **£15.75**
The Guinness Book Of Car Facts & Feats. 288 pp. **£6.95**
Vandan Plas: Coachbuilder. 481 illus. **£14.50**
Coachwork Of Erdmann & Rossi. 363 illus. **£14.50**
The Illustrated Encyclopaedia Of Automobiles. 352 pp, over 1000 illus. **£7.95**
Cars Of The Thirties And Forties. 240 pp, over 450 illus., 200 colour. **£12.50**
Elite Cars. 96 pp, 175 col. illus. **£2.40**
Motoring Mascots Of The World. 192 pp, 789 illus. **£14.95**
Automobile Year 27, 1979/80. £17.50

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

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

THE NEW LOTUS SERIES 2.2 RANGE AVAILABLE FOR DEMONSTRATION AND EARLIEST DELIVERY

1980 Lotus Elite. Metallic blue, leather interior, pas, stereo, 6,000 miles, one owner.
1979 Lotus Elite 503. Red, black interior, 17,000 miles, one owner, supplied and serviced by us.
1978 Lotus Elite 503. White, marcasite interior, 27,000 miles, one owner, supplied and serviced by us.
1977 Lotus Elite 503. White, marcasite interior, 39,000 miles, supplied and serviced by us.
1979 Lotus Eclat 524. Monaco red, champagne leather, 17,000 miles, one owner.
1978 Lotus Eclat 521. Auto., black, champagne leather, sunroof, pas, one owner, supplied and serviced by us.
1978 Lotus Eclat 521. Metallic bronze, marcasite interior, 15,000 miles, one owner, supplied and serviced by us.
1979 Lotus Esprit S11. White, black leather, 19,000 miles, one owner, supplied and serviced by us.
1978 Lotus Esprit. Oxford blue, beige marcasite, 23,000 miles, two owners, supplied and serviced by us throughout.
1974 Lotus Elan +2 S10/5. Red, oatmeal interior, 33,000 miles, maintained by ourselves.
1973 Lotus Elan +2 S130/5. White, black trim, 33,000 miles, sunroof, maintained by ourselves.
1972 Lotus Elan Sprint. FHC, yellow, black interior, 50,000 miles, two owners, supplied and serviced by us.
1978 Ferrari 308 GT4 +2. Bright red, black leather, air conditioning, 19,000 miles, one owner.
1980 Ferrari 308 GTS. Metallic silver, blue leather, air conditioning, wide wheels, 9,000 miles, one owner.
1976 Maserati Khamsin Auto. Metallic red, beige leather, 17,000 miles, two owners, supplied and serviced by us.
1980 Alfa Romeo 2000 GTV. Red, grey velour, radio cassette, 5,000 miles, one owner, supplied and serviced by us.
1980 Alfa Sud 1.5 Ti. Veloce chocolate brown, beige velour, alloy wheels, stereo, 5,000 miles, one owner, supplied and serviced by us.
1979 Alfa Romeo 2000 GTV. Alfa red, grey velour, sunroof, alloys, stereo, 17,000 miles, one owner, supplied and serviced by us.

ENQUIRIES INVITED FOR OUR EXCLUSIVE ALFA ROMEO 2000 GTV TURBO AND TALBOT SUNBEAM LOTUS.

BELL & COLVILL LTD

Epsom Road, West Horsley, Surrey Tel. East Horsley 4671
&
119/123 Croydon Road, Caterham, Surrey Tel. Caterham 49137

ADVANTAGEOUS LEASING AND FINANCE FACILITIES

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

MG

1979 MGB Rdstr., 12,000 mls., one owner, o/d., V-Reg. £3,845
1978 MGB Rdstr., hard/soft tops, one owner, 14,000 mls. £3,595
1975 MGB Rdstr., overdrive, radio, 37,500 mls., Yellow. £2,195
1980 Midget, 4,900 miles with one owner, as new. £3,495
1979 Midget, Russet Brown, 11,000 miles, one owner. £2,995
1978 Midget, Pageant Blue, one owner, 8,700 miles. £2,595
1975 MGBGT V8, Red, o/drive, radio, chrome wheels. £3,745
1979 BGT, one owner, 13,000 miles, service history. £4,295
1978 BGT, Russet Brown, Sunroof, etc., one owner. £3,795
1977 BGT, sunroof, radio, 31,000 miles, Chartreuse. £3,195
1974 BGT, overdrive, sunroof, tinted glass, radio, N-Reg. £2,345
1972 BGT, automatic, two owners, tinted glass, etc. £1,645

TRIUMPH

1980 TR7 Convertible, Red/Tan trim, 2,600 miles. £4,995
1978 TR7 Fixed Head, one owner, 28,000 miles, Blue. £2,995
1977 TR7 Fixed Head, Yellow, 24,000 miles from new. £2,495
1979 Spitfire, 6,300 miles, overdrive, hard/soft tops. £3,195
1978 Spitfire, overdrive, Red, one owner, 28,000 mls. £2,595
1977 Spitfire, White, hard/soft tops, o/drive, etc. £2,395
1976 Spitfire, overdrive, radio, Green, Hard top. £1,995
1973 TR6, Yellow, overdrive, hard/soft tops, 40,000 mls. £2,795

JAGUAR

1973 V.12 Roadster, Primrose/Black trim, low mileage. £7,295
1973 V.12 Roadster, automatic, chrome wheels, White. £6,795
1973 V.12 Roadster, radio, tinted glass, etc., Red. £5,995
1971 V.12 2+2, Auto., sunroof, radio, K-Registered. £4,995
1971 V.12 2+2 Auto., Signal Red, chrome wire wheels. £4,995
1969 4.2 E-Type 2+2, radio, White/Black, low mileage. £4,695

RELIANT

1980 Scimitar GTE convertible, 6,200 miles, Auto. £7,495
1979 Scimitar GTE, overdrive, power steering, sunroof. £5,795
1976 Scimitar GTE, auto., power steering, etc., White. £3,495
1975 Scimitar GTE, overdrive, radio, Sundym, Blue. £2,795

OTHER MAKES

1980 Jaguar XJS, 12,000 mls., Auto., one owner, Blue. £11,950
1978 Jaguar XJS, White, sunroof, 19,000 miles, one owner. £8,295
1980 Jaguar XJ6 4.2, Yellow, 3,200 miles, Automatic. £12,650
1978 Mercedes 280 CE Automatic, sunroof, alloy wheels. £8,495
1979 Fiat X1/9, 5-speed, 1500 c.c., 16,000 miles, Silver. £3,995
1979 Ford Fiesta 1.3S, sunroof, 9,300 miles, V-Reg. £3,395
1979 Mini Clubman, one owner, 11,300 miles, many extras. £2,695
1977 Peugeot 504TI, Maroon/Tan interior, sunroof. £1,895
1977 Rover SD1 Auto., 3500, White, 34,000 miles from new. £3,495
1979 Alfa Sprint Veloce 1.5, 10,000 miles, Red, V-Reg. £4,195

EXCHANGES **INSURANCE FACILITIES** **CLOSED 1.00 P.M. WEDNESDAY**

This is only part of our total stock – if you don't see what you are looking for give us a ring.
Open 7pm Weekdays, 6pm Saturdays. Closed 1pm Wednesday and all day Sunday.
1174-80 Christchurch Rd Bournemouth Tel Bournemouth 423344 9am-7pm (Saturday 9am-6pm)



For less than your milk bill you can afford holidays on your own yacht in the Med.

Every year for 10 years!

Sounds impossible doesn't it? Well it isn't!

Consider the annual cost of maintaining, for example, a 36' yacht, which you will use for only a small proportion of the 52 weeks in any year. Berthing costs. Marina charges. Insurance. Maintenance. Unexpected repairs. Painting and antifouling . . . the list is almost endless – and mounts up to a surprising figure.

Add interest charges on the purchase of the boat (probably one of the largest figures) *and* the extra cost of your annual holiday cruise. Wouldn't the sum total be a great deal more than your annual milk bill?

Tarquin Timesharing – An exciting concept.

Now consider the exciting concept of a timesharing investment through Tarquin, currently the only *yacht builder* in the UK to offer such a scheme.

For an amazingly low, once-only payment, you can actually buy the ownership of a yacht, for a period every year, for 10 years. The period each year can be as little as a week, or as long as you wish. And the yacht is then yours for this same period *every* year. For 10 years!

Tarquin Timesharing. 10 years of inflation-proof holidays! Forget chartering! Forget flotilla cruising!

Yes, you can even forget buying a boat! Tarquin Timesharing is the most economical method of owning a motor or sailing yacht, simply because you only pay for the weeks of the year you're using the boat. The other owners pay for the other weeks and *everyone* saves money. To give you an idea, you can have a high-season week on your own Trader 36' motor yacht, based in a glamorous Mediterranean marina, every year for those 10 years, for as little as £3,000 (the equivalent of about £6.00 per week). Low-season weeks on smaller craft are even cheaper (for example, A Sadler 32 week is less than £1,000).

There must be a catch . . . where is it?

Sorry, there isn't. But obviously it will take more than this advertisement to prove it to you. So we've prepared a comprehensive booklet for you to read at your leisure, that tells the whole story.

It'll tell you all about Tarquin Timesharing and answer the many questions you'll have.

In the meantime, here are answers to the questions we are asked most often.

1. **Do I actually own the yacht?**
   You have sole right of occupancy for the period you have chosen and the boat is yours (within reasonable limits)! to do with as you wish.

2. **What kind of yacht can I have?**
   We are currently offering a choice of fast power cruisers, spacious, elegant Trader Trawler Yachts and a range of sailing craft, including the outstanding, award-winning Sadler 32, and the world-famous Vagabonds.



Trader ▲ ▼ Vagabond



3. **What happens to the boat after 10 years?**
   The management company sells it and 90% of the price is distributed to the owners in proportion to their shareholding.

4. **What happens if the boat breaks down the week before my holiday?**
   Don't worry! Your holiday is secure. Our booklet explains all the arrangements that have been made for such eventualities and they are *very* comprehensive.

5. **Are we limited to the same place, for the same period in the same boat, every year?**
   No. We keep owners in touch so that you can exchange locations, boats, and time periods. As the scheme grows, so the flexibility and choice will increase.

6. **Can I sell, sub-let or transfer my shareholding?**
   Yes. Once you own your share, it is yours to negotiate as you wish, subject to our consent.

7. **Is my money safe?**
   Safe as houses! Firstly, because the Tarquin Yacht Company has been totally involved in the UK marine leisure market for many years and has its own reputation and interests to protect. Secondly, as our booklet will tell you, insurance arrangements have been made to cover shareholders for any loss incurred as a result of unforeseen changes in the business environment.

8. **Do I have to pay all the money at once?**
   No. If needed, confidential financial arrangements can spread the cost over a longer period, at preferential rates.

Any more questions?

Although we have tried to answer some of your questions, there will certainly be others. So complete the form below and send for your complimentary copy of our booklet on Tarquin Timesharing. If you can't wait, 'phone us now!

And remember . . . we guarantee that your holiday costs (apart from travelling and subsistence expenses and an annual maintenance charge) won't rise for the next 10 years!

Can you be as confident about your milk bill?

Tarquin

TARQUIN TIMESHARING

Are you getting your share?

Please send me a copy of your booklet on Tarquin Timesharing

Name _____

Address _____

_____

Home Tel: _____ Office Tel: _____

Tarquin Marine Holdings Ltd., Tarquin House, Picket Hill, Ringwood, Hampshire, BH24 3HH MS/180

Tarquin Marine Holdings Ltd., Tarquin House,
Picket Hill, Ringwood, Hampshire, BH24 3HH
Telephone: Ringwood (04254) 3898/5481
Telex: 418497 Tarqin G.
Telegrams: Tarquin Ringwood.

Pure ind



Realistic Auto Search Music System Automatically finds music selections by sensing the silent gaps. Advance to next section or replay a section at the touch of a button. LED indicator, fast forward, rewind and eject. 8 watts stereo amp. 1¾" x 6⅛" x 5⅝". 12-1805

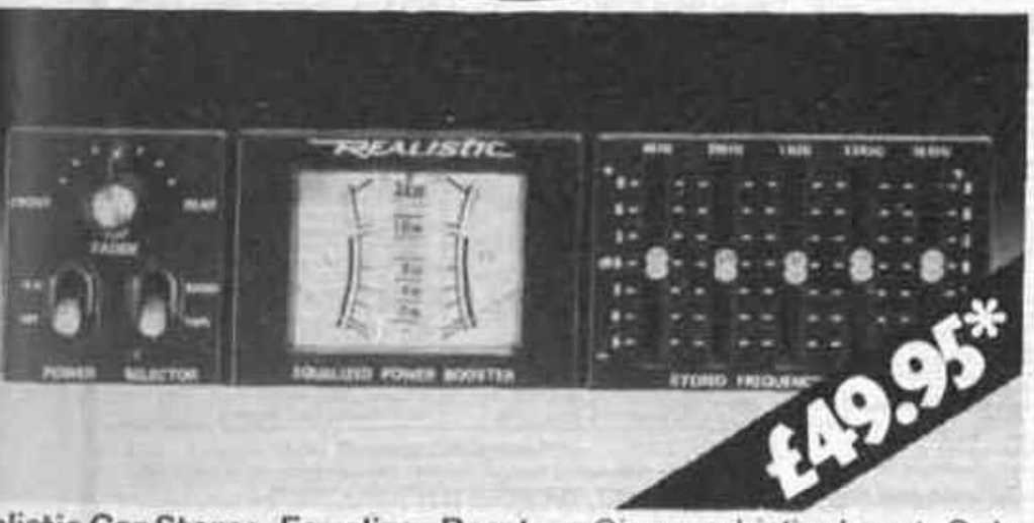


Realistic AM/FM Stereo Radio Cassette Player with clock Quartz time. Easy operation. Dynamic sound. Mono/stereo button for best FM reception. Locking fast forward. Rewind. Auto eject at tape end in all modes. Dimmer for night driving. 7" x 1¾". 12-1889



Realistic Mini Stereo Cassette Player Plays automatically when cassette is inserted. Flashing indicator when tape ends. Separate slide action tone, balance and volume. 12v neg. earth. 12-1803

ulgence.



alistic Car Stereo, Equalizer Boosters Give car hi-fi a boost. Only total harmonic distortion at 30 watts. Equalizer lets you adapt quencies to your taste. Fade control balances 4 speaker systems. rks with tape or radio. 12-1861



Realistic Car Stereo Power Booster For bigger and better sound — 40 watts per channel. Use with stereo radio or tape player. 100-10,000 Hz. Response 12c DC neg. earth. Connects to any amplified source. 12-1879



Realistic Two Way Surface Mount Speakers Use with "high power" equipment for true auto hi-fi. Matched pairs fit any car. Separate bass woofer and tweeter. 12-1853

£34.95*



Realistic Long Range Detector Detects moving and stationary radar at long range. Warning light and signal pulse rate quicken to indicate approach. Plugs into cigarette lighter. 22-1601

£69.95*

PERRY BARR
20 Lynton Square
SHELDON
226B Coventry Road
SMETHWICK
44 -46 Cape Hill
WARD END
867 Washwood Heath Road
WEDNESBURY
Bridon Road

BOLTON
5 Nelson Square
BOSCOMBE
548 Christchurch Road
BOURNEMOUTH
132 -8 Commercial Road
BRADFORD
9 Petergate
BRIGHTON
70 London Road

BRISTOL AREA
BISHOPSTON
13 Gloucester Road
BRISTOL COMPUTER CENTRE
Colston Centre
CLIFTON
146 Whiteladies Road
DOWNEND
5 Badminton Road
KNOWLE
Broadwalk Shopping Centre
YATE
4 North Parade

BROMSGROVE
6/8 St. John Street
BROWNHILLS
60 High Street
BURY (Lancs)
91 The Rock
CARDIFF
9 Wood Street
CHELTENHAM
31 Cambray Place
CHESTER
Kwik Save Centre
Sealand Road
COVENTRY
4 Hales Street
CREWE
12 Market Street
DARLINGTON
15 -16 Prestgate
DERBY
33 Victoria Street
DONCASTER
32 -34 Kingsgate
DUDLEY
Trindle Road Roundabout
EASTBOURNE
Langley Shopping Centre
EXETER
13 Paris Street
GRIMSBY
Riverhead Centre
HARROGATE
34 Oxford Street

HUDDERSFIELD
Packhorse Shopping Centre
HULL
Status City Clough Road
LEAMINGTON SPA
83 Warwick Street
LEEDS
72 Merrion Centre
LEEDS
3 Eastgate
LEICESTER
Market Street
LETCHWORTH
25 Commerce Way
LINCOLN
High Street

LIVERPOOL AREA
ALLERTON
90 Allerton Road
BOOTLE
New Strand Precinct
OLD SWAN
648 Prescott Road
ST. JOHNS PRECINCT
168 Market Way

LONDON AREA
BARKING
8/10 North Street
BAYSWATER
The Colonades
Pochester Road

BECKENHAM
144 High Street
CATFORD
23 Catford Broadway
CHESHUNT
92 Turners Hill
CHINGFORD
1 Hall Lane
CLAPHAM
84 Clapham High Street
COLLIER ROW
27 Collier Row
CROUCH END
42 The Broadway
DAGENHAM
297 Heathway
EDGWARE
128 Burnt Oak
EDMONTON
23 North Mall
ENFIELD
10 Colman Parade
HAMMERSMITH
142 -4 King Street
HENDON
24 Sentinel Square
ORPINGTON
9 The Walnuts
PALMERS GREEN
379 Green Lanes
ROMFORD
27 Collier Row Road
SEACOAL LANE
1 -2, Selsdon Lane

STREATHAM
264 Streatham High Road
TOTTENHAM
455 High Road
WALTHAMSTOW
123 High Street
WALWORTH
139 Walworth Road
WANDSWORTH
107 -9 High Street
WELLING
7 Fantasy Court
WIMBLEDON
124 -6 The Broadway

LUTON
167 Dunstable Road

MANCHESTER AREA
ARNDALE
Unit 71, Arndale Centre
BRAMHALL
14 -15 The Centre
CHADDERTON
67 High Street
CHEADLE
67 High Street
DEANSGATE COMPUTER CENTRE
36, Market Place
HYDE
4 -8 The Mall
RADCLIFFE
25 Blackburn Street
SALE
The Mall

CITY CENTRE
Arndale Centre
STRETFORD
Arndale Centre

NEWBURY
14 Bartholomew Street
NORTHAMPTON
Weston Favell Shopping Centre

NOTTINGHAM AREA
ARNOLD
124 -8 Front Street
BEESTON
30 The Square

NUNEATON
1 Church Street
OXFORD
9 -10 St. Clements
PAIGNTON
35 Hyde Road
PLYMOUTH
64 Royal Parade
PORT TALBOT
Aberafan Centre
READING
18 The Butts Shopping Centre
RUGBY
25 Church Street
RUNCORN
120 Runcorn Shopping City
SCUNTHORPE
140 High Street

SHREWSBURY
20 Shop Latch
SITTINGBOURNE
20 The Forum Shopping Centre
SLOUGH
293 High Street
SOUTHAMPTON
East St. Centre
STAFFORD
6 Sheridan Shopping Centre
ST. HELENS
Fingerpost Centre
STOKE-ON-TRENT
Hanley 36 Charles Street
SUNDERLAND
4 Fawcett Street
SURREY
206 High Street
SUTTON (Surrey)
206 High Street
TORQUAY
134 Union Street

TYNE AND WEAR AREA
NEWGATE
23 Newgate Centre
SHEFFIELD
19-20, Hillsborough Shopping Centre
SHIELDS ROAD
184 /6 Shields Road
WASHINGTON NEW TOWN
Galleries
SHOPPING CENTRE

WAKEFIELD
Kirkgate Shopping Centre
WALSALL
74 Bradford Street
WALLASEY
The Precinct
WORCESTER
8 St. Nicholas Street
WORKSOP
7 -9 Bridge Place
YORK
9 Church Street

Offers subject to availability. Instant credit available in most cases. Prices may vary in individual stores.

Access, Barclaycard and Trustcard welcome.

Most items also available at Tandy Dealers. Look for this sign in your area.

TANDY DEALER

*All prices include VAT.

T'S POSSIBLE, ONLY AT Tandy

etter Equipment. Lower Prices. No Middlemen.

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

New Books

Maserati 1965-1970 £3.75
Maserati 1970-1975 £3.75
Pontiac GTO 1964-1970 £3.75
Ferrari 1969-1973 £3.75
Jensen 1946-1967 £3.75
Jensen Interceptor £3.75
Jensen Healey 1972-1976 £3.75
Colonels Ferraris £10.00
It's a Triumph £8.50
Making Model Trucks £7.50
Model Cars (Smead) £5.95
De Tomaso Pantera (351 V8) £5.95
Rolls Royce Silver Cloud £5.95
Mercedes Benz V8s £5.95
Dream Cars £10.50
Classic American Automobiles £8.50
Great Cars from Chevrolet £3.95
Ford Panel Vans £3.25
The Classic Buses £6.95
Dennis Buses in Camera £8.95
Dankhausens World Model Car Book 81 £3.50
Off Highway & Construction Trucks £6.95
The Toy Collector £3.95
Porsche Racing Cars of the 70's £8.95
Pinin Farina 1930-1980 £19.95
Pinin Farina Cinquantanni £24.95
Porsche Racing Cars of the 70's £8.95
Model Cars of the World Vol 2 £3.95
Encyclopedia of American Cars 40-70 £7.99
History of Motor Racing (Boddy) N/Ed. £9.95
American Auto Dealer £19.95
The Encyclopedia of Motorcycling £1.95
500C oc Racing 1947-53 £8.00
Bentley Cricklewood to Crewe £12.50
The Porsche 911 —Chris Harvey £17.95
FIA Yearbook 1981 approx. £11.50
Caravanning complete £7.95
Autocourse 1980/81 £12.95
Motocourse 1980/81 £11.95
Lionel Martin Autobiography £8.00
Royalty on the Road £7.95
Goodwood £7.00
Story of the RAC International Rally £7.95
Scania (Trucks Today) £6.95
From Two Stroke to Turbo (Saab since 1949) £5.95
Saab The Innovator £8.95
TVR (Reprinted) £9.95
Motor Road Tests 1980 £4.50
Mercedes Benz — Great Marques £3.95
Porsche Design (Car Styling) £7.75
Jaguar under the Southern Cross £24.00
Dream Cars £10.00
The Sunbeam Alpine £9.95
European Sports and GT Cars from 61 £15.50
Car Bodywork in Glass Reinforced Plastics £8.95
History of Brooklands Motor Course £19.90
Classic Sports Cars by Postumus £6.95
Sentinel Steel Couture £5.95
Sprint Car (US) Technology Design, Theory, Suspension £5.95
British Cars 1980 (hcbk) £5.95
Pit and Paddock Background to Motor Racing £7.95
Emergency Service Vehicles of U.K. £4.95
Carlo Biacaratti Museum £3.75
AC Cobra 1962/69 £3.75
Auto and Design (Emphan Italian) £3.90
Elite Cars (all colour) £2.95
Panters 1970/73 £2.75
Panters & Mangusta 1969-1974 £2.75
De Tomaso Pantera £5.95
Vanden Plas Coachbuilders £14.50
Supercars of the Seventies £5.00
The Lotus Elan and Europa £6.95
Giant Book of 4 x 4's and Off Road vehicles £6.50
Motoring Mascots of the World £14.95
The Greatest Cars by Ralph Stein £16.25
Le Legendaire Auto Union £18.50
Dodge, Cinq Generations de tous terraine — Wartime Vehicles £19.50
Lamborghini Cars 1964-70 £3.75
Lamborghini Cars 1970-75 £3.75
Lamborghini (bilingual — all colr) £19.95
Cars of the Thirties and Forties £12.50
Racing with David Brown Aston Martin — Vol 1 Chris Nixon with John Wyer £14.95
Vol 2 Chris Nixon and the drivers £14.95
Niki Lauda's Racing Mechanic £7.95
The Fabulous Firebird £10.85
Le Mans 1979 £15.95
Complete Encyclopedia of Commercial Vehicles — Georgano £17.50
Alfissimo £12.95
Alfa Romeo (Nako) £5.95
Cars of the Sixties (US) £1.95
Daimler Tradition (reprint) £12.95
Mario Andretti by L.K. Engel (PB) £2.95
Mario Andretti World Champion £6.00
La Storia Delle Formula 1 1950-78 £69.50
Automobilia A Guided Tour for Collectors £12.50
Aston Martin Road Tests 48-59 £5.00
Aston Martin & Lagonda by Harvey £17.95
Aston Martin & Lagonda (400 illus.) £10.00
Aston Martin 1914/1940 £4.95
The Viking Drivers Petersen-Nelson £4.95
Sunbeam Alpine and Tiger 1959-67 £3.75
The Restoration of Post Wars Cars £5.95
Best of Old Cars Vol 2 1977-78 £5.85
The Model Cars you threw away £2.00
The Model Cars of Gerald Wingrove £13.50
The Complete Car Modeller £7.95
History of French Dinky Toys 23/78 £13.95
British Diecasts £8.50
The Encyclopedia of the World Classic Cars £6.95
Modern Classic Great Cars Post War £22.75
Car Styling — Bertone £6.75
Range Rover and Land Rover £7.50
Targa Florio 8.95
Land Rover 1948/73 £2.75
The VW Story Jerry Sloniger £9.50
The VW Beetle Fry £7.95
Volkswagen Beetle and Derivatives £8.00
BMW Automobile (now in English) £24.95
Unbeatable BMW £9.95
Armstrong Siddeley Cars 1945/1960 £4.50
Off Road Handbook £3.95
Alfa Romeo-All Cars from 1910 £24.50
Museo Alfa Romeo (English text) £5.75
Allard The Inside Story £7.95
The Power Behind Aston Martin £5.95
Bugatti An Illustrated History of the Cars from Molsheim £28.50
Les Doubles Arbres Bugatti £25.50
Bugatti — Evolution of a Style £10.95
Bugatti — Dokumentation einer Automobilmarke £19.50
Bugatti — Thoro' bred from Molsheim £14.95
Bugatti — Le pur-sang des Automobiles £9.95
The Triumph TR's — Collectors' Guide £6.95
Triumph Cars — Complete 75 Year History £14.95
Triumph TR2/TR3 1952-60 £3.75
Triumph TR4/TR5 1961-68 £3.75
Cadillac of the Forties £19.95
Cadillac 1950-1959 £19.95
Cadillac — Standard of the World £19.50
Les Automobiles Delage £26.00
The Ferrari Legend — Road Cars £19.95
Great Marques' Ferrari (all colour) £3.95
La Scuderia Ferrari — English Ed £19.95
1957 Ferrari Yearbook £12.00
1960 Ferrari Yearbook £26.00
1963 Ferrari Yearbook £26.00
The Ferrari Legend — 250GT Comp. £24.95
Ferrari — Brochure and Sales Literature — A Source Book 1946-1967 £13.00
Ferrari Formula 1 Cars 1948-1976 £15.95
The Berlinetta Lusso — Soft Cover £7.95
Ferrari — The Early Berlinettas & Competition Roadsters £8.95
Grand Prix Ferrari by Pritchard £5.50
Ferrari (Reprint of Ballantine title) £3.50
Ferrari 246 GT GTS W/shop Manual £62.50
Ferrari 365 GTB4 GTS4 W/shop Manual £62.50
Ferrari 330 GTC GTS W/shop Manual £62.50
Ferrari 275/330 GTC Handbook £6.50
Ferrari 275 and 330 Parts Book £5.50
Ferrari Operating Maintenance and Servicing 1948-1963 £13.00
Ferrari 1946/56 £2.30
Ferrari Cars 1957-62 £3.75
Ferrari Sports at Prototypes £24.95
Ferrari Berlinetta Boxer 365 and 512 £4.95
Dino The Little Ferrari £13.95
Ferrari Sports-GT Cars New Ed £22.50
Ferrari's Drivers £8.95
Ferrari Dino 208GT, 246GT, GTS £9.95
Ferrari Test Rossa V12 £14.95
The Great Camaro £11.05
Frazer Nash by Thirtle £6.50
The Schlumpf Automobile Collection £12.95
Singer Sports Cars 1933-54 £2.50
Tiger, The Making of a Sports Car £3.95
Complete Catalogue of British Cars £12.50
British Cars and Engines by Setright £6.00
Porsche Great Marques £3.95
The Porsche 911 Story 2nd Edition £9.50
Porsche Cars 1952/56 £2.75
Porsche Cars 1957/1960 £2.75
Porsche Cars 1964 £3.75
Porsche Cars 1968/1972 £3.75
Porsche Cars 1972/75 £3.75
The Racing Porsches Paul Frere £7.95
Porsche 911 Guide £2.95
Porsche The 4 cylinder 4 cam Sports Racing Car £8.95
Project Porsche 928 English Edition £22.50
The Porsche Book Illus. History £14.95
Porsche Brochure and Sales £14.95
Porsche, Excellence was Expected £40.00
The Porsche 1979 £5.95
Porsche 1980 (Nako) £5.95
Porsche SAE Papers £5.85
Porsche Museum £4.65
Porsche 356 £5.95
Porsche 911 and Derivates £6.95
Brooklands A Pictorial History £6.00
BSA Twins and Triples £8.95
Always in the Picture History of the Velocette Motorcycle £8.95
Classic Motorcycles £14.95
Moto Guzzi £17.95
Motorcycles to 1945 £3.95
Bahnsturmer (BMW) Motorcycles £6.50
British Racing Motorcycles £5.25
Vincent Fifty Years of the Marque £4.95
The Vincent HRD Story £5.95
The Unapproachable Norton £7.00
Black Smoke by Phil Irving £4.95
Best of British (Classic Bikes) £6.95
The Giants of Small Heath £7.95
Sunbeam Motorcycles £6.95
Brooklands Bikes in the 20's £6.95
Ariel History £6.95
Great British Motorcycles of the 50's £5.00
British Cars of the Early 30's 1930/34 £3.95
British Cars of the Late 30's 1935/39 £3.95
British Cars of the Early 40's £3.95
British Cars of the Early 50's £3.95
History of Small Side Valve Fords £3.25
The Enthusiasts Guide to British Post War Classic Cars £9.95
Leyland — The Truth about the Cars £7.95
The Morris Minor Catalogue £5.65
Pontiac Complete History 1926/79 £15.95
Corvette America's Star Spangled Sports Car £15.60
Corvette from Six to Stingray £5.20
Corvette American's Only £14.65
The Real Corvette £16.25
Ford Mustang 1964/67 £3.75
Mustang The Complete History of *America's Pioneer Cars* £14.95
From Here to Obscurity/Mod. T Ford £16.25
Model Henry's lady £16.25
The Cars That Henry Ford Built 03/70 £13.00
Model T Ford Service Shop Manual £4.90
The Ford V8 Affair £16.25
Works Escorts £5.50
The Super Fords (Cobra's Panters (GT40 etc) £8.95
Luigi Colani's Design Work £10.75
Only Here for the Beer (Marshall) £6.95
The Incredible A. J. Foyt £2.60
For the Record Lauda £4.95
Art and the Automobile £6.95
Niki Lauda Formula 1 (The Art and Technique of Grand Prix Driving) £9.95
Car Interior Restoration £2.95
Antique Auto
Body Description by the Restorer £3.25
Body Accessories for the Restorer £3.25
Body Brasswork for the Restorer £3.25
Body Woodwork £3.25
Metalwork for the Restorer £3.25
Body Top Work £3.25
Restoration and Preservation of Vintage & Classic Cars £9.50
Restoration of Vint & Thorough Cars £6.50
Georges Roesch and the Invincible Talbot £8.75
The Austin Seven by Wyatt £6.50
Austen Seven in the Thirties £3.75
Austin Seven Specials £3.50
Austin Healey — The Big Healeys £8.95
Healeys and Austin Healey's £7.95
Healey — The Handsome Brute £12.95
Austin Healey Yearbook 1979/80 £7.50
Sprites and Midgets Story £8.95
Lagonda — A History of the Marque £15.00
Lancia — The Shield and Flag £12.50
Lancia £10.00
Lancia Fulvia £3.50
La Lancia 70 years of Excellence £19.95
The Lex Francis Story £5.50
Mercedes Benz — A History £13.00
The Mighty Mercedes £10.00
Mercedes Benz 300SL £12.75
Mercedes Benz Production Models 1946/75 £9.95
Mercedes Benz 1345/54 £3.75
Mercedes Benz 1954/57 £3.75
Mercedes Benz Competition Cars 1950/57 £3.75
The New Mercedes Benz Guide £2.95
Three Pointed Star Scott Moncrieff £14.95
Mercedes Benz Roadsters 230 450 SL £9.95
Mercedes Benz V8's £5.95
Lotus Elan 1962/73 £3.75
The Original Lotus Elite £7.95
Lotus — A Complete Survey of the GT Touring Car £8.95
Theme Lotus £9.95
Maserati Birdcage £9.95
Maserati Delle Original s 1945 Vol I £24.50
Maserati The Postwar Sports Racing Cars £8.95
Maserati — Sports Racing & GT Cars £8.95
Shelby American Guide £7.15
Pontiac The Post War Years £10.40
American Cars of the 1930's £3.95
American Cars of the 1940's £3.95
American Cars of the 1950's £3.95
American Cars of the 1960's £4.25
American Grilles (30's 40's 50's) £4.95
Sixty Years of Chevrolet £12.35
American Trucks (colour) £6.95
The World Truck Catalogue £11.95
Big Trucks (New Edition) £2.95
Lorries Trucks and Vans since 1928 £2.75
Trucks of the World Highways £6.95
Trucks and Trucking £3.95
British Lorries 1945/75 £4.50
The Foden Story £8.95
Fire The Story of the Fire Engine £4.95
Fire and the Crash Vehicles 1910 £3.95
Fire Fighting Vehicles 1940-50 £3.95
The Agricultural Tractor 1855-1950 £9.25
Earth Moving Vehicles £3.95
US Army Standard Military Motor Vehicles 1943 £9.50
The Military Jeep Complete Service Book £10.95
MGA MGA 1955-62 £3.75
MG MGB 1970/1980 £3.75
MG by Wilson McComb £9.95
MG in the Thirties £3.75
MG Cars 1929/34 £3.75
MG Cars 1935/40 £2.75
MG Cars 1946/51 £2.75
MG Cars 1952/54 £2.75
MG Cars 1955/57 £2.75
MG Cars 1957/59 £2.75
MG Cars 1959/62 £3.75
MG Sports The Six Cylinder Cars £2.25
MG Sports Car America Loved First £9.45
The 'T' Series MG £8.50
MGA/MGB-MGC — £6.95
MG 1911/1979 £3.50
Magic of MG (reprint) £10.00
MG Sports Cars (Autocar) £6.95
The MG ABC Chris Harvey £14.95
MG Midget 1961/1979 £3.75
MG MGB 1962/1970 £3.75
MG MGB GT 1965/1980 £3.75
MG T Series Collectors Guide £7.95
Post War MG and Morgan £19.95
Riley Cars 1940/45 £2.75
Riley Cars 1945/50 £2.75
Riley Cars 1950/55 £2.75
Jaguar Driver Yearbook 1979/1980 £7.00
Jaguars in Competition £7.95
Jaguar XK120/140/150 Manual £19.50
The Jaguar XK £15.00
'E' Type End of an Era £15.00
Jaguar & SS Cars 1931/37 £2.75
Jaguar & SS Cars 1937/47 £2.75
Jaguar Cars 1948/51 £2.75
Jaguar Cars 1951/53 £2.75
Jaguar Cars 1954/56 £2.75
Jaguar Cars 1955/57 £2.75
Jaguar Cars 1957/61 £2.75
Jaguar 1961/64 £2.75
Jaguar Cars 1964/68 £2.75
Powered by Jaguar (Cooper/Later RWM Tojeiro) £10.95
Jaguar Sports (Autocar) £6.95
Jaguar — The History of a Great British Car £9.95
Jaguar Tradition £10.00
Jaguar £3.50
Jaguar 'E' Type 1961/66 £3.75
Jaguar 'E' Type 1966/71 £3.75
Jaguar 'E' Type 1971/75 £3.75
Jaguar Sports £13.95
Jaguar Saloon Cars £24.00
Jaguar XJ £5.95
History of Lamborghini to 1980 £9.95
Moggie — The Purchase Maintenance and Enjoyment of Morgan Cars £8.95
Morgans in the Colonies £13.00
Morgan Sweeps the Board (3 Wheelers) £5.95
Morgan 1936/1940 (4 Wheelers) £2.75
Morgan Cars 1960/1970 £3.75
Morgan — *First and Last of Real* Sports Cars £7.95
Four Wheeled Morgans £5.45
Morgan 3 Wheelers 1930/1952 £3.75
4 Wheel Morgan — Cowled Radiator Models £7.95
A Pride of Bentleys £19.95
W.O. Bentley Engineer £19.95
Rolls-Royce Silver Cloud £5.95
Coachwork on Rolls-Royce 06-39 £12.50
The Rolls-Royce Motor Car £17.50
Rolls-Royce Autocar £6.95
Rolls-Royce by Setright £3.50
A Brief Guide to Rolls-Royce and Bentley Cars 1925-65 £2.50
Rolls-Royce — Elegance Continues £10.50
Rolls-Royce 1930-1935 £2.75
Rolls-Royce 1935-1940 £2.75
Rolls-Royce 1940-1950 £3.75
Rolls-Royce 75 Years of Motoring Excellence £7.95
The Engines were Rolls Royce £7.50
Rolls-Royce Silver Shadow £4.95
Rolls-Royce Phantom II £14.50
Those Elegant Rolls-Royce £12.50
The Rolls-Royce Twenty £36.50
Rolls-Royce 75 Years 1904-79 £2.95
Historic Racing Cars in Australia £9.95
SU Carburettors £3.95
Weber Carburettors £3.95
Stromberg Carburettors £3.95
The Formula Ford Book £6.50
How to Modify your Mini £3.95
Basic Bodywork and Painting (vol 4 £2.60
The Sports Car — Design and Performance £7.25
The Sports Car Engine £6.00
Racing Engine Preparation £5.55
Turbochargers £3.95
Turbocharging — Complete Guide £4.55
Turbochargers and Turbocharged Engines £13.00
Car Suspension and Handling £10.00

WORKSHOP MANUALS

Don't be confused by some of the advertising that you see — those are almost certainly not the official manufacturer's manuals.
In most cases we can supply the REAL thing which has ALL the answers. Although more expensive, with current charges around £12.00 per hour the cost is soon recovered.
Ask us if we can supply your manual, enclosing a stamped addressed envelope.

POST £1.00 any order U.K. £1.50 any order abroad POST FREE OVER £35.00. Personal shoppers welcome
Access (Eurocard, Mastercharge & Interbank) & Barclaycards (Visa) welcome. Phone your card number for immediate despatch.

...for people who like putting their foot down

At last! An extremely tough, hard-wearing and best of all a good looking alternative to the rubber car mat.

'Weevers' overcarpets, manufactured in a dense tightly woven mat of 100% pure sisal are individually tailored to fit your particular car, guaranteeing a perfect fit every time. Choose from three attractive sporty tweed colour combinations that will complement any car interior. Each set of four mats comes complete with contrasting black piping around all sides and velcro pads on the undersides to eliminate mat movement. A flexible latex back ensures dirt cannot be trapped in the fibres making 'Weevers' very easy to clean with the additional benefits of extra sound insulation.

Give your car interior the kind of protection it deserves by sending today.

Set of four individually tailored latex backed Sisal mats for only £29.95 (P&P)



Weevers, like all of Carnoisseurs products, are backed by our No Quibble, Money Back Guarantee. Just return within 14 days and we'll simply refund your money in full.

Available for most makes of cars including: Alfa Romeo, Audi, Leyland, BMW, Citroën, Colt, Datsun, Ferrari, Fiat, Ford, Honda, Jaguar, Daimler, Lancia, Lotus, MG, Mazda, Mercedes, Morgan, Opel, Peugeot, Porsche, Reliant, Renault, Rolls-Royce, Rover, Saab, Talbot, Toyota, Triumph, Vauxhall, Volkswagen, Volvo, etc.

Weevers

CARNOISSEUR

To Carnoisseur, 111 Hillfoot Road, Shillington, Hitchin, Hertfordshire, SG5 3NS England. Please send me _____ four piece mat set(s) at £31.70 ea. (inc. £1.75 p&p)
Car 1: Make _____ Model _____ Year _____ Colour Req'd. D/Brown ☐ Beige ☐ Natural ☐
Car 2: Make _____ Model _____ Year _____ Colour Req'd. D/Brown ☐ Beige ☐ Natural ☐
I enclose my Cheque/Postal Order for £ _____ made payable to Carnoisseur. Name _____
Address _____ Postal Code _____

Please allow 28 days for delivery.
Delivery subject to availability.
Orders from UK Mainland only.
Block letters please.

Carnoisseur, Registered Office: 111 Hillfoot Road, Shillington, Hitchin, Hertfordshire, SG5 3NS England. Registered number 2473309 England. MS3

tim & zöe Randles

CAMPBELL ROAD, STOKE-ON-TRENT

☎ (0782) 48361/47623/45691

1½ MILES OFF M6 EXIT 15

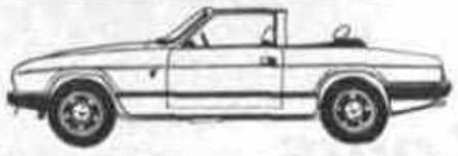
Lotus



New Elite S2.2, *in white, P.A.S.,* rad/cass. ..... **List**
New Esprit S2.2, in white, red leather ..... **List**
New Eclat S2.2, in lagoon blue, cloth trim, rad./cass. ..... **List**
New Essex Esprit Turbo. Full *specification available for immediate* delivery. ..... **List**

GOOD ALLOWANCES

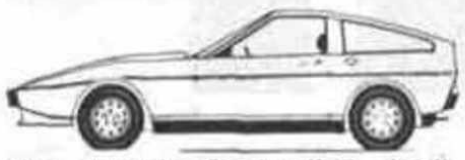
SCIMITAR



New Scimitar GTE 2.8, in champagne, chocolate trim. P.A.S., Wolfrace, tints ..... **List**
New Scimitar GTC, 4 *seats,* convertible, P.A.S., Wolfrace, tints, tan cloth ..... **List**
GTE from **£10,324**
GTC from **£11,360**

LOW RATE FINANCE

TVR



New Tasmin Convertible, Available now. **£11,800**
New Tasmin 2+2 available now **£13,800**
Tasmin 2-seater Sports **£12,800**

Orders now being taken

DEMONSTRATION ANYWHERE

SUZUKI



SC100GX (picture) **£2,599**
ST90V Carry Van ..... **£2,370 + VAT**
ST90K pick-up ..... **£2,065 + VAT**
LJ80 4 wheel drive, excellent fuel economy, hard or soft top available. Prices from ..... **£3,087 + VAT**
Will you be 4 wheel driving this winter?

Phone now for our Extra Super No Part Exchange Deals

1977 TVR Taimar. In white, black trim, model band, sunroof, one owner, 32,000 miles. **£5,395**
1978 Fiat X19 in metallic red, pyjama trim, Spots, radio, one owner, 17,000 miles **£3,395**
1978 MG-B GT. *Overdrive,* in red striped seats, one owner, 24,000 miles **£3,895**
1972 LOTUS EUROPA TWIN CAM in metallic blue, black trim, 43,000 miles **£2,895**
1980 Reliant Scimitar GTC Convertible in red, tan leather tim, P.A.S., Wolfrace wheels, 3,200 miles **£10,495**
Alfa Romeo 2000 Spyder S-Reg., white with black trim, radio, 28,000 miles. **£4,295**
1977 DAIMLER SOVEREIGN 4.2 COUPÉ. Auto., green sand, tan leather trim, electric windows, one owner, 21,000 miles, full history **£6,295**

1978 Reliant Scimitar GTE o/d, in white with blue trim, Wolfrace wheels, tints, *PAS,* cassette/radio, 29,000 miles **£5,395**
1977 (S) Lotus Elite 501 in white, marcasite trim, 21,000 miles. **£6,995**
1976 R *LOTUS 7 SERIES 3.* In red, dry sump, 19,000 miles, a collector's item **£4,295**
1979 LOTUS ESPRIT S2 in Championship gold, champagne leather trim, cassette/radio **£10,995**
1980 (W) SUZUKI LJ80V four wheel drive, *side window version,* in blue, 4,000 miles **£3,495**
1977 Triumph TR7 5-speed Tahiti blue, black trim, 35,000 *miles* **£2,595**
1979 MG-B GT overdrive, in red, black and silver trim, sunroof, radio, one owner, 11,000 miles **£4,495**

1977 Scimitar GTE overdrive, in Wessex *green tan trim,* sunroof, Wolfrace wheels, electric windows, tints **£4,195**
1978 Scimitar GTE overdrive, white, brown vinyl roof, tan trim, *Wolfrace* wheels, electric windows, 22,000 miles. **£5,195**
1978 Lancia Beta 1300 Coupé. White, *cloth* trim, radio, sunroof, 19,000 miles **£2,395**
1979 Lotus Elite 503. Gold, black leather trim, radio/cassette, *p.a.s., air cond., one* owner, 10,000 miles **£10,995**
1979 JAGUAR XJ6 4.2, auto, LWB, in red, black leather trim, *one owner* **£8,995**
1978 Matra Simca Bagheera 3 seater, in white, green trim, right hand drive, 25,000 miles **£3,995**

SERVICE DEPT
Specialist repairs by factory trained technicians. Contact Dave Willott on 0782 45691

BODY REPAIR & PAINT SHOP
All types of accident and repair work taken, glassfibre our speciality.

NEW PARTS DEPT
Trouble obtaining spare parts for your Lotus, Scimitar, Suzuki, TVR? *Contact* our parts and accessory department. Loads of models Lotus spares available. 0782 45691.

SALES DEPT
For personal attention details and demonstrations without obligation. Contact Phil Wade, Zoe Walker or Dave Williams.

ALL MAKES OF VEHICLES TAKEN IN PART EXCHANGE. ANY MAKE OF CAR BOUGHT FOR CASH.

THE PERFECT PARTNERSHIP

from Kent's ***Lotus*** *dealer at:*

Motorway Sports Cars LTD

We at Motorway Sports Cars offer you the Ultimate in high performance and driving pleasure with true British engineering technology. Our fully equipped workshops give service which is second to none together with ample stocks of Lotus spare parts for both current and past models. Our car clinic also specialises in glass fibre repairs.

A selection of new and previously owned models always available at competitive prices with finance and leasing facilities that will amaze you.

Why not telephone Neil Weigh for further details or demonstration in the car of your dreams.



MOTORWAY SPORTS CARS LTD
224/232 The Street, Boughton,
Nr. Faversham, Kent (1 mile A2-M2 junction)

Tel: Boughton (022775) 223 or 475
Parts Line: Boughton 528
COD Securicor Dispatch in UK

SGT we sell freedom



Alfa Romeo

1977 2000 SPIDER White/black interior, stereo, whitewall tyres, coachlines £4,495

1978 ALFETTA 2000 Alfa red/grey cloth interior, radio, 26,000 recorded mileage. Supplied and maintained by us since new £2,995

1978 SUD SPRINT 1.5 Dark blue/grey cloth interior, alloy wheels, supplied and maintained by us since new. 19,000 recorded mileage £3,695

1979 'V' Reg. SUD SPRINT VELOCE Cilento brown/beige cloth interior, alloy wheels, stereo, coachlines, mudflaps, we have run this car since new £4,495

1979 SUD 1.5 Ti Dark blue/beige cloth interior, radio, 18,000 recorded mileage £2,995

1980 SUD SUPER SERIES III White/grey cloth interior, radio, 7,000 recorded mileage. We have run this car since new £3,795

Lotus

1978 ESPRIT S2 Metallic brown/champagne leather interior, radio/stereo cassette, one owner, supplied and maintained by us £7,995

1979 ECLAT 524 Metallic gold/black leather interior, 14,000 recorded mileage, automatic, power steering, air conditioning, stereo, run by us since new £9,995

1979 ESPRIT S2 Metallic silver/red leather interior, radio/stereo, one owner £8,995

Scimitar

1974 GTE AUTOMATIC Ivory beige/black leather interior, electric windows, tinted glass, spotlamps £2,495

1978 GTE AUTOMATIC White/tan cloth interior, power steering, alloy wheels, tinted glass, electric windows, head restraints, radio £4,995

1978 GTE OVERDRIVE White/tan cloth interior, radio, tinted glass, power steering, electric windows/aerial, one owner, low mileage £5,295

1979 GTE OVERDRIVE Carmen red/black cloth interior, alloy wheels, one owner £5,995

1980 GTC AUTOMATIC Our first new convertible model that we have run since new, Carmen red/black cloth interior, power steering, electric windows, alloy wheels, stereo. A saving of approximately £2,500 on new price for this specification. 5,000 recorded mileage £9,995

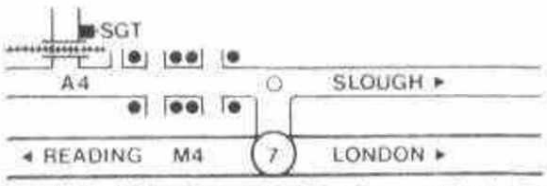
Other makes

1975 PORSCHE 911 SPORTOMATIC Red/black interior, Targa top, full Carrera body conversion, stereo £6,995

1977 BMW 633 CSi COUPE Metallic green, power steering, stereo, Recaro seats, special BMW number plate £7,795

MAIN AGENTS FOR ALFA LOTUS MORGAN SCIMITAR
Most models available for immediate or early delivery

Sales — The above 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 or Steve Rogers for further details.



Service — Our workshops are staffed by factory trained technicians and provide the latest equipment. Please contact Alan Pech in Reception.

Parts—We carry a comprehensive stock of spare parts for all the makes we handle and offer a 24 hour COD service. Please contact Jerry Collis in the parts department.

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

Ferrari
ROSSO LTD
CIRENCESTER

New Ferraris available ex-stock

Race Preparation

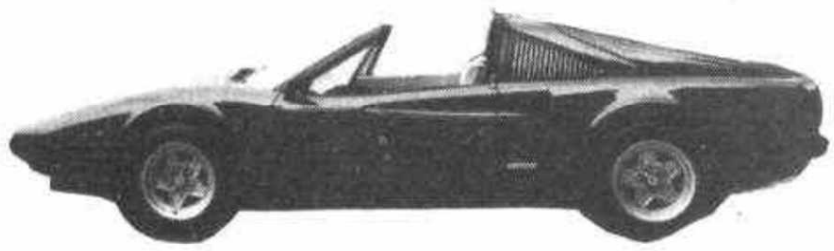
Engine and gearbox rebuilds

Restoration

Service

Parts

Ferrari 308 GTS



FERRARI 308 GTS in red. 1980 (W), 4,000 miles, factory warranty, deep front spoiler, air conditioning P7's supplied new by ourselves.
£19,500

FERRARI 308 GTS similar to above but finished in blue and with V registration.
£18,500

FERRARI DAYTONA RHD now being completely rebuilt here. For sale as is or when completed.

FERRARI 166 INTER 1948. Geneva Show car. Chassis No. 15. A very rare Ferrari in nice condition.

ROSSO LTD.

25 VICTORIA ROAD, CIRENCESTER (0285) 4301

Official Ferrari distributors for Gloucestershire, Wiltshire, Somerset and Avon

LENHAM
THE HARDTOP SPECIALISTS



This new hardtop for the TR7 Convertible comes painted to match with a HRW for £350.00 + VAT or with an Amilite roof window at £125.00 extra + VAT @ 15%.



This Superfast bonnet for all models of Triumph Spitfire comes unpainted but with forward hinging brackets £185.00 + VAT = £212.75.



Our well known **MGB Easyfit Top** has a leathergrain finish on the outside, cloth inside at **£200 + vat = £230.**



Jensen Healey Top has black leather grain exterior, cloth headlining and H.R.W. **£210 + vat = £241.50.**



The Spitfire Mk IV & 1500 Easyfit top £190.00. This can also accept an Amilite roof window **£315 + vat = £362.25.**



Continuing our leathergrain look the **Midget Easyfit £190.00 + vat = £218.50.**



We offer two **Stag hardtops.** The Easyfit top painted to match your car & H.R.W. **£350 + vat = £402.50** or **Targa style** as shown with soft top section **fitted £380 + vat = £437.00.**

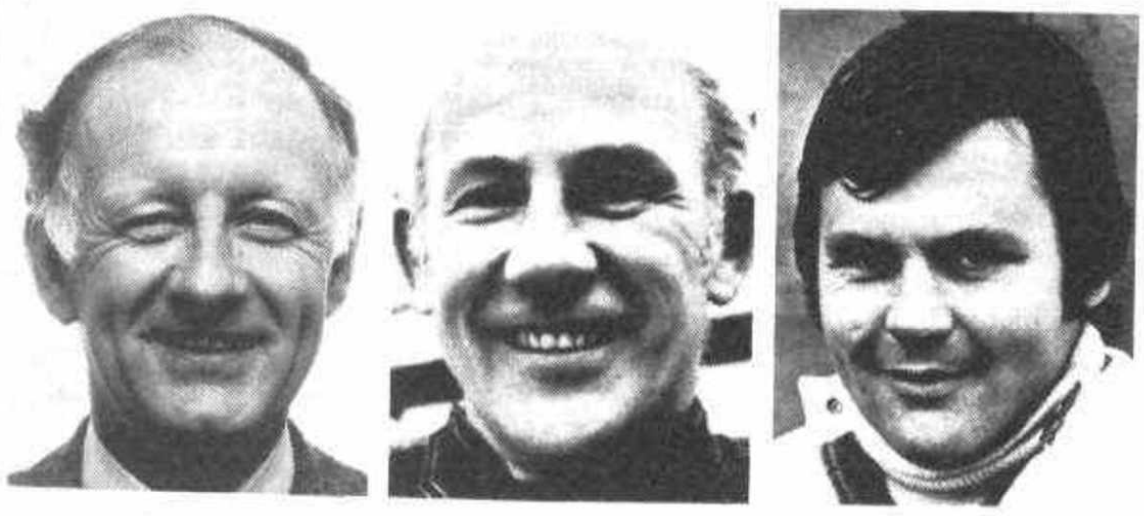


TR6 hardtop comes in black leather-grain, also TR4A & 5 £190 + vat = £218.50.

Please send PO/stamps 50p for our new fully illustrated brochure.

Lenham Motor Co. Ltd., 47 West St., Harrietsham, Nr. Maidstone, Kent.
Tel: Maidstone (0622) 859570.

Dine with Stirling Moss and Alan Jones at The Savoy



YOU are invited to The Savoy on Sunday 15th February 1981 to meet two of the world's greatest racing drivers, Stirling Moss and Alan Jones.

Frank Bough will be your host and the evening will start with sparkling Savoy cocktails...

Once you've been introduced, you can be sure not only of good company but of dining in superb surroundings.

Dinner over – hear Stirling Moss and Alan Jones talk about their experiences, ask them questions and above all, enjoy getting to know them in an informal atmosphere.

Don't miss this unique occasion. Send off for your application form now.

Please send to:
"Sportsnights"
The Savoy, P.O. Box 189,
Strand, London WC2R 0EU.

SPORTSNIGHTS AT THE SAVOY

Name (please print) _____

Address _____

_____ Postcode _____ Tel: _____ MS1

For instant reservations, telephone 01-836 4343 extn. 2307. Telex 24234.

MOTOBOOKS

FROM EUROPE'S LARGEST SELECTION

NEW AND RECOMMENDED

NEW MOTOBOOK CATALOGUE (Winter 80/81)
Over 2,700 entries, fully described, sorted by subjects, many books illustrated. A MUST for every motorist. Send for it immediately. £1 incl. postage (or equivalent bank note for foreign customers). The catalogue is sent FREE with every order from this advertisement.

AUTOCOURSE 1980/81 — just out, the new edition of this very popular year book. Order your copy immediately — we are running out every year **£12.95**
MOTOCOURSE 1980/81 — covering all the Motorcycling events. **£12.95**
AUTOMOBILE YEAR 28 (1980/81) — continues to be the world's finest motoring annual, with full coverage of the 1980 cars & events of the sporting season. 280pp approx, over 400 photos, numerous in colour. Coming February. **£19.95**
AMERICAS AUTO DEALER — a lavishly illustrated history & album of dealerships and dealer activity. Fascinating book, 207pp, 169 b/w & 12 colour ill. **£19.95**
JAGUAR UNDER THE SOUTHERN CROSS by Les Hughes — A unique book that covers the history of this famous make in Australia, incl. racing history, technical development, personalities. 378pp, 100's of ill. **£24.00**
GOODWOOD — The Sussex Motor Racing Circuit by Peter Garnier A year by year photohistory of this famous circuit, from 1948 to 1980. Compiled by the National Motor Museum and published by Dalton-Watson. 120pp, over 200 b/w photos, hardback. **£7.00**
ERA The History of English Racing Automobiles Ltd. A magnificent production, lavishly illustrated with the complete, definitive history of this famous racing marque, the cars, drivers, events. 290 large pp, over 500 ill, incl. 80 colour plates, large format, slip case. SUPERB **£35.00**

New from Italy — the AUTOMOBILIA LIBRARY
A series of handy sized pocket books, each entitled "the complete book of . . . containing a nicely written history with a large number of illustrations, in colour and b/w. 70pp, softbound, completely up-to-date, each book **£2.50**
No. 1: The complete book of FERRARI by Luigi Orsini
No. 2: The complete book of LANCIA by Ferrucio Bernabo
No. 3: The complete book of BUGATTI by Paul Kestler
No. 4: The complete book of JAGUAR by Michael Frostick
No. 6: The Complete book of ROLLS-ROYCE By Michael Frostick

A selction of new and highly recommended marque books:
HEALEY: THE SPECIALS: 3rd book in the authoritative series by Geoff Healey **£9.95**
BENTLEY: Crickelwood to Crewe — a new history by Michael Frostick, 300 ill. **£12.50**
JAGUAR: History of a Great British Car — the new book by Andrew Whyte **£9.95**
JAGUAR SALOON CARS, the massive history by P. Skilleter, over 800 ill. **£24.00**
ALPINE: The Classic Sunbeam — new history of the Sunbeam Sports Cars **£9.95**
RACING WITH THE DAVID BROWN ASTON-MARTINS Vol. 1 & 2 — highly acclaimed racing history, with 500 pp and over 500 ill. The set **£29.90**
BRITISH LEYLAND: The Truth about the Cars — unique appraisal of each model, should be in every MG, Triumph, Jaguar, Rover, Austin, Morris etc. collection. Makes factual and fascinating reading about successes & disasters **£7.95**
TVR: Success against the Odds — Peter Philby's fine ill. history **£9.95**
The Enthusiast Guide to BRITISH POSTWAR CLASSIC CARS Practical market value and what-to-collect guide by Jonathan Wood. Detailed model data and analysis. Essential for all postwar fans **£9.95**

PININFARINA: Cinquantanni — Best of all the Pininfarina Books. Massive volume with fantastic colour. Produced for Pininfarina as gift book for 50th anniversary. Italian text, with English & French captions and summaries. Super value at **£24.50**
OLDTIMER ALMANACH 1981 — German reference book by H. Schrader **£6.95**
AUTODROM Motor Sport Dokumentation — German Yearbook Series covering all motor sport events. 200 pp, over 100 ill. per book. Results, data, circuit maps. Good reference series. Each book **£4.95**
No. 1 — 1969; 2 — 1970; 3 — 1971; 4 — 1972; 5 — 1973; 6 — 1974 7 — 1975; 8 — 1976; 9 — 1977; 10 — 1978; 11 — 1979; 12 — 1980
ALFA ROMEO HISTORY MUSEUM Lavish book with masses of colour photos of Alfa's, produced for the Museum. English text **£19.50**
AUTO UNION GRAND PRIX WAGEN German history book with 260 ill **£7.95**
A History of SMALL SIDE VALVE FORDS — Issued by Ford Club, and covering SV Fords 1931-1962. Well illustrated. **£4.95**
70 Years of MORGAN MOTORING — Jubilee book produced by the Morgan Car Club, with lots of interesting material on 4 & 3 wheelers. **£2.95**

AUTOSALON Series: German yearbook series of cars sold in Europe in each year — similar to World Car Catalogue, but smaller format and German text. Well illustrated, softbound. Each issue **£3.50**
No. 14 — 1966; 15-1966/67; 16 1967; 17-1967/68; 18-1968; 19-1969; 20-1969/70; 21-1970; 22-1971; 22-1971; 23-1972; 24-1973; 25-1973/74; 26-1975; 27-1975/76; 28-1976; 29-1977; 30-1977/78; 31-1978; 32-1979

LIONEL MARTIN A Biography — Well illustrated book about the man behind Aston Martin and his cars **£8.00**
IOTA — Illustrated History of Formula 3500 Racing 1947-53. **£8.00**
GOLDEN JUBILEE RALLY 1980 — Official Programme for this world famous old car event, well illustrated. **£1.50**
WORLD RALLYING 3 — popular yearbook covering 1980 season (Jan 81) **£7.95**

From Two-Stroke to Turbo: SAAB IN MOTORSPORT — Racing & Rallying history of this famous Swedish make. Over 220 ill, 4pp colour. **£5.95**
POWERED BY JAGUAR: The Cooper, HWM, Lister & Tojeiro Sports Racers Complete design, production and racing history told for the first time by Doug Nye. 150 ill plus 8 pages of Road Tests. **£10.95**

NACHKRIEGSWAGEN — Encyclopedia of Post War Cars 1945-60 Swiss produced reference work with over 1000 photos, covering 350 makes from 25 countries. German text. Large format. **£19.95**
GIUGIARO DESIGN — Complete reference work to the products of this famous designer, from his Bertone days to the present. Over 300 photos in colour. English/Italian text. A must for the Styling fan **£19.95**
CAR STYLING 30: Mercedes S-Class; VW Golf 4.5; Lancia Delta etc. **£6.95**
CAR STYLING 31: Ferrari Mondial 8; Renault Fuego; Fiat Panda; Latest Italian Designs; Porsche Design GmbH **£6.95**
CISITALIA: Il Caso Cisitalia — Complete history of this famous Italian Sports Car. Superb book, with many colour ill, Ital. text. **£19.95**
AUTO UNION: Die Grossen Rennen 1934-39 — German language book with masses of pictures of this racing period, incl. postwar and recent pictures of restored cars. Over 300 photos, large format **£18.50**
MERCEDES-BENZ 300 SL CATALOGUE — Facsimile reprint in colour of original English market catalogue issued 1954. 12 pages **£6.50**
ENGINES — The Search for Power: Large, well illustrated history of engine design and development. Many cutaways, colour **£14.95**
FERRARI GUIDE new edition of this popular reference book produced by the UK Ferrari importers. Covers models to 1980. **£2.25**
Chilton's AUTO REPAIR MANUAL 1981 — all US cars from 1974 **£10.00**

CARS TEST & SERVICE DATA — Essential pocket data book for mechanics, with 60 data items (for all electronic tests, also wheels, engine, torques) covering 1500 cars & vans since 1965. Published Dec. 1980. **£4.95**

ENCYCLOPEDIA OF AMERICAN CARS 1940-1970 — Massive book with over 1500 pictures, A-Z, plus all data compiled Consumer Guide **£7.95**

THE AMERICAN CHALLENGE Ford's Le Mans Cars, GT Cars etc. **£3.95**
THUNDERBIRD Silver Anniversary Book T-Birds 1956-80, well ill. **£3.95**
PROJECT X1/9 — Tuning book for the Fiat X1/9 Sports Car. **£3.95**
CAR BODYWORK in Glass Reinforced Plastics Ill. technical reference. **£8.95**
DOWN THE HATCH — The Life & Times of TONY LANFRANCHI, motor racing's last Cavalier. An illustrated biography by Mark Kahn. **£6.95**
THE COLONEL'S FERRARIS — The Maranello Concessionaires Racing Team. Well illustrated, complete racing history of this well known Ferrari team, their cars, drivers **£10.00**
MG Series MGA 1600 Driver's Handbook — Reprint of AKD1172 Original. **£2.50**
MG SERIES MGA (Twin Cam) Driver's Handbook Reprint of AKD8798. **£2.50**
THE ROARING TWENTIES An Album of Early Motor Racing by C. Posthumus. Well presented book with nearly 200 exciting photos, compiled and captioned by very famous author. Large format, hardbound. **£6.95**
CHEVY CAMARO CELEBRATION — Racing & Customizing Camaros. Excellent. **£2.25**
DIE AVUS STORY — German language history of this famous Berlin track **£5.95**
CORVETTE OF THE FUTURE A Consumer Guide special showing masses of design studies in b/w & colour of future Corvette models. **£1.95**
PROTOTYPE CARS THAT NEVER WERE American Cars that never saw the assembly line. Superb illus. compilation by Consumer Guide. **£1.95**
1957 CARS A Consumer Guide catalogue of all 1957 US Cars. Illus. **£1.95**
GREAT CARS FROM CHEVROLET Consumer Guide Pictorial History. **£3.95**
The Story of the RAC INTERNATIONAL RALLY — Complete pictorial history of this famous British event. 232pp, 124 photos. **£7.95**
BUICK — A Complete History — New "Bible" by Automobile Quarterly, being the definitive book on this marque. 444pp, 638 photos. **£29.50**
LINCOLN & CONTINENTAL — The Postwar Years — Well illustrated new title in the Marques of America Series. 152pp, 226 ill. to 1980. **£8.95**
3 new title in the OSPREY AUTOHISTORY Series: (coming early 1981) Lamborghini Countach — Aston-Martin V8's — Citroën SM (Maserati) **each £5.95**
AUTOMOBILE QUARTERLY 18/4: The Cars of Sir William Lyons, a special issue with all the Jaguars. Recommended. **£6.95**
FERRARIS FOR THE ROAD. New volume in the Survivor's Series, with excellent colour plates. One of the best Ferrari books. **£19.95**
PORSCHE RACING CARS OF THE 70's by Paul Frere. This book examines, records and illustrates the development of Porsche Sports Racing cars over the last decade. 176pp., over 100 ill., hardbound. **£8.95**
MAKING MODEL TRUCKS by Gerald Scarborough. A complete how-to-manual written by an acknowledged expert. All scales covered, also types of kits and scratch building. 112pp., 209 photos, 32 drawings, hardbound. **£7.50**
FERRARI LEGEND Vol. 02: The Road Car by Antoine Prunet. (Originally published in French). A lavishly illustrated and authoritative study covering all Ferrari road cars since 1954. With nearly 600 photos, 100 of which are in colour, 448 pages, hardbound. **£19.95**

SALE: a terrific value book.
LA SCUDERIA FERRARI — the History of Enzo Ferrari's time as Alfa Romeo Racing manager, told in over 600 photos. Large formal hardback, Italian captions. Was £24.95, only. **£14.95**

TOTAL AUTO BODY REPAIR by L. C. Rhone. Complete and comprehensive text on bodywork, tools, materials, major and minor repairs plus a section on automotive painting. 486pp., 740 ill. **£19.95**

Collector's Guide Series. The most popular reference books for owners and restorers of Sports Cars:
New — The Lotus Elan & Europa Collector's Guide by John Bolster. 128pp, over 130 illus. Also covers full production and comp. history. **£6.95**
New — The Porsche 911 Collectors Guide **£7.95**
The MGA, MGB, MBC Collectors Guide by Graham Robson. **£7.95**
The Triumph TR's Collectors Guide by Graham Robson. **£6.95**
The Jaguar E-Type Collectors Guide by Paul Skilleter **£6.95**

*__THE VW BEETLE__ by Robin Fry. The complete history of this famous car, incl. chapters on Beetles in the UK and the USA. 208pp., hardbound, well ill. **£7.95**
...Elite Cars — By the editors of Consumer Guide. Full colour photos throughout. Comprehensive survey and buyer's guide to the world's most elegant, exotic and superbly engineered cars. Incl. Ferrari, Jaguar, Maserati, Lotus, Mercedes-Benz, Panther, Porsche, Rolls-Royce, more. **£2.95**
...Museo Alfa Romeo. No. 1 in the Famous Automobile Museums series. With 100s of pictures in colour and b/w of the cars in this famous museum. **£5.95**
...The History of Mercedes Benz Diesel Cars. Over 150 photos and brief German text, covering the entire range of Mercedes diesel cars from the 260D of 1936 to the latest models. A4 format, 130pp. **£9.95**
...8MW. A new issue in the Neko series from Japan. Full of the most superb colour photos, this new book in this popular series should be in every BMW collection. **£5.95**

A SUPER GIFT: THE RALLY by Tamotsu Futamura
There are not enough superlatives by which this photo book about rallying can be described. Every large colour plate is a work of art. We have never seen anything better, ever. If you like motor sport than you must have this book. Only 2,000 were printed and 500 allocated to us. This private production will never be repeated. A4 format, 196pp. 165 colour plates, text in English and Japanese, colour slip case, high quality linen binding. **£19.95**

...The Three Pointed Star. The Story of Mercedes-Benz. At last a new edition of this famous book by David Scott-Moncrieff, updated and with 100s of illustrations.
was **£14.95** now only **£9.95**
...Isotta Fraschini. By Angelo Tito Anselmi. One of the nicest marque histories we have ever offered and the only one available on this fine Italian Classic. 16 full page colour plates, a register of 8 cylinder cars, personalities, racing, a porfolio of coachwork, technical data and much more. Hardbound, 353 pages, 455 illustrations. Published at **£17.95.**
Sale Price **£12.50**
...Alfa Romeo: Le Voci Delle Vetture Piu Famose Dal 1910 Ad Oggi — Sounds of the most famous models from 1910 to today. This is a rare collector's item originally published 1966, and comes in a case with large format coloured booklet with dates, descriptions, etc., plus a stereo LP of the sounds of the most famous models. **£9.95**
...Porsche Im Zeilblick 1949-1958 — Reprints of articles, reports and road tests on Porsche in five German magazines. Text in German. 80pp. 40 illustrations. **£5.50**

VISIT OUR NEW YORK SHOP
ALBION SCOTT LTD.,
48 East 50th Street,
New York, NY 10022
(212) 980 1928 & 1929

ORIGINAL WORKSHOP MANUALS (year in brackets is year of publication)
...**Austin** Westminster A99. **£7.50**
...**Austin A30 & A35.** **£4.50**
...**Austin A40 Mk I & II** (1969) **£4.50**
...**Austin A40 Models** (1952). **£18.00**
...**Austin A55 Mk 2, A60.** **£7.50**
...**Morris Oxford V & Vi.** **£7.50**
...**Wolseley 15/60; 16/60** **£7.50**
...**Citroën DS 21 & 21M; DS19A & 19MA.** **£12.50**
...**Riley 1.5** (1967). **£7.50**
...**MG Magnette Mk 3 & 4** **£7.50**
...**Wolseley 1500 (WHS 2)** **£7.50**
...**Riley 4/68 and 4/72** (1969). **£7.50**
...**Rolls-Royce Silver Cloud, Cloud II, Phantom V; Bentley S & S2.** **£18.50***
...**Austin Healey 100/4.** **£10.95***
...**MGC.** **£10.95***
...**MGA.** **£8.50***
...**Humber 1.6; Singer Vogue I & II; Minx I-LLc, Super Minx 1 & II.** **£8.50***
...**Sunbeam Tiger** 260-289 **£10.50***
...**Citroën AMI 8** (3 Vol set). **£7.50**

OSPREY AUTOHISTORIES. Each has 136 pages with 100 illus. inc. 8 colour pages.
Rolls-Royce Silver Cloud £5.95
De Tomaso Pantera. £5.95
Marcedes-Benz V8 Saloons £5.95
Ferrari Dino 206GT, 246GT & GTS. £5.95
Jaguar XJ. £5.95
Porsche 356. £5.95
Ferrari Berlinetta Boxer. £4.95
Mercedes-Benz Roadsters £4.95
Rolls-Royce Silver Shadow £4.95

...**MG TD/TF.** **£8.50***
...**Austin** 3-litre **£12.50***
...**Austin Healey 100/6 & 3000** **£8.50***
...**MGA Twin Cam.** **£8.50***
...**Daimler V8 Saloon** **£19.50***
* indicates reprint of original publication.

AUTOMOBILE — MARQUE HISTORY
(• new book)
For full description of these titles see our catalogue.

019129 **Faza Fiat-Abarth-Lancia Bible.** £4.95
123204 **AC (Minimarque series).** £3.50
• 039017 **Neko Series Vol. 14: Alfa Romeo.** £5.95
177009 **Alfissimo!** £12.95
034066 **La Scuderia Ferrari.** was **£24.50** now **£14.95**
• 177029 **La Scuderia Ferrari** (English Edition). **£19.95**
135207 **Viva! Alfa Romeo.** £8.95
135198 **Alfa Romeo (Minimarque series).** £3.95
035013 **The Alfa Romeo Museum.** £6.95
125001 **Alfa Romeo — Milano** by Frostick. **£10.00**
034054 **The Story of Ferrari and Alfa Romeo** (Italian text). **£6.95**
001030 **Alfa Romeo: All Cars from 1910** (Fusi). **£24.50**
001043 **Alfa Romeo: A complete History** (E. Green). **£4.50**
135173 **Allard.** £5.95
165016 **Allard: The inside story.** £7.95
125002 **Aston Martin & Lagonda** (Frostick). **£10.00**
• 191027 **Racing with David Brown Aston Martins, Vol. 1 and Vol. 2.** each **£14.95**
179006 **The Power Behind Aston Martin.** £5.95
179004 **Aston Martin and Lagonda** (Harvey). **£17.95**
165017 **The Aston Martin Competion Cars 1921-1967.** £4.50
191018 **Aston Martin Guide — from 1948.** £1.50
035002 **The Aston Martin 1½-Litre International.** £8.50
191015 **Aston Martin 1914-1940: A Pictorial Review.** £4.95
165018 **The Aston Martin 1921-1942.** £4.50
165027 **The Aston Martin 1948-1959.** £5.50
• 165046 **The Aston Martin 1959-1969.** £10.00
166029 **Alle Audi Automobile 1910-1980.** £13.95
032003 **Von Horch Zu Audi.** £3.95
135209 **Healeys & Austin-Healeys: An illustrated history of the marque.** £7.95
141005 **Austin-Healey — the story of the Big Healeys.** £9.95
• 141016 **Healey: The Specials.** £9.95
179005 **Healey: The Handsome Brute.** £14.95
141006 **More Healeys: Frogeyes, Sprites & Midgets.** £8.95
117002 **Austin Healey Year Book 1978.** £6.50
• 117016 **Austin-Healey Year Book 1979-80.** £7.50
127005 **The Austin Seven.** History by Wyatt. **£6.95**
135115 **Austin 7 Specials.** £3.50
034057 **Le Leggendarie Auto Union — the Legendary Auto Union Racing Cars.** £18.50
189038 **Auto Union — DKW Guide.** £2.60
022017 **Sonographic No. 2 — Vintage Bentley** with stereo record. **£19.95**
113016 **Motoring My Way** (mainly Bentley hist.). **£6.95**
172002 **A Pride of Bentleys.** A super gift book. **£19.95**
135215 **W. O. Bentley — Engineer.** £19.95
177023 **Bentley — Cricklewood to Crewe.** £12.50
100012 **Bentley 'R' Type Continental.** £4.95
125003 **Bentley Fifty Years of the Marque.** £14.50
155005 **Bentley 1919-31.** £3.00
166002 **Alle BMW Automobile 1928-1978.** £13.95
189028 **The New BMW Guide.** £3.95
177006 **The History of the BMW Automobile 1928-1978.** £24.95
• 166032 **Vollgas in Weiss Blau (History of BMW Racing).** German text. £13.95
177004 **"Unbeatable" BMW.** £9.95
039014 **BMW (Neko series).** Japanese captions. £5.95
125004 **BMW: Cars of the Bavarian Motor Works.** £10.00
166014 **Borgward.** German text. 250 ill. **£11.95**
019130 **Bricklin.** £6.95
165010 **Bristol Cars and Engines.** £6.00

All Mail Orders and Enquiries to: M/S Readers Service, Albion Scott Ltd., Freepost, Brentford, Middlesex TW8 0QP.

NOW ALSO IN NEW YORK — 48E 50th ST.

• 177027 **British Leyland — The Truth About the Cars.** £7.95
135156 **British Leyland Minis.** £4.95
029016 **Les Doubles Arbres Bugatti.** £25.90
029009 **La Bugatti.** £4.95
031006 **Bugatti — Automobiles and Autorails.** £24.50
032009 **Bugatti — Documentation of Bugatti** by Conway & Greilsamer. £29.50
030018 **Bugatti — The Thoroughbreds from Molsheim** by Dumont. £17.95
180002 **Bugatti: Evolution of a Style.** £19.95
135158 **Bugatti: Le Pur-Sang Des Automobiles** by Conway. £9.95
019004 **Buick.** £2.95
124003 **70 Years of Buick.** £13.50
164013 **Buick: The Postwar Years.** £10.95
019012 **Buick Illustrated.** £4.95
019170 **Vintage Cadillac Annual — 1902-1977.** £3.95
020002 **Cadillac.** £15.95
019036 **Sixteen Cylinder Motor Cars.** £24.50
022019 **Sonographic No. 4 — American Super Classic.** £19.95
• 026016 **Cadillac: Standard of Excellence.** £3.95
019081 **Cadillacs of the Forties.** £27.50
019191 **Cadillac 1902-1961.** £2.95
019015 **Cadillac 1950-1959.** £27.50
• 019152 **Z/28 Camaro: The Number One Team's Cafe Racer.** £4.95
019094 **The Great Camaro.** £10.95
025001 **Cast Iron Wonder.** £3.95
124013 **Sixty Years of Chevrolet.** £13.50
019058 **Chevy Six Construction & Restoration.** £9.95
181015 **The Complete Chevrolet Book No. 4.** £2.50
025003 **Early Chevrolet History.** £3.95
• 019076 **The Hot One: Chevrolet 1955-1957.** 2nd Ed. £10.95
132006 **Chevrolet: 1911-1942.** £16.25
019223 **The Chevrolet Racing Engine.** £4.95
132005 **Chevrolet USA — 1.** £16.25
124004 **70 Years of Chrysler.** £13.50
164005 **Chrysler & Imperial: The Postwar Years.** £10.95
• 030021 **Andre Citroen: Les Chevrons de la Gloire.** £19.95
001059 **Citroen** by Broad. £4.95
029008 **La Traction, un Roman D'Amour — The Citroen Traction Story.** £9.95
029007 **La 2 CV — The Citroen 2 CV.** £9.95
029001 **La Traction.** £4.95
031003 **Toutes les Citroen.** £34.95
030007 **L'Album de la Traction.** £14.95
029006 **La 2 CV — The Citroen 2 CV.** £4.95
030003 **Citroen: Quai de Javel Quai Andre Citroen. Vol. 2.** £19.95
003003 **Citroen: The Great Marque of France.** £19.95
030009 **Citroen A, B2, B10, B12, 5CV 1919-26.** Fr. text. £7.50
030010 **Citroen B14 1926-28.** Fr. text. £7.50
030011 **Citroen Traction Avant 1934-1957.** Fr. text. £7.50
165002 **Climax in Coventry.** £5.25
019091 **Shelby — American Guide.** £6.95
164007 **Shelby's Wildlife: The Cobras and Mustangs.** £9.95
164006 **Cobra Story.** £6.95
181027 **Complete Book of Datsun.** £2.95
181025 **Complete Book of Plymouth, Dodge, Chrysler.** £2.50
022013 **Car Graphic: Cooper, Lola, Elva.** £3.95
135234 **John Cooper — Grand Prix Carpetbagger.** £6.50
182017 **Cord, Without Tribute to Tradition.** £14.95
164019 **The Cord Front-Drive.** £5.95
019204 **Assassination of the Corvair.** £3.95
151009 **How to Keep Your Corvair Alive.** £3.95
019151 **Corvair — SAE Papers.** £5.95
189013 **Guide to Corvette Speed.** £2.95
019013 **Fact Book of the 1963-1967 Stingray.** £6.95
020005 **Best of Corvette News.** £28.50

026017 **Competition Corvette.** £1.95
132008 **Real Corvette.** £16.25
026014 **Corvette.** A consumer guide book. £1.95
019066 **Corvette Restoration Source Book 1953-67.** £12.95
019087 **Corvette! America's Only.** £14.95
019146 **Corvette! Sports Car of America.** £19.95
020003 **Corvette: America's Star Spangled Sports Car the Complete History.** £15.95
181026 **Corvette: An American Classic.** £4.95
020004 **Corvette: A Piece of the Action.** £25.95
019020 **Corvette: From Six to Stingray.** £5.50
021003 **Corvette Parts Book 1953-1972.** £15.95
019064 **Corvette Performance.** £6.95
019065 **Corvette Rebuilding Guide 65-77.** £6.95
• 020030 **Corvette Restoration & Technical Guide, Vol. 1, 1953-1962.** £29.50
019145 **Corvette Road Tests 1954-1973.** £4.95
• 019205 **Corvettes Technically Speaking.** £17.50
191002 **Royal Daimlers.** £10.00
• 191022 **The Daimler Tradition.** (2nd Edition) £12.95
001007 **History of the Datsun Motor Company.** £4.95
039012 **Datsun Skyline GT-R** (Japanese) £5.95
039009 **Datsun Sports Cars — Fairlady Vol. I.** £9.95
039010 **Datsun Sports Cars — Fairlady Vol. II.** £9.95
039011 **Datsun Sports Cars — Fairlady Vol. III.** £9.95
• 019211 **Datsun 280ZX.** £5.95
031004 **Les Automobile Delage.** £31.95
022021 **Sonographic No. 7 Fast Tourers.** £19.95
• 177024 **Osprey Autohistory: De Tomaso Pantera.** £5.95
124005 **Dodge Story.** £13.50
182016 **Duesenberg. Mightiest American Motor Car.** £12.95
030020 **L'Epopee Facel Vega.** £2.95
030008 **Facel Vega 1959-1964.** Fr. text £8.00
177008 **Dino — The Little Ferrari.** £13.95
• 019209 **The Survivors Vol. 5: Ferraris for the Road.** £19.95
001008 **Le Ferrari.** £11.50
180029 **The Berlinetta Lusso: A Ferrari of Unusual Elegance.** £7.95
100019 **Grand Prix Ferrari.** £5.50
• 177021 **Osprey Auto History: Ferrari Dino 206GT, 246GT & GTS.** £5.95
035016 **Motorfan Make Series Vol. 02 Ferrari.** £5.95
• 174001 **Great Marques: Ferrari.** £3.95
034064 **Le Ferrari.** £6.95
180007 **Ferrari: The Spyder California.** £7.50
135002 **Ferrari** by Hans Tanner. £24.50
135197 **Ferrari (Minimarque series).** £3.95
180008 **Ferrari: Early Berlinettas & Competition Coupes.** £8.95
180006 **Ferrari: Early Spyders & Competition Roadsters.** £8.95
180010 **Ferrari: The Gran Turismo & Competition Berlinettas.** £8.95
180070 **Ferrari: 25 Years of Formula 1.** £11.50
180005 **Ferrari Brochures & Sales Literature 1946-1967.** £15.95
100065 **Ferrari Drivers.** £5.95
180064 **Ferrari Formula 1 Cars 1948-1976.** £15.95
• 191006 **Ferrari Guide: A Selection of Cars from 1959-1980.** £2.25
180027 **The Ferrari Legend: The Competition 250 GT Berlinetta.** £24.95
• 180102 **Ferrari Legend Vol. 2: The Road Cars.** £19.95
030002 **Ferrari Legende Vol. 3 Sport et Prototypes** (French text) £24.50
034001 **Ferrari Mondiale.** £1.95
019122 **Ferrari Owners Survival Manual.** £1.50
021006 **Ferrari Parts Book.** £5.50
019024 **Ferrari Road Tests.** £4.95
177018 **Ferrari Testa Rossa V12.** £14.95
180001 **Ferrari: The Sports and Gran Turismo Cars** by Fitzgerald. £22.50
001048 **Ferrari V-12 Sports Cars 1946-56.** £2.95
034060 **Ferrari Yearbook 1947-1957.** £12.95
034061 **Ferrari Year Book 1963.** £12.95

022004 **Car Graphic Fiat.** £3.95
091072 **Forty Years of Design with Fiat.** £24.95
• 031010 **Old Auto 02: Fiat.** £0.75
001009 **Le Grandi Fiat.** £11.50
034045 **Fiat Publicitas 1926.** £2.95
113003 **Fiat 1899-1972.** £6.95
019169 **The Fabulous Firebird.** £12.95
155008 **Picture A Ford — 75 Years of Ford History.** £3.50
025512 **Historical Scrapbook — Model T Ford.** £4.50
124006 **Illustrated History of Ford.** £13.50
180076 **Let's Call it Fiesta.** £4.95
182015 **Model a Ford/ Construction, Operation, Repair — for the Restorer.** £6.50
019030 **How to Restore the Model "A" Ford** (in 2 volumes). £11.90 per set
020020 **The Cars That Henry Ford Built.** £12.95
019011 **Mustang.** £2.95
025507 **Model T Memories.** £3.95
181007 **Complete Ford Book.** £3.50
132007 **Nifty Fifties Fords.** £16.25
135179 **The Works Escorts.** £6.50
022003 **Car Graphic Ford and Mercury.** £3.95
025520 **Henry's Fabulous Model A Ford.** £3.95
• 019181 **The Super Fords.** De Tomaso, Boss Series. £8.95
019149 **The Open Fords.** £27.50
• 026015 **Mustang: The Car that Started the Ponycar Stampede.** 2.95
025522 **How to Restore the Model A Ford.** £3.95
132009 **Mustang Does It!** £16.25
019148 **The Ford Shows.** £27.50
132001 **Henry's Lady.** £16.25
132004 **The V-8 Affair.** £16.25
132003 **From Here to Obscurity.** Model T history. £16.25
182013 **Ford: Closing the Years of Tradition.** £6.50
189016 **Ford Cobra Guide.** £3.60
135170 **Ford Competition Cars — The Ford Motor Company In Competition.** £5.50
019142 **Ford GT40 — SAE Papers.** £7.95
181004 **Ford in the 30s.** £2.50
025007 **Ford Model 'A' Album.** £3.95
019125 **Ford Model 'T' Service Bulletin Essentials.** £10.50
019100 **The Ford Model A as Henry Built It: Colour, Upholstery and Production Facts Book.** £9.95
025008 **Ford Model A Restoration Handbook.** £3.95
025525 **Ford Model A Service Manual & Owner's Handbook.** £6.00
025006 **Ford Model T Restoration Handbook.** £3.95
• 019153 **Ford Mustang: The Car that Started the Ponycar Revolution.** £4.95
• 019182 **Ford Mustang II.** £4.95
189029 **The Ford Mustang 1964-1973.** £4.35
025509 **Ford Owner's Handbook — Models T and A.** £6.00
019143 **Ford Performance.** £4.95
019084 **The Ford Road.** £10.95
022005 **Car Graphic Vauxhall and English Ford.** £3.95
135183 **Frazer Nash.** £6.50
020008 **The Golden Anniversary of the Lincoln Motorcar.** £6.95
022022 **Sonographic No. 8 — European Super Classics.** £19.95
135029 **Healeys & Austin-Healeys:** An Illustrated History. £7.95
125005 **Legendary Hispano-Suiza.** £10.00
019083 **Honda:** The Man and his Machines. £5.50
039007 **Honda Sports Cars.** £9.95
166012 **Horch Automobile 1900-1945.** £11.95
164012 **Hudson:** The Postwar Years. £9.95
019005 **Hudson** Story of Hudson Motor Car 1909-1967. £2.95
034029 **Isotta Fraschini** — Colour plates. £3.95
039006 **The Jaguar** (NEKO Series). £5.95
035001 **The SS Jaguar 100.** £9.95
179002 **E Type:** End of an Era. £15.00
019012 **Jaguar by Lord Montague.** £12.50
135199 **Jaguar** (Minimarque Series). £3.95
180084 **Jaguar, Motor Racing and the Manufacturer.** £3.50
165023 **The Jaguar E-Type.** A Collector's Guide. £6.95
177002 **Jaguars in Competition.** £7.95
135166 **Jaguar Sports Cars.** £13.75
125006 **Jaguar Tradition.** £10.00
001014 **Jaguar V12 Engine.** £1.50
179008 **The Jaguar XK.** £15.00
127012 **Lagonda, A History of the Marque.** £15.00

191008 **Lamborghini Guide.** £1.50
165021 **La Lancia:** 70 Years of Excellence. £19.95
125007 **Lancia.** £10.00
165019 **Lancia Fulvia.** £3.50
022011 **Car Graphic Lincoln.** £3.95
019121 **Lincoln Continental Mark II Restorer's Guide.** £15.50
019006 **Lincoln** (Advertisements). £2.95
164020 **The Lincoln Continental.** £5.50
165020 **Theme Lotus:** 21 years of Grand Prix and Indianapolis Cars. £9.95
022001 **Car Graphic Lotus.** £3.95
039005 **The Lotus (NEKO Series).** £5.95
165005 **Lotus Elite:** Racing Car for the Road. £7.95
001010 **Lotus 49 Formula 1.** £2.95
127001 **Maserati — History (Pritchard).** £6.25
180011 **Maserati:** The Postwar Sportsracing Cars. £8.95
177007 **Maserati Road Cars.** £14.95
135196 **Maserati 1926-1975** (Crump). £9.50
180054 **The Supercharged Mercedes.** £17.95
141013 **Three-Pointed Star:** The Story of Mercedes Benz. £14.95
125008 **The Mighty Mercedes.** £10.00
032006 **The History of Mercedes Benz Diesel Cars.** £9.95
164008 **Mercedes Benz:** A History. £12.95
189009 **Mercedes Benz Guide.** £2.95
164009 **Mercedes Benz Production Models 1946-1975.** £11.50
180073 **The Mercedes Benz Racing Cars.** £25.00
177011 **Mercedes Benz Roadsters.** £4.95
019026 **Mercedes Benz Road Tests.** £4.95
164010 **Mercedes Benz 300SL.** £12.95
191016 **Mercedes and Mercedes Benz Racing Car Guide 1901-1955.** £1.50
019090 **The Mercedes Benz Story.** £4.95
022012 **Car Graphic:** MG. £3.95
019001 **The "T" Series MG.** £8.50
191017 **An MG Experience.** £3.95
191020 **The Classic MG Yearbook 1973.** £3.00
179009 **The Immortal "T" Series.** £12.95
125009 **The Magic of MG.** £10.00
039004 **MG vs. Triumph.** £5.95
179003 **MG:** The A B & C. £14.95
019014 **MG:** The Sports Car America Loved First. £6.95
165028 **MGA, MGB and MGC:** A collector's Guide. £6.95
177001 **MG by McComb.** £8.95
165025 **MG International.** £6.50
019027 **MG Road Tests.** £4.95
146006 **MG Sports Cars.** £4.95
135229 **MG 1911-1978.** £3.50
135128 **The Works Minis** £4.95
177003 **Mini** — by Goulding £6.95
039002 **The Mini** (NEKO Series) £5.95
165011 **The Four-Wheeled Morgan:** Volume 1, The Fiat-Radiator Models. £5.45
141003 **More Morgan** £8.95
022018 **Sonographic No. 3 — British Sporting Light Weight** £19.95
141002 **Morgan:** First & Last of Real Sports Cars £7.95
019095 **Morgan in the Colonies** £12.95
141004 **Morgan Sweeps the Board.** £9.95
127007 **The Bullnose Morris.** £7.00
019134 **R. E. Olds:** Auto Industry Pioneer £11.50
022015 **Car Graphic:** Open Ford Taunus. £3.95
182012 **Packard, Ask the Man Who Owned One** £9.95
020019 **Packard:** History of Motor Car and Company £39.50
010018 **The Packard Story.** £13.95
019007 **Parkard 1899-1942.** £2.95
022006 **Car Graphic Parkard and Peugeot.** £3.95
030012 **Panhard 1945-1955** £7.50
030001 **Peugeot:** Sous Le Signe Du Lion £19.95
030013 **Peugeot 1930-1935.** £7.50
030014 **Peugeot 1936-1939.** £7.50
030015 **Peugeot 1948-1960.** £7.50
124010 **The Plymouth Desoto Story.** £16.50
135228 **We At Porsche.** £6.50
001012 **100 Years of Porsche.** £12.95
039001 **The Porsche** £5.95
180026 **The Racing Porsche.** £7.95
180028 **Project 928.** £22.50
135171 **Porsche:** Double World Champions 1900-1977 £9.50
020007 **Porsche:** Excellence was Expected £38.50
180031 **Porsche:** 4 Cylinder, 4-Cam Sports & Racing Cars £7.95
180074 **The Porsche Book:** Definitive Illustrated History. £13.95
180032 **Porsche Brochures and Sales Literature 1946-65.** £14.95
019028 **Porsche Road Tests.** £4.95
180066 **Porsche Sport 1972.** £6.50
180067 **Porsche Sport 1973.** £6.50
180068 **Porsche Sport 1976/77.** £6.50
032001 **Porsche 1949-1958 Tests** German text. £5.50
032002 **Porsche 1963-65 Tests** German text £5.50
189008 **Porsche 911 Guide.** £2.95
Porsche 911 Story £7.95
172002 **A Pride of Bentleys.** £19.95
019099 **Tiger:** An Exceptional Motor Car. £11.95
141007 **Tiger:** The Making of a Sports Car. £9.95
132002 **Thunderbird.** £16.25
019010 **Thunderbird Ads.** £2.95
181031 **Complete Book of Toyota.** £2.95
039008 **Toyota 2000GT Sports** £9.95
165009 **Triumph TR's:** Collector's guide. £6.95
141001 **TVR:** Success Against the Odds. £8.95
181037 **Complete Volkswagen Book** £2.95

MAIL ORDER

ORDER FORM TO: M/S Readers Service, Albion Scott Ltd., Freepost, Brentford, Middx. TW8 0QP, England

NAME ..... (BLOCK LETTERS PLEASE)

ADDRESS .....

.....

Post Code ..... Tel. No. .....

Credit Card No. .....

☐ Barclaycard ☐ Access (Tick Appropriate Box) MS1/80

I enclose a cheque/postal order for £ .....

Signature .....

PLEASE SEND ME BOOK(s) .....

.....

.....

To order by mail: Send orders accompanied by remittance. **Cheques and postal orders should be made payable to *Albion Scott Ltd.*** Postage and packing: UK £1.00 all orders. Overseas: £1.50 all orders (surface mail only). Overseas customers: Please pay in pounds (£) sterling, by bank draft or international money order. If you send Euro or Dollar cheques add £1.00 for bank charges. 7 Days money back guarantee. All prices subject to change.

BARCLAYCARD VISA **Tel. 01-560 3404** Access

Peter Townsend (Winchmore Hill) Limited

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

PORSCHE 911 SC SPORT TARGA 1978, minerva blue with beige tartan trim, absolutely immaculate throughout. **£13,950**

PORSCHE 924 LUX 1977S, yellow with black herringbone trim, radio stereo, alloy wheels, fastidiously maintained. **£6,950**

ROLLS-ROYCE SILVER SHADOW 1971, a fastidiously maintained one owner vehicle finished in tudor grey over silver chalice. **£11,950**

BENTLEY T SERIES SPORTS SALOON 1969. A delightful car in midnight blue with beige hide, personal reg No. **£9,950**

MERCEDES BENZ 350SE 1977, Citrus metallic green with beige velour, air conditioning, elec roof, radio cassette stereo. **£9,950**

LANCIA GAMMA COUPE 1979, metallic oyster with brown velour, radio stereo, 9000 miles and one owner from new. **£5,950**

ROVER 3500 AUTOMATIC 1976, Burgundy with tan leather, radio, undersealed, 26,000 miles from new, with full service history & exceptionally mint. **£2,950**

BMW 635 CSI 1979 Henna red with black leather trim, fitted with electric sunroof & radio cassette stereo. **£13,950**

BMW 733i 1978, reseeda green metallic with olive velour interior, fitted with alloy wheels, electric windows and radio stereo. **£5,950**

BMW 316 1978T white with blue velour interior, fitted with sun roof, tinted glass and radio stereo, 18,000 miles from new. **£3,950**

LOTUS ECLAT 524 1978T, daytona yellow with black leather trim, air conditioning, power steering, radio cassette stereo. **£6,950**

TRIUMPH TR7 AUTOMATIC 1978, French blue with contrasting tartan trim, radio stereo, 17,000 miles from new. **£3,450**

LAFER MP MGTD replica, silver with black leather trim, the only right hand drive one that will be available. **£6,950**

RANGE ROVER 1973, finished in Mexico brown, with biege interior, radio/stereo. Exceptionally good condition for an earlier vehicle. **£3,950**

TOW A TRAILER

Contact your local depot at: Bolton tel 593209, Swansea tel 0792 812913, Bournemouth tel 893010, London tel (Redhill) 68185, Newcastle tel 761162, Glasgow tel 965 3055 Bristol tel 669870, Norwich tel 412334, Birmingham tel 5506330, Nottingham tel 865187.



24 hour telephone or send 35p + 25p post for our 200 page Trailer Manual which gives full details on Trailers and Towing, to Mechanical Services Ltd., Belmont Rd., Bolton.

Indespension
The National Trailer Company.

A VERY SPECIAL PANTHER LIMA

- Full DTV conversion.
- 0-60 in 6 seconds.
- 125 mph plus.
- Blue/white, wire wheels.
- Tonneau cover.
- Brand new. Unregistered.

A high performance car at a low performance price at £7,995

Ring Tony Thorpe on Aldershot 24401. 9-6 pm

Porsche

Colin Grant



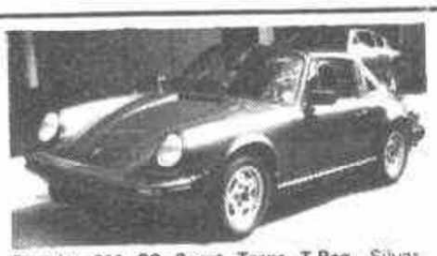
Rolls-Royce Silver Shadow II, 1979. Le Mans blue, magnolia interior, 23,000 miles, one owner, just serviced. **£28,950**



E-Type V12 Roadster, 1973 M. Green, sand, hard top, wire wheels, 35,000 miles, manual. **£7,950**



Jensen Interceptor Convertible. P-Reg. Yellow/black hide, good exchange, 44,000 miles. **£10,950**



Porsche 911 SC Sport Targa T-Reg. Silver, 28,000 miles, history. **£12,950**



Wood & Pickett Mini. Automatic, full extras, Rolls-Royce Walnut with magnolia trim. **P.O.A.**



Aston Martin V8 1975. Automatic, white, electric roof, 46,000 miles, (similar to picture). **£8,750**
Also 78 Model. Red, manual, 29,000 miles. **£13,950**



Lamborghini Espada, M-Reg. Met. bronze, 45,000 miles, approx, history, spec. reg. available. **£7,950**



Porsche 928 1979. Auto, metallic black, 14,000 miles. **£14,950**



De Tomaso Deauville T-Reg. Met. beige, 25,000 miles, full history, air cond., c. control, etc. **P.O.A.**



Ferrari 308 GT4. Choice of 2. 76/78 blue and red. **£6,950/£9,950**

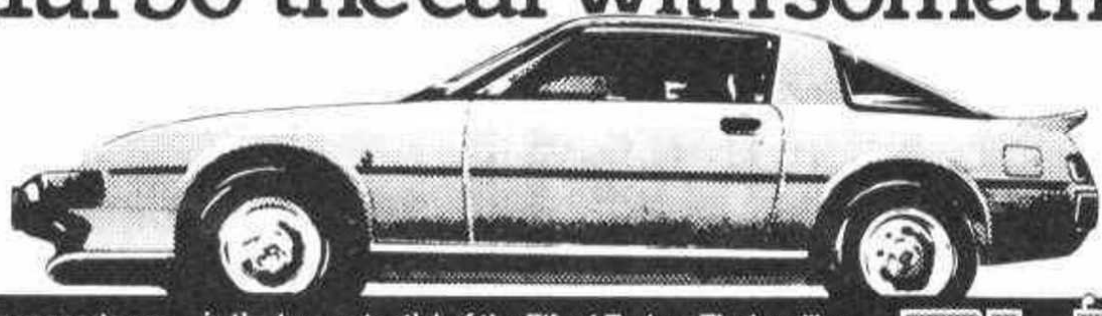


Lamborghini Uracco. Met. red, re-trimmed by Connolly in grey, excellent example, 29,000 miles, full history, special reg. available. **P.O.A.**



AC Cobra 4.7. One of the last ten manufactured, metallic blue, special reg., history with AC. **P.O.A.**

The Elford Turbo the car with something extra



A stylish and luxurious high performance sports car incorporating the very latest technology, the RX7 is a car for the enthusiast. The Elford Turbo has been developed to enhance even further the performance of the superb RX7 without impairing its reliability or fuel consumption. 100 mph in under 18 seconds . . is the true potential of the Elford Turbo. The handling and predictable road- holding at speeds up to 140 mph are assisted by aerodynamic spoilers, complemented by sonic wheels. All this adds up to the Elford Turbo surely the car of the eighties. Comprehensive range of accessories including spoilers and sonic wheels available.

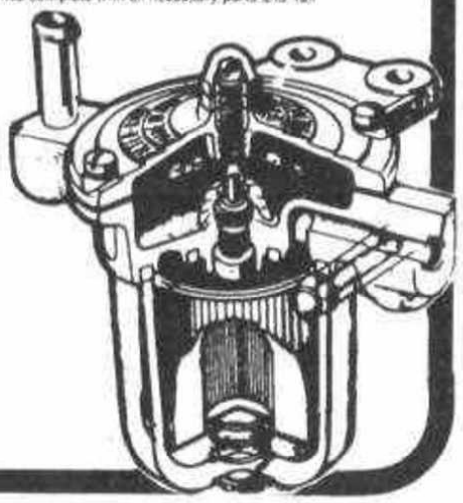
The ELFORD TURBO
MAZDA RX7

ELFORDS ENGINEERING LIMITED TUCKTON ROAD, SOUTHBOURNE, BOURNEMOUTH 431883

The FILTER KING

*£16 if you buy one £52 if you don't.

The Malpassi **Filter King** regulates the fuel-pressure from your car's pump to help the carburettor maintain a steadier fuel level. This improves starting, idling and running generally but the most important benefit is a fuel saving of up to 15% overall. The **Filter King** thus pays for itself very quickly and goes on earning its keep for years. It comes complete with all necessary parts and full instructions for quick and easy fitting.
Alfa Romeo and Maserati fit Malpassi regulators as standard to their road cars. Ford, Vauxhall, Talbot and Lancia on their competition cars. Many British companies and local authorities already use them to save petrol and have proved savings are real!!
*Based on minimum saving during 10,000 miles per year at 25mpg with petrol at £1.30 per gallon. Money back without question if it doesn't work on your vehicle. RAC official certified Trial No. 903 in February, 1975 on a standard Marina 1.3 with a **Filter King** fitted showed a 10.6% overall mpg improvement.
Also available without filter and water trap as Malpassi Petrol King — only £15. spare filters £1.50 4 for £5.00



Send £16 including p+p and insurance, two for £30 (two Petrol Kings for £28), stating car/van make + model. Delivery ex stock! C.O.D. £1.00 extra

Access and Barclaycard welcome. Telephone — until 7 pm
Send S.A.E. for details Trade and Bulk enquiries welcome too.

Contact Developments Dept. [MS1]
13 Boult St., Reading, Berks RG1 4RD — 0734-598955/6.

SPORTS CARS UNLIMITED



● MATRA SIMCA BAGHEERA "S"

We are particularly interested in purchasing first class examples of this exciting economical and practical 3-Seater Sports Coupe, and have a selection in stock including a choice of RHD, and LHD

CROOKGATE GARAGE, BYREMOOR BURNOPFIELD, NEWCASTLE-UPON-TYNE. TEL: (0207) 71271

International Ferrari



Rolls-Royce Silver Shadow, 1976. Met. gold/magnolia hide, 28,000 miles history. **£21,950**



Porsche 911, Coupe and Targa. Available, 76/77. **From £7,950**



Jaguar XJS 1977. Squadron blue, biscuit trim, 29,000 miles, two owners. **£7,250**



Ferrari 308 GTB. Choice of 2 '77/78, red and black. **£9,450/£11,250**
Ferrari 308 GTS, 1978 T-Reg. Red, air con., wide wheels. **£12,950**



Mercedes 450 SLC S-Reg. Yellow, air cond., electric roof, alloys, 20,000 miles. **£12,950**
Also 73 M in gold, electric roof. **£6,950**



Jensen Interceptor M-Reg. Met. silver, 3 owners, 43,000 miles, approx. **£4,250**



Range Rover. 6-Wheel, diesel, Carmichael conversion in black, 17,000 miles, (similar to picture). **£8,750**
Also 77, white, 27,000 miles, p.a.s., electric windows. **£7,250**



Mercedes 350 SL T-Reg. Red, alloys, 22,000 miles, history. **£11,950**



Porsche Turbo 3.3, 1978. Petrol blue, tan trim, full spec, 27,000 miles, full history. **£17,950**



Maserati Merak 1979. Yellow/black, 6,000 miles, full spec., one owner, £200 just spent. **£12,950**



Lotus Esprit S2 1979. Choice of two, black and white from **£7,950**
Also S1, yellow, 23,000 miles. **£5,750**



Porsche 914 M-Reg. Black, 2 owners, 48,000 miles, history, fully restored. **£2,950**

136-142 FINCHLEY ROAD, LONDON NW3. 01-794 0039/0030

HERTFORDSHIRE SPORTS CARS LTD.



TEL:
RICKMANSWORTH
75204/73382

1978 (T-Reg) MGB GT. Red, one owner, low mileage, sunroof, superb **£4,250**
1979 MGB. Inca yellow, one owner, radio, h/rests, immaculate **£3,999**
1977 (S-Reg) MGB. Yellow, wire wheels, radio, o/d, superb **£3,099**
1977 MGB. Yellow, low mileage, o/d, radio, h/rests, beautiful **£2,999**
1979 MIDGET. Inca yellow, one owner, radio, h/rest, beautiful **£2,850**
1978 (T-Reg) SPITFIRE. White, low mileage, o/d, h/rests, radio, superb **£2,995**
1978 SPITFIRE. Green, one owner, low mileage, radio, beautiful **£2,599**
1976 TR6. Red, low mileage, radio, o/d, mint cond. **£3,500**
1973 (M-Reg) GT6. Damask, o/d, radio, super car **£1,499**
1977 (S-Reg) TR7. Blue, sunroof, low mileage, tartan trim **£2,750**
1978 MINI CLUBMAN. Black, cloth trim, low mileage, tints, radio, superb **£2,099**
1977 (S-Reg) ALFASUD SUPER. Blue, radio, low mileage, beautiful **£1,950**
1972 LOTUS ELAN SPRINT f.h.c. Blue/White, Wolfrace Wheels, flared arches, Moon roof, tinted glass, radio/cassette, superb **£2,999**
1978 (T-Reg) SUZUKI VAN. 5-door. Green, low mileage, immaculate **£1,199+VAT**

EXECUTIVE CARS

1979 PORSCHE 928. Manual, Blue, 9,000 miles only, all refinements, one owner, outstanding condition throughout **£16,950**
1964 ASTON MARTIN DB5. Manual, Blue, wire wheels, service history. We consider this to be one of the best available **£7,950**
1978 TRIUMPH STAG. Manual, o/d, White, h/s tops, one owner, very low mileage, tinted glass, beautiful condition **£5,500**
1978 Model GRANADA 2.8 GL. Jupiter red, auto, pas, one owner, low mileage, tinted glass, sunshine roof, radio, cloth trim, superb **£3,555**
1979 GRANADA 2.3L. Beige, manual, pas, one owner, low mileage, tinted glass, cloth trim, radio/cassette. Beautiful **£3,999**
1977 GRANADA 3.0 GHIA. Gold, sun/vinyl roof, auto, pas, tinted, radio/cassette, h/rests, superb example **£2,500**
1976 GRANADA 3.0 Coupe. Beige, auto, one owner, pas, cloth upholstery, sun/vinyl roof, tinted, radio, immaculate **£1,895**
1978 LOTUS ECLAT. Silver, manual, one owner, low mileage, radio/cassette, pas, leather upholstery, tinted, superb **£8,925**
1979 LOTUS ECLAT. Auto, Silver, pas, one owner, radio/cassette, leather upholstery, tinted windows, beautiful **£8,999**
1977 (S-Reg) RANGE ROVER, Sahara dust, low mileage, cloth trim, o/d, tints, h/rests, radio/cassette, beautiful condition **£7,500**
1935 AUSTIN 6 PICK UP **P.O.A.**

33 STATION ROAD, RICKMANSWORTH
SERVICING AND REPAIRS DEPT.
RICKMANSWORTH 70496

Lotus



NEW LOTUS FOR IMMEDIATE DELIVERY

80 ELITE 2.2, red, black leather with cloth inserts, p.a.s., stereo, 4,000 miles **£12,950**
80 ESPRIT 702, silver, 9,000 miles **£11,950**
79 SERIES ELITE, red, black marcasite, black vinyl roof, one owner, 19,000 miles **£8,495**
78 (T) ECLAT 521, met. bronze, stereo, one owner, 29,000 miles **£7,395**
78 ESPRIT, yellow, stereo, sunroof, 20,000 miles, one owner **£7,695**
76 (R) TRIUMPH STAG, green, stereo, 37,000 miles **£4,295**
80 MG MIDGET, black, commemorative model, stereo, 9,000 miles, one owner **£3,495**

Bring your Merc., Jag., Rover, BMW for the best price against our new Lotus's.

Open Sat. until 6.30 p.m.

Garnetts of Guiseley Ltd
LEEDS ROAD,
RAWDON,
Tel:LEEDS 502156

5 Hill Avenue,
Amersham,
Bucks.
02403·21112



AUTOFARM
PORSCHE SPECIALISTS

Happy new '81 to you all. What are you going to do this year? Maggie not letting you buy a new 3.3 just yet? (!) Why not give your faithful old 911 a new lease of life? Or if you've yet to join our happy band, dreams start from £4,950 this month.

Servicing, repairs, reconditioning and rebuilding are our bread-and-butter. Renovating, re-styling and uprating are our fun. Come and discuss the possibilities for your 911. Start the year right, be an optimist and plan for a good summer!

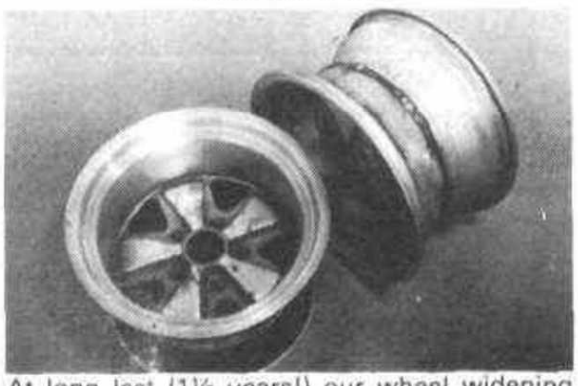
PROJECTS

We're currently shaking down our first Turbo engine installation in an earlier (2.4) chassis. The interface was something of a brain teaser, but went in very tidily in the end! A repeat would be relatively straight-forward, and Turbo engines aren't too difficult to find on the Continent (and getting cheaper with a strong £1). And the performance in the simpler and hence lighter earlier chassis! . . .

3.2-LITRE ENGINE CONVERSION

With any luck, the first engine conversion should be nearly complete by now. Rebuildling gearbox 3.0 or 911SC to 3.2-litre high compression (as '81 model) spec., including installation and tuning, £1,500 + VAT.

WIDE WHEELS



At long last (1½ years!) our wheel widening service is now functioning. Developed with technical guidance from British Aluminium Research Centre, they are, in simple terms, a standard 911S or Sport forged alloy wheel with a widening band of the same alloy welded in, the whole then heat treated back to original condition. Prices from £93 + VAT for 8J x 15" exchange, in basic machined state, as photo. Polished anodising, enamelling extra. Up to 14J width, 15" or 16" diameter.

CARS FOR SALE



1974 Carrera. LHD, very recently re-styled by ourselves, totally resprayed in Guards red and stunning. Engine uprated in Germany. Now fitted with new 7J and 8J×16 Turbo wheels and tyres. 'V' Reg. **£8,750**
1973 Carrera RS. 42,000 miles, blue, black trim and lettering. ESR immaculate and rust free, this car has been maintained with no expense spared. **£9,500**
1972 911E. Brown/tan interior, genuine 28,000 miles, one owner, full history **P.O.A.**
1972 Model 911S. Lime green interior, Recaros, ESR tints, etc., rebuilt gearbox **£4,950**
1973 911 E. Blue, black trim, late alloys, '74 reg'd Luxury interior trim. **£4,950**
1973 911 T Lux. Bahia red/tan trim, 69,000 miles, ESR., elec. windows, well above average condition **£5,250**
1973 Carrera RS Touring. Signal yellow with black trim. A very straight original that performs in classis RS fashion. **£6,950**
1975 911S. Sepia brown, 58,000 miles, just serviced, tax and M.o.T. March 1981 **£7,500**
1977 924. Red, genuine 62,000 miles! But full history, going like a train. **£5,250**

RACING AND ALL THAT
Stirling Moss & Mike Hailwood



The motor racing book of the year

Two great drivers, whose racing careers in the 'fifties and 'sixties made them household names, pool their racing memories and opinions, remembering the early days of the sport and examining the changes brought by professionalism and technology and the pressures and rewards of modern-day racing.

Essential reading for everyone who takes the sport seriously.

£6.95

Available from good bookshops or, in case of difficulty, from Pelham Books, Dept RT/MS, 52 Bloomsbury Street, London WC1 (Cheques payable to Pelham Books Ltd should include 65p per copy for P+P)

PELHAM BOOKS

...Can we offer a lower premium for your Motor Insurance?

If not then at least you can be sure of not paying too much elsewhere ... alternatively we could of course save you a great deal of money.

Obviously we cannot guarantee to quote the lowest rate in every case, but for the last ten years we have consistently offered lower premiums by arranging your business with any one of a large number of insurance companies or Lloyds syndicates whom we represent and have arranged special competitive schemes, for all types of risks, one of which could suit your own circumstances perfectly.

Among the facilities we offer are:
DISCOUNTS FOR • Comprehensive • Economy plan 30% • No claims bonus 65% after three years • Non-commuters • Mileage below 7,500 p.a. • Vehicles of 4 years old • Drivers over 30 • Various starter discounts for new policyholders up to 50%

SCHEMES FOR • Comprehensive cover • For young drivers • Accident and conviction records • Foreign cars • Sports & GT models • Female drivers • London districts • Ford GT models • Wide range of occupations

For an immediate quotation without obligation telephone or complete and send the coupon below

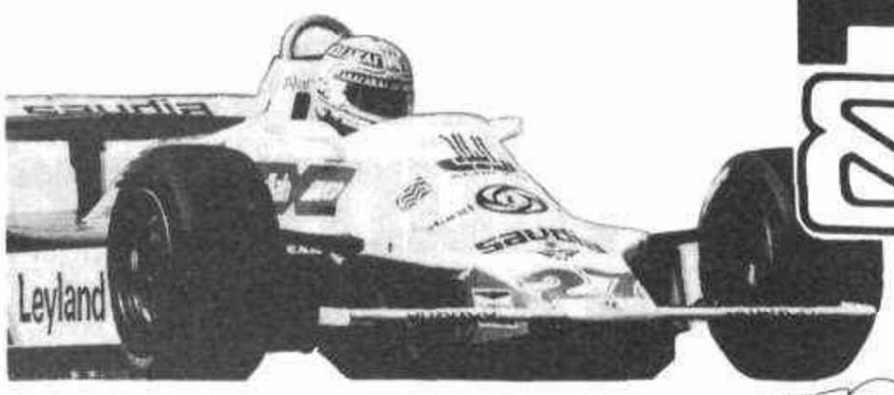
Premium Instalment Plan Available

Name. Mr., Mrs., Miss _____ Married/Single*
Address _____
_____
Date of birth _____ Occupation _____
Full/Prov.* Licence for ___years ___months. UK resident for ___years.
Make/Model _____ cc _____
Year _____ Value _____ Garaged Yes/No. On Road/off Road
Comprehensive/Third party,fire, theft/third party only*
I will pay the first £25/£50/£100* of any claim. Annual mileage _____
I have ___years no claim bonus with _____ Ins. Co. Ltd.
myself only to drive/myself and spouse only/named drivers* age of additional/youngest driver _____ full/prov.* lic. _____ years.
Use: social, domestic, pleasure only, yes/no.* Including/excluding* travelling to and from work. (enclose details of any business use.)
Have you had any accidents or convictions, yes/no* (if yes enclose full details).

*delete not applicable *enclose details of any helpful information

Post to Dept. MS14

MRB Insurance Brokers Ltd.
13 High Street, Wanstead, London E.11
Telephone 01-530 3633
OFFICE HOURS 10.00 am – 5.00 pm



PAGE & MOY LTD

International Motor Racing Tours 1981

From Only £25

★ **NEW** — by popular request Daytona 500 from **£369**

★ **BUDGET TOURS** to all European destinations — cheaper than last year from only **£25**

★ **ECONOMY** and **LUXURY** holidays to long haul destinations from only **£369**

SEND NOW FOR YOUR **FREE** 48 PAGE COLOUR BROCHURE, which is an absolute must for motor racing enthusiasts but don't imagine our tours are full of cars, circuits and nothing else. Many of them combine a holiday with a Grand Prix so you can bring your wife, girlfriend or even mum!

SOUTH AFRICAN GP
FEBRUARY 7

15 day visit to Johannesburg & Capetown from **£699**

DAYTONA 500
FEBRUARY 15

9 day Florida holiday from **£369**

US WEST GP
MARCH 15

2 itineraries. A 9 day visit to Long Beach/San Francisco from **£529** or a 13 day holiday, Long Beach/Hawaii from **£645.**

MONACO GP MAY 31

WE ARE THE ACKNOWLEDGED EXPERTS IN TOURS TO THE MONACO GRAND PRIX. WHETHER YOU ARE A LARGE COMPANY ORGANISING A SALES INCENTIVE OR AN INDIVIDUAL TRAVELLING TO A BUDGET HOTEL, WE WILL LOOK AFTER YOU FROM THE MOMENT YOU PLACE YOUR BOOKING.

ITINERARIES TO SUIT EVERY POCKET — FROM £69.

BY POPULAR REQUEST A NEW TOUR — INCLUDING MONACO AND PAU FORMULA 2 RACE.

We can never provide enough accommodation for the Monaco Grand Prix. To be sure of your place BOOK NOW. You can make a provisional reservation by calling Leicester (0533) 552521 TODAY.

BRAZILIAN GP
APRIL 12
Can you imagine yourself on Copacabana, or over-looking the Iguassu falls. A holiday of a lifetime from **£975.**

BELGIAN GP
MAY 17
Terrific value, cheaper than last year from **£25.**

LE MANS
13/14 JUNE.
Leon Page & Tony Moy would like to invite you to take part in Page & Moy's 21st visit to the Le Mans 24 Hours Race. 4 itineraries from **£35** or take part in our fabulous Le Mans competition and you may go for nothing.

SPANISH GP
JUNE 21
5 day visit from **£189.**

FRENCH GP
JULY 5
Amazing value — tours from **£29.**

GERMAN GP
AUGUST 2
4 itineraries from **£35.**

AUSTRIAN GP
AUGUST 16
3 ITINERARIES FROM **£75** FOR BUDGET WEEKEND.

DUTCH GP
AUGUST 30
What a way to spend Bank Holiday weekend from as little as **£26.**

ITALIAN GP
SEPTEMBER 13
5 itineraries from **£59.**

CANADA & US EAST
SEPTEMBER 27 &
OCTOBER 4
3 itineraries from **£389.**

EXCITING NEW HOLIDAY TO MACAU GP 14/15 NOVEMBER
Hong Kong and Bangkok from **£679.**

for a copy of our free 48 page brochure detailing our grand prix tours in 1981, please fill in the coupon below or dial-a-brochure on Leicester (0533) 552521.

Page & Moy Ltd, 136-138 London Road, Leicester LE2 1EN.

PAGE & MOY LTD

No stamp needed — Tear out the coupon below and fold as indicated.

cut along dotted line

To Page & Moy Ltd., 136-138 London Road, Leicester LE2 1EN.
Telephone: Leicester (Reservations only) 0533 552521
(Management) 0533 542000
Please send me your free illustrated Motor Racing Brochure.
BLOCK CAPITALS PLEASE.
Name ..... Mr/Mrs/Miss
Address .....
County .....
ATOL 133BC MS/JAN. 81

cut along dotted line

first fold along this line

Postage will be paid by licensee

Do not affix Postage Stamps if posted in Gt. Britain, Channel Islands or N. Ireland

BUSINESS REPLY SERVICE
Licence No. LE1039

PAGE & MOY LTD.
136-138 LONDON ROAD
LEICESTER
LE2 1EN

fourth fold along this line (and then tuck into other end)

third fold along this line

first fold along this line

second fold along this line

NB. At the time of preparing this announcement, dates of various Grands Prix were still being confirmed. Full details of the effects of any date changes will be sent with our Brochure.

second fold along this line

demon tweeks



FAST MAIL ORDER
You can phone us for help and information, and order from our stocks on the telephone paying by Access/Barclaycard
FOR EXTRA FAST DELIVERY

SHOCK ABSORBERS-SPRINGS
The best range in England

Macpherson Struts

Armstrong new strut	18.25
Monroe reconditioned strut	17.65
Demon Tweeks 30% uprated struts	18.85
Sachs adjustable pan/thick rod strut	134.55
Schreider National Rally strut	49.50
Bilstein Porsche strut	105.00
Monroe Fiat/Fiesta struts	22.75 (no deposit)
Demon Tweeks Eppynt wedged/thick rod strut	22.95
Golf GTI Scirocco full race strut	44.65

Strut gaiters (protect rod) £2.65 each
Post/pack struts £2.95 pair
NB All struts except when indicated carry a £11.50 per unit returnable deposit. Spring clamps £6.95 a pair
Top plates stocked

MACPHERSON STRUT INSERTS

	Each
Monroe heavy duty	22.95
Monroe Safemaster	19.75
Koni Sport settings	49.50
Bilstein H/Duty	53.21
Armstrong Lotus Elan	19.95

Delivery Post £1.25 pair Securicor £2.95 pair

LEAF SPRINGS

	each
Escort H/Duty 1968-Nov 73	22.53
Escort H/Duty 1967-1968	20.47
Escort Sport (Nov 1973-Dec 1974)	32.41
Cortina Mk II 1600E 1968/9	27.20
Cortina Mk II H/Duty 1968/9	25.25
Capri 3000 1969-73	22.98
Cortina Mk I H/Duty 1962-66	25.63
Cortina Mk II Estate 1968-69	31.26
Cortina Mk II GT H/Duty 1968-69	27.54
Morris Minor 48-71	43.15
Morris 1000 48-71	23.60
Morris Marina (all)	22.43
Morris Marina (all) H/D	28.77
MG Midget Mk 1	30.36
MG Midget Mk 1 H/D	26.20
MG Midget Mk 4	25.25
Austin Healey 100/6, 3000	28.70
MGA 55-63 Mk II & 1600	26.15
MGB Coupe (all)	28.32
MGB GT	29.69
Land Rover 86" + 88	Our catalogue has the full range

Full range available
Ring for details
Carriage £2.95 per pair

Prices V.A.T. included

COIL SPRINGS

COIL SPRING PRICES PER PAIR		
Escort 190lbs	S1	32.50
Escort 145lb	S2	32.25
Escort 145lbs + 1"	S3	22.50
Escort 135lbs + 1"	S4	20.45
Escort w/cup 100lbs	S5	23.95
Escort 11/1300 Rally	S6	20.95
Cortina Mk 1 Rally	S7	25.20
Avenger Rally (F)	S8	30.26
Avenger Rally (R)	S9	31.95
imp (RAC) (F) Rally	S10	21.60
imp (RAC) (R) Rally	S11	31.20
Midget Rally	S12	24.75
Chevette (F) Rally	S13	29.25
Chevette (R) Rally	S14	39.50
Dolly Sprint Rally (F)	S15	25.48
Dolly Sprint (R) Rally	S16	20.65
Magnum (F) *	S17	26.00
Magnum (R) *	S18	28.95
TR2,3,4 5&6 * (F)	S19	26.66
TR 5&6 (R) *	S20	32.76
Herald (F) *	S21	26.20
MGB Coupe * (F)	S22	24.25
MGB GT * (F)	S23	27.15
Capri 120lbs 3 litre	S24	22.36
Cortina Mk 1 *	S25	22.88
Cortina Mk 2 *	S26	23.50
Cortina Mk 3 (F) *	S27 *	32.24
Cortina Mk 3 (F) *	S28	37.44
Escort 11/1300 *	S29	21.75
Fiesta (F) *	S30	22.10
Fiesta (R) *	S31	21.05
Scimitar SE5(F) *	S32	28.60
Scimitar SE5(R) *	S33	26.00
Scimitar SE6(F)	S34	31.72
Elan (F) *	S35	14.30
Elan REAR	S36	19.50
Elan + 2(R) *	S37	24.28
1600 E (F) *	S38	24.95
Escort 11/1300 1"	S39	26.52
Escort T/can + Cam	S40 1"	32.25
Sunbeam 1465b 1" (F)	S41	29.12
Sunbeam 2100 1" (R)	S42 1"	27.85
Sunbeam 1956 1" (F)	S43	31.72
Sunbeam 1956 1" (R)	S44	23.95
Chevette (F) *	S45	28.15
Chevette (R) *	S46	35.88

RACE COIL SPRINGS
From 100lbs to 800lbs in 10lb and 20lb intervals 7" 8" 9" £10.50 each
Free length: 10" 10½" £11.50 each
11½" 12" 13" £13.50 each
* 25% up-rated
+ Standard Replacement
F-FRONT MINUS1" = -1"
R-REAR PLUS1" = +1"
Carriage £2.95 per pair

Telescopics-over 7000 units in stock!

KONI SPAX ARMSTRONG Sachs BILSTEIN MONROE

All prices each	Bilstein	Sachs	Spax	Armstrong	Koni
Escort (R)	32.50	25.25	13.50	10.95	22.55
BMW 323i (R)	42.74	32.50	23.45	N/A	30.15
Reliant Scimitar (F&R)	N/A	N/A	19.65	N/A	38.60
Sunbeam Lotus (R)	34.30	N/A	16.22	11.95	22.55
Porsche (R) 911 (all)	43.53	25.50	19.66	15.95	33.90

Always special offers on standard telescopics – Armstrong units for Cortina Mk.1,2(R) Mk.3 & 4 (F&R) Cavalier (F&R) Marina (R) Viva (all) £10.95 each
Save 50% on retail price

CONVERSION KITS to convert lever shocks to telescopics. Kits consist in all cases of brackets + 2 telescopic shock absorbers for Marina (F) Sprites/Midgets (R) MGB (R) Koni kit £55 Spax £45 Carriage Levers £2.95 per pair Kits £2.95 per kit

PHONE OR SEND FOR CATALOGUE 45p FOR DETAILS OF YOUR CAR

Lever Arm Shocks



Levers	Single Arm Units	Double Arm Units	Marina Units
New Armstrong	15.65	24.20	19.50
Reconditioned Standard setting	9.55	12.25	14.50
Rebuilt 30% uprated	10.95	13.95	15.75
Rebuilt 50% uprated (race)	13.25	16.25	18.05
Adjustable limited range	25.95	N/A	N/A

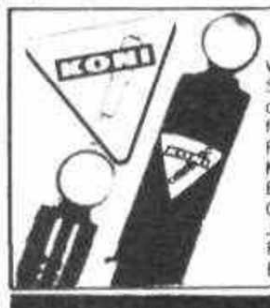
All levers are exchange and carry a £11.50 returnable deposit. Lever Arm Links £6.50 each

RALLY-RACEWEAR

Full Stocks - Jaybrand, F P T Racewear, Navigational equipment, Simpson, Bell, Everoak, Griffin Helmets, Competition seats, Luke, Britax Belts, Fire extinguishers, Rally and road tyres. Send for our 40-page colour catalogue **45p.**

Mail Order

All goods are sent by post or Securicor. Each order is acknowledged on receipt and goods are normally dispatched the following day. Money refund if not satisfied. All goods are offered subject to availability, and prices may alter without prior notice. Please telephone our mail order department if you have any queries. Tattenhall (0829) 70625 between 9am and 4pm Monday to Friday.
Please note that all old units returned to us on an exchange basis must be fit for reconditioning. I.E. casings not bent or badly corroded, lugs not broken or burnt off. The deposit cannot be returned if these faults exist.
Telephone contacts
Shop: Kenny Ankers, Steve Kerr, Andy Pickles
Mail order: Mrs. Wood and Mrs. Davies
All goods are offered subject to availability, and prices may alter without prior notice.



QUALITY & PERFORMANCE
We have the largest distribution STOCK of Koni in the U.K. and can offer an off the shelf service on the following BMW (F&R), Audi (F&R), Reliant Scimitar (F&R), Lotus Elite Mk 1 & 2, (F&R), Elans (F&R), Europas (F&R), Porsche (F&R), Cortinas Mk. 1, 2, 3 & 4, Alfa Romeo, Jenson, Jaguar, Lancia, Range Rover, Morgan, Talbot, TVR. TRADE ENQUIRIES WELCOME

NEW 1980 CATALOGUE
A MUST FOR ALL ENTHUSIASTS
SEND ONLY 45p
Normally 95p
OUT NOW!



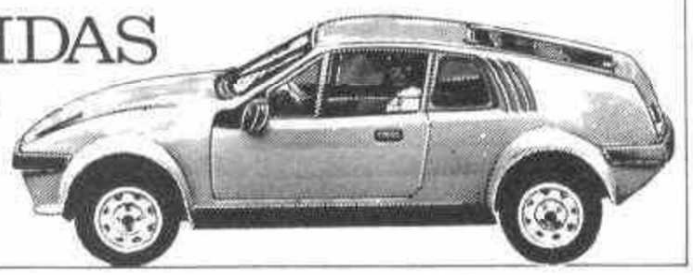
Dept ARM High Street, Tattenhall, Nr Chester, Cheshire. CH3 9PX
Tel: 0829-70625 (24 hr Ansafone Service). Telex: 61496 TWEEKS
OPEN 9am-5pm Mon to Sat: Sun 11am-1pm. MAP REF 117 474602
ACCESS BARCLAY CARD AMERICAN EXPRESS

ADD A WEEK-END

...and any Mini engine/gearbox/front suspension to the Midas Superkit and drive off in the incredible economy supercar. Built around a corrosion-proof, full safety GRP monocoque, this refined, hand crafted 2 + 2 hatchback can give up to 50 m.p.g. and 100 m.p.h., depending on specification. Superkit comes fully assembled **from £3,250** + v.a.t. De Luxe kits **from £1,950** + v.a.t. Get a full colour brochure, demonstration drive and quotation for your individual requirements by sending a pound note today to Mr. Harold Dermott, Dept. MS

MIDAS

D + H FIBREGLASS TECHNIQUES LTD.
Heybottom Mill,
Oakview Road,
Greenfield,
Oldham OL3 7EP



Dial a Ferrari
(04865) 4663

If you're buying or selling a Ferrari try ringing Modena's unique Dial-a-Ferrari service. It could be the quickest way of finding the car you want or selling the one you don't want. We also have several Ferrari's in stock, new and old. If you'd like us to service your car, our well known Ferrari workshops will be happy to look after it. Collection and delivery can be arranged.

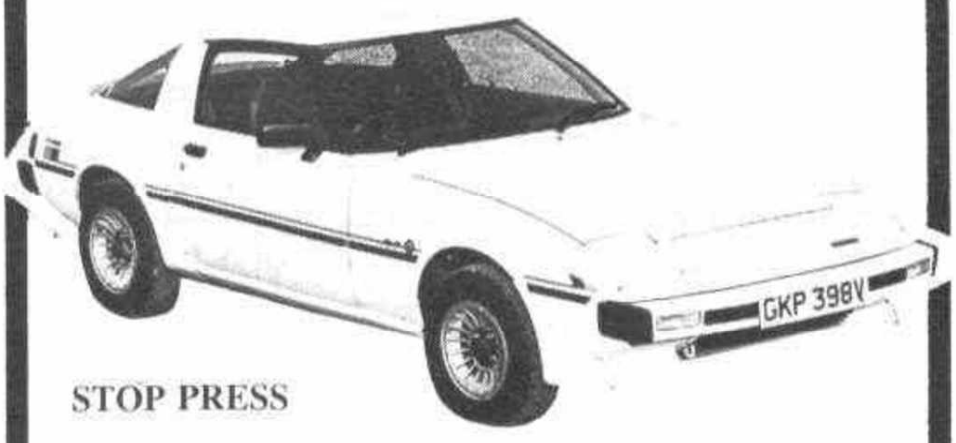
We now have two garages. The original at East Horsley, Surrey. And the new one at Plummers Plain, Nr. Handcross, Sussex. The latter is the official Ferrari distributor for Sussex. Call in, Ferrari addicts are always welcome to look around.



Modena ENGINEERING LTD
Tel: East Horsley (04865) 4663. Plummers Plain (040376) 244.

mazda

Richard Knight Cars Ltd



STOP PRESS

We are delighted to announce our appointment as sole Distributors for the sensational **Mazda RX7 Elford Turbo.** 0-100 m.p.h. 18 sec., 140 m.p.h. **£10,950** on the road. Demonstration available by appointment.

Sales: 35a-37 Fairfax Road,
Swiss Cottage, N.W.6.
01-328 7714/7727/7738.

LONDON

mazda RX7



ACCESSORIES

Developing the Elford Turbo
gave us the ideal opportunity to develop a range of high quality accessories for the RX7 . . . Such as . . . front and rear spoilers to match your RX7 colour or in satin black, beautifully designed sonic wheels and rear screen wipers, these and others are available only from the Elford Turbo people.
So give us a ring for list and prices.

ELFORDS ENGINEERING LIMITED
TUCKTON ROAD, SOUTHBOURNE, BOURNEMOUTH 431883

PORSCHE

V 1980 911SC SPORT COUPE. Guards Red, PDM, ESR, 14,000 miles **£15,900**

V 1979 928 AUTO. Light Blue Met, air con, twin elec mirrors, cruise control etc, 18,000 miles **£15,750**

V 1979 924 TURBO. Two tone Silver, sunroof, twin elec mirrors, 18,600 miles **12,650**

V 1979 924 LUX 5-Speed. Silver, sunroof, stereo radio/cassette, 15,000 miles **£8,950**

Apperley Lane, Yeadon, Leeds W. Yorkshire. JCT600 **Tel: (0532) 502231**

10 Good reasons for considering DIP

½ litre size **£3.35** + p&p 75p
1 litre size **£5.95** + p&p £1.20
MONEY BACK GUARANTEE



RRP inc VAT
½ litre **£4.95**
1 litre **£8.57**

Concentrate Rust Remover

DIP is a new product resulting from advanced Norwegian Maritime Technology.

It is safe, simple and economical to use

- No protective clothing necessary
- No waste disposal problems
- Non inflamable, non poisonous
- Immerse small items in DIP Solution
- After immersion cleanse with water
- Solution can be used again and again
- No additional solvents required
- No tools to clean afterwards
- No damage to paint, varnish, plastic, rubber or clothing
- Dilute concentrate up to 6:1 with water, (works even faster if heated)

I enclose cheque/PO which includes p&p payable to: Arun Marketing & Management Ltd. 12A Church St., Storrington West Sussex RH20 4LA. Telephone: Storrington 2598

Please send me ☐ bottles of ½ litre/1 litre (delete where applicable)
I enclose cheque/PO for .....which includes p&p.
Please allow up to 28 days for delivery.
Name .....
Address .....
.....

Registered Office: 10/12 Derwent Close, Warndon, Worcester. Reg. No. 1515333 (England)

Omega Quartz Constellation — out of this world. Only £13 monthly using Prestons interest free credit offer.



A remarkable purchase allows us to bring you this superb Omega Constellation, listed at £175, for only £130 - a saving of £45! And if you take advantage of Prestons interest free credit offer you don't need to pay a penny more than the new cash price.
Enjoy the supreme precision of Omega quartz accuracy, guaranteed to within 60 seconds a year, with day/date, time zone shift and second synchronisation functions. Water resistant, octagonal case of brushed steel with matching bracelet.

Why pay high interest rates or cash when you can enjoy easy credit at cash prices?

This Omega can be yours to wear for only £13.00 deposit, followed by 9 equal monthly payments of £13.00). This adds up to £130 - exactly the same as the cash price, because Prestons do not charge a penny extra for credit spread over 9 months. There is no faster, easier way to own one of today's most advanced, Swiss-made watches - and it includes **FREE** delivery, **FREE** postal insurance and full **OMEGA GUARANTEE** valid in 156 countries.

Constellation precision and accuracy set you apart.

This Constellation watch with its quartz resonator vibrating 32,768 times a second continues an unbroken Omega tradition of leadership in timekeeping technology that is still unrivalled anywhere in the world. Wherever you travel you can maintain precise timing using the unique Omega quartz hour hands time-zone shift, single second push-button advance and electronic instantaneous synchronisation features. With your Omega Constellation on your wrist you're in a different world!



Inside the Quartz Constellation.

24 hour Telephone Ordering Facility. Credit card holders can telephone their orders to Bolton (0204) 23188.

Prestons Timer Division, Capitol House, Churchgate, Bolton, Lancs. BL1 1LY. Reg. in England No. 541349.



Order now or send for your free catalogue.

FREEPOST - NO STAMP NEEDED
To: Prestons Timer Division, FREEPOST, Bolton, BL1 1YY.
Reg. in England No. 541349

☐ Please send me ST.3960846, as illustrated. I enclose a cheque/postal order crossed and made payable to Prestons Timer Division, value £13.00 (1/10th of full purchase price) as deposit.
Allow 21 days for delivery.

☐ Please send me FREE full-colour brochure and details of INTEREST-FREE CREDIT, without obligation. Tick as applicable.

Mr/Mrs/Miss
(Block Capitals please)
Address
(Give House No.)
MS/0/1/1

Prestons TIMER DIVISION
Telephone: Bolton (0204) 23188

ACCESS VISA AMERICAN EXPRESS

The Aeroquip reputation for reliability was established in aviation 40 years ago...

motorsport relies on it today



GOODRIDGE and Aeroquip

hose and fittings

Catalogue available for 50p

Goodridge (UK) Ltd.,
Collins Road, Totnes, Devon.
Tel: (0803) 862007
Telex: 42878

41 Birmingham Road Wolverhampton Tel 58456

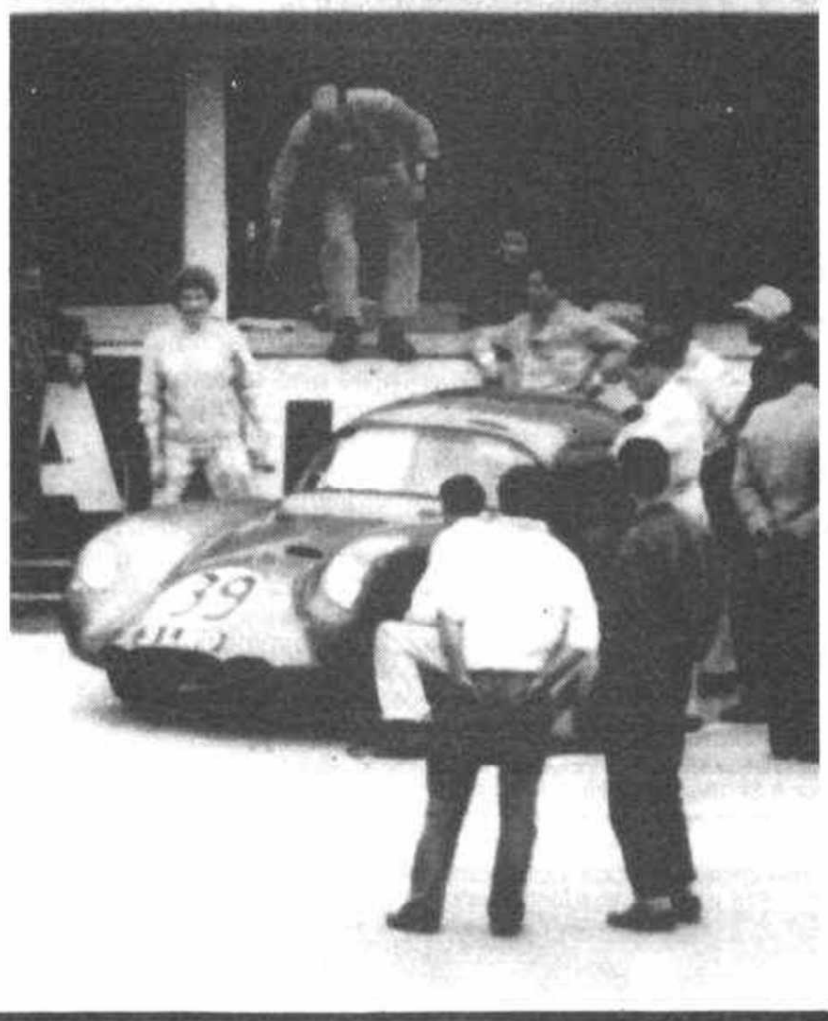
BRADBURN & WEDGE DATSUN



Ex-works Healey Sprite — Targa Florio Car driven by Wisdom and Hopkirk, 3rd in class at Nurburgring in 1000 kms. Driven by Richard Groves, 1st in class at Nassau. Built by Healey Motor Co., and is as recently raced a few seasons ago.

£4,950 or nearest offer

ARNOTT



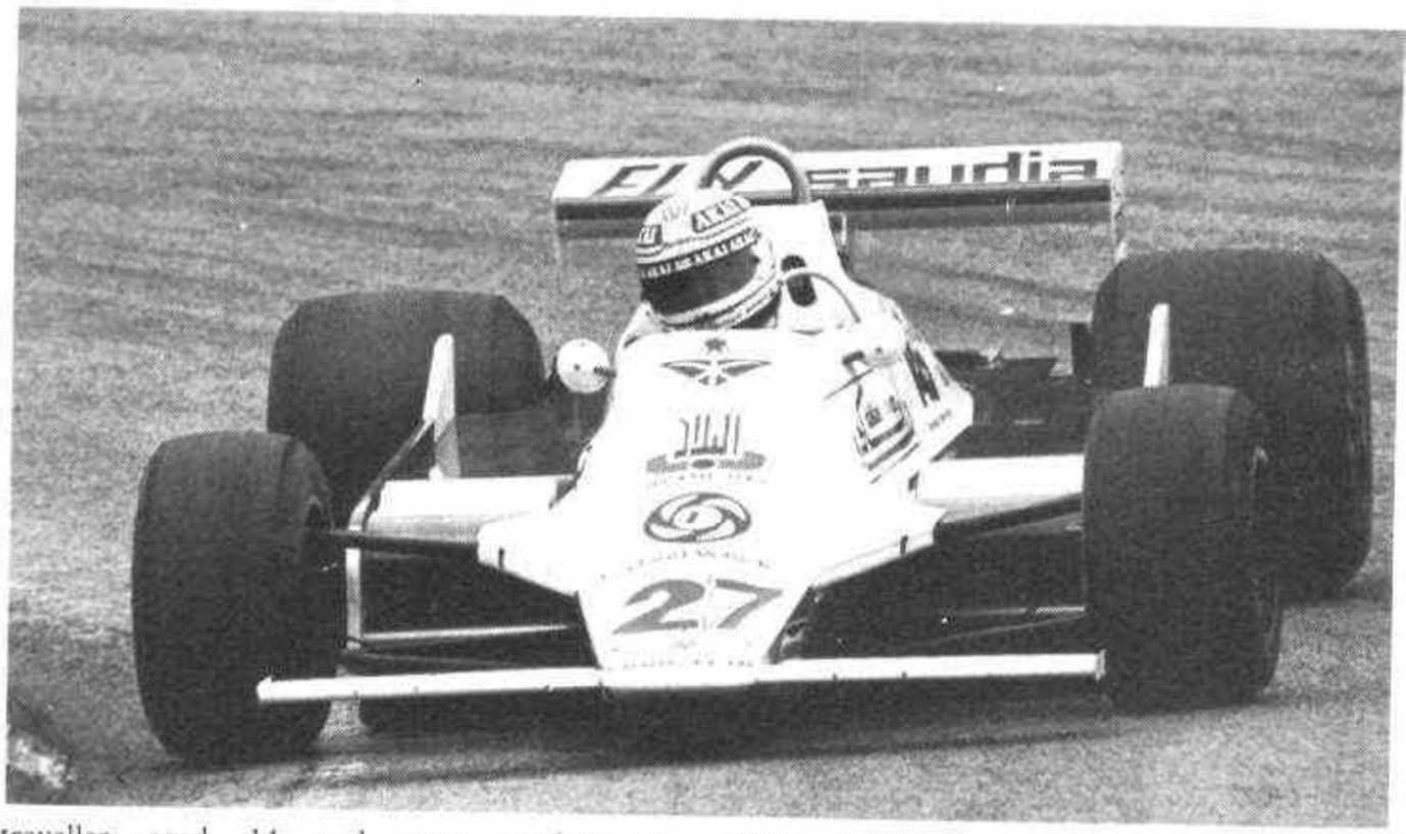
Arnott 'Le Mans' Coupé, the car that ran in the 1957 'Le Mans' 24 hour race, little used since and still registered in Miss Daphne Arnott's name.

£4,950 or nearest offer

41 Birmingham Road Wolverhampton Tel 58456

Motor sport tours for 1981

An expanded programme of tours to 1981 Grand Prix and Rally events is in Chequers Travel's new brochure which has just been published. Features which catch the eye are a wide choice to suit all pockets, tours combining a summer holiday with a major motor sport event, Grand Prix Mini-Cruises, Movie-Cruises with exclusive motor sport film shows during the channel crossing, and incredibly a holiday including a visit to a Grand Prix and a three day racing school course for under £200! With ever increasing costs and prices it is also amazing that Chequers have managed to keep the price of many tours the same as in 1980 — just another example of how Chequers are continually striving to provide the travelling motor sport enthusiast with the kind of service and good value that he is looking for. Make sure you read the Chequers brochure before booking your 1981 holiday.



Grand Prix and Rally Sport Holidays

Chequers are very much aware that, with the present economic situation, many would-be travellers cannot afford to go on a tour to a Grand Prix or Rally in addition to taking a summer holiday. They are, therefore offering the chance to combine the two for a number of events in the programme. For F1 there's the Race School holiday to Belgium, a week on the French Riviera including Monaco, a Costa Blanca holiday in Spain, a 12-day Rhine Cruise to Germany, a scenic Alpine holiday in Austria, a week on the beach in Zandvoort and a Lakes, Mountains and Mediterranean tour to Italy. Rally enthusiasts can spend a week around the 1000 Lakes or a sunshine holiday on the beach in Greece for the Acropolis.

Grand Prix Mini-Cruises

Introduced by Chequers in 1980, these Grand Prix Mini-Cruises were an immediate success and contributed to the fact that there were more Chequers travellers' last year than ever before. To the Dutch Grand Prix, for instance, Chequers took more enthusiasts than for any other single event in the company's history.

For 1981 Chequers will be providing real cruise liner luxury with Olau-Line's new 13,500 ton flagship "Olau Hollandia", and the 8,000 ton "Olau Finn". Sleeping accommodation is included in the price and facilities to enjoy include lounge bars with disco or live music, a la carte restaurants or self-service cafeterias, casinos, duty-free supermarkets and gift shops. There's TV on the Olau Finn, and swimming pool, sauna, gymnasium and cinema on Olau Hollandia.

Olau Finn leaves Sheerness (just 50 miles from London) at 2130 and arrives in Vlissingen in Holland at 0700 the next morning. From here Chequers will be using luxury continental coaches and as Vlissingen is at the end of the A58 motorway, journeys to most parts of Europe will be fast and comfortable. The return sailing on Olau Hollandia departs from Vlissingen at 2230 and sails back into Sheerness at 0700.

There are a number of Mini-Cruises featured in Chequers brochure and on all of them each traveller aged 14 and over receives a complimentary duty-free voucher worth £7 which can be spent in the supermarkets and gift shops on board.

Grand Prix Movie-Cruises

The launching of the Olau Hollandia has enabled Chequers to offer a new kind of tour. A Movie-Cruise will use the day sailing from Sheerness and will have an exclusive showing in the ship's cinema of motor sport feature films like "Grand Prix", and "Le Mans" or specialist films on specific events or personalities. There are Movie-Cruises to the Belgian, Monaco, German, Dutch and Italian Grands Prix and Le Mans, and complimentary duty-free vouchers are also given on these tours.

Grand Prix and Rally Sport Jets

Chequers experienced a big demand for tours by air to the major motor sports events in 1980 and have therefore increased their flight programme for this year. You can now fly to the Belgian, Monaco, Spanish, Austrian, Dutch and Italian Grands Prix, and to the Acropolis and 1000 Lakes Rallies.

Racing School Holiday

On the assumption that most racing enthusiasts would love to "have a go" themselves, Chequers are offering a sensational seven day holiday combining a Grand Prix Movie-Cruise, the Belgian Grand Prix at Zolder, and, on the same circuit, an exclusive three day course at the famous André Pillette Racing School. André has specially devised the course for Chequers and at the end of it will present the Chequers Travel Trophy to the most promising pupil. This must be considered a unique tour and incredible value at £199. And Chequers have also thought of the wife or girlfriend who may wish to travel with their aspiring "champion", by offering a special price for anyone not taking the course.

Big Discounts on British Rail

Taking advantage of Chequer's lower prices, many more people travelled by train to the departure port for their tour or holiday in 1980. These are available again in 1981 and Chequers guarantee that the prices shown in their brochure will apply throughout the year regardless of the inevitable increases which British Rail will make.

Events, dates, prices

Grands Prix		
Belgian GP	May 17	from £39
Monaco GP	May 31	from £79
Le Mans 24 Hours	June 13	from £33
Spanish GP	June 21	£199
German GP	August 2	from £49
Austrian GP	August 16	£199
Dutch GP	August 30	from £39
Italian GP	September 13	from £79
Rallies		
Manx Stages	May 23	£63
Acropolis Rally	June 1	£299
Ypres 24 Hours	June 26	from £45
Dutch Rallycross	August 23	£55
1000 Lakes	August 28	£325
Manx Trophy	September 11	from £73

How to get your brochure

A copy of Chequers' 32-page brochure can be obtained free of charge by calling Chequer's 24-hour Dial-a-Brochure service on Dover (0304) 204515 and quoting reference MS1, or by sending the coupon below to:— Chequers Travel Ltd., Maybrook House, Queens Gardens, Dover, Kent CT17 9AH.

Please send me my free copy of the Chequers Travel 1981 Motor sport tours brochure.

Name .....

.....

Address .....

.....

.....

.....

ATOL 173BCD. MS1

PRICES ARE HARD TO BEAT AT

CAVENDISH

OVER 150 MODELS IN STOCK
Test on our Comparators

Britains Leading In Car Entertainment Specialists

Our Price £74.95
ALSO AVAILABLE HITACHI CSK 303X £89.95

Hitachi CSK 383
High quality MW/LW/FM Stereo/Stereo Car Cassette player with full auto stop, fast forward/rewind. Really remarkable value for money.

Our Price £43.95

Aiwa CT 1060Y
Rows this for value! A stereo car cassette player with auto reverse, auto eject, 7W per channel output and ultra compact in size for in-dash fitting.

Our Price £59.95
ALSO AVAILABLE AMSTRAD 9060 £44.95 AMSTRAD 9040 £39.95

Amstrad Executive 900
Tremendous stereo car radio and cassette player with MW/LW/FM/FM stereo radio with reverse, interference limiter on FM 7 watts R.M.S. per channel. Complete with Amstrad Convertible speakers.

Stereo Playback

Amstrad 8010	36.95
Amstrad 9000	74.95
Clarion 838 (Delta)	112.95
Hitachi CS320	POA
Panasonic CX1000	41.95
National CX5000/7000	POA
Philips AC960	43.95
Pye 2270	74.95
Sanyo 406	48.95
Sharp RG2900	39.95

Car Hi Fi Compo

Clarion GA501 System	224.95
Pioneer KP707G/KP770	POA
National CX1 System	POA
Sanyo FT D10	71.95

Stereo & StereoRadio

Manual		Push Buttonine Digital	
Amstrad EX500	59.95	Blaupunkt Cortbury	129.95
Autotime 415	67.95	Clarion 754	114.95
Blaupunkt Paris	129.95	Hitachi CSK 337	109.95
Blaupunkt Manheim	103.95	Panasonic 863	POA
Clarion PE 885A	109.95	Philips AC 880	109.95
Hitachi 303	79.95	Philips AC 850	139.95
Hitachi CSK 329	74.95	Pioneer KP 7300	POA
Panasonic 663	89.95	Radiomobile 431	137.95
Pioneer KP4800	POA	Pioneer KEX23	POA
Pioneer KP3800	POA	Sharp RG 6550	129.95
Sharp 5800	59.95	Sanyo FT 4607	86.95
Sharp 5850	65.95	Sanyo FT 4647	112.95

NEW PIONEER 5300/6/7/8. Now in stock on demo

Stereo & Radio

Blaupunkt Tangelhof II	69.95
Hitachi CSW 301	57.95
Philips AC280	62.95
Philips AC480	84.95
Visetec 8408	66.95
Panasonic RQ8450	69.95
Pioneer 2650	52.95
Sanyo FT 4400	49.95
Sharp 5804	58.95

Car Radio

Blaupunkt Hamburg	36.95
Blaupunkt Nurnberg	58.95
Hitachi WM805	POA
Philips 783	50.95
Radiomobile 1165	54.95
Radiomobile 1170	37.95
Sanyo 8517	49.95
Sharp 5K1	37.95

Our Price £59.95

Sharp 5800
L/MW/FM stereo radio/stereo car cassette player with auto-stop, auto-eject, auto-noise suppressor system. 10W (MPO) of dynamic power.

Also available
Sharp 5801 £54.95
Sharp 5850 £65.95
Sharp 6550 £129.95
Sharp 6600 £109.95

All complete With Speakers

Our Price £139.95
FREE SPEAKERS

Philips AC890
Magnificent new DIGITAL L/M/FM stereo car radio/stereo cassette player with interference absorption circuit, turnalock pre-setting.

Our Price £63.95
COMPLETE WITH SPEAKERS

Panasonic CQ 8450
High quality L/M/MW, 5-Pushbutton Car Radio with auto replay cassette stereo player, lock in fast forward and rewind control, 8W per channel output power.

Cavendish Sales
CASSETTE CENTRE LTD.

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. now with your order for prompt delivery
ALL PRICES INCLUDE VAT
Prices and availability correct at 26.8.80
ADD £1.00 p&p

GIVE YOUR CAR THAT EXECUTIVE APPEARANCE

Superior Quality CAR CARPETS

OVER 700 PATTERNS IN STOCK

SAVE £££'s

MONEY REFUNDED IF NOT ABSOLUTLEY DELIGHTED



Buy Direct from the manufacturer
We tuft all our own carpet at our Liverpool Factory. All carpet is made to BLMC, Ford, Vauxhall specification and in many cases is superior to manufacturers original.

LUXURY QUALITY Deep Pile Tufted Carpet. These carpets represent the ultimate in Quality Replacement car carpets. All carpet is specially backed with latex for durability. Colours: Black, Brown, Beige, Navy, Mid Blue, Grey, Green, Red.

EACH CARPET KIT CONSISTS OF
- One Piece front and rear sections (where applicable)
- Pre-Cut Holes for handbrake, Pedals, Gear Shift etc
- Drivers Heel mat welded for EXTRA SAFETY
- All carpets made to manufacturers original pattern to guarantee a perfect fit every time
- Specially produced carpet tufted at our own factory here in Liverpool to BLMC, Ford, Vauxhall specifications.

COMPARE THE QUALITY Don't just take our word for it but send today for samples and compare them to any of our competitors.

VINTAGE VETERAN CLASSIC carpets including ALVIS, ARMSTRONG SIDDLEY, JENSEN Interceptor, LOTUS, JAGUAR, M.G., MERCEDES, 190SL, 280SL from only **£35.00** send today for details.

MANY MORE PATTERNS AVAILABLE, RING FOR DETAILS

SOUND INSULATION A noisy interior causes drivers constant fatigue and accidents. EXTRA thick sound proofing felt, with latex coating. (B.S. 4790 G2B7) fire resistant 54" wide.
£3.25 per sq. metre.
Average Quantity required 3 sq. metres.

YES! We have Carpet off the Roll!! After many enquiries by DIY drivers. We are now able to offer the above carpet (6) wide.
Only £5.60 per sq. yd. (Trade Enquiries Welcome)
Fixing studs 10 for 95p.

POPULAR CARS £19.95 Front only £15.95
AUSTIN MORRIS: Mini range, FORD: Anglia Escort range, CITROEN: 2CV6 Ami 8 Dyane, DAF: 33 44 55 66, FIAT: 500 600 850, HONDA: N600, HILLMAN: Imp Avenger, PEUGEOT: 104 204 304, RENAULT: 4 5 6 8.

FAMILY CARS £21.95 Front only £17.95
AUSTIN MORRIS: A40 1100 1300 Allegro Maxi Marina 1800 2200 A60 Oxford Cambridge Minor 1000 Traveller, CHRYSLER: 180 1000 1100 1300, CITROEN: GS CX CX, COLT: Celeste Lancer Colette, DATSUN: Cherry Sunny 120Y 120A 12 1500 160B 180B 200C, FORD: Consul Cortina Capri Fiesta, FIAT: 124 126 127 128 131 132, HILLMAN: Hunter Minx, HONDA: Civic, LADA: 1200 1500 Niva, MAZDA: 818 323 (GPE) Axcente Kabbel Marista, PEUGEOT: 604 504, RENAULT: 12 14 16 17 18 20, SAAB: 95 96 99, SKODA: 1000 1100, TRIUMPH: Dolomite Herald Vitesse Toledo 1300 1500, TOYOTA: Corona Crown Celica, VAUXHALL: Chevette Viva HA HB HC Victor Cavalier, VOLKSWAGEN: Beetle Polo Derby, Golf Passat.

DE LUXE CARS from £23.95
ASTON MARTIN, AUDI, ALFA ROMEO, BENTLEY, DAIMLER, JAGUAR, LANCIA, MERCEDES, ROLLS ROYCE, RANGE ROVER.

SPORTS CARS £22.95 Front only £18.95
AUSTIN HEALEY: Frogeye, Sprite Mk 1 (8) 11/2, MG: Midget Mk 1 (8) 11/2, MGA, MGB, MGB GT, MGC, TRIUMPH: Spitfire Mk 1 (8) 1/2, 1341, X-19.

CLASSIC SPORTS CARS from £24.95
AUSTIN HEALEY: 3000 100/6 100/6, HONDA: S800, JENSEN: HEALEY, JENSEN Interceptor, JAGUAR: E Type 3.8 4.2 V12, LOTUS: MERCEDES, PORSCHE: 911, TRIUMPH: TR2 3 TR4 4A 5 5A 6 7 8sq.

BOOT AND ESTATE CARPETS — PRICE ON APPLICATION
WE HAVE MANY MORE PATTERNS TOO NUMEROUS TO LIST — PHONE FOR DETAILS.

IF YOUR ORDER IS URGENT THEN 'PHONE 051-708 6002

Post and Packing all items £2.50 COD (if required) 50p extra. Access, Barclaycard, American Express.
When ordering please state: Carpet colour, Make of car, Model, year, auto/manual, Estate/Saloon.

TRADE AND OVERSEAS ORDERS WELCOME

LCW (Automotive) LTD.,
56 Norfolk Street, Liverpool L1 0BE
Telephone: 051-708 6002 Telex: 628774 Lapal G

VISA

BLASTING MAKES PERFECT



CARBON
RUST
SCALE
PAINT



REMOVED - FAST!

SUPERFINE SCRATCH FREE SHEEN FINISH WITHOUT DAMAGE TO THE SURFACE METAL — -SAFE!

IDEAL WORKSHOP CONDITIONS ASSURED THROUGH PROVEN AND EFFICIENT DUST COLLECTION SYSTEM — -CLEAN!

OPERATED AND MAINTAINED BY UNSKILLED LABOUR — -EASY TO USE!

WIDE RANGE OF BEADBLASTING MACHINES TO SUIT EVERY REQUIREMENT

CONTACT US NOW FOR FULL DETAILS AND NEW COLOUR LEAFLET



Guyson-a better finish faster!
Hire purchase available - subject to status
Ask for written quotation

GUYSON BEADBLAST
Guyson International Limited,
Garage Equipment Division,
North Avenue, Otley,
West Yorkshire, LS21 1AR
Telephone: (0943) 461111 Extn 28

Car Camping Holidays in France

FROM AROUND £63 PER PERSON

- ★ 5 superb sites in five beautiful French regions, including Brittany and the Riviera.
- ★ 14 nights accommodation in fully equipped, 'home-from-home' 6 berth tent.
- ★ Overnight stops available in tents and hotels en route.
- ★ AA 5-star car recovery and personal insurance included.
- ★ Boat and hovercraft crossings for car and passengers from Dover and other Channel ports.
- ★ Choose your own date of departure.
- ★ **Phone now for colour brochure or instant reservation: Leicester (0533) 552521 or post the coupon below.**



PAGE & MOY

ALSO SEE OUR RACING ADVERTISEMENTS ON PAGES 18 AND 19

136-138 London Road, Leicester, LE2 1EN.

Please send details of CarCamping holidays in France

Name .....

Address .....

.....

MS JAN

DCM



E-Type drophead coupé 1967 Series 1½. Gunmetal metallic silver with red interior, in truly mint condition, cadmium plated suspension. Rebuilt by us to our Lynx Replica standards.



Aston Martin DB4GT Zagato. Chassis number 0189/R, Registration number 37 PH. One of only eleven RHD Zagatos, excellent history.



XK 150 "S" 3.8 Litre Drophead. One of the last made. Silver with blue trim and hood, chrome wire wheels, superb condition.

THE TR WORKSHOP

Our workshops, now situated at 16, Lexham Mews, W8 are able to take on any sort of work on your TR, from routine servicing to complete rebuilds. We carry a large number of spares in stock including all fuel injection equipment.

Please phone Allan Wadley on 01-937 4393 for an appointment or just good advice, backed up by fifteen years experience with TRs.



TR6	1974	Yellow	9,000	P.O.A.
TR6	1975	Red	25,000	£3,950
TR6	1975	White	30,000	£3,750
TR6	1975	Carmine	32000	£3,650
TR6	1975	Red	38,000	£3,650
TR6	1975	Blue	41,000	£3,550
TR6	1974	Pimento	32,000	£3,350
TR6	1974	White	35,000	£3,150
TR6	1974	Blue	39,000	£2,850
TR6	1974	Sable	41,000	£2,850
TR6	1973	White	31,000	£2,750
TR6	1973	Emerald	38,000	£2,650
TR6	1973	Carmine	39,000	£2,650
TR6	1971	Carmine	54,000	£2,350

Mint, low-mileage examples of Triumph TR, Aston Martin, Ferrari, OR Jaguar bought for cash.

DCM

SALES DEPARTMENT HAS MOVED To:-

15, PETERSHAM MEWS, LONDON SW7

Our new Telephone Number is:- 01-584 1245

THE TR CENTRE 15, PETERSHAM MEWS, LONDON SW7 01-584 1245







Lynx Replica Sales Ltd announce the introduction of the "XJS Spyder"

This convertible, based on the Jaguar XJS, has been developed over the last two years by Lynx Engineering and involves a considerable amount of internal bodywork and external styling to the rear wings. The fully lined Mohair hood is electrically operated and can be raised or lowered without the driver leaving his, or her, seat. A further improvement on the fixed head version has been the inclusion of electric rear side windows which, when lowered, disappear unobtrusively into the rear wings. There is virtually no loss of rear seat width with the hood lowered. Great attention has been paid to the shape of the hood, so that the existing lines of the car are complemented. The price of converting a customer's car is £6,950 plus VAT. Lynx can supply a new or used car to order. A demonstration car is available at our Lexham Mews premises.

LYNX REPLICA SALES LTD

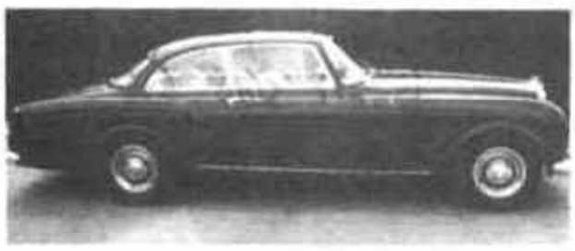
15, PETERSHAM MEWS, LONDON SW7
Tel: 01-584 1245



Ferrari 365 GTC. 1972, low mileage, known history vehicle, painted blue ribot, and trimmed in magnolia hide, 29,000 miles from new, with recent large service. Fitted with stainless steel exhaust system. **£18,950**

Lambo-Miura SV. Low mileage (18,000) example finished in duck egg blue, with blue leather interior, recent gearbox overall, believed one of only 6 right hand drive examples. **£17,950**





Bentley S3 Flying Spur. Very rare 2 door example, believed one of five of this sought after body style. Car recently refurbished, engine overhaul etc, now in superb order. Valentine green, with beige hide interior, chassis No. BC100XA. Also a 4 door example, black with beige interior, subject of much mechanical work recently.



Lola T160 Can-Am Spyder. Chassis No. SL7 (Ex John Surtees). Powered by 5.4 Chev unit. Competitive car ready to race in 1981. **£24,500**

Also in Stock

Jensen Interceptor FF Series 2. White with beige interior, 2 previous owners, 43,000 miles **£4,450**

Jensen Interceptor Series 3. White with tan interior, one previous owner **£4,250**

Aston Martin DBS6 1971. Olde English white, blue leather trim, chrome wires, automatic **£4,950**

Aston Martin Volante. 1968, Pacific blue, automatic and chrome wire wheels. Full service history at Aston specialists. **£13,650**

Austin Healey 3000 Mk 2a. 1962, colorado red, with leather interior, wire wheels and overdrive, all extras including original factory hardtop, complete history since new, to substantiate 22,000 miles. **£7,895**

Maserati 3500 GTi. A left hand drive car, fitted with Borrani wire wheels, car recently serviced at Maserati agents. White with blue interior. **£4,450**

Jaguar 4.2 E-Type. Roadster, 1966, painted factory black, red hide interior (recently refurbished), a very sound car, fitted with c.w.w. and factory hard top. **£8,950**

Jaguar 3.8 E-Type. Fixed head Coupe, 1962, 19,000 miles from new, opalescent blue, blue hide interior, CWW **£9,250**

Porsche:
1980 V 3.3 Turbo. Silver/blue leather, 11,000 miles
1980 V 911 SC Sport Coupe. Met. black/beige, 9,000 miles
1980 V 911 SC Sport Targa. Met. Black/black, 7,000 miles
1980 V 911 SC Coupe. Silver/black, 6,000 miles
1979 V 911 SC Targa. Ice blue/ beige, 10,000 miles
1980 V model 911 SC Sport. Black/black, 10,000 miles
1979 T 911 SC Sport Targa. Guards red/ black, 15,000 miles
1978 S 911 SC Sport Coupe. Silver/black 14,000 miles
1978 S 911 SC Targa. Ice blue/beige, 25,000 miles
1977 R 911 Carrera 3. Sportomatic Coupe, silver/red leather, 36,000 miles

All the above cars receive a thorough service in our workshops prior to delivery. Our fully equipped workshops are now in operation to provide a thorough, efficient, and fast tuning and service facility to your Porsche, whether it be a 911, 924, or 928.

We are desperate for late model low mileage examples of Porsche, Mercedes, Aston Martin etc. Also any post war sports or racing cars. Top prices paid for the best examples by cash or bankers draft.

Langland Motor Co. Ltd.
21 Lexham Mews London W8
Tel: 01-937 1410/937 1285



RAF IRVIN
Sheepskin Flying Jacket
£149.50



USAAF A2
Leather Flying Jacket
£79.35



WW2
Sheepskin Flying Helmet
Small/Medium/Large/
X Large. **£28.75**

WW2 FLYING JACKETS

Tailored from selected Sheepskin and Hide (on original machines) Each jacket is made to order, so please state your sizes.
For delivery please add £3.45 UK (Securicor) £10.00 Europe and Scandinavia. £20.00 USA,Canada, Australia, Far and Middle East. etc. (air parcel).
Details on request. Callers welcome.
Comfortable, warm and practical, these jackets can only be obtained from:

Aviation  **Leathercraft**

Thruxton Racing Circuit, Nr. Andover, Hants, SP11 8PW, England. Tel: Weyhill (026477) 2811 Telex 47178 Wheels G.

SPORTS LEASE

AVAILABLE WITH ONLY 3 MONTHS' ADVANCE RENTAL

Any other make of family or sports car supplied at the same highly competitive rates.
Available for self-employed persons and companies only.

	Deposit	33 monthly rentals		Deposit	33 monthly rentals
Mini Metro	£297.93	£99.31	Ford Escort XR3	£428.63	£142.87
MG-B GT	£503.32	£167.77	Lotus Talbot	£576.38	£192.13
TR7 Convertible	£507.38	£169.13	Alfetta GTV 2000	£568.26	£189.42
Fiat X19	£462.72	£154.24	Mazda RX7	£629.15	£209.71
Honda Prelude	£418.08	£139.36	TVR Tasmin	£1,029.00	£343.00
Alfasud Ti 1.5	£316.60	£105.53	Maserati Merak SS	£1,932.00	£644.00

BRIDGE MOTORS (BOCKING), BRAINTREE, ESSEX. TEL.: BRAINTREE (0376) 26604 or 41179

Alfa Romeo MAZDA TVR Maserati









New Alfas all models in stock for immediate delivery. Special offers on several models.

One only Alfa Sud 1.5 Ti Veloce. The last one available before 1981.

New Mazdas all models in stock for immediate delivery including one remaining Montrose TWR Coupé.

New TVRs early delivery all models.

New Maserati Meraks choice of red of Bronze.

New Maserati Kyalami 4.9 Manual, met. green.

We have a full range of demonstration vehicles for demonstration to genuine customers anywhere in the UK. We are specialists in mechanical and body repairs on performance vehicles and operate a collection and return service, just phone one of our service managers on (0376) 24140 or (0206) 866242
COD parts service available

1981 Pontiac Transam 500 miles only, all usual extras, as new. **£5,750**
1978 (T) TVR 3000M, one owner, 25,000 miles, electric windows, sunroof, radio. **£5,495**
1979 VW Scirocco, auto, one owner, 17,000 miles. **£4,250**
1978 BMW 633 CSI Coupe, 20,000 miles, one owner, radio/stereo. **£10,950**
1981 Alfasud 1.5 Ti, choice of white or silver, delivery mileage only. **£3,895**
1979 (Model) Alfasud Sprint 1.5, one owner, 16,000 miles **£3,595**
1979 (V) Datsun 280ZX Automatic, 5,000 miles, mint condition. **£6,995**
1981 W Mini Metro 1000L, delivery mileage only. **List.**
1980 Alfa Romeo Giulietta 1.6, sunroof, radio **£4,250**
1979 Alfetta 2000L Saloon, radio, sunroof, one owner **£4,500**
1979 Alfasud 1350 Supers, choice of several one owner cars **£2,895**
1978 Alfetta 2000L Saloon, one owner, radio, low mileage **£2,995**
1981 W Alfetta 2000L Saloon. Delivery mileage only. Save £1,400 on list. Offered at **£5,500.**

Part exchange, and the lowest of leasing rates available on all vehicles.
Leasing available to self-employed and companies only.

BRIDGE MOTORS (BOCKING) LTD.

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

MOTOR AGENTS ASSOCIATION MAA

BRIDGE HOUSE
EASTGATES IND. EST.
COLCHESTER, ESSEX
Tel.: (0206) 866242

VREDESTEIN

SNOW+

The new steel-belted snow tyre with up-to-the-minute design.

The **SNOW + from Vredestein** is a sophisticated new winter tyre, designed by experienced engineers to meet the latest requirements of day-to-day motoring.

The **SNOW + from Vredestein** is based on a unique rubber compound which adapts easily to all temperature variations.

The **SNOW +** tread pattern, designed by experts, is continued generously into the shoulder area.

The **SNOW + from Vredestein** is a winter tyre that surprised even our own experts during testing – a tyre to be proud of.

Plus-points of the SNOW +

+ Best possible grip on every type of road.
+ Maximum road-holding in any type of weather.
+ Excellent cornering properties in snow and sleet and on ice.
+ Shorter braking distance thanks to the special rubber compound.
+ Optimum draining properties reduce risk of aquaplaning.
+ Very low noise level compared to other winter tyres.
+ Comfortable driving even on dry roads.
+ Complies with EEC standards.
+ Top quality minimizes tyre servicing.
+ Industrial-styled side walls with eye-catching appeal.
+ Wide range of 70- and 80- series.
+ The range covers 95 per cent of the market.

Its appearance and technical features make the Vredestein SNOW + a real best seller.

TYRES FOR MORE THAN JUST ICE AND SNOW

Contact:
Vredestein (U.K.) Ltd., Sywell Airport, Wellingborough Road, Sywell, Northants NN6 0BN. Tel: 0604-493231.

OFFICE (Black with Red Label

VOL. LVII No. 1 JANUARY 1981

MOTOR SPORT

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

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

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone 01-628 4741
Telex: 888602 MONEWS G

© Motor Sport Magazine Limited

CONTENTS

	Page
Matters of Moment	29
Fixtures for January	30
1981 Season	31
Spectators	32
Formula One Trend of Design	33
A Talk with Brian Hart	34
Clubs News	36
Air	37
Wartime Diaries of an RFC Officer	39
Caterham 7, Road and Circuit Impressions	42
International Race Results of 1980	44
Veteran-Edwardian-Vintage	48
Vintage Postbag	54
The 500 SL Mercedes-Benz	60
The RAC Rally	66
The Jaguar XJ-S	68
Alfa Romeo GTV 6	74
Number Plates — JML 1	77
Books for the New Year	79
Letters from Readers	81

FRONT COVER PICTURE: HENRI TOIVONEN in action in the Forest of Dean on his way to winning the RAC Rally with a Sunbeam Talbot Lotus. He and co-driver, Paul White, finished over 4½ minutes ahead of second placed crew, the favourites Hannu Mikkola and Arne Hertz in an Escort RS.

ANNUAL SUBSCRIPTION RATES

Subject to increased postal rates and cover price.

SURFACE MAIL:	Home	£9.75
	Overseas	£11.20
	USA	$29.15
	Canada	$33.25
AIRMAIL:	Europe	£11.65
	Middle East	£15.70
	Australasia	£19.35
	All other countries	£17.55
	USA	$45.05
	Canada	$51.35

MATTERS OF MOMENT

A HAPPY NEW YEAR?

If 1981 is as enjoyable as last year, we mustn't grumble too vehemently! But with the increase in Atomic weapons, the Russian steam-roller raising pressure, and in our world the current unrest in F1 circles and the threatened changes in Car Taxation, implying a wealth-tax on vehicle ownership, one wonders. . . . On the F1 front we note that one weekly motor paper sees the fuss as causing a mortal blow to motor racing as the World's leading sport, with the likelihood of the FOCA coming out on top, and another thinks that the situation has been saved by the timely Goodyear intervention. Our GP correspondents D.S.J. and A.H. will keep you informed, but the immediate effect of the dispute has been to cast doubts on the published 1981 Formula One Calendar (see page 31): as we go to press, we hear that the Argentinian Grand Prix has been postponed by four weeks to 22nd February.

The first Championship race in top-level racing is due at Kyalami in just over a month's time. One hopes sincerely that by then this tiresome dispute as to whether it is seemly to run without wearing a skirt (cars are usually referred to as "she's") will have been resolved. Split-control of important organisations seldom works, so it is vital to have one body controlling world motoring sport — at present the FISA, with the RAC running things for Britain.

Some of us can remember the time when American records-claims were not recognised in Europe and Great Britain because the AIACR (as the FISA then was) did not accept the rulings of the American Automobile Association. For that reason the claim to have first exceeded 150 m.p.h. in "Land Speed Record" terms, with a 10-litre twin-engined Duesenberg, was rejected here. It wasn't until Segrave needed to use Daytona Beach so as to fully extend the 200 m.p.h. twin-engined Sunbeam in 1927 that the Contest Board of the AAA agreed to join the AIACR and even then its electrical timing apparatus was only approved after Col. O'Gorman, Comdr. Armstrong of the RAC, and Col. Lindsay Lloyd from Brooklands had gone over to Paris to vouch for it.

Such proper care and conscientiousness over the control of motor racing must never be relaxed. Thus it is essential that the prevailing F1 battle is soon resolved, whether it be the FISA, the FOCA or, ha ha, the WFMS that wins.

On the thriving historical side, following the National Celebration of 50 Years with Vintage Cars on New Year's day, we are promised another very full season. The Vintage SCC has announced 22 varied events as its 1981 contribution, including race meetings at Silverstone on April 11th and September 19th, Donington Park on May 10th, Oulton Park on June 13th, and Cadwell Park on August 30th, and speed hill-climbs at Shelsley Walsh on July 4th and Prescott on August 1st/2nd For the moment the fuel-shortage scare has receded but just in case it returns the VSCC will have another Bicycle Rally to Boulogne on May 24th, following its AGM on March 4th.

The Veteran CC has its own very comprehensive fixture-list, and Brighton Runs for its pre-1905 cars and the HMVC's commercial vehicles will be major 1981 happenings, with the Sunbeam MCC running its Pioneer Run, the motorcycling equivalent, on March 22nd, entries for this closing on January 10th. The Vintage MCC's 1981 calendar contains more than 200 events, of which the leading ones include Founders Day at Stanford Hall on April 26th, and National fixtures in Harrogate and the IoM, plenty of grass-track and other racing events and capturing the very essence of old-style motorcycling, fixtures such as Ernie's Run, John's Jaunt, the Pig-and-Whistle Run, the Tour-of-Birmingham, and Veteran & Belt-Drive weekends, etc.

The Regional and One-Make Clubs will be as active as before and the National Traction Engine Club will continue to cater for lovers of steam road-traction. So, all in all, there is every reason to hope for another good motoring year, during which MOTOR SPORT will do its best to go on informing and entertaining those who like to do their motoring from the armchair as well as in the driving-seat. May I wish you all a happy 1981? — W.B.

Motor Sport Fixture List for January

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

C = Closed Event. CI = Closed Invitation Event. R = Restricted Event. N/Int = National/International. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Jan. 1st	Guildford MC	—	—	Road Rally (C)	—
Jan. 6th/11th	**Badener Rally Club**	—	**Austria**	**Janner Rally (European Rally Championship) (INT)**	—
Jan. 9th/10th	MCC	Various	—	Classic Trial (C)	—
Jan. 10th	Scottish Sporting CC	Western Filling Station	Kilmarnock	Moonbeam Rally (CI)	—
Jan. 10th	**NZ International Grand Prix Association (Auckland) Inc.**	**Pukekohe**	**New Zealand**	**Formula Pacific Championship (INT)**	—
Jan. 10th/11th	Border MC Finningley	Yorkshire Caravans of Bawtry Ltd., Doncaster Road, South Yorkshire	111/647956	Morning Star Trophy Rally (CI)	00.01
Jan. 17th	**Manfield Autocourse Promotions Ltd.,**	**Manfield**	**New Zealand**	**Formula Pacific Championship (INT)**	—
Jan. 17th/18th	Carlton & District MC	Clifton Bridge, Nottingham	129/559½373	Wadham Stringer Top Gear Rally (R)	
Jan. 17th/18th	Haldon MC	Mumfords Garage, Marsh Barton	Exeter	Haldon Monte Rally (R)	23.01
Jan. 24th	**The Motor Racing Club Inc.**	**Wigram**	**New Zealand**	**Lady Wigram Trophy Race (Formula Pacific Championship) (INT)**	—
Jan. 24th/25th	Ross & District MSC	Ross Spur Service Area, Ross-on-Wye	162/610256	Ross Traders Trophy Rally (R)	23.01
Jan. 24th/31st	**AC Monaco**	**Monte Carlo**	**Monaco**	**Monte Carlo Rally (World Rally Championship) (INT)**	—
Jan. 30th/ Feb. 1st	**Automobile & Touring Club of Finland**	**Rovaniemi**	**Finland**	**Arctic Rally (European Rally Championship) (INT)**	—
Jan. 31st	Forest of Dean MC	Watts Tyre and Rubber	Lydney, Glos	Wyedean Stages (N)	08.30
Jan. 31st/ Feb. 1st	**IMSA**	**Daytona**	**USA**	**Daytona 24 Hours (World Championship for Makes) (INT)**	—
Feb. 1st	Harrow CC & Circle CC	Kent Motor Racing Circuit	—	CCH Sprint	13.00
Feb. 1st	Hagley & District LCC	Rockhill Farm, Greete	Nr. Tenbury Wells, Worcs., 138/565725	Geoff Taylor Sporting Trial (R)	10.30

Metro Correction

IN the October Editorial about the BL Mini Metro we inadvertently said that the Hydragas suspension is inter-connected across the car. This is not so; unlike some previous applications of Alex Moulton's suspension units, there is no inter-connection on the Metro, either laterally or fore-and-aft. The pipes that misled us are for servicing purposes. — W.B.

* * *

For Damp Days

A NEW 3-in-1 lubricating and damp-defeating spray, as useful in the home and garden as for the car, has been introduced by E. R. Howard of Ipswich. Called "Expert", this liquid is said to avoid rusting up, to releasing "difficult" nuts and bolts, and to clean all metals in a non-greasy style. It comes in handy 7-oz. 200g cans.

* * *

Service from Zenith

WHEN many of the letters we receive are critical of service at garages, it is pleasing to be able to commend the staff at one London establishment for their courtesy and assistance. On the morning a recently delivered, long-term assessment 3-litre Capri was due for its first, free, service, the hub-bearing in the viscous coupled fan assembly started to fail. It would have been very unwise to drive the car any distance in such a condition in view of the possibility of the whole thing coming adrift, with dire consequences for the radiator. Zenith Motors in Aldersgate did not have the required parts, nor did any of the local Ford agents. The service manager spoke to me at lunch-time to tell me that it was unlikely the car would be ready that day, but they would do their best. . . and best they did. A new hub assembly was located across London, collected and fitted in time for me to collect the car shortly after 4.30 p.m.

A pleasant contrast to the tales we hear of motorists delivering their cars at 8.30 a.m., calling for them again at 5.30 p.m. only to be told that work has only just started and the car will not be ready until the following day.

Alfa Romeo 8c Jubilee

THE JANO designed 8c Alfa Romeo first appeared in 1931 and soon built up an enviable competition record, winning such classic events as Targa Florio, Mille Miglia and Le Mans as well as a number of Grands Prix. The cars were (or perhaps we should say, are) equally happy being used as everyday transport. To celebrate this anniversary, Alain de Cadenet plans to hold a suitable party at the Hurlingham Club on April 8th. Tickets will cost around £15 and priority will go to 8c owners. It is intended that the occasion should make a profit, and proceeds will go to the Great Ormond Street Children's Hospital Laser Scalpel Fund. Alain's address is 30, Queensgate Place Mews, Kensington, London SW7.

* * *

Page & Moy

CELEBRATING 21 years of organising motor racing tours in 1981, Page and Moy have increased their range of holidays for the motor racing enthusiast to take in trips to the Daytona 500 and Macau Grand Prix events. A well illustrated brochure listing the 47 holidays, ranging in price from £25 to £975 (2 day trip to Zolder and 12 day holiday for the Brazilian GP respectively) is now available from the company at 136 London Road, Leicester, LE2 1EN.

* * *

1981 Motorsport Yearbook

IT IS not often that these pages have space for kind words about the RAC Motorsports Association, but the governing body for motoring sport in the United Kingdom deserve proper congratulation on the production of the 1981 Yearbook — for two reasons. First, it was published well before the turn of the year, for the first time in ages and second, because the contents have been completely revised and re-organised, again for the first time in ages. A quick flick through the pages is all that is needed to show that the regulations are presented in a more logical order and, with a clearer format, are easier to read. An improved index makes everything simpler to find and a cross reference chart has been included to ease the transfer from the previous, tortuously numbered, set of rules to their current equivalent. — P.H.J.W.

Sir Oswald Mosley

OUR condolences go to Max Mosley on the loss of his father Sir Oswald who died in his sleep at the age of 84 on Dec. 3rd 1980. A noted scholar and politician, Sir Oswald was the leader of the British Fascist Party for many years and suffered internment during the war because of his Fascist beliefs.

* * *

Miniatures News

DANHAUSEN, of Kleinkolnstr 20/22, 5100 Archen, West Germany, have issued their "World Model Car Book — 81" which illustrates and lists literally hundreds of mode cars in plastic-kit, white-metal kit and complete forms, in scales of 1/8, 1/12, 1/24, 1/32, 1/36, 1/43, and 1/48, ranging from tiny miniatures to the detailed models such as the Fulgurex SSK Mercedes-Benz and the Jouets' Type 35B GP Bugatti which are illustrated in colour. — W.B.

* * *

BMC Mechanic

NOBBY HALL, who among other achievements while at Abingdon, built the Liège-winning Austin-Healey driven by Pat Moss and prepared her rally Morris Minor and several Minors for Paddy Hopkirk, is now a freelance mechanic, willing to work on the better BMC cars.

* * *

Oh Dear Department: Brighton Run

IN LAST month's account of the VCC/RAC Brighton Run due to a lapse on my part, or to a transcript error, this event was said to be for *post*-1905 cars. Veterans are still regarded as those made *prior* to 1905, of course.

Brigadier C. S. Maple's position at BL Technology Ltd. is that of Director, Technical Audit, not as given on page 1857. The Albion has a gate gear change, and Mr. Ball was experiencing his first Brighton Run, not explaining it, among other errors. — W.B.

The 1981 Season

AT THE time of writing it looks as though the proposed "pirate" series of Formula One races under the title THE WORLD PROFESSIONAL DRIVERS CHAMPIONSHIP is still-born. Although the anonymous WORLD FEDERATION OF MOTOR SPORT, as mentioned in the December 1980 issue of MOTOR SPORT, claimed that most of the existing Formula One teams and drivers were signed up for this "pirate" series of events, there has since been some back-tracking and FOCA have said they cannot support this series of events. At the moment they have not said they will support the official FIA World Championship series.

Into the middle of this wrangling a rubber bombshell fell at the beginning of December when the Goodyear Tyre and Rubber Co. Ltd. of Akron announced that they were stopping all racing tyre activity in Europe. Renault, Ferrari and Talbot-Ligier said "What a pity", as they tested their Michelin tyres, but it means that Williams, Alfa Romeo, Brabham, Lotus, McLaren and all the lesser teams are standing on their alloy rims with no tyres available. In the background are Pirelli, Dunlop, Japanese Dunlop, M&H but what will happen we have yet to see. At least it will take people's minds off the petty bickering that has been going on about money, rules, television rights, authority, investments, turbo-chargers, drivers and so on and so forth.

The calendar of events listed below is from the official FIA Bulletin and it all looks pretty reasonable. There are no wild ideas about Formula One racing in the car park of the Casino in Las Vegas, or round the streets of Chicago or even on the rebuilt Spa-Francorchamps circuit. The French GP takes its turn at Dijon-Prenois, the British GP at Silverstone and the Italian GP returns to Monza. The world of long-distance racing is given a new title WORLD ENDURANCE CHAMPIONSHIP and combines a championship for manufacturers or makes and one for drivers, though I can forsee some problems here with sometimes three drivers sharing one car.

The Formula Two world looks healthy enough, with twelve rounds in the championship and a reserve event in case somebody withdraws, and England is graced with three events, the BRDC run one at Silverstone, the BARC run one at Thruxton and the third is at Donington Park. In Formula Three the European Championship really does span Europe and though the events may not be so fast and furious as the British Formula Three championship world, they do cover a good cross-section of major circuits and prepare an up-and-coming driver for his steps up into the world of F2 and F1.

The events listed are only those with full International status, there are an equal number of events on the restricted International Calendar and every weekend throughout the 1981 season there is more than one event. On the weekend of our own Grand Prix at Silverstone, which has Formula 3 and saloon car racing as supporting events, there is a European Formula 3 championship event at the Misano Autodromo in Italy and a Formula 2 championship event at Enna in Sicily. As if that is not enough there are restricted International events at Nurburgring, in Sweden and in Finland, while there is Rallycross in France, Autocross in Hungary, Hillclimbs in Italy and Yugoslavia and Drag-Racing in America and Sweden, and they all come under the jurisdiction of the FIA and its sports department, FISA. Some people think that FISA is only involved with Formula 1.

Remember that the RAC British Grand Prix and BRDC Garden Party is at Silverstone this year on SATURDAY July 18, with practice and qualifying on *Thursday* and *Friday* so if you are going to take a day off from work "for grandmother's funeral" you had better arrange for "grandfather's funeral" to take place the day before. — D.S.J.

GRAND PRIX RACES
(Formula One Drivers' and Manufacturers' Championships)

Feb. 7	S. African GP (Saturday)	Kyalami
Feb. 22	Argentine GP	Buenos Aires
Mar. 15	USA (West) GP	Long Beach
Mar. 29	Brazilian GP	Rio de Janeiro
May 17	Belgian GP	Zolder
May 31	Monaco GP	Monte Carlo
June 21	Spanish GP	Jarama
July 5	French GP	Dijon
July 18	British GP (Saturday)	Silverstone
Aug. 2	German GP	Hockenheimring
Aug. 16	Austrian GP	Osterreichring
Aug. 30	Dutch GP	Zandvoort
Sept. 13	Italian GP	Monza
Sept. 27	Canadian GP	Montreal
Oct. 4	USA (East) GP	Watkins Glen

WORLD ENDURANCE CHAMPIONSHIP
(For Manufacturers and Drivers)

Feb. 1*	Daytona 24 hrs	Florida, USA
Mar. 21	Sebring 12 hrs (Saturday)	Florida, USA
Apr. 12	Mugello Autodromo	Florence, Italy
Apr. 26*	Monza Autodromo	Milan, Italy
May 10*	BRDC Silverstone	England
May 24*	ADAC 1000 kms	Nurburgring
June 13/14*	Le Mans 24 hrs	France
June 28	Enna, Pergusa	Sicily
July 5	Daytona 6 hrs	Florida, USA
July 12*	Watkins Glen 6 hrs	USA
July 25/26	Spa 24 hrs	Belgium
Aug. 16	Mosport 1000 kms	Canada
Aug. 23	Elkhart Lake	USA
Sept. 6	Vallelunga Autodromo	Italy
Sept. 20	Dijon-Prenois	France
Oct. 4	BRSCC 6 hrs	Brands Hatch

* Manufacturers' Championship

FORMULA TWO EUROPEAN TROPHY

Mar. 29	BRDC	Silverstone
Apr. 5	Jim Clark Trophy	Hockenheimring
Apr. 20	BARC (Easter Monday)	Thruxton
Apr. 26	Eifelrennen	Nurburgring
May 10	Vallelunga Autodromo	Italy
May 24	Mugello Autodromo	Italy
June 8	Circuit of Pau (Whit-Monday)	France
June 21	Zolder	Hasselt, Belgium
July 12	Zandvoort	Holland
July 26	Autodromo Pergusa	Enna, Sicily
Aug. 9	Spa-Francorchamps	Belgium
Aug. 16	Donington Park	England

Reserve: Autodromo Misano Aug. 9

FORMULA THREE EUROPEAN CHAMPIONSHIP

Mar. 15	Vallelunga	Italy
Mar. 29	Nurburgring	Germany
Apr. 5	Donington Park	England
Apr. 19	Osterrichring	Austria
Apr. 26	Zolder	Belgium
May 3	Magny-Cours	France
May 24	La Chatre	France
June 7	Zandvoort	Holland
June 21	Silverstone	England
June 28	Croix-en-Ternois	France
July 19	Misano	Italy
Aug. 9	Knotsdorpring	Sweden
Sept. 6	Jarama	Spain
Sept. 20	Imola	Italy
Oct. 4	Kassel-Calden	Germany

Reserves: Mugello, Italy
Spa, Belgium

EUROPEAN TOURING CAR CHAMPIONSHIP

Mar. 22	Monza 4 hrs	Italy
Apr. 5	Vallelunga	Italy
May 24	Donington Park	England
June 7	Salzburgring	Austria
June 14	Brno	Czechoslovakia
July 5	Nurburgring 6 hrs	Germany
July 19	Pergusa	Sicily
Sept. 13	RAC Silverstone	England
Sept. 27	Zolder	Belgium

EUROPEAN MOUNTAIN HILLCLIMB CHAMPIONSHI

Apr. 5	Ampus-Draguignan	France
May 3	Alpl	Austria
May 10	Dobratsch	Austria
May 24	Montseny	Spain
May 31	Estrela	Portugal
June 14	Wallberg	Germany
June 28	Bolzano-Mendola	Italy
July 5	Trento-Bondone	Italy
July 19	Potenza	Italy
July 26	Scarfiotti Trophy	Italy
Aug. 9	Mont Dore	France
Aug. 23	St. Ursanne-les Rangiers	Switzerland
Sept. 6	Turkheim	France
Sept. 20	Sternbeck	Czechoslovakia
Oct. 4	Puig Major	Spain

Reserve: Coppa Carotti, Italy, Aug. 3.

TASMAN RACES

Jan. 10	NZ-GP Pukekohe	New Zealand
Jan. 24	Lady Wigram Trophy	New Zealand
Feb. 8	Calder Raceway	Australia

CANADIAN-AMERICAN CHALLENGE
(Can-Am)

June 7	Mosport Park	Canada
June 21	Mid-Ohio	America
July 26	Road America	America
Aug. 9	Brainerd	America
Aug. 16	Mosport Park	Canada
Sept. 20	Road Atlanta	America
Oct. 18	Laguna Seca	America
Oct. 25	Riverside	America

SPECIAL NON-CHAMPIONSHIP EVENTS

Mar. 8	Suzuka F2	Japan
Apr. 19	Donington Park GT	England
Apr. 26	Riverside Endurance Races	USA
May 4	Brands Hatch F1	England
May 17	Imola Races	Italy
May 24	Indianapolis 500 Miles	USA
May 31	Spa Races	Belgium
June 28	Norisring 200	Germany
July 26	Diepholtz Airfield	Germany
Aug. 9	Zandvoort Races	Holland
Sept. 6	Hockenheim Races	Germany
Sept. 6	Imola GT	Italy
Sept. 6	Trois Rivieres F/Ad	Canada
Sept. 20	Imola F1	Italy
Sept. 27	Suzuka F2	Japan
Oct. 3/4	Nurburgring 24 hrs	Germany
Oct. 18	Donington Park	England
Nov. 15	Macao GP	East Indies
Nov. 29	Australian GP — Calder	Australia
Nov. 29	Daytona GT Races	USA

NASCAR STOCK-CAR RACES

Feb. 15	Daytona 500 Miles	USA
Mar. 15	Atlanta 500 Miles	USA
Apr. 12	Darlington 500 Miles	USA
May 3	Winston 500 Miles	USA
May 24	Charlotte 600 Miles	USA
July 4	Firecracker 400 Miles	USA
Aug. 2	Talladega 500 Miles	USA
Oct. 11	Charlotte 500 Miles	USA

A Motor Racing Art Exhibition

UNTIL January 27th an Art Exhibition featuring over 100 motor-sporting pictures, dating from 1894, many of which are from the National Motor Museum at Beaulieu, can be seen at the Octagon, Milsom Street, Bath, together with a collection of Masterpieces of general interest presented by the Royal Photographic Society. Open on Monday to Saturday, from 10 a.m. to 5.15 p.m., the admission cost is 75p per adult, children, OAPs and students 40p each.

* * *

ERA Book Published

In London last month the ex-"Bira"/Prince Chula ERA "Romulus" attended a party held to celebrate the publication, by White Mouse Editions in conjunction with Cavendish Books, of a book about the racing ERAs, which covers, we understand, every conceivable aspect of the activities of English Racing Automobiles Ltd. We hope to review this long-awaited book next month. — W.B.

SPECTATORS

Are they necessary?

SOME while ago I was talking to Max Mosley, the "legal Brain" behind Bernie Ecclestone and FOCA, and he said he was not interested in spectators. We were at a Formula One race and I said I thought they were very important because it was their money that was paying for the race. Mosley explained that I had got it all wrong and was living in the past. It was Television viewers who were important, opined Mosley, spectators could only be counted in thousands, Television viewers could be counted in millions, and it was their money he was interested in. He then waxed lyrical about the possibilities in Television, how competing cars could be fitted with cameras, the excitement of seeing cars passing and repassing from a viewpoint on the nose of a car and so on, and so on. He thought Formula One could make fabulous Television, and that was where our future lay. Knowing Formula One as I do I said that his talk of cars passing and re-passing sounded as though he was proposing to rig the races for the benefit of the viewers. I went on to suggest that perhaps he was thinking of selling the leading position in a race to the sponsors who had their names across the rear aerofoil, and that maybe they would pay so much a lap, so that the cameras on the following cars would always have the "paid-up" sponsors name in view. I could see that there were great possibilities for someone in working Formula One and Television as a business, for the benefit of the millions of viewers who would only be allowed to see what Mosley thought was good for them, and him. As I warmed to his theme Mosley gave me his syrupy smile, did his characteristic little step-dance and said "You will excuse me, Bernie wants to see me". As I walked away deep in thought I heard Jean-Marie Balestre saying that FOCA were getting too powerful and undermining the sporting code of motor racing. I understood what he meant.

Spectators are an important part and vital to the overall scene in Grand Prix racing, or any other form of racing. You only have to go to Hockenheimring on the first day of practice to realise it. Only a handful of people turn up on Friday and the vast concrete stadium is almost spooky it is so empty. On Saturday and Sunday with the stands packed with people the place comes alive. Unlike all the people on the inside of the circuit who are being paid to be there, whether they are drivers, journalists, photographers, mechanics or pit staff, the spectators are paying their own money to be there and they like to go away afterwards saying ". . . that was a good day, didn't Pironi go. . ." Everyone has their own favourite drivers and cars and if they have performed well the spectator is satisfied. If they have performed badly or had misfortune then the spectators turn their thoughts to what else was wrong with their day, for which they have spent a lot of hard-earned money. Viewing was abysmal, toilets non-existent, catering ghastly, car parking a disaster, loud-speaker commentaries childish, programmes a rip-off and so on. The whole day was an expensive disaster. I am sure that all the Alan Jones/Frank Williams fans at Brands Hatch last July felt it was a super day.

At most Grand Prix races I take time off during practice to wander off into the public enclosures



to join the spectators and see what they are seeing, and some of it is terrific. At many circuits the spectator view is just about the best there is, which is reasonable, for the spectators are paying good money to see something. The only thing lacking is communication and information even though all the circuits have elaborate loud-speaker systems and hard-working commentators. Once the cars have started going round you can forget loud-speakers for a car always goes by just as you are listening to a vital piece of information. If someone would do some serious work on visual information, like the electric signboard at Donington Park and the electric lap time display at Monaco, the spectator would have a far better time.

It is seldom long before I get into conversation with spectators and it is always interesting to hear their views on things, but it often saddens me when I find them asking questions about things that the organisers should have told them. This often happens after a race, for if like me you stay until the place is nearly empty, you invariably meet a keen spectator on your walk to the car park. They will ask why so-and-so retired, for out on the back of the circuit they lost him from their lap-chart and the loud-speakers never told them why. Or they will want confirmation of who was in fifth place because once the big race is over another one will start for Renault 5 saloons or something and they never do get the official results. There was one Grand Prix where the Press Department ran off thousands of copies of the results and handed them to spectators as they left the circuit. When I see the Marlboro, ELF, Gitanes, Parmalat or Candy minions giving away "stickers" as the public go home I feel it is a wasted effort. If they organised an efficient information/publicity service for the paying customer I am sure it would be appreciated.

Over the years I have got to know a lot of regular spectators and have been allowed to join a very active "spectator group" who have got together to form a friendly association of people with the same ideas. When they go to a race, whether a Grand Prix or a Club event, they make the most of it and the only way to join this group is to be "of like mind", you don't fill in a membership form or pay a subscription. It is an international friendly society of hard-core, grass-roots spectators who love the sport. If they are camping at a circuit they raise their flag and gather together from all over England and European Countries. At Brands Hatch I think they counted 62 members round the Saturday night camp-fire. Between races they keep in touch with each other by a very enthusiastic Newsletter, compiled and circulated by a young lady in Bristol. It makes interesting reading to me because it voices the views of the paying spectator, the many thousands that Max Mosley is not interesting in.

I can do no better than quote some passages from recent Newsletters:—

"We saw a really wonderful practice on both days, everybody giving 140 per cent, little Pironi outpacing all the others. Reutemann was impressive as was Gilles as usual. Harry and I thought it was one of the best practices we had seen in the last couple of years."

"We got back in time for the Formula 3 European Championship round. It was so boring we went to the beach after the first heat and a race for those stupid Renault 5 saloons, which in my eyes have got nothing to do with motor-racing whatsoever."

"I do recall that we used the remains of the barbecue to start a camp-fire, also that we burnt an effigy of Bernie Ecclestone, which looked a great deal like an old chest of drawers."

"One thing was the abysmal standard of the commentators, with the exception of Ian Titchmarsh, who was very rarely allowed to have the microphone. They hadn't done their homework and spent their time reading from *Motoring News*. As there was an awful lot of time to fill in, it was waffle, waffle, waffle all the way."

"We had to leave Clearways as we had seats in the South Bank Grandstand. It is not a place we'd choose to watch from again, though we did have a good view of the start and Paddock Bend, but most of the people in the stand were far more interested in eating, drinking and chatting. Star of the day was the chap who arrived five laps after the start, watched for ten laps, departed to buy an ice cream, returned for four laps and carried on like that throughout the race."

"I've discovered the perfect slimming aid. It is the entrance gate to the circuit campsite. If I put on one more centimetre round my waist I won't be able to squeeze underneath, and that will cost money!"

"One race morning the boys got up at their usual revolting hour of 4 a.m. while the girls stayed in their tents until a slightly more civilised hour. They got us a good place to see from and got the tea-machine going."

"At the Nurburging (F2) second practice (in my view the highlight of the weekend) was cancelled because of the fog at Hohe Acht."

"At Monaco the grandstands were completely filled up by 8 a.m. for the pre-qualification practice and at ten o'clock we heard it was cancelled."

"At Zolder we had to wait for more than an hour for practice to start because there was no medical helicopter around."

"Mister Ecclestone tries to sell his super-professional circus but in his silly quarrel

Continued on page 40

FORMULA ONE TREND OF DESIGN

Connections and Communications

OVER the past ten years or so the pit scene at a Grand Prix has changed enormously and the number of cars and volume of noise has more than doubled. There are more people doing more things and time saving has been of paramount importance, while the search for information and knowledge has grown apace; in addition new facilities and new ideas have mushroomed. When a car stops at its pit during practice today the whole scene seems to be a spaghetti-like tangle of tubes, cables and wires as everyone goes about their job.

The driver has a rubber pipe from a connection on his helmet to the "life support" oxygen bottle fixed inside the car, another connection from his helmet feeds into an inter-com system into which his engineer, his team manager or his chief mechanic, or all three, can plug in to hold conversation. If wheels need changing then mechanics have impact wheel-nut spanners operated by compressed air, with long flexible tubing running from the air bottle in the pit out to the wheel-spanner. Meanwhile tyre technicians are taking tread temperatures with a probe on the end of a wire from a sensitive and accurate temperature gauge, and the brake technicians are using a similar probe on the end of a wire to read brake disc temperatures, feeding the probe through the wheel spokes to record the temperature of the shielded side of the disc. If the car is due to go out again then there is a mechanic at the rear of the car with an air-line to the push-on connector for the compressed-air starter motor, and with some teams there is a subsidiary electrical wire and push-on connector from a slave battery to boost the ignition system for starting. At one time the Brabham team had built-in air jacks on their cars and this meant another flexible air line from the pit to the plug on the side of the car. With all these wires, cables and flexible pipes about the place it is not surprising that occasionally a driver will accelerate away before everything is disconnected! However, most of the connections are simple push-on snap connectors that pop out in emergency, though it has been known for a car to leave the pits with a length of cable still attached to it. The most unpopular mistake for a driver to make is to rush off before his team manager has unplugged his inter-com.

With all these connections in operation it is not surprising that things go wrong occasionally. If an engine is reluctant to start you will often see a mechanic empty an air bottle and still not get the engine started. If there is room to push-start the car, all well and good, but if not there is a rush and a panic to get another air bottle. Even worse is when an air bottle empties during a wheel change, especially if it is near the end of qualifying, for there is no reserve method of tightening some wheel nuts. You will hear the impact hammer ratchet noise start to slow up before the nut is tight, but this is where team work pays off, for instantly the mechanic on the wheel on the opposite side of the car will hand his tool across the moment his job is finished. Sometimes a chief mechanic will be over-seeing the whole job and he will be quick to grab the good hammer and pass it over while the mechanic is fitting the safety pin. It is a badly organised team that doesn't have a spare supply of air bottles readily to hand, and most of the big transporters have built-in compressor units for keeping a supply of full bottles. If you look round behind the pits you will find air-compressors driven from the vehicles 240 volt on-board system, chuffing away merrily filling the three-foot high air bottles.

A study of the use of the inter-com system between driver and team is always interesting. If a driver is really flying and challenging for the front of the grid you will see the team-manager and the engineer plug in before the car has come to rest, or while the mechanics are wheeling it back into place. If a driver is dragging his feet or complaining, or is out of favour, you will see him sit there for quite a few seconds before someone plugs in, and with the all-enveloping helmets of today a driver has very limited peripheral vision and often cannot see where everyone is. If there are problems or alterations at the back of the car you will see the team-manager giving the driver a running commentary over the inter-com, or if he's the excitable type the team-manager will be trying to calm him down or placate him. Some drivers seem to be totally unflappable, no matter what the mechanical crisis is and are content to sit and wait quietly, without the need of words from the team-manager. You will see these drivers reach out and adjust a rear-view mirror to keep an eye on what is going on. You will see some drivers shouting and yelling long before anyone has plugged in to them, their helmets having earphones and microphones built in to them, and when the team-manager "comes on the air" the face inside the helmet gets very excited and unless you know about this radio link you could be excused for thinking the driver had gone mad. Other drivers will sit motionless and silent for quite a long while after their engineer has plugged in and you will see him fiddle with the connection or the head-set, wondering if it is working properly; then the driver might "come to" and say "it is still not handling well".

There are those team-managers or engineers who must look at whoever they are talking to and they speak with a lot of expression on their face and in their eyes. You see them talking with expression and passion to the back of a coloured Bell Star helmet and hope the chap inside is listening and paying attention. It is amusing sometimes to move round a bit and look at the driver's face inside the helmet. This works both ways, of course, and some drivers cannot talk through an inter-com microphone without turning their head and trying to look up at whoever is on the other end of the wire. Then you get the totally confident people who say few words and you wouldn't really know there is any communication taking place if it wasn't for the curly black wire running from the eningeer's belt to the driver's helmet, or to a plug on the car. A classic pair to watch are Patrick Head and Alan Jones; you would think at times that Patrick Head is watching an aeroplane up in the sky, while Jones is looking straight ahead with a totally blank look on his face. Then you realise that Head's lips are moving and if you look closely you'll see Jonesey's mouth form the word "Yep" or "Nope". When you see this you know all is going well with their practice and they have got everyone on the run.

One of the things not to do in the pits during practice is to get run over due to being in the wrong place. If you are standing in front of a car and you see the engineer pull out his inter-com cable you can be sure it is time to get out of the way, for the engine is soon going to start and the driver doesn't want to waste time once the engine is running. Similarly you can get the message about what is going to happen if you see four mechanics standing at the ready with wheel nut tools and all the curly air-lines being held up out of the way. If they are all looking down the pit road it is time to make yourself scarce, for a quick 4-wheel change is about to happen. In spite of this you will see pressmen or photographers walk right across the space where the car is due to stop. It is a good thing that the overall noise and confusion in the pits prevents you hearing what some of the mechanics have to say.

While all this is happening about the car when it stops at the pits, the car itself has its own communication system which has been perfected during 1980. Sticking out from the monocoque is a tiny antenna, usually hidden away among the front suspension members, and this is connected to a tiny transmitter inside the nose which passes a signal to a receiver on the timing line, which operates the timers in the time-keepers box. Each car has its own frequency and thus records its lap times automatically. It is a very sophisticated system built by Longines and is a subject unto itself. — D.S.J.

At a pit stop during practice there can be as many as nine flexible connections dealing with the car. In this McLaren pit stop a Goodyear tyreman records the temperature of a rear tyre while engineer, chief mechanic and driver discuss front brake problems on the inter-com and mechanics have used a compressed-air impact spanner to remove the front wheel nut.



Hartpower

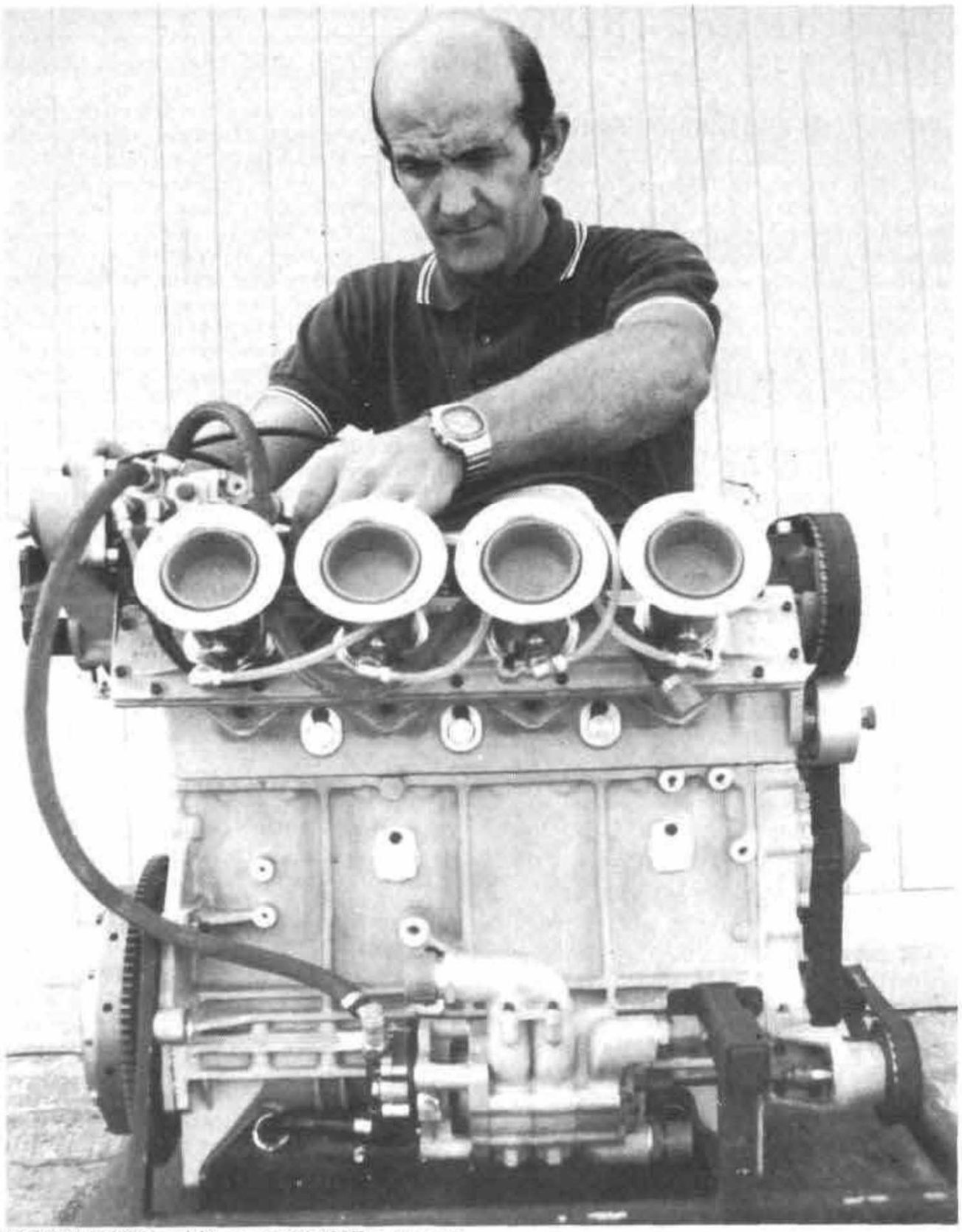
A talk with Brian Hart

MANY people enter the world of motoring sport on a wave of sheer enthusiasm and sustain their passion by a "spare time" involvement. Others find the world to be so compelling and fascinating that it soon becomes their full-time occupation and this sort of commitment takes many different forms, be it the active participation of a driver, the role of an inquisitive journalist or the imaginative world of the engineer. The common thread which binds these people together is the fact that they are fundamentally enthusiasts, caring primarily about the sport of motor racing for its own sake, rather than as a "means to an end" in furthering a secondary business interest or other ambition. You can always tell the people who fall into the former category; they are always around, plugging away at some interesting project or other. Those in the latter category have a tendency to disappear in the proverbial "puff of smoke" once motor racing has fulfilled their short-term objective.

Brian Hart, as readers of last month's MOTOR SPORT will know, tried his hand at race driving with some success before gradually phasing out that aspect of his enthusiasm to concentrate on the business of building and developing racing engines. That was eleven years ago, at a time when Hart was an accomplished Formula Two driver with a sound engineering background, having first trained at the De Havilland aircraft company at Hatfield and then worked for Cosworth Engineering when they were developing the 1,600 c.c. four-cylinder FVA unit for Formula Two as part of the Cosworth-Ford financial marriage which resulted in the production of the remarkable Formula One DFV V8.

Our visit to Brian Hart Ltd.'s Harlow factory (soon to be superseded by larger premises a few miles away) was not, however, intended to produce a blow-by-blow historical account of the company's achievements over the years. Our intention was to have an informal chat with a "kindred spirit" about the engine development philosophies involved in current day motor racing, in particular his own, and about how one has to compromise one's ideals when meshing theoretical concepts with the realities and practicalities of an everyday business.

It would be doing Brian Hart less than justice, however, if we did not talk at some further length about his successful 420R engine which powered Brian Henton's Toleman TG280 to victory in the 1980 European F2 Championship. With a bore and stroke of 93.5 mm. × 72.6 mm. and a cubic capacity of 1,994 c.c., the development of the 420R came about as a logical progression along a path which started when Brian began race



BRIAN HART and his successful 420R power unit.

preparing Cosworth FVA engines in 1969. Its evolution was honed through the period when production based blocks were demanded by the F2 regulations and came to fruition finally when pure racing engines were readmitted in 1977. Although Hart designed his engine at his Harlow base, he quite naturally does not have the kind of multi-million pound resources which were enjoyed by industrialists in the past, say like Tony Vandervell when he was developing his Vanwall Grand Prix cars, so Brian places considerable reliance on a number of specialist outside engineering firms for the supply of certain components with which to build his power units. It is a classic example of using several of racing's best specialists to good advantage and emphasises just how many different concerns are involved in the engine building game. Castings for the cylinder blocks and heads come from Stirling Metals — "super quality work" says Brian — and the machining of these components is completed at Harlow. Gordon Allen produces the crankshafts, Hart does his own camshafts and has developed a piston design in conjunction with the respected German firm of Mahle, with whom he has had a particularly good relationship for the best part of ten years. Good relations, incidentally, seem to extend to Hart's customers as well. More than 75% of his customers bring their engines back to him to be maintained!

Piston design and development is Hart's favourite "pet subject" and he feels that every engineer has his particular forte, this being his. "They fascinate me" he confesses. In this connection he feels that his communication with Mahle is particularly satisfying because the end product reflects a combination of effort. "They have ideas, we have ideas" he says with a knowing twinkle in his eye.

Improvements in metallurgy enable the Hart 420R to produce performance which would have been inconceivable only 25 years ago. With a chuckle, Brian compares it to the famous 2½-litre Vanwall four cylinder F1 engine "Developing a maximum of 285 b.h.p. on methanol and blowing apart when they were revved much over 6,800 r.p.m. Now our 2-litre unit develops 305 b.h.p. from half a litre less, peaks at 9,500 r.p.m. and can take bursts of just over 10,000 r.p.m. with no serious problems. Progress in this business is amazing. I mean, even more recently we were squeezing around 220 b.h.p. from a

production block, 1,850 c.c. Formula Two engine. That was only eight years ago. Nowadays that sort of output is taken for granted to power a works rally Escort . . ."

The 420R engine adds up to a compact engineering package which fits neatly into the current breed of Formula Two ground effect car for which purpose Hart has developed detail alterations to the original design such as positioning the fuel metering unit on the top of the cam covers rather than on the side of the cylinder block. He has also bored and stroked a version out to "two point four-and-a-bit litres" and this has found considerable popularity in the easy going world of hillclimbing — "still a real enthusiast's formula, great fun," enthuses Brian. All in all, the 420R has shown amazing versatility and might even have shown more — the enlarged version originally came about as a development exercise to find a successor for the Escort RS rally engine, the concept of a "bigger four" being ideal in the opinion of the Ford team's leading drivers.

For all Hart's commercial commitment to the business of modern day motor racing, he remains a passionate enthusiast and would clearly like a free hand to develop some of his own personal theories as regards engine design. He is a great believer in the theory that the momentum of technical development within motorsport is proportional to the amount of time spent "off-stage", so to speak, "wheeling and dealing" in order to produce the resources required to support the "real work". He warned that Formula One was going way beyond a 50/50 split "and if it's not careful, the tail will start wagging the dog — if it isn't already". As far as rules and regulations are concerned, he believes that there should be some overall constraint "in the interests of cost, but they should try to point people in a general direction within a wide framework rather than become too restrictive".

Inevitably, the conversation turned towards Formula One engine development, and although we knew very well that anything too direct and unsubtle would be met by a sharp "don't be so nosey", we taxed him on his opinions about the ideal Grand Prix design, if there is such a thing. That enthusiasm for piston area was reflected in his reply.

"I think the first thing is that one has to accept a turbocharged route with circumstances as they are at present. Duckworth has a 14 year lead with the DFV and my way to catch up, and overtake, would be a 4-turbo, 1½-litre V12. That would give the chance for a tiny stroke, consequent high revs — and 12 cylinders would give a large piston area".

That would be Hart's *ideal route*, but circumstances will dictate a turbocharged version of the 420R — if indeed he goes Formula One at all. So what about the established turbocharged rivals already on the Grand Prix scene? What does he think of their engines?

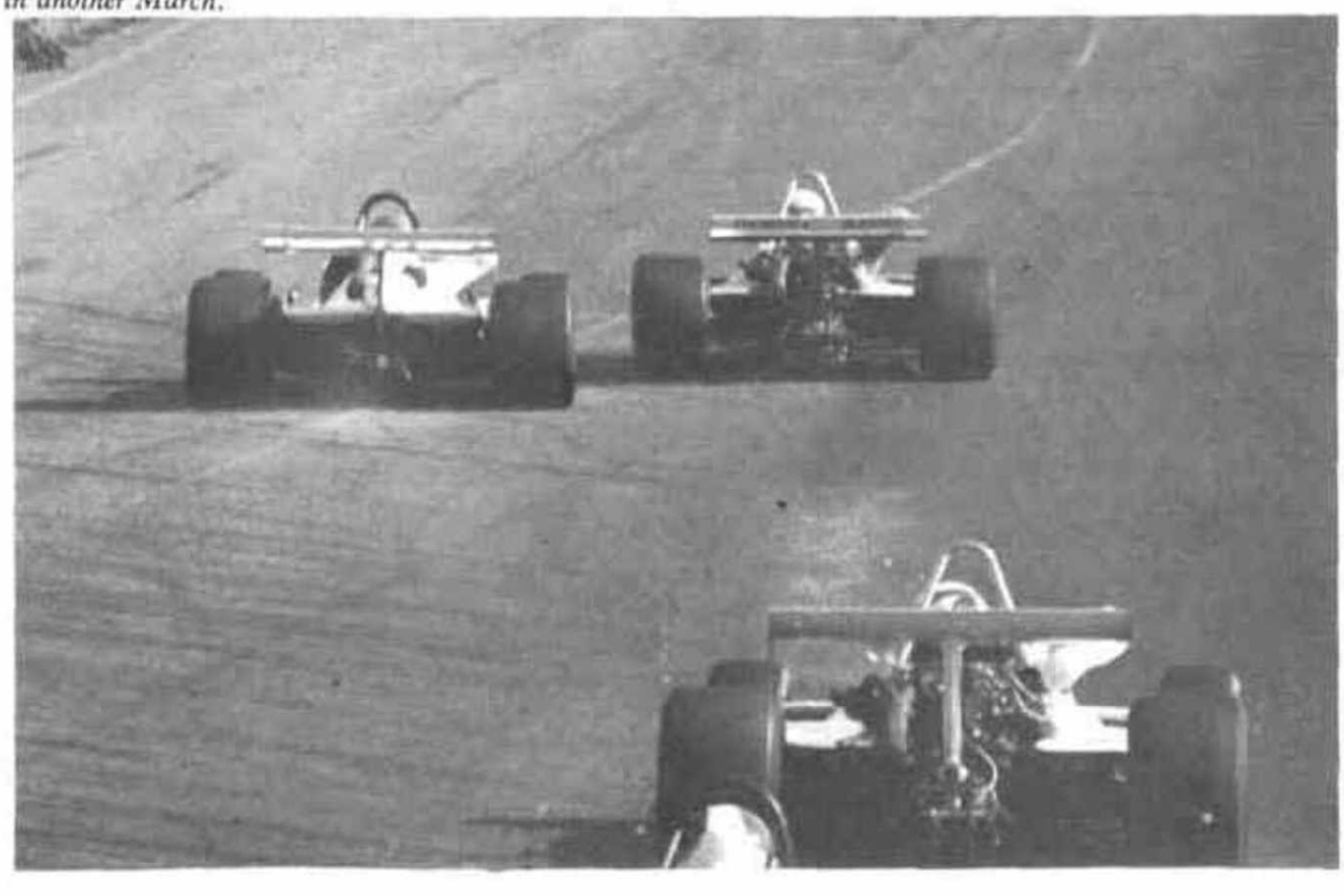
He was quick to point out that most of the current turbocharged GP engines had basic configurations which were dictated by outside circumstances to a greater or lesser extent. "Renault really had to promote the V6 layout to fit in with the Renault/Peugeot/Volvo European engine programme. BMW have a turbocharged version of an existing four cylinder configuration and Ferrari have a tremendous store of knowledge about V6 development, so their choice is more 'logical' than 'forced'." On the subject of Alfa Romeo's turbocharged V8, Brian didn't really seem to have an answer as to why they had chosen that configuration. Incidentally, following this train of thought, it is perhaps logical to assume that if Honda should take the development of their iron block V6 F2 engine along a Formula One path, it's probably because there is a new V6 road engine somewhere in the pipeline.

Brian steered us tactfully away from his dynamometer house when we strayed close to the door. It's a widely known secret that he is carrying out investigative development work into turbocharger systems and to this end he is working in close co-operation with the Californian Garrett organisation. He is quite satisfied with their products. But to dismiss Hart's efforts as "a programme to turbocharge a 1½-litre version of the 420R" is a bit like suggesting that Concorde is only a "supersonic version of the De Havilland Comet". By any standards, it is a gross over-simplification. People tend to talk rather loosely about turbocharging programmes, implying that one simply slaps a "kit of parts" onto an existing engine to be rewarded with a magical increase in power output. With a turbo boost of around five to six pounds per square inch, as used on some road cars, you will probably not strain standard components too much. But in a Formula One application, one is talking about a turbo boost of thirty pounds per square inch at least, putting enormous strain on pistons, connecting rods and crankshafts to mention just the major moving parts of an engine. Walking round Brian Hart's premises the penny suddenly drops when you come across revised blocks with enlarged water and oil passages, heavily finned crankcases, bigger sumps and other developments to deal with the enormously aggravated problems of heat dissipation involved in developing a turbo-charged engine. When you think how relatively simple the Cosworth DFV appears by contrast, one cannot help wondering whether the 3-litre V8 has somehow out-lived its usefulness and, in a way, become its own worst enemy. Because of its reliability, ease of maintenance and free availability, it has promoted a train of thought within Formula One which actively discourages technical development on the engine front. That is the point of view put forward by many of the British based Grand Prix constructors who have a vested interest in keeping the DFV going in order that they may stay in the Formula One game. However, when one looks at the thoughtful work being carried out at Brian Hart Ltd. and then think about the Renault and Ferrari turbo development programme you begin to get some idea of the complexity of such projects and have sympathy for their indignation when anybody suggests that their years of research should be thrown away at "a stroke of the pen". Formula One may be showbusiness to some people, but it is a means of technical advancement to others and I'll bet that those with the latter viewpoint will be around the racing game long after those who propound the former standpoint have vanished!

Hart firmly believes that the business of motor racing is about being competitive and, largely for that reason, rejects Keith Duckworth's proposed fuel flow valve as "a bloody waste of time, not a technological innovation. This is motor racing, we're not in the business of organising economy runs". Hart may be a disciple of Duckworth, but that doesn't necessarily mean he always agrees with him.

One is tempted to say that a Brian Hart developed turbocharged Formula One engine will compete "in anger" at some time prior to the end of the 1981 season, but, like so many of this engineer's previous projects, he will only make a total commitment for his firm if all the "variables" are right. There is no place for bodging or compromise in this organisation when it comes to building a specific product. Just as in the days of the production based Formula Two engines, when other builders squeezed the Ford BDA blocks out to within a few cubic centimetres of the full 2-litre limit and Hart steadfastly refused to go beyond 1,850 c.c. "because that's as far as it will go and work properly", so he will not jeopardise a valuable reputation by rushing into Formula One unless he is totally convinced that his product is conceived along the right lines. "More important, there must be an engine stability rule which gives us at least three years", he finished, "something which can only be done with firm government in this sport". Whether Brian Hart Ltd. finally end up as producers of Formula One engines or not, the owner's enthusiasm and fascination for things mechanical guarantees that the Essex factory will continue to be involved in race developing the internal combustion engine, whatever the category, for the forseeable future. — A.H.

HART TAILPIECE. Photographed at the Formula Two event at Vallelunga last year, Brian Henton's Hart powered Toleman is in the process of taking the lead from Teo Fabi's March BMW. Andrea de Cesaris follows in another March.



CLUB NEWS

The Frazer Nash Section

The 'chain-gang' section of the VSCC held their annual Christmas Party and beano at the Green Dragon Hotel, Hereford on Saturday December 6th at which Reggie Wright, who owned his first Frazer Nash in 1928, was the guest of honour and a trophy was presented to the section in memory of Basil Davenport, by his daughter. At the end of the racing season a team of 'Nashes took part in the 750 Club 6 Hour Relay Race and finished 21st out of 27 teams. The section was well pleased. The 1981 "Raid" is planned around a week at the Nurburgring and at Zolder to take in the Historic Car Meetings at those two circuits next August.

The Amilcar Register

Owners of the exciting little 1,100 c.c. supercharged six cylinder Amilcars are well ahead with a combined effort to manufacture a batch of new cylinder blocks. As organiser Desmond Peacock, himself a C6 owner, says ". . . most of the existing blocks are well over 50 years old and are held together by Metalok and welding. . . ."

Austin Big 7 Register

R. E. TAYLOR of 101 Derby Road, Chellaston, Derby has recently taken over as official registrar of Austin Big 7's from J. Denhams.

Aston Martin Owners Club

Victor Gauntlett, the MD of Pace Petroleum, was very pleased to announce that his firm would be sponsoring the major meetings organised by the AMOC, which include the ever popular Wiscombe Park Hillclimb, on April 11/12 and the St. John Horsfall Race Meeting at Silverstone on June 27th. Pace were happy to have provided a measure of support for Michael Bowler and his Lister-Jaguar in winning the 1980 FIA Historic (Mickey Mouse) Championship.

750 MC

THE 750 Motor Club had another very successful season's racing in 1980, and plan a similar calendar this year, including the Six Hour Relay Race in October. Enthusiasm has always been the backbone of this Club for the amateur racing driver, and this is highlighted by the efforts of a group of Autralian members who are shipping their cars over for a number of Austin 7 events in August.

Alta Register and HWM

Enthusiasts for the marques Alta and HWM had a friendly get-together recently at the home of Nick Jeromes, the owner of an interesting hybrid comprising a rubber-sprung 1949 GP Alta chassis fitted with the body from one of the 1950 HWM Formula 2 cars and powered by a Jaguar engine, following the lines set by Oscar Moore in 1952 when he replaced the 4-cylinder Alta engine in another of the 1950 (two-seater) Formula 2 HWM cars with a 6-cylinder XK Jaguar engine which he enlarged to 3.8 ltres. This ex-Oscar Moore car (XMC34) has been owned by Terry Grainger for many years and in 1980 Gillian Fortescue-Thomas drove it in sprints and hillclimbs, and plans to do the same again in 1981.

Marcos Owners Club

MARCOS owners who went to the Club's Donington Park weekend in 1980 enjoyed the opportunity to see examples of just about all the various models made by this West of England firm and were able to take part in a series of well planned driving tests. An ambitious plan to computerise the membership files is under way to enable the Club to provide a better service for its members and a number of competitive events is planned for 1981.

AVO Owners Club

PLANS are afoot to form a Club to cater for the needs of owners of all Ford AVO produced cars, such as the Mexico and RS series cars, produced prior to the closure of the South Ockendon factory. The man to contact is Mark Smith, 20 St. Catherines Court, Aylesbury, Bucks.

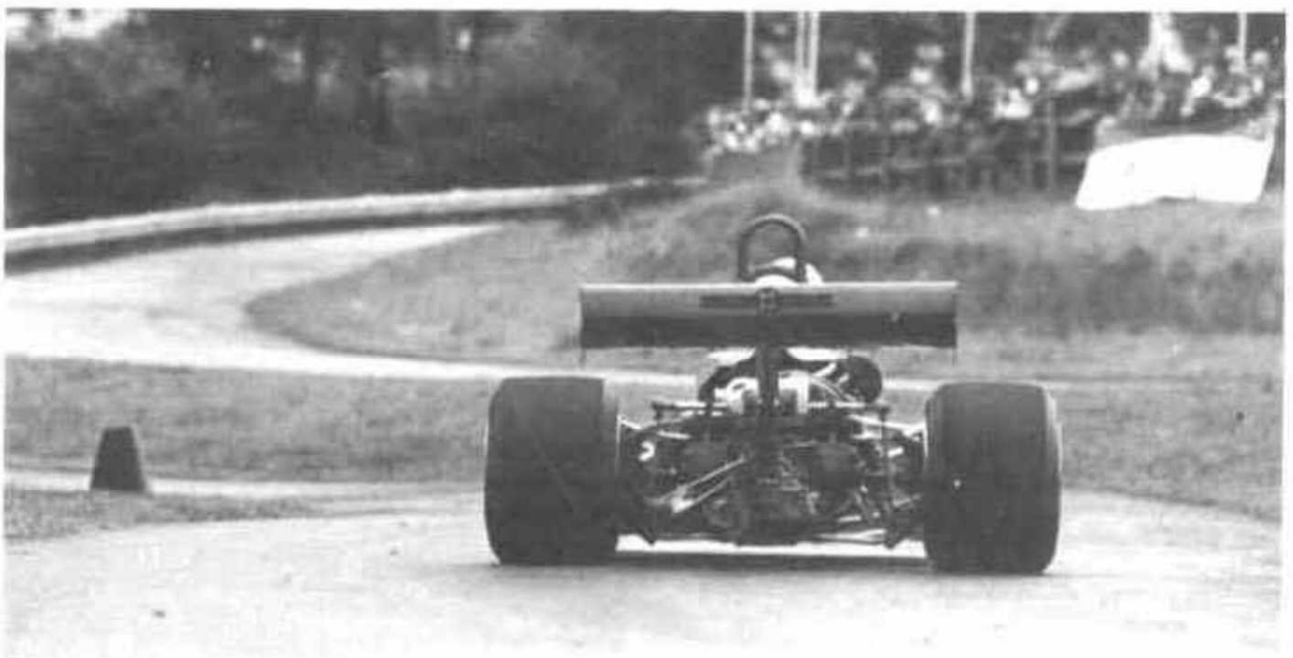
Hillclimbing

THIS branch of the sport has always been a popular pastime particularly among the less wealthy motor sporting enthusiasts, for it is possible to do well in many classes for a comparatively modest outlay.

In the pre-war years, the amateur would compete in his home-built special alongside the works entries, and would often achieve considerable success — names like Basil Davenport and John Bolster spring to mind. Nowadays, the development of the competition car has come on such a long way that the car assembled from various boxes of bits is unlikely to take outright honours, but there is still room in hillclimbing for those who do not have financial backing. It is common to see elderly Sprites and Morgans coming well up in their class before being loaded up with the picnic basket and crash helmet and being driven home.

There are those who argue that the cost per mile of competitive motoring is extremely high, whatever vehicle is used, and who prefer the discipline of circuit racing or the excitement of rallying where there is considerably more driving for rather more money. But there is no question amongst the hillclimbing fraternity that the skill and precision required to cheat the clock of every last hundredth of a second brings immense satisfaction which cannot be found elsewhere.

The popularity of the sport is highlighted by the eighty events scheduled to take place in 1981 at the 35 different venues in the UK and by the ten championships which are to be contested. These range from the local Inter-Club Championships, which often include a couple of rounds at sprint venues, through regional championships such as the one in the Midlands or the Scottish Championship, to the RAC British Hillclimb Championship.



THE HILL beckons . . .

The further up the scale one goes, the more professional the approach has to be to keep ahead and some contenders in the British Championship now have an entourage which would have done justice to a Formula One team fifteen years ago. In this class, competition is extremely fierce, and that magic hundredth of a second or so can make all the difference between a champion and an also-ran — this happened last year when 1979 Champion, Martyn Griffiths was in the lead right up until the last but one round at Wiscombe Park when he was beaten by second placed man Chris Cramer. In the last round at Doune, Griffiths smashed the record, but Cramer pulled out all stops and equalled Griffiths' time to take the title.

For 1981, the rounds of the championship will be as shown on the table below. Points are scored at the rate of 10 for first place, 9 for second and so on down to 1 for tenth and an individual's best ten scores count for the final reckoning. MOTOR SPORT hopes to be able to report on the season as it progresses. — P.H.J.W.

Date	Venue	Club
April 11/12th	Wiscombe Park	AMOC
April 19/20th	Loton Park	Hagley & DLCC
May 2/3rd	Prescott	BOC
May 16th	Barbon	Westmorland MC
May 30/31st	Shelsley Walsh	MAC
June 14th	Fintray	Aberdeen & DCC
June 20/21st	Doune	Lothian CC
June 11/12th	Harewood	BARC (Y)
July 23rd	Bouley Bay	Jersey MC & LCC
July 25th	Val Des Terre	Guernsey MC & LCC
Aug 1st	Craigantlet	Ulster AC
Aug 8/9th	Shelsley Walsh	MAC
Aug 29/30th	Gurston Down	BARC (SW)
Sept 5/6th	Prescott	BOC
Sept 13th	Wiscombe Park	Bristol MC & LCC
Sept 19/20th	Doune	Lothian CC

AIR

A Section Devoted to Aeronautical Affairs

Winning the 1980 "Dawn-to-Dusk"



THE STAMPE SV4b and its crew which won last year's Tiger Club "Dawn-to-Dusk" Competition and also raised £5,000 for charity. [Photo: *Huddersfield Examiner*]

THE BEND of the Thames at Greenwich slid under the yellow fabric-covered wing as we turned onto track for the final leg. Past Crystal Palace, Croydon and Kenley, over the M25, and there was Redhill ahead, standing out like a bowling green in the bright evening sunlight. We joined overhead, the T indicated 26 and, with the Gipsy's reassuringly reliable throb dying away, we eased off the height, turning downwind left hand. Brakes off, mixture rich, fuel on and sufficient for the overshoot, hatches and harnesses . . . we slid towards the turf for our thirty-second landing of the day. Round out, hold off . . . hold off as our gracious Stampe's wheels wait patiently for the moment of touchdown. An ounce more back pressure she settles delicately on all three . . . anything else would have been sacrilege after all the practise we've had today! The time is 2017 hrs. — fifteen hours forty-seven minutes since our first take off at 0430 hrs. that morning.

* * *

The Dawn to Dusk is organised every year by the Tiger Club at Redhill and must be the only flying competition where you can, literally, "do your own thing". In simple terms the rules require a day's flying of not less than eight hours between 0430 and 2115 on any day in June. The project, in flight plan form, is submitted to the organisers prior to the flight and a log-book, on which the entry is judged, is submitted subsequently.

The initial problem, therefore, was dreaming up a project which would produce an interesting day's flying. But, because of some earlier connections with "God's County", planning started early in the new year on a History of Yorkshire Aviation and the Past and Present in the County. Yorkshire's contribution to the history of aviation is considerable; from the first aviation meeting ever in this country taking place on Doncaster Racecourse in 1909, to the construction of the successful R100 at Howden in the late 1920's and the incredible statistic of over 90 military airfields established in Yorkshire during the two World Wars.

The planning stage involved sending out over a hundred letters to airfield owners, operators, air traffic controllers, farmers and aviation historians. It had originally been my idea to do the trip solo, but my typist and long-standing family friend, Amanda Mitchell, became so enthusiastic about the whole project that I invited her along to share the workload; definitely one of my better decisions.

The choice of aircraft was not difficult. Because of the nostalgia element I had originally considered a Tiger Moth but because of all the planned landings on tarmac runways it had to be a Stampe, for its tail-wheel and for its brakes that were definitely to prove a bonus on some of the smaller fields. But apart from that, as Michael Jones said when he caught me still sitting in the cockpit savouring my first flight in a Stampe: "Now that you've flown one of these you won't want to fly a Tiger again". — Maybe, Michael, maybe. However, once this decision was made it became Tiger Club Stampe SV4b G-AWEF's "Dawn-to-Dusk". She exalted in every flying moment, never gave a moment's anxiety, patiently tolerated my clumsy handling at the low-speed end of her performance, and positively shared our exhilaration of open-cockpit flying when over the timeless beauty of the sunlit Yorkshire Dales. It was the start of a love affair which, sadly for my Bank Manager, shows no sign of waning in its intensity.

During March, April and May, WEF, Mandy and I made a number of flights together. We checked engine speed and air speed against fuel consumption — we came up with 80 knots at 1,900 r.p.m. burning about seven gallons of Avgas and a quart of W80 an hour; we practised our forced landings and short-field landings (we never did have the latter completely hacked) and we finally mastered hot-starting the Gipsy. (We tried *everything* but with no *consistent* results as, on the day, time was going to be at a premium — but finally Barry Dyke, CFI at Thruxton, came up with the unlikely but efective formula — prime, suck-in four times, blow out fifteen.)

The replies to our letters came in thick and fast and finally we were able to work out a route which included two airports, nine RAF airfields, eleven miscellaneous airfields, eight disused airfields and five farmer's strips. The en-route timings had to be accurate, not only for the competition itself, but because of one minor operational detail — we were to do it non-radio.

The night of Sunday 15th June was spent at Redhill, having ensured WEF was at the front of the hangar loaded with spare "talking box" (for our intercom), an extra gallon of Avgas, four quarts of W80, chocks, rags and finally "talking hats", knee-pads and maps. All other kit journeyed to Yorkshire in our caravan, nobly towed by our enthusiastic ground party (for want of a better description) — Sara Hild. Monday dawned with a strong southerly wind and a forecast of low cloud and rain. We reckoned we would get ahead of it, when disaster struck — WEF was found to have a blown exhaust gasket. We had all day to position to Yorkshire for the actual dawn start the following day but the weather could have prevented this. Our saviour was cheerful Jim Ellis, who went out of his way to put WEF to rights, give us a swing and send us on our way about an hour later, just ahead of the frontal rain. The flight to Leeds, *via* Sibson for refuelling, was uneventful apart from flying through some very heavy rain just about the time we crossed the frontier into Yorkshire. A green from the tower as we joined downwind for one-five was reassuring and the second one cleared us to land. A typical welcome awaited us, both at the Yorkshire Aeroplane Club and at Yorkshire Light Aircraft, where we and WEF respectively were "fed and watered". The afternoon was spent studying weather for the morrow with Ray Bagshaw (Leeds ATC) and John Fenton (YAC) — not too bad; rechecking that each of the fuelling stops could supply our needs — no problem, and repairing the leading edges of the prop. tips damaged by the rain — actually David Greenwood (YLA) kindly did that for us. Mandy had meanwhile surprised me by taking it upon herself to be responsible for lovingly cleaning all the oil from WEF's fuselage every time we landed. After watching an impressive thunderstorm pass over and checking its progress on the Leeds ATC Radar, we took off for Doncaster where we arrived twenty-five minutes later for a top-up of fuel, before the final positioning over the road to the Racecourse itself. Here the landing between the railings gave little margin for error and I was glad when it was over. After tucking up WEF for the night and devouring a greasy meal provided by a local "chippy", we set our battery of alarm clocks for 0330 (is there such a time in the morning?) and turned in.

* * *

The alarms go off in quick succession. Now for the most difficult decision — to go or not to go. It

is barely light enough to see but there is a definite cloud base at between three and four thousand feet, with a light south-westerly breeze — this, together with the previous day's forecast, makes it a "go". The girls produce a quick breakfast; we prepare WEF for flight and carry out a very careful inspection — all is well and by 0415 Mandy is strapped in and, with pen poised, is ready to go. Rear switches on, fuel on, brakes on, chocks in position, and I lift the port cowling and prime her until the Avgas trickles from beneath.

"Brakes on, throttle closed, switches off", I cry — Mandy repeats it back; then: "Sucking in". I pull the prop. over four times.

"Throttle set"

"Throttle set"

"Contact"

"Contact"; at the first swing — nothing.

"Off"

"Off" I reach up again and take the yellow tip in my right hand.

"Contact"

"Contact" — at the second swing the roar of the Gipsy reverberates across the racecourse. While the engine warms I climb aboard and go through the contortions of strapping in. Helmet on and Mandy's voice comes through immediately: "OK?"

"Yeah — fine; how are you?" I know she'll say "Oh fine" and she doesn't disappoint me!

I run up the engine and check each mag in turn — no problem. I close the throttle and wave: "chocks away" to Sara: she obliges and waves cheerily as with a burst of power we taxi away. 0426. Nice timing. We taxi half-way up the Leger Mile and with another touch of power WEF swings around into the wind . . . T.T.M.F.G.H.H. and full free movement in the correct sense.

0430 hrs — "Here we go", throttle wide open, stick forward; the tail rises immediately. The ASI winds up to 40, a touch of back pressure and she's airborne . . .

"All right . . .!!" I cry . . .

* * *

The first leg to Doncaster was only a minute and we stayed on the ground long enough to take a photo before setting course for RAF Finningley. It was good to be actually flying the route after so much preparation. Four minutes after take off from Doncaster we landed at Finningley — a gentle rain had started, which made our reception-committee of one Wing-Commander, one Flying Officer (WRAF) and one Sergeant all the more surprising. Flying-Officer Barbara Paxton signed our landing certificate and five minutes later a similar ritual was repeated at RAF Lindholme. Another eight minutes and we sank on to the lush green grass at Cowick Hall where, as no-one was there to meet us, we took a photograph as proof of landing. The disused airfields at Burn and Breighton were next to greet us at 0504 and 0513, before we photographed the site of the airship factory at Howden at 0518. By now the cloud had lowered, it was raining steadily and there was a corresponding reduction of visibility. British Aerospace went out of their way to welcome us at Holme on Spalding Moor at 0524 and at Brough at 0536. Brough, of course, is famous for it being the principal home of Blackburn's, who featured importantly in the historical side of our project. Dick Chandler, ex-Blackburn test-pilot, signed our landing certificate at Brough while we took a photograph of the only surviving Blackburn B2 which had been kindly pushed out of the hangar for the occasion. During the flight to Paull we had an impressive view of the Humber Bridge now nearing completion and passed south of Hull, Amy Johnson's birthplace. It was still raining when we landed at Paull at 0553, where we took a photograph of the first productuon Blackburn Beverley (out of a total of 47 built) which now has its home there. We were denied permission to land Leconfield (0501) and Driffield (0613), as these airfields are now used by the Army as driver-training schools. The cloud was now down to under 1,000 feet and the visibility about a mile. When we arrived over Cottam at 0616 there was a low layer of cloud below us obscuring most of the airfield, so we decided to give this one a miss. It wasn't much better at Carnaby but we saw enough to land there at 0623 and take a photograph of what is left of this wartime FIDO-equipped airfield. So by the time we landed at Bridlington in appalling visibility and steady rain at 0632 we were cold and wet and almost ready to quit the attempt. It was at Bridlington that we refuelled for the first time and were able to have a well-earned cup of coffee with an old friend, John Medforth, who had hoped to escort us some of the way in his recently complete Taylor monoplane; sadly the paperwork wasn't through, so this wasn't possible.

Soon after seven o'clock we had a look at the weather and decided it had improved sufficiently for us to continue, although there was still a fine rain. We took off at 0721 and routed down the beach at Filey where Robert Blackburn had a cliff-top hangar and workshops before the 1914-18 war. We didn't land as originally planned at Chris Jackson's small strip at Lebberston because it was, as he had warned us a couple of days before, full of cows; so we set course for Brompton, the home of the "Father of Aeronautics", Sir George Cayley, which we photographed at 0733. Des Stephen's strip at Moor Farm, Hesterton, was next, where we landed at 0739 but Des wisely stayed in bed! Pat Nutt welcomed us at his strip, Great Car Farm, at 0746 with the rain dripping off the end of his nose while it was just as wet at Carl Wilkinson's strip at Knapton, where we landed at 0755. Teesside ATC had kindly phoned Carl to ask him to inform us that runway-24 was in use there and we set course for Wombleton and the section over the Yorkshire Moors. But the weather had closed in forming an apparently solid wall of cloud and rain across the Vale of Pickering, so we backtracked and routed up the coast to rejoin our planned route at Whitby, where we photographed the Abbey and Captain Cook's Memorial at 0817. We then routed along Marske Sands, where Robert Blackburn flew his first aeroplane in 1910, to Redcar and Teesside, where we got a green as soon as we appeared, to land at 0917. We were royally received by the Duty Officer at SATCO, who had arranged a swift refuel and a very welcome coffee.

We were on the ground at Teesside for forty minutes during which time the front went through, followed by excellent weather for the rest of the day — the forecasts had been right albeit about four hours late. The next section took us across some of the most beautiful countryside in the land, past Richmond and its magnificent castle; Tan Hill, where is located the highest pub in England; Great Shunner Fell, Hawes, and then down Wensleydale, to land at RAF Catterick at 1042. Here Flight-Lieutenant Chris Sundaram, the enthusiastic OC Flying, met us on his bicycle and briefed us for landing at RAF Leeming and RAF Topcliffe. At Leeming, home of the Central Flying School, we joined amongst the Jet Provosts before getting a green verey and landing at 1058. Waiting on the ground for us was the immaculate Hornet Moth of Squadron-Leader Simon Bostock, who was to escort us to RAF Dishforth. We touched down at Topcliffe, closely followed by the Hornet Moth at 1111.

The next stop was Jim Lassey's little strip at Bagby where mercifully the wind, now doing well over 20 knots, was straight down the slot. Simon circled overhead during the landing and rejoined us as we set course for the next refuelling stop at Sutton Bank, the home of the Yorkshire Gliding Club. We both touched down at 1124, where we were warmly welcomed by CFI Henry Doktor and his members, even to the extent of a vast plate of sandwiches to accompany the coffee.

With Simon still alongside we lifted off from Sutton Bank at 1157 and overflew Dalton because of a 90° cross wind on the only usable piece of the disused field before joining the circuit at RAF Dishforth. Waving cheerio to our DH/RAF escort, we landed after the now expected green verey at 1208. The crosswind again prevented our landing at the disused wartime Halifax base at Tholthorpe so, after again joining amongst the JP's, we got the green to land at Linton-on-Ouse at 1218. On leaving Linton I had a complete "brain lock" which caused us to spend five unnecessary minutes looking for Marston Moor. Mandy recorded in the log: "Charlie lost his temper" — she was right of course! From here we overflew Rufforth, York, and Castle Howard before landing at Pocklington at 1255; RAF Elvington, where they overshot two JP's to let us in, at 1305; Acaster Malbis at 1313, and RAF Church Fenton, where Group-Captain "Tinkle" Bell insisted on signing our landing certificate, at 1320. At 1329 we were three minutes earlier than our planned ETA for our refuelling stop at Sherburn in Elmet. Once again everyone went out of their way to make our 33-minute fuelling and coffee break as smooth as possible and it was great to see John Fenton and Sara Hild who had come over from Leeds to find out how we were doing.

The next section was planned to take in some famous Yorkshire landmarks: Harewood House, Harrogate, Fountain's Abbey, Brimham Rocks, Acar House Reservoir, Great Whernside, Grassington, Malham Tarn, Settle, Bolton Priory and Howarth (home of the Brontë sisters). It was during this section that Mandy wrote: "I have a numb bum!" — she wasn't the only one! We landed for fuel at David and Pat Whytham's airfield at Crosland Moor at 1529 and received another warm Yorkshire welcome. The crosswind take off up the hill at 1616 was interesting and we set course for Emley Moor TV mast and then south for Sheffield, where Amy Johnson obtained her degree at the University. Then we made for Barnsley, where Fred Raynham carried out a precautionary landing in the first Avro 504 in the 1913 "War of the Roses" race between Avro's (Lancashire) and Blackburn's (Yorkshire); the latter won. Just south of Ferrybridge we met Yorkshire Aeroplane Club's 172 G-AROC as previously arranged, flown by John Fenton, which was to escort us into Leeds. We photographed the old Blackburn factory at Olympia works near Roundhay Park (Soldiers Field), from where many of the Blackburn aircraft flew, and then the same again at Appley Bridge, where Claude Graham White flew Willy House's Bleriot Monoplane in 1909. From here we joined the circuit at Leeds and made our last landing in Yorkshire on 28 at 1707. Again everything was done for us in typically generous Yorkshire way — WEF was stuffed with Avgas and W80 and ourselves with sandwiches and coffee. A couple of schedules delayed our departure, but we bid Leeds a reluctant farewell

The Wartime Diaries of an RFC Officer

(continued from the December issue)

In February 1918 "X", the Flying Officer concerned, had bought the famous racing Austin "Pearley" for £100 and had on loan from Dewis, the then-Manager of the London Mercedes Company, a Napier, which was for sale. A certificate for four days' leave gave X a chance to think about buying vehicles, perhaps with a view to trading when the terrible war had ended. He wrote to the LCC cancelling the numbers for the Mercedes Allweather and went in the Napier to inspect Red Cross vehicles at the Tooting depot and on to Palmer's sale, where "Tollerton bought several motor bikes". (This suggests that my former assumption that Palmer's had become a Red Cross depot may not have been correct). The longish runs (considering that this was in the winter of 1918) continued, such as a party driving from London to Eastbourne in two cars, X and girls in the Napier, the others in "Bertie's Merk". X found Eastbourne "a rotten place" but appeased himself by lunching with his party at the Grand Hotel and, after Dalzial had left by train, having a cheery if bad dinner and "a hell of a rag" in their rooms.

Then it was on to Brighton, staying at the Grand but lunching and dining at the Metropole, until X felt much better for his leave. The Technical Officer from Shoreham came to dine and after they had "got rid of Bertie and the Merk", that gentleman having been unpleasantly drunk on more than one occasion, X went over to Shoreham in the rain in the Napier and "crashed into the bridge near the Aerodrome and broke hood and screen, etc." X was able to get an extension of his leave, and inspected transport at Ford, near Littlehampton. There followed motoring fun, driving "the old De Dion about the sea-front and motoring over to Haywards Heath in the Fiat". There were Shows to see, like "The Yellow Ticket" and X "painted up the engine of the De Dion", which was then driven to Haywards Heath, where Tollerton came along in the Fiat, and he afterwards "drove old De Dion up to London, without trouble". Later the Fiat got X back to London on a snowy February evening in about a couple of hours.

The next ploy was to go with Archie de Pass in the ex-racing Austin to Newman's Sporting Cars Ltd., on a very cold morning and leave it there for sale, at £225. (In view of the controversy as to when the term "sports-car" came into being, this early use of the name for a motor business, presumably run by George Newman, later to race Salmsons, etc., is of significance). From there the two went in the Fiat to Newmarket, the faithful Tollerton going with them in the little De Dion Bouton. They reached Hatfield for lunch but did not get in until dinner-time because they had wasted some time at Baldock waiting for the De Dion to arrive — it had broken an inlet valve at Royston. Nothing daunted, on the Saturday, Archie and X left after lunch in the Fiat, to Royston, put a new valve in the De Dion's engine, and then towed it back to Newmarket, via Cambridge, still arriving in time for dinner, "and a little sing-song". Sunday was spent, with Tollerton, overhauling the De Dion, which involved taking the body off and cleaning down the chassis. Archie preferred to walk the dogs.

The next day, apart from being vetted by Dr. Wilkins, it was much the same, doing work on the De Dion. Then it was X's 25th birthday, celebrated by Tollerton "taking it out and messing about with the De Dion and, after lunch, getting it going awfully well." Some of the party then went into Newmarket in the trusty Fiat. Someone called Andrew commenced to build a new body for the De Dion and X and Archie used the Hillman. They also went shooting pigeons — "coo-birds" — and X wrote to the White Cross Insurance Co., about his accident with the Napier. They had a punt on the moat. The Fiat would be used for X to get to Thetford, from where a Staff Crossley, which he drove himself, took him on to Harling Road. Archie went down with malaria. The farming scene included X making a rabbit pen for his fiancee and going to a sale to buy a hen house. But all good times come to an end; at 7.30 one Tuesday morning X and Tollerton started back for London in the Fiat, arriving after four hours, including attending to two punctures.

At this time, in March 1918, X was scarcely able to move for an abcess, and was granted three weeks extra sick-leave and three months' light duties. He was in much pain and had to go to bed at Newmarket after driving there in the Fiat with Col. Shelmedine, whom one of the girls later drove to Duxford in the Napier, which Tollerton had driven up. The Fiat was in frequent use for local journeys and X was innoculated, presumably in anticipation of going overseas. It was at this time that X's interest in breeding rare poultry started. After further work on it and it was painted, the De Dion was "going awfully well". Tea was taken one afternoon with Lady Wilton. The Napier and a Rudge motorcycle were taken to Burrell's Garage in Bury to be auctioned. On April Fool's Day, 1918, the Doctor and his little girl came over in his Ford, and a party crammed into the Fiat for a picnic at Thetford — "Went all over Aerodrome". While there, X saw Bill Finnes and Orton. Tollerton was then "sent off by train", preparatory to X motoring down to London in the Fiat in 3½ hours. There were visits to the Air Board and the Brigade and Gen. W. Warner offered X a job in Birmingham with Longcroft. That day the long-serving Fiat was involved in a serious crash — "Gerald was driving and he ran into a lamp standard and smashed car completely and was badly hurt himself and Elsie got cut a bit too. Took him in ambulance to RFC Hospital, Hampstead. Not much hurt myself".

Next day X took a taxi to Highbury to see Elsie, "who was quite cheery but has a nasty eye", and later they all went down to Hampstead to see Gerald, "who is getting on well". The Austin was thus pressed into service, although it was in Cummings' Rover that they went to see the luckless Gerald, only to find he was in a fever hospital. Up at Newmarket the Calthorpe had reappeared, meeting X at the station. It was now time to attend the Bury auction, to which Tollerton had taken the Austin. "But not a bid worth mentioning, so brought whole lot home, in the following manner: Kathleen (X's fiancee) drove De Dion, Olga the Calthorpe, myself and Mrs. H the Austin, Mr. H (the fiancee's father) and Mrs. M the Napier and Tollerton the Rudge m/c". Quite a little cavalcade for wartime 1918! They were joined for tea by Hartley on his 7 h.p. Indian and sidecar.

The London run was done by the Napier, Austin, and the Indian as far as Cambridge. In April the Rudge was sold for £12 and the Napier to Messrs. John Nodes for £325. That called for a dinner party at Prince's and X bought a pug. He also took his girl to see the "awfully good" play "Nothing But The Truth", at the Savoy Theatre. There is an entry which reads "After, met Col. Jarrott and drove him home". The social life of London-town! Later they saw "By Pigeon Post"

Continued overleaf

A CROSSLEY tender of the kind very familiar to "X". This one, no doubt, seconded to the RAF from the RFC.

[Photo: JMB/GSL Collection]



WINNING THE 1980 DAWN-TO-DUSK

— continued

soon after 18.00 heading south. The homeward bound leg, with refuelling stop at Sibson, was made in perfect weather and was a fitting conclusion to a splendid day's flying.

The satisfaction of having achieved most of what we'd planned, together with friendships renewed and the many new friends we made on the way, were reward enough. Neither could we have achieved what we did without the kind and generous assistance given by so very many people — to them we owe our sincerest thanks. But later it was announced by HRH Prince Philip, Duke of Edinburgh, Chairman of the "Dawn-to-Dusk" panel of judges, that we had won the competition and the Duke of Edinburgh Trophy. We also used the flight to raise £5,000 for charity.

— Charles Shea-Simonds

RFC OFFICER'S DIARY — continued

at the Garrick and Archie and X "went car-coping", finally buying a 1912 16/20 h.p. Sunbeam from Dewis for £220, "on the usual terms". Capt. Keller was taken to see the Austin. Shopping at Selfridge's and seeing "Flora" at the Prince of Wales Theatre occupied some of X's time. But it was good luck for a bulldog and a Yorkshire terrier which X and his fiancee bought from the Dog's Home and immediately walked in the Park. Raper's Rolls-Royce was now sold to Dewis for £1,000, maybe a sign that the war was fizzling out, but they "were not paid for it" in spite of waiting all day. X went to Birmingham with his mother, by train, putting up at the Grand Hotel and reporting "to the Area" where he found absolutely nothing to do. After reporting to two Generals he packed up and took the train home — a busy war!

The Sunbeam was now being used for the usual long runs, and X was under observation by Guy's Hospital — "had some more bugs made". The Sunbeam punctured near London and a new tyre was put on — "cleaned brass on the car". X had been under a specialist, Dr. Quintin Chalmers and at the E. Training Brigade asked for and was granted Lt. Woodyat, his Thetford Technical Officer, by Col. Shelmedine. X was now posted to the Birmingham Training Division (the Area) and the old Sunbeam would take him up there from London in under four hours. Tollerton was at the Stores Park and X was Orderly Officer "so did not have any lunch". Col. Wiseman would come and dine, X having found a house at 13, Francis Road, — "got everything in swimming order". X's fiancee managed to be in Birmingham at this time, for week-ends. X went over to Manchester, meeting Col. Jarrot and Capt. Hodgson at the Air Ministry. They went over to Manchester race-course in a Crossley and later over the Crossley works "which was most interesting". They took lunch at the Midland Hotel. (Jarrott was the great British pioneer racing driver who was a partner with Letts in selling Crossley and other cars. One wonders whether, in readiness for the final drive of 1918 on the Western Front, the RFC was increasing its transport fleet, which would have been mainly Crossleys?).

Anyway, X went off the next day in Crossley landaulette No. 7502 (presumably its RFC number) to look at garages in Leamington for the Area. He then attended a "Court of Engineering in Birmingham re a Balloon Battery", before a dinner party and cards session with "Hetherington, Perrin and Major Birch" X had an office in York House, Leamington for the supposes for RFC work, and used his Sunbeam to drive from there to Newmarket and back, socially, one such run at night occupying five hours to Birmingham — "Had magnificent run both ways".

X was obviously displeased with his job and after a row with Hetherington saw the General to get things settled. Meanwhile he drove about in the Sunbeam and in Staff Crossleys and one entry says: "Got up early and motored over to Leamington in Mack's little Frennay car". (This was no doubt a Frenay, brought out in Liège only just before war broke out, using a small four-cylinder Ballot engine. It was intended to establish it here, and X's friend Macklewaine must somehow have got hold of one).

At this time X was anxious to get back to the Air Ministry, and flying. He went to the Coventry A.A.P. and saw Capt. Hunter from the Norwich "A" Repair Section and drove later in the Austin to Castle Bromwich "to see the Big Handley Page Aeroplanes". These were probably the four-engined V1500s, intended, too late, for the bombing of Berlin. Incidentally, he then picked his mother up, which sounds as if the ex-racing Austin "Pearley" now had a touring body, especially as a later entry reads: Sold Austin to Col. Hetherington for £125. Chassis and lamps only. Am keeping the body".

After a few jobs on it the 1912 Sunbeam was running well. X found himself busy in the Midlands but hated his job. Sometimes he rode the Triumph motorcycle to work and frequently lunched at the Clarendon Hotel. He seems to have had his own cook at this time, but paid her off with £5. Dr. Hartley-Banting was now seeing X but he was well enough to go to the Childrens' Hospital with Lady X to give the little patients oranges . . . By June 1918 X saw another Medical Board and was given 14 days sick-leave but was passed fit for flying! So it was back to London in the Sunbeam, where X tried a Straker-Squire and a Metallurgique, both two-seaters, at the Mercedes Co., and kept "the sporting Straker"; perhaps more suited to a pilot than a six-year-old Sunbeam? He went up to Newmarket in it, where his engagement was announced by his fiancee's father, X's father having left for France. The Straker-Squire had to have its axle stripped after the run there and X sent Rawson by train to London for a new crown-wheel. Tollerton had left his Triumph at Cambridge, so X rode this home. It was June 1918 and X had fixed up his return to No. 1 Group, RFC, with the rank of Flight-Commander, which was celebrated by lunching at the Ritz with his mother, Lady X, and Col. Ryan, after which X took a train to Newmarket and helped Kerry and Rawson with the Straker Squire. We are about to return to some flying. . . . — W.B.

(To be continued)

SPECTATORS — continued from page 32

with Monsieur Balestre it is looking like a bunch of super-amateurs and the public is completely forgotten."

"The Grand Prix of Spain. Very funny if you go all the way to Jarama to see a decimated field not racing for the World Championship."

"I'd heard that Switzerland was expensive but £38 for two soups, two pizzas and four beers was a bit much. This was in the cheapest place we found open. At 8 p.m. most of the restaurants had already closed — no wonder the people looked so miserable."

"Villeneuve drove a great race again and got the most applause from the public afterwards."

"On the subject of Ferrari, their turbo should be banned — now. It sounds like the Renault and I assume next year the Alfa Romeo, BMW, Matra and whoever else decides to build a turbo engine (Cosworth?) will all sound the same. It was bad enough when we lost the sound of the Matra V12 but for Ferrari to end up sounding like a knackered Formula Ford. . . .no, it ain't right."

"This time it was motorway all the way. Up to Milan, through the Mont Blanc tunnel to Dijon, Paris, Rouen and le Havre, arriving at 2.30 on Tuesday morning. 840 miles in about 14 hours driving time."

"Hope to see some of you in Bath (RAC Rally) or in the Forest of Dean. Can't really reccommend Longleat."

These are the views of people who pay their own money to go and spectate at motor sporting events, the unimportant minority of a few hundred thousand. Not to be considered in relation to the very important 1,000,000,000 (yes! one thousand million) television viewers that FOCA claim have been watching the Max and Bernie Show in 95 (yes! ninety-five) countries each year. If FOCA are organising a Formula One race I suggest you don't go to watch it, for you won't be very welcome and they reckon they can do without you. The RAC Motorsports Association, the BRDC and Silverstone Circuit will be very pleased to see you at the British Ground Prix which is to be run under the jurisdiction of the FIA on July 18th. — D.S.J.

Organisational change at the British Light Aviation Centre

THE British Light Aviation Centre Ltd., the controlling company of the Aircraft Owners and Pilots Association of the UK, announces two new part-time appointments. These follow the recent retirement of Godfrey Harwood, who served on the staff as Company Secretary and as Editor of the AOPA house magazine *Light Aviation*.

David Ogilvy, who recently relinquished his full-time post as General Manager of the Shuttleworth Collection at Old Warden (but who will continue to organise the Collection's displays, promotion and publicity on a consultancy basis), becomes editor of *Light Aviation*; Derek Jones founder and, until recently, Secretary of the Mona Flying Club on Anglesey, is the new Company Secretary. Both are Executive Directors of BLAC Ltd., and, with Ron Campbell as Chairman, they form the Management Executive Committee of AOPA-UK.

This forms a part of a re-organisation process within AOPA to provide a centre that is geared to the needs of the private pilot and aircraft owner on a cost-effective basis. This change has included establishing a fixed membership year ending on 31st March, so anyone who joins now obtains full benefit until 31st March 1982 for payment of only a year's subscription. The address of AOPA-UK is The British Light Aviation Centre, 50a Cambridge Street, London SW1.

The Things They Say . . .

"For very short journeys it will save fuel to go by bicycle or on foot." This blinding glimpse of the obvious comes from an official publication issued by the Institute of Advanced Motorists!

* * *

"Some of those who attended must have been so lulled by the pleasures of the Hotel Carlton that they decided they quite liked the Marina" — Jeff Daniels writing about the Press release of the then-new BL Marina in Cannes in 1971, in his book "British Leyland — The Truth About The Cars". There is quite a lot to be said for being anti-social, it seems, when it comes to accurately appraising new cars!

* * *

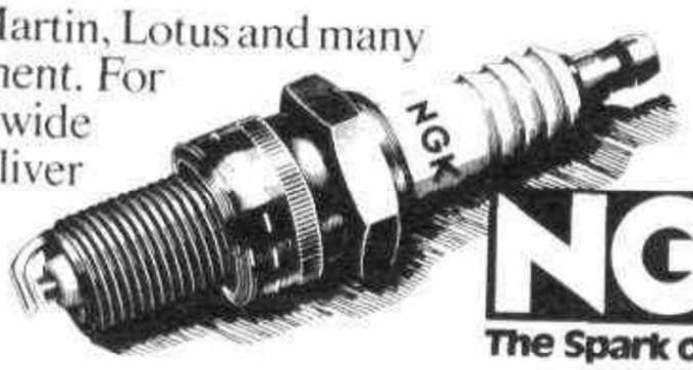
"For the first time (in 1964), the motoring press (to some extent spurred on by the brash new example of *Motoring Which?*) vented serious criticism of a BMC car" — Jeff Daniels, from the source quoted above. He overlooks the fact that as long ago as 1951 MOTOR SPORT was banned for a time from receiving any further BMC cars for test, due to objectiohs by Mr. Harriman to our out-spoken comments on the Austin A90 Atlantic sports saloon and Austin A70 saloon. — W.B.

NGK. Takes the rough with the smooth



From the rough and tumble extremes of terrain and conditions in the African Safari to the relentless maximum speed circuitry of formula one racing—you'll find NGK plugs firing the winning cars.

It's no coincidence that makers like Aston Martin, Lotus and many others insist on fitting NGK plugs as original equipment. For whatever demands are made of them, NGK's super wide heat range, clean burning, copper core plugs will deliver unfailingly, mile after mile. Giving optimum performance to any engine—whether it's a world champion's or yours!



NGK
The Spark of Genius



THE CATERHAM 7 in action at Silverstone during the 1980 season.

Road & Circuit Impressions

Pushrod Seven emphasis

GRAHAM NEARN and his Caterham Cars concern are now creating their own traditions to keep the former Lotus Seven in production as the Caterham Seven. To judge from our readers' reactions there are those who also mistake their traditional opening inside MOTOR SPORT, a full page ad, as our editorial opening too. Graham tells us it is not unknown for letters to come to Caterham addressed to MOTOR SPORT editorial and clearly referring to the previous monthly advertisement!

One of the Caterham traditions was the battle to get the Seven accepted for production sports car racing. They succeeded for the 1980 season, but it was by no means certain that they would be in for 1981 when this was written.

That acceptance for racing has thrown the emphasis in Caterham Seven racing and road production upon the pushrod 1600 models. Supplies of the Lotus Ford Twin Cam have virtually dried up — "those we can get hold of we send to Japan," says Nearn. Thus the 1600 Kent crossflow unit has once more become the mainstay of production — and it is the only unit that Caterham are allowed to use for racing.

To introduce us first hand to the changes they have been making, Nearn arranged for us to race the Seven that has been campaigned by a number of people in British 1980 Prodsports Championship events, and to spend a day with the latest specification road cars. These have a number of useful improvements, including a new fascia and instrumentation, an unfortunately slightly wider ratio Escort Sport gearbox (supplies of the old 2000E casing are drying up too) and a Marina back axle, which saves both weight and money with consequent benefits to the ride. All this, and a lot more detail, is the result of a sensible development programme administered and carried out by former Triumph engineer Clive Roberts, who has also raced the car a couple of times as well, so there is no danger of the Seven "going soft."

First the racing car, registered GPL 39V. It was built in November and December 1979 as a production 1600GT using the older Ford transmission components that have now been replaced in production. Sevens have been made with an infinite variety of axle ratios, mainly between 4:1 and 3.9:1. The cars started off on a production 3.5:1, but this was simply uncompetitive, so a numerically higher ratio was soon adopted (4:1).

The suspension came in for particular attention and had just been sharply improved by the co-operative efforts of Chris Meek and Caterham when I raced it. Basically it started the year with old production settings: Spax dampers allied to 75 lb rear springs and 105 lb fronts. Clive Roberts explained, "the improvement you had wasn't really due to rate so much as to a change in supplier. Frankly, we had found the old springs sagging and so went for a change in supplier. When these came through they went up to Chris Meek, who was then working on the car for us in racing trim, and the benefit was obvious." Meek told us the rates on the springs we raced on were 90 and 70 lb in rating. Current production figures are 100 lb front, 55 lb rear. Spax adjustable dampers are retained on the competition car, but the brake bias is altered to take off the front-end surplus of effort that Roberts says is necessary on the road cars to comply with current safety regulations. This is done most simply by fitting harder front pads.

Wheels and tyres ended up as a choice between 185 or 165 Kleber V12s (very nearly slicks when I drove, and very effective) on steel 5½" rims. The 165s have been proven the fastest combination and it is ironic to note that more Sevens are sold with alloy wheels (6" rim GKN) than with the "production" steel wheels.

The engine was built by another man who sometimes races this Seven very effectively, Reg Price. As ever the regulations covering construction of a production engine are full of loopholes — we are told that, if you followed the RAC sheet the compression ratio would be 5:1! In fact entrants take their choice between 8.7:1 and 9.7:1. All the black arts of Formula Ford contribute something to the extra performance, including the carburation and camshaft, but nobody says exactly what has been done because the regulations are so ambiguous.

The result is a single twin choke engine that revs fiercely to 7,000 r.p.m. and is a joy to drive. Power output at the rear wheels corresponds to roughly 100 b.h.p. at the flywheel: a standard Ford unit is rated at 86 b.h.p. DIN.

The clutch was a standard Twin Cam one. We did have some trouble getting it into adjustment after the spigot shaft allowed excessive drag to develop just before the start. Road cars have a different, smaller plate unit now. Weight when we raced the car was some 550 kg/1,213 lbs, but current production 1600s are closer to 500 kg, over 15 kg of that saving brought by the substitution of a BL axle for the Ford Escort RS2000 unit.

The cockpit of a Seven is never going to qualify for the luxury limousine class, and that of a racing version must be back to the kind of spartan collection of aluminium spars and panels that originally delighted Colin Chapman.

Obvious racing changes include the Aley roll-over cage, not the same as that which is optionally available on road cars, a tiny leather-rim steering wheel; full harness and a fire extinguisher, somewhat precariously clipped and taped into the passenger footwell.

The choice of an early October two-day meeting at Silverstone was a fortunate one. In glorious weather a modest BRDC entry fee brought the chance to spend 25 minutes or so humming around the GP circuit on Saturday and for the 20 min. 9.5 sec. that it took us to complete the Sunday race.

Looking at the car and taking it through scrutineering I had been in querulous mood about the preparation. The steel wheels were rusty, there was evidence of tape holding important ancillaries like the fire extinguisher in place, and I complied with the mirror rules by applying two stick-on jobs to the screen. By comparison the privateers' Sevens looked immaculate. I seriously wondered about racing the car at all, but if the scrutineers were happy, who was I to worry?

In fact, I did about three corners behind Chris Meek's class-leading Panther Lima 2.3 and all doubts vanished.

The Seven felt absolutely brilliant. Sitting out in the open air — you do *not* race a Seven with the hood up owing to a gentleman's agreement about what constitutes "doors" — was a new experience for me in competition. The exhilaration was akin to the first time you step into a racing car. Which is saying a lot in my case, as that was 13 years ago.

As one would expect the Seven leapt to the limit of third gear, 85/90 m.p.h., very quickly. Thereafter it ran into the usual Seven aerodynamic brick wall, lapping in 1 min. 59.31 sec. (fractionally over 86 m.p.h. average) for its best of the session. From a driving viewpoint it was very straightforward, third gear just needed at the Becketts hairpin and chicane, unless race traffic was encountered.

The most important priority became finding any other competitor to pull one down Hangar straight, or under the bridge and into the chicane. On the latter section a good tow would increase the maximum shown from 115 m.p.h. unassisted to 126 m.p.h. This also meant a full blooded 7,000 r.p.m. plus instead of the usual 6,500 to 6,800 r.p.m. employed in the gears.

Brakes were not a priority on the GP circuit: as with some of the formula cars tested, there was a tendency to over-brake the Seven. Long fourth gear corners like Club, Stowe and Abbey, which are taken in the 95-105 m.p.h. region, set up a gentle weave in the chassis, and the bump in Abbey might occasionally flick the car momentarily off-line at speed. The alert chassis reaction to the slightest twitch of the steering took care of these problems the instant they developed.

The race was an anti-climax. The clutch reached the limit of its adjustment just before the off. A last-minute adjustment saw the Seven able to take the lights without creeping, but not able to show the true worth of its acceleration abilities into the first corner. A few weeks later Price reached that first corner second overall, right in amongst the Morgan 3½-litre V8s and TVR 3-litre V6s that dominate this category. Owing to the authorities, the Seven 1.6-litre pushrod is forced to race in the same class as cars of twice the capacity.

During the first lap I had to recover a position or so from that poor start, settling in behind Chris Meek and the Panther Lima: this made a big difference to my early lap times as the Lima pulled the Seven along to a 1 min. 58.51 sec. lap (approximately 89 m.p.h. average). Then the engine started overheating, having consumed much more of its water than it was entitled to, and I gradually fell back from the Lima 2.3 (which is in a lower class!) to a lonely sixth overall: headed by a 3-litre TVR (of subsequent Champion Colin Blower), a trio of Morgan V8s and the Panther. Behind were Alison Davies and her fleet 1.0-litre Ginetta G15, a 2-litre TR7, an assortment of 1.5 Sprites and the smarter looking Sevens.

I tried driving the car home with pleasure, but the rock hard ride and occasional spasms of overheating rather spoilt the trip. Terrific memories remained of the Seven roaring round the track, wing-tips fluttering in the breeze, the human inside astounded at how easy it was to drive it to a reasonable sixth overall in one's first open air race.

The 10-lapper I did was a round of the DB Motors Championship, but the Seven completed 23 events in 1980 collecting only two non-finishes. In fields that usually boasted 20 or more entries ("ours" had 19 and we started from the third row, sixth fastest) the Seven racked up two fourth places, a fifth, and six sixth positions. There were only two failures to finish, both caused by racing fracas rather than mechanical unreliability.

The Caterham Seven could be made a lot more competitive. Chris Meek enthusiastically said of the car we drove that it "only needs £100 or so to tidy it up," but after the long struggle Caterham had to get the car into the category, one gets the feeling they do not want to be doing any winning for some time. However that should not stop the works car looking as tidy as those of the privateers!

Generally speaking the aerodynamics work against the car at a track like Silverstone, but the Seven still enjoyed one of its best results around the fast Northampton circuit. The driver could not stop grinning for several days after the outing, which is what Caterham/Lotus Seven motoring has always been all about.

The latest road cars

As Clive Roberts wryly commented Caterham had a few years to catch up on the development front, some changes forced by supply shortages in obsolete components and others by the desire to simply make the car a better buy. On the latter subject we were interested to hear that Nearn finds there is practically no interchange between the Morgan customer and that for the Caterham product. Certainly the waiting times are a lot less at Caterham, though they were embarrassed at quoting nine months for the Twin Cam model before the present engine shortages, and delivery times for the 1600 model is a good three months in most cases, a delay that can be reduced by supplying your own engine and gearbox. As ever, Sevens are delivered in Britain in kit form, but there are a lot more completely assembled than used to be the case.

There are two 1600 models that will form the basis of the Caterham production now: a 1600 GT at £5,046.33 and a Sprint version with an uprated twin carburetter engine, but otherwise similar specification: we concentrated upon the Sprint in these impressions.

These prices do not include commonly specified extras like alloy wheels and 185 GP Goodyears ("we've yet to find a better tyre for our purposes," they say) at £109.25, or a number of basics like seat belts (£21.16), heater kit (£55.77) and £28.17 roll over bar.

Fundamental changes for current production centre on the gearbox and back axle. Herewith a comparison of the Escort Sport Ratios now current and the old 2000E:—

	Sport	2000E
First	3.3:1	2.97:1
Second	2.01	2.01
Third	1.42:1	1.40
Fourth	1:1	1:1
F/drive	3.64:1 (BL)	3.9:1/3.5:1 (Ford)

Roberts happily reports a weight saving of a good 30 lb. with the Leyland axle and a look under the back confirms that the A-bracket location to the differential is also history, though the vertical coil spring damping the axle location arms remain. The benefit to unsprung weight is considerable in that the total axle avoirdupois saving is in the order of 25% plus, allowing damping and springs less of a mass to control over bumps.

The clutch is now a cable-operated 7½" diameter plate instead of the previous 8" plate: the smaller unit has been tested thoroughly by hitching it up to a turbocharged Seven power unit that they have run for over a year with a Garrett unit boosting output to 140-150 b.h.p. Needless to say they encountered no problems, though in racing the story was different with the old plate.

The Mk 4 Spitfire front suspension is now complemented by BL wheel centres too.

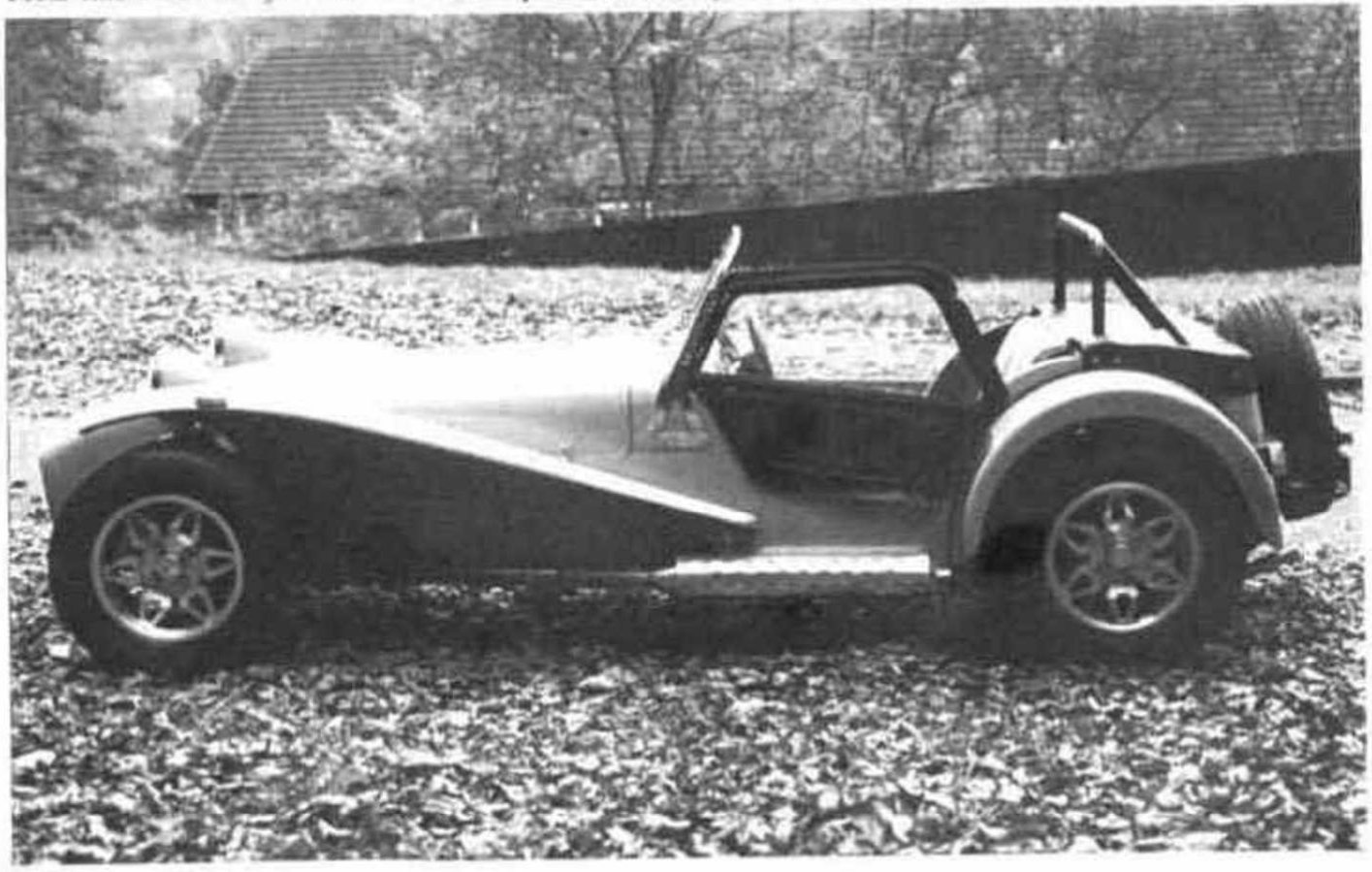
For our money the smart and rigid stainless steel exhaust manifolding comes as a high priority bonus on the later Sevens: its note proved attractive to the driver and not quite as head-turning in hard use as the previous unit. Around town it is very mellow indeed.

The cooling could get out of hand on the old models, mainly because the electric fan had not been switched on. Now that operation is automatic and the fan itself has been repositioned for maximum effectiveness.

There are a few safety-conscious touches too,

Continued on page 47

THE latest road car from Caterham, complete with the optional alloy road wheels and roll-over bar.



INTERNATIONAL RACE RESULTS OF 1980



Champion Driver Alan Jones in the Champion Car Williams FW07B

WORLD CHAMPIONSHIP EVENTS

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed k.p.h.	Fastest Lap	Time Min. Sec.
Jan. 13	Argentine GP — 316.304 kms	Buenos Aires	**A. Jones** (Williams FW07-Cos. V8)	**N. Piquet** (Brabham BT49-Cos. V8)	**K. Rosberg** (Fittipaldi F7-Cos. V8)	**D. Daly** (Tyrrell 009-Cos. V8)	**B. Giacomelli** (Alfa Romeo 179-V12)	**A. Prost** (McLaren M29B-Cos. V8)	183.444	**A. Jones** (Williams FW07)	1.50.45
Jan. 27	Brazilian GP — 314.954 kms	Interlagos	**R. Arnoux** (Renault RE-V6 t.c)	**E. de Angelis** (Lotus 81-Cos. V8)	**A. Jones** (Williams FW07B-Cos. V8)	**D. Pironi** (Ligier JS11 15-Cos. V8)	**A. Prost** (McLaren M29B-Cos. V8)	**R. Patrese** (Arrows A3-Cos. V8)	188.933	**R. Arnoux** (Renault RE)	2.27.31
Mar. 1	South African GP — 320.096 kms	Kyalami	**R. Arnoux** (Renault RE-V6 t.c)	**J. Laffite** (Ligier JS11 15-Cos. V8)	**D. Pironi** (Ligier JS11 15-Cos. V8)	**N. Piquet** (Brabham BT49-Cos. V8)	**C. Reutemann** (Williams FW07B-Cos. V8)	**J. Mass** (Arrows A3-Cos. V8)	198.250	**R. Arnoux** (Renault RE)	1.13.15
Mar. 30	USA (West) GP — 261.700 kms	Long Beach	**N. Piquet** (Brabham BT49-Cos. V8)	**R. Patrese** (Arrows A3-Cos. V8)	**E. Fittipaldi** (Fittipaldi F7-Cos. V8)	**J. Watson** (McLaren M29C-Cos. V8)	**J. Scheckter** (Ferrari 312T5)	**D. Pironi** (Ligier JS11 15-Cos. V8)	142.385	**N. Piquet** (Brabham BT49)	1.18.83
May 4	Belgian GP — 306.864 kms	Zolder	**D. Pironi** (Ligier JS11 15-Cos. V8)	**A. Jones** (Williams FW07B-Cos. V8)	**C. Reutemann** (Williams FW07B-Cos. V8)	**R. Arnoux** (Renault RE-V6 t.c)	**J. P. Jarier** (Tyrrell 010-Cos. V8)	**G. Villeneuve** (Ferrari 312T5)	186.402	**J. Laffite** (Ligier JS11 15)	1.20.88
May 18	Monaco GP — 251.712 kms	Monte Carlo	**C. Reutemann** (Williams FW07B-Cos. V8)	**J. Laffite** (Ligier JS11 15-Cos. V8)	**N. Piquet** (Brabham BT49-Cos. V8)	**J. Mass** (Arrows A3-Cos. V8)	**G. Villeneuve** (Ferrari 312T5)	**E. Fittipaldi** (Fittipaldi F7-Cos. V8)	136.393	**C. Reutemann** (Williams FW07B)	1.27.418
June 29	French GP — 313.740 kms	Paul Ricard	**A. Jones** (Williams FW07B-Cos. V8)	**D. Pironi** (Ligier JS11 15-Cos. V8)	**J. Laffite** (Ligier JS11 15-Cos. V8)	**N. Piquet** (Brabham BT49-Cos. V8)	**R. Arnoux** (Renault RE-V6 t.c)	**C. Reutemann** (Williams FW07B-Cos. V8)	203.016	**A. Jones** (Williams FW07B)	1.41.45
July 13	British GP — 319.656 kms	Brands Hatch	**A. Jones** (Williams FW07B-Cos. V8)	**N. Piquet** (Brabham BT49-Cos. V8)	**C. Reutemann** (Williams FW07B-Cos. V8)	**D. Daly** (Tyrrell 010-Cos. V8)	**J. P. Jarier** (Tyrrell 010-Cos. V8)	**A. Prost** (McLaren M29C-Cos. V8)	202.279	**D. Pironi** (Ligier JS11 15)	1.12.368
Aug. 10	German GP — 305.505 kms	Hockenheimring	**J. Laffite** (Ligier JS11 15-Cos. V8)	**C. Reutemann** (Williams FW07B-Cos. V8)	**A. Jones** (Williams FW07B-Cos. V8)	**N. Piquet** (Brabham BT49-Cos. V8)	**B. Giacomelli** (Alfa Romeo 179-V12)	**G. Villeneuve** (Ferrari 312T5)	220.826	**A. Jones** (Williams FW07B)	1.48.49
Aug. 17	Austrian GP — 320.900 kms	Osterreichring	**J. P. Jabouille** (Renault RE-V6 t.c)	**A. Jones** (Williams FW07B-Cos. V8)	**C. Reutemann** (Williams FW07B-Cos. V8)	**J. Laffite** (Ligier JS11 15-Cos. V8)	**N. Piquet** (Brabham BT49-Cos. V8)	**E. de Angelis** (Lotus 81-Cos. V8)	223.196	**R. Arnoux** (Renault RE)	1.32.53
Aug. 31	Dutch GP — 306.144 kms	Zandvoort	**N. Piquet** (Brabham BT49-Cos. V8)	**R. Arnoux** (Renault RE-V6 t.c)	**C. Reutemann** (Williams FW07B-Cos. V8)	**C. Reutemann** (Williams FW07B-Cos. V8)	**J. P. Jarier** (Tyrrell 010-Cos. V8)	**A. Prost** (McLaren M30-Cos. V8)	186.995	**R. Arnoux** (Renault RE)	1.19.35
Sept. 14	Italian GP — 300.000 kms	Imola	**N. Piquet** (Brabham BT49-Cos. V8)	**A. Jones** (Williams FW07B-Cos. V8)	**D. Pironi** (Ligier JS11 15-Cos. V8)	**E. de Angelis** (Lotus 81-Cos. V8)	**K. Rosberg** (Fittipaldi F8-Cos. V8)	**D. Pironi** (Ligier JS11 15-Cos. V8)	183.440	**A. Jones** (Williams FW07B)	1.36.089
Sept. 28	Canadian GP — 308.700 kms	Montreal	**A. Jones** (Williams FW07B-Cos. V8)	**C. Reutemann** (Williams FW07B-Cos. V8)	**D. Pironi** (Ligier JS11 15-Cos. V8)	**J. Watson** (McLaren M29C-Cos. V8)	**G. Villeneuve** (Ferrari 312T5)	**H. Rebaque** (Brabham BT49-Cos. V8)	177.030	**D. Pironi** (Ligier JS11 15)	1.28.769
Oct. 5	USA (East) GP — 320.660 kms	Watkins Glen	**A. Jones** (Williams FW07B-Cos. V8)	**C. Reutemann** (Williams FW07B-Cos. V8)	**D. Pironi** (Ligier JS11 15-Cos. V8)	**E. de Angelis** (Lotus 81 Cos. V8)	**J. Laffite** (Ligier JS11 15-Cos. V8)	**M. Andretti** (Lotus 81-Cos. V8)	203.372	**A. Jones** (Williams FW07B)	1.34.068

Drivers' Championship Placings: 1st: **A. Jones** 2nd: **N. Piquet** 3rd: **C. Reutemann**
Manufacturers' Championship Placings: 1st: **Williams-Cosworth** 2nd: **Ligier-Cosworth** 3rd: **Brabham-Cosworth.**

MOTOR SPORT, JANUARY 1981

CHAMPIONSHIP OF MAKES
(for Group 5 — special production cars and GT cars)
with the addition of Group 6 sports cars



Champion car — Lancia Turbo Montecarlo

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed k.p.h.
Feb. 2/3	Daytona 24 hrs.	Florida	**R. Joest/R. Stommelen/ V. Merl** (Porsche Turbo 935)	**J. Paul/A. Holbert/ P. Henn** (Porsche Turbo 935)	**D. Ongais/E. Field** (Porsche Turbo 935)	**M. Carter/C. Carter/ M. Edwards** (Chevrolet Camaro)	**W. Koll/J. Cook/ G. Lacava** (Porsche 914/6)	**T. Garcia/A. Vadia T. Herman** (Porsche Carrera)	183.95
Mar. 16	BRSCC 4 hrs.	Brands Hatch	**R. Patrese/W. Röhrl** (Lancia Turbo Montecarlo)	**E. Cheever/M. Alboreto** (Lancia Turbo Montecarlo)	**A. de Cadenet/Mrs. D. Wilson** (De Cadenet-Cosworth DFV)	**C. Facetti/M. Finotto** (Lancia Turbo Montecarlo)	**J. Cooper/D. Wood/ P. Lovett** (Porsche Turbo 935)	**A. V. Smith/B. Williams** (Porsche 911SC)	159.93
Apr. 13	Mugello 6 hrs.	Italy	**R. Patrese/E. Cheever** (Lancia Turbo Montecarlo)	**M. Alboreto/W. Röhrl** (Lancia Turbo Montecarlo)	**"Gimax"/M. Gallo** (Osella PA7-BMW)	**C. Facetti/M. Finotto** (Lancia Turbo Montecarlo)	**P. Giangrossi/G. Vatielli** (Osella PA7-Ford)	**D. Quester/D. Pironi** (BMW 3.5 M1)	154.24
Apr. 27	Monza 6 hrs.	Italy	**A. de Cadenet/Mrs. D. Wilson** (De Cadenet-Cosworth DFV)	**H. Pescarolo/J. Barth** (Porsche Turbo 935)	**R. Patrese/W. Röhrl** (Lancia Turbo Montecarlo)	**D. Schornstein/H. Grohs** (Porsche Turbo 935)	**E. Cheever/P. Ghinzani** (Lancia Turbo Montecarlo)	**R. Parpinelli/R. Frisori** (Osella PA6-Ford)	176.34
May 11	BRDC 6 hrs.	Silverstone	**A. de Cadenet/Mrs. D. Wilson** (De Cadenet-Cosworth DFV)	**J. Barth/S. Brunn** (Porsche Turbo 908/3)	**B. Redman/J. Paul** (Porsche Turbo 935)	**M. Alboreto/W. Röhrl** (Lancia Turbo Montecarlo)	**D. Schornstein/H. Grohs** (Porsche Turbo 935)	**E. Doeren/G. Holup/ J. Laessig** (Porsche Turbo 935)	184.43
May 25	ADAC 1,000 kms.	Nurburgring	**R. Stommelen/J. Barth** (Porsche Turbo 908/4)	**J. Fitzpatrick/D. Barbour A. Plankenhorn** (Porsche Turbo 935)	**H. Stuck/N. Piquet** (BMW 3.5 M1)	**R. Patrese/H. Heyer** (Lancia Turbo Montecarlo)	**R. Wolleck/M. Schurti** (Porsche Turbo 935)	**E. Cheever/P. Ghinzani** (Lancia Turbo Montecarlo)	171.14
June 14/15	Le Mans 24 hrs.	France	**J. Rondeau/J-P. Jaussaud** (Rondeau Cosworth DFV)	**J. Ickx/R. Joest/ M. Leclere** (Porsche Turbo 908 80)	**G. Spica/J. M. Martin/ P. Martin** (Rondeau-Cosworth DFV)	**G. Frequelin/R. Dorchy** (WM Turbo Peugeot)	**J. Fitzpatrick/B. Redman/ D. Barbour** (Porsche Turbo 935)	**J. Barth/M. Schurti** (Porsche 924 Carrera)	192.00
July 5	Watkins Glen 5 hrs.	United States	**R. Patrese/H. Heyer** (Lancia Turbo Montecarlo)	**E. Cheever/M. Alboreto** (Lancia Turbo Montecarlo)	**J. Fitzpatrick/B. Redman** (Porsche Turbo 935)	**D. Ongais/E. Field** (Porsche Turbo 935)	**J. Barth/V. Merl** (Porsche Turbo 935)	**M. Finotto/P. Ghinzani** (Lancia Turbo Montecarlo)	125.12
Aug. 17	Mosport Park 6 hrs.	Canada	**J. Fitzpatrick/B. Redman** (Porsche Turbo 935)	**J. Paul Snr./J. Paul Jnr.** (Porsche Turbo 935)	**D. Ongais/E. Field** (Porsche Turbo 935)	**H. Heyer/W. Röhrl** (Lancia Turbo Montecarlo)	**S. McKitterick/R. Mears** (Porsche Turbo 935)	**R. Akin/P. Miller/ K. Nierop** (Porsche Turbo 935)	161.50
Sept. 7	Vallelunga 6 hrs.	Italy	**G. Francia/R. Marazzi** (Osella PA8-BMW)	**D. Bell/S. Brun** (Porsche 908/3)	**R. Patrese/E. Cheever** (Lancia Turbo Montecarlo)	**R. Parpinelli/S. Frisoli** (Osella PA6-Ford)	**E. Doeren/J. Laessig** (Porsche Turbo 935)	**"Gimax"/C. Francisci** (Osella PA8-BMW)	144.04
Sept. 28	Dijon 4 1/2 hrs.	France	**H. Pescarolo/J. Barth** (Porsche Turbo 935)	**C. Haldi/B. Beguin** (Porsche Turbo 935)	**C. Justice/V. Chelli** (Chevron B36-Ford)	**J. Cooper/D. Wood** (Porsche Turbo 935)	**N. Del Bello/R. Boccard** (Lola T298-Simca)	**F. Servanin/L. Ferrier** (BMW 3.5 M1)	155.39

World Championship of Makes: 1st: **Lancia**; 2nd: **Porsche**; 3rd: **BMW**

FORMULA ONE
(Non-Championship)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's speed, k.p.h.
June 1	Spanish GP 272.32 kms.	Jarama	**A. Jones** (Williams FW07B-Cos V8)	**J. Mass** (Arrows A3-Cos V8)	**E. de Angelis** (Lotus 81-Cos. V8)	**J-P Jarier** (Tyrrell 010-Cos. V8)	**E. Fittipaldi** (Fittipaldi F7-Cos V8)	**P. Gaillard** (Ensign N180-Cos V8)	153.99

500 MILE RACES
(to USAC Rules)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's speed, k.p.h.
May 25	Indianapolis 500 mls.	Indiana	**J. Rutherford** (Chaparral-Cos. t.c V8)	**T. Sneva** (McLaren-Cos. t.c V8)	**G. Bettenhausen** (Wildcat-Offy)	**G. Johncock** (Penske-Cos. t.c V8)	**R. Mears** (Penske-Cos t.c V8)	**P. Carter** (Penske-Cos. t.c V8)	229.91
June 22	Pocono 500 mls	Pennsylvania	**B. Unser** (Penske-Cos. t.c V8)	**J. Rutherford** (Chaparral-Cos. t.c V8)	**T. Sneva** (McLaren-Cos. t.c V8)	**W. Alsup** (Penske-Cos. t.c V8)	**V. Schuppan** (Wildcat-Offy)	**P. Carter** (Lightening-Cos. t.c V8)	243.74

500 MILE RACES
(to CART Rules)

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's speed, k.p.h.
Aug. 31	Ontario 500 mls.	California	**B. Unser** (Penske-Cos. t.c V8)	**J. Rutherford** (Chaparral-Cos t.c V8)	**R. Mears** (Penske-Cos. t.c V8)	**A. Unser** (Longhorn-Cos. t.c V8)	**T. Gloy** (Penske-Cos. t.c V8)	**D. Firestone** (Penske-Cos. t.c V8)	251.65

TASMAN RACES
(Formula Pacific)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Jan. 12	Pukekohe–Race 1–79.2 kms.	New Zealand	K. Smith (March 79B)	B. Riley (March 77B)	H. Rothengatter (Chevron B48D)	149.58
Jan. 12	Pukekohe–Race 2–79.2 kms.	New Zealand	S. Millen (Ralt RT1)	D. McMillan (Ralt RT1)	A. de Cesaris (March 792B)	152.80
Jan. 21	Manfeild–Race 1–83.6 kms.	New Zealand	J. Smith (Ralt RT1)	S. Millen (Ralt RT1)	H. Rothengatter (Chevron B48D)	—
Jan. 21	Manfeild–Race 2–83.6 kms.	New Zealand	J. Smith (Ralt RT1)	H. Rothengatter (Chevron B48D)	L. Perkins (Ralt RT1)	—
Jan. 27	Lady Wigram–Race 1–84.9 kms.	New Zealand	D. McMillan (Ralt RT1)	S. Millen (Ralt RT1)	I. Flux (Erlich RP)	175.25
Jan. 27	Lady Wigram–Race 2–84.9 kms.	New Zealand	D. McMillan (Ralt RT1)	S. Millen (Ralt RT1)	D. Oxton (Chevron B34)	177.12
Feb. 3	Pukekohe–Race 1–79.2 kms.	New Zealand	A. de Cesaris (March 792B)	L. Perkins (Chevron B39)	B. Riley (March 77B)	—
Feb. 3	Pukekohe–Race 2–79.2 kms.	New Zealand	A. de Cesaris (March 792B)	D. McMillan (Ralt RT1)	D. Oxton (Chevron B34)	—

Formula Pacific Champion: David McMillan

(Formula Australia)

Feb. 24	Sandown Park	Australia	J. Wright (Lola T400)	G. Edwards (Fittipaldi F5A)	J. Davison (Lola T332)	—
Nov. 16	Calder Raceway-152 kms.	Australia	A. Jones (Williams FW07B)	B. Giacomelli (Alfa Romeo V12)	D. Pironi (Elfin-Chev V8)	—

FORMULA TWO RACES
(for European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Apr. 7	BARC–208.5 kms.	Thruxton	B. Henton (Toleman-Hart)	D. Warwick (Toleman-Hart)	A. de Cesaris (March-BMW)	194.97
Apr. 13	Jim Clark Trophy–183.3 kms.	Hockenheimring	T. Fabi (March-BMW)	B. Henton (Toleman-Hart)	A. Colombo (March-BMW)	201.83
Apr. 27	Eifelrennen–205.5 kms.	Nurburgring	T. Fabi (March-BMW)	B. Henton (Toleman-Hart)	D. Warwick (Toleman-Hart)	180.91
May 11	Rome GP–208 kms.	Vellelunga	B. Henton (Toleman-Hart)	A. de Cesaris (March-BMW)	D. Warwick (Toleman-Hart)	164.35
May 26	Circuit of Pau–201.4 kms.	France	R. Dallest (AGS-BMW)	S. Stohr (Toleman-Hart)	B. Henton (Toleman-Hart)	128.52
June 8	BRDC–221.7 kms.	Silverstone	D. Warwick (Toleman-Hart)	A. de Cesaris (March-BMW)	M. Thackwell (March-BMW)	210.18
June 22	Circuit of Zolder–203.1 kms.	Belgium	H. Rothengatter (Toleman-Hart)	B. Henton (Toleman-Hart)	S. Stohr (Toleman-Hart)	173.38
July 6	Autodromo Mugello–220.3 kms.	Italy	B. Henton (Toleman-Hart)	D. Warwick (Toleman-Hart)	T. Fabi (March-BMW)	175.35
July 20	Circuit of Zandvoort–191.3 kms.	Holland	R. Dallest (AGS-BMW)	D. Warwick (Toleman-Hart)	T. Fabi (March-BMW)	151.27
Aug. 2	Mediterranean GP–222.7 kms.	Enna, Sicily	S. Stohr (Toleman-Hart)	B. Henton (Toleman-Hart)	M. Winkelhock (March-BMW)	189.13
Aug. 10	Autodromo Misano–209.2 kms.	Italy	A. de Cesaris (March-BMW)	B. Henton (Toleman-Hart)	D. Warwick (Toleman-Hart)	172.82
Sep. 28	ADAC–203.6 kms.	Hockenheimring	T. Fabi (March-BMW)	N. Mansell (Ralt-Honda)	S. Stohr (Toleman-Hart)	204.74

European Champion: Brian Henton

FORMULA THREE RACES
(for European Championship)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
Mar. 30	Nurburgring–114 kms.	Germany	T. Boutsen (Martini-Toyota)	P. Alliott (Martini-Toyota)	M. Alboreto (March-Alfa Romeo)	—
Apr. 6	Osterreichring–Two Heats	Austria	M. Alboreto (March-Alfa Romeo)	T. Boutsen (Martini-Toyota)	P. Alliott (Martini-Toyota)	—
Apr. 20	Zolder–Two Heats	Belgium	T. Boutsen (Martini-Toyota)	P. Alliott (Martini-Toyota)	P. Fabre (Martini-Toyota)	—
May 4	Magny-Cours–98 kms.	France	T. Boutsen (Martini-Toyota)	P. Alliott (Martini-Toyota)	K. Thiim (Chevron-Toyota)	158.82
May 26	Zandvoort–Two Heats	Holland	M. Baldi (Martini-Toyota)	T. Boutsen (Martini-Toyota)	C. Fabi (March-Alfa Romeo)	143.68
June 1	La Chatre–Two Heats and Final	France	M. Alboreto (March-Alfa Romeo)	C. Fabi (March-Alfa Romeo)	M. Baldi (Martini-Toyota)	—
June 15	Mugello–Two Heats and Final	Italy	C. Fabi (March-Alfa Romeo)	M. Alboreto (March-Alfa Romeo)	M. Baldi (Martini-Toyota)	—
June 29	Monza–Two Heats and Final	Italy	M. Alboreto (March-Alfa Romeo)	E. Coloni (March-Toyota)	C. Fabi (March-Alfa Romeo)	—
July 27	Misano–Two Heats and Final	Italy	M. Baldi (Martini-Toyota)	C. Fabi (March-Alfa Romeo)	A. Ferte (Martini-Renault)	159.76
Aug. 10	Knutsdorp–Two Heats and Final	Sweden	C. Fabi (March-Alfa Romeo)	T. Boutsen (Martini-Toyota)	K. Thiim (Chevron-Toyota)	—
Sep. 7	BRDC–Two Heats	Silverstone	M. White (March-Toyota)	R. Wilson (Ralt-Toyota)	M. Alboreto (March-Alfa Romeo)	192.73
Sep. 21	Jarama–102 kms.	Spain	M. Baldi (Martini-Toyota)	A. Ferte (Martini-Renault)	P. Alliott (Martini-Toyota)	—
Oct. 5	Kassel-Calden–Two Heats and Final	Germany	M. Alboreto (March-Alfa Romeo)	C. Fabi (March-Alfa Romeo)	P. Streiff (Martini-Toyota)	—
Oct. 12	Zolder–102 kms.	Belgium	P. Streiff (Martini-Toyota)	P. Alliott (Martini-Toyota)	M. Alboreto (March-Alfa Romeo)	163.13

European Champion: Michele Alboreto

EUROPEAN TOURING CAR CHAMPIONSHIP
(Group 2 Saloons)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h
Mar. 23	Monza — 4 hrs	Italy	U. Grano/H. Negar/H. Werginz (BMW 635 CSi)	C. Schickentanz/J. Denzel (Mercedes-Benz 450 SLC)	H. Kelleners/H. J. Durig/S. Merki (BMW 320i)	152.97
Apr. 13	Vallelunga — 500 kms	Italy	U. Grano/H. Negar/H. Werginz (BMW 635 CSi)	H. Kelleners/S. Müller (BMW 320i)	W. Bergmeister/H. Nowak (Audi 80 GLE)	130.29
Apr. 27	Brands Hatch — 504 kms	England	H. Kelleners/S. Müller (BMW 320i)	M. Delcourt/J. M. Baert (BMW CSi)	W. Bergmeister/H. Nowak (Audi 80 GLE)	145.17
May 25	Salzburgring	Austria	D. Quester/D. Kindlmann (BMW 320i)	M. Vanoli/E. Calderari (BMW 320i)	K. König/B. Herlitze (BMW 320i)	—
June 8	Brno	Czechslovakia	H. Kelleners/S. Müller (BMW 320i)	D. Quester/D. Kindlmann (BMW 320i)	M. Vanoli/E. Calderari (BMW 320i)	—
July 6	Nurburgring — 4 hrs	Germany	C. Schickentanz/J. Denzel (Mercedes-Benz 450 SLC)	W. Bergmeister/H. Nowak (Audi 80 GLE)	M. Vanoli/E. Calderari (BMW 320i)	148.42
July 20	Osterreichring	Austria	C A N C E L L E D			
Sept. 14	Silverstone — 504 kms	England	U.Grano/H. Negar/H. Werginz (BMW 635 CSi)	K. Ludwig/J. Hamelmann (Ford Escort)	H. Kelleners/S. Müller (BMW 320i)	165.61
Sept. 28	Zolder — 3 hrs	Belgium	H. Kelleners/S. Müller (BMW 320i)	M. Vanoli/E. Calderari (BMW 320i)	T. Walkinshaw/P. Dieudonne (Mazda RX7)	136.10

European Group 2 Saloon Champions: Helmut Kelleners and Sigi Müller

CAN-AM
(Canadian-American Challenge)

Date	Race and Distance	Location	First	Second	Third	Winner's Speed k.p.h.
May 25	Sears Point — 201 kms	America	P. Tambay (Lola-Chev V8)	E. Forbes-Robinson (Lola-Chev V8)	R. Rahal (Prophet-Chev V8)	162.68
June 8	Mid-Ohio — 243 kms	America	P. Tambay (Lola-Chev V8)	A. Holbert (CAC-Chev V8)	R. J. Nelkin (Lola-Chev V8)	160.86
June 22	Mosport — 237 kms	Canada	P. Tambay (Lola-Chev V8)	S. South (Lola-Chev V8)	G. Brabham (Lola Chev V8)	185.30
July 6	Watkins Glen — 298 kms	America	P. Tambay (Lola Chev V8)	D. Sullivan (Intrepid-Chev V8)	A. Holbert (CAC-Chev V8)	174.11
July 19	Road America — 257 kms	America	A. Holbert (CAC-Chev V8)	G. Brabham (Lola-Chev V8)	E. Forbes-Robinson (Lola-Chev V8)	174.61
Aug. 10	Brainerd — 193 kms	America	P. Tambay (Lola-Chev V8)	A. Holbert (CAC-Chev V8)	E. Forbes-Robinson (Lola-Chev V8)	188.61
Aug. 24	Trois Rivieres — 142 kms	Canada	P. Tambay (Lola-Chev V8)	A. Holbert (CAC-Chev V8)	R. Rahal (Prophet-Chev V8)	—
Sept. 7	Road Atlanta — 202 kms	America	G. Brabham (Lola-Chev V8)	D. Sullivan (Lola-Chev V8)	R. Rahal (Prophet-Chev V8)	—
Oct. 19	Laguna Seca — 152 kms	America	A. Unser (Frissbee-Chev V8)	K. Rosberg (Lola-Chev V8)	E. Forbes-Robinson (Lola-Chev V8)	174.96
Oct. 26	Riverside — 261 kms	America	A. Holbert (CAC-Chev V8)	E. Forbes-Robinson (Lola-Chev V8)	P. Tambay (Lola-Chev V8)	191.41

Can-Am Champion: Patrick Tambay

ROAD & CIRCUIT IMPRESSIONS
Continued from page 43

though many tend to frown on them: one importer from a country that demands rear fog lamps actually risks the wrath of the law by taking them off. A true traditionalist, perhaps?

Amongst the safety changes comes extra bracket location for the steering column and brake failure warning light.

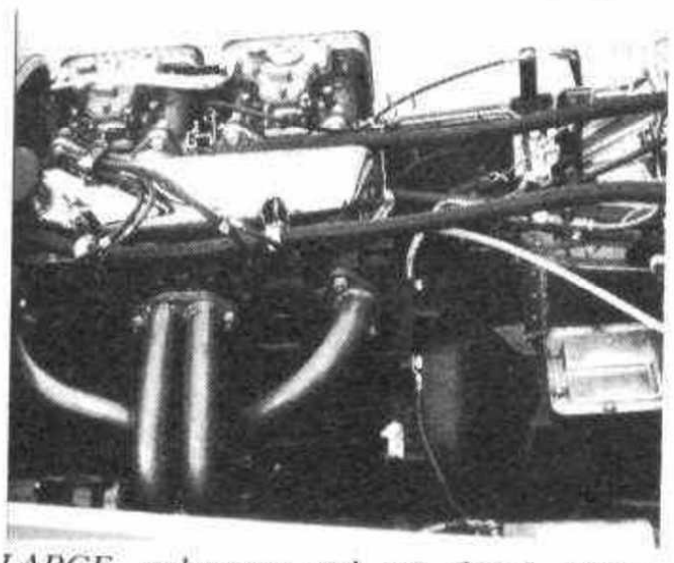
It is the electrics that have been changed most of all. A new wiring loom incorporates many of the features that are routine on today's saloons, but brand new to the Seven. Illuminated rocker switches (no less!) are now featured in a smart brushed aluminium dashboard. It carried current Smiths instrumentation. From left to right it covers: fuel tank contents, water temperature (just above 90°C on the Sprint in November), oil pressure (resolutely just under 50 lb indicated), a 7,000 r.p.m. tachometer, redlined at 6,500, and a 120 m.p.h. speedometer with trip reset facility. To the right of the dash are longer levers to control the whooping air horns and headlamp flashing.

On the road

Snuggling into the open cockpit of a hybrid demonstrator — it still had the old transmission components — sent an anticipatory tingle of satisfaction round the writer's system. You either love 'em or. . . .

A 28 amp alternator and pre-engaged starter are part of the Ford 1600 motor today, but the Sprint package definitely is not.

You get what amounts to the Old Holbay Clubman level of tune that Lotus used to offer before the Twin Cam. The crankshaft, flywheel and clutch assembly are balanced locally. A Newman equivalent to the Cosworth A2 camshaft profile is introduced. The Holbay manifold of



LARGE carburetters and gas flowed exhaust characterise the engine bay.

sandcast alloy is installed to mount double Weber 45 DCDE sidedraught carburetters and smart air cleaner. The stainless steel exhaust system for 1980 is retained and the cylinder head, still along Heron principles. The cylinder head is machined to a 9:1 cr, the inlet and exhaust porting smoothed out. A chrome rocker cover identified the job, but sandcast aluminium version is the more likely for production.

The result is a crackling 110 b.h.p. at 6,000 r.p.m. and 97 lb ft torque when 4,500 revs are attained.

The handbrake seems more effective in action and more easily released from its cumbersome under-fascia perch, but to drive the Seven feels much as memory indicated. However, there is one very important difference. The car feels a lot more solid and absorbent over country roads. This is the result of detail chassis modifications to the space frame over the years, and the policy of using a stiff spring with softer, adjustable, damping.

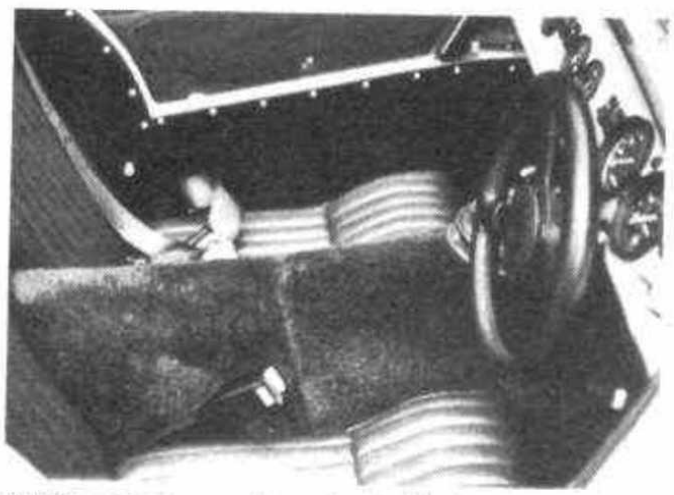
The front wings still flap like those of a trapped butterfly over any road irregularity, but with a nice sturdy new steering wheel to twiddle, and the thought that the BL axle should make life a little less twitchy over mid-corner bumps, it did not seem to matter.

The Sprint engine is generally excellent. I would defy 95% of drivers to tell the difference between it and what used to be the production Twin Cam in pre-Big Valve head days.

At one point there is a big change in behaviour though. Between 2,000-3,000 r.p.m. the jetting shows its compromising nature and the engine stumbles a bit until 3,500 r.p.m. brings a new surge of interest to swing the r.p.m. counter deftly to 6,500 with minimal delay.

Altogether 18 months development intelligently spent on one of the author's personal favourites. A car that can put a smile on most enthusiasts faces, even in today's traffic, where its nimble agility remains astounding to bystanders and driver alike. On a practical note you can also expect to get slightly over 25 m.p.g. from a Sprint model capable of 110 m.p.h. (90 is the instant top speed) and 0-60 m.p.h. in less than 7 seconds.

J.W.



THE cockpit is really quite civilised.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

A Memory of "The Sunbeam" at Wolverhampton

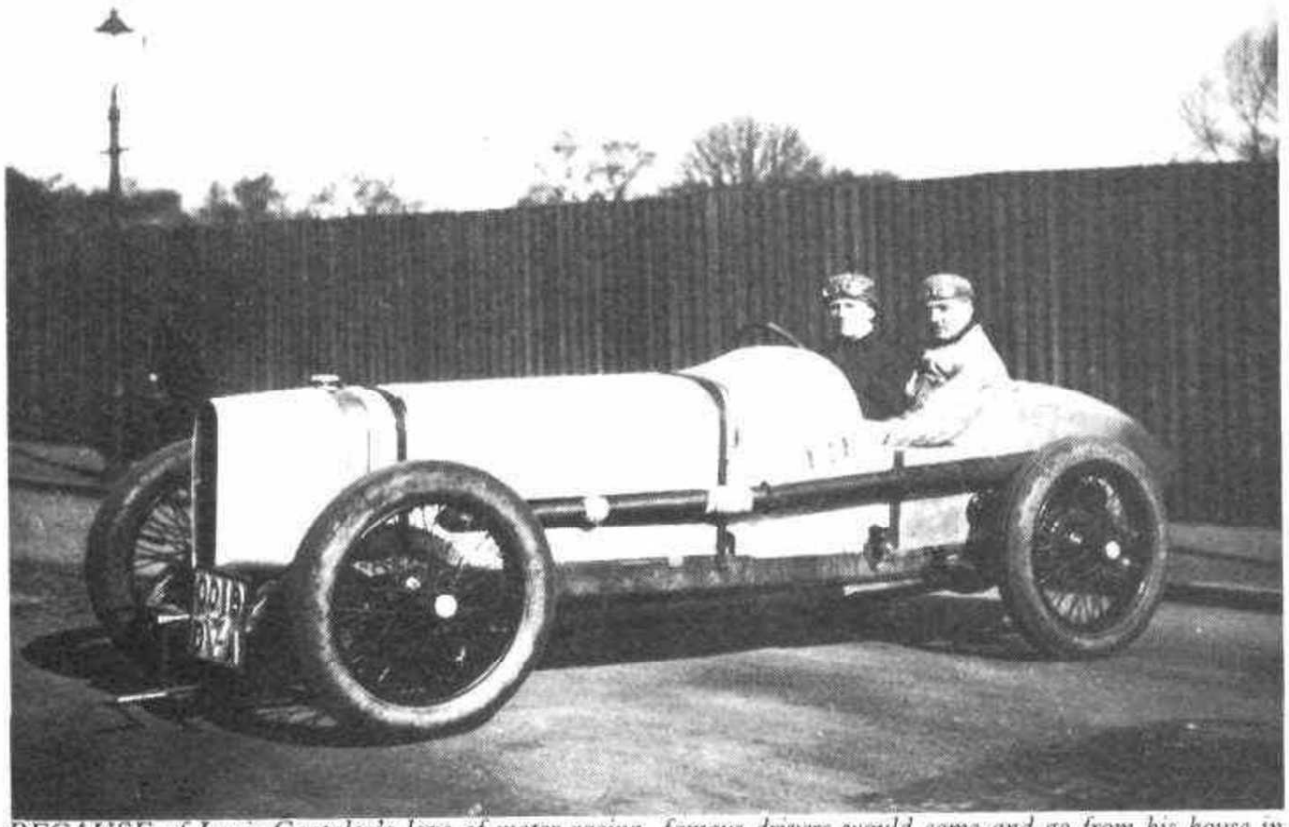
THE other day I had an interesting chat with Mr. J. L. Cozens, MBE, TD, about the old days at "The Sunbeam" in Wolverhampton. Mr. Cozens' father, L. V. Cozens, joined that great Company in 1903, and two of his uncles, Norman Cozens and Vic Cozens, were also with the Company, in the respective capacities of Service Manager and Head Tester of the Experimental Department. Mr. Cozens, Senr., was the Sales Manager, and he also acted as reserve racing driver, when required, to men like K. Lee Guinness, Chassagne and Divo. There is a photograph of him in the 1914 TT Sunbeam with which he won three classes at the Liverpool Speed Trials in 1920 and another picture of him with the 4.9-litre Sunbeam in which he took the 5-litre class at Saltburn in 1922, at the meeting at which Malcolm Campbell did over 134 m.p.h. in the 350 h.p. V12 Sunbeam.

Mr. L. V. Cozens had come to Sunbeam's from the Star Company, and he developed the twin-cam 3-litre sports Sunbeam, under Louis Coatalen, the Chief Engineer. They had houses opposite one another in Wolverhampton. There was also Geoff Cozens, apprenticed at Guy's, who went on to become Managing Director of Commer Cars. Thus J. L. Cozens was brought up very much among the happenings at the Sunbeam works. He remembers going to see the 200 m.p.h. LSR car being built and the all-night roar of car and aero-engines being run on the test-beds. Sunbeam's at Moorfield was a very well-equipped factory, with its own large canteen and a sports-ground with a very good cricket-pitch, football field, etc.

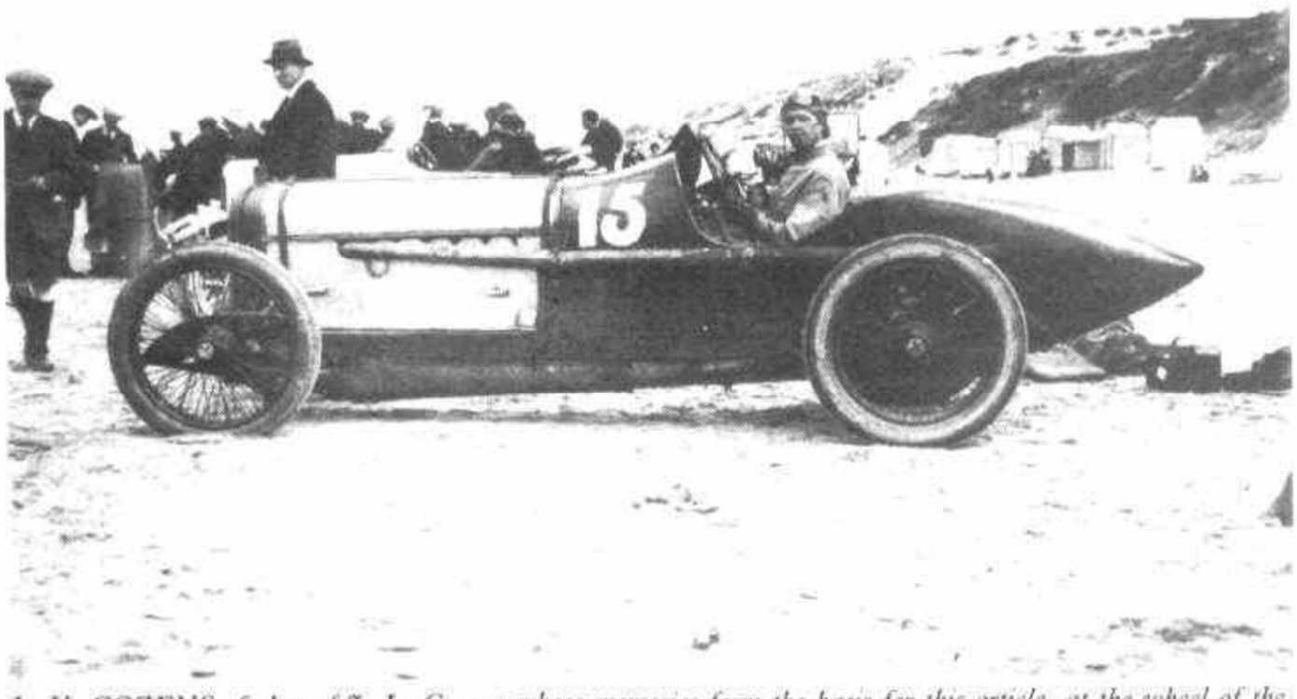
After his father's death the young Cozens went to "The Sunbeam" as an apprentice in 1932, going right through the works, from the foundry onwards, and being treated like any other pupil. In those days the "Holy-of-Holies" was the Experimental Department. It consisted of a long ground-floor shop, with an upstairs workshop at right angles to it. In this upstairs shop the special projects and the racing cars were assembled and access was only by the car-lift, unless one sneaked in *via* the fire-escape. Ben Cooper was then the slide-rule foreman in charge, who worked, for instance, on the racing Sunbeam Tiger for Kaye Don. Under him were Reg Harold, fitter Alec Broome, Blackshaw, and Tommy Harrison who was transferred later to the gearbox and axle assembly section. This, incidentally, was partitioned off from the main assembly shops with sound-deadening walls, so that a noisy axle could be detected.

As the young Cozens progressed he was put on to machining, for hours on end, Sunbeam crankshafts from solid billets of steel. He also remembers holding a friction-driven tachometer on the flywheel of the Sunbeam Tiger racing engine when this was on test after having been rebuilt before dispatch to T & T's at Brooklands for installation in one of the two special chassis, with pre-selector gearbox and hydraulic brakes, that Reid Railton had designed for Sir Malcolm Campbell in 1933. They were not satisfied that the test-bed tachometer was accurate, hence Cozens being told to set-up the hand-held one, amid all the intense noise, smell heat, and occasional flames from this racing engine on test! He had to raise a hand at every increase of 250 r.p.m. and recalls how pleased Perkins, who was in charge of the racing cars, was that they got a top b.h.p. figure of 320, higher than when these 4-litre V12 engines had been first prepared for Brooklands in 1928. Cozens sometimes had rides to Brooklands with Perkins in the 1924 2-litre GP cars, a journey that took quite a time, going *via* Stratford-on-Avon and Oxford. It was also, he says, distinctly exciting when the car weaved along the Gatacre straight on the Bridgnorth-Kidderminster road — this being another favourite test route, near the factory.

In those days Sunbeam's worked to very high engineering standards, rivalling Rolls-Royce. Engines would be run on the test bed for one hour on petrol for check-ups, then for eight hours on mond gas to run them in, after which the sump would be removed and the bearings checked, following which there would be a half-hour run at full throttle on petrol. The lads in the test-shop included Osbourne, Lee and Tom Whitlock: Fred Barnes being in charge of final testing. Chassis would be taken out on test over one of four different courses, and could be away from



BECAUSE of Louis Coatalen's love of motor racing, famous drivers would come and go from his house in Wolverhampton and racing cars would be tested on the roads outside the Moorfields factory. Here H. O. D. Segrave is seen in a straight-eight, 3-litre, Sunbeam with Chassagne as his passenger. The car carries Sunbeam Company trade plates, and the works sports ground was behind the fence.



L. V. COZENS, father of J. L. Cozens whose memories form the basis for this article, at the wheel of the 4.9-litre Sunbeam with which he won the 5-litre class at the Saltburn meeting in 1922.



ANOTHER photograph of Mr. Cozens Senr. at Saltburn, showing the rather crude wind-deflector screwed onto the scuttle.

1½ to 4 hours. But you couldn't stay out longer than scheduled, as the next chassis due for test would be dispatched to locate the one that was overdue. The test rig was a simple seat, wooden mudguards, and bonnet of hessian. On one test run Cozens' Sunbeam ran out of power after the fast trip down Crackley Bank, on Watling Street. Investigating, he found a bird's legs sticking out of the carburetter. The bonnet had blown open and it had got inside! Another unfortunate demise was that of a cat, which was demolished by the front axle of the Tiger, which Kaye Don was testing at Brooklands — no cat.

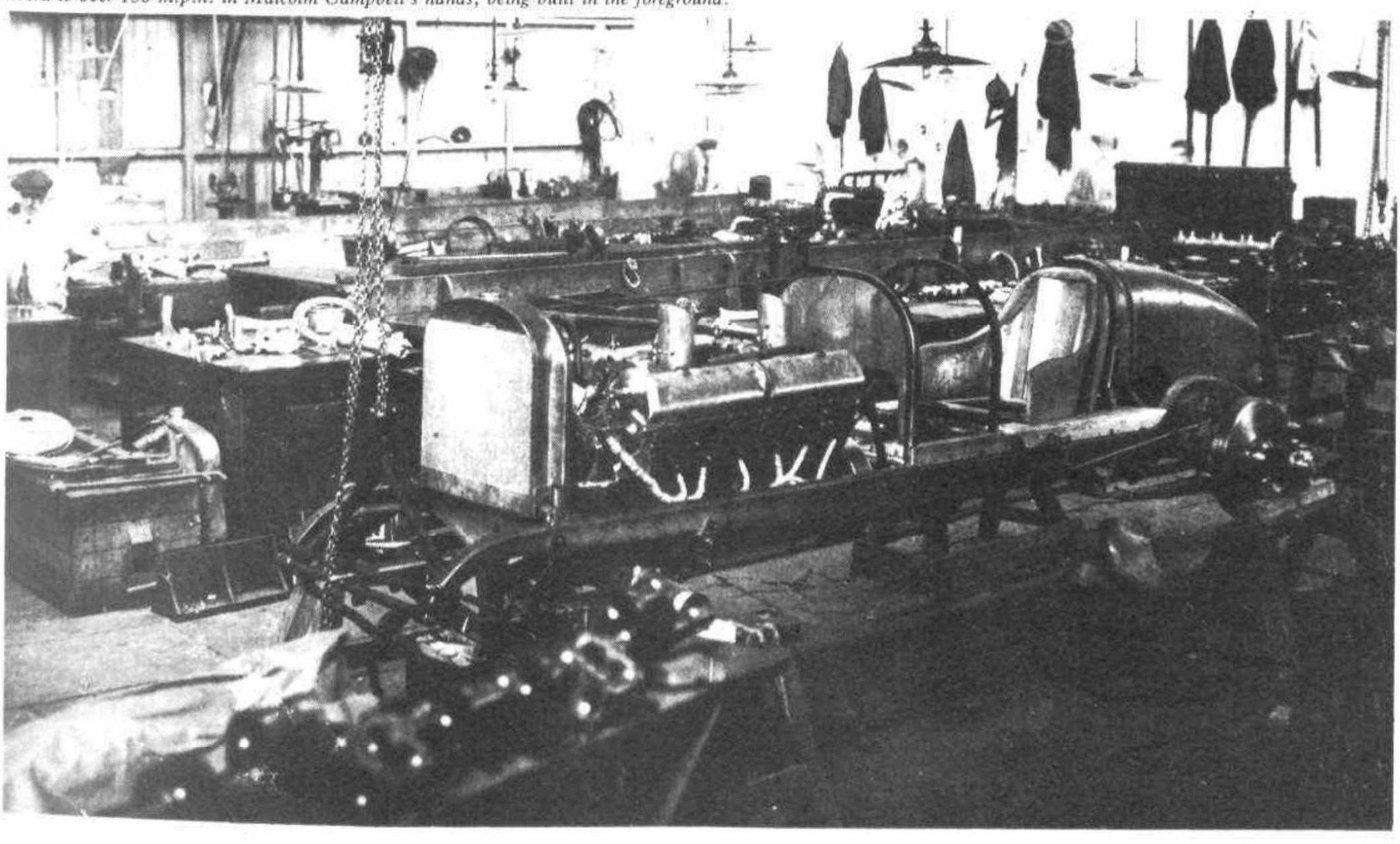
On the publicity side Mr. Coombes and the meticulous Mr. Johnson were in charge. Many of their photographs show Mr. Cozens, Senr., with the handsome 24/60 h.p. sports Sunbeam tourer, DA-3815, which he tested exhaustively all over Scotland. He also took it to Ireland in November 1920 to visit the Dublin agent, Andy Nolan, with whom he was very friendly, at the time of the troubles with the Black-and-Tans. It was involved in an accident with an Austin and extensively damaged, although later repaired at the factory — the picture of this reveals a bullet-hole through the screen. Mr. Cozens, Senr. took part in the Monte Carlo Rally in 1929 with a four-bearing Sunbeam Twenty grey and blue saloon, and Alfred Pass took a Sunbeam 25. In 1930 Cozens drove a Sunbeam Twenty again, with a very well-appointed black and grey Sunbeam-Weymann saloon body, and Pass a Sunbeam Twenty-five, numbered respectively GC-6 and GC-2, as Pass liked a short number-plate! For 1931 Mr. Cozens was too ill to go on the Rally and the Sunbeam that had been prepared for him was driven by Humfrey Symons and Bertie Browning, Pass having another Twenty-five, these engines having the seven-bearing crankshaft. High awards were scored in the Comfort Contest and each year is memorised by separate photograph albums now in possession of the present Mr. Cozens. Another publicity photograph shows Ramsey Macdonald on the Sunbeam stand at the 1930 Olympia Show.

Mr. Cozens enjoyed working on the Sunbeam Tiger, at the rate of 7d.-an-hour, but in the Racing Department this could involve a working week of 96 hours. Before every run he had to warm the Castrol-R, and after every run drain the engine immediately, to avoid the castor oil gumming it up.

Cozens, naturally, has many happy memories of the old Sunbeam racing days, and I spent an afternoon looking at some of his old photographs, in the company of the great Sunbeam authority, Anthony Heal. Fragments of that past were recalled such as when C. A. Bird, who lived near the foot of Shelsley Walsh, made f.t.d. in the 4.9-litre Indianapolis Sunbeam in 1920 (incidentally, this was the first occasion on which Cozens, who today is the immediate Past-President of the Midland Automobile Club and a member of its committee, visited this famous hill); Malcolm Campbell losing a Phoenix Park race he was confidently expected to win with the supercharged 3-litre twin-cam sports Sunbeam, because he slipped its clutch and finally retired; how it was intended to use the Sunbeam Tiger to open the course before the 1929 Ulster TT (Kaye Don having won the 1928 race in a Lea-Francis), when Cozens would have been the passenger: it didn't work out, because when Perkins (who seeing Birkin's name on the passenger list for the crossing, thought the cabin was his!) tried the car in Belfast it misbehaved and as the TT course was 13 miles to the lap, it was thought prudent to substitute a standard 3-litre Sunbeam tourer. By the way, thinking in terms of sports Sunbeams, you can distinguish the rare sports Fourteen by the way in which the windscreen frame turns up away from the scuttle, instead of being supported by it. Mr. Cozens said that because of their size both the 1,000 h.p. twin-engine LSR Sunbeam and the "Silver Bullet" had to be built on the ground floor of the Experimental Department. He still passes by the old factory quite frequently; only recently was the house, once occupied by General Huggins, the bowler-hatted liaison man of the Technical Department, pulled down.

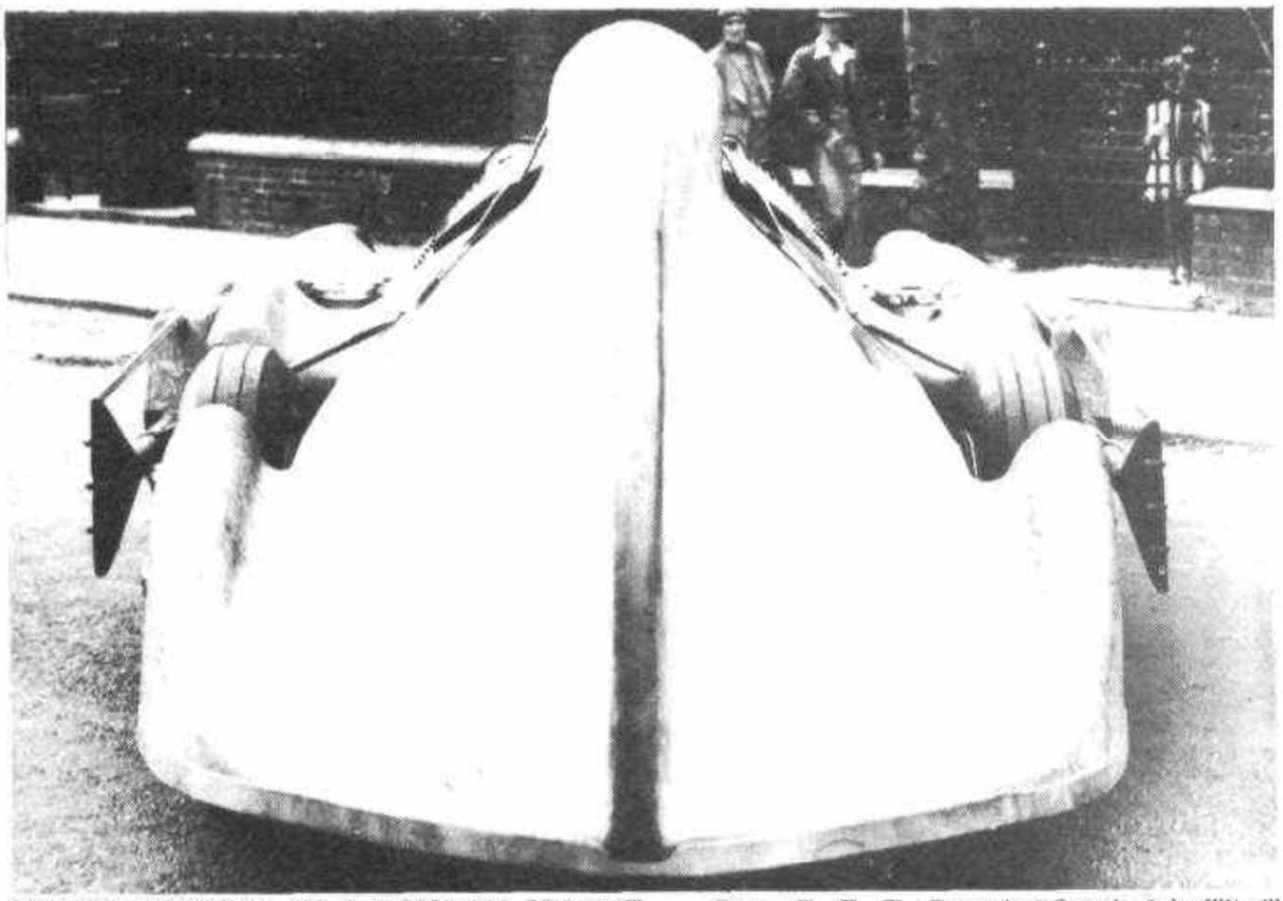
After leaving "The Sunbeam" Mr. Cozens had a distinguished career in the Motor Trade. He has only recently retired. His present car is a big Datsun. — W.B.

WOLVERHAMPTON HOLY of HOLIES — The Sunbeam Motor Company's Experimental Department with the 350 h.p. V12 single-seater that raised the land speed record to over 150 m.p.h. in Malcolm Campbell's hands, being built in the foreground.



SOME EYSTON PAPERS

A Glimpse Behind the Pre-War Record-Breaking Scene



STRANGE SCENE IN A LONDON STREET. — Capt. G. E. T. Eyston's "Speed-of-the-Wind" record-car photographed in suburbia in the early stages of its construction.

I HAVE always had the greatest admiration for the late Capt. G. E. T. Eyston, OBE who although he achieved considerable success as a racing driver, made record-breaking his main activity (see MOTOR SPORT for October, 1974). Some fascinating glimpses behind the scenes have come to light in the form of letters and papers left by Ernest Eldridge, himself a notable record-man and specials-builder, after his death, Eldridge having been, as it were, Eyston's right-hand-man on the engineering side of his high-speed motoring ambitions. Through the courtesy of Mr. K. L. Griffin I am now able to quote from these fragments of pre-war history. (He also has Eldridge's 120 m.p.h. BARC badge gained in 1924 with the Fiat "Mephistopheles").

George Eyston, as he once told me, regarded records as better publicity for a manufacturer or a product than racing successes. His arguments were that in attempting a record or series thereof you could wait until you were ready to go, that if you failed few people would know about it, and that a successful record would be remembered for as long as it stood, and could be advertised until it was broken. Conversely, a bad performance in a race, perhaps because the car was not finalised, courted bad publicity, and success was often forgotten as soon as another race was about to be run. It is interesting that around 1934, when he was contemplating record-attacks with the diesel-engined AEC, the big Panhard-Levassor, Hotchkiss, Riley, Delage, and two MG cars, Eyston wrote to Eldridge saying that his programme could be completed by Easter by close co-operation and that they could jointly make about £1,500 and he would only need £120, plus expenses, to complete it. This represents some £3,000 each on an annual basis, equal to some £30,000 or more today, at a time when £1,000 a year was regarded as a very good salary. No wonder they worked hard and industriously at the game!

In those days it seems as if the Panhard's hour record was worth £500 and doing 120 m.p.h. and running for 24 hours with the diesel-AEC saloon £200. The Hotchkiss records netted some £300. In September 1933 Eldridge, who was then living in Hurlingham, SW6, was in touch with Andrew Swann of the RAE at Farnborough about increasing power by using a forward-pointing air-intake. He was informed that at 120 m.p.h. the gain would not exceed 2½%, or 3½ h.p. on a maximum of 140 b.h.p.

Eyston had been trying, early in 1934, to interest the French branch of Bosch in his AEC and Hotchkiss record-bids. He was also in touch with the MG Car Company about his K3 Magnette for the BRDC 500 Mile Race, being told that a boost from a No. 9 Powerplus of about 12 lb./sq. in. and a c.r. of 6.6 to 1 with alcohol fuel was regarded "as very mild in comparison with more recent developments". H. W. Charles assured Eyston that a later engine would probably be provided by the time of the race and also that his MG for the JCC International Trophy Race would have the new brake-gear, which Charles had tested up to the highest speed at Brooklands. (Eyston retired in this race due to clutch failure, won the Empire Trophy Race, and his co-driver crashed in the 500.) The AEC (Eng. No. 132, Type A.1650) had been on show at Shell-Mex House, and was to go to Appleyards of Leeds and to Birmingham Garages before it left for France for "duration runs". It seems that Eyston drove it by road to these showrooms and that suitably-sized posters were offered with it.

Another idea, which did not come off, was to use a V12 Hispano Suiza for an attempt on the World's 24-hour record. Eyston had the full approval of Mr. Smith of the English Hispano-Suiza Concessionaires and the plan was to get the record around Paris Salon or Olympia Show time, thus "putting the Hispano directly in the public eye". Eyston and Eldridge proposed using a standard chassis fitted with a light *Carosserie aerodynamique monoplace*, to enable the car to average 200 k.p.h. without exceeding 2,800 r.p.m., on a b.h.p. of 190 to 200. Apparently Mon. M. Daste of Automobiles Hispano Suiza thought differently, as nothing came of it, as far as we know.

In a recent interview I had with Mr. Ernest Siddeley he told me that Eyston was contemplating attacking records with a Siddeley Special. In this connection there is a note about Armstrong Siddeley blowers, looking for a stiffer casing with a twin inlet and three-port outlet, a dynamically-balanced rotor, and the latest driving end-plate and a spring-drive with at least 20% take-up, and one leader blade as in R-R blowers, to cancel the "driving-ring" couple. As AS were making radial aero-engines at the time it is not clear whether Eldridge was looking at these blowers for the Siddeley Special, for a later project, or possibly for a supercharged 1½-litre six-cylinder Riley record-breaker. In that direction, Eyston was to supply castings to the Riley Engine Company at a cost of £80, perhaps to accommodate the blower, and he asked Eldridge to obtain from Mr. Stanley Riley chassis drawings so that Eyston could scheme out an off-set single-seater body. That project was successful, the Riley taking Class-F records for 500 miles, 1,000 km. and six hours, netting the pair about £150, the car running unblown. In 1930, Eyston and Eldridge had driven a Riley 9 saloon at Montlhéry to take class records from 2,000 km. to 48 hours. That car had 19 gallons of fuel in its boot, used a larger battery than standard, started the run in rain, and ran into fog at night, a spot-light then being switched on. It ran on Dunlop tyres right through. The drivers changed over every four hours and the fastest lap was at 110 k.p.h., the

That remarkable record-breaker George Eyston, OBE, indulging in one of his other pursuits, ocean sailing.





The AEC diesel-powered saloon at Brooklands. Eyston apparently afterwards drove it long distances on the road, for exhibition in various showrooms.

last at 109.6 k.p.h. The fuel used was BP No. 1, the oil Castrol, and KLG plugs were fired by a BTH magneto.

This partnership of Eyston and Eldridge was wonderfully effective. George would write to his engineer as "My dear Ernest", on notepaper of the L'Autodrome, Limas Monthlèry or from the Hotel Windsor Etoile in Paris, signing "yours ever". But it was clear who was "boss". Eyston would jot down notes — "go to Bank, get toolbox, overhaul fishing tackle" — and Hotchkiss possibilities were written on the back of a wine list!

The year 1934 was an ambitious one. The AEC was being prepared with rebuilt radiators floating in cradles, Woodhead front springs, and CAV batteries, Eldridge being in touch with Park Royal about it. Eyston was thinking in terms of preparing the AEC to do ten days at 100 m.p.h. using a Panhard or Hotchkiss for the World's 24-hour record if the Hispano ploy fell through, associating himself with the Crossley-Burney at Olympia, after trying for three days at 75 m.p.h. with one, and driving a Ford V8 for ten days at 100 m.p.h. and a standard Ford 8 for three days at 50 m.p.h., as well as working with Chrysler on the all-red Robberlac-panelled Super Airflow. As it turned out, he took nine World's and nine class records with the Panhard, the Riley got six class records, he took a dozen class records with the Hotchkiss and World's diesel-records with the AEC at over 120 m.p.h., as well as finishing 3rd in the Mannin Beg race and winning the Empire Trophy Race for MG, all before the end of May 1934, according to his notes.

Among the Eldridge papers I have so generously been allowed to delve through are little items of engineering data, such as gear-tooth combinations for the camshaft-driven supercharger for obtaining different blower-pressures for the 750 c.c. and 1,100 c.c. MGs, using a 1,500 c.c. supercharger (pressures of from 12.4 to 22.09 lb./sq. in. for the former and from 8.4 to 15.06 lb./sq. in for the latter car are noted, the blower turning at 4,952 r.p.m. to give 17.95 lb. on the 750 c.c. engine.), and some horse-power per litre figures for a wide variety of power units, worked out by Eldridge, no doubt to enable decisions on suitable engines to be made, together perhaps with calculations of fuel consumption and refuelling stops on long-distance runs; these figures are reproduced in the accompanying panel.

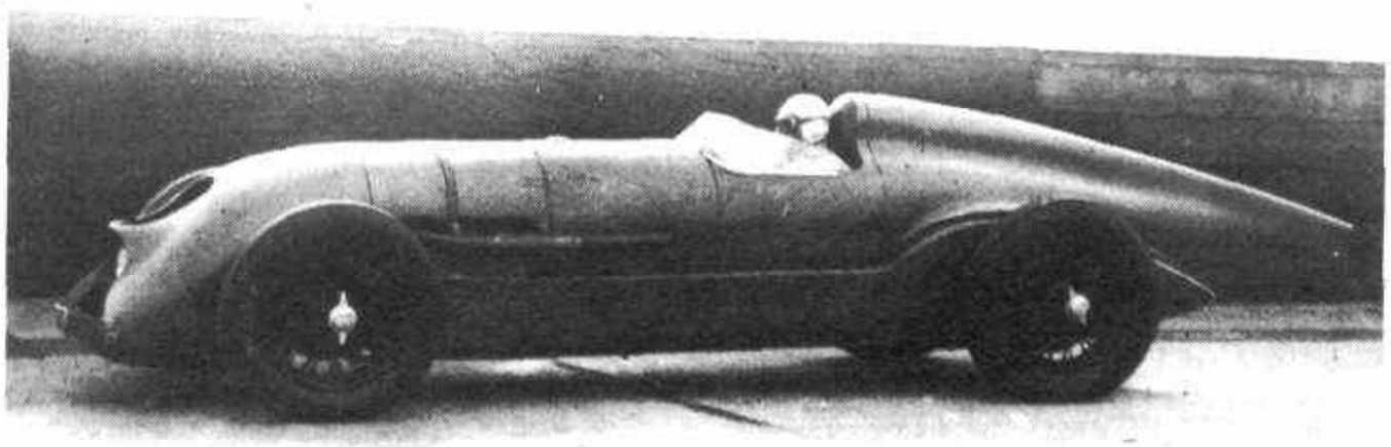
At about this time Eyston had come to the conclusion that only the World's hour and 24-hour records would pay good money in future. He had taken the coveted hour-record in 1932 with the 8-litre Panhard-Levassor single-seater at 130.75 m.p.h., after Voisin (128.35 m.p.h.) had stolen Eldridge's Miller record of 126.59 m.p.h. George must have received a nasty suprise when Count Czaykowski took a 4.9-litre Bugatti to Avus and broke the record at 132.87 m.p.h., because on that track the driver had to negotiate two slow banked turns per 12-mile lap. The Bugatti must have been accelerating up to some 150 m.p.h. every lap before braking twice to about 70 m.p.h. so its World's hour-record was a remarkable achievement, deservedly gaining the German AC's gold-medal. The following year George Eyston went into training and re-captured the record with the Panhard-Levassor, at 133.01 m.p.h. This was a fine achievement, with a car difficult to control, and there exists a publicity hand-out showing that as the car ran at the top of the steep Montlhery bankings it had actually done a higher average speed than that recognised. However, Eyston must have been aware that he had used a fast banked circuit, and he was further challenged when the secretly-built rear-engined GP Auto-Union made its sensational debut, at Avus, early in 1934, giving Hans von Stuck the World's hour-record at 134.90 m.p.h., in spite of the drawbacks of that course.

Eyston now began to plan a special car, for tackling this and the 24-hour records, at the same time hoping that he could also use it for racing at Tripoli and Avus. He went out to Tripoli, finishing 9th in an Alfa Romeo in the GP and while there he sought out Hans von Stuck and Tazio Nuvolari and discussed the latest chassis trends with them. Nuvolari had driven an Auto-Union P-wagen in Czechoslovakia and driven the Type 59 Bugatti at San Sebastian and the great little man told Eyston that independent suspension was comfortable for the driver but did not allow of close judgement in driving on the road — "one did not know exactly to a foot where the car would place itself on a corner", said Nuvolari.

This caused Eyston to say that, although he liked the idea of i.f.s. for both "axles" as it permitted good streamlining and low weight, it was not essential for their purpose. He reported to Eldridge that the P-wagens "were wonderfully made, with tubular frame members serving as water pipes and bodies as thin as paper". "We have to break them by being more robust in design and construction", he added. At that time he favoured a rear-engined car, although Stuck had told him, after driving both Mercedes and Auto-Union, that he did not think there was any difference in handling or speed.

Obviously Eyston was aware of Cobb's Napier-Railton and he also sent Eldridge confidential information about Abe Jenkins' plans. At this stage in 1934 two new Eyston cars were being designed, and Syrett was told to work overtime on trimming up Eldridge's sketches, to form rough general-assembly and parts-drawings, Eyston saying that he would decide what other D.O. labour would be needed when he got back from Paris. The urgency was emphasised by George telling Ernest that while they would be delighted to see him when they started on another record-bid with the Hotchkiss, if he stayed working on the new car in London it would increase their chances of financial gain in 1935, and "We have heaps of mechanics on the Hotchkiss". "We shall have to work hard to beat terrific opposition," wrote Eyston, "as all countries will strive for mastery with one-hour

The record-breaking 2-litre four-cylinder Hotchkiss.



SOME EYSTON PAPERS — Continued

and 24-hour record bids. We shall only win if we can put up a colossal figure – think of 150 m.p.h – through our special knowledge of the affair". Eyston felt that the big car (Cobb's) must have a limit and that the GP-cars might break up under the strain, so they should adopt the medium course. (To look ahead, Jenkins and then Cobb (152.12 m.p.h.) took the hour-record first, but Eyston and his new car replied by the end of 1935 (159.30 m.p.h.) and raised the speed in 1936 to 162.53 m.p.h., to be finally beaten by Cobb (167.69 m.p.h.) before Jenkins with his supercharged Curtiss Condor aero-engined Duesenberg Special "Morman Meteor" placed these pre-war Utah records out of reach of his competitors.) When it came to the world's 12 hour record Cobb averaged 153.98 m.p.h. to which Eyston's "Speed of the Wind" replied with 163.68 m.p.h., but he never broke Cobb's 150.6 for 24 hours.

Eyston was intending to run on salt lakes and Dunlop told him that more rubber could then be used on the tyre treads and that huge tyres would be needed to avoid frequent changes, so he specified stout axles, in the telegrams and letters that were now flowing between Paris and London. The engine was initially to be an ADC-Nimbus running up to 1,800 r.p.m., with an Hispano Suiza for the longer records perhaps, and maybe two back axles and transmissions. George was looking for 24 hours at 150 m.p.h. and not building for European tracks. They would have to beat Cobb (and Railton!) on extra speed, "when Cobb would be in trouble." He visualised super-streamlining to cope with the records on petrol if the car was good enough for that, otherwise they would run the Nimbus on BP4 alcohol fuel, "easy to make up anywhere". The Hispano engine would be for secondary records and as a standby — presumably it was an aero-engine. "I cannot get any money unless the car has a British engine", Eyston wrote. He had not heard from Armstrong Siddeley and was going to see them urgently, anxious to use one of their pre-selector gearboxes, as this would eliminate a clutch. It would also be a guide to size, in car No. 1.

One month was allowed for ordering the frame, axles, gearbox, brake drums and proprietary parts, for the new record-car. Eyston asked Eldridge to try to buy a used Nimbus and get Coals of Tottenham to start mods. on it — "He is an engine man" — but if his machine-tools couldn't cope, to transfer to Beverley Barnes, "who are not afraid of work, are quick and accurate, and could give us space to ourselves". They would be allowed to order all material, to keep things in one direction. Eyston, who was a great organiser, was relying on Beverley Barnes for drawings and limits. Several designs were got out, but the rear-engined idea was dropped, Eyston deciding in October 1934 that he wanted an FWD chassis with AS gearbox and 5-litre unsupercharged engine. "The back axle can be on the simplest principle, i.r.s. is not necessary on Salt Lakes, likewise front axle; for the chassis I want nothing experimental; we shall have enough with the engine and FWD". He suggested copying the Miller — "Miller is now out of business and his Foreman has bought up all the spares". W. F. Bradley was the liaison man here.

Frank Halford was to work on the Nimbus mods. but GET was also seeing Armstrong Siddeley about an engine, but in unblown form lack of power was feared. The hour-record was now envisaged at 170 m.p.h., after Stuck's Avus average of 150 m.p.h. for 100 km., and Eldridge was asked to see about surface radiators. It was thought to follow the Hotchkiss record-car's three-piece body of radiator cowl, scuttle with oil-tank, and tail, for the "Big Job". A honeycomb water radiator with oil-cooler was to give place to a two-skin cowled one to save weight, after the success of such an oil-radiator on the Hotchkiss. This would allow a new nose and body section, easier to mount if trouble struck than fitting a new radiator and separate oil-cooler. As things progressed Lockheed's were approached about brakes, for a car with a 330 h.p. engine weighing 670 lb. and another of 450 h.p. and 940 lb. Car weight was then quoted as 23 cwt., wheelbase as 11 ft., and the respective tyres-sizes as 6.50" × 20" and 7.50" × 23". Top speed was to be about 190 m.p.h.

In November 1934 Vickers (Aviation) Ltd. at Weybridge had done wind-tunnel tests on a model, which showed a drag factor of 172 lb. at 100 m.p.h., the front-wheel down-load also being measured. The findings were that to exceed 170 m.p.h. a b.h.p. of 300 would be required. There is an interesting aside, with Eyston thinking of a Rolls-Royce Phantom II engine for certain records. He was making many technical enquiries, such as could the flywheel be lightened to try to avoid a period at 4,000 r.p.m., would a 930 sq. in. radiator surface be sufficient, and would the oil-pump give 50 lb./sq. in. hot and its drive stand increased pressure and the addition of a scavenge pump? It was also queried whether R-R would wish retain the Elliot turbulent cylinder head, which G.E.T. thought "not so bad as it looked, from the volumetric efficiency aspect", but would they get a c.r. of 8 to 1 without masking the valves more than the existing 9%? Six carburetters were envisaged, with an 80% alcohol fuel, with the inlet valves increased by 10% or 15%. Return springs on the tappets and other mods. were mentioned and G.E.T. wondered if the siamesed exhaust ports might cause an undue rise in exhaust-valve temperature. What a pity this Rolls-Royce record-car never came about! In view of the well-known Rolls-Royce reticence to disclose h.p. figures it is interesting that Eyston mentions 130 b.h.p. at 2,000 r.p.m. and 385 ft./lb. torque from the standard P2 . . .

There is evidence that at this time four-wheel-drive was thought about, for an 18 to 22 cwt. car, and the geometry of a wishbone-independent-suspension was carefully considered from the viewpoint of steering control. Mid-placed fuel and oil tanks were to be used and even four-wheel *steering* was considered, while it was decided that the only way to get a big engine into a light low chassis was to have the gearbox ahead of it, unless the P-wagen's rear-located engine was followed. Some of this was possibly useful to Eyston when he embarked on his final 400 m.p.h. monster LSR car, "Thunderbolt". But for those other records he was to settle finally for a 21-litre Rolls-Royce Kestrel aero-engine in a FWD car ("Speed-of-the-Wind"), in which a Ricardo diesel-engine was used for oil-engine records ("Flying Spray"), as recounted in my aforesaid article about Capt. Eyston. These cars reasonably well fulfilled his ambitious intentions.

W.B.

EYSTON/ELDRIDGE POWER-PLANT OPTIONS — In terms of Efficiency

SUPERCHARGED

HP per LITRE	ENGINE		RPM	FUEL
117	Lockhart Miller	8x1,474 cc.	7,200	Ethyl petrol
110	Talbot	8x1,478 cc.	6,700	Alcosina
104	MG	4x746 cc.	6,500	BP4
102	Delage	8x1,476 cc.	6,600	Alcohol, petrol, benzole
100	Bugatti	8x2,276 cc.	6,000	Alcosina
95	Alfa Romeo	8x2,286 cc.	5,500	RS1
91	Miller	8x1,474 cc.	6,400	BP4
88	Miller	8x1,968 cc.	6,000	BP4
85	Sunbeam	6x1,984 cc.	5,200	BP4
68	Riley	4x1,087 cc.	5,400	Petrol
68	Cozette two-stroke	4x1,088 cc.	4,000	RS1
65	British Anzani	4x1,496 cc.	5,200	Ethyl petrol, benzole
60	Bugatti	8x4,900 cc.	4,300	Alcosina
58	Lea-Francis	4x1,496 cc.	5,200	Ethyl petrol, benzole
50	Bentley	4x4,460 cc.	4,200	RS1

UNSUPERCHARGED

69	Riley	4x1,087 cc.	6,000	94% alcohol dope
67	Riley	6x1,476 cc.	6,000	94% alcohol dope
61	Miller	8x1,981 cc.	6,000	Ethyl petrol
58	MG	4x746 cc.	6,300	BP4
58	Talbot	4x1,484 cc.	5,400	Ethyl petrol, benzole
58	Sunbeam	6x1,993 cc.	5,200	Ethyl petrol, benzole
56	Miller	8x1,981 cc.	6,000	Ethyl petrol, benzole
53	Riley	4x1,087 cc.	5,850	60/40 petrol-benzole
44	Hotchkiss	4x1,986 cc.	4,650	RS1
42	Talbot	6x2,286 cc.	4,200	RS1
40	Talbot	6x2,948 cc.	4,000	RS1
38	British Anzani	4x1,494 cc.	5,000	60/40 petrol-benzole
38	Panhard-Levassor	8x7,974 cc.	3,200	60/40 petrol-benzole
37	Lea-Francis	4x1,496 cc.	5,000	50/50 petrol-benzole
37	Bentley	4x3,993 cc.	3,800	Petrol-benzole
36	Leyland-Thomas	8x7,266 cc.	3,700	Ethyl petrol-benzole
33	Delage	8x4,136 cc.	3,750	70/30 petrol-benzole
30	Bentley	6x7,844 cc.	3,600	Petrol-benzole
16	Fiat	6x21,720 cc.	2,000	Petrol
16	AEC-diesel	6x8,856 cc.	2,400	Fuel-Oil
11	Maybach	6x18,600 cc.	1,800	Petrol

The Further Adventures of Miss Hyacinth Hunter

LAST month we published some extracts from letters written home to her family during 1917 by Miss Hyacinth Hunter, a spirited young ASC driver seconded to the Royal Arsenal at Woolwich. By courtesy of the RCT Transport Section at Aldershot we are able to follow up these extracts from letters which the driver's daughter allowed them to publish in *The RCT Review*. We left Miss Hunter bemoaning the fact that she had been put back on a Ford, while her Studebaker was being overhauled. This seems to have been the beginning of a bad time for her, because she was involved in a number of accidents before 1917 was over. Driving someone else's car, she was run into at right angles by a horse and cart, at Hackney. The shaft of the cart winded her, the horse fell down but got up, with only a slight cut over its eye, and the car's horn was damaged: "I bandaged it up with my hanky and drove on".

Alas, on the way back that same day, returning in the dark, Miss Hunter ran into a pair-horse van when doing about 25 m.p.h. across Blackheath. The Ford suffered a smashed radiator and bonnet and two of its lamps were damaged; one horse cut its mouth but the van went scot-free. A "nice sailor-man who said he heard the crash right across Blackheath" arrived and lent Miss Hunter his notebook, for taking particulars. She then had to sit for 1½ hours waiting for the tow-car, which nearly went on fire it got so hot — Model-T transmission bands, perhaps?

The damaged car was soon back on the road but, her own being in dock, Miss H was put on a Ford van, "a beastly thing to drive". She had a straight run of about 20 miles to do, from Hampstead to Croydon, "rather nice over the Heath", getting back in the dark. Was this in connection with arming aeroplanes, one wonders? Then came a "6-o'clock Ministry" run, with a puncture on the way, but a helpful Captain and an unhelpful messenger in the car. The fog was so dense on the way back that "Major Donelly had to walk in front, across the Heath . . . we met another car doing the same thing".

Another accident happened late in November. When coming home at 8 p.m. in London Miss H came upon a column of soldiers, unlit. She "banged on the brakes and swerved", from about 20-25 m.p.h., which caused her to skid in among the men, and a 'bus coming towards her to go onto the pavement, putting its radiator through a fence, after the car had "caught it an awful biff". The squeals of the passengers made Miss H laugh. The car had a broken spring and the 'bus no steering, so there they remained, until help arrived. It is indicative of how many Fords driven by girls were then passing to and fro, that again one of the Arsenal cars came by and sent for the breakdown-crew. The messenger Miss H had been driving thought he was hurt and nearly fainted. He was a friend of her "Uncle Bob", provoking the comment: "I think Uncle Bob should have more discretion in selecting his friends!" This accident pointed to the danger of men marching unlit and the cars having no headlamps. Miss H thought the lesson would have been learned but one remembers a very sad case of some cadets being run down under similar circumstances, long after that war . . . Another girl had run over a sailor, in the dark.

However, the car was soon going again and its young driver had a "topping run" out to Waltham Abbey, some 20 miles. Her front number plate hadn't been refitted but she "easily disposed of" the two policemen who stopped her. The girls had been served with sleeveless leather jerkins, "great thick Tommy's things, awfully nice", contrasting with the "silk panjams" she bought "at Deb's". On Dec. 10th bombings were reported, two falling outside the RA Mess, and all its windows and those of the Garrison Church and the theatre roof being damaged. At St. Pancras there was much damage and people were looking at the bomb craters. The guns were deafening and shrapnel fell on the roof of the girls' hostel.

Leaving out a long account of the ASC drivers' New Year's Eve dance at the Grafton Galleries, we find the Ford "going like a train; I do about 60 miles a day in the beastly thing". They expected to have all Fords by the New Year. The Section was inspected by their Major and much praised and when Winston Churchill came to F77 to present a bravery medal, Miss H convoyed him in a Ford, with old Sir Percy Lake sitting beside Winston. "They made enough fuss of that little pasty-faced cub as they would have of the King" Little could she have foreseen the future!

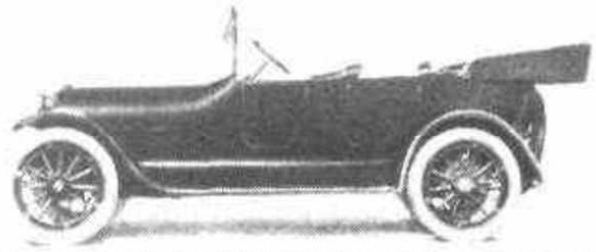
Wearing a most racy fur-lined flying cap, Miss H next reports a "topping run out to Rochester through nice country lanes" but later she broke down near the Crystal Palace and had to be towed in, a girl-friend to whom she was giving an illicit lift hopping onto a 'bus before Staff arrived and towed her home at an alarming 20 m.p.h. average — the mud obscured her windscreen and made it very skiddy but "I only ran over the tow-rope once". The girls' weekly Mess bills in those days came to 7/6d., but some complained. . . .

Miss H was now back on her Studebaker but a tinkling proclaimed its death-knell, so it was back to Fords. The Studebaker had had steering so stiff that she could not pull the wheel round and it was potentially dangerous. Punctures were another snag. In one day 15 were reported to the garage and when Miss H painted one of her Studebaker's wheels to make it match the others, it immediately punctured on the painted wheel. They had another very lively dance and the Prince of Wales came past the Arsenal garage driven by "one of the Bush girls" and saluted the other girl-drivers standing outside — ". . . rather nice of him; he looks a topper".

There was an alarming incident when, coming down Shooters Hill doing about 30 m.p.h., the Studebaker's clutch gave out and as they stopped the hood was seen to be on fire. Soldiers came up and helped and they got the blazing spare wheel off and as the fire took hold they pushed the car round to windward. One girl driver with Spanish 'flu and a temperature of 103° helped nobly and in the end the car was saved. But the Pyrene was found to be empty in the toolbox, instead of in its correct place. The account of the Court of Enquiry over this and how the fire started (a messenger smoking in the back?) makes very good reading!

In the summer of 1918 Miss H was sent out with a Colonel in "a flashy great Vauxhall", driving him back from Guildford. An oil-pipe burst and the engine nearly seized-up but an old lorry met in a country lane had some oil and they mended the pipe. Miss H could not see over the steering wheel but found the Vauxhall "a topping car, it could do 55 quite easily, and it wasn't running well". Asking the Colonel why she had been sent for, he told her it was to pour oil in for him but she thought it was to disguise a joy-ride, as she was in uniform. . . .

So these very "period" letters unfold. On the last day with "Panting Percy", the Studebaker, it broke down 30 miles out, so they sat in a cornfield and ate buns and drank lemonade until help arrived. Miss H then had a six-cylinder car, presumably a Studebaker, as Ford never made a



THE kind of Studebaker Six that replaced the four-cylinder "Studes" used by the girls on ASC duties in 1918.

Six. "A dream, she goes toppingly, I touched 50 on her in Epping Forest . . . it's priceless, with no policemen you can go all-out, no traps, and you can go the wrong side of the islands when it's the obvious thing to do . . ." A woman ran out from behind a tram and was run over but the indomitable Miss H "reversed off her and people came and got her out; her legs were very swollen, I suppose it was them the car bumped over!" They took her to "an awful slum near the Dockland, I followed, and she said she wasn't much hurt". Miss H had two witnesses but "it meant more reports and my name down in the black book again."

These letters from the distant past conclude with a graphic description of how the Armistice was celebrated, after they had finally managed to book a table at the Waldorf. Joy-riding was rife and one WO Daimler had its wheels collapse when 40 people were riding on it, two of the ASC girl-drivers went to a dance and their taxi crashed into a gun in the Mall — "the driver was tight of course" — the Savoy was wrecked, and £100-worth of damage was done to the HQ cars. But they thought then, you see, that it was the finish of the War to finish all Wars. . . . — W.B.

* * *

V-E-V Miscellany.— A reader, Mr. Ray Jones of Worsley Mesnes, who says he has followed us avidly for 25 years, has thoughtfully sent us a little booklet issued in 1970 by Glover Webb — Liversidge Ltd., coachmakers to HM The Queen, to celebrate their 250th Anniversary. The Company has since moved to Hamble from the Old Kent Road in London and has forfeited its Royal Warrant. It began making coachwork in 1720 and had premises with an impressive entrance which was destroyed in the London blitz of WW2. The Royal Commissions were renovating the Royal State landau in 1960 and the Royal Irish coach in 1959. Of more interest from our point of view was the fact that the Company made some early commercial vehicles, known as Gloverleys. The first came out at around the turn of the century and was very much an elongated horse-drawn wagon, on solid tyres and cart springs, but with an engine under the entirely exposed driving seat, or bench, and absolutely nothing except a vertical steering-column and wheel ahead of the driver. A similar vehicle, also on solid tyres and chain-driven, but with gilled cooling-tubes on its prow, followed, Hamptons of Pall Mall using such, with van bodywork, in 1905. Thereafter many famous concerns had their vehicles bodied by this pioneer Company, one example being Selfridge's, a picture showing their striking van body on what is, I think, a long-bonneted Star chassis. Other pictures in the booklet depict a 15-ton Courage's beer-tanker, a Whitbread's lorry, also eight-wheeled, an *Evening*

Continued overleaf

V-E-V MISCELLANY — continued

News delivery van and a fine van used by the Mobiloil Racing Service — shades of John Cobb's Mobil Land Speed Record car.

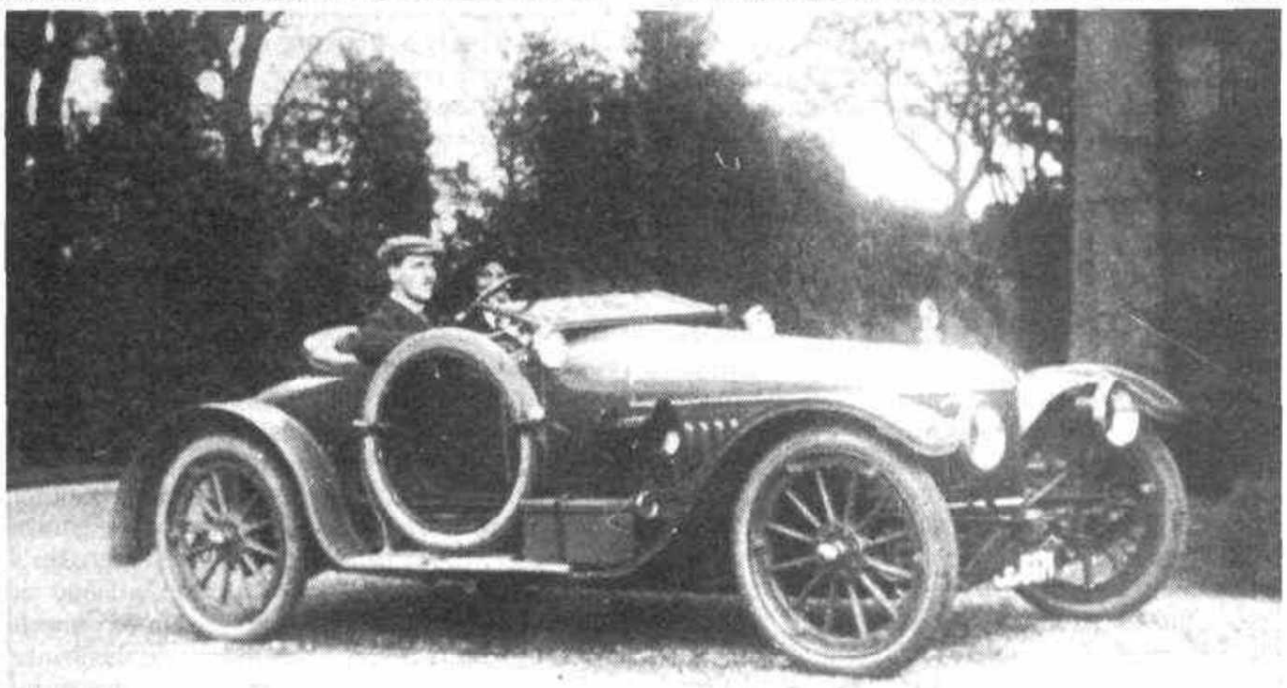
Another commercial-vehicle book is that issued by Dodge Trucks of Dunstable. It covers the history of Dodge, Commer and Karrier commercial vehicles from 1905 to the present day. There are some excellent pictures, to delight the HCVC brigade. For instance, one shows a Type HC Commercar with the patent gearbox taking part in the Commercial Vehicle Trials of 1907, the driver completely without weather protection but aided in his task by a pair of oil-lamps and a bulb-horn. This Commercar belonged to the Gas Light & Coke Co., and its picture is so clear that one can see that a full-stop was used in the Reg. No., between the lettering and the number. Indeed, the entire book is full of interest and fine illustrations, with its engineering drawings of the aforesaid gearbox, reproductions of two old Commer advertisements, and many sepia and colour pictures. There are even pictures of the 1924 10-cwt. Dodge van used by Brentwood Royal Laundry and one of the Humber Super Snipe vans employed by United Service Transport for hustling out fresh editions of the *Evening Standard*. This large-book is issued jointly by Dodge Trucks and the Talbot Motor Co., but is not at the moment available to the public.

Brian Demaus bravely returned to the difficult historical conundrum, that of which 1914 TT Humber racing-car is which and whether there were four such cars, in the September/October 1980 issue of the Humber Register's magazine. Last summer's Barbon speed hill-climb of the Westmorland MC, sponsored by Furmanite International Ltd., marked the 70th Anniversary of that event, so the programme contained snippets from the past, such as a picture of the Shap hill-climb of 1910, notes on some rather unhappy spills in 1912 at Tow Top and in 1914 at Greyhound hill, a couple of cows holding up the riders in the latter public-road event, and a lurid account of how Frank Smith and his Clyno and sidecar conquered Tow Top in 1912. We also learn that lead weights were disallowed at the last minute in the 1914 Shap Fell climb, Dixon's New Hudson losing one of these from its rider's belt, which gave the game away, and others hoping to have ridden accompanied by large chunks of lead or even lead footboards, to stop wheelspin! The Easter 1914 Greyhound climb attracted 202 starters, some of the machines being brought to the venue by train, from all over the country.

We have received a letter from a reader living in Lowestoft who remembers that I have a considerable collection of sparking-plugs, kindly donated by MOTOR SPORT readers and put in a handsome display case by courtesy of Champion, who supply the best-known of modern sparking-plugs, and who wonders if this collection includes a Massa plug. As a matter of fact, although it includes all the well-remembered and some very rare ones, there isn't a Massa amongst them. It seems that this plug was made in Freemantle Road, Lowestoft, and our correspondent wonders if the name derived from the African masser, for master, as the factory was in Freemantle Road, if you follow. Anyway, two of these Massa plugs have survived, one having been used in a stationary engine situated at the Gisleham Brick Works. Our correspondent thinks this the only car component maker operating from Lowestoft although, as he rightly says, Brooke cars were manufactured there, from 1901 until 1913. Another correspondent, living in Hudderfield, offers two tools for contracting wheel-rims, which are of between-wars period and possibly intended for Fords, to any reader who collects them or for the cost of carriage. One of these tools is a Pacific Rim Tool, heavy-duty model, for high-pressure tyre rims, the other a Kennedy Rim Tool, marked 1630-5. Letters can be forwarded.

To commemorate their Golden Jubilee the Patrick Motors Group last November issued a very fine book, recalling their 50 years in the Motor Trade. This Birmingham-based Group remains a family concern. It covers the only total BL range among Birmingham BL Distributors, has 20 offices in the Midlands and Bournemouth areas, including Peugeot and Vauxhall franchises in Evesham and Malvern, employs 700 people, and it sells more than 5,000 cars a year. It has also had three outright wins in the British Saloon Car Championship. It all began in 1930, as a showroom, forecourt and workshop at Selly Oak, on the Bristol Road. It was from there that more than a thousand Patrick Specials were built, mostly on Wolseley Hornet and Austin Ten chassis. The beautifully-produced commemoration publication recalls this and other aspects of the early days of the PMG. There are pictures of J. A. M. Patrick competing in speed-trials with a 1750 Alfa Romeo and as a member of the 1½-litre Singer Trials-team. He also drove Patrick Specials, Alta, and Wolseley Hornet Specials in such events as the Vesey Cup, Abingdon-to-Abingdon and MCC trials, gaining a Triple-Award in the MCC events in 1932. After the war Patrick Aviation was formed and at one time it was using 15 aeroplanes, such as Miles Gemini, Aerovan and Messenger, Airspeed Consuls, Percival Proctors, an Auster Autocrat, and eight DH Rapides (the latter charged at 2/6d. per mile for the entire aeroplane), on charter-flights and internal and Continental holiday-flights. The Patrick Collection of historic cars includes some 40 vehicles, and was started in 1960 when their Training Officer found a 1934 Austin Ten with Patrick Special body abandoned in a field near Alvechurch and purchased it for £5. It was rebuilt by a team that included two of the original coachbuilders and has since been joined by a 1913 Austin two-seater, a 1936 Austin Eight, a 1937 Austin Light-12 Ascot saloon, a 1936 LG45 Lagonda drophead coupé, a 1930 4½-litre Invicta S-model, and other post-vintage historic cars. The collection was opened in 1969 under the care of Ben Martin.

When Cyril Elsmore's old cars were auctioned at Dean Forest recently, when the Coalroad Garage there had to be rebuilt, a 1938 Ruby Austin 7 went for £820 and a 1935 Norton motorcycle for £400. A 1937 Alvis was withdrawn and may be sold next spring. The collection was commenced in 1950 and Mr. Elsmore is keeping his Morris Eight and a 1925 bull-nose Morris two seater, according to the *Dean Forest Mercury*. As part of the Golden Jubilee celebrations of Croft & Blackburn, who employ 200 people and have six garages in the North of England, two of their apprentices are restoring a 1930 Model-T Vauxhall Grafton coupé-cabriolet. The car was used by Mr. W. D. Moss in Hitchin from 1932 until he went north to found a chain of grocer's shops just before the war, and again until at least 1949, clocking up 53,452 miles before being retired, according to the *North Yorkshire News*. Some old photographs of pre-1914 cars which have come to light have reached us from Michael Doland. One looks like a two-seater RMC Underslung, which is also seen in company with a group of cars which include a Clement-Bayard, what may be two big Mercedes, possibly a sporting Mors, and an open 40/50 Rolls-Royce, lined up in the drive of someone's house. — W.B.



Is it an RMC Underslung?

Vintage Postbag

Targa Florio

Sir,

While recently enjoying David Owen's book "Targa Florio" (Foulis/Haynes Publishing Group, 1979), I was surprised to learn that a British driver, one Cyril Snipe, had actually won outright the 1912 Targa Florio, driving a 4-cylinder, L-head SCAT.

Although a dabbler in motoring history, I am no expert on the pre-World War I period, yet it does seem astonishing that this achievement seems to have been more or less totally ignored in most histories of the period. Although Snipe was not driving a British car, unlike the oft-lauded S. F. Edge in the 1902 Gordon Bennett race, there are too few early British successes in motor racing for us to afford overlooking Snipe's signal success.

I know no more than Mr. Owen tells us. That is that Snipe was the nephew of a backer (John Bennett of Newton & Bennett?) of one of Giovanni Ceirano Jnr's many motor manufacturing ventures, Societa Ceirano Automobili Torino (SCAT), and that he was

employed at the time as a test driver at the Turin factory.

Mr. Owen graphically describes the magnitude of Snipe's achievement. That year the Targa Florio was run over 651 miles, round Sicily, over the awful roads pertaining at the time. There was a field of 26 cars — lacking the biggest star names that year, but with strong opposition from Lancia, Fiat, Isotta-Fraschini, Alfa and Florio, and from Snipe's team-mate Ernesto Ceirano. Moreover, 15 were still running at the finish (in marked contrast to Edge's 1902 victory as the sole survivor in the Gordon Bennett Trophy competition). Despite extreme fatigue (he had to be shaken awake at one point by his Italian riding mechanic), Snipe finished half an hour ahead of his nearest challenger, completing the course in 24 hours, 37 minutes, 19.8 sec. at an average speed of just 26.44 m.p.h., such were the horrors of the course.

Snipe competed again in the 1913 race, again driving a SCAT, and in 1919 when he drove a British Eric-Campbell, one of a pair which were the first ever British entries for the race. Sadly, he retired on both these occasions.

A rapid check with the index to W.B.'s *History of Brooklands Motor Course* reveals no reference to the said Mr. Snipe, of whom I had hitherto heard nothing. Can some knowledgeable MOTOR SPORT reader tell us more about this man whose skill and endurance must have been formidable?

York CHRIS MASON

"Motor Racing with Charlie Martin"

Sir,

Your story of C. E. C. Martin's racing in the thirties brought out an interesting reminiscence of Kenneth Evans at Shelsley Walsh, September 1937, and also (in November "MOTOR SPORT") H. Stockley of Alcester makes the point that Charlie Martin achieved 39.67 sec. in the ERA.

The actual times (for the sake of the record, so to speak) are:

No. 17. C. E. C. Martin, ERA; 40.80 sec., 39.67sec.

No. 33. K. D. Evans, Alfa; 40.39 sec., 41.28sec.

No. 15 A. F. P. Fane, Frazer Nash; 38.77 sec., 39.33 sec.

Class 5, to which Kenneth Evans refers, consisted of four Bugattis and his Alfa, which, of course, won the Class.

The enclosed photograph shows the ERA in the Paddock at Shelsley Walsh in September 1937.

Worcester WALTER GIBBS

That Aston Martin-AC Special

Sir,

Your dictum "that when requiring answers to obscure motoring matters, ask MOTOR SPORT readers" has certainly proved a winner in my case.

As you know Mr. Rivers Fletcher has answered my query regarding the type of body and I have also found the present owner of the car which has been in his possession since 1964. (The intervening period remains unaccounted for!)

This information has given me much pleasure as I quite expected it to have been scrapped by now, particularly as it achieved no great fame in its youth unlike some other specials of its era. Instead it is still very much alive and kicking after some 35 years.

The present owner is Mr. Painter of Shrewsbury and he tells me that when he bought it it was fitted with a 1936 2½-litre Jaguar engine. During a recent rebuild an Arnott supercharger was fitted and it has since competed at Oulton Park. He complains that the present engine is very heavy and that he has now located an AC engine which he hopes to install in the near future. This engine has, of course, an aluminium block and this was one of my main reasons for using one in the first place.

My original letter also produced an unexpected bonus in the form of a letter from a friend who occasionally gave me assistance when building the car and of whom I had not heard for over thirty years. He happened to see my letter when glancing through a copy of MOTOR SPORT when on holiday in Malta!

Many thanks to all concerned.

Lyme Regis E. S. TAYLOR

Buick By-Gones

Sir,

The article, "Buick-By-Gones" by the late Mr. Russell Johns was immensely interesting and a marvel of fascinating detail. It is not generally realised that David Dunbar Buick was born in Scotland. He was a tinkerer, an inventor. He designed many bathroom fixtures used today, and patented a process for annealing porcelain to cast iron, a method still employed. There is a connection, so to speak, between Buicks and bathtubs.

Apparently David Buick was careless in management and lost a successful plumbing business because of this. When he turned to cars, the same fault cost him the Buick Motor Car Company, to be purchased by a controlling group who hired W. C. Durant to manage it. Durant created General Motors and Buick cars held that corporation together for its first two decades.

Mr. Johns's article mentioned a Buick prepared for the 1939 tour of Canada of Their Majesties, King George VI and Queen Elizabeth. Three special-bodied cars were made for the Royal Tour. They were Phaetons in the Royal colours, and of three separate makes: a Buick series 90 bodied by Buick, a Chrysler C-24 Imperial, bodied by Chrysler, a Lincoln model-K V-12, bodied by Derham of Rosemont, Pennsylvania. The Buick still exists and is in private hands. The fate of the Chrysler is obscure. The Lincoln now resides in the Henry Ford Museum and was used as a Royal car again, during one visit to Canada of Her Majesty the Queen and Prince Philip.

Toronto, Canada GARRY COXALL

Armstrong Siddeley Memories

Sir,

The idea of writing this item about bygone days arose through a conversation with David Askew, secretary of the Westmorland MC, and Miss Judith Robinson, concerning the historically and mechanically interesting 1936 2-litre Aston Martin "Red Dragon" at one time owned and driven competitively by her uncle, and in the early days one of the faster, if not the fastest, entry at Barbon. However that could be the basis of another memory lane story, whilst this one is how an Aston gave way to an Armstrong.

My father decided to visit the Motor Show of 1933 to find a substitute for a 1922 15 h.p. Crossley Tourer, which was originally bought as "being made in the North, you could go round to see the chaps at the works, and spares were easily available". Before entering the Portals of Olympia the chosen car was a 1½-litre Aston Martin, then riding high on account of their Le Mans success, and, incidentally, Helsington Garage just south of Kendal was the agent for the cars in the area, and somewhere in our files is a letter offering to arrange a demonstration run.

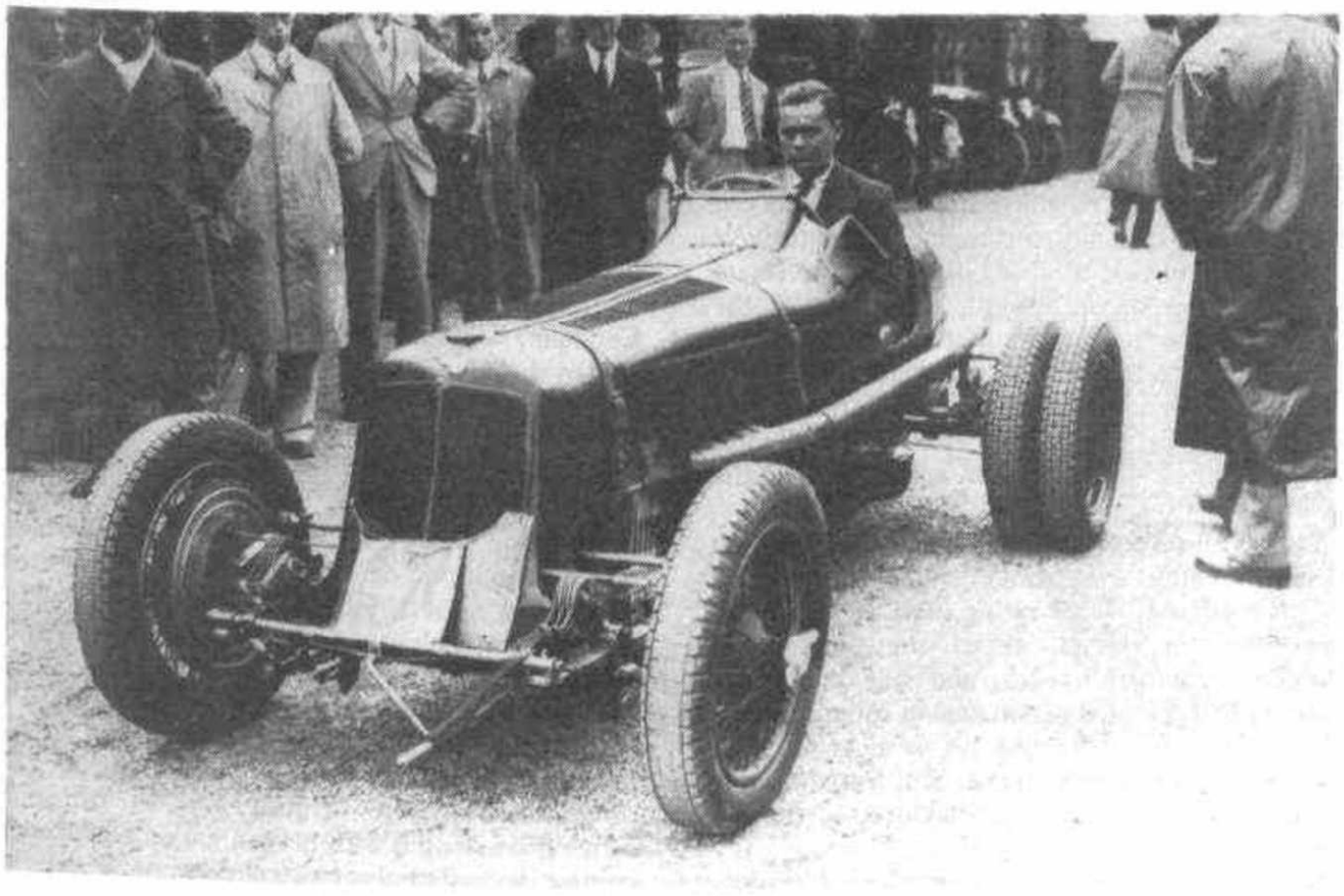
After an impressive run father reluctantly decided "your mother wouldn't be able to stand the noise". The children thought the Speed 20 Alvis a really super car, but any idea of buying this make was suppressed by "the 5/- shares are now 3/6d, and the Company is going bust", a pessimistic forecast given the splendid wartime output and present-day impressive range of multi-wheel, multi-drive vehicles — albeit by not quite the same august Company.

On the Armstrong Siddeley stand was quite the most beautifully and tastefully duo-coloured car that I have ever seen, or ever will see. With black flowing wings, pigeon grey to the waist line, divided from the pigeon blue top by raised black beading bearing double white hair-lines, the whole was completely captivating when coupled to the Sports Saloon body on the 20 h.p. short chassis.

This was "the car", but father showed no interest whatsoever. However, someone must have sensed a suppressed desire, because a month or so later the telephone rang in the Manchester

Continued overleaf

CHARLIE MARTIN in the ERA at Shelsley Walsh — see letter from Walter Gibbs.



office giving the information that the car was at Quay Street. That lunch hour was the most protracted that I ever knew my father take, but it was arranged that he should drive the car up to Ambleside accompanied by the chief mechanic. Saturday morning's run clinched the matter. All were impressed with the easy and quiet ascent of Bannerigg out of Kendal. The 20/25 h.p. Rolls-Royce was no competitor as regards absence of mechanical and coachwork noise. The chief mechanic returned to Manchester by "through" train (LMS), a journey which took two hours with arrival exactly on time. Armstrong Siddeley, in general, did not approve of fitting a fluid flywheel between engine and pre-selector box. Reliance was placed on "band slip" to take up the drive, a feature which for reversing could be tricky. From 1933 to the outbreak of war, when the car was taken off the road, all servicing was carried out at Newton Heath. I well recollect taking it there — to the Avro works — where the large doors opened and XJ 9046 was welcomed by her winged-cousins, as aircraft were in production there until, I believe, bombed-out at Christmas 1940.

Certainly no service charge was made for the first few de-cokes; indeed in the log book I trace no charge in any year. After coming home in 1946 I overhauled the engine (rather sludge-filled in the oil-ways) and the car remained in use until 1955, driven by my sister, by which date it had covered 62,000 miles. This at a cost of only replacement oil-filter elements, batteries, and tyres; no mechanical replacement whatsoever. After leaving us the car was seen once or twice at Stantons Garage, but by then it had been resprayed two tones of navy blue. The average fuel consumption was 14/16 m.p.g. at (in 1933) 1/6d per gallon (= 7½p), whilst 5-gallon drums of Filtrate oil cost £1 9s. 7d. (= 147p). In 1935 four Dunlop Fort covers (19″ × 5.50″) set the exchequer back £18. The car was heavy on tyres, and represented the greatest running expense. A calculation carried out at 25,000 miles gave a total running cost of 4.31p per mile, which in view of the nil mechanical cost shows a fairly heavy expenditure for that day and age.

This Show Model Armstrong Siddeley was the "best car in the World" for us and unhappy was the day the Factory and all spares, along with working blueprints, vanished in flames during the blitz on Coventry, thus explaining the rare glimpse of a pre-war Armstrong on the road now.

Ambleside — G. W. NICHOLSON
Vice-President,
Westmorland MC

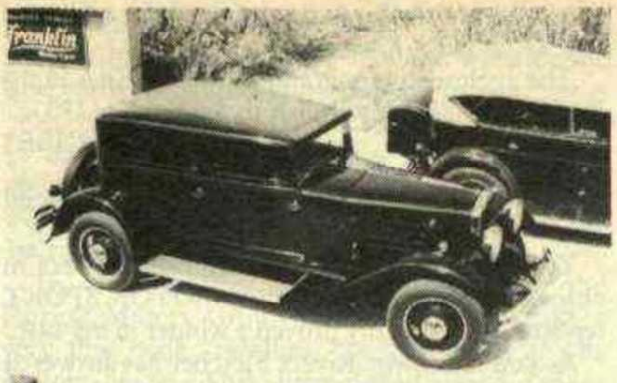
[I do not think the flourishing Armstrong Siddeley MC will agree with the last paragraph of this interesting letter. — Ed]

A Tale of two Franklins

Sir,

In doing some research on the air-cooled Franklin automobile (made in Syracuse, New York, from 1902 to 1934), I have found some English connections which I hope some of your readers might help me investigate.

In the Fall of 1902 there was some correspondence between Herbert H. Franklin, founder of the firm, and Oliver Wethered of 30 St. Swithin's Lane, London, E.C., concerning the possibility of building the Franklin car under licence in England. The plan was seriously considered but an agreement was not achieved. I am wondering if Oliver Wethered is a name in England automotive history.



In 1963 I purchased a 1930 Franklin saloon from J. Holland, of Southport and had it shipped to my home. In 1976 I purchased a second 1930 Franklin, a 7-passenger tourer, from Tony Mitchell, of Cirencester, Gloucestershire, and again had it shipped to my home. On comparing the registration books I was surprised to discover that both cars had belonged for nearly 20 years to Herbert Cue, who maintained homes in both Chelsea and Weybridge until 1949 when he moved to County Cavan, Ireland, taking both Franklins with him. Other than that he died soon after his return to England in 1956, I know nothing about Herbert Cue except that he was married, his wife's name being Phillis A. Cue. I do not know if he had children. I hope to learn more about the cars and a little about Herbert Cue himself and therefore would like to correspond with any relatives or former friends of his.

The Franklin agency in London was Regent Motors, Ltd., 12 New Burlington Street, London W.1, and I understand this is in the West End of London just off Regent Street. A. J. T. Taylor was Chairman of the firm; M. C. Tetley was Managing Director; A. H. Clarke was Director of Sales; E. Swan was bookkeeper; Phillip Ball was demonstration salesman; W. J. Eyre was salesman; J. J. Cannon was service manager; Lucy Hemmant was stenographer; H. R. Leonard was the manager for London counties; E. Forbes Newlands was secretary; and Tom Lucas was porter.

Arizona — THOMAS H. HUBBARD

The 30/98 Vauxhall

Sir,

In comparison with the number of vehicles manufactured, the quantity of hot air generated by the Vauxhall 30/98 is exceeded only by that in the wake of Concorde — but that doesn't prevent me from attempting to add to it, mainly on account of your excellent piece about Bill Hancock in the November issue.

The formula in use before 1911 for working out the "horsepower" of a car engine seems to have been based on that used for high-pressure steam engines. It incorporated the cube root of the stroke (in feet) and the square of the bore (in inches) amongst other ingredients — not all of which are readily available on the tip of the tongue. On this basis the horsepower of a 98 mm. × 150 mm. 4-cylinder engine, such as that in the 30/98, comes out at 30·18.

It was the 1911 RAC system of rating which took no account of the stroke, and which was used as a tax gatherer. That rating used the square of the bore, in inches, times the number of cylinders, divided by 2.5, and was as near as dammit half the total piston area in square inches. Thus after 1911 there was no fiscal penalty for increasing an engine's stroke, and Vauxhall was by no means the only manufacturer to do just that.

It must be this impressive mixture of Gabriel Mouton's metric dimensions with our good old Imperial ones in a totally unworkable formula, together with the incomprehensible method of construction of its rear axle which makes the 30/98 such a popular (or is interminable a better word?) topic for conversation.

Perhaps we should in future refer to the Ford A as the 27/98 in order to add a touch of mystery and dignity to another rather pedestrian (but commercially more successful) machine?

Hollowforth — T. J. THRELFALL

The 20/60 Vauxhall

Sir,

I read with great interest the article regarding Mr. Bill Hancock and the history of Vauxhall at the time of the General Motors purchase; my late father purchased a 1929 20/60 h.p. Bedford saloon, in November 1928, which survived with us for some 73,000 miles. The purchase price was £510 complete, and it was sold in 1935 for £37 10s. After 100,000 miles it changed hands and became a taxi in Golders Green; if MT 8641 is still seen in that area it must be worth a fortune, as one was recently advertised at £5,250! This vehicle always suffered from wheel wobble, and a small block of solid wood was inserted in the suspension, after which it never misbehaved, apart from always sliding with alarming regularity on the wooden-block roads common at the time; it was a heavy vehicle, with superb leather seating. After reading the article, I now wonder if this particular car had a Vauxhall engine, or was it the later 20/60 h.p. which had the Chevrolet engine?

Perhaps the late Mr. Woodbridge (Vauxhall Service Engineer at Luton for many years) is the only one who could answer this question, but alas he died many years ago.

The mascot on the radiator was a wonderful place to hang one's coat when "swinging" the car on a cold morning, but do doubt lasting injury was given to pedestrians if involved in an accident. Note also the one windscreen wiper supplied with the car and the battery on the running board. The spare wheel was on the right-hand running board.

Weston-Super-Mare — CLAUDE C. ADKINS

V-E-V Odds and Ends.— The Morgan Three-Wheeler Club had 94 members at its last AGM, at Malvern, of whom 41 arrived in Morgans, three-wheeled that is, including Bill Tuer's racer, all the way from Liverpool, and the Club has recently enrolled at least 17 new members, their Moggies ranging from a 1926 Aero to 1938 and 1947 Ford-powered F2s. The Vintage MCC has over 6,000 members and looks like retaining its printed magazine, as donations of over £2,500 have been received to ease the Club's financial burdens. The Membership Secretaries of these two well-established Clubs are, respectively, S. Kay, 1 Que-Sera, Box Hill, Corsham, Wiltshire (Morgan) and K. Fazakerley, Bodawel, Saint Harmon, near Rhayader, Powys (VMCC). There is a possibility, Kenneth Neve tells us, that an idea mooted five or more years ago, namely that the VSCC should include a straight speed-trial or sprint in its annual competition repertoire, thus catering for vintage cars that lack powerful braking etc., called for in racing and some speed hill-climbs, may happen this year, at Colerne Airfield, near Bath. While one would have liked a more 1920s venue, this would at least be a start. Neve's well-known 1914 TT Humber was filmed last year at Oulton Park, in connection with a forthcoming BBC TV programme, Gren Dobson, the intrepid cameraman, riding with his camera on a platform behind the car's bolster petrol tank. — W.B.

The New 100mph Peugeot 305-S

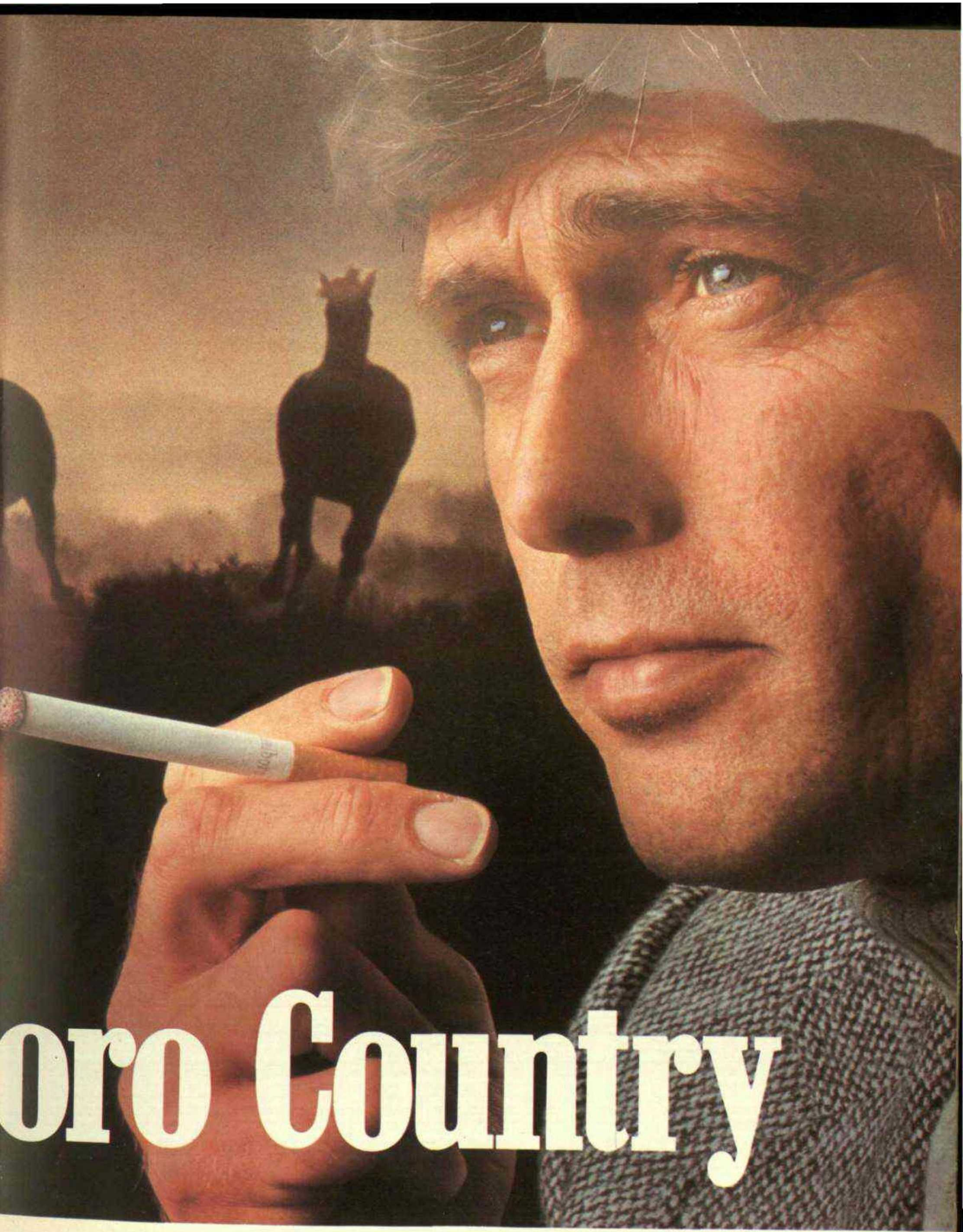


Peugeot Automobiles UK Limited,
333 Western Avenue, London W3 0RS
Tel: 01-992 5366

Sunroof... Electric Windows... Tinted Glass... Central Locking... Electronic Ignition... Tweed Upholstery... etc... etc... etc.



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


oro Country
WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



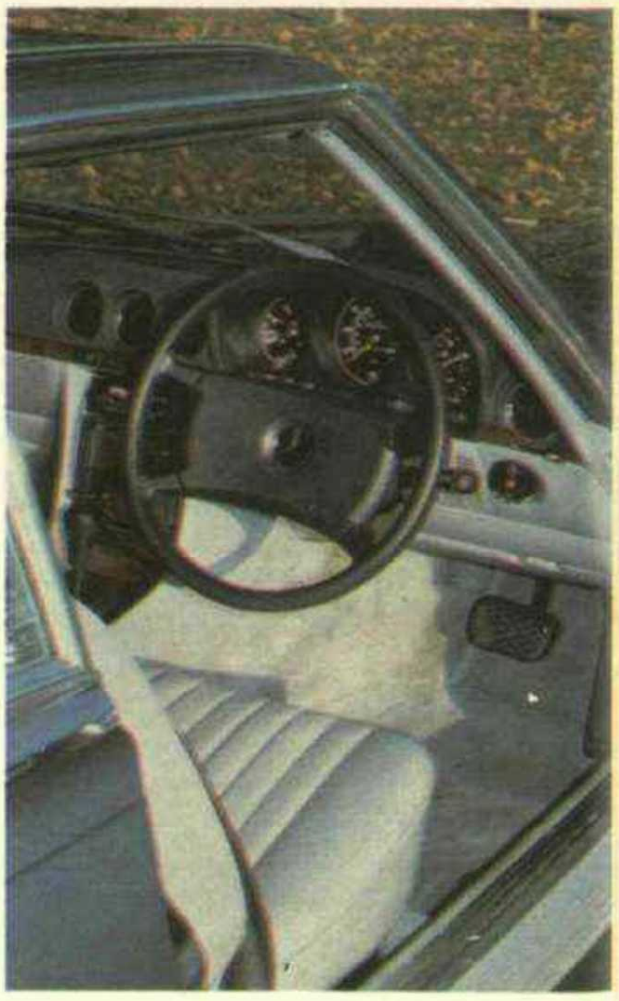
The 500 SL Mercedes-Benz

Fast, luxurious travel for two

PARTING with the 500 SL Mercedes after a ten day holiday in North Wales was something of a wrench — in the 1,000 or so miles covered between walking in Snowdonia and inspecting medieval castles along the Welsh coast, the car almost became a way of life. Introduced at the Geneva show in March last year and arriving in the UK last summer, the 500 SL is the fastest car in the Mercedes range, and, apart from the Aston Martin Volante, is probably the fastest openable car in production. That is not to say that it is a wild, hairy sports car: it is not, being extremely docile and temperament free — which is what one expects from any car carrying the three pointed star. Mercedes quote a top speed of 140 m.p.h. and a 0-60 m.p.h. time of 7.8 seconds: I would not be surprised if the actual top speed was nearer 150 m.p.h. (with the hard top in place, of course) and my own 0-60 times averaged out at 7.3 secs. These figures and the price tag of just over £20,000 justify use of the epithet "super-car". Mercedes themselves describe the 500SL as a "sports car", presumably because it is an openable two-seater; but because it is not a chuckable, fiery mile-eater, I prefer simply to describe it as a luxury touring car for two — as such, it is wonderful.

To look at, the 500 SL is very little different from its immediate predecessor, the 450 SL, and is obviously a direct descendant of the 230 SL of the early 1960's — Mercedes have this wonderful knack of making modern, new looking cars which appear very similar to the previous model and yet which do not make the older cars look dated. The changes which distinguish the 500 from the 450 SL are the additions of a small air dam under the front bumper and a spoiler across the boot lid, as well as the fitting as standard of the alloy road wheels which were optional equipment on the previous model.

The first thing which struck me as I walked around the car before taking it away from the Mercedes-Benz depot in Brentford was the quality of the paintwork. This particular 500 SL had been painted "petrol blue-green", a most attractive colour which helped to emphasise the flawless, deep lustre finish which made the work of some high-class manufacturers' paintshops look decidedly second rate. The pale grey leather upholstery, matching carpets and the simple

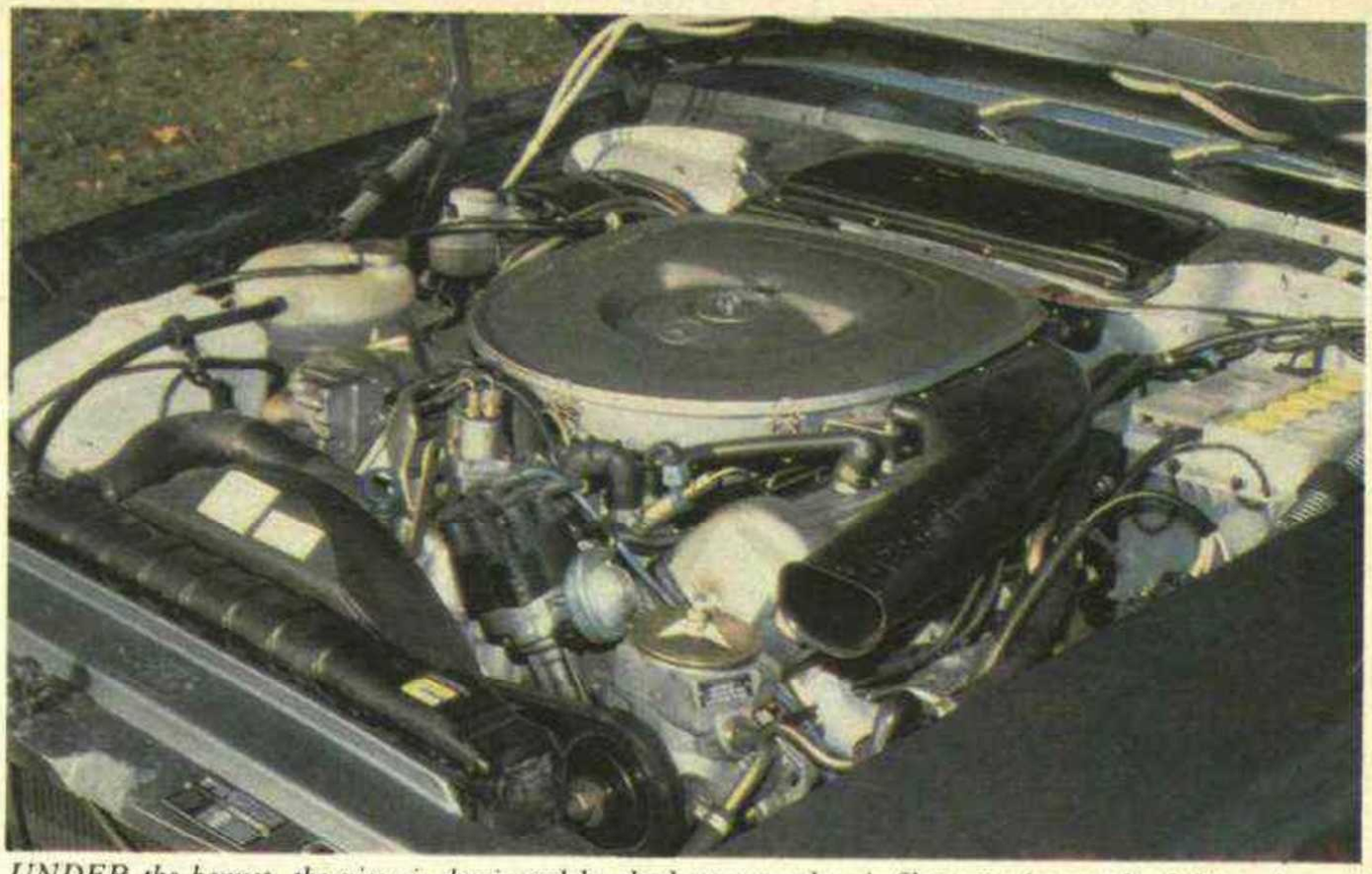


veneer on the centre console all matched the quality of the exterior. When I gave the car a wash down before taking it for photography, I could not help noticing the substantial quality of all the exterior trim parts, and the care with which such items as the bumpers are blended into the overall design. Every exposed area of paintwork was easy to get at with a sponge and there were none of those very aggravating patches, usually very obvious, which attract dirt and which are impossible to get at without skinning knuckles on the back edges of bumpers or resorting to Heath Robinson cleaning devices.

The hardtop fitted to the 500 SL is substantial, well trimmed and fitted with a heated rear screen. The handbook recommends that it should be left to Mercedes dealers to remove this item for the period of the year when the soft top is in use, but it is a job which can easily be done by two men. Two handles are provided with the car which are used to unlock the two side mounting points, just behind the door pillars, and the two locking points on the windscreen upper rail. Concealed under the rear parcel shelf cum hood cover are the clamps for the rear of the coupé top which are controlled with levers fixed to the side of the luggage space behind the seats. This lever is also used for locking the hood frame in position. One has to remember to disconnect the electric cable feeding the heated rear screen.

Sadly, the period of the road test was extremely wet, rather cold, and there was nowhere to store the hard top in safety, so the car was only used with the hard top in place. The effect is to be driving a two seat coupé: there are none of the drawbacks or shortcomings common to hard tops, no rattles, drumming, excess wind-noise or leaks where it doesn't quite fit.

Sensibly, Mercedes have not been tempted to put a ¾" layer of upholstery over the area behind the seats for the sake of being able to call the car a 2 + 2, even though there would be more room for the passengers than in some so called four seaters, with the result that the interior of the car has plenty of room for two people and all sorts of oddments. This, together with the capacious boot (which has a rather uneven, carpeted, floor in order to accommodate the spare wheel), will satisfy those who change for dinner every day and could not possibly be seen wearing the same thing twice in a fortnight. The jack and a warning triangle are concealed behind a flap at the side of the boot, while a first aid kit sits prominently on the luggage shelf behind the driver's seat. The handbook says that a fire extinguisher is positioned in front of this seat, under the drivers legs, but this item was missing from the test car.



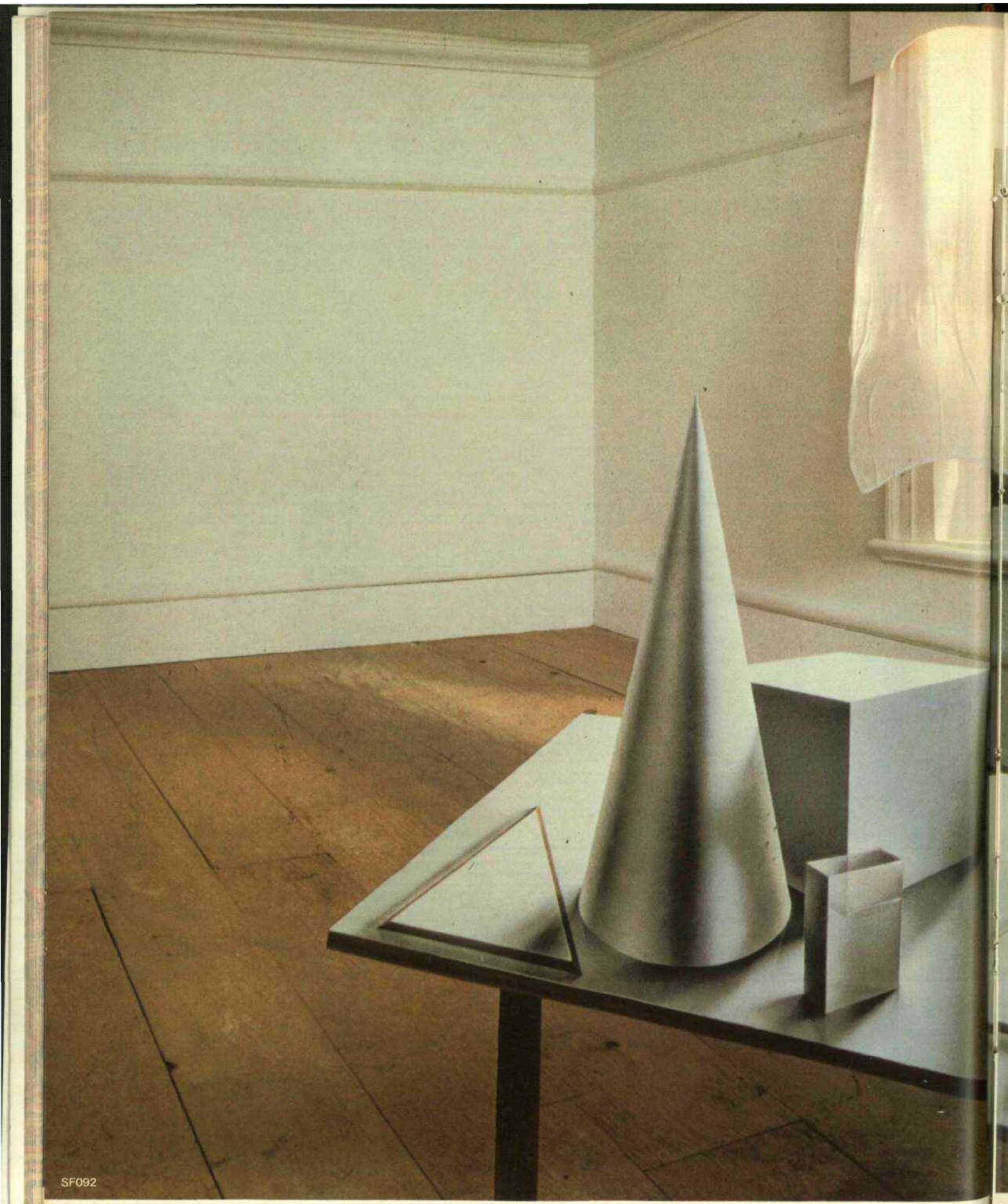
UNDER the bonnet, the view is dominated by the huge pancake air filter covering much of the engine and ancillaries. The layout is as neat as possible when so much is crammed into such a space.

The seats themselves are extremely comfortable, although lateral location for small people is somewhat inadequate when driving hard on twisty roads. Both seats are adjustable for position for and aft and for rake, while the vertical position of the driver's can be altered by relocating the guide rails. Safety head rests are fitted, and these can be adjusted through a wide range of positions to suit all shapes and sizes of people. It is possible to specify a seat heater as an optional extra.

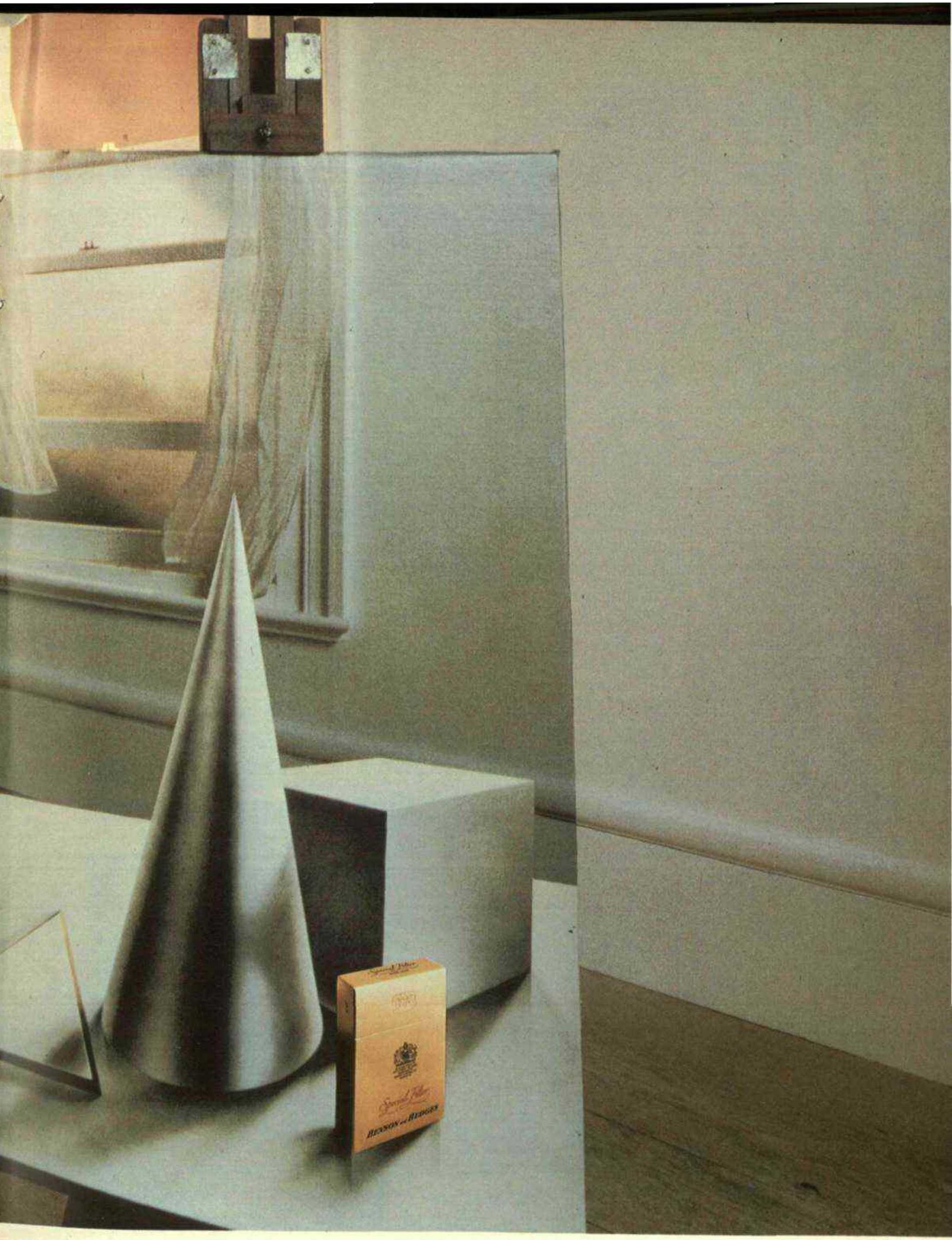
The steering wheel is of moulded plastic with a comfortable leather-grain type finish. The four spokes are set almost horizontally, and the large

continued on page 74





MIDDLE TAR As defined by H M Government H M Government Health Departments



WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

LOMBARD RAC RA

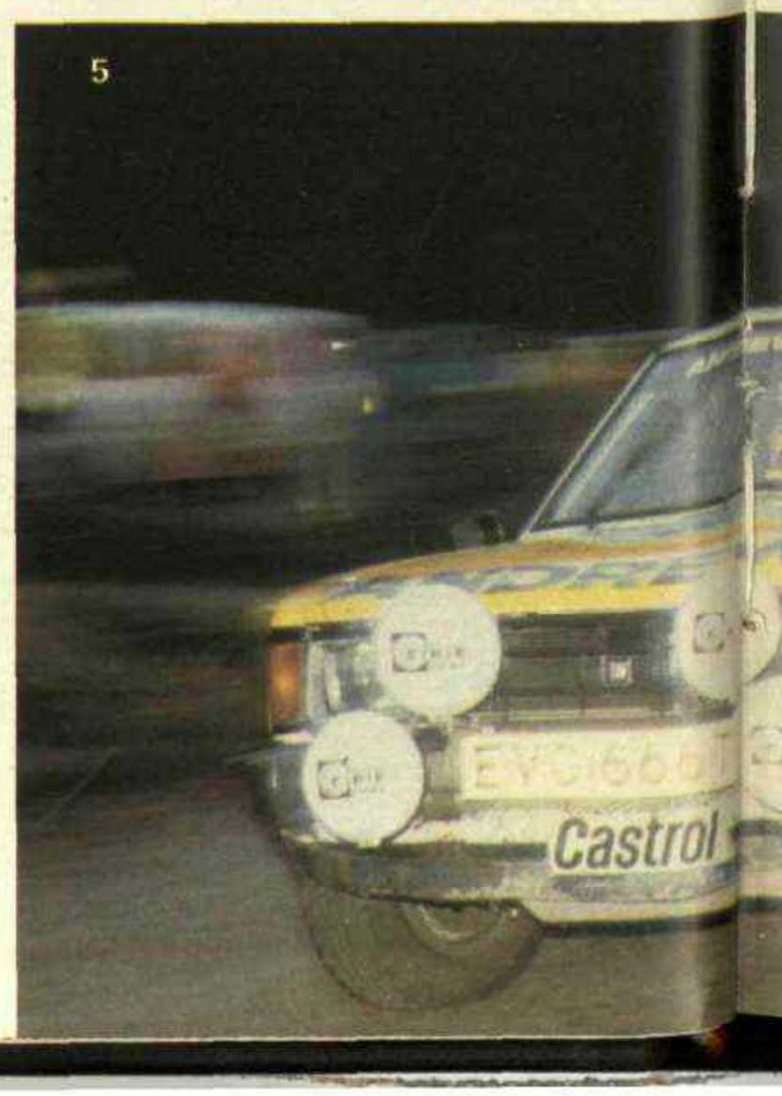
1. *French Guy Frequelin surprised everyone by taking his Sunbeam Lotus to t place on his first event in Britain.*
2. *On the longer, rougher stages, the only space for second spare wheels on TR7s were on their boot lids. US driver John Buffum retired on the final st*
3. *Thrice winner Timo Mäkinen hasn't lost his ability and he took his Esco sixth place.*
4. *Hannu Mikkola worked hard to get his hat-trick, but early in the event he time which he simply could not make up. He tried, but later admitted tha could not make headway against Toivonen's Sunbeam.*
5. *Russell Brookes experienced more trouble with his Sunbeam than the two w cars gave, but nothing that he could not overcome, finishing fourth in the*











ALLY OF GREAT BRITAIN

6. *Tony Pond's handling of the burbling TR7 V8 was most certainly of winning calibre, but he spent much time off the road and even though his climb back up the field was phenomenal he could only make seventh place.*

7. *Andy Dawson's Datsun Violet finished eighth and was not rejected by the scrutineers as happened in Corsica. Team-mate Salonen had his engine blow up.*

8. *As exciting as the action on special stages are the feats of unsurpassed mechanical skill and ingenuity performed in roadside service areas. Here a TR7 is checked and fettled in as much time as a commercial garage would take to write down a customer's name.*













From the early stages Anders Kulläng had his Opel Ascona 400 at the head of the field, but three punctures in quick succession cost more time than he could make up and he did very well to finish fifth.

LOMBARD RAC RALLY OF GREAT BRITAIN

THERE are some rallies in the world which need, in order to attract entries of worthwhile quality and in worthwhile numbers, the prop of inclusion in a major series. They have either not yet acquired the popularity of other events, or are so expensively distant from Europe, where rally teams are most concentrated, that they need the additional attraction provided by the possibility of scoring championship points.

The Safari Rally, for instance, must rate highly in any popularity poll and would gather far more entries than it does if only it were less costly to transport a rally team from Europe to Kenya. Private entrants from Europe have always been very few indeed, and the majority of the Safari's overseas entrants has always been made up by professionals with the right kind of budgets available.

Something quite different is the Lombard RAC Rally of Great Britain which has become one of the world's most popular events, is close to where most leading teams are based and gathers a greater number of high-seeded competitors than any other rally. It may not attract such numbers as the Monte-Carlo Rally, but it certainly skims off the most cream.

The very presence of so many of the best drivers that works teams can round up has added

Julian Raymond's performance in the Gp 1 category was always bettered by Finland's Antero Laine, but at the end the Finn's Escort was disqualified by scrutineers and Raymond's car (pictured) won the category.



to its popularity, for competition is so fierce that a win on the RAC has really become something to crow about, and probably worth more in terms of publicity than several other victories put together.

But it's not the most popular in the world which is necessarily the best, as anyone with experience, whether of rallying, car testing or even philandering, will tell you. The quality of a fruit cannot be measured against that of a vegetable, and there are so many kinds of rallying nowadays that a direct comparison is not possible. A Scandinavian snow rally is hardly in the same bracket as the RAC, whilst an endurance contest in the tropics is something else again.

We are not suggesting that the RAC Rally is not among the best in the world, but we will argue against anyone who claims that it is *the* best. Of course, everyone has a favourite, and it may be that Britain's premier rally heads more lists of favourites than any other, but that is a matter of personal preference, which is rather different.

With the warm Mediterranean, friendly Finland, sunny Africa and many other attractive environments providing worthwhile rallies in agreeable, comfortable surroundings, it's difficult to appreciate why a cold, wet, foggy, bleak British November can be so popular. The answer probably lies in the nature of the competition, for everyone enthuses over the forest roads along which most of the contest is held, and climatic discomforts are forgotten.

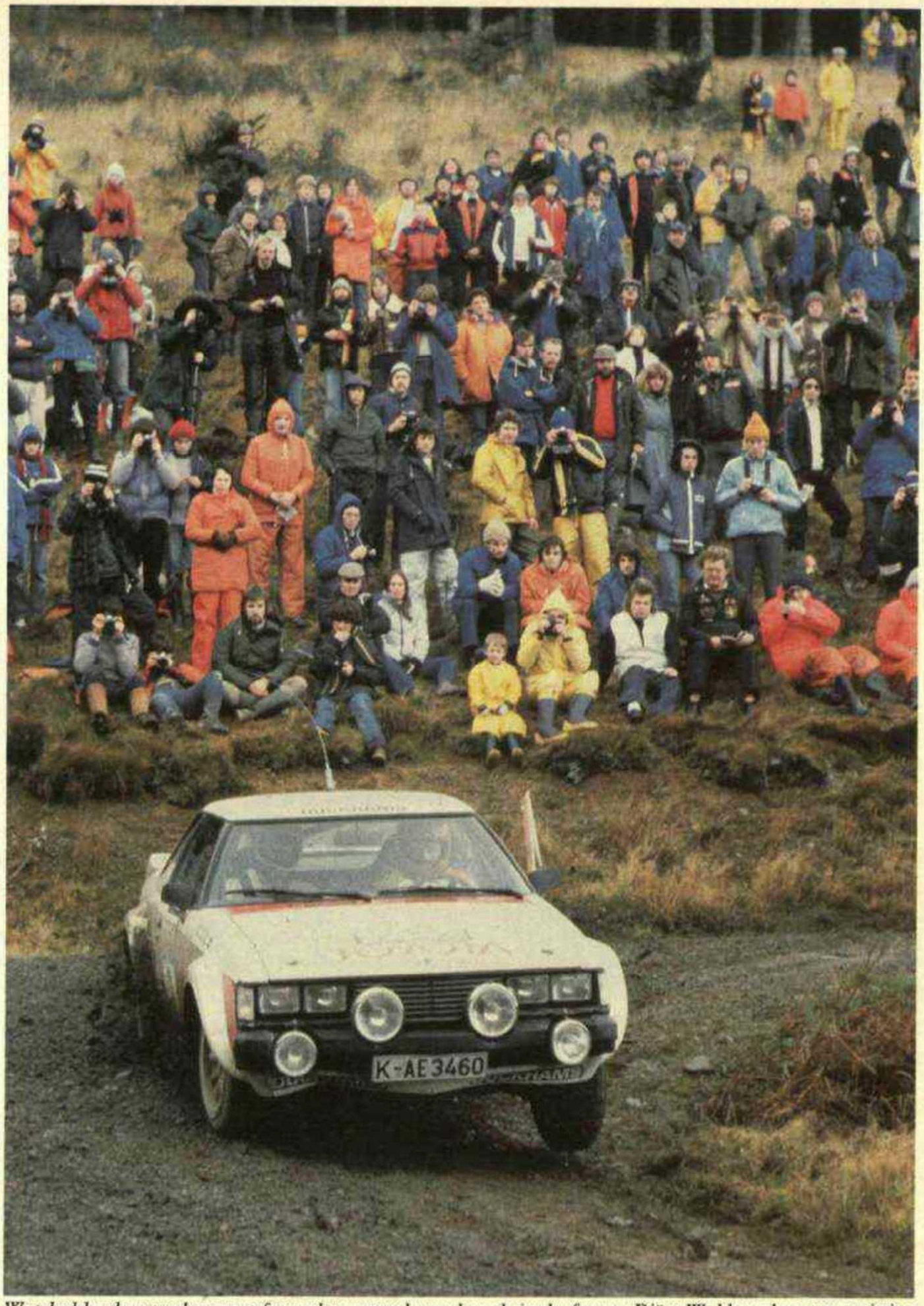
These well-engineered, correctly-cambered, loose-surfaced roads, twisting rhythmically through the trees, are near-perfect for high-speed competition. They provide an excellent contest arena, and competitors enjoy immensely the exhilaration and satisfaction of driving very quickly along natural roads devoid of any artificial barriers. They have to cope with whatever nature provides, as in nearly all rallies, and the spectacle created as they do this is irresistible to millions who think nothing of trekking through a miserable night and standing under dripping fir trees to watch as cars are driven at speeds which would be thought impossible, even on tarmac, by those who have never seen it.

The RAC, indeed the country as a whole, owes a lot to the negotiations made some twenty years ago by Jack Kemsley, then chairman of the rally organising committee, resulting in the roads of the Forestry Commission being made available for use as special stages.

In 1980 the World Rally Championship, both for drivers and for manufacturers, was settled before the RAC Rally, German driver Walter Röhrl becoming World Champion with four outright victories to his credit and Fiat, the team for which he has driven this year, taking the category for makes. Nevertheless, the RAC gathered to its starting ramp professional teams representing Talbot, Triumph, Vauxhall, Ford, Saab, Opel, Toyota, Datsun, Polonez and Lada.

There can be no doubt that Walter Röhrl would have liked a crack at winning the RAC Rally, but his team decided otherwise and there was little he could do. He is sufficiently philosophical to accept such a situation without making a fuss, and he is certainly not given to breaking contractual agreements. Perhaps Fiat chose not to come because the championship was settled (although an RAC win would have delighted them) and perhaps because Röhrl had already made it clear that he would not be renewing his contract with them for 1981. Instead, he will be joining Mercedes Benz.

We recall that when Björn Waldegård announced one October that he would be leaving Lancia for Ford at the end of that year, and not joining Fiat as they were hoping, suddenly there was no Stratos for him to drive in the RAC Rally.



Watched by the crowd on one of countless natural grandstands in the forests, Björn Waldegard put up a stirring display in his Celica only to be stopped early in the second half when his oil filter bowl unscrewed and all lubricant was lost.

Not all the professional outfits in the RAC Rally were actual works teams. Toyota and Datsun, for instance, were represented by their European based competitions contractors. Both manufacturers know that rallies, and rally experience, are mostly concentrated in Europe and Toyota is content to allow Ove Andersson to run the show for them from Cologne, whilst Datsun allows much of its programme to be run by Dawson Auto Developments at Milton Keynes.

The Ford factory is not rallying nowadays, having brought actual competition to a stop in order to prepare for the future, but the Escort has lost none of its ability to win rallies and there was a strong private team in the RAC, two backed by Rothmans and one by Eaton's Yale, all prepared at David Sutton Cars.

Saab, Polonez and Lada each had teams straight from the factory, Vauxhall the team run under the name of Dealer Team Vauxhall and Opel the European Dealer Team which is actually run from the factory at Rüsselsheim.

The organisers of the rally used to go cap in hand to look for suitable start/finish venues with sufficient accommodation and space, and they had to be places prepared to put up with an influx of people who kept strange hours, demanded meals at odd times and made odd requests such as asking the hall porter if he would mind storing a dozen tyres, two gearboxes and a rear axle in his luggage cupboard. Nowadays things aren't quite the same, for the RAC Rally brings with it a very

Continued on page 73



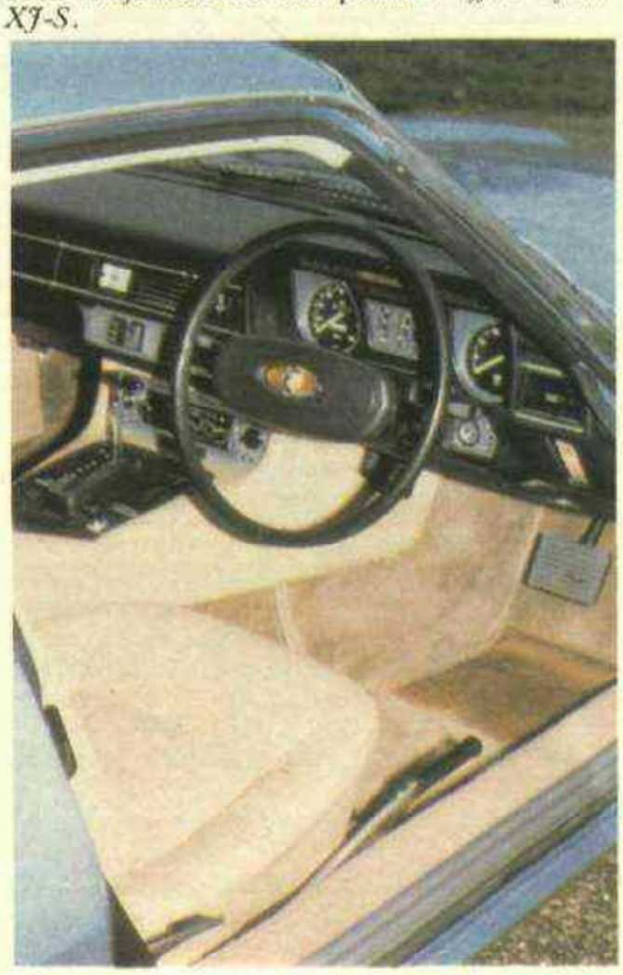
The Jaguar XJ-S

High-Performance Perfection — and it's British!

JAGUAR IS a great name of a car, with a fine racing record, and from the introduction of the svelte XK120, some would go further back, to the pre-war SS90 and SS100 sports cars, Sir William Lyons, FRSA, RDI, DTech., has been responsible for many of the best-looking and most effective British sports-cars of all time. The C-type and D-type carved a great niche in racing for Jaguar and then came the fabulous E-type that could be bought in the ordinary way of business by ordinary drivers, a true and very handsome sports-car that was as docile as it was fast and accelerative. The Jaguar V12-cylinder S-series coupé carries on admirably the tradition built up by the E-type. I simply cannot understand why more people do not acquire them, instead of buying foreign "road-burners", because the XJ-S is a very good car indeed, in almost every respect.

This XJ-S Jaguar was introduced in April 1975, and it used much of the mechanics and build of the XJ-12 saloons, which are regarded by many as the best, and certainly the most hushed, cars in the World, and with price taken into consideration there can be few arguments against! In its early form the splendid V12 5.4-litre Jaguar engine, with one camshaft above each bank of cylinders, developed 272 (DIN) b.h.p. at 5,850 r.p.m., but recent modifications to produce

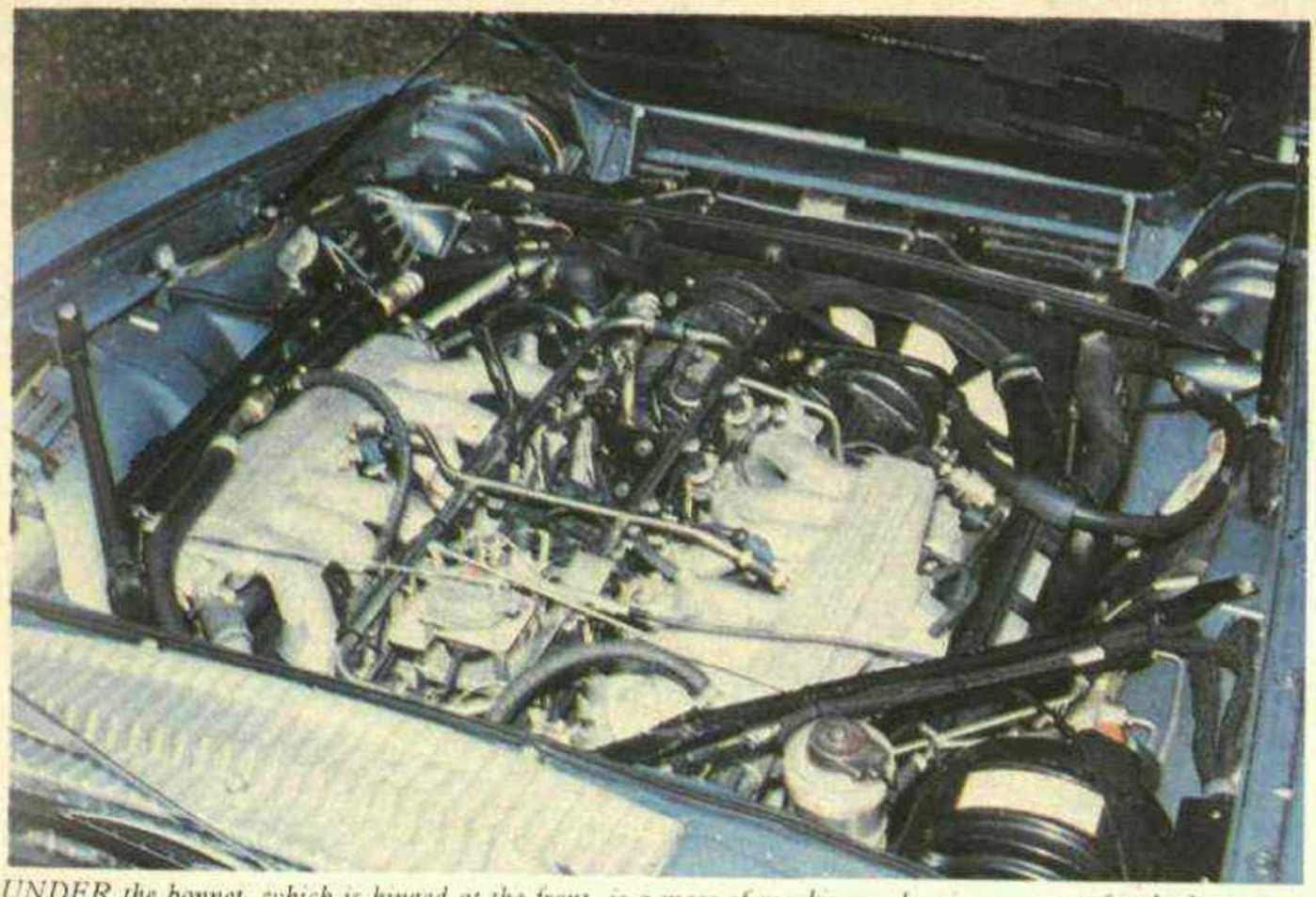
THE comfortable and well planned "office" of the XJ-S.



improved fuel-economy (never the Jaguar V12's strong point) have also increased the power output, to 300 (DIN) b.h.p. at 5,400 r.p.m., maximum torque now representing 318 lb./ft. at 3,900 r.p.m.

The light-alloy (block and head) power-unit that packs any Jaguar bonnet so impressively has a bore and stroke of 90 × 70 mm., giving a capacity of 5,343 c.c., or 325.8 cu. in. The two o.h.-camshafts are chain-driven. The compression-ratio is 10.0 to 1 and ignition is by Lucas Opus electronic apparatus, firing Champion N10Y sparking plugs through a magnetic-impulse distributor, in the cylinder sequence 1a, 6b, 5a, 2b, 3a, 4b, 6a, 1b, 2a, 5b, 4a, 3b. The Lucas fuel-injection feeds two six-branch light-alloy inlet manifolds, with automation of the cold-start injector. The crankshaft runs in seven plain bearings. The valve-gear incorporates inverted-bucket-tappets, with a valve-lift of 0.375", the timing being: inlet opens 13 deg. BTDC, closes 55 deg. ATDC, exhaust opens 55 deg. BBDC, closes 13 deg. ATDC.

The open-deck cylinder blocks are of NM25 aluminium-alloy, the cylinder heads of LM25 WP, the three-plane crankshaft is of tuftrided manganese molybdenum-steel, and the base of the engine is closed with a pressed-steel sump. Fuel is recirculated to the injection system by a Lucas pump and cooling is aided by belt-driven impeller feeding a Marston Superpak crossflow radiator, temperature being controlled by two thermostats opening at 88 deg. C. Also helping to keep the big engine cool are two fans, one with eleven nylon blades and a viscous coupling drive, the other



UNDER the bonnet, which is hinged at the front, is a mass of machinery, leaving no room for the battery.



LUGGAGE space is somewhat limited due to the spare wheel and battery occupying much of the boot.

having four blades and being electrically-controlled.

A three-speed General Motors' Type-400 automatic gearbox is now used, replacing the former Borg-Warner automatic gearbox, also superseding the former manual-gearbox. The final-drive ratio is 3.07 to 1. Suspension is by double wishbones, coil springs and an anti-roll bar at the front, and at the rear there is independent springing by lower wishbones, with the constant-length drive-shafts acting as the upper links, location being by radius-arms, and damping by twin coil-spring units on each side. Steering is by Adwest power-assistance to the rack-and-pinion gear, using a Saginaw rotary-vane pump, and braking by discs all round, those at the rear mounted inboard. Alloy 6J × 15 GKN Kent road-wheels carry 205/70 VR 15 tyres, Dunlop tubeless SP Super Sport on the test car. The XJ-S has a wheelbase of 8' 6" and it is 15' 11" long. The body is a 2+2 two-door steel monocoque.

Those are the technical bones of a motor-car that is a sheer pleasure to drive, gently or in pursuit of skilled enjoyment and high average-speeds. As I remembered from my first taste of a Jaguar E-type, the XJ-S is surprisingly docile to take away through heavy mid-day London traffic congestion, and it also felt nicely compact from within, belying its outward bulk. Yet as soon as the open road beckons, as they used to put it, there is that so-enjoyable, and safely-usable, very considerable performance, which, in spite of a rather protracted stop for fuel near Oxford, enabled me to knock about half-an-hour off my usual home-going journey time to Wales without feeling that I had extended the car in any way. The outstanding impression must be the very acceptable quietness and smoothness of the V12 power unit. Since the universal use of flexible engine-mountings, many engines, even some with only four cylinders, are quite smooth-running, and normally I am very content with the soothing acceleration of the V8 Rover. But the case of the V12 Jaguar, such smooth unobtrusiveness is maintained right up the scale, to well beyond 100 m.p.h. for instance. The XJ-S is, indeed, a motor-car in which even those who are anxious to observe the requirements of the Law, if only to preserve their clean driving-licences, will find that 100 m.p.h. and more comes up almost unnoticed, and not only on Motorways. Conversely, at an idling speed of 700 r.p.m. this Jaguar engine is quite inaudible to the car's occupants, although it does very slightly "rock-the-boat".

In respect of this effortless, hushed, performance, it should be noted that the

Continued on page 78



New Mobil 1. The price is unhe



Premium 15W-50 motor oil.

Pistons after 40,000 miles



Mobil 1.

without oil change.

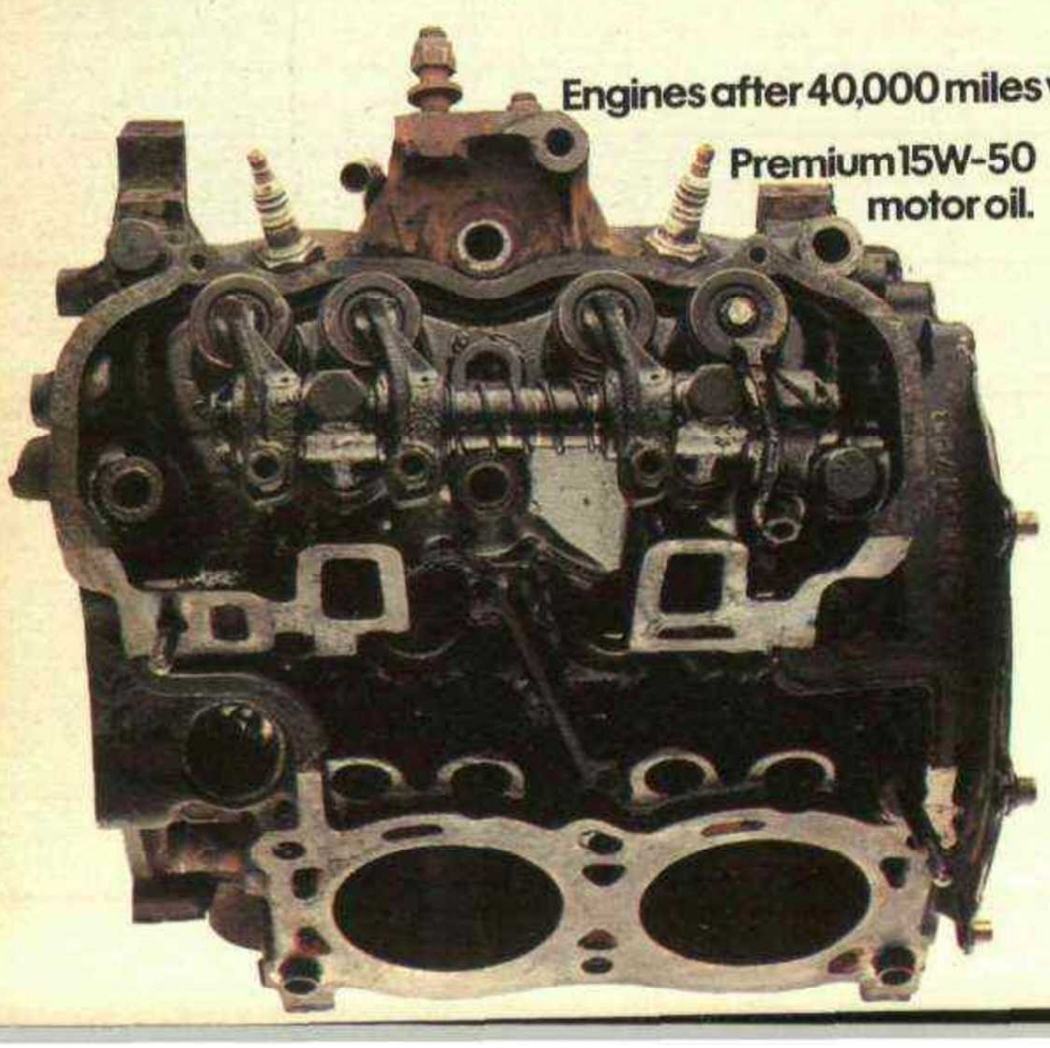


Premium 20W-50 at -40°C.

Mobil 1 at -40°C.

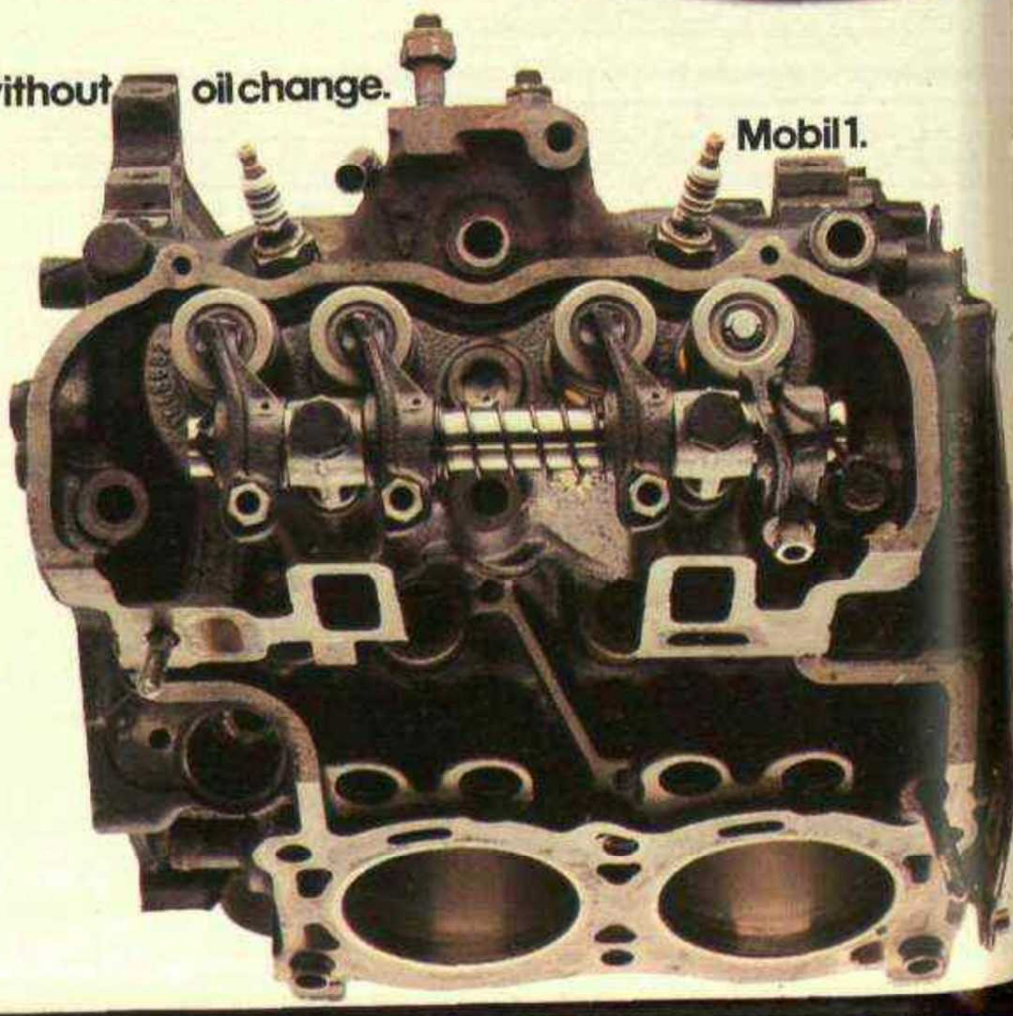
250000

Mobil 1 has been tested to give protection for up to 25,000 miles or 1 year between oil changes.



Engines after 40,000 miles without oil change.

Premium 15W-50 motor oil.



Mobil 1.

ard of, so are the things it does

What sort of person would contemplate paying around £15 for 5 litres of engine oil?

Only someone with more than a passing interest in their car engine and its welfare.

If you don't have this enthusiasm new Mobil 1 is not for you.

If you're still with us, you'll no doubt want to know why Mobil 1 costs over three times as much as the oil in your car now.

Don't blame the Government.

We're proud to say it's our own scientists who are responsible.

Strictly speaking Mobil 1 isn't an oil at all.

It's a synthesised lubricant, built-up molecule by molecule in our labs to outperform conventional mineral-based oils.

For example, piston rings can reach 500°F when you're roaring down the motorway and it's then your engine needs all the protection it can get.

Try telling that to a conventional oil.

If it keeps up this temperature for any length of time it starts to fall apart.

It breaks down chemically, thickens up and cokes up, just when it's needed most.

(Scientists call this thermal degradation.)

Mobil 1 thermally degrades too.

But a conventional oil does so significantly faster.

When you consider how much your engine's worth, £15 for that kind of protection doesn't seem a lot to ask.

Not that you'll be asked very often. Brace yourself:

Mobil 1 has been tested to give protection for up to 25,000 miles or 1 year between oil changes.

It's a hard one to swallow we know, especially when you're educated to an oil change every 6,000 miles or so.

But Mobil 1 stays cleaner and lasts longer precisely because it doesn't break down as quickly when things get hot.

It's then that nasty acids form, and gritty little impurities find their way into your sump.

With Mobil 1 your engine will stay cleaner, valves will get less clogged up and pistons will run smoother.

And petrol bills will be smaller.

Mobil 1 gives you on average, 10 extra miles per tankful of petrol.†

We know it's not a major consideration fo someone like yourself.

But it is an indication of just how efficient Mobi is at reducing engine friction.

It allows your engine to turn over more easi and therefore saves fuel.

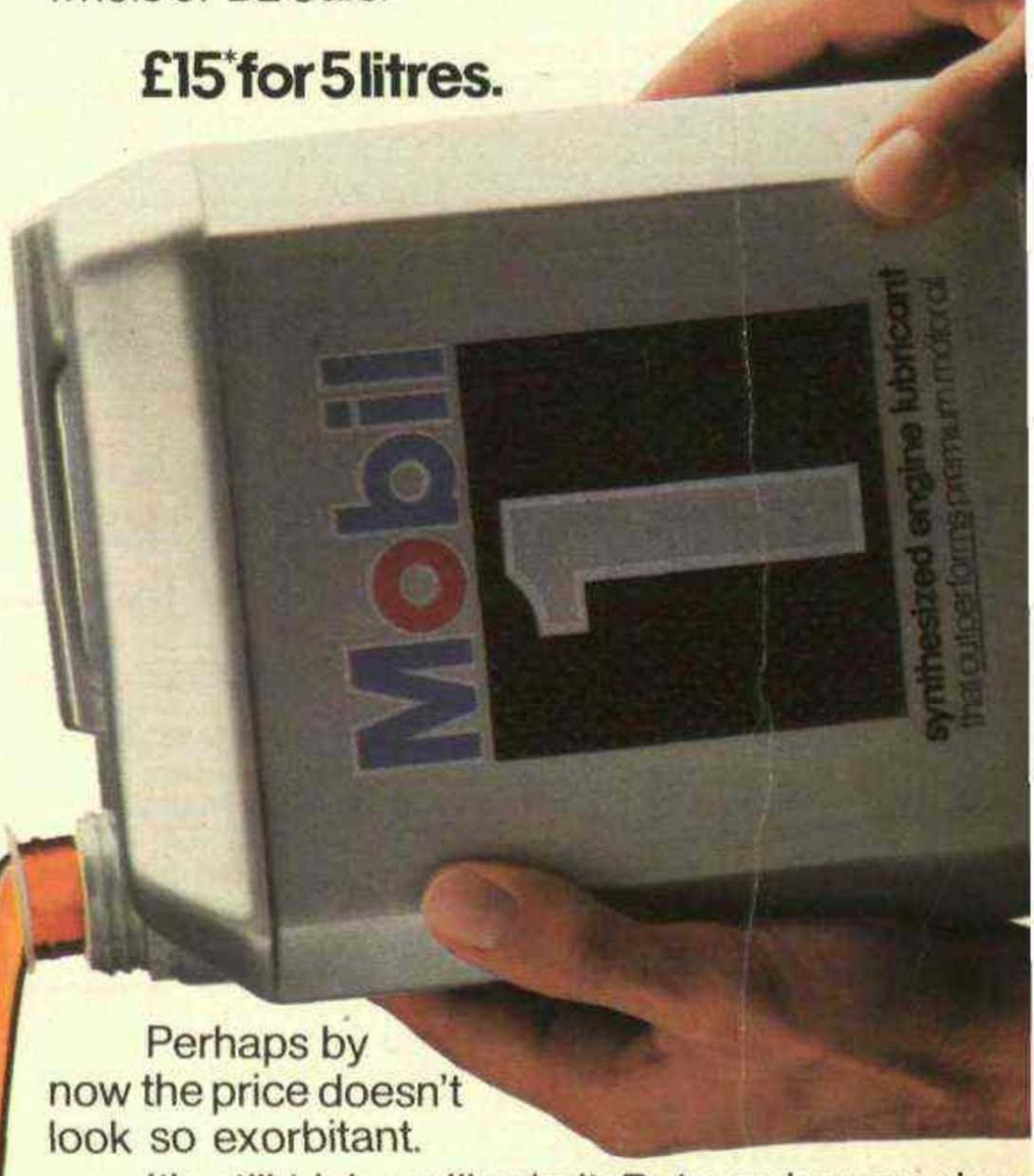
How does Mobil 1 perform these feats?

With great difficulty. It took us, the world's thir largest oil corporation, ten years to perfect.

To go deeply into the workings of Mobil 1 woul require a couple of pages in New Scientist and science degree.

Suffice to say that following extensive high performance testing in engines, and severe over-the road operations in high-speed fleets, Mobil 1 ha been approved for use by Europe's leading ca manufacturers,** including VW-Audi, Ford, Ope Mercedes, Renault, Peugeot, Citroen, Fiat, Volvo, Saab, Vauxhall, Talbot and the whole of BL Cars.

£15* for 5 litres.



Perhaps by now the price doesn't look so exorbitant.

It's still high, we'll admit. But maybe you shou be asking yourself if you're paying enough for oil no

Mobil 1

Everything about it is ahead of its time

Currently available only in Yorkshire.

*Manufacturers recommended price, 5 litre pack. †Mobil test of 28 most popular European cars. **Refer to Driver's Handbook for recommended service intervals. Claims are for petrol engines o

Now you know what we mean by 'On the move'.



It takes a tough car to win a rally as gruelling and demanding as the Lombard/RAC. But to win and take third and fourth places as well and come first in its class, a car has to be truly outstanding.

The Talbot Sunbeam is.

It's got the power, the performance and the sheer durability to take on the toughest conditions and come through to win.

Visit your local Talbot Dealer and test drive a Talbot Sunbeam or any of the other winning cars in the Talbot range – Horizon, Avenger, Alpine, Solara and Rancho.

TALBOT

ON THE MOVE.

RAC RALLY — continued from page 67

large number of people with money to spend. Consequently, the caps are now in the hands of local authorities, chambers of trade and hoteliers' associations, many of whom are anxious to host this source of considerable profit and publicity.

Unlike other events which prefer to stick to a regular base, the RAC Rally has become itinerant, and one of the important considerations must be the kind of deal offered by prospective host towns. After all, it is costly to run, particularly with the enormous levy charged by the Forestry Commission under the guise of payment for the repair of road surface damage, and the financial backing of Lombard North Central doesn't pay for everything.

In the past decade, for instance, the rally has started from Heathrow, Harrogate, York (four times), Bath, Wembley, Birmingham and Chester. In 1980 it returned to Bath for the start and finish, and chose Bowness-on-Windermere for its mid-distance night stop.

Recently it has had two night stops, the first to divorce the first day of the rally, when it visits stages in parks and private estates, from the forests which are far more popular among competitors and everyone. The idea of using private estates was to attract weekend spectators to those areas where they could best be accommodated in terms of both space and safety. Forests are far more popular, so it was felt that these would be better on weekdays when less people would be able to take the time to go out watching.

Last November that first day, a Sunday, ran through the private estates and circuits of the first day, straight into the forests of Yorkshire, the Border Country and the South of Scotland before reaching Bowness on the Monday evening at 10 pm. Alas, the question must now be asked whether the private estates are actually better for spectators than the forests, for in the grounds of Bramham Park in Yorkshire one of the cars which slid off the stage (and there are many) ran into a group of spectators and injured three of them seriously.

On the Tuesday morning, the rally left Bowness and went through more forests in the Lake District before going via a traffic-ridden Oulton Park to Wales. It ran through the Tuesday night, then crossed the border to tackle the final four stages in the Forest of Dean before returning to Bath on the Wednesday afternoon.

The name Toivonen has a long association with rallying, and it was father Pauli (who won the Monte-Carlo Rally in a Citroën in 1966 after Mäkinen's Mini was disqualified on a lighting triviality) who initially encouraged son Henri to take up the sport. But a famous father can often be a disadvantage, for skill at the wheel is not hereditary after all, and people could think that the younger were trading on the success of the elder.

In 23-year-old Henri Toivonen's case, it hasn't been like that at all. In fact, he has often been embarrassed by his father's presence, and after responding to the initial parental boost he has since gone it alone. His present contract with Talbot comes from his own ability and not from any string-pulling, and it was just reward for Talbot's faith in that ability that they should see his Talbot Sunbeam Lotus, shared by Englishman Paul White, take outright victory on the RAC Rally.

It is rare to see such winning attributes in one so young, for it is not enough to have driving skill nowadays. Experience counts for a great deal, for it is that which brings the tactical cleverness and tenacity which enable one to use skill to the best advantage. In this respect Paul White must take his fair share of the kudos, for it was undoubtedly he who, throughout the rally, gave Toivonen the correct advice, whether it be a spurring-on or a slowing-down. However, Toivonen himself is not one to take rash chances, and his achievement comes after far fewer accidents than can be said of most of his rivals.

Initially it was Britain's Tony Brise who took the lead in the RAC Rally, followed by Malcolm Wilson, but neither had an opportunity to show their mettle as both their Escorts let them down. Wilson's by blowing up on Silverstone and Brise's by springing an evasive electrical short circuit which flattened battery after battery and ate its way through no less than eight alternators.

Swedish driver Anders Kulläng then took the lead in an Opel Acona 400, and kept it all the way through the first leg of the rally. But he was never in a position to relax, for just a handful of seconds behind him was the 1979 World Champion Björn Waldegård in a Toyota Celica.

Things were always pretty tense among the leaders, for penalty differences were small and everyone knew that a simple misfortune like a puncture would be enough to make the difference between winning and losing. Such a simple misfortune was exactly what took Kulläng's lead away from him although in fairness it should be said that he did have no less than three in very quick succession.

Left with two flat tyres on the rear he could not get traction and he had to stop on an awkward, muddy hill for a wheel change. That delay dropped him several places down the field, although he did then pick up a little to finish fifth.

The first of Kulläng's punctures was enough to let Waldegård into the lead, but this was very short-lived indeed. On the very next stage, in fact where Kulläng had his next two punctures, the filter bowl on Waldegård's Celica unscrewed itself and the engine was emptied of oil in a matter of seconds. The result was retirement, for the damaged engine could not possibly have been made to carry on.

Toivonen then took over the lead, and for quite some time the only driver giving chase was Hannu Mikkola in an Escort. But he hadn't been without his share of delaying troubles, including popping the car over on to its side on the first day, and he just wasn't able to make headway against the Talbot driver whose winning margin was eventually over four and a half minutes. Towards the end Mikkola stopped trying and contented himself with driving for a sure second place, over nine minutes ahead of two other Sunbeams driven by Frenchman Guy Frequelin and Englishman Russell Brookes.

Frequelin's performance was quite remarkable, and served to confound those who theorise that experience in British forests is a necessary prerequisite for success in the RAC Rally. Frequelin is at his best when he has practised beforehand and has accurate pace notes. Practice and the use of notes are forbidden on the RAC Rally, so the Frenchman started with an enormous disadvantage. After all, most of his rivals had rallied extensively in British forests and had been able to memorise difficult and tricky features of many of the forest roads. In contrast, this was Frequelin's first British rally ever, and his impeccable display must have given other competitors much food for thought, particularly as he made fastest time on what must have been one of the foggiest stages of the rally, Esgair Dafydd, where many have knowledge of the roads from previous competitions held there.

Another performance of particular merit was that of Tony Pond. He distinguished himself on the very first stage by crashing his TR7 V8 through a fence and into a pile of railway sleepers, causing such extensive frontal, windscreen and roof damage that many believed that he had rolled. Later, he again put the car off the road and his substantial time loss left him in a position far down the field. Undaunted, he fought hard to get back and his seventh place at the end was to his great credit.

Saab, with two official Turbos and one semi-private, had a disastrous rally, for all three retired, Blomqvist's when its engine blew up and Strömberg's following with as simple a misfortune as punctured front tyres. Without traction, he had to stop to change the wheels, and since he had but one spare he took a wheel from the rear and put it on the front. Alas the front and rear wheels are not of the same size, and the result was seizure with the brake caliper. With a freely driven wheel on one side and a locked one on the other, the strain was too much for the limited-slip differential to stand and it promptly gave up.

As usual the rally was of outstanding interest, with competition being even greater and closer than it normally is. But we must comment that the sideshows nowadays are becoming so numerous that they are in danger of engulfing the event itself. Organisers of other rallies use the annual November gathering to publicise their own events among competitors, team managers and pressmen, whilst all manner of travelling salesmen follow the event around hoping to persuade the captive customers to buy their wares — varying from camshafts to calendars and from stopwatches to stickers. As an enormous shop window, the RAC Rally is unsurpassed, and some of the trade people provide material which can be genuinely required by competitors, but if unchecked the market place can become too big.

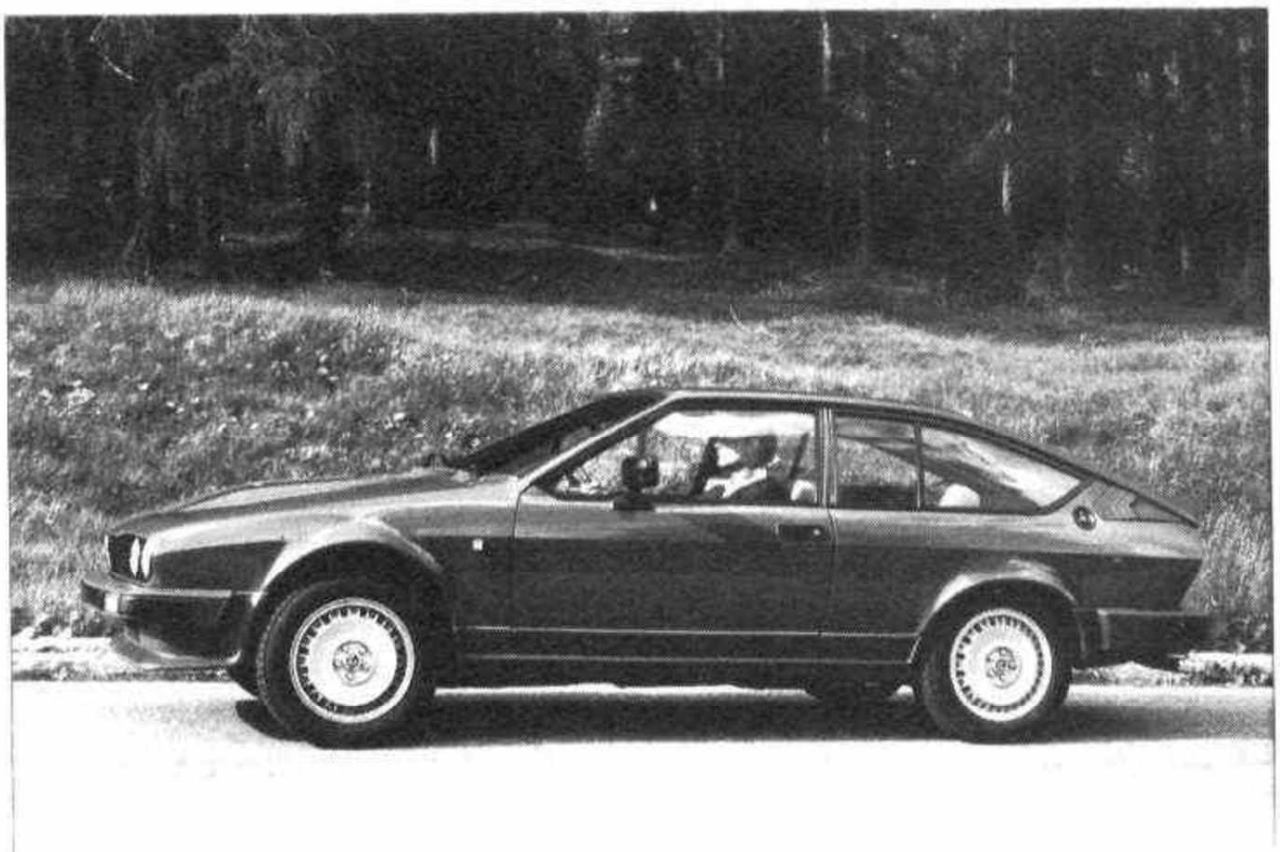
Another feature we must mention relates to the technical running of the event itself. If you have to drive 200 miles between two time controls at an average speed always lower than the legal limit, the chances are that you will have time to spare at the end no matter if there have been several special stages on the way. If, during that same journey, you have to visit several time controls, converting the one 200-mile section into ten 20-mile sections, the result is an effective reduction of, say, 20 spare minutes in one lump to ten lots of twos.

This means that service time becomes scarce, and although by introducing a time control at the start of every special stage the organisers more effectively keep the rally to its timetable, it does result in rushed servicing and equally rushed journeys from one stage to the next, and that is a temptation which is likely to attract the attentions of the constabulary, which no-one wants. There are arguments for and against, of course, but the merits of returning to the old system of long road sections should perhaps be considered.

For all this, the rally provides exciting entertainment for millions, a tough contest for those who take part in it, a satisfying amount of publicity for those who back it, and an amazing amount of foreign exchange income for the government of the country which hosts it — so isn't it about time that some encouragement should go to those responsible for creating this prestige-bringing sporting occasion. No-one would ask for a government grant in cash, just the removal of that crippling levy for the use of forest roads, which could so easily be done by way of a paper transfer. — G.P.

RESULTS on page 77

Alfa Romeo GTV 6 2.5 iniezione



AFTER a short, but very testing, drive in the latest car of the Alfa Romeo GTV series, I would recommend it to anyone with about £10,000 to spend wanting a sporty, occasional four-seater. It is a delight to drive and is every bit an Alfa, right down to the crisp and very Italian exhaust note emanating from the 2.5-litre V6 engine.

The external appearance follows that of the existing GTV range very closely, but with detail refinements and improvements such as slow impact absorbing polypropylene covered bumpers front and rear, a bib spoiler at the front, altered lamp clusters at the rear, a black moulding along the lower edge of the body linking the wheel arches, to protect the sills, black opaque window frames and a power bulge in the bonnet. This latter is necessary to give clearance for the new engine, and is about the only unsatisfactory part of the car — to me, at least, it foreshortens the bonnet and upsets the previously sleek appearance. Others may prefer to describe it as "blunt and purposeful", or "aggressively attractive" — I just think it spoils the shape of a very elegant car. The wheels are of light alloy, made to an Alfa Romeo design by Campagnolo, and are fitted with Pirelli P6 tyres.

Inside, the trim is improved and purchasers may opt for either velour or leather facings. The seating arrangement remains much the same, with the driver's seat being adjustable for height by means of Alfa's ingenious lever and cam arrangement, the access to the rear seats being assisted by the way the whole of the front seat slides forward when the back is tipped down. The rear seats are comfortable, but are restricted in size, and would not suit large people, or even medium sized people if the front seat passengers were being selfish over legroom: for the man with two children in their early teens, it would be ideal. The luggage space, however, is not so good. The larger capacity engine has dictated a larger fuel tank; this is situated behind the rear seats and encroaches significantly into the luggage area. The remaining space will accommodate far more than a couple of toothbrushes, and would be adequate for most holidaying couples, but not for the man with his wife and two teenagers.

The steering wheel has three wide spokes emanating from a large circular centre pad which incorporates the horn push and has a polished wooden rim. Personally, I am not keen on wooden rimmed wheels as they tend to become slippery in hot conditions, but this one is very elegant, and a pleasure to handle. The column is adjustable for height, but not for reach, which is a pity as I would have liked to have had the wheel about half an inch closer to the seat for the perfect position.

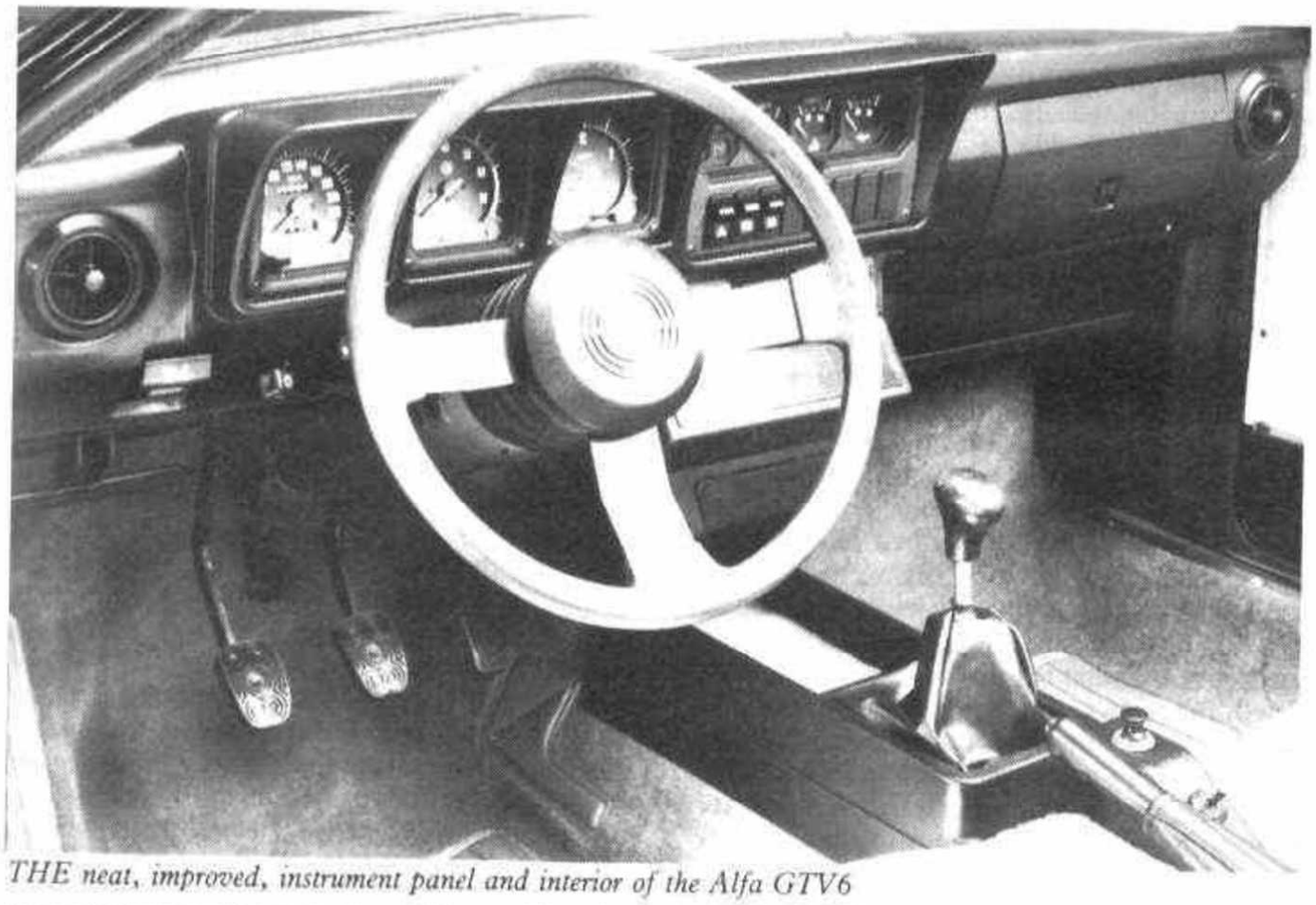
Undoubtedly the most noticeable alteration inside the car is the completely revised instrument panel. Gone are the separate consoles for speedometer and tachometer. In their place is a wide panel, well shielded, with a crushable moulding, containing three large and very clear instruments (speedometer, tachometer and clock) directly in front of the driver, with the secondary instruments, switches and warning lights grouped together over the centre console but still within the crushable moulding. The heating and ventilating controls come below this, directly above the space for a radio. Wipers and lights are stalk operated and there is a dash mounted cold starting control. The centre console reaches back to between the front seats, the area between the radio and the short wooden-knobbed gear lever being carpeted for use as a capacious oddments tray — this being particularly useful as the glove box (not lockable) and the map tray above the passenger's feet are both of rather limited size. Behind the gear lever, and alongside the hand brake lever, are a cigarette lighter and the control for the electrically operated driver's door mirror — something of an unnecessary luxury, I feel, as it is very easy to adjust the driver's mirror manually from the driving seat. Mercedes have the right idea with their new S Class saloons where the passenger's door mirror is electrically operated, while the driver's is manually adjustable from within the car. The pedals are well spaced, and are light to control and a rest is provided for the left foot.

The engine is the same basic unit as that used in the Alfa 6 saloon, but in fuel injected form. Apparently, Alfa Romeo considered using fuel injection on the saloon, but found that the performance in the lower engine speed range was inferior to the carburetter version and affected the flexibility of the larger car. With the lighter and sleeker shape of the GTV, and its more sporting character, low engine speed flexibility is no longer a problem and the benefits of Bosch L-Jetronic fuel injection can be enjoyed — for a start, this well tried system must be simpler to set up and maintain than the six individual carburetters fitted to the Alfa 6, and the fuel consumption and exhaust emission are both improved. The compression ratio is 9:1, the same as the Alfa 6, and maximum power is quoted as 160 b.h.p. as 6,000 r.p.m. — the Alfa 6 is quoted at 160 b.h.p. at 5,800 r.p.m. It is a beautifully smooth engine, which revs extremely easily making the automatic rev. limiter in the distributor of the breakerless ignition system a useful fitting — it operates at just over 6,100 r.p.m. The nitrided crankshaft runs in four main bearings, and, as would be expected from a very oversquare (88 × 68.3 mm.) and compact 60° V6 engine, is very short and stiff. With the low compression ratio, this engine should have great potential for the tuning enthusiasts. Crankcase/block and cylinder head are of light alloy construction and the very tall but broad heads contain a single belt driven o.h. camshaft which operates the inlet valves directly and the sodium-filled exhaust valves by way of short pushrods and rockers.

To cope with the extra power of the V6 engine, the transmission has been uprated. The propshaft, which runs at engine speed the whole time as the clutch is mounted at the back of the car, has been beefed up, and a two disc clutch has been fitted because the required increase in diameter of the single plate clutch fitted to the current GTV would have meant altering the rear floor panels to clear a larger housing, resulting in reduced headroom for the rear seat passengers. The five-speed gearbox has a lower bottom gear and a higher top gear than the current 2000 GTV, but the other ratios are identical, as is the final drive ratio. I suspect that bottom gear is lower to comply with legislation making it essential for the car to be able to re-start on the steepest Alpine road when fully laden and towing a trailer of the maximum specified weight — it could usefully be half a ratio higher. The rear suspension is of the de Dion type, with coil springs, the front is by torsion bars. Telescopic hydraulic shock absorbers are fitted all round and there are anti-roll bars front and rear — just as on the current GTV. Steering is rack and pinion, 3½ turns lock to lock, and the brakes are disc all round, servo-assisted.

Our test route took us up into the hills to the north-west of Rome, before looping round onto the Autostrada for the return to the capital. The roads were very well chosen for their variety and character, and we were able to assess the ride on poor roads, the handling on mountain lanes, the roadholding on wide open curves, the acceleration when passing other motorists, fast cruising speeds on the Autostrada — and in all respects, the GTV 6 came out well. The steering was light and precise and totally in keeping with the Alfa Romeo tradition of near perfection in this respect. There had been talk of fitting the car with power steering to cope with the 195 × 15 60% profile P6 Pirelli tyres at low speeds, but this would have completely wrecked the beautiful balance achieved with the unassisted set up — and the steering is not heavy at low speeds anyway; only those who use power assistance to jack the car away from kerbs will miss it. The brakes were good, but with rather a long travel to the pedal and without the superb assurance of those of the Alfa 6.

The clutch control is very light and progressive. Bottom gear, as has been mentioned, seems



THE neat, improved, instrument panel and interior of the Alfa GTV6

somewhat low under normal conditions taking the car up to 30 m.p.h. at maximum r.p.m. The change from first to second is light, but not fast, and second goes to just over 50 m.p.h. Maximum revs in third and fourth represent slightly over 75 and 100 m.p.h. respectively, while fifth, on a dog-leg right and forward, takes the car to its quoted maximum speed of 128 m.p.h. at just under 6,000 r.p.m., although the car I was driving seemed quite happy to go right up to the speed at which the rev. limiter came into operation — some 135 m.p.h., if my calculations are correct. The gear change linkage must have been modified from the early GTV's, for the change is now very pleasant particularly the downward shift from fifth to fourth, often so unsatisfactory with the dog-leg top gear configuration. Reverse, however, was sometimes very difficult to engage.

Acceleration matches the top speed and whisked the car past other traffic in an effortless manner. As previously mentioned, bottom gear feels slightly low, but this is no disadvantage as the engine pulls very well throughout a wide speed range — it is only those who love the snarl of the exhaust as the engine pulls hard in the upper speed ranges who will be upset!

The ride is firm, as one would expect, but the suspension and seating have been arranged so well that no road harshness is transmitted to the passengers and there is no body resonance at any road or engine speed. The car handles well, tending to understeer initially to encourage the driver to apply a little throttle to balance the car. Power induced tail slides are easily caught, but are not easy to achieve, as the P6 Pirelli tyres are extremely difficult to unstick under normal conditions and provide the car with rail-like cornering abilities in the dry. It was only on tree-shaded, dew-damp roads that I was able to make the tail break away.

Thus the 2.5 GTV 6 is a delightfully Italian Italian car — a worthy vehicle to carry the Alfa badge. A revamped 2000 GTV will continue alongside the larger engined car with the same styling changes (apart from the humped bonnet) and interior improvements, but with the same mechanical set up as the current 2000 GTV. Both cars are due in the UK in May or June next year, and the forecast prices are £10,200 for the GTV 6 and £9,300 for the 2000. — P.H.J.W.

MERCEDES 500 SL — continued from page 61

padded centre (containing, in a clear plastic insert, the famous three pointed star emblem) is the horn push. The steering column is not adjustable.

Through the upper segment of the wheel can be seen the three circular dials of the instrument panel. The central dial, larger than the other two, is the speedometer with the white-on-black figures reading in steps of five m.p.h. to a maximum of 170, and a back up scale in bronze figures shows the equivalent speed in k.p.h. The mileage recorder has six figures, and there is a trip recorder. To the right is the tachometer, reading to 7,000 r.p.m., but red lined at 6,000 r.p.m. Inset in the tachometer is a small diameter clock. The left hand instrument contains four quarter-dials. At the top, a fuel level gauge, which read empty long before the little arrow alongside it became illuminated to warn that there were less than three gallons left in the tank (which holds nearly 20 gallons when full). To the left, a water temperature gauge, reading in steps of 20°C from 40° to 120°C — normal temperature was just above 80°C. Opposite this is an oil pressure gauge, calibrated in bars, reading up to 3. Normal pressure during the test was about 2½ bar, this dropping back to just over 2 bars at tickover with a hot engine.

The needle at the bottom of this left hand dial is labelled "Economy". It is a rather sophisticated version of the vacuum gauges, or inlet manifold depression gauges as they are sometimes called, which the economically minded motorist has been fitting to his car for years. This one is not calibrated, but has an increasingly wide red band to indicate just how uneconomically the car is being handled if the needle should stray into this area. Arranged in a horizontal strip below the instrument cluster are (from left to right) l.h. indicator warning light, charging system warning light, headlamp main beam warning light, handbrake warning light, the knob for resetting the trip meter, the variable intensity panel light switch, brake pad wear warning lamp and the r.h. indicator warning lamp.

To the right of the steering column are two stalks and, set in the dash, a rotating push-pull switch. The larger, lower stalk controls the indicators by vertical movement, the headlamp dipping and flashing by motion along the axis of the column, the windscreen washers by pressing the end of the knob towards the column and the windscreen wipers by rotating the knob into any one of the three operational positions — giving intermittent, medium and fast wiping. The headlamp wash-wipe operated automatically whenever the windscreen washers were used. Personally, I could not get used to this switch — it always seemed to turn in an unnatural direction, and yet when I thought about it and tried hard to remember which way it went, I was still wrong. In fact, the positions are clearly marked on the stalk, but this, for me, was always obscured by the steering wheel. The smaller stalk controls the cruise control — of which more later. The rotating switch on the dash controls the lighting functions: side or headlamps by rotation clockwise one or two positions, parking lamps by an anti-clockwise turn, front fog lamps by pulling the switch out one notch and those at the rear by withdrawing the switch to the second position. The ignition switch cum steering lock is to the left of the column.

At each edge of the dash is a swivelling ventilation outlet, each with its own control slide, which can be adjusted to blow warm air at just about any part of the anatomy. In the centre is a group of three such vents, with a single control slide, which feed fresh, non-heated air to the interior of the car. Immediately below this group are the switches for the heated rear window, and for the interior lamps (there are two sets of these, in fact, the footwell lights which illuminate only when the doors are open, and the windscreen rail lamp, operated by the switch).

The dash is linked to the transmission tunnel by a wood veneered centre console panel, at the top of which, immediately under the switches, is the stereo radio and cassette player, which is fitted as standard and is by Blaupunkt. The electric aerial operates automatically when the radio is turned on or off. The speakers for this are at the edges of the dash, below the swivelling vents. Below the radio is a panel containing the heater (or air conditioning, if this option is fitted) control slides, of which there are four controlling the direction and intensity of the warm air, together with the three-speed fan control switch and a dial to adjust the height of the headlamps to compensate for abnormal loading of the car. The heating system was extremely effective, and it was possible to vary the temperature across the car, so that my passenger, who has a strong dislike of heaters, could remain unheated, while I did not suffer in cold weather with only a light jersey for warmth. The doors are plumbed into the heating system, and warm air keeps the side windows clear.

The wooden veneer extends back to surround the short, moulded plastic handled gear selector lever and the switches for the electric side windows and for the hazard flashers are set into this, just behind the lever. An ashtray, incorporating a cigar lighter, is positioned below the heater controls, just in front of the gear lever. The leather clad side members of the central console go right back between the seats, and form a useful oddments tray where the wooden veneer ends and the carpet starts. Capacity of this tray is

Continued overleaf

limited by the handbrake lever which has only just over an inch clearance underneath it when in the off position. There are map pockets in each door, which one would have to remember to empty before using the car in the open state, and a lockable illuminated glove box which seemed rather small after the generous space elsewhere. The bonnet release catch is on the near side and there are well padded sun vizors which come away with the hard top.

A vacuum-operated master door locking system is employed, whereby locking or unlocking the driver's door locks or unlocks the passenger door, boot lid and fuel filler flap. The passenger door and boot may be unlocked manually with the driver's door locked, but this does not open the other locks. The driver's door mirror is adjustable from within the car and there is no near side mirror fitted — it would have been useful in traffic.

Those are the luxurious appointments of this fine car. All worked as they were intended to, although, as already mentioned, I was not happy with the windscreen wiper switch (a personal quirk) — and I found the wipers themselves a trifle disconcerting at first. They are mounted very close to each other, offset towards the near side of the car. This means that the off side wiper has to cover a greater arc of screen than the nearside and the effect is the same as watching someone who is splay-eyed trying to cross his eyes. Nonetheless, they do work, and extremely well with no trace of lift at even very high speeds.

The rear hinged bonnet is self-supporting on a combination of strong springs and gas filled struts and is very thickly insulated. What it covers is a mass of wires, cables, tubes and machinery, all neatly laid out, and dominated by an enormous air cleaner. The engine of the 500 SL, as implied by the numerical designation, is of a nominal 5-litre capacity and is the same engine as employed in the 500 SE and SEL saloons, described briefly in MOTOR SPORT in November last year. The V8 light alloy motor is a masterpiece of modern technology being extremely light for its size, having a very broad power range, excellent torque characteristics and being quite remarkably smooth. Designated the 117 engine, this is a unit which has been developed over the last few years to satisfy the Mercedes philosophy of trying to maintain or improve performance while reducing the quantity of natural resources consumed both in manufacture and use. This 5-litre engine gives the large S Class saloon the same performance as the previous 6.9-litre engine, and yet weighs a startling amount less. Considerable use has been made of some very special light alloys, and weight has been further saved by running specially treated pistons directly in the cast alloy block, doing away with steel or cast iron liners: in order to achieve this, the block undergoes an electro-chemical treatment which exposes silicon crystals in the surface of the bores, while the aluminium particles recede sufficiently for the piston rings to make contact only with the silicon crystals.

Single overhead camshafts on each head are chain driven and operate valves through hydraulically adjusted tappets. The bore and stroke are 96.5 × 85 mm., giving a total capacity of 4,973 c.c., and the power output is quoted as 240 b.h.p. at 5,950 r.p.m. Twin belts drive the viscous coupled fan, the water pump and the power steering pump and a separate belt is fitted for the alternator. The battery is at the rear of the engine compartment, on the near side, balancing the huge brake servo in front of the driver. The washer water bottle is large, and positioned at the front where it is easily filled. The dip-stick is buried on the off side of the engine between exhaust pipes and is rather awkward to get out and put back. The electrics are Bosch, and the ignition system is transistorised and breakerless. The distributor is mounted high (something which pleased me on the flooded roads of N. Wales), at the front of the engine, and fuel is delivered to the cylinders by injection. The car consumed four-star fuel at the rate of 17.6 m.p.g. and did not appear to use any oil over 1,100 miles of very varied motoring.

This large engine started from cold instantly on every occasion, except one, when it had been lying unused for two days in the open, in heavy rain, which had cleared to a dewy evening and a frosty night: on this morning, I had to churn the engine over for what felt like an eternity before it started, but in fact it was less than a quarter of a minute. Once started, it settles down straight away to a steady tick-over of just less than 1,000 r.p.m., and pulls very well straight away. The temperature gauge comes up to the normal position, about 80°, quickly for such a large engine, and all is warm, even on a frosty morning, within two and a half miles of gentle driving.

The steering is power-assisted, and certainly needs to be. The 14" alloy wheels are shod with 205/70 section tyres — in the case of the test car, Michelin XWX, and I discovered that the steering was amazingly heavy when trying to coast quietly at very slow speed into the car park in front of my flat very late at night. The tyres cope with the power and weight of the car (1,540 kg.) very well, even under conditions when I would have anticipated aquaplaning from much narrower section tyres. Despite the power assistance, the steering is positive and has an unobtrusive but pleasant live feel to it, the car responding well. The brakes are servo-assisted discs all round and very powerful. The pad area of the front brakes has been increased for this model, not so much as to improve performance but to increase life to help reduce servicing intervals. The pedal is light and progressive in action. The Mercedes anti skid braking system is available as an optional extra.

The transmission is through a new four-speed automatic gearbox. First gear only operates with the kick-down switch open, and is only really wanted for leaving black marks on the road, or for towing heavy trailers up the Alps. Second, the gear in which the car normally starts, whisks the car rapidly up to a maximum of 70 m.p.h., third goes on to nearly 120 m.p.h., while top is somewhat academic, but I can believe that it might approach 150 m.p.h., even though Mercedes quote a modest 140 m.p.h. maximum. The changes are imperceptible in normal driving, but somewhat sudden when backing off after a quick burst of acceleration to overtake. Delay on kickdown is noticeable, but not significant. The torque converter converts torque in a most impressive fashion, as I demonstrated to myself on a number of occasions by starting away from rest quite gently and increasing the revs to 2,000, then keeping the throttle such that this engine speed was maintained. It was interesting to watch the speedometer needle climb slowly round the dial until it reached the speed represented by 2,000 r.p.m. in top gear.

The ride is surprisingly soft, but not in any way sickly, although the car does roll noticeably on corners, despite the massive anti-roll bars. The independent rear suspension is of the trailing arm and coil spring type, while the front is by wishbones and coil springs, all very much as fitted to the 450 SL. Roadholding and handling were areas of the car's character which I did not investigate to the full, being unable to take the car to a suitable testing ground. The car does stick to the road well and I found it difficult to unstick, even momentarily, except on damp or wet roads. The roll and the rather sensitive kick-down on the automatic box discouraged me from such antics, as I had the feeling that this particular model might be rather unforgiving in this respect. It was not intended for tail-out cornering, and I would not be happy to try it except in wide open spaces, with no-one else around! It is a fast luxury car for two, not a sports car.

Travelling by 500 SL is a lovely experience. On the motorways, the cruise control can be set to maintain the car at any speed above about 25 m.p.h. by flicking the control stalk upwards at the appropriate speed. If this is too fast, pressing the stalk downwards closes the throttle and the car slows down until the stalk is released, and the cruise control then maintains the slower speed. The control is switched off as soon as the brake pedal is touched, or can be manually released by pushing the stalk away. The set speed will be resumed if the lever is then pulled back. Motorway travelling on a lightly loaded road then simply becomes a matter of steering and keeping the eyes open. The interior is very quiet, with hardly any sound from the engine or transmission, a trace of exhaust noise if the car is being pushed, and no noticeable wind noise until the legal limit is approached, and then it is not obtrusive — it is only when high speeds are attained that the noise from the wind round the door mirror becomes annoying.

Driving the car through the Welsh countryside was a delight, the torquey engine making light work of any slopes or hills and being happy to pull from the lowest engine speeds in top gear on a light throttle, although the automatic change was very sensitive and would change down at the first hint of accelerator depression. The car was master of the open A roads, with the good all round visibility and the tremendous urge enabling me to pass other traffic with ease — the powerful brakes were invaluable for checking the speed of the car after a burst of hard acceleration to enable me to slot back into the stream of slower moving vehicles without inconveniencing anyone.

It was only when driving between Newtown and Llandrindod Wells that I was challenged. I had passed a man driving an elderly MG C between Welshpool and Newtown, and had noticed that he had speeded up to stick behind me, coming out of the stream of traffic to overtake whenever I did, and maintaining the same comfortable cruising speed some two hundred yards behind me when the road was clear. I could have used the Mercedes' high top speed capability to lose him, but there was no point. However, coming out of Newtown, the road becomes extremely tortuous, and the MG was right on my tail. I could out-accelerate him between bends, but I couldn't get away from him without being dangerous, the Mercedes rolling on the corners, and being very difficult to balance on the throttle unless high engine speeds were being held in one of the lower ratios, due to its inclination to change down suddenly. Compared with the Mercedes, the MG stayed flat, but hung its tail out from time to time.

But the Mercedes is not a sports car, and is not for boy racers — few could afford it, even if at £20,300 the car represents very good value, for the thing about a Mercedes is that it lasts a long time before any kind of tiredness sets in.

P.H.J.W.

Number Plates — JML 1

SINCE Edwardian days the business of swapping registration numbers and number plates has been a popular pastime, either for convenience or to cover up some movements or to sell something for a better price. In the industry it often happens during a PR exercise and in competitions it can save a lot of time and trouble. In most cases it is illegal, but that is by the way. In this new series I intend to deal with registration numbers that effectually were more important than the car, in that they were a recognition mark for a particular car and if they appeared on another car the change would be obvious for all to see.

In 1938 Alfa Romeo took over their racing activities from the Scuderia Ferrari, under the title "Alfa Corsa" and for the 1938 Mille Miglia they fielded an impressive quartet of supercharged 2.9-litre 8-cylinder cars. These were the model 8C 2900B with an all-independently sprung chassis, straight-eight engine with twin-superchargers and two-seater bodies by *Carrozzeria Touring* of Milan. Mechanically they were an amalgam of knowledge gleaned from the 2.9-litre Tipo B "monoposto" of 1934/35 and the 3.8-litre Grand Prix car of 1936/37. The bodywork was fully enveloping with the mudguards flowing into the body in a really smooth profile. Of the four entries two retired and the remaining two finished first and second, only two seconds apart. Two of the cars appeared again in the Spa 24 Hour race, one retiring and the other finishing first.

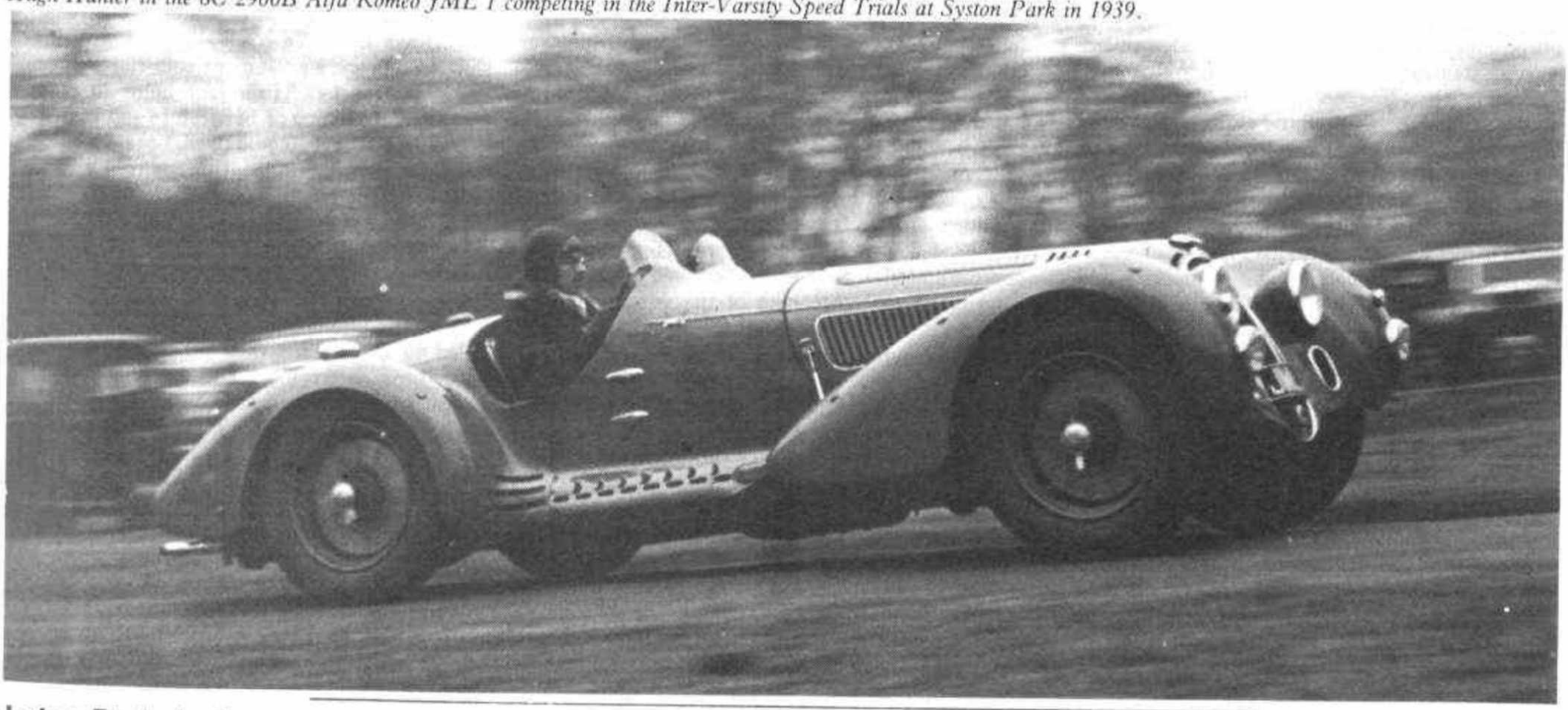
At the 1938 London Motor Show the Mille Miglia winning car was on display on the Alfa Romeo stand and was said to be "not for sale". However, before the year was out Hugh Hunter, an amateur racing driver, had bought it and an article in *The Autocar* in early 1939 described a brief run in the car. It had been registered JML 1, and by that number it became known. In the article the author, John Dugdale, suggested that it was probably the fastest road car in Great Britain at the time. In the Mille Miglia it was certainly fast, for Biondetti averaged 112 m.p.h. on the leg Brescia — Cremona — Bologna and it was reckoned to have a maximum speed of about 140 m.p.h. In his book on the Mille Miglia Count "Johnny" Lurani says that it was fitted with a pure Grand Prix engine for the race, but by the time Hunter bought it a normal "sports" engine had been installed.

Dugdale's article caused a lot of interest and various claims were put forward for cars that would "see off" the Hunter Alfa Romeo. Meanwhile the new owner was competing in speed trials and club racing events and there is no doubt that JML 1 was a very impressive car and undoubtedly the most exciting Alfa Romeo ever to come to England. It was painted typical Italian red with chrome trimmings here and there and I can recall the first time I saw it in 1939. I drooled over it like young lads subsequently drooled over D-type Jaguars, Ferrari 375 GTBs, Porsche 917s or a Lamborghini Countach. I have no doubt that similar young lads drooled over Type 43 Bugattis or blower Bentleys.

The controversy over the "fastest sports car" tag led to a competition at Brooklands that unfortunately misfired and only proved who was the best driver and not which was the fastest car. At the time I never did understand why the competitors were not timed for a flying lap of the Brooklands banked Outer Circuit, where maximum speed was all that mattered. Instead, they took part in two races on "road-type" circuits in which the driver was more important than the car. JML 1 blotted its copy book by breaking its gearbox so the outcome was very unsatisfactory. Subsequently Hunter did a lap of the Outer Circuit at 122.97 m.p.h., which was pretty fair for a fully-equipped road-going car running on normal petrol/benzole pump fuel.

After the war JML 1 reappeared in club racing, driven by T. A. D. Crook and he destroyed some of its visual appeal by removing the front mudguards and fitting small cycle wings. It was then sold to a car collector in Scotland, where it languished for many years until the owner had an auction sale to dispose of all his cars. It was bought by an American Alfa Romeo enthusiast and today resides in the USA, I hope still carrying its number JML 1. — D.S.J.

Hugh Hunter in the 8C 2900B Alfa Romeo JML 1 competing in the Inter-Varsity Speed Trials at Syston Park in 1939.



Lotus Parts in Sussex

FIBREGLASS SERVICES have recently been appointed official Lotus service and parts dealers for Sussex and now hold large stocks of spares for these cars. The address is Charlton Saw Mills, Charlton, near Chichester.

Swansea slips up again

A READER has sent us a photocopy of the old and new registration documents for her 1930 D6 Delage. The old log book, issued in 1945, is quite clear that the vehicle is a Delage with a maroon and black Weyman *(sic)* saloon of 22 h.p., RAC Rating. On the other hand, Swansea thinks it is a "2-axle-rigid body saloon Weymandgl", coloured maroon and black and fitted with a 22 c.c. engine: interesting to see how well it goes!

Does the DLVC do it on purpose to keep us amused?

* * *

Dry Cleaning — for hands

BARS Motor Products are well known for their preparations to help the DIY motorist repair radiator leaks. Now they have added a hand cleaner to their range of products, but a hand cleaner with a difference — no water is required. It comes in a simple aerosol can, is simply rubbed in and then wiped off to leave the hands clean, and the smell is not unpleasant. A very useful product to carry alongside the spare wheel.

RAC RALLY — Results

(see page 64 for story)

1st	H. Toivonen/P. White (Sunbeam Lotus)	8h 17m 33s
2nd	H. Mikkola/A. Hertz (Escort RS)	8h 22m 09s
3rd	G. Frequelin/J. Todt (Sunbeam Lotus)	8h 31m 24s
4th	R. Brookes/P. Bryant (Sunbeam Lotus)	8h 32m 16s
5th	A. Kullang/B. Berglund (Ascona 400)	8h 33m 47s
6th	T. Makinen/M. Holmes (Escort RS)	8h 43m 41s
7th	T. Pond/F. Gallagher (Triumph TR7 V8)	8h 46m 43s
8th	A. Dawson/K. Gormley (Datsun Violet)	8h 48m 08s
9th	B. Danielsson/D. Booth (Escort RS)	8h 55m 58s
10th	G. Hill/R. Varley (Chevette)	8h 58m 40s
11th	J. Raymond/J. Daniels (Escort RS2000)	9h 14m 54s
12th	C. Lord/E. Waldron (Escort RS)	9h 19m 28s
13th	S. Nilsson/A. Olsson (Ascona)	9h 19m 50s
14th	M. Sundstrom/M. Coleman (Escort RS2000)	9h 28m 54s
15th	M. Stuart/F. Rowlands (Escort RS2000)	9h 32m 29s

JAGUAR XJ-S — continued from page 69

acceleration is very impressive indeed. The Jaguar XJ-S will get from a standstill to 60 m.p.h. in 7½ sec., to 70 m.p.h. in 9.6 sec., to 80 m.p.h. in a mere 12 sec. and go on to reach "the ton" in an elapsed time of only 18.1 sec. So great is the torque that almost all driving can be comfortably done in "D", using kick-down only for really rapid overtaking. Similarly, it is perfectly acceptable to let the gearbox take care of its own upward and downward shifting, which it accomplishes extremely smoothly, giving maxima of around 55 m.p.h. and 94 m.p.h. coming out of the two lower speeds. The delightful smoothness of the big multi-cylinder engine is again seen in the brief time that the Jaguar takes to increase its pace from a steady speed onwards, in the order of three seconds from 40 to 60 m.p.h. for example, 3½ sec. sufficing to go from 50 to 70 m.p.h., or at the lower end of the speed-scale, getting from a town crawl of 20 m.p.h. to a town speed-limit of 40 m.p.h. in fractionally over 2½ sec. The top speed of such a car is of only academic interest to most road-going drivers these days, even abroad, but let us say that the XJ-S is good for at least 145 m.p.h.

It all makes for the most enjoyable motoring, especially as the driving-seat fits one snugly, is very comfortable, and appears to be of real leather — it has in fact leather facings. Veneer cappings and a tree-wood fascia are not used for this particular Jaguar model, which I think is absolutely correct for a fast car of this kind. Sighting along the bonnet gives one a feeling of purposeful motoring, but the side pillars somewhat obstruct the driving vision in that area. Providing that one accepts this Jaguar as a high-performance GT car, its rear-compartment space and the size of the box-like luggage boot (it takes 8.4 cu. ft. of luggage) are adequate. As the engine occupies all the under-bonnet room, the battery lives in the boot beside the upright spare wheel and is suitably ventilated. To gain access to the rear seat the squabs of the front seats fold forward, after neat latches on the squabs have been operated. The external door-handles are a little difficult to use until one has found out how to press the releases upwards, but the inside handles are well-placed. Three differently shaped keys are provided, one for ignition/steering-lock, one for the doors, and another for the boot and cubby-hole, although the boot can be opened without the key. There are two external rear-view mirrors, with internal adjustment. The windscreen is of the laminated type, there is tinted glass, the shallow sun-vizors are recessed into the roof, nylon pile-carpeting covers all the floor and the lower door-panels, and a Phillips stereo/radio cassette player is standard, with an electric aerial. The boot remains in darkness if the side lamps are off.

If the row of impressive switches that once made a Jaguar saloon so distinctive is not part of the XJ-S's interior layout, nevertheless the fascia is effectively set out. The hooded speedometer and tachometer have between them four gauges with side-needles that move vertically. These show water-heat, oil-pressure, fuel-level and battery condition. They are not fully calibrated but are easy to see and oil-pressure normally reads 60 lb./sq. in. Lined along the top of the instrument nacelle are no fewer than 18 warning-lights, for turn-indicators, (two), rear-window demisting, fog-lamps (if fitted), headlamps' full beam in use, battery-overcharge, a major fault, a secondary fault, ignition on, low fuel-level, hazard-warning on, coolant-level low, low brake fluid or a brake system malfunction, no oil-pressure, hand-brake on, seat-belts not fastened (that's what it was!), side lamps defective and stop-lights defective — an electronic delight! The speedometer reads to 160 m.p.h., and the tachometer to 7,000 r.p.m., the latter with a warning area on its dial at 6,500 r.p.m. Both have white needles on black dials and the speedometer has very small k.p.h. markings, but no 30 m.p.h. mark. Silver edging picks out the dials, and the green fascia-illumination can be dimmed. The lamps are selected by a rotary switch convenient to the driver's left-hand.

Two substantial stalk-levers are used, the left-hand one for the direction-indicators (which I prefer on a r.h. stalk), lamps' dipping and flashing, the right-hand stalk looking after the two-speed windscreen-wipers, which also have a flick-action operated by pulling in the stalk. The wipers hesitate before coming up from their parked position, but wipe most effectively. The flat ends of both stalks carry operating instructions. The fascia carries four very large oblong press-switches, divided by an electric clock. These cover heating the rear window, hazard-warning, map-light and interior-lighting. The Jaguar possesses three interior lights and two map-lights.

The horn-push is the padded steering-wheel centre. The steering-column can be adjusted for reach after a big knurled ring surrounding it has been undone. There is lever-adjustment of the front-seat squabs. The hand-brake is unusual, as its lever lies horizontally on the right of the driving seat. It is completely out of the way, however, as it drops back after being applied, another upwards pull then releasing it — very neat! The gear-selector lever is pleasant to use and has the normal P,R,N,D,2,1 positions, although there is no indent as on a Rover 3500 quadrant to prevent an inadvertent move from D into N. At night each position is lit as it engages. The side windows are electrically raised and lowered by well-located switches on the rear of the centre console and also down on the console is a switch for electric central-locking of the doors (surely dangerous, as the keys might be left inside the car?), and another device for lighting a cigar (the instruction book says). Smoker's companions front and rear, a vanity mirror within the lockable cubby-hole and door-wells and rear-seat wells (but no fascia-shelf or other stowages) are other items of equipment. But there is a Ford-like lidded centre bin that is useful. The heavy doors have "keeps" that do not hold them open on a gradient.

One of the most acceptable features of the XJ-S is standard air-conditioning and heating, a system which by using two big rotatable knobs can be put to any of several temperature settings, which will then be automatically maintained. The temperature settings range from 65 deg., through 70 deg., 75 deg. and 80 deg. to 85 deg., and there are defrosting, high and low settings as well as the automatic setting. This air-conditioning is a great aid to comfortable, attention-free motoring. The Cibie biode quartz-halogen headlamps give a powerful beam and a sensible spread of light when dipped, which is done by flick-action of the l.h. control-stalk. The rear number plate is set high, away from road-dirt. The finish of the Jaguar XJ-S is generally of high quality and the styling a matter of individual opinion — I like it, except perhaps for the "vanes" flowing from the rear-window edges. The bonnet is hinged at the front and the petrol tank is behind the seats, its angled filler beneath a large flap on the near-side, the filler-cap having a lock with protective cover.

On the road the Jaguar XJ-S displays good manners in almost every way. The steering, with a big-thin-rimmed wheel, is geared three turns, lock-to-lock, and it is light, free from lost motion, and has mild but useful castor-return action. The suspension soaks up bad surfaces admirably and even when it can be felt working over really rough going it transmits nothing uncomfortable to the car's occupants. The secure driving-seat and sense of the XJ-S's compactness from within gives a driver full confidence from the outset and the Jaguar's brakes contribute to this by their untemperamental and progressive power. The quietness of the engine is, of course, one of the car's greatest attributes, and it matters not how fast the engine is turning. At a cruising speed of 70 m.p.h., if one can be so restrained, the r.p.m. equals 2,880. At 80 m.p.h. the engine runs at just under 3,300 r.p.m. and at 100 m.p.h. it is doing 4,100 r.p.m. There is also very little road-noise or wind-noise, the latter confined to some zizz round the off-side screen pillar, perhaps made by the mirror positioning. The steering is no longer, I thought, over-light and the cornering characteristic is initial mild understeer, with controllable oversteer on fast bends. The damping is admittedly set up for all-round comfort but can promote some float at times. The absolutely effortless continuing acceleration obviously contributes to the extreme safety of this 145 m.p.h. motor-car.

As to fuel consumption, I was hampered by slippery winter-weather conditions during the week in which I used the Jaguar, so the m.p.g. figure presented covers moderately fast driving on motorways and main roads, coupled with much slow driving and a great many cold-starts. It came out at 14.1 m.p.g. As the tank holds 20 gallons, the range, reckoning on between 13 and 16 m.p.g. in average useage, could well be a useful 290 miles, or over 300 miles if one is trying to save fuel. After standing outside in zero temperatures the V12 engine not only started very easily on the first application of the starter but was ready to pull away at once without stalling, and its low-speed torque is such that even under these adverse conditions full-lock on the power steering failed to trouble it, when other engines might have been overcome. The handbook, which comes in a leather wallet, recommends letting the engine warm-up at 1,500 r.p.m. on very cold days with the car stationary, but with no hand-throttle, how does one do this? Had I used this method, instead of driving circumspectly for the first few miles, fuel consumption would have been heavier. No oil was consumed, in 750 miles, which was just as well, because the oil filter cap was difficult to move, inspite of its crossbar. The bonnet is self propping but its release lever is on the wrong side of the driving compartment and has to be operated again to secure the bonnet in the shut posiiton. The Jaguar's rear compartment is cramped for two normal sized adults but the divided seat was reported as very comfortable by the two ladies that occupied it for half-a-day's motoring. Reverting to the ventilation the hot air vents at the fascia extremities can be cut off, but not the up and down adjustable centre vents. Incidentally, all dials and controls are clearly marked.

The Jaguar XJ-S is a very fine car indeed and when you remember that it costs only £19,187 whereas, for instance, an Aston Martin V8 sets you back a matter of £34,498, a BMW 635CSi £18,950, a Ferrari 308GTB £20,100, a Maserati Merak £22,998 and a Porsche 928 £21,872, and remembering the Jaguar's quiet-running, its impeccable twelve-cylinder engine, and its overall excellent road manners, there would seem to be

Books for the New Year

"Bentley — Cricklewood To Crewe" by Michael Frostick. 302 pp. 10"x7½" (*Osprey Publishing Ltd., 12/14 Long Acre, London, WC2E 9LP.* £12.50).

When I first saw this book I thought the author had provided the review for me, in his Introduction, when he wrote: "Yet another Bentley book might seem too many even to the most avid enthusiast; for what is there to say that has not been better said before — usually more than once?" That seemed to say it all, especially as for much of the book Frostick has resorted to his expected "scissors-and-paste" performance, dissecting Bentley catalogues, motor magazine articles and newspaper reports, to illustrate and fill the book's 300+ pages. It seemed that I could confidentially tell you to re-pocket your cheque-books. . . .

But let us be fair, to the author and those who might otherwise miss something they may enjoy. Reading the book, I found it enthralling. This is not so much because Frostick has put all the Bentleys — Cricklewoodian, Derby-built and Crewe-assembled, between two covers, repeating, naturally oft-told chronology, but because he gives his opinions about some of the mysteries and myths that, up to now, have surrounded the life-story of W.O. Bentley. That is always fascinating! To do this the author has consulted 30 leading sources and has added some new material of his own, relating to Bentley Company finances and the cars' technicalities. From these he forms some opinions of much interest, that are at variance with popularly-accepted versions of Bentley history.

Frostick will probably be castigated in BDC circles for his honesty. He is very likely to be seen by misty-eyed Bentley addicts as the first British writer who has dared to bring some of W.O.'s skeletons out of the cupboard, to wash Bentley dirty-linen in public. . . . Yet history should never be deliberately distorted. It is all too easy for an interviewer, desperate to make a good story, to persuade, perhaps unwittingly, his "victim" of certain things, to the biographer's advantage. Richard Hough deserves our lasting praise and thanks for having originally drawn W.O. Bentley out of his shell and for writing his definitive biography. But in so doing, he may have sometimes unintentionally made W.O. say things he might not have written in the same way, had he been compiling the book himself. We know that W.O. was ready, quite rightly, to correct false impressions about his life-work (see his footnotes to Elizabeth Nagle's Bentley book). But in the first flush of biography, faced by Hough, both needing a best-seller, the situation may not have been quite the same. . . .

As an example of what I mean, Frostick is puzzled as to why W.O. should have told Hough that after the R-R merger Royce didn't know what to do with him. He sees the clash of personalities between W.O. and Sir Henry as coming from Bentley's public-school background (Frostick is very much influenced by this thinking, even to attributing to it Sammy Davis' eventual honesty when criticising the first 3-litre Bentley, after road testing it in 1920 for *The Autocar!*) against Royce's humble upbringing. Frostick omits, however, to use that splendid retort of W.O.'s when Royce had suggested to him that he was not an engineer — Bentley reminded Royce that he had been a *premium apprentice* with the GNR at Doncaster when "you were a boy in the running-sheds". I have always thought this one of the great conversation pieces of all time — if it really was said.

Frostick thinks that Royce must have seen in W.O. his ideal Development Engineer, able to drive the long Continental test-runs which Royce's poor health precluded. He sees no reason for W.O.'s complete discontent at this time or that Rolls-Royce failed to make use of his talents. It is very significant that he calls both Bentley and Royce *Ideatores*, as distinct from designers, in a completely complimentary sense! Incidentally, while he concurs with the view that W.O. did a great deal of development during WW1 on the Clerget rotary aero-engine, he still maintains that the BRI was based on the Clerget. . . .

What Frostick has set out to do he has done remarkably well. He goes step-by-step through the entire Bentley-car history, asking questions where these occur to him. (In this context, as he has quoted, from all the other important books about Bentley, it is rather snide of his publisher to refuse reproduction of any part of *their* book!) He is especially interesting about Bentley's financial position, comparing previously-known figures with some newly-disclosed ones. The result is a situation far blacker than former W.O. biographers have cared to reveal. Frostick is at pains, too, to prove, difficult as this is, that despite the magnificent Bentley racing successes, the Company probably had only three racing-cars of its own!

Frostick goes into many interesting things. He is, I think, the first author to reveal the true nature of the illness that afflicted Royce so that he had to work from West Wittering and then from the South of France instead of at the Rolls-Royce factory. Frostick thinks that Rolls-Royce Ltd. were, in fact, happy to have Royce out of the way; but if this was so, why did they ask him to travel up to London to interview W. O. Bentley, not all that long before his death? In the matter of racing, Frostick wonders why W.O. chose first to race as far away as Indianapolis, in 1922, where, as I have revealed, his lone 3-litre was attributed to Douglas Hawkes. He lists all the Bentley Directors, of W.O.'s first two Companies in 1919 and 1920, of Woolf Barnato's Companies in 1928 and 1931, and of the new Bentley Company formed in 1931, after the Rolls-Royce take-over. He probes into Bentley finances, excusing himself by saying that ". . . one may admire one's hero more if one has some inkling of what he was up against". Having said that, Frostick clearly does not believe W.O.'s own estimate of what motor-racing cost his Company.

So this book must be accounted strong stuff. Apart from the many pictures, including a few pages in colour, with a pull out identification-chart of 15 different Bentley models from 1927 to 1980, and those reproduced catalogues (including that for the ill-fated 4-litre which Frostick defends), the author has had the audacity to cut-up and include all those little souvenir books that Bentley Motors issued after their four consecutive victories (1927-1930) at Le Mans (and which are top collector's-items) so that if you have exceptional eyesight, or possess a magnifying-glass, you can see these races through the eyes of the Bentley Company. — W.B.

"Lionel Martin, a Biography" by A. B. Demaus. 151 pages, 9½" × 7". (*Transport Bookman Publications Ltd., 8 South Street, Isleworth, Middlesex, TW7 7BG.* £8.00).

This book may have come rather too late, for having been written long after the death of Lionel Martin, that great Etonian motoring and cycling enthusiast who with Robert Bamford, created the high-class side-valve Aston Martin car, many of the facts we would like to have been enlightened about are lost to both author and to us. Nevertheless, it is a compelling little volume, an excuse to republish many of the old Aston Martin photographs and some fresh ones, and to provide just enough new material to maintain the more-specialist reader's interest.

There is plenty of information about what a fine racing and record-breaking cyclist Lionel Martin was, and how he persisted with this hobby well into old age, despite ill-health. If the details of Aston Martin finances, helped by Count Zborowski, remain obscure, there are many little glimpses of Lionel's character worth the recording, and Demaus, a dedicated historian, does not gloss over the gloomier aspects of the man, his queer temper, his impetuous wife Kate, and a Court case he brought in which Parry Thomas, among others, gave evidence — more fuel for a book about cars in Court which I hope one day someone will embark upon.

One feels that Demaus had to work hard to get a book out of his chosen subject, but that the end-product is worthwhile. He is at the disadvantage from which so many authors of motoring books now suffer, that of having to compete, if that is the word, against a great deal of previously-published history. In this respect, Aston Martin facts are well covered. Years back, during the war, I persuaded Lionel Martin to write his memoires for MOTOR SPORT and to list the 65 or so cars he had owned and naturally Demaus repeats this — curious that there were more Wolseley Hornets than Aston Martins. Although this and many of the reproduced photographs may be "old hat" to some readers, I am glad to have this record of a great sportsman and motorist, belonging essentially to the Edwardian days and the mad nineteen-twenties, set out properly by Demaus, who has owned L.M.'s cars. If some of the pictures have been published elsewhere, sometimes more than once, at least the present employer of them knows all the people they depict. A breath of fresh air from the past, as it were, to enliven another New Year.

W.B.

"British Leyland — The Truth about the cars" by Jeff Daniels. 192 pp. 10" × 7½". (*Osprey Publishing Ltd., 12/14 Long Acre, London WC2E 9LP.* £7.95).

This book strikes a difference, being a critical survey of British Leyland models, from the time of the epoch-making amalgamation between Austin and Morris to form the BMC in 1952, onwards. It is thus the first critical appraisal of the present unhappy BL situation, seen through the author's eyes, since the revolutionary disclosures made by Graham Turner in his own remarkable book, "The Leyland Papers". Significantly, Turner provides the Foreword to Jeff Daniels'

Continued overleaf

JAGUAR XJ-S — continued

no good reason at all for any Britisher who is in the market place for a high-performance car to rush off and buy a foreigner; unless he is seeking a raspy, rorty sort of GT machine — the Jaguar's V12 power unit is muted indeed, in comparison. The Jaguar XJ-S is certainly a motor-car that I would gladly own. It is manufactured by The Jaguar-Rover-Triumph Section of BL, at Browns Lane, Allesley, Coventry, CV5 9DR and after driving one I find it astonishing that there are not more on the road. — W.B.

observations. He backs these up with the view that it is not strikes nor labour relations, nor management structures but poor products that make or break companies, citing the 1800, Maxi, Marina and Allegro models "which tolled the knell of parting sales for BL".

Obviously, this book will be compulsive reading, as any revelation and exposure of other people's weaknesses and failures is readable, a fact well-known to editors of Sunday newspapers! It may not endear itself to those who, from choice or financial stringency, run the older BMC/BL cars, and it is hardly a make-history as such. It is a book that must stand on its own, as "The Leyland Papers" does.

Daniels has had much experience of the Motor Industry from several viewpoints, in a varied career, including testing new cars exhaustively for *Motoring Which?* when that branch of CA Ltd., had, I believe, its own ex-airfield testing centre. Consequently, what he says about the failings of the BL range of cars, which he compares with the products of Ford-of-Britain, is of the greatest interest to those (quite who is obscure, outside BL) concerned about such things. As a study of how customers matter to manufacturers the book points a pungent moral. If I have any disappointments — and this does not lie in the quantity of the many very interesting pictures of catalogue, prototype, and proposed BL cars along the years — it is that Daniels does not include all the shortcomings that many users must associate with some of the key BL models he is dissecting, nor does he give the findings of the motoring Press about them (at least, not as direct quotes), although the Technical Press is the main customer-link with the product.

For example, one remembers the apparent promise of the Austin 1800 — that nicely-sprung, very spacious "Big-Barge" — until its failings became apparent. Daniels recalls its heavy, low-geared manual steering, high apparent oil-consumption due to a wrongly-calibrated dip-stick(!), inaccessible minor controls if you wore a seat-belt, and the unreliable flasher-stalk. He also refers to the 1800's odd driving stance and unacceptable styling. The last two never seemed unacceptable to me, but what of exhaust-joint failures, due to excessive movement between the transverse engine and the exhaust pipe? I recall having first to ask my secretary to cancel a Showtime BMC luncheon invitation because I felt too ill to attend, then of managing to turn up late, only to find I had been seated beside Alec Issigonis "How do you like the 1800?" "To be honest, that's why I'm late — carbon monoxide fumes have nearly killed me!" What of those alarming drive-shafts failures on the 1100 after the universal joints had been destroyed, with danger of instant locking-up of the steering, and long servicing delays because the Holland Park BMC depot did not hold spares? That happened to me, as well as the sealed coolant system having been "filled for life" with plain water, that promptly froze at the first sign of frost.

However, Daniels' has put down some remarkably interesting reasons for the lack of success of leading BL models, including how they were presented to the Press and to the dealers — the 1800 was, he says, over-produced for its potential market, encouraged by the dealers.

The bad effects of BMC/BL's drastic "badge-engineering" is also well-put. All this is of interest to me, because MOTOR SPORT was once banned from road-testing BMC cars (the famous "Bishop-Ban") because of our too-critical reports on two then-current models.

One can but hope that Daniels' optimism for BL's future is not misplaced, as Turner seems to think it might be. I am glad to see that Daniels notes the great success of the Volkswagen Beetle, which MOTOR SPORT recognised from the start, and pushed very early on. We have to thank him, then, for an interesting and "different" book, that held my attention as more and more BL models were fairly but analytically criticised. (It would be interesting if Harriman, Lord Stokes and Sir Michael Edwardes could reply!)

The book has Appendices giving chronological listing of Austin/Morris versus Ford models from Wolseley 1500-Riley 1.5 to Ital-Mini Metro/ Escort "Erika" (i.e., from 1965 to 1980), UK marketing figures of BL and Ford cars from 1965 to 1979, showing that BL's share fell from 44.5% to 19.6% in that period, when Imports rose from 5.1% to 56.3%(!) but the Ford sales are not this broken down, and three graphs of BL model-developments, of sports cars, Rover-Triumph cars and Austin-Morris cars, during the past 22 or 23 years. — W.B.

"Racing And All That" by Stirling Moss & Mike Hailwood. 155 pp., 8¾" × 5½". *(Pelham Books Ltd., 44, Bedford Square, London, WC1B 3DU.* £6.95).

This is rather a fascinating little book, a "pot-boiler" maybe, but interesting as containing the views of two very famous racers who retired and then staged come-backs, about all those aspects of the motor-racing and motorcycle-racing game that have remained obscure to many. The two drivers (although I prefer the older "rider" of a motorcycle) appear to have done the text themselves, although John Thompson guided them. They are quite honest about what they made out of racing, their approach to it, the changes in technology and technique they have seen with the passing of the seasons, and what it was like to return to racing after their respective accidents.

Hailwood is also able to tell us what it was like for a world-champion racing motorcyclist to try his hand at car racing, again with no punches pulled over his opinions of driving in the Surtees GP team. The two co-authors even look at the vexed present-day politics of top-line motor racing. Both are interesting on the subject of "tigering" to attain success, Hailwood believing that in modern motorcycle racing you have to go over your personal limit to pull off wins. There are some good pictures and a list of both Moss's and Hailwood's racing records, retirements as well as placings (1950-1962 for Moss, 1959-1974 for Hailwood) and both writers discuss whom they regard as today's and recent top-drivers and riders and why, and look back at some of the "characters" who enlivened the Sport in the past. The Foreword is by Rob Walker. I rate this worthwhile reading. — W.B.

"Powered by Jaguar" by Doug Nye. 168 pp. 10" × 7½". *(Motor Racing Publications Ltd., 28/32 Devonshire Road, Chiswick, London W4 2HD.* £10.95)

Here is yet another book with a Jaguar theme, albeit one with a difference, because in this one that terrific typewriter-key tapper Doug Nye covers cars engined with the famous Heynes-designed twin-cam Jaguar power units and which are now seen in Historic Sports Car racing. After an introduction to how the Jaguar in-line-six engine was evolved, Nye tells us a great deal about the many cars to race with this excellent and still not out-dated engine — the early Jaguar-powered specials, through to such great makes in their own right as the HWM-Jaguars, the Cooper-Jaguars, the Tojeiro-Jaguars, and the Lister-Jaguars. Each of these gets a chapter to itself and this packed with pictures. The book concludes with some Lister mysteries, Nye has researched the individual histories of many of the Jaguar-powered cars that in recent times have been rebuilt for use in today's Historic car races, helped I see by our Denis Jenkinson, but with road-test reports on HWM, Cooper, Tojeiro and Lister-Jaguars from *Autosport*.

For those turned-on by these very fast, specialist sports/racing cars this book will make a good if expensive New Year's present. — W.B.

"From Two-Stroke to Turbo" by Anders Tunberg. 128 pp. 10" × 7¼". *(Motor Racing Publications Ltd., 28/32 Devonshire Road, Chiswick, London W4 2HD.* £5.95).

We remember vividly the early three-cylinder two-stroke Saabs, based on German FWD DKW engineering. This book translated from the Swedish, sets out to recall how Saab developed and publicised these rugged little cars, from the original Type-92 right up to the 900-series, through racing and especially through effective rally performances, starting in 1949. The ride I had through the Swedish snow-forests with Erik Carlsson and with Carl-Magnus Skogh, many years ago, points the way, often sideways on, to this book, as it were. The author allows us to relive the Saab rallying days and he provides a summarised survey of these Saab rally successes and the specifications of all Saab rally-cars from 92, through Sonett Super Sport, 93, 95, 96, Sonett II, 96 V4, Sonett III, 99, to the 900. At last a book for Saab followers and one again fully-illustrated. — W.B.

"The Colonel's Ferraris" by Doug Nye. 165 pp. 8¾" × 7¼". *(Ampersand Press, 2 Sutton Row, Sutton Manderville, Salisbury, Wiltshire.* £10.00.)

One feels that Doug Nye enjoys delving into motor-racing history, learning as he goes. Ferrari is a compulsive subject, yet too many books have been written about this famous motor-car. The idea of looking at the career of the Maranello Concessionaires' racing team, run by the very enthusiastic Col. Hoare, has been Doug's excuse for hanging some good pictures and statistical tables (the race-record compiled by Geoff Willoughby) around a chronological account of Col. R. J. "Ronnie" Hoare's racing with his Marenello Ferraris, from 1961 to 1972.

The book exudes that sort of enthusiasm which an amateur team so often possesses, and to his rather brief but descriptive text Nye had added, for good measure, specifications of the Hoare cars, from 250GT to the 365GTB/4 Daytona Berlinetta that was raced just once at Le Mans. There are also comments and memories of six of the Team, with Col. Hoare himself having the last word. Ferrari "fans" will need this one.

W.B.

"The Shiphunters" by R. E. Gillman, DFC, DFM. 240 pp. 8½" × 5½". *(John Murray Ltd., 50 Albemarle Street, London W1X 4BD.* £3.95.)

This is the vivid story of Gillman's war, after he was posted to Malta in 1940 as a Blenheim pilot. You experience the low-level day-light raids against shipping, harbours and motor transport, in the Mediterranean theatre from the pilot's seat. This is a quite exceptional war-book, by the writer of "From Croydon to Concorde" which I reviewed so favourably last month. Add it to your list for some enthralling New Year's reading.

W.B.

Letters from Readers

N.B. *–Opinions expressed are those of our Correspondents and* MOTOR SPORT *does not necessarily associate itself with them.* –ED

A Market for Leyland

Sir,

With a Saudi/Leyland sponsored Formula I car and driver winning the World Championship, what better time for British Leyland to begin a concerted sales drive here in Saudi Arabia?

To be honest, I am bored with the sight of uncounted numbers of mediocre Japanese car, hordes of Mercedes and a profusion of cloned Chevrolets.

To judge by the admiration for the ubiquitous Range Rover (which, incidentally, retails for about the same price as a Chevrolet Blazer 4w.d. — no contest!) and the nostalgic reactions of many a Saudi as he recalls his Austin Cambridge, the time *must* be ripe for an invasion of British cars where the market is increased by a substantial population of expatriate labour who also need mobility. Not only would BL beat other major European manufacturers to the punch (excepting Mercedes and possibly BMW) but it's worth noting that Ford is black-listed and consequently not seen here!

Saudi Arabia M. R. WILSON

500s and the VSCC

Sir,

As a supporter of both, it is worth commenting that the VSCC moves with caution when it comes to matters of vehicle eligibility, but it does eventually move. It is therefore not unreasonable to expect that rear engined historic single-seaters will remain excluded from VSCC events for some time to come.

The reasons are well known, and repeated by those who must consider that our motor sporting history ended in 1939. By a fault of birth, I was not brought up with Brooklands or Donington, but with noisy 500s and Brands Hatch. They are MY nostalgia, and I see them with as much significance as others view the Bentley or Alfa Romeo.

No one associated with them, as a driver or spectator, can honestly say that 500s are dull. It is not the cars, but the total combination of cars, drivers, and their degree of competitiveness, that create exciting racing. I contend that a few 500s and other rear engined single seaters would create new excitement on VSCC grids, in the Austin 7 versus Bentley tradition.

Gone are the days when vast entries of 500s would appear, as if by magic, to terrorise the vivid imaginations of the VSCC committee. There are few left, and they do deserve recognition by one of the most significant car clubs in the world. They will survive despite the VSCC, but why should they have to?

Bristol FYRTH CROSSE

Credit to Mikkola

Sir,

In the November issue of MOTOR SPORT there is a report on the World Championship Rally, the San Remo. At the end of the review you state that Walter Röhrl's fourth World Championship win of the year equals the record set up by Ove Andersson in 1971. This fact is not in doubt, but did not Hannu Mikkola achieve the same feat in 1979? He won the Portuguese Rally, the Rally of New Zealand, the RAC Rally and the last round in the series, the Bandama Rally. This in no way detracts from Walter Röhrl's fine performances in 1980 on his way to the World Championship crown.

Welwyn ANDREW STRAZZA

[Mr. Strazza is absolutely right. Mikkola did have four outright wins in 1979, plus a second, but was narrowly beaten in the World Championship by team-mate Waldegård who scored two wins, four seconds and a third. —Ed.]

The Swing Axle IFS Debate continues

Sir,

If you are not tired of the correspondence about swing-axle IFS, may one of your oldest readers, who has owned during his lifetime three Ford 10's converted to LMB suspension, comment?

The first of these was a 1936 tourer and the others Ford Populars of the 1950s. I think Mr. Hume misses the point that Leslie Ballamy's ingenious and effective conversion was designed in the early Thirties to provide a cheap and easily fitted IFS system to contemporary Austin 7's and Ford 8's and 10's, which were suspended on beam axles with a transverse spring and shackles. It improved handling dramatically at low cost. The non-independent alternative was to flatten the spring and bind it tightly so the shackles were splayed outwards at some 50 degrees from the vertical to prevent lateral movement of the axle relative to the chassis. Effectively there was little "springing" left. It is worth noting that Mr. Witney Straight, no mean Grand Prix driver at the time, had his Lincoln converted by Mr. Ballamy.

Ten years later, Allards and Lotus were offering complete cars and, presumably, their designers were not restricted by the need to make their IFS interchangeable with the standard units. They could, for example, have used McPherson struts.

As regards "gyroscopic precessional torque", I experienced little trouble with any of the three cars, but they were none of them capable of more than 80 m.p.h. On the other hand the 1937 Lancia Aprilia I owned from 1950/53 suffered a typical Lancia steering wobble, associated with their vertical pillar suspension and constant length tie rod.

The two LMB Ford Populars that I owned in the 1950's were great fun to drive despite the limitations of a 1,192 c.c. side valve engine and 3-speed gearbox. One could drive up to 400 miles in a day with little fatigue and my wife and I drove to Austria and back one holiday. In retrospect it seems their handling and road-holding were not greatly inferior to those of a modern Fiesta in spite of the narrow track and Early Perpendicular shape. Certainly they were not "mere mud-plugging buggies".

Other readers may recall with delight watching Leslie Ballamy's "Blown Popsie" racing at incredible speeds against far more recently designed sports cars of low build.

Pickering ARTHUR DERAMORE

Radnor and Other Roads

Sir,

Reading your latest pieces in November 1980 MOTOR SPORT, with comments about local territory, such as the prolonged closure of the Toddington end of the Stow-Tewkesbury road and the mud-bespattered highways running through the Herefordshire hopyard — d'you know, that M50 turn-off for Ledbury has never struck me as being *difficult* (depends on your road speed); after all, it is a country bye-road and not a race track.

Currently I'm driving a 1,256 c.c. Vauxhall Viva. And, as a Vauxhallite, I enjoyed your piece on Bill Hancock. Especially since, some years ago, just before joining the Sunbeam Register, I ran a very pleasing Lanchester 18 with a marvellous 4-door convertible Wingham cabriolet body by Martin Walter, and sold it, through MOTOR SPORT, to a doctor in Ireland Non-detachable cylinder head and 54 thou. exhaust-valve clearance! Did you know that the SU drew its air through the valve cover long before closed-circuit engine ventilation had been generally thought of?

Just about the best mechanical donkey I ever had for the Marches country was a 180,000-miles Minor 1000 convertible which tackled all the Forestry tracks between Old and New Radnor; even the ones so steep that the twin tarmac strips vanished below the bonnet! Going down that is. I never climbed *up* a 1 in 3 with it. Nor tried to. But that open Minor was fun, and is now in Illinois, sold to an American lawyer (on a honeymoon visit to Britain) through MOTOR SPORT. On a previous bachelor vacation he'd taken home a Bentley, and now wanted "a little British car" as a bridal present. Straight off the plane his wife leapt into the Minor and drove off through the Hertfordshire lanes at 40. Turned out she was a farm-raised girl, used to Jeeps and tractors.

My family has been taking, and I've been reading, MOTOR SPORT since the *Brooklands Gazette* days. Where once we had 20 pages of small private ads, now all the cars seem to be in the hands of the dealers. Only two pages of classifieds!

Leckhampton F. K. PEACHEY

Sir,

I notice in the November issue of my favourite periodical that under the heading "Cars in Books" you commented you did not recall a toll on the Oxford-Witney road. Permit me to confirm that a fee was demanded to cross a river a short distance from Oxford. I paid to cross on my journeys to Gloucester at weekends in 1927/8. The bridge was freed shortly after the opening of the Northern by-pass.

It was on one of these journeys that the front cylinder of my EW Douglas blew away due to failure of the flange, but a small piece of wood inserted between the pot and front down tube enabled me to complete the trip and the bodge held until Mr. Gibb, the Gloucester agent, went to Kingswood for a new cylinder. Mr. Gibb was the AJS agent too and my hope was to have a 498cc OHV model, a hope not materialised as I went on to a BSA.

As you will have noted from the opening paragraph I've been motoring some time, many years in a Daimler Century which I still use today. It has its original transmission but a replacement engine and after over 200,000 miles just nicely run in.

Many thanks for the entertainment of MOTOR SPORT and with best wishes for 1981.

Hendon H. FLETCHER GEE

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

RATES 18p per word (maximum 80 words) £2.70 minimum charge. *(Maximum of two cars per reader.)*

BOX NOs. £1.50 extra per advertisment. Replies to Box No ..... "MOTOR SPORT", Standard House, Bonhill St., London, EC2 4DA.

COPY DATE By first post on 20th, but earlier is advisable owing to postal delays. 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 for information on small Display and Trade Advertisements.

FOR SALE

DAIMLER 2.5 V8 Saloon, registered February 1967, one owner since new, 34,000 miles only, registration number JOE 10E, silver grey with red upholstery, excellent condition, executors sale. Tel: 021-643 5527 office hours only. (68697

ALVIS SPEED 20 SB, 1933, Cross and Ellis 4-seater tourer, only 1,500 miles since total restoration in 1979, now superb indigo blue with red Connolly leather and new black hood/tonneau etc. All external and most internal items rechromed, much other work too numerous to mention. Very good mechanical condition. A beautiful car, offers around £14,500. Walker. Tel: Banbury (0295) 4433 daytime. (68696

MGB GT V8, 1974, N Reg., chrome bumpers, 58,000 miles, taxed, tested, damask red, £3,000. Tel: Grimsby 815774. (68695

ASTON MARTIN DB5, manual, BR6, excellent condition, stored 6 years, engine completely overhauled, rings, bearings, valves, etc. House purchase forces sale, £4,950. Tel: Bristol 32618. (68694

AUSTIN A35 Saloon, 1957. Good running order, one lady owner, nominal mileage and M.o.T. Preservation opportunity, offers over £450. Tel: 021-353 7842. (68599

LOTUS ELITE 503, N-Reg., low mileage, lagoon blue/oatmeal int., all refinements including air conditioning, £3,600 or exchange Range Rover, Jeep CJ7. Tel: Plymouth (0752) 662276 or 872645. (68600

ELAN +2 130S, superb condition, considerable mechanical work carried out recently, including balancing engine, £3,250. Tel: 0203 414627. (68601

MORGAN 4/4 four-seater, 1973, under 32,000 miles, black, luggage carrier, tonneau, radio, excellent condition, £5,300. Tel: 0608 810173 (Charlbury nr. Oxford). (68603

1948 TRIUMPH 1800 Saloon, £575 o.n.o. Tel: Bolton 492585. (68604

SCIMITAR GTE 1974, manual, overdrive, 43,000 miles, regularly serviced, stainless steel exhaust, immaculate, £2,600. Tel: Cheltenham 28213 daytime, Newent 820028. (68605

WILL SOMEONE save my Rover 90? Son wants to "customise" it! Sound in body and engine after 25 years, 75,000 miles, M.o.T July 1981, tow bar, new springs, clutch, etc. Tel: Royston (Herts) 60705. (68606

AUSTIN RUBY 1935, fully restored, excellent showroom condition, best offer over £2,500. Tel: Cheadle 5596. (68608

JAGUAR 240 1968, BRG, 28,000 miles from new, tool kit not used, car is original — in superb condition, £3,000. Tel: Brynmawr 311064, code 0495. (68609

DATSUN 260Z 2+2, 1978, bronze metallic, black interior, alloy wheels, 5-speed box, 20,000 miles, serviced every 3,000 miles miles, superb condition, any inspection welcomed, wife's car, must sell £4,950. Tel: Archie 0303 50587. (64700

ASTON MARTIN DB5, 1966, concours, rated finest example available. £10,000. Tel: Mr Byfield on 01-352 7348. (65524

ALFA ROMEO 1600GT Junior, 1975, 44,000 miles, Dinitrol, one loving owner, £2,000 o.n.o. Tel: Frome 830714. (67401

ASTON MARTIN DB3 drophead, 1958, engine totally rebuilt, new carpets etc, 3 owners, last one 15 years, £8,895, taxed, M.o.T. Tel: Burton-on-Trent 702245. (67474

MORRIS MINOR 1000 4-door saloon, 1970, over £500 spent on steering, suspension, wings etc, M.o.T. and taxed 1981. £895. Tel: Poynton (Cheshire) 873678. (68003

MG MIDGET new, unregistered, brown, standard equipment, £3,950. Tel: Poynton (Cheshire) 873678. (68003

MERLYN SPORTS Racing car with Nelson twin cam, very quick car, accepted HSCC. Lotus 30, well sorted, class winner, Classic Sports Car Championship 1980. Tel: Frensham 2261 eves. (68014

TRIUMPH GT6 MkII, 1969, red, sunroof, M.o.T., taxed, good condition £630 o.n.o. Tel: Aldershot 331005. (68624

LANCIA FLAVIA S3, 1976, 34,500 miles, radio, maintained new condition, disregarding expense, licensed March 1981. £2,150. Tel: Walton-on-Thames 25980. (68424

TR6, 1973 (M), o/d, red, black interior, hard top, tonneau, radio. £1,950 o.n.o. Tel: Hertford (0992) 58323, and keep trying, after Jan 14th. (68607

BMW 3.0CSL 1973, M-Registered, 56,000 genuine miles, 3 owners from new, polaris silver with black interior, very well maintained and in very good condition. £5,000 o.n.o. Tel: Shoreham (07917) 5181. (68847

ASTON MARTIN 2-litre, long chassis tourer, 1938 Model 15/98, offers, view London. A. E. Way, 8 Bickleigh Close, Pinhoe, Exeter, Devon. (68849

JAGUAR XK150 Drop Head Coupe, 1960, carmen red with beige interior, condition good throughout, four owners from new. £5,250 o.n.o. Tel: Cardiff 754354. (68850

FOR SALE—continued

AUSTIN 7 RUBY, 1937, £400 just spent on complete engine rebuild, bodywork in superb condition, M.o.T. 1981, space needed so unfortunately must go, offers to Steeple Aston 40708 or Banbury 3551. (68851

DAIMLER 250 V8 Saloon 1967, 2 owners from new. This car has covered a genuine 23,000 miles from new, is in mint condition, in white with black leather upholstery, automatic, spare wheel unused. Must be seen to be appreciated. £3,995. Tel: 0203 302256. (68852

MG MIDGET 1978 red, excellent condition, cassette/radio plus extras, bargain at £2,050. Tel: Burnley 55578. (68845

ESCORT MEXICO 1976, red, 36,000 miles, Ziebarted, showroom condition, many extras, £2,795, Horsham, Sussex (040372) 2493. (68846

1973 PORSCHE 911E, Targa, blue, black interior, RHD, full twelve month M.o.T., radio, well shod with spare, no problems at all, very sorry to sell, owner has been Thatchered. £3,850. Tel: Leicester 823328 days, evenings Rockingham 770223. (68911

HEALEY "WESTLAND" Drophead Roadster, 1949. £4,500; Sunbeam-Talbot open sports 1939, £3,000. Tel: Hertford 59977 eves. (68913

PORSCHE 911 Targa Sportmatic, low mileage for year (1975), full leather trim, company director's 2nd car £7,000 o.n.o. Tel: (0428) 53953 days 9-5.30. Ask for Terry or Sue. (68915

MORGAN 4/4 4-seater, 1978, 10,000 miles, many extras, leather, fantastic radio, highest offer over £6,500 secures. Tel: 0437 2213. (68916

JAGUAR 2.4 MKII 1961, manual/overdrive, superb throughout, 22,000 dry weather miles only, completely original, regularly serviced & maintained, £4,500. Tel: Sutton Valence 3005. (68917

JAGUAR 4.2 XJ COUPE 1975, automatic, sun roof, tinted windows, radio/cassette, 32,000 miles only, £3,950. Tel: Sutton Valence 3005. (68917

GINETTA G16, 1968 rare sports-racer, fitted 3½ Buick, eligible for Special GT Gp4 Racing, probably best looking Ginetta ever built. £6,500, p/x possible. Tel: 0543 490232. (68951

LAGONDA M45 1933 saloon, complete and original, needs clutch/brake attention, five new tyres fitted. £8,000. Towers, 8 Fiery Hill Road, Barnt Green, Birmingham B45 8LF. (68953

E-TYPE, 2+2, 1969, new bonnet required plus complete overhaul, offers around £1,700. Tel: evenings, Farnworth (Bolton) 729340 in the first instance, if unavailable Farnworth (Bolton) 73094. (68954

TR6 P.I. 1971 J-Reg, white, black interior, h/s tops, overdrive 2, 3, 4. Reconditioned engine, new pistons, maintained by TR6 specialist regardless of expense. XAS tyres, spare unused. £1,850 o.n.o. For full details. Tel: Cheddar 743575 (office) Blagdon Hill 268 eves. (68955

JOWETT JAVELIN, 1953, non-runner, suitable for restoration or spares. Additional spares available for intending restorer. £100. Tel: Reading 85759. (69158

PORSCHE 914, T-Reg, 1970, lhd, very good order. £1,500 o.n.o. or exchange Europa. Tel.: Aberdeen 704261 office hours. (69159

JAGUAR 69 MARK II 2.4, One of the last made, 49,000 miles, three owners, undersealed from new, carmen red, Whitewall tyres, immaculate. £2,850. Tel.: 01-455 8786 days 9.30-7.00. (69161

ELAN S3 SE FHC, 1967, unfinished rebuild project, yellow and black trim, radio, 61,000 miles, slight inter-work to be done, no M.o.T. Offers. Tel.: 01-455 8786 days, 9.30-7.00. (69161

1979 V ESCORT RS2000 Custom X Series. With modified engine and body kit, 16,000 miles, never raced or rallied. £6,000 o.n.o., including many other extras. Tel.: P. B. Cowley on 051-709 7200. (69162

ASTON MARTIN DBS 6 VANTAGE. Superb example, new Avons, on cww, stainless steel exhaust sunroof, 12 months M.o.T. Offers. Tel.: 061-303 7041. (69163

CORVETTE STINGRAY 1978, silver anniversary model, fully loaded, 15,000 miles, superb condition, 351 ci, 18 m.p.g., 15 months AA Warranty. Offers. Tel.: 061-303 7041. (69163

AUSTIN HEALEY 3000, 1959 Healey red, completely professionally rebuilt, near concours. £6,250. Tel.: 0793 850784 weekdays. (69164

MG-B GT, November 1968, excellent condition, mineral blue, blue leather, overdrive, rebuilt engine, new clutch, brakes, etc., Michelin radials, stereo radio/cassette. £1,085 o.n.o. Tel.: Pontypool (04955) 56717. (69165

TVR CONVERTIBLE, 1979V, one owner, 7,500 miles, black with Wolfrace wheels, £6,550 o.n.o. Tel.: Theydon Bois 4392, or office 01-839 2804. (69166

OPEL MANTA 1.9 BERLINETTA, 1974, long tax and M.o.T., new tyres, excellent throughout, £1,375. Exchange considered. Tel.: Yeovil (0935) 4630. (69167

AUSTIN 7 BOX SALOON, 1933, completely rebuilt, recent engine overhaul, reupholstered and retrimmed, very good all round condition. £1,400. Tel.: Bungay 2232. (69028

FOR SALE—continued

LANCIA MONTE CARLO, June 1978, 25,000 miles, turquoise, beige interior, electric windows/aerial, superb stereo sound, new tyres, mint condition throughout. £3,750 o.n.o. Tel.: 0203 614354. (69029

ROLLS-ROYCE SCI, 1957, 64,000 miles, superb all round condition indicates this is correct. P.A.S., electric windows, Waxoyled annually, right hand change manual gearbox, garnet over sand. £7,950 o.n.o. or p/exchange for White Shadow. Tel.: 0454 773133. (69030

FERRARI DINO 246GT 1974, 32,000 miles, absolutely immaculate, red body, black interior, realistically priced for quick sale. £10,000. Tel.: Whitstable (0227) 262346. (69031

JENSEN INTERCEPTOR MK I, Registered 1968, a luxury car maintained regardless of cost. Low mileage, alloy wheels, new tyres, immaculate interior, superb mechanics, recent M.o.T. Offered at £2,300, might accept a part exchange. Tel.: Ferndown 872144 (day) 876052 (evening) Bournemouth. (69032

ASTON MARTIN DB 2.4 Mk. III saloon, overdrive, dark blue, mechanically sound, M.o.T. July. £2,950. Tel.: Hatfield 63156. (68406

MG-B ROADSTER, 1965, red with black leather interior, 5 bearing crankshaft, M.o.T., taxed, new hood, carpets, brakes, etc., hardtop, sound condition. £595 o.n.o. Tel.: (0273) 400414. (67476

ASTON MARTIN DB4 convertible, very sound chassis, requires some mechanical work, sell £4,350 or exchange Jaguar XK 120 Roadster. Tel.: 0642 218321/783119. (69201

KARMANN GHIA 1200, 1961, one owner 19 years, fantastic condition, £1,450. Tel: Mr. Doyle Sheffield (0742) 21590. (69202

ENJOY MILLE MIGLIA type motoring! Lancia Aurelia B20 V6 2½-litres, M.o.T. 3rd Series, with another complete B20 for spares. £2,000. Ashington 892089 (Sussex). (69203

DIRECTOR'S CAR 2+2 E-Type Jaguar Coupe, petrol blue, excellent condition, K-Reg, £5,450. Evenings: 01-421 1041. (69205

ALFA ROMEO GTS 1979, white 16,000 miles, superb condition, electric windows, sunshine roof, etc., £3,600. Tel: Salisbury 27119 after 5.30. (69233

RS2000 (SERIES X) Group 1, built by Fords on Customer "Road Car" Beautiful example of special class. £4,300 o.v.n.o. Tel: High Wycombe 23429 after 6.00 p.m. (69234

JAGUAR 420G, 47,000 documented miles, long M.o.T., all extras, very original condition, £1,200. Tel: Gloucester 60455. (69235

1954 STANDARD 8 RYC 605 under 37,000 speedometer miles, original log-book and handbook, 3 owners, new respray, M.o.T., £850, also M.G.B. GT, V8 November 1974, 44,000 speedometer miles, sun roof, chrome bumpers, radio/cassette, overdrive, Sundym, underseal, 11 months M.o.T. £3,450. Tel: 0761-412235. (69236

2 RARE AMERICAN Cars, loss of garage forces sale of 1957 Thunderbird two seater, port hole h.t. stored many years, complete but needs restoring £2,500 o.n.o. 1954 Ford Customline Sedan running £400 o.n.o. Tel: Epsom 23748. (69237

KARMANN GHIA 1967, pearl white, v.g.c. inside & out, new M.o.T., taxed, £925 o.n.o. Tel: Mr. Shaw 01-691 5545. (68497

MOVING HOUSE must sell my Datsun 240Z 1973, above average specification, £2,000 and Escort Mexico 1974, £1,200 and Wife's Wolseley Six 1973, £650 (Cadulac treated new). All taxed, tested, tow hitches. Details Tel: Swalcliffe 8174. (64940

ALFA GIULIETTA Spider 1962 1290cc, good running order, M.o.T. July '81, some minor work required, £800 o.n.o. Tel: 01 828 6720 evenings. (69242

TR2 1955, reg UKO 500, steel hardtop, not run for some years, spares or possible rebuild, realistic offers, details from Hilbourne, 48 Raglan Close, Dinas Powys, South Glamorgan. (69246

TURBO COLT Sapporo, 1978 model, orange, twin glass sunroofs, alloy wheels, usual extras, ex Janspeed engineering company car. Any Trial, superb condition £4,000 o.n.o. Tel: 0373 66230. (69247

MGB GT V8, 43,000 miles, new exhaust, recent alternator, M.o.T. Sept 81, v/good condition, colour harvest gold. £3,650 secures. Tel: Banbury 720615. (69249

FIAT 130 Coupe (M-Reg), immaculate metallic blue, Pininfarina coachwork, russet velour interior, taxed, tested, exceptional throughout, very rare future classic, bargain £1,950. Tel: 09662 2291 (weekdays), 0704 33214 (weekends). (69250

ARMSTRONG SIDDELEY Hurricane, 1952, 18 h.p. drop head Coupe, very good condition, long M.o.T. £2,250. Tel: Harpenden 61410. (69251

FERRARI 308 GTB 1979, 8,000 miles, all standard refinements, plus air conditioning, leather trim, Becker self-seek radio/stereo cassette, immaculate, reluctant sale £12,950. Tel: (Norwich) 0508 30449. (69288

LATE ADDITIONS TO DISPLAY ADVERTISEMENTS

WE WISH TO REMIND **DISPLAY** ADVERTISERS THAT WE OFFER THE FACILITY OF LATE ADDITIONS TO THEIR STOCK LISTS BY WAY OF A SPECIAL SECTION. THIS SECTION IS FOR DISPLAY ADVERTISERS WHO HAVE AN ACCOUNT WITH US AND WHO HAVE AN ADVERTISEMENT IN THE ISSUE IN QUESTION.
THESE ADDITIONS MAY BE TELEPHONED TO US ON **01-628 4741 EXT. 34 OR 7** UP TO MID-DAY ON THE 17TH OF THE MONTH PRECEDING PUBLISHING DATE.



PAGE & MOY LTD

International Motor Racing Tours 1981



Full details and reply paid coupon appear on pages 18 and 19

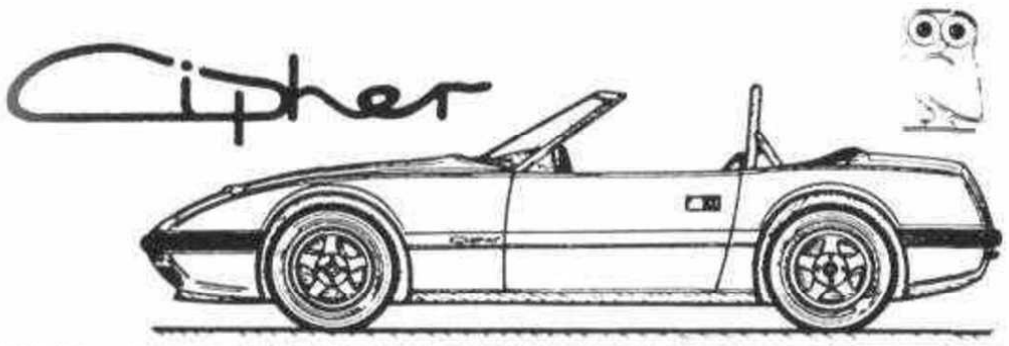
Send for your copy of our free colour brochure today

★ Our 21st year in motor racing
★ New tours to Daytona 500 and Macau Grand Prix
★ Budget tours from only £25 — some cheaper than last year
★ Exciting new long haul holiday itineraries
★ Great competition — win a trip to Le Mans by light aircraft

To book:
Call Kate or Clare on Leicester (0533) 552521
or write to:
PAGE & MOY LTD
136-138 London Road, Leicester LE2 1EN

The Chequered Flag

London's Leading Sports Car Specialists



The New **CIPHER**-Sports Car of the eighties Fast! Frugal! Fun!!!

PANTHER LIMA. Most attractive in metallic brown over gold scheme, with chrome wires, black cockpit, front spoiler. 1979 (V), nominal mileage. **£6,785**

MG MIDGET 1500. Choice of six 1978/80 models in yellow, blue, red, white or brown. **From £2,645**

LANCIA BETA COUPÉS AND SPYDERS. Choice of six 1600 and 2000 versions. Various colours and extras. 1977/80. **From £1,995**

AC 427 CONVERTIBLE. A 7-litre Cobra with beautiful Italian Frua Coachwork. Absolutely Mint in Rosso Corsa with black hide, chrome wires, elec. tinted windows. **POA**

AUSTIN HEALEY MK. I. Very attractive in Colarado red over black with matching leather. **£3,985**

VW GOLF GTI. Superb 1980 model in black with check cloth, 5-speed, alloy wheels, radio/tape, etc. **£4,995**

LANCIA FARINA 2.5 GT. Pristine example of this beautiful coupé. Metallic Gold with Beige Cloth, 5-speeds, PAS, alloy wheels, elec. windows, radio/cassette. 1979. Low mileage. **£7,685**

TVR TAIMAR. Brown with Oatmeal cloth and Model Band and matching Vinyl sunroof, alloy wheels, radio/tape. 1 owner. Service History. 1979. **£6,285**

MG-B. Currently 8 hand-picked roadsters in stock. All with overdrive, various colours, 1976/9, mostly one owners. **From £2,385**

SCIMITAR GTE. Dark Blue with Beige leather, overdrive, Wolfrace wheels, elec. tinted windows, PAS, radio, etc. 1979. **£5,985**

ALFA ROMEO 2000 SPYDER. Choice of two of these classic sports cars in Yellow or Green with Black cockpit. One 1976 and one 1978. **From £3,985**

ISO RIVOLTA LELE. Sumptuous true Gran-Turismo with American V8 power and Italian styling and handling. Red with Black interior, 5-speed, etc. Reputed 9,000 miles by sole owner. **£8,685**

TRIUMPH TR7. Probably the best value-for-money sports car on the road. Choice of 4 1978/80, 4/5-speeds, sunroof, etc. **From £3,185**

LANCIA BETA HPE. Three good examples of these practical high-performance estates, 2000's in Beige and a 1600 in Dark Blue, 1978/80. **From £3,985**

TVR 3000S CONVERTIBLE. Unmarked White with Black cloth and hood, alloy wheels, radio, etc. Low mileage. 1978. **£5,485**

TRIUMPH SPITFIRE 1500. We currently have a selection of five of these economical sports-cars in various colours and specifications. 1978/9. **From £2,285**

RELIANT SCIMITAR GTC CONVERTIBLE. Carmine Red with Black cloth, auto., PAS, alloy wheels, elec. tinted windows, radio/stereo, etc. 1980 (W). Nominal mileage. **£10,985**

TVR TAIMAR. 3-litre V6 hatchback, Brown with Oatmeal cloth, sunroof, stereo, alloy wheels, electric tints, 1979 (T), one owner. **£6,285**

DATSUN 260Z 2+2. Red with Black cloth, radio/tape, alloy wheels, 5-speed. 1977 (S). **£4,485**

FERRARI DINO 246 GT. Excellent example in Metallic Red with Black cloth, alloy wheels, electric windows, electric aerial, radio, etc. **£8,985**

TVR 3000S CONVERTIBLE. Last remaining unregistered example in Yellow with Oatmeal cloth, radio, alloy wheels, etc. **£8,835**

LANCIA GAMMA 2.5-LITRE. Most comfortable sports saloon. Navy with Blue leather trim, electric windows, radio, alloy wheels, 1979. **£4,985**

ALFA SUD 1.5 Ti. Unmarked White with Black cloth trim, and spoilers, low mileage by sole owner. 1979. **£3,385**

TVR 3000M. Exceptional one-owner example in Metallic Blue with Oatmeal cloth and model band and matchng vinyl sunroof, alloy wheels, radio/tape, tinted glass, etc. 'S' reg'd. **£4,685**

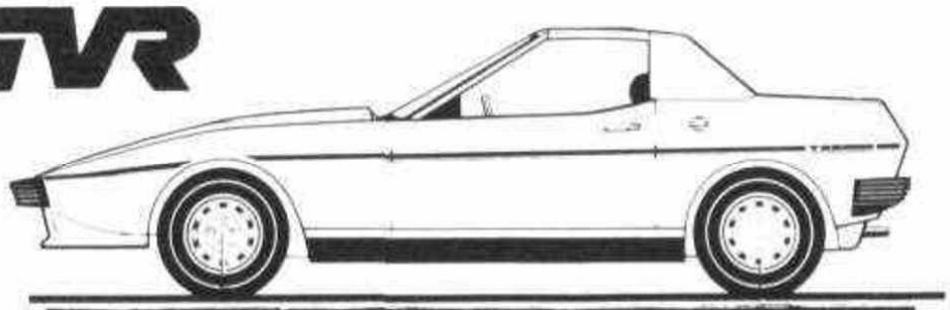
BMW 2002 CABRIOLET. Rare open 4-seater in Jade Green with Beige trim, alloy wheels, radio, etc. 1975. **£4,285**

ASTON MARTIN DB5 SPORTS COUPÉ. Beautiful Superleggera alloy coachwork, gleaming in Dubonnet *Rosso with Black leather*, chrome wires, electric tints, radio/electric aerial, 5-speed box, etc. Collector's piece. **£7,865**

LANCIA BETA 2000 Sports Saloons, choice of five of these excellent cars, 2 the luxury ES versions with steel sunroof, etc. 1 auto and 2 standard 2000's. 1976/9. From **£1,995**

TVR TAIMAR TURBO. Exciting Coupé in Red with Beige leather, Wolfrace wheels, Black band, sunroof, electric tints, radio/tape, 1977 (S). **£5,685**

TVR



TASMIN

THE NEW TASMIN CONVERTIBLE, and **2+2** are here: come and see and drive the latest additions to the exciting **TVR** range.

PORSCHE 911SC SPORTS COUPÉ. Beautiful 1978 example in Grand Prix White with Black leather trim, elec. sunroof and tints, radio/tape, alloy wheels, large wing, etc. One owner, full service history. **£12,985**

JAGUAR E-TYPE V12 ROADSTER. Two truly outstanding examples, Glacier White/Red trim (auto.) and Signal Red/Black trim (manual), both with full spec. **From £7,965**

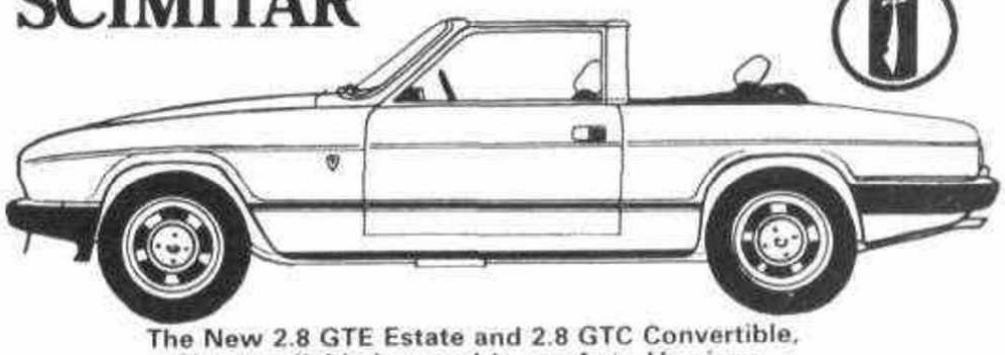
SALOON BARGAINS. A selection of Fiestas, Escorts, Fiats, Minis, etc. For those who need economy Motoring. *Top part-exchange prices on Sports Cars* — However uneconimical. **From £1,025**

FIAT X19 1500. Attractive car in Gold with Beige trim, 5-speeds, alloy wheels, radio/tape, etc. Low mileage by sole owner. 1979. **£4,285**

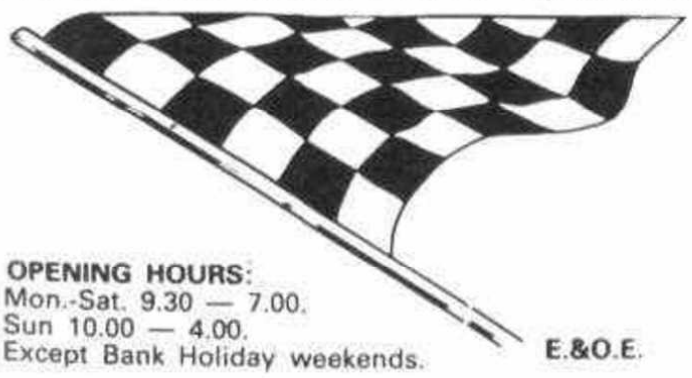
MG-B GT. Six carefully selected overdrive models in stock. Various colours and specs. 1977/9. **From £3,385**

LANCIA MONTE CARLO. 2 of these striking mid-engined coupés. A Blue fixed head and a Red Spyder. 1977/8. **From £4,285**

SCIMITAR



The New 2.8 GTE Estate and 2.8 GTC Convertible.
Now available in overdrive or Auto Versions.



OPENING HOURS:
Mon.-Sat. 9.30 — 7.00.
Sun 10.00 — 4.00.
Except Bank Holiday weekends.

E.&O.E.

Chiswick High Road London W4

Tel: 01-995 0022

Scimitar and TVR at 548-560 High Road, W4
Lancia Solus Dealers at 512-518 High Road, W4
TVR & Scimitar Service & Stores: 01-995 0102/4
Lancia Parts & Service Centre: 01-993 6483/5

For the finest selection of hand-picked Sports and Gran Turismo Cars Phone: 01-995 0022/3/4

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

MORGAN AGENTS

ALLON WHITE & SON
(CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205

SALES SERVICE SPARES
by Morgan enthusiasts
Used Morgans purchased and supplied

HERONGATE MOTOR COMPANY

THE ROVER PEOPLE, specialist repair and servicing for P4s, 60s, to 110s, also 3.5s 3500s, 2000s. We carry large stocks of new and used parts for those models, on parts we can offer a postal service.

Tel. (0277) 810098 Brentwood.
Telex 99336.

(EXPORT ENQUIRIES WELCOME)

ASTON MARTIN

HYDE VALE GARAGE LIMITED
Official Service and Spares Agents for London
We carry the most comprehensive stock of Aston Martin parts in the South of England. Including panels.

London SE10
Tel: 01-692 2822/8122

POSITIVE PERFORMANCE

Indiana, USA

For new and used American cars, vans and pick-ups at American prices. Contact

D.B. MOTORS

Had a SMASH? in your American car

All parts available including tyres and mechanical parts

OF LEICESTER LE2 8JB
Tel. 0533 834343 Telex 341071

FOR SCIMITARS

Our expert, experienced attention. All mechanical overhauls, exchange units. Piranha ignition, Koni and Girling shock absorbers, uprated road springs, heavy duty stainless exhausts and free-flow manifolds, heavy gauge replacement fuel tanks. Road and competition preparaton. 'Rooster Turbo system' for all 3-litre V6 engined cars.

Robin Rew, Workshop Unit 7
Silverstone Circuit, Towcester,
Northants. Tel. Silverstone 857 903



AND FOR SABRES TOO!!

British Auto Spares

SAINT AARONS, USK ROAD, CAERLEON, GWENT, UK

JAGUAR TRIM

Carpets, bootsets, Connolly leather seat covers, headlinings. Beautifully made to a very high standard using all original materials and patterns. Carpet edges bound. All Jaguar models catered for. Full or part sets.
E Type Retrim Kits. Consisting of everything you need to do a total interior trim easily and quickly yourself, i.e., carpets, harduras, bootset, seat covers, vinyl sills, moquette pieces, door panels and side panels, covered and ready to fit.
E Type — rubber seals including A posts.
E Type — all chrome badges including 4.2.
E Type — roadster hood covers.
E Type — jack bags and tool rolls.
Mk. II Retrim Kits. Including carpets, seat covers, bootmat, turtles, headlining, moquette, and most interior panels.
Trim materials — sold by the metre.
SPECIAL OFFER XJ6 complete bootset in Jaguar carpet. £23 + VAT

C.O.D. SERVICE ● WORLDWIDE EXPORTS
PHONE 0633 420608





MOTOR INSURANCE

PERFORMANCE CARS, CLASSIC CARS, YOUNG AND CONVICTED DRIVERS. INSTALMENT PLAN AVAILABLE

Telephone

01-638 9281

OR COMPLETE AND RETURN COUPON TO

GROSVENOR MANX SERVICES LTD
BROAD STREET AVENUE
11 BLOMFIELD STREET
LONDON EC2

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 claims 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

NO RU8BING DOWN · NO PRIMER · NO PREPARATION !

HOW Brush-On HAMMERITE

STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.

HIGH GLOSS METALLIC HAMMERED ENAMEL 8 COLOURS

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. No waste.
A QUICK, ONE COAT JOB! Easily applied anytime. Cures damp walls, floors. **SUPERB METALLIC COLS.** Silver-Grey, Bronze, Lt. Green, Mid Green, Deep Green, Lt. Blue, Deep Blue, Black. **1 litre** covers 80 sq. ft. **£6.17**. 2.5 litre **£10.65**. 5 litre (1.1 gall.) **£15.90**. 20 litre PAIL **£55.89**. Per return despatch all carriage free. *Bulk reductions.*

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

Using same Hammerite paint & Fireproof Thinners. FAR TOUGHER than Mfr's original! 8 COLOURS (above). 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 gall) HAMMERITE & 2.5 litres (.55 gall) Special **FIREPROOF** thinners incl. full inst'ns. Only **£14.50** carr free. Please state colour. Per return despatch.

"PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **"METALLIC FINISH TOUGH AND GLOSSY"** *Autocar.* 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 300F) 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. (does car wheels or complete m'cycle). State colour. **£1.91** post free. Pay by Access-Barclay Trust Card (No. charge.) Quote No. use 24 hr. ph. answer service. Call personally 9 to 4.30 Mon. to Fri.

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)

Merryfields Performance Centre

ROMFORD BRANCH 161 MAWNEY ROAD, ROMFORD, ESSEX ROMFORD 22717

Situated on the main A12

SELLING YOUR CAR

OUR EXPERIENCED SALES STAFF WILL UNDERTAKE TO SELL YOUR CAR QUICKLY ON A COMMISSION BASIS THEREBY RETURNING YOU THE HIGHEST POSSIBLE PRICE FOR YOUR CAR. NO SALE, NO CHARGE (OR OUTRIGHT CASH PURCHASE). 95% OF THE CARS WE ACCEPT ARE SOLD WITHIN TWO WEEKS (RING FOR DETAILS).



TRIUMPH TR7, 1979, Blue, tartan trim, 5-speed gearbox, sunroof, one owner, 20,000 miles **£3,450**

Please enquire regarding vehicles not advertised as we are constantly changing stock



LOTUS ECLAT V-REG. 521 5-speed, p.a.s., red with blue leather interior, one owner, radio/cassette **£8,950**

LOTUS ESPRIT S1, R-REG. Red, tartan trim **£5,950**
LOTUS ESPRIT MARCH 1979. Black commemorative model, one of 100 made, usual black and gold features with gold plated lettering **£8,750**
LOTUS ESPRIT S2 T-REG. Black with leather interior, 19,000 miles, one owner **£8,450**
LOTUS ECLAT 522 S-REG. Metallic silver, unmarked leather interior, air cond., 5-speed gearbox **£8,950**
LOTUS ESPRIT S, 1977. Black, 21,000 miles, marcasite interior **£5,950**
LOTUS 502 P-REG., suede, marcasite interior, air conditioning, usual extras **£4,450**
PONTIAC FIREBIRD 1978 V-REG., two-tone metallic brown coachwork, polished mag. wheels, V6 economy engine, 26 m.p.g., very smart **£3,750**
PORSCHE CARRERAS 1977 choice of two, both black, one left hand drive, one right hand drive **£8,950, £10,950**
E-TYPE V12 ROADSTER 1973 white, black leather, w/w tyres **£6,450**
LANCIA HPE 1978 black, in gold coachwork, russet gold interior **£2,750**
DATSUN 260Z 2+2, 1978. White, 30,000 miles, pristine condition, all extras ... **£4,450**

TRIUMPH STAG, 1977. Red, auto, p.a.s., mint condition, radio/cassette, mechanically perfect **£4,450**
SCIMITAR GTE 1978 manual, overdrive, sunroof, russet brown, tan cloth, radio/cassette, very nice car **£3,995**
MGB GT 1975 citrus yellow, beige cloth, radio/cassette **£2,495**
MG MIDGET V-REG., one owner, 18,000 miles, Tahiti blue, tan interior, hard and soft top **£2,950**
XJ6 1974 SERIES 2 blue, tan interior, radio/cassette, way above average, 58,000 miles **£1,895**
TRIUMPH TR7s. Four to choose from 76-78, four- and five-speed models with extras including sunroof, radio/cassettes, Wolfrace wheels, all low mileage cars and very attractive ..... **From £2,395**
DATSUN 260Z, 1974. Finished in metallic black with black interior, sunshine roof, Wolfrace wheels, radio/stereo, tinted windows **£2,495**
VOLVO 1800ES, 1973. Metallic gold, biscuit leather interior, many extras, superb car **£3,250**

FREE AA INSPECTION INCLUDED WITH ALL VEHICLES UNDER 5 YEARS OLD, ALSO A TWO YEAR OPTIONAL AA PARTS AND LABOUR WARRANTY

IF YOU WISH TO P/X YOUR SPORTS CAR FOR A FAMILY SALOON WE ALSO HAVE 40 SALOON CARS IN STOCK AT OUR DAGENHAM BRANCH

LEASING CAN BE ARRANGED ON ALL CARS UNDER 5 YEARS OLD

MONTHLY REPAYMENTS APPROXIMATELY £30 PER £1,000 (DEPOSIT 6 MONTHLY RENTALS IN ADVANCE)

Frederick Charles (Cars) Ltd.

Coventry Road, Dunchurch, Rugby. Tel: 0788 811218

TVR SCIMITAR TR6

SCIMITAR
NEW GTE and GTC CONVERTIBLE from **£10,324**
1980 W GTC CONVERTIBLE in white rose with black interior, manual, overdrive and virtually every extra, demonstration use only **£9,995**
1975 P GTE in white with black interior, overdrive, stereo/cassette, 47,000 miles **£2,795**
1977 R GTE. In Celtic brown with tan interior, overdrive, power steering, stereo cassette, 38,000 miles **£3,995**

TVR
NEW TASMIN CONVERTIBLE. In Arabian blue with tan interior.
NEW TASMIN CONVERTIBLE. In cosmos blue with blue interior
1977 R 3000 M. In Daytona yellow with tan interior, fitted sunroof, stereo cassette, 40,000 miles, one owner **£3,995**
1976 P 1600 M. In silver with charcoal coachband and black sunroof, host of extras, 44,000 miles **£3,295**
1973 M 1600 M. In red with black coachband, alloy wheels, stereo cassette, host of extras **£2,495**

TR's
1979 T TRIUMPH TR7. In Inca yellow with black works sunroof, 5 speed, undersealed, 9,000 miles **£3,695**
1978 T TRIUMPH TR7. In russet brown, sunroof, Ziebart, radio, 21,000 miles **£3,295**
1978 S TRIUMPH TR7. In Pimento red, 5 speed, stereo cassette, 24,000 miles **£2,995**
1977 R TRIUMPH TR7. In white, red tartan trim, several extras **£2,695**
1975 N TRIUMPH TR6. In mallard, tan trim, overdrive, radio, 36,000 miles **£2,995**
1974 M TRIUMPH TR6. In white, black trim, h/top, o/drive, stereo, 49,000 miles **£2,795**
1969 G TRIUMPH TR6. In signal red, 26,000 miles only from new, in original and excellent condition **£2,995**
1968 G TRIUMPH TR5. In signal red, fitted overdrive, wire wheels, radio, 58,000 miles, original order **£2,495**
1966 TRIUMPH TR4A. In Wedgwood, blue trim, overdrive, wire wheels, reg. no. UTR 4, originally owned by the then chairman of Triumph **£3,495**
1969 TRIUMPH TR5. In royal blue as shown on front cover September issue of "Classic Car", overdrive, wire wheels, reg. no. TBM 53 ..... **£2,995**

LANCIA
LANCIA MONTE CARLO. In silver, red interior, stereo cassette, 26,000 miles **£3,995**

MG
1979 T MG-B ROADSTER. Flame red, 5,000 miles only, immaculate throughout **£3,795**
1977 S MG-B GT. In white, fitted overdrive, stereo/cassette and other extras, 32,000 miles **£3,395**

TRIUMPH
1977 October S TRIUMPH DOLOMITE SPRINT. In Pimento red, tan interior, overdrive, stereo, 24,000 miles, one owner **£2,495**

BEING ARDENT MOTOR AGENT ASSOCIATION MEMBERS WE INCLUDE THEIR UNIQUE PARTS AND LABOUR WARRANTY WITH EVERY SALE

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.

TR 6 OWNERS — We can now supply genuine TR6 Hoods, as supplied to the works **£50.00 inclusive of V.A.T.**

We offer full spares facilities for Scimitar, T.V.R. and TR6.

Motor Agents Association

Motor Agents Association

SEBRING SPORTS CAR HARDTOPS

Spitfire Mk 4 Fastback.
£188 + VAT



MGB TARGA
A hardtop for all Seasons





* 2 detachable roof sections easily stored behind seats or in boot
* Central hoop section which secures large wrap around rear screen (smoke tint as optional extra)
* The hardtop is in attractive black leathergrained effect finish.

£198 + V.A.T.

Please send s.a.e. (stating model of car) for fuller details on MGB Targa and Spitfire MK. 4 Fastback (illustrated). Range of short-style and fastbacks also available for MGB, Spitfire 1-3 & 4, Spridget, TR4-6 and Herald Vitesse from £140 + VAT. We can also supply glass fibre motor panels for many models.

NOW AVAILABLE New bolt on MGB front spoiler, £17.50 + VAT.

FIBRESPORTS 34/36 Bowlers Croft, Cranes Industrial Area, Basildon, Essex. TEL: BASILDON 282723 & 27331.

SE SPECIALISED ENGINES

Manorway Industrial Estate. Grays. Essex. Phone: 0375-78606.

FORD only Exchange Reconditioned Units. 12 Month/12,000 Mile Guarantee. If you own an AC, Gilbern, Ginetta, Lotus Seven, Marcos, Morgan, Scimitar, Trident, TVR, Capri, Cortina, Escort, Granada, Transit, Zephyr/Zodiac Mk. 4 or **TRIUMPH STAG CONVERSION** we can supply a Standard unit from: Examples: 1200. £112. O.H. Cams. £187. V4's £208. V6's £239.

But why not have a more **EFFICIENT** Tuned Unit, with new parts. Built for Road use to give more **POWER**and **ECONOMY**whilst remaining **TRACTABLE.** We prefer you to see the engine built.

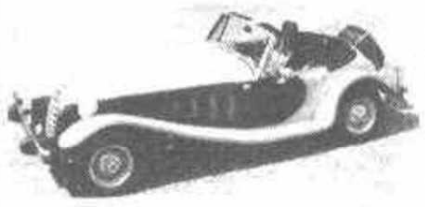
TUNED ENGINES from	STAGE 1	2	3
105E to 1500	£203	£251	—
ALL X FLOWS	£223	£284	£317
ALL O.H. CAMS	£281	£360	£462
ALL V4's	£298	£361	£473
ALL V6's	£351	£417	£567

We also do Big Ones For Small
1500 for 1200 £145
2000 for 1700 V4 £238
3000 for 2.5 £275
TRIUMPH STAG V6 CONVERSIONS FROM £1275

Tuned 2.3-2.8 V6's and all Fiesta's Prices on application.

Carbs. Cross Drilled Cranks. Balanced and Overbored, etc. Machining. Exchange Heads £23. Exchange Crankshafts. 3 Hour Reboring Service By Appointment. Try our Tuned Cars: Triumph Stag Stage 1 V6. Capri Stage 2. AC Stage 3. One day fitting. S.A.E. for details. All Prices subject to VAT.

NEW PANTHER LIMAS
Still available



In limited numbers only, please telephone for specification and prices.

EX STOCK

1979 Series I Sports Roadster in red with black side panels, CWW, tonneau cover etc. One local owner and in beautiful condition **£5,495**

Newborough Motors, Guntons Road, Newborough, Nr. Peterborough, Cambs. Tel. (073123) 790 or (0733) 72641 evenings.

STANBOROUGH SPORTS CARS

WE SELL Superb quality sports cars with 12 months warranty plus options for 24 months

WE BUY Superb quality sports cars up to 5 years old and under 50,000 miles please. HP settled

WE ARE Main agents for the sensational Mazda R×7. 68316

Tel: GARSTON (HERTS) 72246

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. MS30

ALFA ROMEO SPARES

Are YOU paying too much for them?

Try

THE TEST FOR THE BEST

Everyone claims to be cheapest!

Test Number One – Try the others first.

Who really ARE the experts?

Test Number Two – Try the others first. (Beware of pretenders!).

Who carries the largest stocks?

Test Number Three – How many of your requirements can be found ex-stock?

Our well known direct MILAN-WESTBURY sole distributor importing scheme results in our unbelievably low prices.

Our Alfa spares experience dates back to the days when Bristol Siddeley were England's Alfa Romeo parts concessionaire.

The size of our stock needs little elaboration as it is almost as legendary as our low prices.

Worldwide despatch of parts

(Direct export facilities available).

Mechanical and service parts our speciality.

E. B. SPARES

(The Italian Connection)

2 Washington Road, West Wilts Trading Estate
Westbury, Wiltshire
Tel. Westbury 823856. Code 037-3
TELEX 444575

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

MOTOR & MOTORCYCLE ACCESSORIES
100 PAGE CATALOGUE



£1

Packed with exciting accessories and clothing. £1 from any branch or send £1 + 50p post to JBW, Wedgnock Lane, WARWICK ☎496131, Bradford ☎393774, Bristol ☎779316, Birmingham ☎778-3467, Cardiff ☎373474, Croydon ☎686-6931, Donington ☎Derby 812353, Edinburgh ☎337-6133, Glasgow ☎334-4504, London NW6 ☎328-6413, Manchester ☎273-3507, Romford ☎590-6466, Southampton ☎37972, Sleaford ☎832362

JBW

FOR
LOTUS REPAIRS
AND SERVICE

Phone:
0279 724817

120 CAMBRIDGE ROAD
SAWBRIDGEWORTH
HERTS.

PISTONS ● CYLINDER LINERS
GASKETS

We Supply from stock and Manufacture for Veteran, Vintage, PVT, Classic, Racing, and Experimental Engines.

PETER HEPWORTH COMPONENTS LIMITED

RED GABLES, BEN RHYDDING DRIVE, ILKLEY, YORKS.
(Tel. No. 0943-609940)

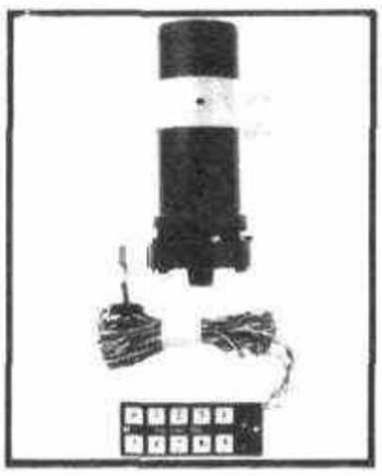
Digi-Lock® Your Vehicle

Last year there were over **250,000 reported cases of stolen vehicles** and this is on the increase! ENIGMA LTD, a British Company specialising in Vehicle Security have introduced their Patented DIGI-LOCK® ANTI-THEFT DEVICE.

This includes a brand new coil, is easily fitted and forms an integral part of the ignition system thereby giving **TOTAL PROTECTION AGAINST BY-PASSING OR ANY FORM OF HOT WIRING.**

No special keys to carry round! Nothing to remove or fit!

Because **DIGI-LOCK®** is an auto self-setting system you only have to remember your personal 3-digit code number.



How Does it Work?

The discreetly designed control unit sits neatly beneath the dashboard conveniently placed for the ignition switch, being made up of touch sensitive pads, back-lit for night starting.

Just switch on the ignition, touch in your code and the car is ready to start. A special feature of the system is that it can be set into memory mode, thereby enabling the vehicle to be used as standard, the code held within the system. When you decide to clear the memory simply activate the mode selector and your vehicle will once again be totally protected against unauthorised starting.

Detailed fitting and operating instructions are included with each unit — together with the address of the nearest approved fitting station where required.

DIGI-LOCK® SECURITY SYSTEMS ARE GUARANTEED FOR 12 MONTHS

Money refunded if not satisfied and goods returned within 10 days.
Please allow 28 days for delivery.

To: ENIGMA LTD, 49 RECTORY ROAD, MARKFIELD LEICESTERSHIRE LE6 0WN.
PLEASE SEND units at £39.95 each (inc. VAT) £1.50 extra for P&P.
I enclose cheque/postal order for £ payable to ENIGMA LTD.
Make and Model of Vehicle(s)
Year
Name
Address

Discounts available for orders of 20 or more.

Manufactured by ENIGMA LTD, LEICESTER ENGLAND. PATENT 1343/9/78

PORSCHE AND FERRARI SPECIALISTS



HYPERFORMANCE
INSURANCE

01-363 4966 01-366 7447 01-367 0878

BELLEVUE INSURANCE BROKERS LIMITED
66, SILVER STREET, ENFIELD, MIDDX.

Name Address

Occupation Age Business/Pleasure Use
Full Prov. Licence for Years Comp./Third Party/T P&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.

Williams & Warrener LTD.

NEWTOWN MOTOR GARAGE
NEWTOWN · POWYS · MID-WALES
(0686) 28816 or 26332

1964 ASTON MARTIN DB5
In Goodwood green with beige interior. Under 60,000 miles from new. In beautiful original condition, far and away the nicest DB5 we have ever had.

1968 ASTON MARTIN VOLANTE AUTOMATIC, P.A.S.
Metallic turquoise with black leather interior. This car is as new in every respect. Only for those who want the very, very best.

1968 AC 428 "FRUA" FIXED HEAD COUPE, AUTOMATIC
Chrome wire wheels, chassis no. 20. Metallic green with beige leather interior. Suspension recently rebuilt by C. P. Autokraft. Interior excellent with new Wilton carpet. Extensive history with AC Cars. This is surely one of the nicest original 428's around.

1958 BENTLEY CONTINENTAL S1 BY PARK WARD
Automatic, P.A.S. Sable over ivory with red leather interior. Extensively rebuilt in our own workshops. A rare body design with wrap around rear window. Surely the most beautiful Bentley Continental ever. A highly recommended investment.

ROLLS ROYCE SILVER CLOUD II
In silver over black with red leather interior. Thoroughly overhauled in our own workshops, including extensive repairs to wings and sills, etc. Must be one of the very few without rust or filler.

We have no history for the car, but believe the mileage of 70,000 to be genuine.

To obtain our fullest attention it is essential to telephone for an appointment to view.

JOHN SURTEES

CLASSIC CARS

MERCEDES 300 SL GULLWING, 1956, in superb condition **£29,000**

MERCEDES 300 SEL 6.3, 1972, very original and complete with specialist radio equipment. In beautiful condition **£5,500**

FERRARI, 365 GTC4, possibly the model that is the most attractive and practical Ferrari ever produced, only discontinued because of its high production costs **£18,000**

CLASSIC BIKES

VINCENT BLACK SHADOW, superb original condition specification **£4,000**

VINCENT RAPIDE 1000, totally restored and as new **£3,750**

MATCHLESS TRIALS 350, 1956, rebuild by Peter Pykett, showroom condition and a beautiful example ... **£1,600**

John Surtees Developments Ltd.
Marlpit Hill, Edenbridge, Kent.
Tel: Edenbridge 862167

JOHN SURTEES
'CLASSIC QUALITY'

GRAND PRIX METALCRAFT LIMITED

ARTISTS IN ALUMINIUM

We have the largest independent panel shop in England, and are renowned for our beautiful bodies. Prototype or Replica. We also produce part panels, wings, fuel tanks etc. All types of welding and sheet metalwork. All our work is to aircraft standards and second to none.

ENQUIRIES
2-3 Thane Works, Thane Villas, London N.7.

Telephone: 01-609 0384

1981 GRAND PRIX RACING EVENTS TICKET SALES FOR MOST EUROPEAN MEETINGS

RAC

PO Box 92 Lansdowne Road Croydon CR9 6HN
Telephone: 01-686 7040

MORNTANE ENGINEERING LTD.

1-8 COLLEGE YARD, HIGHGATE ROAD
LONDON N.W.5 Tel: 01-485 2376

Exclusively for pre-war Aston Martins.
Renovations, spares and race preparation.

The finest 1½-ltr Aston Martin Le Mans. Winner of race and concours events 1980. Must be seen.

Aston Martin Le Mans/Standard 4-door Saloon. Very attractive car, original condition with interesting history.

One of only three 2/4 seater Alfas. Beautiful condition, two owners since new.

In process of restoration. 1930 Vintage, series I International 2/4 seater.

67393

CARBURETTER SPECIALISTS
SALISBURY
TEL:
0722-21777

Burlen Services

MORGAN AGENTS
BOURNEMOUTH
TEL:
0202-36400

MORGAN SALES AND SERVICING
Lots of goodies too! Brollies, sweat shirts etc. Belts and badges.

STAINLESS STEEL EXHAUST SYSTEMS
(Guaranteed for the life of your car) for Austin Healey, MG, Jaguar, Rolls, Bentley and most Classics. Phone for quote.

NEW SU CARBURETTERS

We have vast stocks of SU carbs. for most applications.

Types		*Pairs*		*Triples*
H4	from **£50.00**	Sprites, Midgets fr.	**£50.00**	Aston DB 4,5,6, from **£150**
H6	from **£60.00**	MGB & C	from **£60.00**	Jaguar E-Type from **£150**
HS2 & 4	from **£25.00**	Spitfires	from **£50.00**	
HS6	from **£27.50**	Jag. 3.4, 3.8	from **£65.00**	PLEASE PHONE IF YOUR CAR IS NOT LISTED
HD4, 6, 8	from **£30.00**	Rolls-Royce	from **£65.00**	
		SP 250 & V8	from **£65.00**	

SU CARBURETTER KITS

Type	*Tune up*	*Repair*	*Rebuild*	*Contents*
H&HS	**£5.50**	**£9.90**	**£12.65**	**Tune up kit**: Needle, jet
HS Waxstat	**£11.80**	**£15.40**	**£17.60**	**Repair kit**: Needle, jet float valve, gaskets & seals
HD	**£8.10**	**£13.20**	**£16.25**	**Rebuild kit**: As repair + throttle spindle
HIF	**£5.80**	**£14.30**	**£18.10**	

SU PETROL PUMPS FROM £14.95 inc. P&P.

American sweat shirts including MG, Jaguar, Morgan, A. Healey, Aston Martin, Ferrari, Porsche & Lotus. State size/colour preference. Only **£5.75** inc. P&P. Child's sizes. **£5.00** inc. P&P.
Sports umbrellas. MG, A. Healey, Morgan, Jaguar. **£12.50.**
All prices include VAT & P&P. Send cheques with details of car or phone with Access, B:card No.

Greencroft Garage·The Greencroft·Salisbury·Wiltshire·SP1 1JF
Telephone·Salisbury (0722) 21777/8

Also at: **121A Palmerston Road, Boscombe, Bournemouth, Dorset.**

STROMBERG SUBUTEC WEBER SOLEX ZENITH

FOR SALE—continued

TR5 1968 (G), red, black interior, nice example of rare car. £1,500 o.n.o. Further Details Tel: Reading 412016 evenings/weekends. (69253

DAIMLER CONQUEST Century 1954, basically sound, including quantity of spares, £225 o.n.o. Tel: Nottingham 634154. (69284

CLAN CRUSADER 154 factory built with all options, registered Dec. 1972, red with black trim, this car has covered 33,000 miles, with three owners and is in first class original condition. Fitted stereo radio cassette with electric aerial. £2,350. Tel: David Frost — Stoke (0782) office 288560, home 322670. (69286

STAG N-REG. 1974, 74,000 miles, manual, white, convertible, hard/soft tops with usual refinements, M.o.T. Augst, £1,800. Tel: Penrith 65806. (69287

FERRARI 308 GT4 T-Reg., metallic dark blue with cream and tan interior, most extras, excellent mechanics and bodywork, documented service history, very much regretted urgent sale by Ferrari owners club member. Offers around £9,650. Tel: 0371 3082 (Essex). (69289

AC ACECA 1957, AC engine, metallescent blue aluminium body, maintained by AC's regardless of expense. It is a most practical classic grand tourer. Tel: 01-940 4291. (69290

LANCIA 1.3S Rallye, J-Reg., FH Coupe, genuine 35,000, regularly serviced, one p'owner, v/economical, £595. Tel: 01-874 4097. (69292

1948 STANDARD 14, 40,699 miles, restoration almost complete and ready for respray (paint included). Many spares including engine, must sell owing to moving house, hence only £850. Tel: Chesterfield (0246) 450277. (69294

LOTUS ELITE 502, 1974, white, oatmeal interior. Maintained to highest standards, in excellent condition throughout. Many extras included. Unforeseen personal circumstances force sale, £3,400 o.n.o. Tel: Hope Valley (0433) 30114. (69295

ROLLS-ROYCE PI, 1928/29, Chassis 87WR. No body or lights, otherwise complete. Engine EX65, radiator, front/rear wings running boards, petrol tank, windscreen fittings, twin side mounts with 2 spare wheels, "C" rake steering, instruments, wiring etc., including 4 extra unused tyres. Car not used for 30 years, mileage 79,000 believed correct, stored central Scotland. Best offer over £4,000. Tel: Mr. Smith 0786 84217. (69296

RO.80 SEREIS 3 January 1975, immaculate condition, 88,000 miles, new engine fitted 55,000. Director's car properly maintained in every respect. Write Earl-Marshall Ltd. Clayton West, Huddersfield, HD8 9PE or Tel: (0484) 862191. (69244

LIMITED EDITION Saab Combi, silver EMS body, S engine, 22,200 miles, stereo, towbar. £3,750 o.n.o. Tel: 0282 693495 evenings. (69472

SPITFIRE 1500 chocolate brown, roll bar, excellent condition, full record, 'S' Aug 77, owner going abroad £1,895. Tel: 0962 (Winchester) 881884. (69473

JENSEN INTERCEPTOR, III, J Series, 1973. Mint condition, 41,000 miles, genuine, same owner last three years, bought as investment but growing family forces reluctant sale. Not to be confused with average Jensen. Price £3,950 o.n.o. Tel: Deeside 0244 813845. (69476

PORSCHE 912, 1967, one owner, good condition, 83,000 miles, £1,500 o.n.o. Tel: Blockley 700436. (69475

FOR SALE—continued

MGB GT MAY 79 T, black, undersealed, sun roof, radio, tow bar, v.g.c. quick sale £4,300. Stikes, The Kings Head, Deal, Kent. (69477

DOLOMITE SPRINT, 1973, met blue, sunroof, M.o.T., 45,000 miles, Spac, Kenlowe, Piranha, clean, fast car, £1,350 o.n.o. Tel: 01-946 3671. (69478

BENTLEY 1937, 4¼-litre Vanden Plas sports saloon, complete for restoration, £2,500 or offer, space required. Tel: 051-336 3577 (Cheshire). (69481

ALVIS 12/50, Beetle-back, 1929, very good condition, five new tyres, some spares, M.o.T., reluctantly for sale as owner emigrating, offers around £6,000. Tel: Compton (063 522) 249. (69482

TRIUMPH DOLOMITE Sprint, 1975 (N-Regd), yellow, black, excellent mechanical condition, 67,000 miles, £1,500. Tel: 0908 77095 evenings. (69483

TRIUMPH GT6, 1974, one lady owner, 11,600 miles only, rustproofed, mint condition, genuine investment, private sale, offers around £3,100. Tel: Elton (Cambs) 604. (69484

RELIANT SCIMITAR GTE, 1979(T), maroon/tan, auto, PAS, electric windows, Wolfrace, spots etc., 26,000 miles. £5,750. Tel: Mr. Taylor (h) Ramsbottom 2651; (bus) 061-764 4320. (69485

AUTO DOLOMITE SPRINT 1974, magenta, engine rebuilt, new exhaust, battery, tyres, bodywork excellent, M.o.T. July 1981, taxed June. £975. Tel: 021-429 2143. (69486

ASTON MARTIN DB5, 5-speed, superb condition throughout, specialist maintained, regal red/black leather, Webasto sunroof, recent engine rebuild, new clutch, chrome wires, tyres, exhausts. £5,650 may p/exchange. Tel: 01-673 1919. (69487

E-TYPE 4.2 FHC complete body rebuild, immaculate example, emigrating, examine, make offer. Details. Tel: New Buckenham (095 386) 566. (69488

LOTUS ECLAT 1978 for sale, immaculate condition, well maintained, 35,000 miles, double opening sunshine roof. Offers around £8,000. Tel: Abergavenny (0873) 4019 in evenings or Brynmawr (0495) 310810 during day. (69364

FIAT 130 COUPE, Immaculate metallic blue Pininfarina coachwork, luxurious russet velour interior, automatic, power steering, electric tinted windows, alloy wheels, rear window blinds, 4 speaker radio/cassette, outstanding modern classic, superior condition throughout. £2,250. Tel: 0202 623700. (69388

SS100 REPLICA. Indistinguishable from the real thing. Total rebuild using all period parts to highest concours standard. Must be seen. Offers. Tel: Poole 85351 (Office hours). (69366

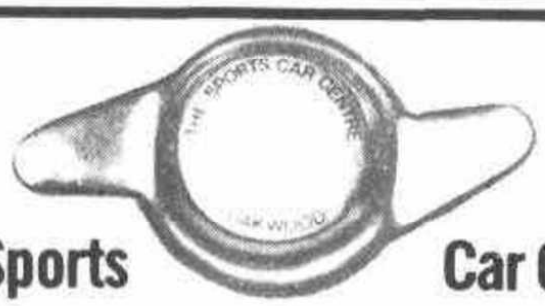
MATRA SPORTS 530SX, 1972, LHD, black, superb condition, Ford 1700 cc engine, V plates, offers invited or exchange for Mini-Fiat 127. Tel: 01-951 3661. (69492

MORGAN 4/4, 2-seater, delivery February 1981, turquoise blue. Tel: Carlisle 31808 evenings after 6/1/81. (69494

LANCIA SPYDER Convertible, P-Reg. 29,000 miles, rust guarantee, excellent, offer over £1,900. Tel: Tiverton 3608. (69495

PORSCHE 911T TARGA, One of the last 2.4s, registered August 1973. Magnificent condition, £5,000. 01-935 5832. (69499

AUSTIN 7 Opal 2-seater, 1937, price £2,000. Tel: 051-648 2894 (anytime). (69501



The Sports Car Centre

89 Bramley Road, Oakwood, N14 4EY Tel.: 01-882 4495/1603

1972	**ROLLS-ROYCE SHADOW.** Garnet, 80,000 miles, 2 owners	£12,950
1977S	**BMW 633 CSIA.** Metallic red, 32,000 miles, 2 owners	£7,750
1977S	**TRIUMPH STAG.** White, one owner, 18,000 miles, service history, immaculate	£4,995
1976	**LOTUS ELITE.** Yellow, 38,000 miles, immaculate	£4,595
1976	**ALFA ROMEO MONTREAL.** Reseda, one owner, only 30,000 miles, every extra, definite investment potential	£4,995
1975	**LAMBORGHINI ESPADA.** Red, tan trim, 50,000 miles, offers.	
1975	**TRIUMPH TR6.** White, 49,000 miles	£2,695
1976	**LANCIA BETA COUPE.** Silver, new wings, no rust, good value	£1,595
1973	**MGB GT.** Yellow, 54,000 miles, o/d stereo	£1,595
1978	**PORSCHE 924 LUX.** Yellow, l/mileage, usual extras	£6,500
1977S	**LANCIA MONTE CARLO.** Met. blue, l/mileage, FHC	£3,250
1977S	**RELIANT SCIMITAR GTE.** Yellow, man/od, 35,000 miles, immaculate condition	£4,595
1966	**JAGUAR MK. II.** Royal blue, genuine 40,000 miles, one owner, with full service records, immaculate	£2,500
1973	**TRIUMPH SPITFIRE.** Sienna, tan trim, 50,000 miles	£1,095
1976	**R MGB GT.** Damson, low mileage	£2,795
1974	**DATSUN 240 Z.** Red, only 45,000 miles, no rust, excellent condition	£2,250
1976	**FORD ESCORT 1600 SPORT.** Metallic gold, 50,000 miles, one owner, full service history	£1,595
1974	**JENSEN HEALEY.** Black, tan trim, some work needed, offers invited	

GOLD SEAL SPORTS CARS
01-764 7662/3



£6,795 BMW 728 1979, met reseda green, auto, PAS, metal sun roof, tinted glass, c/lock, radio/cassette.



£5,995 MERCEDES 280SL 1970, auto with PAS, hard and soft tops, radio/cassette, history.



£5,795 RANGE ROVER 1975, Tuscan blue, overdrive, PAS, Pioneer cassette/radio, full roof rack, stone guards, spot lamps, etc. etc.



£4,995 ASTON MARTIN DB6 6-CYLINDER 1970 J-Reg, bright red with black hide, alloy wheels, auto with PAS.



£3,595 ALFA ROMEO SUD SPRINT 1.5 1979, pristine in white with dark brown trim, radio etc.



£2,895 TRIUMPH TR6 1974 N-Reg, bright red with black interior, overdrive, hard and soft tops, Wolfrace wheels, radio/cassette.

£17,695 ROLLS ROYCE SILVER SHADOW 1975 P-Reg, Seychelles blue with beige hide.

£8,495 LOTUS ESPRIT S2 1978 T-Reg, met silver with black hide, radio/cassette etc.

£7,995 BMW 728 1979, met tourmaline, auto, PAS, alloy wheels, tinted glass, c/lock, radio/cassette, twin spots, 19,000 miles.

£6,995 JAGUAR XJ-S 1977, damson red with biscuit hide, auto, PAS, air conditioning, radio/cassette etc.

£6,795 LOTUS ESPRIT 1977 S-Reg, met lagoon blue with special magnolia hide and chocolate marcasite interior, one owner, 24,000 miles.

£6,395 BMW 320/6 AUTOMATIC 1979, black with grey cloth, metal sun roof, tinted glass, radio/cassette, 18,000 miles.

£5,995 SCIMITAR GTE 1979, bright red with black velour, overdrive, Wolfrace wheels, tinted glass, 16,000 miles.

£4,995 COLT SAPPORO 1979, met silver grey, alloy wheels, electric windows, radio/cassette.

£4,995 LOTUS ELITE 1976, black with oatmeal interior, radio/cassette etc.

£4,245 LOTUS ELITE 502 1975, white with oatmeal interior, air conditioning, radio/cassette etc.

£3,865 LANCIA 2000 HPE 1978, met silver with red cloth, metal sun roof, radio/cassette, 12,000 miles only.

£3,495 FORD CAPRI 3.0 GHIA, auto, met bronze with biscuit interior.

£3,495 BMW 520i 1976, chamonix white with blue cloth, tinted glass, radio, one owner, 44,000 miles, full service history.

£3,375 MGB GT 1977, tahiti blue with striped cloth interior, overdrive, tinted glass etc.

£2,795 FORD CAPRI 2.0 GHIA AUTO 1976, metallic silver, black vinyl roof, sun roof, alloys etc.

£2,595 LANCIA 2000 HPE 1976 (Dec), dark brown with gold coachlines & interior, metal sun roof etc.

£2,495 BMW 520 AUTO 1974, metallic green, recent engine overhaul.

£2,295 FORD CAPRI 3.0 GHIA 1974 (Dec) N-Reg, met gold with beige cloth, sun roof, alloys.

£2,165 CITROEN CX2200, 1976, met blue with jersey cloth, radio/cassette, electric windows.

MORGAN 4/4 Nov 80, delivery mileage, chocolate brown with wire wheels, phone for details.

CARE CARE "CAR CARE" EXTENDED WARRANTY AVAILABLE ★ WANTED QUALITY SPORTS CARS FOR CASH ★ FINANCE & LEASING FACILITIES AVAILABLE

TEL: 01-764 7662/3
620-628 STREATHAM HIGH ROAD, STREATHAM, S.W.16.

JOHN LEWIS

AMERICA'S CLASSIC CAR MAN IN LONDON

Unit 4
2-5 Heathman's Road
Parson's Green Lane
Fulham S.W.6

Telephone
01-731 3734
Telex 64189
LIDCO G

OFFERS

1965 MERCEDES 220SE CONVERTIBLE. Dark maroon with magnolia hide and new mohair hood, 78,000 miles, automatic, power steering, full service history, one of the best original cars I've had to date. **£7,250**

1968 MERCEDES 280 SE COUPÉ. Very rare in factory black with tan hide, left hand drive, manual 4-speed transmission, Whitewall tyres. A very beautiful example. **£5,500**

1968 MERCEDES 280 SE COUPÉ. Another one in white, black hide, automatic, power steering, 300 chrome trims, first class condition. **£5,500**

1965 MERCEDES 230 SL. Cream with dark brown hard and soft tops, dark brown interior, auto, power, full service history, excellent condition. **£5,500**

1974 FERRARI DINO 246 GT. Brown metallic, tan interior, 21,000 miles from new, concours condition, must be seen. **£10,500**

ALSO IN STOCK

1969 MERCEDES 300 SEL 6.3 SALOON. Silver. **£2,750**

1972 MERCEDES 280 3.5 SALOON. Dark green. **£2,750**

1972 MERCEDES 300 SEL 3.5 SALOON. Blue. **£3,250**

1972 MERCEDES 280 SE SALOON. Dark green. **£1,850**

QUALITY BREEDS SPEED

MR. Z

DATSUN 240Z/260Z SPECIALISTS

Z's FOR SALE AND WANTED (INCLUDING SALVAGE) S/H SPARES AVAILABLE

HORSHAM (0403) 67774 or 2809

ASTON MARTIN DBS 6 Vantage 1974 Automatic

Sierra gold with beige interior trim. Minimal mileage since £3,000 engine and suspension overhaul. M.o.T and taxed until November 1981. This car has been our Managing Director's since new and now makes way for new model.

Telephone 0294 62111
(during business hours)

68597

MOTOSPOT

N. Kilworth, Lutterworth, Leics.
(4 miles off Exit 20 M1)



1928	AUSTIN 7 CHUMMY	£3,875
1929	AUSTIN 7 CHUMMY	£3,650
1932	AUSTIN 7 BOX SALOON	£2,575
1935	AUSTIN 7 PEARL Cabriolet	£2,750
1938	AUSTIN 7 OPAL Tourer	£2,750
1939	AUSTIN 7 (Ruby) Light Van	£3,350
1938	MG TA Restored	£4,475
1934	WOLSELEY 9. Attractive	£1,950
1937	MORRIS 8 Saloon	£1,850
1952	MORRIS COMMERCIAL VAN	£495



1953	TRIUMPH MAYFLOWER	£695
1955	FORD ZEPHYR 6 Mk. I	£499
1958	FORD CONSUL MK. II Very good	£595
1962	HUMBER SNIPE. Very nice	£495
1962	FORD POP. 100E. 49,000 miles	£295
1959	MORRIS MINOR. One owner	£499
1966	AMC MARLIN 287 V8 COUPÉ.	£995
1968	ROVER 3.5-LITRE V8 (P5)	£695

ALL WITH M.o.T.
MANY MORE IN STOCK. FINANCE.
0858 880626 or 04555 2548 (anytime)
PRE-WAR CARS WANTED

BMW DRIVERS CLUB 1981 Programme

Join the club and get:—

- Generous discount from participating dealers and suppliers. Including service.
- FREE annual test day at Goodwood.
- Member's Insurance Scheme.
- Weekend technical courses and advice.
- Club Newspaper and bulletins.

AND a lot of really nice people who love their cars!

BMW Drivers Club, 107 Brandon Road, Watton, Norfolk. Tel: 0953 883314

PANTHER LIMAS LEFT HAND DRIVE

79 MkII Red over black, automatic transmission, radio, only 8,000 miles, superb **£5,955**

79 MkII yellow over black manual, 3,800 miles **£4,955**

LONDON ROAD MOTORS P'BORO
88 SOUTH STREET,
STANGROUND,
PETERBOROUGH PE2 8EZ.

Tel: 0733 67177

COLLECTORS MODELS



TT REP. FRAZER NASH

Big 1/24th scale kit with engine detail, real wire wheels & genuine leather trim. Plated parts & multi-lingual instructions. All for just £17.75 inc. UK post.

All prices inc. 15% VAT. Barclaycard welcome. 15p please for illustrated catalogue.

AUTO REPLICAS LTD.
56A, Sandbanks Rd.,
Parkstone, Dorset.
Phone 0202 749104

Quality SOFT TOPS



AT DIRECT FROM FACTORY PRICES

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.

PRICES INCLUDE 15% V.A.T.

	Hoods	Tonneaux
Sprites/Midgets	£32.50	£17.00
Lotus S1 to S4	£45.00	£21.00
MG 'A'	£35.00	£19.50
MG 'B'	£42.50	£19.50
Spitfires 1 to 3	£35.00	£19.50
Spitfires 3 to 4 (zip)	£43.50	£19.50
Herald/Vitesse	£39.50	£21.00
TR 2 to 5	£39.50	£19.50
TR 6 (zip)	£47.50	£19.50
Moris Minor 1000	£44.50	£19.50
Sunbeam Alpine 1 to 5	£42.50	£21.00
Jaguar 'E' and V12	£39.50	£19.50
Triumph Stag	£55.00	—

OTHER MODELS AVAILABLE

Cash with order plus £2.00 p&p or send for FREE colour catalogue.

Mail orders only

Access/Barclaycard welcome. Just send number.

The London Trimming Co. Ltd.
Dept.A 45 High Street,
Burnham, Bucks SL1 7JD
Tel: 0359 50016

MG INTERNATIONAL

All work on post 1960 MG Sports undertaken. Excellent service facilities. Phone for details of 24 hour delivery service and mail order. SAE for price list.

72/74 Church Rd.,
Higher Tranmere,
Birkenhead.
051 653 9888

CARS, PARTS & SERVICE

Very large stocks of new, reconditioned and used Spridget and MGB C parts.
For example — New BL Spridget A40 wishbones

£30 exchange inc. VAT

Reconditioned **£15** exchange inc. VAT

BODY PANELS — full part sections, tanks, door skins, F glass wings & air dams
SPRINGS & DAMPERS — reconditioned standard uprated.
KING PINS — kits or ready bushed & reamed stubs
EXHAUSTS — complete or sections
BRAKES — discs, pads, shoes, cables
TRIM — carpets, hoods, bumpers, seats & covers
MISCELLANEOUS — petrol pumps, oil pumps, rods, w. wheels, alternators, clutches, rocker shaft assy., etc.

BARCLAYCARD VISA

Premier

T-SHIRTS AND SWEATSHIRTS PRINTED TO YOUR OWN DESIGN BY PROFESSIONAL SILK SCREEN PRINTERS



★ Minimum quantity 12 shirts per design
★ All prices fully inclusive
★ Our unique money back guarantee
★ Competitive prices
★ World wide service

★ FREE Send for your Brochure and Price List TODAY!

PREMIER T-SHIRTS Dept. MTS Freepost
BOWTHORPE NORWICH NR5 9BR TEL. (0603) 745018

MR/MRS/MISS MTS
ADDRESS
CLUB etc.
(CAPITAL LETTERS PLEASE)
NO POSTAGE STAMP NECESSARY - WE PAY THE POSTAGE

Give your Alfasud Veloce type performance

Knock seconds OFF your 0-60 time with one of our TWIN CARB conversion kits.

Why not take advantage of our ROLLING ROAD. We offer one of the best tuning facilities in the North of England.

We are also one of the largest stockists of Alfa Romeo spare parts, WEBER carburettors and KONI shock absorbers.

PHONE US TODAY!

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

FOR SALE—continued

PORSCHE 1977 MODEL. 911 Lux Coupé Sportamatic, oak green metallic, Cork pinstripe interior. Radio/cassette, electric sun roof, windows, aerial etc. Porsche agent maintained, 33,000 miles only, immaculate condition, £7,750. Tel: 088 388 2151 (home); 01-467 4321 (office). (69497

CAPRI 3.0S July 1979, 13,000 miles, oyster gold, sunshine roof, vinyl top, electric aerial, £3,850. Chiswick W4. Tel: 01-995 4775. (69498

LOTUS ECLAT 522, 1979, 16,000 miles, champagne leather upholstery, radio/cassette, immaculate condition throughout. £8,495, exchange considered. Tel: 01-462 8434. (69502

MERCEDES 230, 1979, one owner, automatic, PAS, tinted glass, tex upholstery, radio, immaculate. £7,800. Tel: 052 785 2739. (69503

MGB GT V8, black, chrome bumpers, sun roof, radio/cassette, tinted glass, new tyres, long M.o.T., taxed, some spares, good condition, £2,000 secures. Tel: Newcastle-on-Tyne (0632) 866341. (69504

SAAB 99 EMS, dark metallic grey, red upholstery, first registered February 1977, mileage 41,000. £2,850 o.n.o. Tel: Parkstone 730002. (69507

JAGUAR 4.2, 1969, grey, automatic, PAS, 67,000 miles, unique opportunity to buy this collectors item, offers above £850 to Ipswich 45274 day or Ipswich 685114 evenings. (69508

OGLE SX1000 1275, may be the last one left, for enthusiast only. Tel: 0734 734017 evenings. (69509

MG TF 1250, left hand drive, wire wheels, needs paint to make concours. 1954. Austin Healey 100/4, 1953, left hand drive, wire wheels in very good condition. Tel: Netherlands 040 118900. (69512

ALFA 2000 GTV Sept 76, yellow, 41,000, black interior, excellent unmarked condition, long M.o.T., £1,950. Tel: Keresley (Warks) 2906. (69566

280CE MERCEDES 1975, an exceptional car in exceptional condition white, electric sunroof, power steering, auto, central locking, one fussy owner from new, only 33,000 miles. Has to be seen to be believed, so does the price £5,995. Tel: Grossmark (0273) 833282 evenings; (0273) 723504 day (Sussex). (69567

DAIMLER CENTURY 1958 Automatic, good tyres, decoke just completed, excellent runner, bodywork restorable, sell or exchange small van or pick up. Tel: Ramsay (Cambs) 831525. (69568

ASTON MARTIN DB2/4 DHC 1955, 2922 cc, VB6J engine, beautiful condition bodily and mechanically, original red leather, recent hood & tonneau, magnificent classic open motoring in this rare and rapid model, AMOC member, offers around £6,500. Tel: Salisbury (0722) 26166 office; (0722) 21921 home. (69569

1100 cc COOPER MkX JAP, probable the finest vee twin Cooper anywhere, concours and class winner, Mk2 engine, 7R gearbox, spare ratios, tailored cover, mint condition. Tel: Broadchalk 501. (69570

LOTUS ELITE. 1974, 58,000 miles, metallic purple, recent overhaul, good oil pressure, £650 spent on new Dunlops, brakes, u/j's, silencer, headlights etc. Workshop manual, nine months M.o.T., £3,300. May p'ex for any car valued around £1,500. Tel: Adlington (0257) 480592. Lancs. (69571

ALFASUD 1.5 SUPER 1979V, one owner, stereo radio/cassette, 11,000 miles, excellent condition, red bodywork with grey trim, £2,850. Tel: Kings Langley 69383. (69582

FOR SALE—continued

1977 BMW 320, 39,000 miles only, superb £3,575 or accept cheaper, sporty part exchange 0205 66141. (69572

1962 TR4, ex-works development car, originally twin-cam, now pushrod, known history, original logbook, Triumph owned 1962/5, good running order, long M.o.T., overdrive, Surrey top, taxed, paintwork scruffy, used daily. £995. Tel: Hemel Hempstead 832604. (69574

CAPRI 3.0S May 1979, 15,000 miles, one owner, oyster gold, extras, unmarked, returns 25 mpg, £3,750. Tel: 0527 25928. (69575

ALFA ROMEO Guilia Sprint, 1963, series 101, RHD by Rudd, very rare partially restored, no bits missing. £200. Tel: 0834 3057. (69576

GILBERN INVADER Mkll 1971, beautiful example of a very rare model, sole Welsh make, many new parts, 130 mph photos available, will deliver anywhere. £10,000 or $20,000. Contact N. Capham, The Bungalow, Killiow Estate, Kea, Truro, Cornwall. (69577

BUGATTI 1938 57S, fitted with factory Atalante Two seater FHC body. Extremely rare car. For details write to box number 6447. (69578

POPULAR SIT UP AND BEG 1958, blue, 32,000, M.o.T., taxed, fog, reversing lamps, good condition £650 offers. Tel: 01-226 2240. (69580

PORSCHE 911 TURBO air cond, low mileage, full history, Ziebarted, immaculate throughout. A real opportunity £11,750 or exchange cheaper car. Tel: 01-567 5412. (69583

PORSCHE CARRERA Targa, 1974, 2.7 ltr, impact bumpers, full history, tints, stereo, fabulous car, very quick, bargain £6,750. Tel: 01-567 5412. (69583

1938 RILEY Big Four Continental, very rare model, excellent condition with long M.o.T., £4,300 o.n.o. Tel: Ashford, Kent (0233) 22955 evenings. (69584

MORRIS MINOR. 1956. Low registration, split screen, 4-door, M.o.T. £360 o.n.o. Tel: 021 743 3918. (69640

MORGAN 4/4. Two-seater. 1979 (T). Metallic red, black leather interior, wires, 6,000 miles, rustproofed. As new. Offers over £6,000. Tel: 0704 69297 (Southport). (69617

TR6. 1974. Emerald green with hard/soft top. Exceptional condition with new engine, gearbox, suspension, tyres. Collectors item at realistic price. £2,700 o.n.o. Tel: Guildford 222067. (69619

TR CLUB MEMBER selling Triumph TR5, 1968. White. Overdrive, wire-wheels, second owner, 26,000 mileage with full documentation, all M.o.T.'s etc. Excellent condition, no rust, used as second car, two new tyres and set of carpets recently fitted. Offers over £3,000. Tel: Cranleigh (Surrey) 2884. (69620

TVR 3000M. 1979. 'T' Reg. Dark blue, metallic, black interior, sunroof, tinted windows, radio/cassette, 14,000 miles. Immaculate. £5,350. Tel: Haworth (0535) 44371. (69622

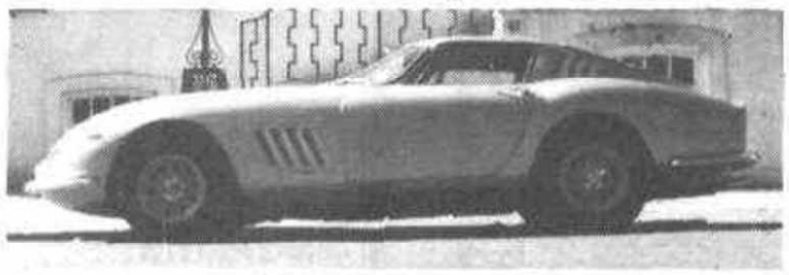
CLUBMANS SPORTS. Space frame, rolling chassis, rose jointed, Konis. Excellent condition. £400. Tel: Southport 78371. (69623

PORSCHE 912. October 1967. Unmarked, white Carrera style bodywork, electric sunroof, Blaupunkt FM radio, outstanding example, new M.o.T. £3,200. Tel: Sunbury-on-Thames 86819. (69624

AUSTIN 7 RUBY. 1937. In regular use, with some spares. £1,100 o.n.o. Tel: Frensham (025 125) 3711. (69625

01-589 5259 JOHN SPERO 01-589 5259

REECE MEWS,
SOUTH KENSINGTON, LONDON SW7



FERRARI 275 GTB SHORTNOSE. RHD, red with black leather interior. Excellent condition. **£17,500**



ASTON MARTIN DB6 VOLANTE. 1967. Metallic light green, black leather interior, auto with PAS, power hood. **£15,000**

1974 B.M.W. BATMOBILE. 3.2 SC lightweight. Polaris silver with black interior. **£8,000**
1973 FERRARI 246 DINO GT. Red, LHD, 200 km. As new.
1974 PORSCHE CARRERA RS TARGA. LHD, 25,000 miles. **£10,000**
FERRARI 330 GTC. Red, registration number 330 GTC.
1953 JAGUAR XK120 ROADSTER. Red, chrome wires. **£8,500**
1965 AUSTIN HEALEY 3000 Mk3. Blue, wires. **£4,650**
1970 FERRARI 365 2+2. Red, Tan interior. **£5,000**
1978 FERRARI 308 GTB. Black. **£8,750**
1973 LAMBORGHINI ESPADA Mk III. White, 40,000 miles. **£5,500**

WANTED
1973 PORSCHE RS TOURING OR LIGHTWEIGHT

GREAT WEST ROAD BRENTFORD MIDDX. Tel: 01-560 7011

PERFORMANCE CARS

PLEASE NOTE STOCK CHANGING DAILY. PHONE FOR YOUR CHOICE OF CAR —WE MAY HAVE IT IN STOCK OR COMING IN. ALL QUOTED MILEAGES ARE WARRANTED, UNASHAMED AND FEARLESS. PRICES CLEARLY STATED. THIS HAS BEEN OUR POLICY SINCE 1946

SELECTED MG's FOR SALE

1979 Midget. Russet brown, 1 owner, 10,226 miles, headrests, tonneau **£2,795**
1979 B. (LHD). American spec., Pageant blue, 7,617 miles, undersealed **£4,065**
1979 (June) BGT. Red, one lady owner, 6,765 miles **£4,445**
1979 BGT. Black/orange, one owner, 6,892 miles, o/d **£4,475**
1979 BGT. Russet brown/orange, one owner, 3,676 miles **£4,495**
1978 (T) Midget. Inca yellow/black, 10,300 miles, cassette, leather wheel **£2,595**
1978 B. Green/orange trim, 10,473 miles, tonneau **£3,595**
1978 (Nov) MGB. Black/grey, one owner, 29,736 miles, radio **£3,195**
1973 Model MGB GT. Automatic, Bronze yellow, sunroof, radio, £120 pre-sale service, lady owned **£2,195**
1973 (Nov) B. 2-seater, Bracken, o/d, tonneau, various-bills **£1,945**
1970 (69 Model) MGC GT. Purple, one of the last with black trim, reclining seats, wires, radio/cassette, last owner MG Club member **£2,975**
1968 MGC GT. Automatic, two owners, sold by us to last **£1,395**
1968 MGC GT. BRG/black **£1,195**

1966 Austin Healey 3000. Blue, w/w, o/d, radio, phone for details **£4,995**
1964 Austin Healey 3000 Mk. III. White/red, last owner 3 years, overdrive, wire wheels, original Autocar test car **£3,695**
1963 Austin Healey 3000. Met. red with magnolia Connolly hide and Wilton carpets, custom built hood **£2,295**
1963 Bentley Series III. Two-tone green, local owner last six years **£6,495**
1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio **£4,775**
1978 Fiat X19. 1,290 c.c., orange, Targa hard top, £328 pre-sale service **£3,195**
1979 Reg. ('78 model) Ford Thunderbird. 2-door coupé, gold, one owner, 22,073 miles, air conditioning, radio, automatic **£3,495**
1977 Jaguar 4.2. Export model, LHD, green, air cond., host of other extras too long to list **£4,495**
1970 Jaguar E-Type 4.2 FHC 2+2. One family owner since new, automatic, wire wheels, 48,699 miles **£5,495**
1967 Jaguar 420. Automatic, radio, approx £500 spent by us **£895**
1977 Reg. ('71 model) Maserati Indy. Met. green, 5-speed box, air cond, PAS, complete history file available **£5,500**
1972 (November) Lotus Europa twin cam. Big valve engine, J.P.S. colours, bills for £654, specialist work just carried out **£3,295**
1972 Lotus Elan Sprint. FHC, two tone brown and white, new remove-a-top sunroof, 42,237 miles, complete history file available **£3,195**
1972 Lotus Europa Twin Cam. Red, 42,707 miles **£2,995**
1971 Lotus Europa S2. Grey/black, two owners only, radio, electric windows, June '79 engine rebuild with new clutch, approx. 1,000 miles since **£2,795**
1970 (J) Lotus Elan 2+2. Red, Wolfrace wheels, tinted **£2,195**
1967 Lotus Elan DHC. Phone for details of this *"Very Special"* Lotus **£3,495**
1979 Reg. ('71 model) Mercedes Benz 280 SL. LHD, convertible, hard/soft top, power steering, manual, radio/cassette **£4,295**
1977 Morris Marina 4-door 1.3 Super. Brown, one owner **£1,395**
1978 Scimitar GTE. Celtic brown/light tan, 21,813 miles, Sundym overdrive, electric windows and aerial, radio/cassette **£4,695**
1973 Reg. Siva. (Poor man's Porsche) Gullwing 2-seater, 1600 Porsche engine, wheels/instruments **£2,895**
1978 Triumph Spitfire. Carmine, tan check trim, one owner, 14,899 miles, hard and soft top, undersealed, radio, complete service history **£3,395**
1978 (T) Triumph Spitfire. Pageant blue, one owner, 29,244 miles, o/d, H.R.W., undersealed, expensive radio/stereo, e/aerial **£2,995**
1978 Triumph Spitfire. Yellow, one owner, o/d, 12,890 miles **£2,795**
1977 Triumph Stag Convertible. Racing green, tan trim, one owner, electric windows, radio, PAS, overdrive, alloy wheels **£4,695**
1976 (Oct) Triumph TR7. White/black, 24,631 miles **£2,145**
1974 Triumph TR6. Green mallard, hard top, radio, o/d. **£2,795**
1972 Triumph GT6. Brown, o/d, HRW **£895**
1971 (K) Triumph GT6. Yellow, overdrive, sunroof, radio **£1,295**

A Happy New Year to our many friends in the Motor Trade and to all our customers

12/24 MONTH WARRANTIES AVAILABLE
LEASING QUOTATIONS ON CARS UP TO 3 YEARS OLD

PERFORMANCE CARS LTD.
GREAT WEST ROAD, BRENTFORD, MIDDX.

☎ 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. Cocks and Sons) for transport
Opening hours: 9 to 7 Mon-Fri, 9 to 6 Sat. Sunday strictly by appointment.

MG'S AND ALL SPORTSCARS WANTED FOR IMMEDIATE PURCHASE. PLEASE PHONE FOR HIGHEST CASH PRICE

ALFA



The largest range of new and used Alfa Romeos in the North West.

NEW CARS
An excellent range of new Alfettas, Giuliettas and Suds.

ALL USED CARS UP TO 5 YRS OLD SOLD WITH ONE YEAR'S CAR CARE PLAN AT NO EXTRA COST.

1978 (Nov) Alfa Sud Sprint 1.5 in white, one owner. **£3,495**
1976 Alfa Sud L in white. **£1,095**
1980 (W) Alfetta 2000 L in red with factory fitted sunroof, radio. Dinitrol. Save over £1,000. **£6,095**
1980 (W) Giulietta 1.8 in red, radio, very low mileage. **£5,095**
1980 Alfa Sud Super 1.5 Mk.III in brown, low mileage. **£3,695**
1980 Alfa Sud Ti 1.5 bright yellow, extras. **£3,495**
1979 Alfa Sud Super 1350 in white, one owner. **£2,845**
1978 (Nov) Alfa Sud Ti 1.5 in white, one owner. **£2,895**
1978 (T) Alfa Sud Ti 1.3 in brown, one owner. **£2,395**
1978 Alfetta 1.6 GT in red, one owner. **£3,195**
1977 (Oct) Alfa Sud 5M in dark blue with vinyl roof, one owner. **£1,795**

1977 Spider in red, full Dinitrol treatment, low mileage. **£3,995**
1975 Spider in English green, fully refurbished. **£2,795**

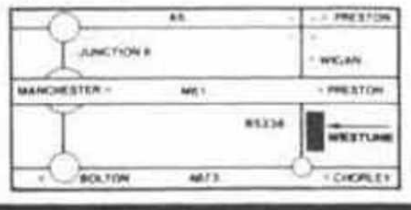
1976 (R) Alfa Sud Ti in white, just resprayed, Alfa alloys. **£1,595**
1976 2000 Berlina Auto in Le Mans blue, very rare. **£1,495**
1975 (Nov) Alfetta 1.6 in yellow, a very sound Ziebarted example. **£1,295**

Production Racing Capri 3 litre ex-Gerry Marshall, 2 wins & one pole position from six races in 1980, excellent condition mechanically & bodily. **£2,995**

Autocross 1750 GTV Special fitted Ford V6 engine & gearbox, lethal, must be seen. **£525**
1978 Triumph Spitfire in red, low mileage, superb condition. **£2,695**
1977 (Dec) Ford Escort 1.6 Ghia in gold. **£2,495**

Open weekdays till 6.30 p.m.
Saturdays till 4.30 p.m.
N.B. Now open Sundays from 11 a.m. till 1 p.m.

CAR CARE The largest stockist of Alfa Romeo spare parts in the North West



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

DVM

TOTALLY

TVR



IN SOUTH YORKSHIRE

Happy New Year from DVM to all our customers everywhere — and particular greetings to our many friends who are sweltering in Saudi and suchlike sunny places — we hope you're WARMER than we are! It really is surprising how many of our customers work out of the country and like to have 'something special' tucked away in the garage at home for holiday use. Keep it up, lads — that surely is one of the reasons why you work abroad, anyway — excepting the winter, the taxes, the recession, the government, the strikes — good grief, come to think of it — has anyone out there got any vacancies for SPORTS CAR fanatics??

NEW TVR TASMIN Refined, red, remarkable and relatively inexpensive! **£12,800**
TVR 3000M 1976 (Dec) Exceptional car, two owners from new, 34,000 miles. Original in red/oatmeal. **£4,300**
TVR 1600M 1975 'P' reg'd., Chocolate brown/tan. A snip at **£2,850**
PORSCHE 911 'S' Targa 1975. Minerva blue, full service history. Very fast, very economical and very good condition. **£7,950**
LOTUS SEVEN SERIES IV. Total rebuild to concours standards (premier award first time out). Perfect condition, with Cobra wheels, stainless silencer and twin Webers. If you wish to collect a Seven — look no further! **£3,950**
MG 'B' GT 1978 'T' reg'd., Russet brown. One owner, 15,000 miles only, sunroof, immaculate. **£4,300**
MG 'B' ROADSTER 1979. Yellow, full rustproof, flared rear arches, Cobra wheels, expensive stereo system. Superbly attractive, 13,000 miles. **£4,100**
JAGUAR 'E' TYPE V12 2+2 1971 Truly immaculate supercar in collectable condition. Manual gearbox, powder blue, Wolfrace wheels. **£8,000 o.n.o.**
MERCEDES BENZ 1969 280L ROADSTER. White, two owners and a good genuine example. **£5,500 o.n.o.**
JAGUAR 'E' TYPE 2+2 1973. M-Reg'd., white, chrome wires. **OFFERS**
TRIUMPH STAG 1976 (Dec.) Tahiti blue and a beauty. Auto, h&s tops, 34,000 miles. **£4,300**
TRIUMPH STAG 1976 'P' Emerald green, manual with overdrive, h&s tops and a very good example. Come on, you lovers of smooth convertibles, Stags are still very cheap! **£4,100**
PORSCHE 911 Lux Targa 'R' Reg'd., 1976. '77 Series with pinstripe seating, 35,000 miles, full service history. A superb eye-catching Porsche in white. **£9,950**
MG 'B' ROADSTER 1975. Hardtop, soft top, overdrive, Cobra wheels, larger tyres, impact bumpers, good value at **£1,850**
TRIUMPH SPITFIRE 1977. One owner, 42,000 miles, Sienna. **£2,150**
DAIMLER SOVEREIGN 420G. Black, superb, collectable! 1968/9. **£2,500 o.n.o.**
RELIANT SCIMITAR GTE 1974. Sunroof, beige with tan, excellent body, leather upholstery. **£2,250**
JAGUAR 'E' TYPE 1966 FHC. 4.2 litre, red, wire wheels. **£3,600 o.n.o.**
GILBERN INVADER II 1972. Sunroof, low mileage, metallic blue. **OFFERS**
CADILLAC 8-LITRE AMERICAN AMBULANCE. Showstopper 'par excellence', with stainless roof panels, 4 way beacon, searchlights, alternating spotlamps. Seats 10. Once seen, — never forgotten! perfect promotional vehicle. **£2,500**

DEARNE VALLEY for DIFFERENT CARS

Immaculate sports cars bought for cash or sold on commission — please enquire for details.
SERVICE: Any problem; any model — give us a call.
INSURANCE: fast quotes for fast cars.

DEARNE VALLEY MOTORS LTD.
BOW BRIDGE, 95 SHEFFIELD ROAD
(0709) ROTHERHAM 2966

We are just 2 miles from M1 Motorway (junction 33 or 34) on A630 into Rotherham.

DELLORTO Carburettors

As fitted to many of the world's top performance cars.



Competitive performance at a competitive price.
Send 20p to cover postage for leaflet and super sticker.

NAME _____
ADDRESS _____

MS1

Dellorto, 13 Boult St, Reading RG14RD



Mk 3 Woodrims from £45.00 including hub



Classic 4 Spoke from £50.00 including hub



Mk 6 Leather rim from £45.50 including hub



Mk 4 Leather rim from £39.50 including hub

MOTO-LITA
Hand made wood and leather rim steering wheels. Many styles and diameters to choose from, with hubs for most car models including Healeys, Jaguars, Rolls, MG TC/TD etc.
Details on request.
Callers Welcome

Made in England by:-

Moto-Lita Ltd,
Thruxton Racing Circuit,
Nr. Andover, Hants.
SP11 8PW England.
Tel: Weyhill (026477) 2811
Telex 47178 Wheels G.

Moto-Lita Ltd.



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



Straight EIGHT



ROLLS-ROYCE PHANTOM I, 40/45 HP COUPÉ, 1925. Extremely attractive coachwork. Restored to high standard. **POA**



ROLLS-ROYCE CORNICHE CONVERTIBLE, 1977, SERIES II CAMARGUE. Air cond., etc. Superb appearance in nutmeg with burnt chocolate hide piped in Magnolia. One owner, full service history. **£35,000**

MOTOGUZZI SP 'V' REG. 3,100 miles, one owner, superb example of this fabulous Italian superbike offered at. **£1,995**

FERRARI 308 GT4, 1979 V REG. Deep metallic blue, beige leather int., air conditioned, digital radio/stereo, electric door mirrors, tinted electric windows, full service history. **£11,850**

FERRARI 275 GTB SHORTNOSE. Racing red, chrome Borrani wires, competition tank, black leather int. A stunning example. **POA**



MERCEDES 450SL. Special order black with black hide interior. Minilites, hard and soft tops. The nicest SL available. **£8,995**

TVR 3000M 'R' REG. Glazier white, black interior, vinyl roof, sunroof, alloy wheels, radio/stereo. A very superior example. **£4,250**

FERRARI 365 GT4 2+2, 1976. Black with beige hide, air conditioned, radio/stereo, electric sunroof, service history, etc. **£10,950**

BRISTOL 412 CONVERTIBLE, 1977. Copper bronze with beige hide int. All usual Bristol refinements which only the enthusiasts would appreciate. **£13,500**

BRISTOL 411 SERIES III 'L' REG. Auto, PAS, electric sunroof, radio/stereo, peacock blue with grey hide, handbuilt luxury at only. **£6,750**

RELIANT SCIMITAR GTE, 1977. Green, auto., PAS, sunroof, radio/stereo, electric windows, Wolfrace wheels, etc. **£3,595**

LANCIA MONTE CARLO SPYDER, 1978. White, blue cloth int., radio/stereo, electric windows, 22,000 miles. Exciting and practical. **£3,950**

MORGAN 4/4 2-SEATER, 'T' REG. One owner, red with black trim, a superb example of this much sought after car offered at. **£6,350**

PORSCHE SPEEDSTER REPLICA. By Intermechanica. Superb in red with black trim, collectors car, must be seen to be appreciated. **£5,950**

LANCIA BETA HPE 2000. Silver, red cloth trim, sun & vinyl roof, radio, realistically priced at. **£3,295**

SAAB 900EMS. First registered 1980, one owner, black coachwork with black trim, extras, superb example of this fine car. **£5,750**

MERCEDES 600 SALOON, 1974. Met. blue, grey velour interior, power sunroof, windows, seats, etc. Show business personality's transport. **£11,950**

ASTON MARTIN DBS V8, 1973 with carbs. Met. green, olive hide interior, automatic, PAS, air conditioned, etc. **£5,950**

THE ABOVE IS JUST A SMALL SELECTION OF VEHICLES WE HAVE TO OFFER. WE URGENTLY REQUIRE ANY INTERESTING OR EXOTIC MOTOR CARS FOR STOCK.

158-160 GOLDHAWK ROAD, SHEPHERDS BUSH, LONDON W12
01-743 6201 or 01-743 9679

GREENCOAT MOTOR COMPANY

ZOO GARAGE, LEATHERHEAD ROAD, CHESSINGTON, SURREY
Telephone: 01-394 1114



XJS 1978. Blue, black interior, superb. **£8,950.**



PORSCHE 924 1979 LUX. Guards red, 18,000 miles, 1 owner. **£7,950.**



TRIUMPH STAG 1978. Auto., Brooklands green, 14,000 miles, 1 owner, pristine. **£5,995.**



SCIROCCO 1977S. Metallic bronze, radio, 1 owner, 19,000 miles, service history. **£3,350.**

ALSO IN STOCK

ASTON MARTIN V8 1978T. Rare, manual, 16,000 miles, blue. **£16,950.**
TRIUMPH STAG 1978. Manual, o/d, 1 owner, only 11,000 miles. **£6,250.**
PORSCHE 924 DOUBLOON 1979. Gold, sunroof, 18,000 miles. **£8,250.**
PORSCHE 924 LUX AUTO 1980. Blue, sunroof, 8,000 miles. **£9,450.**
PORSCHE 924 LUX 1978. Metallic green, 1 owner, 31,000 miles. **£6,950.**
VOLKSWAGEN GOLF GTI. Selection of 3 low mileage 1979 cars. **£4,450-£4,850.**
PANTHER LIMA 1979. Red/black, 1 owner, 18,000 miles. **£4,950.**
E-TYPE 4.2 FHC. Selection of 3 examples.
LANCIA 2000 BETA COUPÉ 79. Beige, 1 owner, 23,000 miles. **£2,850.**
JAGUAR XJS 1979. White, 1 owner, 13,000 miles. **£9,750.**

MIKE DUNCAN

Midlands Morgan Agent

92 WINDMILL HILL, HALESOWEN, BIRMINGHAM

TEL: CRADLEY HEATH (0384) 67675



Happy New Year. Well we can always hope! Bring a smile to your face with a Morgan from Mike Duncan in 1981.
Stock this month includes:—
1980 +8. Red. Door handles. 'W'-Reg. Michelins.
1979 +8. Brown/Ivory, stone trim, aluminium body and wings. 9,000 miles.
1977 +8. Black, 4-speed, red leather, luggage rack.
1973 +8. Black h/c engine and wide track. The quickest combination of all +8's.
1972 +8. Red. Mossbox, only 30,000 miles.
1979 4/4 2-seater. Red, wire wheels, only 1,600 miles. Really as new.
1977 4/4 4-seater. Aluminium body and wings, wire wheels, red, luggage rack, 9,000 miles.
1973 4-seater. Wire wheels, luggage rack, door handles, blue.
1974 4-seater. Red stone trim and hood, wire wheels. Very smart.
1965 4/4 2-seater. Totally rebuilt onto new chassis.
1967 Sunbeam Alpine. Hard top, red, extensively re-built.
Sweat Shirts — White, Red, Light Blue, Navy Blue, Grey. All sizes.
T-Shirts — As sweat shirts.
Pullovers — Selection of colours and sizes.
Books — Large selection of Morgan books please ring for details.



The London *Morgan* Distributors

Dear Reader, It is with great regret that we have to inform you of the demise of Squirtman and Robin. **MORGAN** fans to the last they were felled by over indulgence in Christmas cake. The kittenmobile was also wrecked beyond repair whilst being jacked up to change a wheel. At the Morgan shop we will try and struggle on and uphold the **Morgan** name. This month we have 1964 **Morgan** Plus 4 4 seater in British racing green, wire wheels, tonneau cover and luggage rack. Mechanically fantastic but the rest is not what we would describe 'factory fresh.' You could say that it requires some work. The price is £2,950. Somewhat newer and a lot better looking is a 1980 **Morgan** 4/4 2 seater. This car is finished in Royal Ivory, black leather interior, bucket seats and has only done 7,500 miles. It also has been undersealed and has door handles and a luggage rack. All this for only £6,950 including the bonnet strap. A new **Morgan** Plus 8 finished in signal red is for sale at the price of £9,950, although somebody, as I write this, is threatening to buy it. Hurry to the phone. Another **Morgan** 4/4 1980. This **Morgan** is a 4 seater has done 2,000 miles and is painted in Nut Brown with beige upholstery. Leather finish as well. The price is the same as the 2 seater. A **Morgan** Plus 8 1978 is also painted Nut Brown but the interior is finished, again in leather, in off white, a very attractive Morgan for £6,950. For the same price we have a **Morgan** Plus 8 of 1977 vintage. This car is finished in signal red and black leather interior, luggage rack and bonnet strap. The mileage being 21,000 miles. **Morgan** 4/4 4 seater in Indigo blue, registered 1972, wire wheels and black leather interior. £3,850. 1977 **Morgan** 4/4 4 seater in blue with black bucket seats folding and reclining type, luggage rack and tonneau cover. £5,950. Another 1977 **Morgan** 4/4, but a two seater with aluminium body, wire wheels, luggage rack and bonnet strap. Same price. On a T is a 1978 **Morgan** 4/4 2 seater. Royal Ivory is the colour, bucket seats, luggage rack, bonnet strap. The price being asked for this is £6,250. Real late Christmas present shopping can be solved by buying a **Morgan** pedal car. Price £215+VAT. Realizing that many of you have probably read this with watering eyes, worry not, for next month is the start of the adventures of **MOGMAN.**

morris stapleton Reece Mews, London SW7 01-589 6894

Newlands Motors

NEWLANDS PLACE, HARTFIELD ROAD, FOREST ROW, SUSSEX.



E-Type V12. Choice of 3 Superb 1973 Convertibles
PORSCHE 911S 2.4 Coupe. Full service records 63,000 m. **£5,750**
PORSCHE CARRERA RS 1973 ESR **£10,500**
PORSCHE 911S TARGA 1973, yellow, full history **£5,250**
TRIUMPH TR4A 1967F dark blue, full history, 3 owners **£1,995**
TRIUMPH TR6 1973, 34,000 m. **£2,750**
ALFA GIULIA 1600 GT 39,000 m 1976R **£2,050**
RENAULT 5 GORDINI. 1979 black, s/roof, 14,000 m. **£3,550**

WANTED **Aston Martin DB Series, Jaguar XK/E, Porsche 9111s**
VIEWING BY APPOINTMENT ONLY
TELEPHONE FOREST ROW (034282) 2274

FOR SALE—continued

LOTUS ESPRIT S2 Commemorative. 1979. Black with gold velour trim. No. 008 of only 100 built. Radio/stereo. £9,950 o.n.o. Tel: Bristol 22497 (days only). (69626

TR6. 1975. N-Reg. Magenta, hard top, overdrive, 40,000 miles, one owner/driver from new. Very good condition. £2,650. Tel: Darwen, Lancs. (0254) 76843. (69627

BENTLEY S2. 1960. Two-tone green. Sage & smoke, 50,589 miles only, green interior, good condition. M.o.T. 2 owners. Also collectors car. Rover 90. 1954. 41,391 miles, blue with blue interior, M.o.T., taxed, good condition, 2 owners. Tel: Brighouse 714891 (69628

LOTUS SPRINT Convertible. 1973. 16th from last ever produced. Totally original and genuine throughout. Recent full service, always garaged. The very best available. £3,750. Tel: 07375 (Downland) 52917. (69629

E-TYPE V12 FH. 1972. 'K' Reg. Owned from new. Dark blue, manual, sunroof, radiomobile, taxed, M.o.T. Full history, company maintained, 50,000 miles. £4,750. Tel: 01-646 1276 or Epsom 28596. (69630

MORGAN 3-WHEELER JAP V-twin Supersports. 1934. Very rare and original. Offers over £4,500. Tel: 01-229 7100 and 01-459 3511. (69632

LANCIA BETA Spider 2000. 1976. Taxed, year's M.o.T., 4-seat convertible, ideal family sports car, low mileage. £2,500 o.n.o. Tel: Locks Heath 04895 83471 (evenings). (69634

MASERATI GHIBLI. 1970. Silver with black leather interior. Exceptionally low mileage. This car is in superb condition throughout, and has been maintained to the highest standard regardless of cost. Offers around £7,500. Tel: (Redbourn) 058 285 3322. (69636

JAGUAR 420G. 1970. Automatic. Totally original condition, never resprayed, literally unmarked, genuine 58,000 miles. £1,600. Seen London-Southampton. Tel: Earldoms 373. (69638

AVO RS2000 Mk. I. 1974. Finished in Daytona yellow, with black vinyl roof, M.o.T., tax, 4 Cibie lamps, drop tint windscreen, Selmar alarm, ignition cut out, part service history, below average mileage. Tectyl rustproofed from new, no competitions. £2,295. For further details Tel: Steve on 0268 26394. (69633

MG TF 1500. 1955. Much money spent on upkeep over many years. M.o.T. £4,850. Also MG TC. 1949. Stored since 1978. £3,450. Tel: 06278-63445 (day). (69639

Witter. You can't buy a better towing bracket
Send for the price list and name of your nearest Witter stockist, or find him in Yellow Pages
For information or advice: C.P. Witter Ltd., Chester 18. Tel. 0244 41166
WITTER TOWING BRACKETS

FOR SALE—continued

SCIMITAR GTE. 1973 M. Overdrive, s/s exhaust, new tyres, M.o.T. Good order throughout. £1,695. Tel: Cambridge 861003. (69708

3-LITRE CAPRI Ghia Auto. 1976 R. Brown, 39,000 miles, sports wheels. Extras as per Ghia specification. Sheer elegance. £2,750 o.n.o. Tel: 031 663 0153 (after 7 p.m.). (69710

REAL VINTAGE Bentley 3-litre. 1924. Unique and original Blue Label 2-door open tourer on beaded edge tyres. Red with black wings, original brown crocodile interior + carpets. Single carb., built in jacks, head lamp dimmer, inside tool box, Auster screen, side mounted spare. Concours winner 1978, little used since. I would like to sell after 7 years of ownership. Modern classics would be considered in exchange, cash either way or w.h.u. Tel: 0695 422203. (69711

BENTLEY S1. 1957. PAS, black with original grey, leather and carpets, 2 owners and 78,000 miles from new. Documented service record, chrome & paintwork unmarked. The interior smells like new. Quite exceptional condition throughout. £6,750. Tel: 0695 422203. (69711

LAND ROVER Estate by Abbey Panels. 651 made 1948-52, probably 10 remain in UK. Two available requiring easy sorting. Offers please. Tel: 061 491 0821. (69744

JAGUAR E-TYPE V12 2+2. Manual. Signal red, extra's, mechanically as new. All bills available. Beautiful condition throughout. Sacrifice. £4,500. Tel: 021 354 4434 (Birmingham). (69712

LOTUS EUROPA. 1972. VGC. Recent M.o.T., many extras. £2,500 o.n.o. Tel: 061 653 5192. (69715

AUSTIN TEN Two-Seater. 1933. Daily use, taxed, tested June. £2,400. Cowley Saloon. 1926. £5,600. Tel: Newton Abbot 852357. (69716

ROVER PILOT 12.95 h.p. Saloon. 1932. Reg. PO 6352. Rare, rusty but restorable or for spares. Offers. Tel: Kenilworth 56423. (69717

DUTTON B SIMILAR (Lotus 7). 3,700 miles, rebuilt Ford 1500, Lotus CR box, new parts too numerous to mention. Fast & economical. Bargain £700. Tel: Mold 4035. (69718

DAIMLER 250 V8. 1968. 28,000 miles only. Absolutely superb, all M.o.T.s, green log book, bills etc. £2,595. MGB GT's and Roadsters available. 1970-75. Tel: Bob Price 0803 842748 (Torbay). (69719

TR4A. 1967. BRG, wires, o/drive, tonneau, M.o.T. Nov. '81. £995. Must sell. Tel: Oxted (Surrey) 6322. (69720

BMW 2002 Touring. 1972. Rare factory fitted twin headlight model, metallic green, radio. 2 owners, full history, immaculate. £1,825. Tel: Salisbury (0722) 26166. (69721

FIAT X1/9 1500. 1979. Silver, usual extras, fitted Pirelli P6's. Excellent condition. £3,375 o.n.o. or would consider interesting part exchange. Tel: Nick on Camberley 33317. (69722

TVR VIXEN S3. New engine, gearbox, exhaust, X2X's, 50,000 miles. Only 41 known to exist. £2,750. Tel: Peterborough (0733) 47741. (69723

MORGAN 4-SEATER. 1979. Red velvet, stone leather, 9,000 miles, extras. £7,200 o.n.o. Consider exchange very late/new 2-seater. Cash adjustment. Tel: 01-458 7049. (69724

JAGUAR 3.4 Manual. 1964. 'V' Reg. Recently imported from Hong Kong. 29,000 miles, very good body and mechanics. £1,000. Tel: Bournemouth 766340. (69731

FOR SALE—continued

DAIMLER CONQUEST. 1953. M.o.T. June '81. Good condition, many spares. £900. Tel: Bartlett Didcot (Oxon) 814562. (69726

ASTON MARTIN DB4 Convertible. 1962. Red/black, rebuilt engine, gearbox etc., de-rusted, hard top. Many new parts. £3,500 spent. Offers over £7,500. Also over £1,000 worth new spares, including most decorative trim. Tel: 01-946 4665. (69727

CHUMMY. 1926. Good restored condition, rebuilt engine, brakes, wheels. £3,500. Part exchange considered. Tel: South Benfleet 4174. (69728

TRIUMPH STAG. 1975. Mimosa, manual, overdrive. Recent short engine. £2,800 o.n.o. Tel: Bolton 63398. (69729

RILEY 1½. 1954. Exceptionally good original example. M.o.T. £1,695. 1½. 1947. Good sound specimen. M.o.T. £895. Extensive quantity 1½/2½ spares also available. Tel: Saffron Walden 22330. (69730

FERRARI DINO 246GT. 1974. 23,000 miles, leather interior, Campagnolo wheels, excellent condition. £10,250 o.n.o. Tel: Hobson 0706 48737. (69732

MG TD2. One owner since 1967. Totally rebuilt 1972. £4,250. Also Supercharger, 1350 c.c. competition engine, new rear wings and other spares. Tel: 0403 700659. (69733

PORSCHE 911T Targa 2.4. 1973. Metallic green, service record. Full details and serious offers. Tel: Crawley 20815 (day). (697345

BMW 2002 Tii. 1973. Excellent, refurbished, new M.o.T. Stored two years. Reluctant parting. Fast economical bargain. £895. Tel: Stamford 0780 720568. (69735

LANCIA MONTE Carlo Convertible. 'T' Reg. Metallic green, AA Motorsure total protection, body work, stereo radio/cassette. 1 careful lady owner. £4,000 o.n.o. Tel: 0203 501312 (24 hrs.). (69736

ALFA ROMEO Spider. 1976. White. Just 25,960 miles. Dinitrol rustproofed, new clutch, exhaust, excellent hood and tyres. Totally superb throughout. £3,450. Tel: Chatteris 2460 (until 14/1/81 then March (Cambs) 740200). (69737

LOTUS SEVEN SIII. 1969. 1600 GT Crossflow. Complete overhaul two years ago. Very good condition. £2,900. Richard Campbell, 76 Alwyn Road, Bilton, Rugby CV22 7QX. (69738

BMW 2000 Coupé Automatic. 1968. Good condition. Taxed and M.o.T.'d. Many refinements including cassette/radio. £975. Tel: Doncaster (0302) 854070. (69739

MORRIS 8 H.P. Tourer Series I 4-Seater. Good condition. Not mint, but good wood, retrimmed, shiny paint. Good hood, drive anywhere at 55 m.p.h. £1,600. Worth more. Tel: 0543 490232. (69740

GINETTA G16. Rare rear engine sports-racer. 1968 built, 3½-litre Buick V8. Very successful car. Eligible HSCC racing. Excellent condition. £5,950. P/X. Tel: 0543 490232. (69740

MGB GT. Yellow, registered 5-11-80. Only 300 miles, will deliver to mainland to serious purchaser. £5,595 o.n.o. Tel: Ramsey, Isle of Man (0624) 814636. (69742

MORRIS 1000 2-Door. 1969 H. In Trafalgar blue 54,000 miles only, tax April, M.o.T. Oct. '81. Excellent mechanically, bodily sound. £375. Tel: 061 491 0821. (69744

MGB GT. 1970. Genuine 25,000 miles, wire wheels, overdrive, radio, sunroof, Ziebarted. £1,450. Tel: Bedford 40645. (69747

Hire a Sports Car
Morgan 4/4 2 & 4 str's, MGB Convertibles, Triumph TR7 fixed heads and Convertibles and TVR Convertibles.

sportshire
Reece Mews, London SW7 01-589 6894 01-589 8309

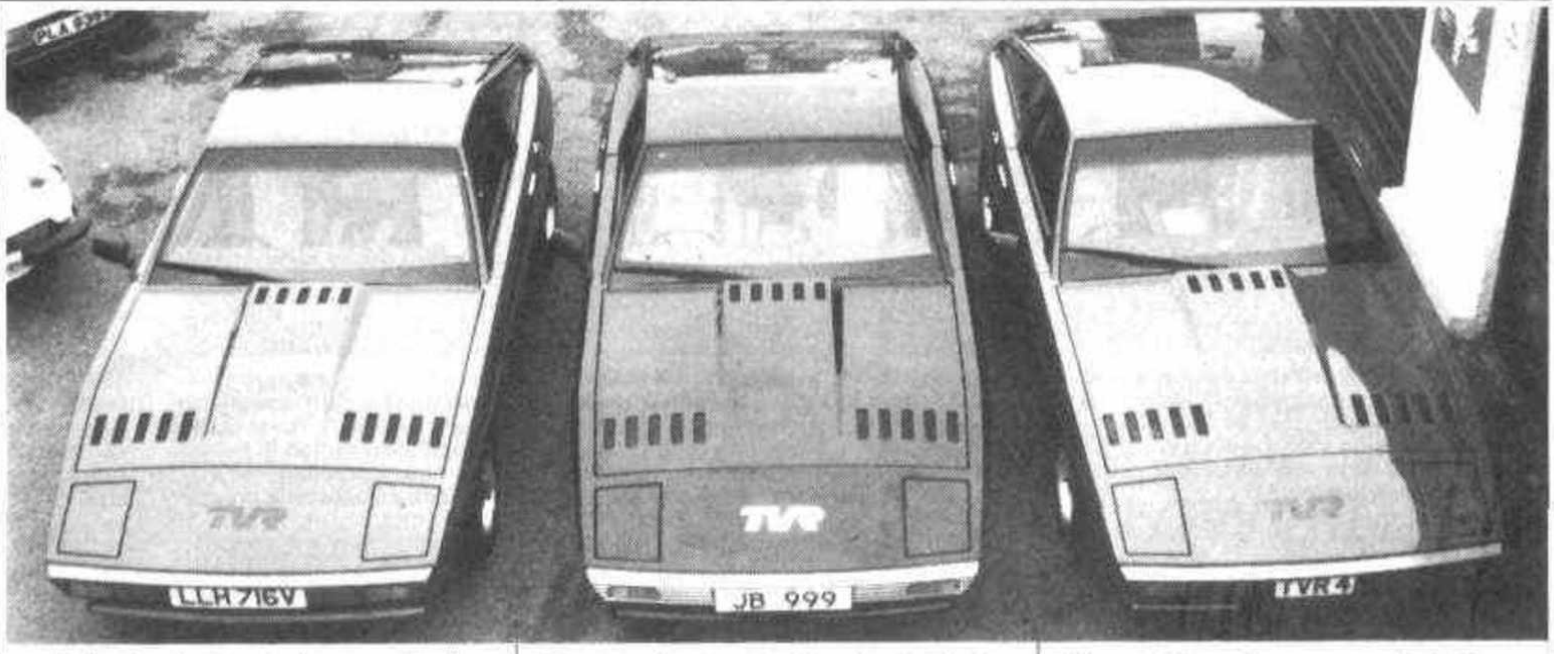


John Britten

Morgan

TVR

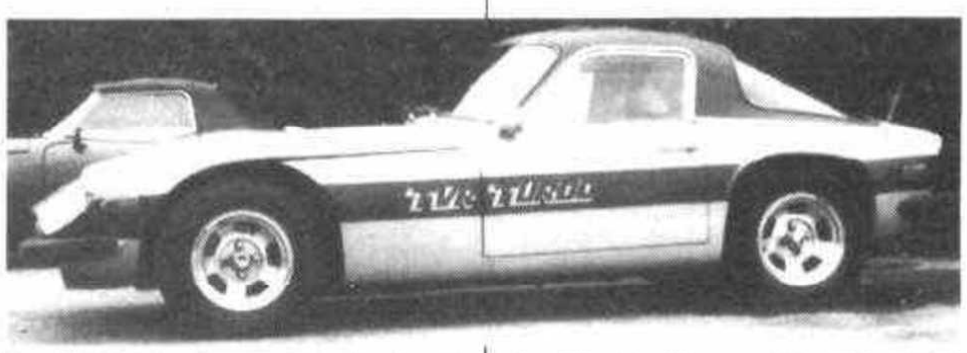
Christmas was a lot of fun
But here we are in '81
Now's the time to buy a car
Be it a Morgan or TVR
So start the year in the right way
Bring your cheque book to see us today!



All joking aside, now IS the time to buy a new car, because things can only improve in **1981** (they couldn't possibly get any worse). Blasting away those New Year hangovers we have'a a very'a nice'a **Ferrari 308GTB 1976 R, bright yellow** (sunglasses needed), air-conditioning (sigh), leaves everyone here starry-eyed (except Nysha who keeps calling it "that cute little Italian sports car") — the price is quite cute as well! If last year was the Year of the Rat, Bat or whatever, this year is going to be the Year of the **TVR Tasmin.** These excellent products from Blackpool will *really come into their own since they* are fast, economical and something like Three grand cheaper than its closest rival. As you can gather we are all pretty sold on the whole **TVR** theme and always have a good selection of new **Tasmins,** all models, and can offer early deliveries on the attractive **Convertible** and stunning **2+2.** Demonstrations and test drives given at a moment's notice and we guarantee you will not fail to be impressed. So besotted with **TVR's** are we that you will also find we have the largest stock of



secondhand **TVR's** in the country, ranging from a humble 1600M to one of the latest Tasmins, details as follows: **1979P TVR 1600M, yellow,** black vinyl roof, radio, a very nice sheep in wolf's clothing but with definite advantages in fuel and insurance economy — **£2,950. 1978** registered **TVR 1600M, white** with union jack livery, ex-production Sportscar Championship winner, boy racer's delight, **£1,995. 1977S TVR 3000M, silver,** charcoal modelband, radio, sunroof, fitted with the ever so thrifty overdrive, not quite Metro economy but more fun to drive, **£3,950. 1977 TVR Turbo, yellow,** brown modelband, brown vinyl roof, sunroof, radio cassette, electric windows, Wolfrace wheels, 37,000 miles, blink and you miss its performance, on performance per £1 this is unbeatable at **£4,950. 1978 T, TVR Convertible, charcoal,** Wolfrace wheels, go-faster engine, 19,000 miles, one fastidious owner, **£5,950. 1978 T, TVR Convertible, blue,** Wolfrace wheels, radio, once belonged to TVR Factory and used by one of their representatives, hence high mileage but very well looked after and possibly the cheapest convertible in captivity **£4,950. 1979 V, TVR Convertible, black,** radio, 12,000 miles, unusual but practical tan leather seats, smooth and slinky (sounds like **Nysha**) **£6,950. 1977 S, TVR Taimar, white,** brown modelband, sunroof, Wolfrace wheels, 34,000 miles, radio, swopped by **TVR** enthusiast for an openair **TVR, £5,250. 1978 T, TVR Taimar, brown,** neutral modelband, electric windows, radio, also swopped for topless **TVR** (naughty!) **£6,150. 1980 TVR Taimar, black,** charcoal modelband, sunroof, radio cassette, one owner from new, 6,000 miles, supplied and serviced by **JGB, £7,500. 1980 TVR Taimar Gold,** brown modelband, moon roof, radio cassette, **2,000, yes, 2,000 miles,** better than new condition, supplied and serviced by **JGB** and taken in part exchange from Rolls Royce owning financial tycoon against a new **Tasmin** — such taste! **£7,950. 1980 TVR Tasmin, red,** 3,000 miles, illness forces sale, large saving on new price, **£9,950.** This advert comes to you with great difficulty due to the fact that we are dog sitting today for **Jason,** the craziest labrador in the West, who insists on chewing the typewriter (I do wish **Nysha** would not keep giving it to him) and generally putting his paws where they are not welcome (like in **Roger's** pot of paint). And now for something completely different, **Morgans** — the news from **Malvern** is that they have instituted a new system to try and cut out the vast number of profiteers on the waiting list and in praising their efforts we hope this will go some way to reducing the enormous waiting list. In **1980** we received a much increased quota of new cars and would like to say a heart felt Thank You to **Derek Day** and all the hard working staff at the Factory. Keep up the good work lads! As usual **"the biggest and best" Morgan agents** have a very good and varied stock of used **Moggies** (and with Jason around we do not mean cats). Starting with a **1971 K, Morgan 4/4 2-seater, Oxford Blue,** wire wheels, one owner from new, 56,000 miles (a sort of Pedigree Dog of the Month) and excellent value at **£3,250. 1974 N, 4/4 2-seater, signal red,** wire wheels, bucket seats, two owners from new, sparkling condition, on its second visit to the Arkley Health Farm. **1978 S, Morgan 4/4 2-seater, Royal Ivory,** red leather, chrome wire wheels, roll over bar, previously resident in bonnie Scotland (and well used to doing the Highland Fling). **1979 V, Morgan 4/4 2-seater, signal red,** reclining seats, 1,500 miles, a bit of a plain jane, but much cheaper than **1980 Morgan 4/4 2-seater, black,** red leather, wire wheels, outside door handles, spot lamps, 600 gentle Berkshire miles, and fitted with gleaming **chrome bumpers,** replacing those nasty anodized ones, a service which we can perform on your own **Morgan** for a modest sum. **1976 R, Morgan 4/4 4-seater, Brunswick Green,** wire wheels, reclining seats, wing mirrors, speaks with North Country accent (ee by gum!) and used to black pudding! **1979 V, Morgan 4/4 4-seater, yellow,** wire wheels, black leather, reclining seats, 3,000 miles, would brighten up any body's **New Year. 1980 W, Morgan 4/4 4-seater, signal red,** wire wheels, reclining seats, black leather, luggage rack, door handles, rustproofing, 500 miles, another Lancashire hot pot. **1977 S, Morgan +8, yellow** alloy body luggage rack, 19,000 miles, serviced at Morgan Factory, looking for new home. **1978 T, Morgan +8, black,** stone leather, roll over bar Libra Motive turned engine, swopped for newer but slower **+8,** by



Town & Country planner who denies all responsibility for knocking down Stately Home in Solihull! **1976 R, Morgan +8 silver,** blue trim, Michelin XWX, **mahogany dashboard,** alloy bumpers, previous owner University don looking remarkably like Sherlock Holmes. **1956 Morgan +4, sparkling diamond white,** TR3 engine, tonneau cover, our Veteran of many campaigns, sound in wind and limb, and ready for more years trusty service. Put the stock list down **Jason. Arkley kits:**— the usual winter time rush is upon us (I suppose it must have something to do with the icy roads) and we are running a little bit short of **Arkley kits,** so place your order with us as soon as possible. We have in stock one secondhand **Arkley,** built by us in **1978** on a **73 chassis,** 1275cc, **black,** gold pinstripes, Wolfrace wheels, tan interior, for sale due to drinking and driving ban **£1,495.** While on the subject of kit cars it has been suggested that we might like to become agents for the **Midas.** This is a delightful looking little 2-seater hatchback, supplied in component form, built up around **Mini** components, a sort of much nicer **Mini Marcos** for those who remember them. Should anybody be interested please get in touch with us as we really think the car is exceptionally well made, a delight to drive, and we are really very keen on the idea of selling these alongside our **Morgan, TVR** and **Arkley** agencies. **Odds and Sods Department:— 1975 Lotus Europa Special Olympic Blue,** alloy wheels, Australian returning home, **£3,750. 1978 T Datsun 260Z, silver,** sunroof, radio/cassette, one owner, 26,000 miles, better than you would believe, **£3,750. 1968 Lotus Super 7,** twin cam, 140 brake horse power, green, yellow stripe, alloy wheels, only heroes need apply, would suit Flash Gordon, **£3,500. 1979 V Alfa Romeo GTV Strada, black,** tan trim, electric sunroof, Blaupunkt stereo, electric windows, 14,000 miles, taken in part exchange for Tasmin, **£3,950. 1978 MGB, blaze,** radio/stereo, 28,000 miles, nice example of Austin Cambridge convertible, **£2,950. 1971 K Triumph TR6, yellow,** wire wheels, much money spent on rebuild, **£3,250. 1977 Lancia Beta 2000 Spyder, maroon,** tan trim, **£2,500. 1975 BMW R002 Lux blue,** excellent, **£1,895. "Dog of the Month" — 1973 Volkswagen** disguised as pre-war **Mercedes SSK,** the most evil, horrible car I have ever seen, recently imported from **USA, offers?** Set of **TVR Wolfrace** 6 × 14 wheels, secondhand but in good condition, complete set of 5, **£120.** In closing we would like to say farewell to **Vernon** and **Robert,** and wish them every success with their new venture, and please can we have the kettle back? "Leave my coffee alone **Jason.**" Wishing everybody a **Happy New Year.** "Put **Nysha** down **Jason!**"





JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

01-235 4613
(OFFICE)

01-445 1869
(EVENINGS)

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

2, CHESTER CL., CHESTER ST., LONDON S.W.1.



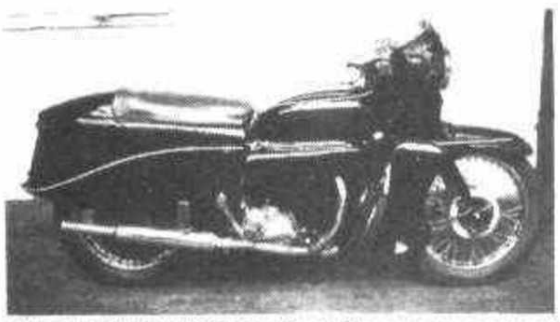
1963 ROVER 3-LITRE. 4-door sports saloon, finished in midnight blue with navy hide trim. A superb one owner specimen with only 26,000 miles recorded, automatic transmission and power steering, original radio, H.R.W. etc. Just thoroughly serviced, surely one of the finest examples available.



1952 ASTON MARTIN DB2. Fixed head coupe, rare split screen model, restored to exacting standard, complete mechanical overhaul, chassis repainted, coachwork refinished in metallic silver green, re-trimmed in beige hide, new headlining & all new carpeting, newly chromed w/wheels with new tyres, a collector's dream in truly pristine condition throughout.



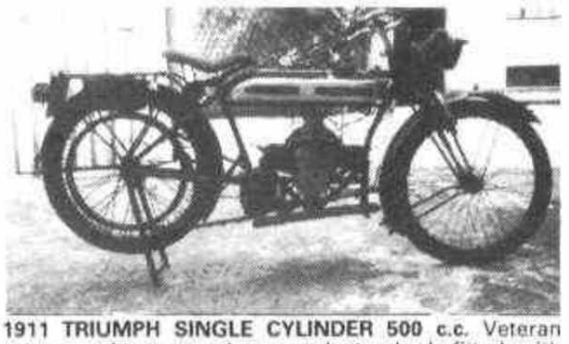
1974 DAIMLER 4.2. Standard 4-door sports saloon, finished in regency red with tan hide trim & carpet, one lady owner with only 28,000 recorded miles. Just completed major service with new exhaust system fitted, an excellent low mileage example at moderate cost.



1955 VINCENT SERIES D. Black Prince, fully enclosed 1000 cc twin, the last of the range.



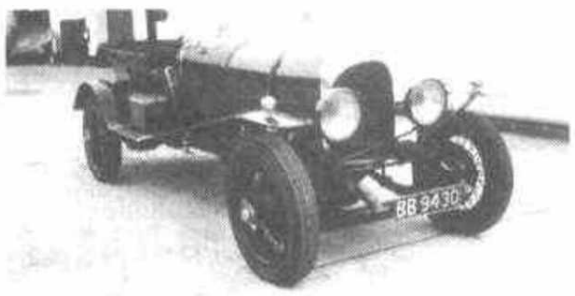
1974 ROLLS-ROYCE SILVER SHADOW. Standard 4-door sports saloon, finished in Walnut with tan trim, excellent history, recorded 42,000 miles.



1911 TRIUMPH SINGLE CYLINDER 500 c.c. Veteran motor cycle, restored to good standard, fitted with 3-speed transmission, similar to above.

IT WOULD BE APPRECIATED IF ALL FUTURE CORRESPONDENCE COULD BE SENT TO

MIKE BERRY (LONDON) 46 OAKLEIGH PARK NORTH, WHETSTONE, LONDON N20 9AS



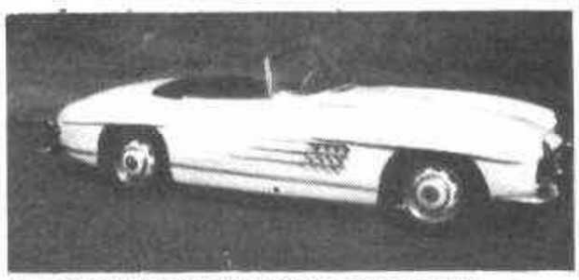
£19,950. BENTLEY 3 LITRE SHORT CHASSIS SPEED MODEL, with fabric replica coachwork. Restored to a very high standard.



£9,950. 1961 BENTLEY S2 FLYING SPUR H.J. MULLINER, excellent original condition, deep navy, beige leather.



1932 CHRYSLER CB, two seater sports coupe. Custom built coachwork with dickey by Budd. Straight eight cylinder, fabulous condition.



£13,950. MERCEDES 300SL ROADSTER, cream, black interior, matching factory hard top.



£9,950. DB4 GT, excellent original example. Reg. No. 44 MY. Low mileage, history, original owner Donald Campbell.



£9,950. ALVIS SPD 25 TOURER, bodywork by Vanden Plas, maroon.

Many other collectors' cars in stock including:—

£10,500 ASTON MARTIN MKII, four seater tourer.
ASTON MARTIN INTERNATIONAL FHC, body be Bertelli.
£4,750 1973 LAMBORGHINI ESPADA, white, beige interior, PAS, air conditioning etc.

£7,500 HRG 1500, twin spares etc. concours example.
£6,950 BMW 328, in need of restoration.
And many others — please telephone or send for stock list.

VINTAGE AND CLASSIC CARS SIMILAR TO THE ABOVE URGENTLY REQUIRED

BRIAN CLASSIC LTD.

Bucklow Hill (0565) 830423 (Cheshire)

N.B. It is absolutely essential to telephone for an appointment to view the above cars.

Customers can be met from nearby mainline station, London Express 2 hrs 15 mins. or Manchester Ringway Airport 30 min. flight from London.

BEWLEY HOUSE GARAGE

BITTAFORD, NEAR IVYBRIDGE,
DEVON Telephone 07554 2437

A selection from over 80 classic, collectors and interesting cars.

1947 Motor Cruiser with berth in Devon
1927 American Nash Doctors' Coupé. Mint cond. £6,750
Chevron Formula Libra Racing Car. Many spares. £5,000
1966 Jaguar 'E' Type fixed head coupé. Chrome wires, totally reconditioned engine. £5,000
1972 Alfa Spyder Veloce DHC. Lovely condition. £2,000
1956 Bentley S1. Exceptional condition. £4,750
1973 Jensen Interceptor Series III. Choice of 2. £3,500
1968 Ford Thunderbird. Magnificent order. £2,200
1968 Ford Mustang. 6 cylinder manual £1,500
1957 MGA FHC. £1,850
1964 Triumph TR4A IRS. Surrey top. £1,750
1969 Lotus Europa. Renault engine. £1,850
1972 Reg. Austin Champ. Original livery. £1,150
1970 Fiat Vignale Samantha. £1,000
1957 Borgward 185 Isabella. £500
Fully Customised Bedford. Concours £3,500

Plus 60 classic, collectors and interesting cars, several pre-war Austins.

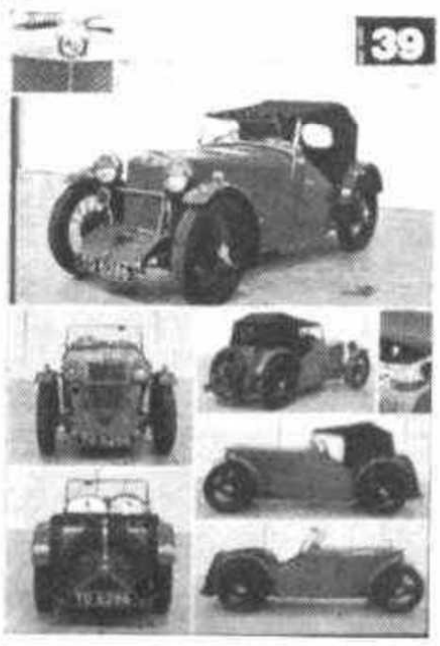
Many others including Humber Imperial and Hawk, Sheerline, Mk 10 Jaguar, AC Petite. Various TR4's, S Type Jaguar.

Open 9am to 8pm daily.
Telephone Ivybridge (07554) 2437 anytime.
FREE OVERNIGHT ACCOMMODATION FOR VISITORS BUYING OR SELLING.

do you know old auto?

Old Auto is a record of 32 car-cards of different makes in every issue (see example right). Imagine a total of 400 cars a year! In addition to the 32 cards are photo-supplements with details of bodies, interiors, engines, + all technical characteristics, historical and technical summaries and articles about makes and models, + classified ads, useful addresses, news etc . . . All texts are in English.

Moreover all cars published are reprinted on separate cards (hard cardboard — special printing off). New subscribers choose the make they prefer (only one), and get free all cars of this make published in Old Auto, gradually as they come out, + 30 cards to be chosen in the contents of Old Auto No. 5 when they receive it (please choose more than 30 because sometimes some cards are sold out, and are being reprinted.



Subscribe now at the special price of £5 instead of £7, and get 12 issues of Old Auto (starting from the No. 1 on), + the separate cards of your favourite make, + 30 cards of your choice.

I want to subscribe (favourite make .....)

Name .....

Address .....

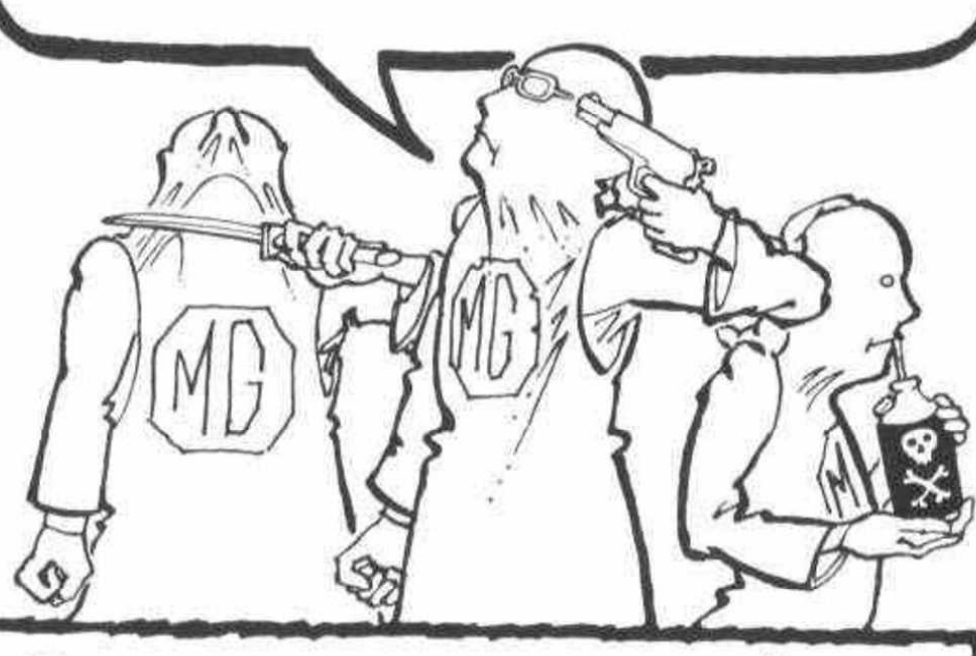
City ..... State ..... Zip .....

Send payment to 6 Avenue du Pebrier, 83600, Saint-Ayguls, France.

ALL RIGHT- *DON'T* SELL US YOUR MG- SEE IF *WE* CARE!

© Maurice Dodd 1980

WHO *CARES* ABOUT YOUR MG? WHO *WANTS* YOUR PRETTY BLUE, GREEN, YELLOW, RED OR (SIGH) *WHATEVER* MG? WHO'S EATING THEIR HEARTS OUT FOR YOUR (DROOL) LUSCIOUS MIDGET, ROADSTER, B, C, OR *ANYTHING* MG? D'YOU IMAGINE WE'RE SICK WITH (OOGH) DESIRE FOR YOUR (SLOBBER) SEDUCTIVE MG? WHO GIVES A *DAMN* ABOUT YOUR ROSTYLE, WIRE- WHEELED PASSION (OH CRIPES) ROUSING, PROVOCATIVE, ALLURING MG?- LOOK, WHAT D'YOU WANT- *BLOOD?*



MG RICHARDSON'S MG

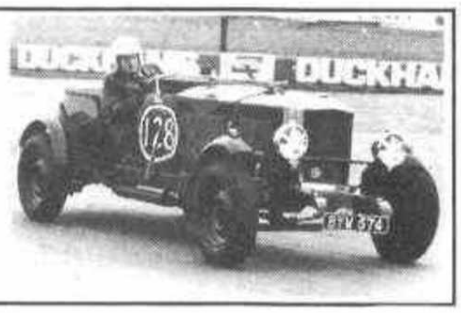
Moor Lane. Staines. Staines 55388.
MG's **bought.** MG's **sold.**
MG's bought for **breaking.**
Half an acre of **Spares.**
We've got this mad mad thing about MG's.

MYSTERY
MORGAN BUYER
TRIES HARDEST, TRAVELS FURTHEST, PAYS MOST
01-440 2462

1935 RAILTON STRAIGHT 8

An authentic reproduction of the famous LIGHT SPORTS TOURER. In first class order. A fast and practical car for road or track use. VSCC accepted. Offers around £8,000

Drake, West Hayes, Rockbourne
Fordingbridge, Hants SP6 3NL
Tel: Rockbourne (07253 227)



Ferrari 365 GT 2+2

Le Mans red with parchment interior. Alloy wheels, stereo, service history, new tyres, magnificent condition throughout. Will exchange any exotic car. Finance either way. **£10,950.**

Berkhamsted 3844

69479



CSL CENTRE

Specialists in BMW 3.0 CSL lightweight coupés

Only 500 RHD versions of this classic of the 70's were made by BMW.
So if you wish to talk about or test drive a real collector's car then contact us.
We buy, sell, service, repair & restore CSL coupés.

Nigel Wood Associates Ltd., 7/8 Pindock Mews, Maida Vale, London W9. 01-286 7151.

Cropredy Bridge Garage

For Jensen Sales	We buy and sell or sell on commission. By the people that *know* Jensens.
Service Parts	The most comprehensive stock in the world from 541, CV8 to FF, interceptor, Healey and GT.
Renovations	We specialise in the very highest standard refurbishments on Jensens. Re-trims and connollising at competitive rates.
Technical	We offer technical advice and tips for owners (and a lot of garages!) who do their own repairs — F.O.C.

Telephone (0295 75) 266

Riverside Works, Cropredy, Banbury, Oxon, England

TVR TASMIN IN THE MIDLANDS



133 m.p.h. 24/30 m.p.g.

Tasmin Convertible	£11,800
Tasmin 2 Str. Coupe	£12,800
Tasmin 2+2	£13,800

For demonstration anywhere of these exciting yet practical and luxuriously finished all British sports cars please telephone

TVR SALES
BILSTON (0902) 44151

NEW PARTS FOR OLD FORDS

NEWFORD PARTS LTD.,
ABBEY MILL, ABBEY VILLAGE,
CHORLEY PR6 8DN
LANCS
Telephone: 0254 - 830343

Most parts in stock for Models 1950 - 1968

NEW AND REBUILT ENGINES & GEARBOXES

1974 'N' BRISTOL 411

Automatic, red, Oatmeal leather, air conditioning, 74,000 miles. **£5,995.00**

BIRDS GARAGE LTD
33 Station Road,
Gerrards Cross, Bucks.
Tel: Gerrards Cross 88321

69489

Crowstone Auto Sales

543 LONDON ROAD, WESTCLIFFE-ON-SEA, ESSEX Tel: SOUTHEND-ON-SEA 354478



POSSIBLY THE FINEST

12 V's

ON OFFER



MANUAL ROADSTER

Silver with tan hide and factory fitted hard top. 20,000 miles
P.O.A.



AUTOMATIC 2+2

White with black hide. 19,000 miles

P.O.A.

WYKEHAMS LTD

WYKEHAM HOUSE · 8-12 BRAMBER ROAD
FULHAM · LONDON W14 9PB · TEL. 01-385 3873

LONDON CENTRE FOR

GTi ENGINEERING



1973 Ferrari 365 GT4 2+2. Manual 5-speed, British Racing Green, immaculate light tan leather interior, 49,000 miles, air conditioning, power steering, service history, recent new tyres and rear exhausts. **£8,450**



1978 TVR 3000S Convertible. Polar white, biscuit interior. Electric bootlid, factory fitted modified hood, recent factory overhaul and service. Excellent condition. One owner. **£4,495**



New BMW 323i. Metallic Ascot grey, steel sunroof, power steering, tinted glass, delivery mileage. Saving on list price at **£8,950**

ALSO IN STOCK:

1974 MGB Roadster. Chrome bumpers, light orange, 13,000 miles, one owner, hard top, immaculate. **£1,950**

Mercedes 350 SL. 1972. Metallic green, hard and soft, automatic. **£5,250**

1976 XJS. Green, full service history **£5,500**

1980 Bimota SB3 Motorcycle. Delivery mileage, silver fairing with red frame and gold wheels. As new **£4,250**

We at Wykehams love GTi Golfs. Let yourself be seduced by this exciting little car and take a test drive in any one of our comprehensive selection of secondhand (including delivery mileage) examples. A black beauty 1979 V Golf GTi heads the cast this month. 12,000 miles, one owner, fitted with ATS 15" alloy wheels, P7 Pirellis, Bilstein "Sportpaket" suspension. Handbuild RLR 1600 plus engine incorporating GTi Engineering head and cam. "Power Sound" 2" exhaust system, digital radio/cassette, guaranteed to make a Porsche owner weep, however city docility unaffected. **£5,250**

GTi Accessories:
Complete selection
Extremely High Quality
ATS wheels — Pirelli P6 & P7
Free flow exhaust systems
Zender front and rear spoilers, styling kits and twin headlamp conversion kits. Special steering wheels, uprated braking kit. In-car entertainment

GTi Engineering at Silverstone:
1600 c.c. and 1800 c.c. engine conversions, uprated suspension, rolling road tuning, K Jetronic experts. Major servicing and repairs

Cars can be dropped off and collected in London.



FERRARI LE MANS DAYTONA

Ch. 15681







1972 Maranello Concessionaires 1973 JCB

A rare chance to buy a genuine works Ferrari racing Berlinetta and the last of the front engine V12s. One of only 15 Group 4 Daytonas built & only 2 RHD. The car is presently in first class condition and is quite sensational in Rosso Chiaro with Gold wheels. Much restorative and maintenance work has just been carried out. The car is ready to race and you can drive it there on the road sans problem. It is a fabulous car to drive and can be viewed as an investment that will not devalue and will give enormous satisfaction to the Ferrari enthusiast. Price area is around Daytona Spyder/GT40 etc. levels.

For further details and appointment to view contact Mike Neilan 01-580 2587, 01-352 1103 or 0386 840228 at weekends, or write to Mike Neilan, 7 Waldron Mews, London SW3 5BT

PORSCHE Insurance Facilities

Competitive schemes, rates and terms now available for all models. Call, write or phone, the new business office at MRB Insurance Brokers Ltd., 313 High Road, Chadwell Heath, Romford, RM6 6AX, Essex. Tél: 01-597 2427



HIGHCROSS CAR SALES LIMITED

RAILWAY STREET, HERTFORD, HERTS. TEL: HERTFORD (STD 0992) 551791/2/3

Aston Martin V8 1972. Cornish gold, tan leather, automatic transmission **£4,250**

Citroën 2CV6 1979 V-Reg. Yellow, stereo, 300 miles only. **£1,950**

Mini Clubman 1979. Russet brown, tan, vinyl roof, sunroof, arch extension, *Denovos, 900 miles.* **£2,650**

Rover 3500 1979. Platinum silver, manual transmission, steel sunroof, air conditioning. **£4,450**

BMW 728 1978. Pastel blue, T-Reg., manual transmission, Alpina alloy wheels, air conditioning, twin electric door mirrors, electric tinted windows. **£5,450**

Jaguar XJ6 1979 Series 2. Regency red, beige trim, tinted glass, low mileage **£6,950**

Scimitar GTE 1977 S-Reg. Bahama yellow, tinted electric windows, p.a.s., manual /overdrive, recently serviced **£4,450**

BMW 528 1977 Model. In reseda green with contrasting cloth trim, automatic transmission, electric windows, Alpina alloys, steel sunroof. **£4,750**

VW Scirocco Storm 1979 V-Reg. mocca *black, magnolia leather interior.* **£5,450**

Jaguar Mk. VII "M". 1955, in beige with red trim, very clean example with "JDC" concours history. **Offers**

Mercedes 350 SE 1977. In regency red with parchment trim, ESR, well cared for example **£9,575**

Triumph 2500 S Estate Car. 1977. White, sunroof, automatic **£3,495**

Renault 30TS 1977. Metallic green, brown *cloth trim, manual transmission.* **£2,750**

Capri 3.0 Ghia 1978. In silver with black vinyl roof and red cloth trim, manual transmission, incredible example. **£3,975**

Fiat Strada 65, 1979 L-Reg. Green, with brown trim, 11,000 miles **£2,795**

Audi Avant CD5E, 1978. Auto, power steering, electric sunroof and windows **£5,450**

MGB GT 1980. In glacier white, 2,000 miles, radio/cassette, manufacturer's warranty **£5,250**

Capri 2-litre S, 1977. Signal red, black vinyl roof, striped seats **£2,750**

WE ARE KEEN CASH BUYERS OF PERFORMANCE CARS

FOR SALE—continued

BENTLEY 4-LITRE Freestone Webb Saloon, 29,000 miles. Tel: 0732 822631. (69741

ROVER 110. Juniper green/pine green, beige interior, 86,000 miles, mechanics, body and chrome excellent, interior superb. £1,550. Tel: 051 327 6776. (69745

3.4 S-TYPE Jaguar. Plus many spares. Split screen, Morris Minor. Best offers accepted. Tel: Upper Sapey 641 (evenings and weekends). (69746

BMW 2002Tii, 1973, orange, alloy wheels, new tyres *and exhaust, leather wheel, head restraints, front* spoiler, radio, seat covers, superb condition, fast and economical, company car forces quick sale, £1,375 o.n.o. Tel: Welwyn Garden (07073) 28943. (69825

FOR SALE—continued

MORGAN 1600 cc 1972, 2-seater, good condition, wire wheels, tonneau, spots, £3,200 o.n.o. Tel: Peterborough 241809. (69824

RARE FOUR SEATER Coachbuilt convertible, RHD Peugeot 504GL, N-Reg, M.o.T. May 81, stereo/radio, fine example of this potential collectors car. £2,295 o.n.o. possible p/ex. Tel: 031-339 7436 or 031-336 7282. (69823

BMW 2002 TOURING, M-Reg, white, alloy wheels, tinted screen, seat covers, radio, clutch & gearbox just overhauled, 70,000 miles, a beautiful car in perfect condition, lady owner. £2,250 o.n.o. Tel: 03005 224 (Dorset). (69820

FOR SALE—continued

SCIMITAR GTE 1971 Dec, one owner, only 208,000 miles from new! 12 months M.o.T. and tax, new XVS, in daily use since new, requires good home and reasonable remuneration. Tel: Appledore 409. (69822

ALVIS SPEED 20, 1935, SD Charlesworth Sports Saloon, all original complete with mascot, in running order, viewing in Surrey. £6,500 o.n.o. Further details. Tel: Ilkeston 305253. (69821

TRIUMPH GT6 Mkll 1970, sound motor with long M.o.T. £750 or exchange for decent Mini. Tel: 029921 602. (69818

PIPER PII 1972, yellow with black trim, only 52,000 miles, long M.o.T., this car is a very nice example of this rare and sought after sports car (possible only 30 left in the UK), full specification £1,525 o.n.o. Tel: Sheffield 23967 or 306861 any time. (69817

BMW 2002 LUX 1975, finished in dark blue metallic, matching velour trim, radio etc in exceptional condition, one of the last made, a most attractive car £1,595 o.n.o. Tel: *Sheffiels 79205 or 306861.* (69816

ROLLS ROYCE 25/30, chassis, complete and running with front wings and part body, offers. Tel: Camberley 32283, evenings 34702. (69814

ASTON MARTIN DB6 Mkll, excellent body and mechanics, 41,000 miles £7,250. Tel: Camberley 32283, evenings 34702. (69814

1978 RANGE ROVER LHD, power and pack oil cooler, air conditioning, vinyl roof, full carpets, 32,000 miles only, finished in Bahama Gold recent new tyres, a most attractive example very sensibly priced at £5,450 o.n.o. Tel: Sheffield 23967 or 306861. (69813

1978 SAAB 99 Turbo, 3 dr, immaculate condition, private sale, but covered by 15 months 'Saabcare' warranty £5,250 o.n.o. Tel: Macclesfield 26828. (69812

LOTUS ELAN +2 130S, 1973, low mileage, tawny, silver roof, oatmeal, chrome wheels, tinted windows, M.o.T. 11 months, taxed, private sale, Finance possible £2,750 o.n.o. Tel: Whalley, Lancs 2253. (69811

MORGAN 4/4 Series II, competition 1958, fully rebuilt 5,000 miles ago, new engine, very original, interesting car £3,450 or offers, for full details. Tel: Upton Magna 304 (Shropshire). (69810

MG TF 1250 cc 1954, 1000 miles since rebuild, 66,000 miles since new, original interior, but needs new hood, offers over £6,000. Tel: Burnley 2338. (69809

FERRARI 275 GTB4, 1968, superb condition. Tel: 0306 730987. (69806

FOR SALE—continued

SCIMITAR, NOVEMBER 1977, Lincoln green, auto, air conditioned, tinted windows, laminated windscreen, electric aerial, towbar, chassis Ziebart rustproofed, one owner, 18,000 miles, taxed February 1981, M.o.T. November 1981. Firms car forces sale, £4,700 o.n.o. Tel: Watton (Norfolk) 0953 881075. (69808

TR6 L-REG, soft top, new o/drive clutch, brake pads, electronic ignition, spoke wheels, new M.o.T., v.g.c., £2,650 o.n.o. Tel: Ashbourne 42120. (69807

FERRARI 365GT 2+2, 1969, 52,000 miles, metallic burgundy with tan hide interior, Borranis, excellent condition. Tel: 0306 730987. (69806

1954 BLACK Morris Minor, 3 owners from new, genuine 72,000 miles, very good original condition, full history available. £750 with Reg No. 778MC. Pocher 1/8th scale, 1932 Alfa Romeo 8c 2300, Spider Gran Sport, a Beautifully finished model, complete with display case. £375 o.n.o. Please phone for details: 0495 243554. (69805

***BMW 3.0CS** Coupe, 1971, metallic blue, sunroof,* excellent condition, company car forces reluctant sale, bargain £1,295. Tel: Welwyn 4127. (69804

CONVERTIBLE TRIUMPH Herald 13/60, guaranteed 26,000 miles only, one careful lady driver, excellent condition throughout, full history, £1,100. Tel: 930 5777 evenings or weekends. (69802

MG TC 1949 dark blue, beautiful original condition, enthusiast owned last 12 years, selling only to acquire 4 seater, £6,000. Tel: Esher 65989. (69803

1929 FELBERT bodied Rolls Royce 20 hp Goshawk, needs paint and trim, runs well, nearest £5000. Tel: Parkinson—Ribchester 564 evenings. (69801

1949 ALLARD Trials Special, 3662 cc V8 M.o.T. £1,500. Morris Fivehead, Taunton. 04608 624. (69800

MORGAN & RILEY Both must go, The Morgan, an early 1954, cowled rad, plus four, completely rebuilt, new chassis, reupholstered, showroom condition £6,000. The Riley, 1931 fabric bodied Monaco, professionally restored, economic vintage motoring, £3,750. Tel: 048084 (Kimbolton) 676 evenings. (69799

JAGUAR XK150 Coupe, d/blue, grey int, c.w.w., complete professional rebuild, as new, more details Tel: 01-467 7756, £11,000 o.n.o. (69798

ROVER 100 1962, grey with burgundy interior, in fine condition throughout, no rust or fibreglass, well maintained, recent new battery, exhaust, brakes, and top overhaul, £750. Tel: Wade 01-291 1043 (SE23), 01-432 3715 (Work). (69795

ADVANCE NOTICE

SUNDAY 10th MAY 1981

SEVEN SPRINGS PAGEANT OF MOTORING

at HALL PLACE, LEIGH, near TONBRIDGE, KENT

CAVALCADE OF TRANSPORT
AUTO JUMBLE TRADE STANDS
VINTAGE & VETERAN MOTORCYCLES

ENTRIES INVITED FOR CARS MANUFACTURED PRIOR TO 1955

Applications forms obtainable from:—

SECRETARY, PAGEANT OF MOTORING, SEVEN SPRINGS CHESHIRE HOME, PEMBURY ROAD, TUNBRIDGE WELLS, KENT

Please enclose SAE with request for the entry forms — 69707

Ferrari



For personal service by factory trained and dedicated mechanics – come West – we collect and deliver within a 150 mile radius with our own transport. Always a large supply of current and low mileage used Ferrari in stock. For personal service contact John Woodfield.

Emblem Sports Cars (U.K.)

SALISBURY ROAD, BLANDFORD DORSET. Telephone Blandford (0258) 51211.



HENDON WAY MOTORS

1980 LOTUS Esprit S2. Met. blue, 16,000 miles, leather int., radio/cassette.
1979 LOTUS Esprit S2. JPS commemorative model, 6,000 miles, leather int., radio/cassette.
1978 LOTUS Esprit. Navy, 19,000 miles, radio/stereo.
1975 LOTUS Europa Special. 5-speed, burgundy, 33,000 miles, oatmeal, alloys, Sundym, radio/stereo.
1975 LOTUS Europa Special. 5-speed, JPS, 36,000 miles, oatmeal, alloys, stereo.
1975 (Series) LOTUS Europa Special. 5-speed, JPS, 39,000 miles, oatmeal, alloys, stereo.
1975 LOTUS Europa Special. 5-speed, white, 20,000 miles, one owner, concours.
1975 (Series) LOTUS Europa Special. 5-speed, JPS, 26,000 miles, oatmeal, alloys.
1974 LOTUS Europa Special. 5-speed, sable, 31,000 miles, oatmeal, alloys.
1974 LOTUS Europa Special. 5-speed, JPS, 42,000 miles, oatmeal, alloys.
1974 LOTUS Elan Sprint. DHC, yellow, 11,000 miles.
1973 LOTUS Elan Sprint. FHC, burgundy, SR, 32,000.
1973 LOTUS Elan Sprint. FHC, green, 2,000 miles.
1972 LOTUS Elan Sprint. FHC, red/white, orig.
1972 LOTUS Elan Sprint. DHC, green/white, full and detailed history.
1980 (Series) MORGAN PLUS 8. BRG, 2,000 miles.
1978 MORGAN PLUS 8. Met. silver, extras, 10,000 miles.
1980 (Series) MORGAN 4/4. 2-seater, red, 200 miles.
1979 (Series) MORGAN 4/4. 2-seater, navy, 13,000 miles.
1978 MORGAN 4/4. 2-seater, red, 15,000 miles.
1974 MORGAN 4.4. 2-seater, lilac, 14,000 miles.
1972 MORGAN 4/4. 2-seater, blue, 35,000 miles.
1971 MORGAN 4/4. 2-seater, BRG, 40,000 miles.
1980 MORGAN 4/4. 4-seater, ivory, 300 miles.
1980 (Series) MORGAN 4-4. 4-seater, red, 9,000 miles.
1980 (Series) MORGAN 4/4. 4-seater, red, 17,000 miles.
1978 (Series) MORGAN 4/4. 4-seater, blue, 44,000 miles.
1974 FERRARI 246 GT. Yellow, 21,000 miles, service history, one owner, radio/stereo.
1974 FERRARI Dino 246 GT. Black, 29,000 miles, service history, one owner, radio/stereo.
1974 FERRARI Dino 246 GT Spyder. Primrose, 26,000 miles, service history, radio/stereo.
1973 FERRARI Daytona 365 GTB 4. Red, 17,000 miles, full service history, black int.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1972 FERRARI GTC 4. Celeste, 28,000 miles only, recently serviced.
1976 DE TOMASO Pantera GTS. 19,000 miles, met. silver, air cond., wide wheels, radio/cassette.
1975 JAGUAR E-Type V12 Roadster. Automatic, BRG, 15,000 miles only.
1973 JAGUAR E-Type V12 Roadster. Hard top, met. silver, manual, 30,000 miles only, radio/stereo.
1974 (Series) JAGUAR E-Type 2+2. Manual, red, low mileage, radio/steeo, Sundym.
1974 (Series) JAGUAR E-Type 2+2. Manual, heather, 32,000 miles, radio/stereo.
1972 JAGUAR E-Type 2+2. Manual, white, personal no., radio/stereo.
1958 JAGUAR XK150. FHC, BRG, history.
1956 JAGUAR XK140. DHC, ivory, two owners only.

1979 PORSCHE 924 Lux. Mocha black, 23,000 miles, one owner.
1979 (Series) PORSCHE 924 Lux. Anthracite, 26,000 miles.
1975 PORSCHE 911. Black, radio, stereo, history.
1974 (Series) PORSCHE 911E Targa. White, history, radio/stereo.
1973 PORSCHE 911 T Lux. Primrose, 32,000 miles, sunroof, two owners.
1972 PORSCHE 911T Lux. Sportomatic, white, service history.
1936 BENTLEY 4¼ Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

ASTON MARTIN DBSV8 personal No., red with matching hide, auto, PAS, twin headlight model, 49,000 miles total, 3,000 on totally reconditioned 4.2 triple carb, E-Type engine and gearbox, alloy wheels, Radiomobile, new exhaust, tyres, M.o.T., taxed, totally reliable and economical to use and maintain, absolutely beautiful, £3,950 o.n.o. Tel: Beccles (0502) 713241 evenings, Suffolk. (69797
FERRARI DINO 246 Spyder, L-Reg, red/black trim, 40,000 miles, superb condition M.o.T. October 1981, £9,650 o.n.o. Tel: *Southampton 735169 or 20182.* (68329
LOTUS ESPRIT S2, T-Reg, yellow, 1,300 miles, one owner, immaculately dealer maintained, radio, superb condition, £8,450. Cranbrook (0580) 712032. (69796
DATSUN 260Z 2+2, 1975(P), unmarked silver bodywork, with black interior, two owners, 34,000 miles, alloy wheels, tinted glass, radio/stereo etc, one of the few genuinely immaculate rust free examples, *available at £2,995. HP/PX. Tel: Dane End* (STD 092 084) 561 (Herts). (69794
ELITE 503 1977 (S), unmarked red bodywork with tan and brown velour interior, one owner, 31,000 miles, five speed, air conditioning, PAS, radio/stereo, tax/M.o.T., new clutch, tyres, exhaust, immaculate example throughout £5,995 HP/PX. Tel: Dane End (STD 092 084) 561 (Herts). (69794
LOTUS PLUS Two S130/5. 1974. 20,000 miles, genuinely superb, underseal, yellow/oatmeal. Full history. £3,750 or nearest. Tel: Reading 883234. (69826

FOR SALE—continued

PORSCHE 911SC 1979 series, registered September 1978, unmarked Grand Prix white, electric steel roof, full stereo, history from new, 3,000 miles recorded, new model arriving in January so must sell, £12,750 or nearest offer. Tel: business hours 051-227 3314. (69793
MG BGT, S-REG, a most beautiful example finished in Flamenco red, striped cloth trim, tints, sunroof, stereo radio, vinyl roof, etc, 18,000 miles, in very nice condition, must sell hence £2,745 o.n.o. Tel: Sheffield *79205 or 306861.* (69815
BMW 323i. Two weeks old, 700 miles only. Full manufacturers warranty. Black/black interior, t.w. Save £1,000 on new price. Offers around £7,000. Tel: 0476 74262 or 0572 812660 (parents). (69827
JAGUAR 420. Maroon, manual, overdrive, sunroof, new tyres, exhaust, battery. M.o.T.'d, taxed. Reliable. Tel: 01-446 1760. (69828
ROLLS-ROYCE 20/25. An extremely original and complete running chassis, nothing missing, ready for coachwork. £3,500. Tel: 0253 726237. (69829
MGB ROADSTER. 'T'-Reg. Mint condition, service history. Private sale. £3,450 o.n.o. Tel: Rugby (0788) 815594. (69830
TRIUMPH STAG. 1978. 'T'-Reg. Yellow with black top. Guaranteed mileage 17,000. Cadulac treated. Collectors car. Offers. Tel: Nottingham 621307. (69831
ALVIS TA21. 1951. White saloon, completely restored, excellent condition, good running order, ten months M.o.T. *Offers around £2,200. Tel: Stratford-on-Avon* 67229. (69832

FOR SALE—continued

AMILCAR CGS. 1928. *Excellent condition, just* re-trimmed in leather and re-painted French blue. M.o.T. Reluctant sale. £7,250 o.n.o. Tel: Rushton Spencer (026 06) 252 (Cheshire). (69833
LOTUS ELAN Sprint FHC. Blue over white, 32,000 miles, immaculate throughout. £3,295 o.n.o. Tel: Hull 0482 55114. (69835
FERRARI 275 GTB. Red with black upholstery. Over the past twelve months this car has had £8,000 spent on it. The engine & transmission have been completely rebuilt etc., etc. *All bills available.* £21,000. Tel: 0206 298567. (69836
RILEY-HEALEY TICKFORD Saloon. 1952. Engine, front suspension completely reconditioned. Particulars. Tel: Edinburgh (031) 669 1611. (69837
FIAT X1/9. 1978. Metallic organge. Dinitrolled when new, service records, radio. Excellent. £3,150. Tel: Ringwood 3507. (69838
BENTLEY S3. Superb condition. 3 owners. Triumph Stag 'P'-Reg. 34,000 miles. Mercedes 200. 1979. Stationary engines. R-R & Jaguar spares. Liquidation sale, offers invited. Tel: 041 638 2745 (evenings). (69839
DELAHAYE TYPE 109. 1930. Tourer. Excellent condition, M.o.T. £3,500 or offer. Tel: 06285 25769. (69840
LOTUS ELAN Drophead S2. SE model. M.o.T. 1 year. Original condition. £1,275. Tel: 051 546 0329. (69841
JAGUAR 240. Manual, overdrive. 1968. 47,000 miles. *Reluctant sale of this excellent vehicle. Investment* value at £2,400. Tel: 01-300 0484 (evenings). (69844



1930 Austro-Daimler ADR6 Convertible Cabriolet. R.H.D. Only surviving example of 6 built with coachwork by manufacturer. First class original condition body and mechanics.

Offers invited in the region of £25,000.

Turaville Ltd.,
27 Kendal Steps, St George's Fields, London W2 Tel: 01-402 7860

69511

HAVAS PACKING & SHIPPING LTD.

The name with more than 25 years experience behind it.
The company who **Think cars, Talk cars and SHIP CARS.**
Shipment of personal effects and household removals, also our speciality.
Competitive rates and unbeatable service.

P.O. Box 31, East Grinstead RH19 4RF
Telephone: 0342 23155
(24 hour personal service)
Cables: HAVAS EASTGRINSTEAD
Telex: 957161 HAVAS G



WALKER & DEEKES SPORTS CARS

SPECIALISTS IN QUALITY TRIUMPH and MG SPORTS CARS



STOCK CONSTANTLY CHANGING.

1977 MGB GT. Red, o/d, 23,000		£3,195
1975 MGB GT. Jubilee		£2,595
1975 P-Reg., MGB GT. Damask red, o/d, s/roof		£2,495
1975 MGB GT. Bracken, o/d, s/roof		£2,395
1974 N-Reg., MGB GT. Blaze orange, o/d		£2,095
1974 MGB GT. Bracken, o/d,s/roof		£1,995
1973 M-Reg., MGB GT. Bronze yellow, o/d		£1,795
1972 MGB GT. Aqua blue, wire wheels		£1,495
1970 BGT. Red, w/w, o/d		£1,065
1970 BGT. Damask red, o/d, s/roof		£1,065
MGB ROADSTERS		
1976 P-Reg., MGB. Tundra, o/d, 39,000		£2,295
1975 P-Reg., MGB. Bracken, o/d		£2,095
1973 M-Reg., MGB. Mallard green, o/d, w/w		£1,595
1973 MGB. Teal blue		£1,495
1972 L-Reg., MGB. Red, o/d		£1,395
1974 N-Reg., MGB GT V8. White, o/d, 39,000		£2,795
1976 MGB ROADSTER V8. Citroen yellow, o/d, Costello conversion to full MG spec.		£2,500 £3,950
FIAT X19 1978. Metallic red, radio		£2,795
TRIUMPH		
SPITFIRE 1978 S-Reg. White, h/top, o/d, 29,000		£2,495
SPITFIRE T-Reg., 1978. Red, h/top, 19,000		£2,595
SPITFIRE P-Reg., 1975. Topaz, o/d		£1,795

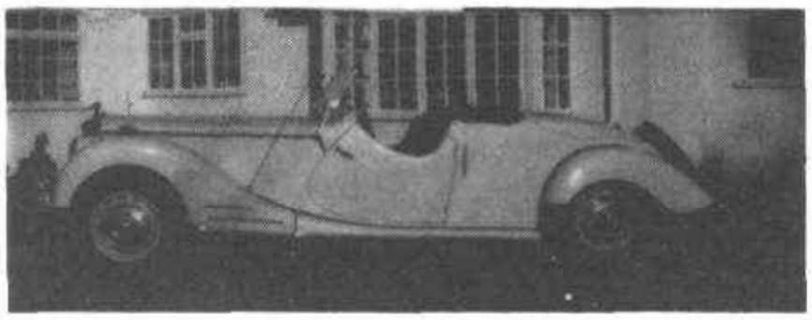
SPORTS CARS ALWAYS WANTED

SPITFIRE N-Reg. Red, h/top, 38,000	£1,495
SPITFIRE N-Reg. Dark blue, 1976	£1,395
SPITFIRE 1974. Carmine red	£1,365
SPITFIRE 1973 S-Reg. Mimosa yellow	£1,175
SPITFIRE 1972. Red, o/d	£995
SPITFIRE 1972. Emerald green, o/d	£995
TR7	
1977 TR7. Brooklands green	£2,295
1972 TR7. Tahiti blue, vinyl roof, s/roof	£2,495
1977 TR7. Carmine red, auto	£2,395
1976 TR7. White	£1,895
1974 GT6. Magenta, 41,000	£1,695

WE OFFER A CHOICE OF GUARANTEES FROM 3 MONTHS TO 12 MONTHS

WALKER & DEEKES SPORTS CARS, SANDRIDGE GARAGE, ST ALBANS ROAD, SANDRIDGE, ST ALBANS
TELEPHONE ST ALBANS 61000 OR 58709

RILEY ROADSTER



MUST BE THE VERY BEST ON OFFER. WILL SELL FOR BEST OFFER OR CONSIDER PART EXCHANGE

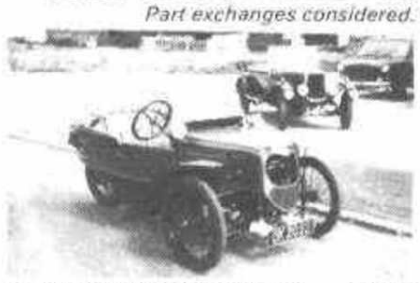
021-743 5276 or 092684 2122

69243

Malcolm C. Elder Tel: Steeple Aston (0869) 40606

Town House, Paines Hill, Steeple Aston, Oxfordshire

Part exchanges considered. Callers preferably by appointment.





1922 MORGAN St'd Popular *(Photo)*	£6,500	**1955 ALVIS TC21/100** d-head	£3,850
1930 MORGAN Family Four	£3,850	**1957 AUSTIN HEALEY 100/6**	£4,750
1932 ROLLS ROYCE 20/25 sln. with divn.	£9,750	**1959 ROVER 100** Reg. No. TRD 3	£1,350
1934 AUSTIN 7 sports 2-seater	£2,850	**1967 DAIMLER** 2½-litre V8	£975
1934 FORD Model Y saloon	£2,225	**1970 ASTON MARTIN DBS/6**	£3,975
1935 SUNBEAM Dawn saloon	£3,425	**1970 TRIUMPH** Vitesse Mk II d-head	£1,475
1937 TALBOT 75 Carlton d-head	£6,750	**1973 FIAT 124** Estate	£350
1951 SINGER 4AB sports	£2,450		
1951 JAGUAR XK120 roadster	£8,000	MOTORCYCLE:	
1953 GUY 26 seat London 'bus	£2,250	**Vincent Comet 500cc** *(Photo)*	£1,825

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.

69206

11-13 Atherstone Mews
South Kensington
London SW7 5BX

Gerry Porter (London) Limited

Behind Vanderbilt Hotel at crossroads of Gloucester Road and Cromwell Road

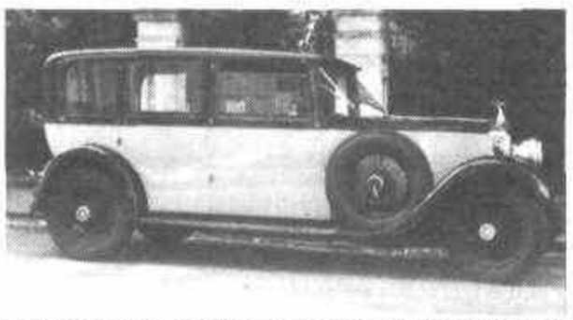
Telephone 01-584 7458
Telex 8952387
'Memorable'



HRG 1951, ex Phil Scragg hillclimb car; factory rebuild with many special features, Weber carbs etc., excellent car for fun and competition.



Bentley SIII Flying Spur, Shell grey with matching interior, in magnificent condition; 91,000 miles, service history, delightful to drive, cosmetically superb.



R-R 20/25, 1931, handsome vintage appearance; really smart in Black with Biscuit midriff. Very good to drive and with plenty of interesting features.

We also have in stock a fine selection of pre- and post-war Rolls-Royce and Bentleys, including 25 HP cars, Derby Bentleys, Mark VI and R-Type cars, and a choice of Aston Martins, Sunbeam Talbot 90, Austin 7 Nippy 2-seater, Rolls-Royce Silver Dawn standard steel saloons, and a vintage Bentley 3-litre just restored.

FLIGHTPATH GARAGE

EFFINGHAM ROAD - BURSTOW - SURREY

Telephone: COPTHORNE 0342 712473

Sports Car Specialists

HP Leasing & Part Exchange Welcome.

1973 M Ferrari Dino 246 GT. Red, black interior, 48,000 miles, outstanding condition. **£9,950**

1977 Porsche Carrera 3.0 Sport. Manual, metallic silver/black, 22,000 miles, spoilers, alloy wheels P7S, A/C digital radio/stereo, full history, superb. **£12,950**

1971 Aston Martin DBS V8. Royal blue with red leather interior, 55,000 miles, original log book, manual gearbox, all original. **£4,950**

1969 Aston Martin DB6. Auto, royal blue, red leather interior, 81,000 miles, chrome wire wheels. This car is absolutely superb, personal plate. **£4,999**

1973 E-Type Jaguar V12 Auto Coupe. Black with matching leather interior, 57,000 miles, nice condition. **£4,950**

1975 Reliant Scimitar GTE. Brown with matching leather interior, 35,000 miles, radio, two owners. **£2,495**

1977 Fiat X19. Metallic blue, 29,000 miles, nippy, economical. **£2,750**

1972 Rover 3.5 Coupe. Green, beige leather interior, all original, 2 owners from new, full history and bills, 66,000 miles, magnificent, must be seen, probably one of the best available. **£2,495**

1965 Austin Healey 3000 Mk. III. White, red leather interior, o/drive, radio, last owner 10 years, very sound. **£3,950**

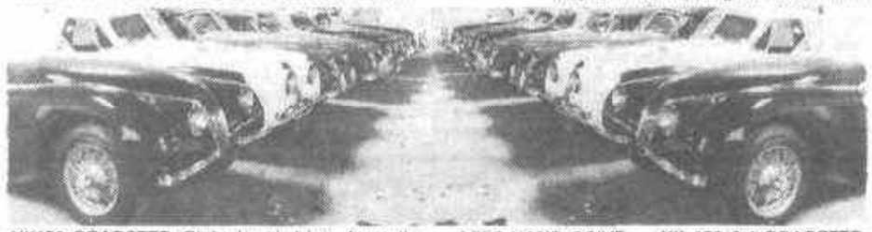
LOOK

Boat Enthusiasts: Brand New American Dixie Classic Power Boat 18' long 470 Mercruiser engine stern drive fully customised including trailer, must be seen, save £5,000. Price £6,500 for more details please phone.

Straight Six 6

Peravale House
48 High St, Edgware, Middlesex
viewing by appointment only
01-951 0188 Telex 21698
Aldena G
world wide shipping service available

International dealers in fine cars



XK150 ROADSTER. Right hand drive. A totally original, unrestored car having covered a genuine 25,000 miles from new. Finished in white with red interior, we believe this is one of only 24 RHD 3.4 non-overdrive roadsters built and, as all Jaguar XK enthusiasts will know, only approximately 94 RHD 150 Roadsters were built. This must surely be the lowest mileage car existing today **P.O.A.**

XK140 ROADSTER. Totally rebuilt in our own workshop over the last two years. This is chassis no. 60 of only 74 right hand drive roadsters built. The car has new cellulose in Metallic gold with new brown leather trim. All new chromie, rebuilt steering and front suspension, rebuilt engine and new clutch. A most amazing car **P.O.A.**



XK 120 ROADSTER. Left hand drive, 1954 Rebuilt engine, new paint and trim, wire wheels An excellent car.

LEFT HAND DRIVE V12 E-TYPE 2+2. Manual, chrome wire wheels, air cond, radio/stereo, 37,500 miles, a mint car **£7,000**

D-TYPE REPLICA. Built by Brian Wingfield to very high standards and finished in B.R.G. Full fin, 3.8 full race engine, wet sump with gas flowed head. A really outstanding car **£19,950**

Aston Martins

DB6. 1969. Mk. I. In excellent condition, finished in light metallic blue with dark blue interior. 55,000 miles, power steering, 5-speed box, tinted glass, chrome wire wheels, limited slip differential, recent top end overhaul, exhaust, tyres. Highly recommended. **£8,000.**

DBS V8. 1972. An excellent example in daily use. The subject of £12,000 repairs over last four years including rebuilt engine, brakes, steering etc. etc. **£7,000.**

LEFT HAND DRIVE — XK 150 3.4 ROADSTER, 1959. Finished in light metallic green with black interior. A very good driving car. **£8,500** (picture below)

RIGHT HAND DRIVE — XK 150 3.4 ROADSTER, 1959. Finished in carmen red with new beige interior in Connolly hide, carpets to match, full tonneau cover, new hood in mohair type material, new exhausts, stove enamelled wheels, another mint car. **£10,000.**



XK120 ROADSTER. RHD. 1953. In very good condition and extremely drivable. **£6,500**

MkII 1961 3.8. Manual with overdrive, wire wheels, British Racing Green, tan leather, rebuilt engine etc. **£3,250**

XK120 DROPHEAD. For rebuild. **£2,500**

1949 XK 120 ROADSTER. For rebuild, aluminium body, not drivable. **POA**

LOTUS

LOTUS ELAN S4/SE FHC. Completely resprayed in red in our own workshop to a very high standard. A very good reliable classic that we believe will appreciate in value over the next 12 months quite considerably. Very good value at **£2,500**

LOTUS ELAN S4/SE FHC. In black with black interior. The subject of £1,500 of work over the last two years. An equally attractive car at **£2,250**

We now stock exhausts & petrol tanks for XK's.

SEVERAL OTHER INTERESTING XK'S IN STOCK

Please note we will be closed until January 10th for Christmas holiday.



The New "Easylift" Air Jack.... You'll raise more than an eyebrow.

Only £19.95 (+p&p)

Like so many good ideas it's simple and so obvious. Already a raging success in America and Europe the EASYLIFT is now offered for the first time in England at this amazingly low, direct purchase price.

Simply push the hose onto your car's exhaust pipe, place the air bag under the jack point, then run the engine and watch your car rise in only 4 seconds. The non return valve in the hose will maintain the desired jacking height until released. The EASYLIFT cannot slip, will not scratch your car and is capable of lifting over 2 tons in weight with complete ease.





LIFT CAR IN ONLY 4 SECONDS

The air bag is constructed of the toughest PVC coated canvas, as used by the worlds armed forces, and the generous 14 ft hose is reinforced with heavy duty nylon, similar to that used in car seat belts.

"We fear damsels in distress may now be a thing of the past"!!!

The EASYLIFT comes complete with air bag and heat resistant hose, cone exhaust adaptor and quick release valve. A lot of jack it's true, but when packed into its own smart carry bag, only measures 10 ins x 9 ins x 5 ins and weighs just 1.8 kilos.

The EASYLIFT is equally at home on caravan site or grassy verge, can be used safely, on sand or ice and is ideal for lifting your car out of that rut, or simply, for the fastest, smartest wheel change ever.

Send today for your EASYLIFT air jack and if you're not delighted with your purchase simply return it to us within 28 days for a full no nonsense refund.

Credit card holders may telephone 24 hours a day on 0962-65996 and place orders immediately without completing the coupon.

12 MONTHS MAKERS GUARANTEE

The EASYLIFT air jack is guaranteed for 12 months from date of purchase against faulty manufacture.

FREEPOST
No stamp required just complete and send this coupon to:- NEW CONCEPT, DEPT. MS1/81 FREEPOST, WINCHESTER SO23 8BR.

Please send me _____ 'Easylift Air Jack(s) at £21.70 inc. £1.75 p & p and insurance.

I enclose cheque/postal order for £ _____
or please charge my Access/Barclaycard

No. _____ BARCLAYCARD

Signature _____

Name _____

Address _____

_____

_____

New Concept

NEW CONCEPT, A Division of Ulundi Ltd., 14 St. Georges St., Winchester SO23 8BR. Registered England No. 1321067.

FOR SALE–continued

DAIMLER 2.5 V8 Saloon, registered February 1967, one owner since new, 34,000 miles only, registration number JOE 10E, silver grey with red upholstery, excellent condition, executors sale. Tel: 021-643 5527 office hours only. (68697

ALVIS SPEED 20 SB, 1933, Cross and Ellis 4-seater tourer, only 1,500 miles since total restoration in 1979, now superb indigo blue with red Connolly leather and new black hood/tonneau etc. All external and most internal items rechromed, much other work too numerous to mention. Very good mechanical condition. A beautiful car, offers around £14,500. Walker. Tel: Banbury (0295) 4433 daytime. (68696

MGB GT V8, 1974, N-Reg., chrome bumpers, 58,000 miles, taxed, tested, damask red, £3,000. Tel: Grimsby 815774. (68695

ASTON MARTIN DB5, manual, BR6, excellent condition, stored 6 years, engine completely overhauled, rings, bearings, valves, etc. House purchase forces sale, £4,950. Tel: Bristol 32618. (68694

AUSTIN A35 Saloon, 1957. Good running order, one lady owner, nominal mileage and M.o.T. Preservation opportunity, offers over £450. Tel: 021-353 7842. (68599

LOTUS ELITE 503, N-Reg., low mileage, lagoon blue/oatmeal int., all refinements including air conditioning, £3,600 or exchange Range Rover, Jeep CJ7. Tel: Plymouth (0752) 662276 or 872645. (68600

ELAN +2 130S, superb condition, considerable mechanical work carried out recently, including balancing engine, £3,250. Tel: 0203 414627. (68601

MORGAN 4/4 four-seater, 1973, under 32,000 miles, black, luggage carrier, tonneau, radio, excellent condition, £5,300. Tel: 0608 810173 (Charlbury nr Oxford). (68603

1948 TRIUMPH 1800 Saloon, £575 o.n.o. Tel: Bolton 492585. (68604

SCIMITAR GTE 1974, manual, overdrive, 43,000 miles, regularly serviced, stainless steel exhaust, immaculate, £2,600. Tel: Cheltenham 28213 daytime, Newent 820028. (68605

WILL SOMEONE save my Rover 90? Son wants to "customise" it! Sound in body and engine after 25 years, 75,000 miles, M.o.T July 1981, tow bar, new springs, clutch, etc. Tel: Royston (Herts) 60705. (68606

AUSTIN RUBY 1935, fully restored, excellent showroom condition, best offer over £2,500. Tel: Cheadle 5596. (68608

JAGUAR 240 1968, BRG, 28,000 miles from new, tool kit not used, car is original — in superb condition, £3,000. Tel: Brynmawr 311064, code 0495. (68609

DATSUN 260Z 2+2, 1978, bronze metallic, black interior, alloy wheels, 5-speed box, 20,000 miles, serviced every 3,000 miles miles, superb condition, any inspection welcomed, wife's car, must sell £4,950. Tel: Archie 0303 50587. (64700

ASTON MARTIN DB5, 1966, concours, rated finest example available. £10,000. Tel: Mr Byfield on 01-352 7348. (65524

ALFA ROMEO 1600GT Junior, 1975, 44,000 miles, Dinitrol, one loving owner, £2,000 o.n.o. Tel: Frome 830714. (67401

ASTON MARTIN DB3 drophead, 1958, engine totally rebuilt, new carpets etc, 3 owners, last one 15 years, £8,895, taxed, M.o.T. Tel: Burton-on-Trent 702245. (67474

MORRIS MINOR 1000 4-door saloon, 1970, over £500 spent on steering, suspension, wings etc, M.o.T. and taxed 1981. £895. Tel: Poynton (Cheshire) 873678. (68003

MG MIDGET new, unregistered, brown, standard equipment, £3,950. Tel: Poynton (Cheshire) 873678. (68003

MERLYN SPORTS Racing car with Nelson twin cam, very quick car, accepted HSCC Lotus 30, well sorted, class winner, Classic Sports Car Championship 1980. Tel: Frensham 2261 eves. (68014

LANCIA FLAVIA S3, 1976, 34,500 miles, radio, maintained new condition, disregarding expense, licensed March 1981. £2,150. Tel: Walton-on-Thames 25980. (68424

LOTUS 23 Sports Racer, 1964, Chassis No. 88, new all steel Nelson t/cam 168 bhp engine, double championship winning car 1979-80, probably the most competitive, original, proven 23 available, lap records at every circuit raced, offers around £10,000. Tel: John Brindley—01-603 6304 day; 01-994 4020. (69849

1933 AUSTIN 7 Tourer, recent chassis-up restoration, £2,250 o.n.o. 1935 Armstrong Siddeley 12 Sports Saloon, restored, rare car, £3,200 o.n.o. Tel: Lymm (Cheshire) 3222 evenings. (69850

ALFA 2000GTV, 1973, most attractive in black with vinyl roof, matching cloth interior trim, radio, taxed, M.o.T., bargain £850. Tel: 021-743 2505 evenings 0386 881816. (69852

RILEY LYNX 1937, 4-door open tourer, grey with red upholstery, recent £650 service & M.o.T., new duck hood & tonneau cover, excellent condition £6,750 o.n.o. Tel: 03647 2387. (69853

EX-MALCOLM CAMPBELL model 750 hp Sunbeam 'Bluebird' finely detailed, in excellent condition. 2 feet long, weighs 7½ lbs, offers over £1000 to Box No. 6450. (69854

AUSTIN HEALEY 3000, 1963, Mkill, o/d, B.R.G. sole owner, 71 NOR, 75,000, original logbook, carpets, tonneau, radio plus Philips T.R. £4,525. Tel: Gosport (07017) 81543 evenings. (69853

SCIMITAR GTE, 1977, 36,000 miles, blue, overdrive, tow bar, taxed and tested, excellent condition, £3,350. Tel: 01-907 8534. (69856

LOTUS ELITE 501, 1976P, excellent, must be seen, offers or P/X cheaper Lotus or W.H.Y. Tel: Rearsby 665. (69857

FERRARI 275GTB 4-cam, senal No. 0999, L.H.D., red with black leather, 18,600 original miles, real investment, £24,000. Tel: Cheltenham 27808 or 45345. (69858

MG TF 1954, nut and bolt chassis up rebuild regardless of cost, only those interested in a mint TF should consider this. Reasonable offer will buy it. Tel: 062786 3445. (69858

GINETTA G-15, 1971. Original condition, 875 c.c., taxed, yellow. Available 8th January. £1,100 or exchange Renault 5GTL. Tel: Teague Wheathill 319. (69842

PEGASO Z102B Carrozzeria Touring Coupé. DOHC 3.2-litre V8. 5-speed transaxle, featured: Road & Track June 1979. Exceedingly rare. Box No. 6449. (69843

TRIUMPH TR4, 1962. Royal blue, h/s Surrey tops, TR4A dash, outstanding condition. £1,595. Tel: Huddersfield 40994. (69846

FERRARI DINO 246 GT 1974. Red, £11,000 restoration, undoubtably one of the finest in UK. £11,500 o.n.o. Poss p/x. Tel: Wirksworth 062982 2410. (69848

WANTED

SET OF Borrani wire wheels wanted, 15" diameter, please phone Mr Watkin on Bolton 35890. (69834

VETERAN CAR wanted. Suitable for Brighton run. Also good quality Rolls-Royce with interesting coachwork. Pre-war Ghost?. Tel: 01-546 2027. (68363

WANTED MOTOR SPORTS some issues of 1960/2/3/4/5/8. Also part of 1971-1974. Oliver, Box No. 7288 Airmail exchange office M.I.A. Philippines 3120. (68914

M.G. SA or WA, coupe or saloon, high price paid for good or renovated car. Fair price paid for vehicle in need of restoration. Tel: Shoreham (07917) 5181. (68847

PRE-WAR Morgan 3-wheeler wanted by collector, immediate cash available. Tel: 01-229 7100 and 01-459 3511. (67491

PRE-WAR Rolls-Royce Motor Car, or Twenty or Phantom Chassis wanted, cash paid. Nudd, Hemington House, Shardlow. Tel: Derby 792177 anytime. (67790

WANTED: AUTOMOBILE QUARTERLY Volume 8 Number 4 for otherwise complete collection. Price immaterial. Replies to Box No. 6439. (66998

WANTED TR4s, TR5s, TR6s, by TR Register members, any condition considered, even cars for spares. Tel: 01-504 6246. (64015

JENSEN SPARES and memorabilia wanted, brochures, handbooks, road test, photographs, newspaper cuttings, anything considered. Tel: 029 575 629. (56240

URGENT! URGENT! Wanted E-Type V12 convertible, any year, any condition. Tel: Dartford 21013. (49221

OPEN SPORTS car, or similar, or saloon wanted, 1930 to 1965, anything considered complete, any model cash. Tel: 01-658 1005. (63763

WANTED STAGS E-Types, Astons, Corvettes, MGs, ACs, XKs, TRs, SLs, Lotus, Jensen, Bentleys, Ferraris, Porsche, Maseratis, etc. Old or new anything will do, cash travel. Tel: South Ockendon 2593 (Essex). (63176

PRE 1950. Motoring magazines, brochures, handbooks, purchased. Burchmore, 50 Grange Rise, Codicote, Hitchin, Herts. Tel: Stevenage 820714. (63405

DUTCH MUSEUM is interested in buying old vehicles of distinction and dropheads etc. Any condition, distance. Pay cash, write picture. PO Box 198, Eindhoven Netherlands. (66195

ANY MOTORING MAGAZINES. All years, any quantity. Also brochures, workshop manuals. Write: 89 Lennard Road, London SE20 7LY. (66209

MGA WANTED good prices paid anything considered. Tel: Dartington (0325) 281343. (61727

BENTLEY 3½ or 4¼, 1934-39, Sal or DHC wanted by private buyer, genuine car required. Tel: 0620 2963. (69709

RILEY 1.5-LITRE. Good condition essential. Tel: Ilminster 4126. (69573

PROTOS F2, 1967. Information required regarding construction/history of wooden monocoque, aerodynamic Harris-Costin cars, personnel and surviving spares. Photographs/documents returnable. R. Whittlesea, Riverside Cottage, Clay Coton, Northamptonshire. Tel: Swinford 540 (weekends) or office 01-573 8361. (69581

INFORMATION WANTED on Invicta 4½ 1932 S-type low chassis. Meadows engine, to assist a rebuild. Including hand book, workshop manual or what have you. Photostat facilities available. Tel: Cobham, Surrey 2314. (69585

WANTED BY enthusiast. Early British sports car, work not objected to, anything considered. Tel: Doncaster 57801. (63005

BOOKS ON motor racing wanted. Send offers to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (69198

WANTED. WINDSCREEN and radiator for 1930 14/16 Lagonda 4-seater tourer in good condition. Tel: Dumfries 4909. (69496

URGENT! WANTED. Alpine Renault A110 rolling shell. Good price paid. Tel: 01-946 3671 (anytime). (69476

MG TA crankshaft wanted. Sound condition essential, will consider whole engine w.h.y. MG Club member. Tel: 0989 2446. (69493

MINILITE WHEELS to suit MG B-C. 15" diameter knock on. Smith, 1 Westfield, Loughton, Essex. Tel: 01-502 1546 (after 7.30 evenings). (69197

COVENTRY CLIMAX FWE/FWA engine and ZF gearbox for Lotus Elite. Please write: Wolfgang Wegener, Birkenstr. 60, 4300 Essen 1, West Germany. (69232

XK 120 ROADSTER Parts. Fuel sender unit, PR rear lamp housings, bulkhead grommets for pedals, both halves front windscreen, screen centre pillar, boot release handle, PR door seals. Urgently required to finish rebuild. Tel: 0508 30745 (office hours). (69631

WANTED. WOLSELEY 6. 1975. Automatic. Top price for specimen condition. Tel: Newcastle, Staffs. (0782) 613114. (69713

ASTON MARTIN DB6 Volante. Preferably manual, by frustrated AMOC member for up to £10,000 cash. Work not objected to. Tel: 01-349 9218 (day)/01-951 3253 (evening). (69725

MORGAN 4/4 four-seater, Pre-1973. Any condition but prefer driveable. Private buyer. Tel: Sheffield 361800. (69743

WANTED. ASTON Martin DB4GT engine, N/S door and some Borrani wheels. Tel: 0695 422203. (69711

MISCELLANEOUS

NATIONWIDE CAR Transport, specialist, low cost rates, fully insured, ring for quotation. Tel: North Rode (02603) 440. (69819

MOTOR SPORT, complete volumes 1961 to 1966 £5.00 each, 1967 to 1977 £3.50 each including UK postage. Michael Smith, Specialist in Motor Magazines, 14 Edyvean Close, Rugby, CV22 6LD. (69851

BOOKS, MAGAZINES, etc. wanted, autocourse, Classic car profiles, Safety Fast, Marque histories, car catalogues etc. Tel: Green (0635) 253484. (69645

VICTORIAN STABLE lease available, beautifully restored site embracing reception, office, workshops, garages and covered courtyard. Ideally suited for restoration, sales, race/rally preparation of modern or historic cars, near M4 (West and airport), M3 (Southwest), North Circular Road (North via M1 and M6) and ten minutes from Chelsea. Box No. 6448. (69843

⅛ SCALE Pocher model of a 1932 R-R PII Sedanca Coupé. Black and blue bodywork, many working features. Complete with display case. £600 o.n.o. £1 - SAE for photos. S. Mann, 49 Moorland Road, Scarborough, N. Yorkshire YO12 7RD. (69283

AUSTIN 16/6, 1934. Short engine including new pistons. £55. Tel: Nottingham 634154. (69284

MISCELLANEOUS – continued

MERCEDES, SPARES Sales Service Crash repairs, special offer while spares last, all type lights, bumpers, tyres, batteries, 20/5% off H/lamp S/8/4 "200/20/40" £50 (RRP £73). Front wings S/4/8 200/20/240 £60/£62 (RRP £86). Alloy wheel £70 (RRP £119). Diesel batteries £49 (RRP £81). Floor, door, body seals. Recondition exchange injectors, pumps, starter, alternators. 24 hrs. recovery, storage, deliveries, shipping. Always 40/60 LHD, car vans, trucks for sale. Specialise Coupes and Sports car. Sales. Tel: 01-689 6073, GT 165, Windmill Road, W. Croydon, London UK. (68139

MONACO GRAND Prix, combine the event with your holiday, 4/6 berth caravans on superb sea view site at St. Raphael (approx. 1 hour drive from Monte Carlo), all mains service, English resident manager, from £69 per caravan p.w. Coates, Cheddar. Tel: 0934 743173. For new and secondhand large caravans for sale. (67459

PERFECT, MOTOR enthusiast house, between Norwich/Gt. Yarmouth, architect designed country residence. Features include, galleried landing mullioned corridors, archway to courtyard, 5 bedrooms, 4 reception, kitchen, breakfast, utility, toilet, shower, 2 bathrooms including en suite, ten garages/stables. Registered smallholding 3.6 acres. Almost completed. Forced Sale, offers invited. Tel: Meopham 812325. (68598

MOTOR SPORTS. 1954 to date. Classic Car complete; 190 copies. Morgan Bulletin; few Autosports. New TR4A front shock absorbers. £8 pair. Tel: Worcester 640675. (69291

MASCOTS FOR SALE. R-R kneeling lady, c/w radiator, cap/steam valve, brass Telecote Pup, Squirrel eating nut, original RFC car badge. Offers. Tel: Tavistock 4370. (69293

WHEELS. 1930's Magna Type 19. Pair 60 spokes, 5 stud. Pair 48 spokes, 4 stud. Tel: Chew Magna 2467 (evenings). (69297

TRANSPORTATION by fastidious IAM Member. Range Rover 3½-ton trailer. Tel: Harrogate, Yorkshire 0423 64274 883193. (65804

BENTLEY BADGES. Limited quantity of new replacement badges for 3L, 4½L, 6L, 8L, etc. Telephone or send s.a.e. for full information. Pamela David Enamels, 6 Overtons Close, Radford Semele, Leamington Spa. Tel: (0926) 23018. (69238

MOTOR SPORT in binders. 1953 to date. Offers for the lot or part. Need space. G. Wood, 45 Riby Rd., Keelby, Nr. Grimsby. (68912

GT40 seeks secure stabling near a circuit where it could occasionally be exercised by expatriate owner. Box No. 6445. (69168

"SPEED", "RILEY RECORD" wanted. Purchase or swop. Offer "MOTOR SPORT" from 1930. "Riley Record" from 1929. Bean Cottage, Shellbank Lane, Bean, Dartford, Kent. (69196

BOOKS ON motor racing for sale. Including many rare classics. Send s.a.e. for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (69198

JAGUAR XJ6 TYRES. ER70UR15. £35. XJ12 tyres 205/70VR15. £50. MG8 4 Syncro/o.d gearbox wanted. Tel: 0629 3514. (69200

ROLLS-ROYCE original mascots available. Dozens to fit Ghost, UK & USA. Models including solid silver 7" type. Phantom I, II, III, 20/25, 20 h.p., 25/30, Wraith, Silver Wraith, Silver Dawn, Phantom IV, V, Clouds, Shadows etc. From £50 each. One only Bugatti Royale. 1929. Standing elephant, silver plated and stamped. Also several Lalique, Bentley, Standing Rover, SS Jaguars etc. Many more rare mascots and badges available. Tel: 03057 70463 (evenings 6-7) overseas enquiries welcomed. (69204

RARE MOTORING BADGES for sale. Disposal of collection including Brooklands, National Motorists, Kings Head, Full Members RAC, Associate RAC, AA etc. Tel: 03057 70463 (evenings 6-7) overseas enquiries welcomed. (69204

RARE LAMPS & horns etc. Pairs restored Zeiss 12", 8", Marchal 10", QK596, Bullseye P100, Mirrorback P100, P100L, P100S, P80S, top hinged RR centre spotlamps, FT58, Ft58/2, FT37 spotlamps, Lucas long & short trumpet horns, new Alto horns, Owleye taillamps. Also many unrestored similar items available. Tel: 03057 70463 (evenings 6-7) overseas enquiries welcomed. (69204

SS AND JAGUAR SPARES. 1936-1948. Many SS100 items including QK596 restored headlamps, owleye taillamps, FT58 spotlamps, new Alto horns, SS mascots, vast stock of all s/h spares for all models including all engines, mechanics, fittings, trim, wheels, new headgaskets etc. Tel: 03057 70463 (evenings 6-7) overseas enquiries welcomed. (69204

ROLLS-ROYCE. 1932 Coupé Pocher model kit, ⅛" scale. Engine section only completed, remainder as new. Offers invited. Tel: 041 775 2820. (69252

JAGUAR 'E' Series I bonnet. £100. Series II. £140. Other new and secondhand parts. Tel: 0243 865836 (after 6 p.m.). (69245

ASTON DB5 HARDTOP. £400. DB4 engine and overdrive box, stainless exhaust system, Bentley 3½. £250. 1930 Rolls grille, damaged. £150. Scott Flying Squirrel Motorbike, 1936, restored. £1,500. Tel.: 0695 422203. (69711

DAIMLER SP250. Works hardtop, £95. Tel.: Watlington (Oxon) (049 161) 2679. (69500

DAMAGED E-TYPE JAGUAR. 1973, requires finishing, all structural work completed, requires finishing, mainly labour, c.w.w., sunroof, 45,000 miles. £2,575. Tel.: 07375 (Downland) 52917. (69629

P100 HEADLIGHTS. Vintage nickel air horns, 4 x 19" splined wires, 4 x 15" wires (TR/Healey), TR, MG, BSA spares cheap. Tel.: 01-360 4694. (69637

SUPERCHARGERS. Marshall J75 complete, original installation for MG TC. £350. Very large pre-war Centric Vane type. £300. Also MG NA block, damaged. £90. Tel.: 021-743 5672. (69621

JAGUAR MK.II SALOON and E-Types. All body panels available, original quality, carriage arranged. Also wire wheels available. Tel. for details: 021-354 4434 anytime. (69712

HOLLEY 4 CHOKE CARBURETTOR. £50 the set. 20/25, new pistons rings, pins. £150. Tel.: South Benfleet 4174. (69728

SCALEXTRIC. Old cars wanted, particularly vintage, Bugatti, Bentley, etc., any condition considered. Tel.: Pontypool 52254. (69510

ALUMINIUM SHEETS. New, suitable for restoration work, usual price £40 each, our price £20 each. Tel.: Bloxwich 76208. (69506

TRAILER HIRE. Including car and motorcycle transporters, competitive rates, Gordon Love Motors. Tel.: 021-356 5819. (69505

MORRIS EIGHT. All new engine parts. Tel. for details: Ramsey (Cambs) 831525. (69568

MEADOWS ENGINE Parts. Tel. for details: Ramsey (Cambs) 831525. (69568

MISCELLANEOUS – continued

RILEY REGISTER for owners and enthusiasts of all pre-1939 Rileys. Bulletin, spares service, events, local meetings, insurance scheme. Details from 26 Hillcrest Close, Tamworth, Staffs B79 8PA. (68534

MAG 8-CYL. Vertex Scintilla, would adapt to fit most 8-cyl engines, unused, cost new £475, will accept £300. Tel: Northampton 863897. (67481

STORAGE FOR cars in covered premises available in Chelsea. Very conscientious service, reasonable cost. Tel: 01-351 4276. (67795

MASERATI CLUB for owners and enthusiasts. Details: Secretary M. J. Miles, The Paddock (M), Old Salisbury Road, Abbots Ann, Andover, SP11 7NT. Tel: 026471. (55346

CHATER & SCOTT buy and sell motoring literature for a vast selection of new, secondhand motoring books, magazines, brochures and handbooks. Open Monday to Saturday, 8 South Street, Isleworth, Middlesex. Tel: 01-568 9750. (51874

NATIONAL CONTINENTAL Car Transportation, well established dependable service. Full insurance RAC appointed. Storage available. Tel: M. S. Transport Services at 01-543 0900 or 01-393 4715 day. (57057

CAR RECOVERY and delivery, local, national, continental, singles, doubles. Tel: Cartrek, Esher 62785 (Surrey). (57351

CAR TRANSPORTATION and recovery. Specialised service nationwide, immediate quotation, personal attention C. E. Ltd., Crick, Northants, Junction 18 M1/M6. Tel: 0788 815981. (58360

SPLINED HUBS chrome wires, spinner's, tyres, new and secondhand, for Jaguar Mk. II, S-type, E-Type, Daimler Sovereign V8-250; JDC member. Tel: 01-527 8041, 01-520 6775. (59860

ALL MODEL cars, The Model Car Centre, 10 Sicilian Avenue, London WC1. Tel: 01-404 0707. (61522

AC OWNERS — if you own an AC or are interested, why not join the club. Monthly magazines, meetings, sprint, concours, dinner dance, film shows, etc. Details from Membership Secretary, 4 Portsmouth Road, Camberley, Surrey GU15 1LA. (61278

CHARLES MORTIMER'S three times yearly "Collectors Review" of Early and Contemporary motor literature prices, available now on subscription. Book reviews, auction and autojumble reports, feature articles. Details and free specimen copy on request. The Corner House, Bull's Green, Ewhurst, Surrey. Tel: 897. (63789

COLLECTOR BUYS mascots, special needs, Rolls, Graf und Stift Lion. Any others. Dawson. Tel: 06793 3327. (63969

SWANSCOMBE AUTO MOVEMENTS offer their fullest facilities and advice for the export or import of any vehicle. Swanscombe Garage, Swanscombe Road, Holland Park, London W11. Tel: 01-602 3555. Telex 917654. (63515

MOTORING LITERATURE bought, sold and exchanged. For a large selection of motoring handbooks, magazines and books (both new and secondhand) please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, Yorkshire. Tel: Batley 470773. (50521

MG CAR CLUB Activities for all models 1924 to current production. Over 10,000 members and some 60 centres worldwide. Extensive UK activities, full race, mild competition, concours, meetings, nationwide. Technical advice, support and certain discounts, international monthly magazines, 50 years of experience. MGCC, Wide Bargate, Boston, Lincs. Tel: (0205) 64301, ansafone. (54570

ERIC THOMPSON buys and sells motor and motorcycle books, magazines, manuals, handbooks, road tests and sales literature, pre and post war. Booklist No. 801 available UK £2.00, overseas £3.00. Long Common House, Shamley Green, Guildford, Surrey. Tel: Guildford (0483) 892129. (65915

EXCHANGE

LHD VOLKSPORSCHE. Needs new bonnet. For Morris Minor Convertible. Replies Box No. 6446. (69363

LHD BEETLE. 1973. VGC. For Ford Anglia or other pre-1952 car. Replies Box No. 6446. (69363

FORTHCOMING EVENTS

AUTOJUMBLE COLLECTORS FAIR. Sunday, March 1st at Picketts Lock Centre (off Montigue Road), Edmonton N9. Bar & refreshments, large car park. Opens 11 a.m. Entrance 75p. 160 stalls, 6' x 2', at £8, additional stall £6. From Enfield & District Veteran Vehicle Trust, c/o Mr. G. Baker, 103 St. Josephs Road, Edmonton, London N9 8NU. Tel: 01-804 2113. (69160

BOLTON AUTOJUMBLE and Floamarket. Saturday Jan 24 in the Sport Centre, Silverwell St., Bolton, 10 am to 5 pm. Bargains in Car and Bike bits for your restoration. Stall enquiries. Tel: Bolton 491763. (51335

NECPWA'S TADCASTER AUTOJUMBLE. Riley Smith Hall, Tadcaster, Feb 7th 10 a.m.-5 p.m. Enquiries, Firth. Tel.: Harrogate 65430. (67873

MOTOR SPORT

SELF BINDER

to hold your 12 issues and keep Motor Sport clean and tidy in one volume

Price £2.50 (UK)

(inc. post & packing)

£3.00 overseas

ALSO: for those who prefer the original type of binder, they are now available

Price £4.00 (UK)

(inc. post & packing)

£4.50 overseas

Standard House, Bonhill Street, London EC2A 4DA

Tel: 01-628 4741 Ext. 28

THE SNOOPER
RATS ON TRAPS
The peace of mind machine
Speedy details sent
Snooper Service
(Box 10) 45 Green Lane
Purley, Surrey,
Tel: 01-660 2896

PERSONALISED
V NECK SWEATERS
For you, your motor club, or company. Minimum Order 8. Top quality British garments at competitive prices, from the specialists.
Logo Sports
7 Kintore Drive, Great Sankey, Warrington, Cheshire.
Tel: Penketh 3605.

•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•

WHEELS
WIRE & EASY CLEAN
SPECIALIST REPAIRERS
WHEEL STOVE ENAMELLING
The Best Car Co. Ltd.,
5, Lancaster Road,
Wimbledon,
S.W.19. 01-946 6316.

PMS ***PRECISION MECHANICAL SERVICES***
Long established precision engineering company offering a complete manufacturing service to the Veteran/Vintage/Classic Car Restoration Specialists, for the replacement of obsolete or discontinued components. Castings supplied and fully machined, welding and all metal finishing processes available.
Enquiries to: R. TORPY, Precision Mechanical Services, Elliott Road, Love Lane Trading Estate, Cirencester, Gloucestershire. Tel: Cirencester (0285) 4088.

JP EXHAUSTS
HEAD OFFICE UNIT 2
SCHOOL ST. INDUSTRIAL ESTATE
HAZEL GROVE
CHESHIRE
061-456 7333

■ The U.K.'s Leading Stainless Steel Exhaust Specialist.
■ Life Time Guarantee on all Complete Stainless Systems.
■ Designed and Fabricated to High Specifications to fit all High Performance Motor Cars.
■ All systems stocked from Minis to Rolls Royce, inc. continentals.
DEPOTS AT HAZEL GROVE, MANCHESTER, HALIFAX AND DUNDEE.

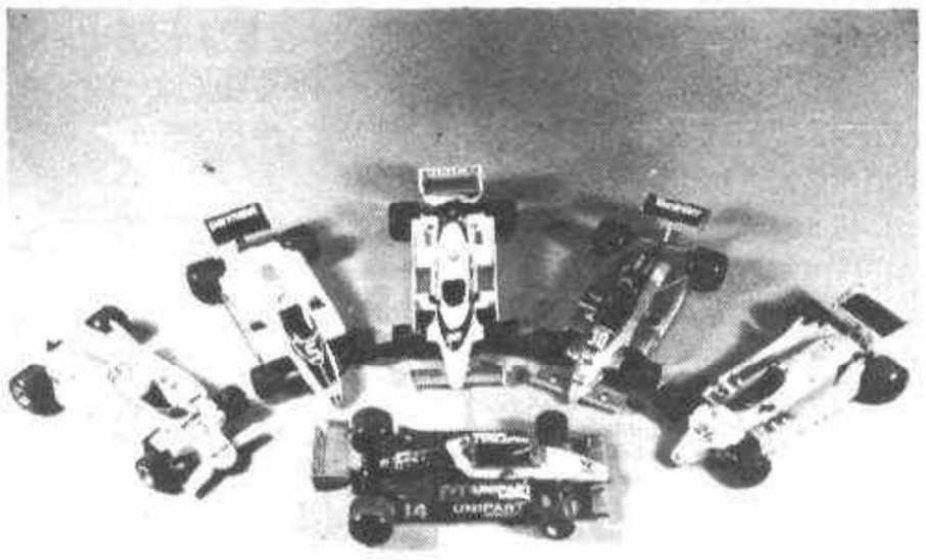
VEHICLE SHIPPING
We ship to the USA as well as Canada, Australia, Middle East and other world wide destinations. Personal effects and spares expertly handled. For lowest rates plus an efficient service contact the professionals . . .
economyfreight
24 Worthington Way, Colchester, Essex.
Telephone (0206) 66824

LEAK STOPPER!


THREE-WAY PROTECTION IN ONE BOTTLE WHEN YOU RELY ON THE PROTECTOR!
How many boil-ups have you seen today? BAR'S LEAKS is your ever-present insurance policy. Chosen by leading car makers the world over. At it's low price, everyone can afford the premium.
BAR'S - insurance against leaks.
Lubricates the water pump, reducing wear.
Cleans and conditions the entire system.
BAR'S LEAKS
BARS MOTOR PRODUCTS LTD

LAMBERT LEY STREET LTD (MODELS)
309 LEY STREET, ILFORD, ESSEX
01-478 5659
OPP. PLESSEY Co.

AMR 1/43 KIT
FERRARI T5 '80 F1 £10.06
ARROWS A3 '80 F1 £10.06
RONDEAU LM80 'WINNER' £12.95
LOTUS EUROPA G5 'ERTL' £12.95
BMW 320 'SCHNITZER' G5 £12.45
FERRARI 250 SWB R/C £12.95
PORSCHE 911S R/CAR £11.25
CORVETTE DAYTONA '80 £11.95
TENARIV 1/43 KIT
ALFA ROMEO 179 F1 '80 £10.06
RENAULT RE 20 F1 '80 £10.06
BRABHAM BT49 F1 '80 £10.06
ARROWS A3 F1 '80 £10.06
LIGIER JS11/15 F1 '80 £10.06
TYRRELL 010 F1 '80 £10.06
ENSIGN MN 180 F1 '80 £10.06
ATS D4 F1 £10.06
SAUDIA WILLIAMS F1 '80 £10.06
FDS 1/43 KIT
PORSCHE 917 SHELL '71 £6.00
PORSCHE 908 T 'MARTINI' £6.00
McLAREN M29B F1 '80 £6.00
FERRARI TURBO 126 F1 '80 £6.00
LOTUS 81 F1 '80 £6.00
BAM 1/43 KIT
LANCIA BETA M/C L/T BRANDS HATCH '80 £12.95
FERRARI BB512 LM 80 'POZZI' £17.95
PORSCHE 935 'MAMBO' G5 '79 £12.95
FERRARI 250 LM LM '65 £12.50
ETRURIAMODEL 1/43 BUILT
PROTEUS BLUEBIRD CN7 1964 £27.64



JUST PART OF THE RANGE OF TENARIV 1/43 KITS

SRC 1/43 KIT
LOTUS 72 BGP F1 '72 £10.50
EMBASSY LOLA T370 F1 '74 £10.50
YARDLEY BRM P160 F1 '71 £10.50
UNIPART ENSIGN N180 F1 '80 £10.50

WESTERN 1/43 KIT/BUILT
FERRARI T4 F1 '79 £8.65 £14.99
SAUDIA WILLIAMS F1 '80 £8.65 £14.99
MARCH 79 F2 '79 £8.65 £14.99
McLAREN M29 F1 '79 £8.65 £14.99

PRECISION MINIATURES 1/43 KIT
FERRARI 250 TR TESTA ROSSA AVAILABLE, FINE VERSIONS £12.00

MINI RACING 1/43 KIT
MARCH M1 NEWSWEEK LM '79 £10.50
MARCH M1 MARLBORO '80 £10.50
LOTUS 81 F1 '80 £10.50

WESTERN 1/24 KIT/BUILT
LOTUS 79 F1 £19.69 £36.95
BRABHAM BT49 F1 £19.69 £36.95
SAUDIA WILLIAMS FW07 F1 £19.69 £36.95

PROTAR 1/12 PLASTIC KIT
FERRARI 312 T4 F1 '79 £27.00
FERRARI 312 T4 (CONTAINS 70 METAL PARTS) F1 '79 £39.00

TAMIYA 1/12 PLASTIC KIT
FERRARI 312 T4 F1 '79 £13.99
WILLIAMS FW07 F1 '79 (1/20) £3.99

MAIL ORDER
We do have a worldwide mail order service which is second to none (don't believe us just ask our customers); we accept mail and telephone orders on VISA, Access, American Express, Diners Club, etc. Ask for the mail order department who will help you with your enquiries, if possible. Please phone between 10.00 am and 5.00 pm (17.00).
OVERSEAS CUSTOMERS ONLY
Please deduct 13p in the pound off prices listed. *Postage* 50p for the first model thereafter 20p each (UK) 80p Europe, £1.80 airmail. Plastic kits UK 12% overseas send for quote. Orders over £50 post free (UK only).

OPEN 10.00 am-6.00 pm Mon to Sat, closed all day Thursday.

Buy it with Access
BARCLAYCARD

HOWE MANIFOLDS

Cams, Heads, Exhausts,
INLETS, WEBERS, SILENCERS, ELAN, SCIMITAR, V6 CORTINA, LOTUS 7, LOTUS CORTINA, MG-B V8. GILBERN, MORGAN and most cars.
S.A.E. list. Please state engine/car.
Open to 7 pm. Near Brands Hatch.

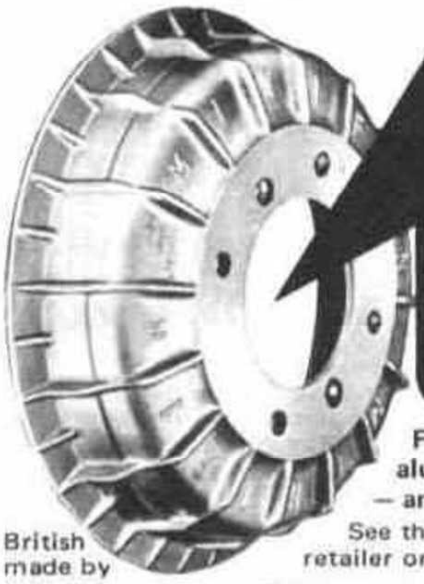
HOWE EXHAUSTS
Rear Hollyville Cafe, Main Road A20
West Kingsdown, Kent. Tel.: 2347

CARBURETTERS
SPECIALIST SERVICE
Reconditioning and repairs
New units and spares
If you have any carburation problems contact
SOUTHERN CARBURETTERS
49, The Broadway,
Wimbledon, SW19. 01-540 8128
COMPREHENSIVE ENGINE TUNING FACILITIES

DYNAMIC BALANCING
Basset Down are the balancing people. Write or 'phone for priced leaflet.
Basset Down Ltd,
Swindon, SN4 9PQ.
Telephone 0793-812331

GASKETS
Head, manifold, etc., made specially to pattern. Any make, age, or quantity. Manufacturers sets also available. S.A.E. with enquiries. C.O.D. Postal Service.
LIPSCOMBE and HESSEY,
Marine Engineers
11, Victoria Road,
Eton Wick, Windsor.
Telephone 64413

ROLA
ROLA SHIPPING LTD
INTERNATIONAL CAR SHIPPERS
offer their usual fast, efficient service at extremely competitive rates. Immediate quotations given.
4a Deodar Rd., London SW15. Tel: 01-789 7205/7481. Tx 8812320



HAVE YOU FITTED MINIFINS YET?
For cool super smooth braking fit Minifin aluminium alloy brake drums to your Mini – and brake fade becomes a thing of the past.
See them now at your local parts and accessory retailer or ring us for details of your local stockist.
British made by
J.V. Murcott & Sons Ltd. Aluminium Pressure Diecasters
Aston, Birmingham. 021-327 2671.

DON HOODS
& Boat Canopies
* Money back guarantee
* Competitive prices
* Choice of quality materials and colours
* All hoods and canopies are individually hand cut and stitched
* Main seams and windows electronically welded



DON *Send for colour leaflet and price list.*
Don Trimming Co. Ltd., 2A Hampton Rd., Erdington, Birmingham B23 7JJ. Tel: 021-373 1313

WHAT CAR INSURANCE IS BEST FOR YOU?
The answer supplied on 01-733 1114/5102

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

MS20

RON HAYNES
WHERE SERVICE COMES FIRST

FAST DELIVERIES
FREE on orders over £60 (UK only)

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

World's leading stockists of SUSPENSION AIDS for TOWING, OVERLADEN CARS & VANS

Autoballans · WOODHEAD LOADMASTER · SUSPENSION SANLIN AIDS · MONROE LOAD LEVELLERS RIDE LEVELLERS · EASIRIDE · SPAX EVEN KEEL · ARMSTRONG LOAD JUSTERS · BOGE LOAD DISTRIBUTORS
Also Dixon Bate, Carlight & Scott Halley STABILISERS

RON HAYNES MOTOR SPORTS LTD. Burkes Rd, BEACONSFIELD BUCKS, HP9 1PA Tel: BEACONSFIELD (04946) 5620
OFFICIAL HOME COUNTIES DISTRIBUTORS
For KONI Shock Absorbers & Load-a-justers, Autoballans & Sanlins
Telephone Access or Barclaycard No., or send the coupon
Open all day Monday to Friday 9.15-5.30: Saturday 9.30-5.00

To RON HAYNES MOTOR SPORTS LTD., P.O. Box 56 Beaconsfield, Bucks HP9 1PA
Please send me Suspension Aid Catalogue ☐ KONI Information ☐
Car make ..... Model ..... Year .....
NAME .....
ADDRESS .....
MS/KR/1

How to gain up to £600 Bonus

in difference between 'Ordinary' and Dealers' top 'Book' price condition for 3yr. old car on trade-in

Whilst still enjoying lively car in remarkable trim



Ah! That smile on your face as you slide into the driving seat of your brand new car! A dream of a car. Breath-taking! (So is the price!) But if your traded-in pride and joy is Waxoyl-proofed, that's something else to make you glad. For, with every pound you gain in Dealer's top 'Book' price over 'average' 3yr-old condition price, helps cut what your new car's cost you. Could be quite a bonus. Up to £600 in fact. Which should please you greatly! (Perhaps you might care to check comparative car prices!) **Built-in lubricant,** yet another Waxoyl bonus! Livens up old car. Engines 'pull' better as sprayed plugs and distributor dispels water. 'Tired' electrical insulation revives!

How Waxoyl holds 'Showroom' Condition

'Showroom' condition means simply, that (barring accidents) your car stays equal to proud display on top-class Dealers' sales floor. Possesses quite remarkable road worthiness. Promises all round driving pleasure. *And passes rust scrutiny test with flying colours!* Waxoyl holds key to 'Showroom' condition. Kills dead existing rust rot. No car age limit so long as metal polarises to Waxoyl. Makes safe load-bearing chassis members, suspension, jacking points, shock absorbers, *every rust trap in entire vehicle system.* Future rust attack no longer a problem.

Up to £85 plus VAT at Rustproofing Centres

Professionals charge mostly for labour. Do-it-Yourself at **ONE TENTH** of cost for petrol tank 'fill-up' with 'all-in-one-go' Waxoyl 'Jumbo' applicator works **FOUR TIMES FASTER** than any other known design. Easy as syringing your roses! Order 'Jumbo' with your Waxoyl.

Waxoyl 'Know-How'

To find out *why* even most expensive motor cars succumb to rust rot, Finnigan's stripped down both new and used cars. Found clues leading right back to body shell stage. Hence Waxoyl Spray Plan covers every rust hazard from relentless production line assembly to fierce road conditions. Anticipates metal rusting behind paint cracks in prefab units suffering from chattering rivets, bolts, screws.

'Tadpole' Molecules

Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties; sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks, or peels off as do chemically active types which, as you may have seen, often oxydise and disintegrate, expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, benefits existing seals! Magnetic molecules fill broken gaps. "Creep" across bared metal, reknit skin torn by flying grit etc.. Be more than happy with clean, transparent Waxoyl. Quality controlled at every stage. Not a bought-in product marketed under another name.

Powerful airless spray up to 8ft. long feeds direct from Waxoyl can



HOLD CAR IN 'PROUD OWNER' Condition

ALL WAXOYL PROOFED AND RUST FREE!

No Hoist Needed

AA REPORTS after FOUR WINTERS
"No rust on visible WAXOYL treated areas"

NORTH SEA OIL — 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"

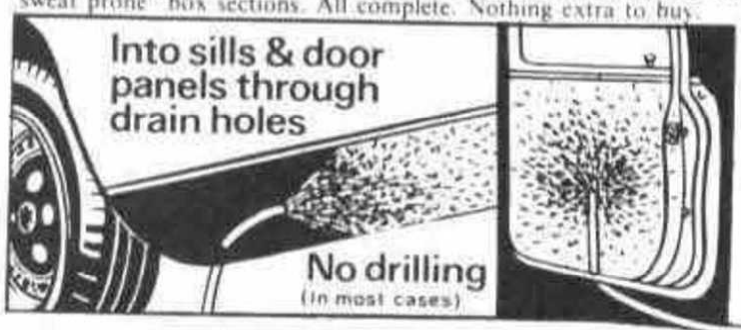
ICI recommend WAXOYL for brine circulation pipes

WAXOYL DO-IT-YOURSELF RUSTPROOFING

Easy and Fun to do!

With Finnigan SUPER 'JUMBO' Applicator

Min. preparation. No need to crawl under car (in most cases). Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway) Adjustable, wide-to-concentrated spray nozzle plus cranked extension speeds job at awkward access points. 5ft. Nylon extension includes 360° spray nozzle end of 5mm dia. probe for "sweat prone" box sections. All complete. Nothing extra to buy.



Extension PROBE sprays ends & sides all round. No bare patches. ◀ Full 360° from 5mm dia. nozzle.

with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator



Rust Knaws Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachery spreads. Underframe rots. Box section condensation sprouts ghastly rust 'bubbles' on wings, doors, bonnet, boot lid. Brush-on rust killer? Useless. There's ten times more of the internal stuff on UNDERside. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap **in entire vehicle system.** Result? Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

This sorts out rustproofers like nothing else. Swiss Gov't. Labs. put Waxoyl-coated metal strips along with those of other leading makes into withering spray tests in corrosive atmospheres. Raise temps to 40° C for two hours twice daily. Salt sprays for five minutes every hour. *Continuously* until rustproofers break down.

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn Wheelarch "look-see". Like big world users, you too, can always trust Waxoyl.

Waxoyl holds 'Showroom' condition'

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back! The only rustproofer that DOES, according to test results by one of world's biggest oil companies! *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W. *'On Rover 3.500 coating still intact in corrosive sea air'* Motor Magazine. *'Remains active indefinitely'* Westerly Marine, Portsmouth. *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club Veteran Motorists Mag. *'No sign of corrosion on '22 car; does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield. *'9 Yr old Volvo looks less than half its age'* Civil Eng'ng. Polytechnic. *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date.'*

If Considering Other Makes

Please realise that some rustproofers give short-lived results using thin cheap oils. Those with harmful acids need washing off (otherwise acids eat metal!) Zinc compounds eventually fail. But please, watch out! Others (even with ads. that look like Waxoyl ads.) may try to charm you into buying something that 'seems to be Waxoyl'. But salt and water spray tests prove it can't be.

Year After Year Protection

Ignore pounding grit, slush, vicious road salt(!) in rust-loaded Winter conditions. Be indifferent to wet, sticky, Summer days' condensation rust moisture dripping onto raw metal edges within box sections, sills, door panels; all sweat-prone areas.

Waxoyl Users Find Other Uses

Almost invisible Waxoyl spray suffices to waterproof and protect Leatherware. Super for Work Boots! (Says Scottish user) Metal Guttering, Boat Trailers, Washing Machine Casing. Preserves wood attached to metal (nothing else protects both at same time) Boat Trailers, Lengthens battery life in Car, Fork Lift Truck. Incredible protection for Oil Tanks on bases otherwise impossible to rustproof. Protects exterior Electrical Switches & Light Sockets, Farm Machinery, Prevents & Kills Wooly Aphis (spray Apple Trees before buds open) Corrugated Iron, Gates, Hinges, Padlocks, Bolts. Anything & everything vulnerable to damp.

ALL PRICES INCLUDE CARR. & VAT

Trial Offer: 500 ml. (.88 Pt.) TIN for your oil can test behind chrome strips or brush-on door edges, free brake linkages. Watch Waxoyl chase water off metal. Quite amazing ..... £ 2.07

7 oz Waxoyl Aerosol. Send ..... £ 1.61

JUMBO SPRAYER Complete ..... £ 4.09

SMALL CAR 5 Litre (1.1 Gal.) ..... £ 8.20

BIG CAR 10 Litre (2.2 Gal.) £13.70

DRUMS: 20 Litre £23.10 60 Lit £62.81

45 Gal. £199.65 Prices Incl. carr. & VAT.

SPECIAL KIT OFFER
SAVE £1 Waxoyl (10 Litre) with 'JUMBO' including all attachments complete £16.79

Send to FINNIGAN'S LTD. (MSW)
Eltringham Wks. Prudhoe, Northum.
Enc. Chq/MO/PO/Cash £
Rush my order (please tick box)
☐ Trial ☐ 5 Litre ☐ 60 Litre
☐ Aerosol ☐ 10 Litre ☐ 45 Gal
☐ Jumbo ☐ 20 Litre ☐ Kit
☐ Access/Barclay/Trust Card
No/
or 24 Hr. Phone Order 0661 32411
Name
BLOCK CAPS
Address
Regd. Office 3641080 (Eng)

Pay by Access/Barclay/Trust Card. No charge (Quote No.) 24 Hr. Ph. Service. Personal callers welcome. 9 am-4.30 pm. Mon. to Fri.
● USUALLY PER RETURN DESPATCH. FINNIGAN'S LTD., (MSW) Prudhoe NE42 6LP. Ph: 0661 32411

WESTFORD TRAILERS, DROITWICH, WORCS

Car transportation service. Trailer capacity 2 tons. Continental assignments undertaken. Trailers for sale or hire.

Telephone Christine

09057 3912, 09057 2081

24 hour service.

UPHOLSTERY IS OUR BUSINESS

Specialists in Vintage & Classic Car trimming. Also authentic leather motoring coats & helmets.

Coats made to measure from £175. Write or phone for details & measurement chart.

Helmets: Biggles style in black or brown leather/chamois lined. Small, medium or large, please state hat size when ordering. £18.40 post paid UK.

Skinflair, 33-35 High Street, Long Buckby, Northants. Phone Long Buckby 842819.

PARKS & HAMILTON LTD.

VINTAGE AND CLASSIC CAR RESTORATION AND MAINTENANCE

Write or phone to arrange for estimates:—

WEDGLEN ESTATE, BEPTON ROAD, MIDHURST, SUSSEX GU29 9RE

Tel: Midhurst 6311

FINANCE FOR OLD CARS

YOU FIND THE CAR – WE FIND THE MONEY

Fairholme Finance Ltd
129 Ealing Road, Wembley, Middx. Tel 01-903 3222

Classic Valuations

can help you to be sure of the value of any pre- or post-war classic car

Invaluable for—
- ★ AGREED VALUE INSURANCE
- ★ CALCULATING REBUILD POTENTIAL
- ★ PERSONAL SATISFACTION

Individually researched valuation certificate plus written report supplied by post for only £10. On-site inspection by arrangement.

Forms and full details — **CLASSIC VALUATIONS (DEPT. CM), LEA LANE, UPPER SAPEY, WORCESTER WR6 6XR**

RILEYS 1945 – 1969

For sale and wanted — Elfs, 1.5s, Kestrels, Pathfinders and 1945-1954 1½/2½

E. T. LUNDEGAARD
GLOUCESTER (0452) 23440

VAST STOCKS of

ROLLS-ROYCE & BENTLEY

SPARE PARTS CONTACT US FOR AN IMMEDIATE QUOTATION.

EXPORTS PARTS AGENCY, HEATHMANS ROAD, PARSONS GREEN, LONDON SW6.

TEL: 01-736 4495.

ROY CREECH

COACHTRIMMING

Ex-James Young Craftsmen. Specialists in Rolls-Royce, Bentley & Vintage cars. Complete re-trims, hoods, seats, repairs, polish work, body repair.

Roy Creech
3 Wheathill Rd, Anerley, London SE20.
Tel: 01-778 7296

LEWIS OLDIES

BUGATTIS — JAGUARS — MG's MORGANS — BENTLEYS — ERA — ROLLS-ROYCE — MERCEDES!!

Models, ready made and in kit form, to 1:43rd and 1:24th scale. All in white metal and manufactured by Western Models, Motorkits, Auto Replicas, Brooklin Models.

We stock a varied selection of classic cars from 1900-1960's including Record Cars and Commercial Vehicles.

S.A.E. For our latest catalogue & prices.

11 KIMBERLEY ROAD, SOUTHSEA, HAMPSHIRE PO4 9NP

RESTORATION SERVICE

Mechanical and Bodywork. Resprays. One-off manufacturing. Pattern-making. Castings. Vintage cars supplied. Survey, advice and valuation service. Repairs and service to all vintage, veteran and collectors cars. M.o.T. testing service.

Bugatti, M.G., Bullnose Morris, Rolls-Royce '20' and 20/25 and Park Ward Specialists.

Pre-1930 Morris bodies available
Send £1.50 for illustrated brochure

The Cooke Group

Head Office,
WEST AVENUE, WIGSTON, LEICESTER LE8 2FB
Tel.: (0533) 881234



Bentley 4.5-litre, 1930. Green **£42,000**
Rolls-Royce Phantom 1, 1928. Grey and black **£40,000**
Jaguar SS100, 1935. Red **£21,000**
Rolls-Royce SCIII, 1964. Night blue **£16,000**
Jaguar XK120, 1951. Black, roadster, lhd **£8,000**
MG Y, 1947. Garnet red and black **£4,000**
Ferrari GTB 2, 1961. Red **£22,000**
Ferrari Daytona, 1973. Red **£25,000**
Ferrari Daytona 1972.
Ferrari 275 GTB 1965 Short Nose.

These cars are in excellent condition and immatriculated in Switzerland.

Mr. R. Isler
Geneva Street 52, 1004 Lausanne Switzerland
Tel.: 021/249536 – 021/235436
Private Tel.: 021/347504
Telex: 24085

THE Parts Place for MG TC-TD-TF

Restore your car with parts from the company run by enthusiasts . . . for enthusiasts. Our inventory consists of close to 3,000 items for your complete motoring needs. Order our 65-page Illustrated Catalog and current Price Supplement ($5.00 Air Post) and try our "accelerated" service.

VISA and MASTERCHARGE accepted.

Abingdon Spares, Ltd.

P.O. Box 37, South St., Walpole, NH 03608, U.S.A.

Telephone (603) 756-4768/9

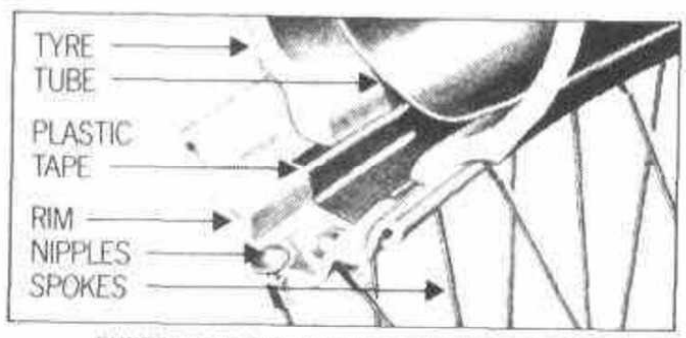
"YOU MIGHT AS WELL PUT A NODDING DOG ON THE REAR PARCEL SHELF."

Imitation might well be a form of flattery, but when it assumes the proportions of a classic tyre, it can tend to fall rather flat.

After all, in the exclusive world of priceless collector's cars, who would want to fit 'substitute' tyres when the original equipment is so readily available?

Total authenticity

Vintage Tyre Supplies are the recognised authorities on veteran and vintage tyres, and world-wide distributors of Dunlop 'original equipment' tyres.



EXPERT FITTING AND TECHNICAL ADVICE

The tyres are made from the original Dunlop moulds. The tread-pattern, sidewall, size and logo markings are therefore totally authentic, and indistinguishable from the originals.

The only difference being that by using modern rubber mixes, nylon and rayon textiles, the tyres are now more durable than ever they were in their hey-day.

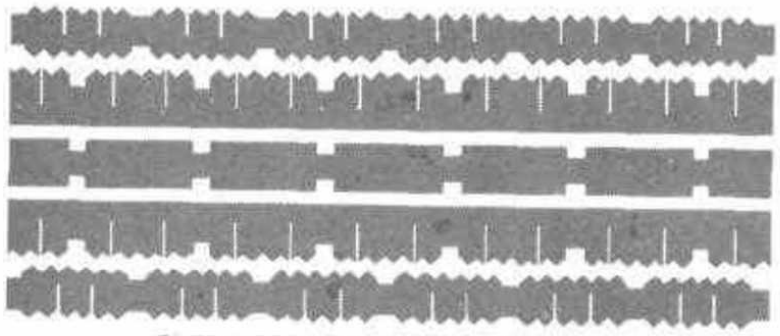
Total originality

All in all, Vintage Tyre Supplies have over 4,000 classic tyres permanently in stock. And even the rarest of tyre specifications can be met in a very short time.

They sell beaded edge, straight sided, wired-on and vintage racing tyres, wheel rims and all other accessories including valves, rim tapes and inner tubes.

And they offer expert fitting and technical advice, and if necessary export tyres to anywhere in the world.

Vintage Tyre Supplies Limited:
A service to all owners and drivers of


OVER 4,000 CLASSIC TYRES IN STOCK

veteran, vintage and collector's cars, who have an enthusiasm for total originality.

VINTAGE TYRE SUPPLIES LTD

Please send for price list to:
Vintage Tyre Supplies Limited,
12 Dalston Gardens, Honeypot Lane,
Stanmore, Middlesex HA7 1BY,
England. Telephone 01-206 0722.
Telex 922043.



TYRE TYPE: DUNLOP RS5 PATTERN, 600H 16
ORIGINAL EQUIPMENT 1950 JAGUAR XK120

ACCEPT NO IMITATIONS - FIT ORIGINAL EQUIPMENT.

TRANSCONTINENTAL AUTO

London New York Geneva Zurich

★ ★ WHOLESALERS LTD ★ ★

ANY CAR EVER MADE, IS NOW AT YOUR FINGERTIPS

With just a phone call



Your direct link to the U.S.A.

ANY YEAR, ANY MODEL

STUTZ
LA SALLE
BUICK
PACKARD
AUBURN
CORD
CADILLAC
EXCALIBER
LINCOLN
PIERCE ARROW
DUESENBERG

(to mention just a few)

The time is now to invest in prestigious American antiques, certainly the most sought after in the world.

Transcontinental Auto Wholesalers Ltd.
186, Sloane Street, SW1 London
Telephone 01 235 0201/8.
Telex 918354 arida

Hours of business:
Mon/Fri 9am to 6pm. Sat 11am to 6pm

New York
London
Geneva
Zürich

★★★★★★★★★★★★★★★★★★★★★

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.

Rolls-Royce and Bentley Service and Repairs
Collection and delivery of vehicles arranged.
Michael Hibberd
Motor Engineer
Telephone:
WINKFIELD ROW 2626

CAR DUST COVERS

Made of lightweight, tightly woven silk-like material with pull-tight cord, on all four sides, easily washable and fire resistant.

14′ × 8′6″ £18. 16′ × 8′6″ £20. 18′ × 10′6″ £25.50.
20′ × 10′6× £28.50. 22′ × 12′6× £39. 28′ × 12′6″ £49.

All prices include VAT at 15% £2.00 P&P on any quantity

Cheque with order payable to R.S.B.E.
1 Greenwood Road, Stoke Golding, Nr. Nuneaton, Warks.

CHROME & SILVER REPLATING SERVICE METAL POLISHING

Write, phone or call:—

Dorsetware Ltd.
(Metalfinishers)
Units 1 & 2, Dawkins Road,
Blandford Road,
Poole, Dorset.
Tel: 02013 77939/77666.

TOULMIN

"Leaders in the world of MG parts."

Samples of our comprehensive stock.
TD & TF chrome tank panels £24 pair, T-Type locks (fit AC) £18.
6 volt Lucas battery £23.95.
Chrome facia trim T-Type £8.60 pair.
Repair Panels B & C sections for A.
Conversions shock absorber kits and exchange.
Steering assemblies suspension rack & pinion inc. C.
Trim panels and seats made to pattern, PVC and leather.
£460 buys new leather covered TF seats. In fact practically everything to make your car "Concours" and mechanically sound.

TOULMIN MOTORS (1962) LTD
103 Windmill Road Brentford, Middlesex, England.
Tel: 01-560 1722/2228
SAE for international response coupons (overseas)

VINTAGE ACCESSORY AND TRIM SUPPLIES

Enormous range of trim materials (exterior and interior) bandings, door trims, etc., coachfittings and electrical sundries.

All available by mail order — sent worldwide at extremely competitive prices. Samples on request. Please state colour, quality and cloth. Send S.A.E. or International Reply Coupon.

Fully illustrated catalogue 70p UK. £1 Europe. £1.50 (or equivalent bills) elsewhere.

CLASSIC AUTOPLATE

We make specialised vehicle number plates for all vehicles, car and motorcycle, at sensible prices. Perspex, pressed aluminium, cast, silver & white peak. Write (S.A.E. for full descriptive list) or telephone for prices.

HAPPISBURGH, NORWICH, NORFOLK NR12 0RX.
Tel: WALCOTT (069 25) 367
(hours 9 a.m. — 5 p.m.)

POST VINTAGE ENGINEERS
146, Leeds Road, Barwick-in-Elmet, Leeds
Restoration, repairs and MoT to your thoroughbred and vintage motor car, in particular Aston Martin, Lagonda, MG, Riley, Jaguar etc. A personal service of high quality workmanship.
Tel: Harrogate 61888

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

RILEY 1945-1954
LUNDEGAARD (SPARES) CO.
Eastington Trading Estate, Stonehouse, Glos.
Tel: Stonehouse 6534
THE RM SPARES SPECIALIST
Parts list on request

C.A.R.S. Ltd
The Rolls Royce/Bentley Body Specialists of Gloucestershire
Mechanical and body rebuilds on Vintage/Veteran and Classic Motor cars. Estimates to any part of the country.
Coachbuilders & Automobile Renovating Services Ltd
Unit 3
Alstone Lane Industrial Estate
Cheltenham
Telephone: (0242) 29924



Classic Belts and Buckles
ALL BUCKLES CAST IN SOLID BRONZE
The highlights and edges precisely hand polished leaving contrasting oxidised background. Belts in either chestnut or dark brown. Finest quality Beefeater English tanned leather used only. State waist size.
Price 1" & 1½" Belt and Buckle £9.00 + £1.35 for V.A.T., P. & P.
The following buckles are to suit 1½" wide belts.
JAGUAR XK — JAGUAR HEAD — SS (JAGUAR) — A.C. — MERCEDES — COBRA — MORGAN 4+4 — MORGAN +8 — MASERATI — FERRARI — MG — ALFA ROMEO — PORSCHE — FORD GT 40 — BMW — LOTUS — DAIMLER — ALVIS
The following buckles to suit 1" leather belts — BUGATTI — DELAGE — FORD 75 — TVR — DAIMLER — LANCIA — RILEY — FRAZER NASH.
To follow soon — LAMBORGHINI.
Also motor cycles NORTON — BSA — TRIUMPH.
Other buckles made to your individual requirements.
All overseas enquiries welcome
10 High St., Kings Langley, Herts., England
Tel. Kings Langley 62994.

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.

FERRARI T4 £13.99



At last! A super, large scale construction kit of a Ferrari F1 T4. In big 1:12th scale it is the latest super-detailed precision creation of Japan's leading model maker. Every detail from the full size car is featured even down to fully detailed engine, working, sliding skirts, and, wire mesh covers for the intake trumpets. This model is without doubt the finest large F1 ever made. It is pictured above with a montage of mechanics and race tools (not included with the model) and close examination will show the incredible amount of fine, precise detail. The model was made with Ferrari's help of course and you have that guarantee that it is as accurate as 1980 skills can make it.

Now — can you build it? If you have a little modelling skill, a little patience and a week of evenings then you can easily and without any trouble at all. There are fully detailed illustrated instructions with every kit, full colour, easy to apply transfers, everything you need to make it — easily. Cost is £15.50 including postage in the UK — or if you call on us for it just £13.99.

For those who have been asking us for a large metal F1 model, we now have one, It is also a Ferrari T4 and has a metal engine, suspension and mostly metal chassis. Body is plastic and there's a spare see-through one if you want to show off your underbody handiwork — this incredible model comes from Italy and costs a lot more — £40 post free in the UK. Both the Ferraris, and any of the other large super-detailed models we've listed below can be ordered from us by telephone using the usual credit cards or by post by cheque, postal order or even money! no old buttons please though we've enough!

Add £1.50 per model post and careful packing . . .

Ligier Gitanes JS11 — Le Feat	**£16.30**
Ferrari T4 F1 1979 — Jody's Championship winner	**£13.99**
Ferrari T4 F1 1979 — metal/plastic superkit	**£40.00**
Wolf WR1 — Jody's previous car	**£12.99**
Martini Porsche Turbo 935 Le Mans	**£28.50**
Lotus John Player Special the JPS III	**£12.99**
Tyrrell P34 — the famous six-wheeler	**£12.99**
Brabham Martini BT44B F1	**£10.99**
Marlboro McLaren F1 — Fittipaldi	**£10.99**
Datsun 240Z Safari Rally winner with driver figure	**£18.99**
Lola T70 MkIII sports racing coupe	**£17.99**
Lotus JPS F1 7 2D — Fittipaldi	**£10.99**
1927 Fiat 806 Grand Prix — metal/plastic superkit	**£47.50**
— smaller scale-fine detail-metal kits —— add 50p post each please —	
Saudia Leyland Williams 1980 F1 — "The Winner"	**£8.60**
Ferrari's Fabulous T4	**£8.60**
John What'srong McLaren F1	**£8.60**
Roger Clark's TR7 V8 rally car	**£6.95**
Tony Pond's TR7 V8 rally car	**£6.95**
Malcolm Wilson's "Total" winning Escort	**£6.95**
Pentti's winning DTV Chevette	**£6.95**
Henri Toivonen's incredible Talbot Sunbeam Lotus	**£6.95**
Hannu's winning "Eaton Yale" Escort	**£6.95**
Blomqvist's superb Saab Turbo rally car	**£6.95**
Fangio's marvellous Lancia Ferrari D50	**£6.45**
Stirling's vonderful Vanwall	**£6.45**

Etrangers, si vous pouviez avoir la gentilesse de nous dire quels modèles vous voulez, nous vous informerons de la somme exacte qu'il vous foudra nous envoyer.

NB: Telephone and mail orders accepted on Barclaycard, Access, Chargex, Mastercharge, Bankamericard, Carte Bleue, etc., etc.

BRIAN HARVEY'S
GRAND PRIX MODELS
173/175 Watling St. (A5 road)
Radlett, Herts, UK
Tel.: Radlett (09276) 7898
Tuesday to Friday – Open to callers by appointment.
Saturdays to everyone – 10 am to 5.30 pm.
Mail order dept. open 5 days each week – by phone.

The Organisation behind the

GREAT MG CARS



Catalogues as shown complete with latest supplements and price lists **£1.00** (Inland) or **$4** (Overseas airmail)

NTG SERVICES LTD
Dept. M. 21 ST MARGARETS GREEN,
IPSWICH, SUFFOLK,
ENGLAND 1P4 2BN
Telephone: Ipswich (0473) 211240

BL Heritage Ltd
APPROVED SUPPLIER

METALWORK REPAIRS

To rusted steel bodies and monocoques. Wings made or renovated. Aluminium panelling. Refinishing to highest standards.

PHIL CLARKE,
Autobody Services,
Wymondham (Nfk.)
603397

Vehicle Transportation and Recovery

Racing car to Rolls-Royce.
Any distance home and abroad.

Telephone: Michael Hibberd

Winkfield Row 2626

---

maserati

From stock new/used parts for
A6/1500, A6G/2000, 3500, 3700, 4000, Sebring, Mistral.

RICHARD CRUMP ● GROOMS BARN ● BULLS CROSS RIDE ●
WALTHAM CROSS ● HERTFORDSHIRE ● Tel: Waltham Cross 22121

CLASSIC RE-CHROME

(G.A. WAINWRIGHT & SONS LTD.)

We specialise in re-chroming car and motor-cycle components to concours standards. Efficient service at realistic prices. Local collection and delivery.



Contact — PAUL WAINWRIGHT
BURGESS STREET, LEICESTER
Telephone 29225

The Contemporary Classic Replica

We are proud to announce the introduction of this replica car originally created by Carol Shelby in the States.
This superb quality vehicle is available in various stages of completion and offers the following features:—

- *289 or 427 Body Styles
- *Twin 4" tube chassis
- *90" wheelbase
- *4 wheel independent suspension with disc brakes
- *Will accept 4.7 litre or 7 litre engines
- *RHD or LHD
- *Does not require type approval for UK
- *Uses Jaguar E type running gear

Prices from £4950+VAT which includes Jig Welded Chassis, drilled & painted.
Complete body shell with doors, bonnet & boot, hinges and locks fitted.
Original style laminated screen and frame.

Send £1.00 for full specification sheets and leaflets to:—

Contemporary Classic Motor Car Co. (UK)

The Old Vicarage, Lightcliffe,
West Yorkshire.
Telephone: 0422-205808 (sole UK agent)

VISITORS BY APPOINTMENT PLEASE



427 Style

1965 Morris Minor

2-door saloon. Complete mechanical overhaul with new Gold Seal engine. Body rebuilt and resprayed in original Grey. One year's M.o.T. **£850 o.n.o.**

Tel: 0308 22601

To all Car Restorers

We specialise in hand stitched leather covered steering wheels as found on Jaguar and Rover cars today. Top class workmanship guaranteed, best hide used, all makes of cars considered.

You supply the wheel, we cover it

For details and quotations, write to:— **I. M. KELLY LTD., 6 Langton Place, Isham, Kettering, Northants NN14 1HH. Or ring Burton Latimer (STD 0536-72) 4165.** 66346



Paintwork and Body Repairs

VBRA
The Vehicle Builders and Repairers Association

Motorfair
(Hindhead) Ltd.
Portsmouth Rd. (A3) Hindhead, Surrey
Tel: (042 873) 4656. Telex 22861

Southern England's leading Specialists. FERRARI, ROLLS-ROYCE, PORSCHE and other fine cars

NATIONWIDE COLLECTION AND DELIVERY

R. S. WILLIAMS

ASTON MARTIN SPECIALISTS OFFER THE FOLLOWING USED CARS.

DB6 Mk.I. White with black interior, manual gearbox, pas, 40,000 miles. **£8,500.**

V8 First registered March '79. (But not wooden dashboard model) 21,000 miles, Ascot grey with blue interior, automatic gearbox. **£14,500.**

DB5 Estate Car. Olive with brown interior, totally rebuilt, including new engine, gearbox, suspension, brakes, exhaust, steering etc. Completely re-trimmed and re-sprayed. **£20,000.**

DB6 MK I Volante. Dubonnet with black interior, manual gearbox, recent attention to engine, clutch, exhaust, etc., new hood. **£16,000.**

DB4. BRG with tan interior, reconditioned 4 litre engine, gearbox & suspension, recent expenditure in our own workshop, in excess of £6,000. **£8,500.**

The above cars are covered by a 4 months parts & labour guarantee.

31–35 PADFIELD ROAD, S.E.5
Tel: 01-733 1062

MG OWNERS CLUB
MG SPARES SECRETARY

M.G.A. Centre,
Cleveland Street,
Darlington DL1 2UL
Telephone:
Darlington (0325) 281343/4

Simon J. Robinson



LARGEST STOCKIST OF MGA PARTS IN THE WORLD
● We stock virtually everything you require for rebuilding your MGA.

PARTS DESPATCHED ANYWHERE
● A worldwide despatch service — send 75p for our priced parts catalogue

MG'S FOR SALE
● We stock a vast selection of MGA's and are now expanding our range into MGB's and Midgets, for restoration purposes or ready to drive away. For up to date information ring and ask for Simon, as stock changes rapidly.

JUST SOME OF THE CARS WE HAVE TO OFFER

1959 1600 Mk I Roadster Red, good runner, ideal for enthusiasts only £1,250
1957 MGA Roadster, Red, wire wheels fitted, black leather upholstery, recently restored and used regularly, immaculate £3.500
1956 1500 Roadster, Old English White, very sound, M.o.T'd £1,500
1959 1600 Mk I Roadster, BRG, all steel wings, taxed and tested, sound running order, a smart MGA £2,500
Mk. II 1600 Roadster. All steel wings, good runner ideal for improvement o.n.o. £1,000

MG'S ALWAYS WANTED
● Any condition — distance is no object

RESTORING YOUR CAR THROUGH THE COLD WINTER MONTHS?
● Our well equipped workshop can carry out any work required on your MGA, especially rebuilding body shells, trimming and all mechanical work etc.

Simon J. Robinson (SPECIALIST - CARS SPARES RESTORATIONS)

LOTUS SERVICE OFFER

DO YOU OWN A LOTUS?

Read below for our special January offer to all Lotus owners:

FREE SAFETY CHECK: We shall by appointment inspect any Elan or +2 free of charge in January — a similar offer will follow for Europa, Elite and Esprit models.

20% Discount off LOTUS SPARES held in stock; we stock over £40,000 worth of spares for all models 1964-1980.

SERVICING: We believe we are second to none in the quality of our servicing and our labour charges are also well below many competitors. For reliable quality at a reasonable price come to Mike Spence. Self drive hire cars available at fair rates.

Ask for Richard Fuller

9am - 1pm 2pm - 6pm weekdays
9.15am - 1pm Saturdays (try to 'phone on Friday to confirm)

Access and Barclaycard for callers and mail order

QUALITY SPORTS CARS

LOTUS

Esprit Commemorative Model with twin sunroof conversion, 8,000 miles, 'W' Registration. **£10,475**
Esprit Commemorative Model 14,000 miles recorded, 'T' Registration. **£9,975**
Elite 501. 1978 'T' Registration in carnival red, 21,000 miles recorded. **£7,850**

MG

1972 MGB GT V8 Costello in midnight blue, alloy wheels, sunroof etc. **£2,495**
1972 MGB GT in yellow, tinted glass, o/d, 32,000 rec. miles. **£1,975**
1978 MG Midget in blue, 13,000 rec. miles. **£2,450**

LANCIA

1979 Gamma GT in Lancia blue and silver, 9,200 miles recorded, one owner. **£6,250**
1978 Monte Carlo Convertible in blue, 18,000 miles recorded, radio/tape etc. **£4,850**
1976/7 H.P.E. Estates from **£2,750**

MIKE SPENCE LIMITED

School Green, Shinfield, Reading, Berks. Telephone 0734 883312/883140

5 minutes from Junction 11 of M4

MAIN AGENTS: LANCIA, MORGAN. SERVICE AGENTS: LOTUS

RICKMANSWORTH SPORTS CARS

201 HIGH STREET
RICKMANSWORTH HERTS

1979 JAGUAR XJS auto., 17,000 miles, squadron blue velour trim, one owner. **£9,995**
1980 TVR 3000S CONVERTIBLE. 3,000 miles, gold, one owner **£6,895**
1978 RELIANT SCIMITAR GTE manual overdrive, radio, yellow, brown vinyl roof, tan, brushed nylon trim, one owner **£4,495**
1979 DATSUN 260ZX two seater, radio/cassette, 15,000 miles, white one owner **£4,995**
1980 TR7 3,000 miles, Brooklands green, one owner **£4,695**
1980 TR7 CONVERTIBLE 3,000 miles, platinum, one owner **£4,995**
1975 TR6 overdrive, 34,000 miles recorded, blue **£2,995**
1972 TR6 overdrive, radio, red **£1,995**

1976R MG-B GT V8 sunroof, vinyl roof, cassette, yellow **£3,895**
1979 MG-B GT 17,000 miles, Brooklands Green, one owner **£4,395**
1978 MG-B GT 21,000 miles, sunroof, rustproofed, radio, white, one owner **£3,795**
1977 MG-B GT 15,000 miles, one owner, white **£3,395**
1978 MG-B ROADSTER choice of five, red/yellow, green/brown, all low mileage, from **£3,495**
1979 MG MIDGET 4,000 miles, yellow **£2,995**

1978 MG MIDGET rustproofed, white **£2,495**
1979 TRIUMPH SPITFIRE hard top, 9,000 miles, blue, one owner **£3,095**
1978 TRIUMPH SPITFIRE 13,000 miles, red, one owner **£2,695**
1977 TRIUMPH SPITFIRE overdrive, radio, red **£2,295**
1974 LOTUS EUROPA SPECIAL five speed, brown/oatmeal, one owner **£3,295**
1977 PORSCHE 924 26,000 miles, rear wipe, Sundym, headlamp wash **£5,995**
1979 FIAT X19 1500 one owner, gold **£3,495**

FINANCE ARRANGED — PART EXCHANGE WELCOME

Suzuki Super Bikes to commuter Transport new & used in stock, spares & accessories at R.S.C. Bike Centre.

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.

MICHAEL CANE LTD.

Jaguar Sports Car Specialists

We offer the following cars for sale, and invite the closest inspection of them in our workshop, which specialises exclusively in their repair and restoration. All cars are covered by a 3 months guarantee.

1973 E-TYPE V12 ROADSTER LHD. Silver with red hide interior. 36,000 miles, manual, air conditioning. CWW with whitewall tyres. Superb. **£8,500**
1961 E-TYPE 3.8 ROADSTER. Dark blue. A very early chassis number car in excellent original condition, with fully documented history. 61,000 miles. **£6,950**
1960 XK 150 DHC. Red. A very original car that looks beautiful and drives superbly. **£6,750**
MARCH 707 CAN-AM racing car. **POA**
McLAREN M8C CAN-AM racing car. **POA**

Mill Lane, Godalming, Surrey (04868) 22303

CORVETTE STINGRAY

1977. 350 Auto. Mathwell Engine Conversion giving 35% extra power and reasonably evil performance. Air Conditioning. Split roof, power steering and windows, tint, stereo, alloy sport wheels and new set H60 radials plus spare set H60 cross ply super sports (part used). Maintained regardless. 23,000 miles only and superb throughout. **£6,250.**

VOLVO 244 GLT

2.3 FI Police spec. engine. Lowered suspension and profile tyres. 4-speed plus overdrive, p.a.s., sunroof, tint, alloy wheels, 0-60 = 9.4 secs. plus outstanding handling. 37 m.p.g. at 56 m.p.h. A delight to drive. **New models at £9,225. One demo available. 2,000 miles, at £7,750.**

LESBOURNE GARAGES
Volvo Main Dealers Since 1966
Reigate 49411

58693

WINSLOW MOTOR CO.

HIGH ST., WINSLOW, BUCKS, MK18 3DR
Tel: Winslow 2231

HURRY! HURRY! HURRY!
Your last chance to buy a brand new MGB

Choose from the following:
MGB GT Vermilion
MGB GT Black
MGB Roadster Brooklands Green
MGB Roadster L.E. Bronze

SO DON'T DELAY CONTACT US NOW!

— 68000

SPORTS CARS UNLIMITED



80 TVR 1600 M

Previously owned and raced by Chris Meek, unbeaten on its eight appearances in his hands, this superbly prepared car is one of the last 1600 M's ever to leave the factory and is ready for production racing this season, or use as an exciting road car. Full details on application.

CROOKGATE GARAGE, BYREMOOR, BURNOPFIELD, NEWCASTLE-UPON-TYNE. (0207) 71271

FOR SALE

FERRARI 275 GTB4

Superb condition sg 67 LHD, red, black leather, 40,000 miles, **P.O.A.**

Contact:
J. C. van der Lof
Riethermsteeg 51
Enschede, Holland
Phone: 053 764578

— 69027

HARGREAVES & BAILEY LTD

OF BLACKPOOL
EST. 1934 — THE SPORTS CAR SPECIALISTS OF THE NORTH — EST. 1934

TVR TASMIN | **Alfa Romeo** | **SCIMITAR**

IMMEDIATE DELIVERY FROM STOCK — SALES AND SERVICE SECOND TO NONE

79 BMW 320. Brown/coachline, steel sunroof, push button radio/cassette, low mileage, full service history. **£6,250.**
78 TVR TAIMAR. Red/oatmeal coachband, low mileage, excellent example of this modern classic. **£5,850.**
79 Porsche 924 Lux. Mocha black, 8,000 miles, superb. **£8,250.**
80 Porsche 924 Turbo. Onyx metallic, 7,000 miles, steel sunroof. **£12,950.**

79 V BMW 323i. Sepia brown with side stripe, fitted Mahle alloys, steel sunroof, twin electric mirrors, driving lamps, full service history. **£7,250.**

We urgently need more Porsche, BMW, Scimitar, TVR and other specialist cars. But only top class cars please.

80 TVR 3000S Convertible. Flame red, low mileage, the finest example of the mark we have offered for sale. **£7,500.**
W Scimitar GTC. Trafalgar blue, pas, e/windows, Wolfrace, tints, immaculate, low mileage, British thoroughbred. **£10,250.**
78 ALFA ROMEO SPIDER VELOCE. Low mileage, one of the last magnificent, in red. **£8,500.**
79 SCIMITAR GTE. Champagne/buckskin, full specification. **£5,950.**

PLEASE TELEPHONE FOR DETAILS OF OUR CONSTANTLY CHANGING STOCK OF 70 plus VEHICLES

SPECIALISED SERVICING & PARTS — LEASING FACILITIES AVAILABLE

CHERRY TREE ROAD COMPLEX, BLACKPOOL Tel. 66122
Open 6 days to 6.00 pm, Sunday 10.30 am to 4.00 pm.

D. K. ENGINEERING

- Service & repairs at realistic cost
- Restoration to perfection
- Ferrari & Jaguar engines rebuilt
- Gearbox & transaxle overhaul



1949 166 SPORT. Chassis No. 0059S, Vignale body specially built for Franco Cornacchia, extensive competition history, concours winner **£25,000**



1973 FERRARI DAYTONA. Black with black upholstery, just 22,000 miles from new, with history, exceptional in every way, very well maintained **£20,950**



1966 330 GT 2+2 Mk II. Metallic dark blue with grey upholstery, we have prepared this car to as new condition, FOC concours winner 1980 **£15,000**

LOLA CLIMAX CHASSIS BR12. Five bearing cam, Weber carbs, close ratio gearbox, ZF diff, new wheels, numerous spares. This car has been totally rebuilt by ourselves to ultimate competitive standards and has been finished to 100 point concours specification. Colour, British racing green, probably the finest example anywhere **£12,000**

WE WISH TO PURCHASE ANY FERRARI OR OTHER INTERESTING EXOTIC CARS AT THE PRESENT TIME. PLEASE PHONE PAUL ALEXANDER OR DAVID COTTINGHAM AT NORTHWOOD 21399 or 27012 daytime, or evenings 01-402 5664, Northwood 25435.



Delta Castle Park II 24 feet Super Luxury American Motorhome. 7.2 litre, auto, PAS, cruise control, generator, sun awning, air conditioning, bathroom, colour TV, fridge/freezer, hi-fi, microwave, other extras too numerous to mention. V-Reg, only 2,500 miles from new. Must be seen to be appreciated. Ideal team courtesy vehicle, etc. Price £23,950. Prestige car (and or caravan) taken in part exchange.
Berkshire Motor Caravan & Leisure Centre. Tel: 0635 21 345 for appointment to view.

JAGUAR MASCOT



PRECISION CHROMIUM PLATED CASTING

ONLY **£9.85** inc VAT & packing

5" length

Complete with fixing lugs

Send remittance with order to
BARNES AUTOMOTIF
Station Works, Main Road, Unstone, Sheffield S18 5AA

JOHN FAIRFAX & CO.

Ford GT40 Chassis No. 1073, to racing specification, alloy wheels, orange. **P.O.A.**
Ferrari 275 GTB 4-cam, silver, LHD, in superb condition, at present in Switzerland and all duties paid there.
Rolls-Royce Silver Cloud Three by James Young to the elegant SCT 100 design, one owner and 69,000 miles.
1951 Triumph 2000 Roadster, one previous owner 29 years and possibly best example of this sought after model available. **£3,850.**
1957/9 Cooper FI/II single-seater, original car with history, with or without Climax 1½ FPF dismantled for inspection.

Phone Martin Johnson 0448 31676 for more details

68698

JEM MARSH *Marcos*

JEM MARSH, FOUNDER OF MARCOS offers a selection of personally vetted cars which have been through his restoration workshops:
1971 Marcos 2.5 Triumph. Orange, 9,000 miles.
1970 Marcos 3-litre Volvo. White, sunroof.
1969 Marcos 3-litre Ford. Blue, overdrive, sunroof.
1967 1500 cc Ford. Brown, sunroof, alloy wheels.

Telephone Chris Marsh personally on Westbury (0373) 864097

COMPREHENSIVE RANGE OF SPARES AND TECHNICAL SERVICE

Hours of opening: 9 a.m.-5 p.m. Monday to Friday
Saturday and Sunday **by Appointment only.**

To avoid disappointment please phone Chris Marsh personally before calling.

WE ARE NOW SERVICING AND REPAIRING ALL MODELS OF SCIMITARS

WANTED FOR CASH
MARCOS CARS, ALL YEARS, ALL MODELS

Jem Marsh. 153 West Wilts Trading Estate, Westbury, Wilts.
Tel: (0373) 864097)

QUEENSBERRY ROAD GARAGE

THE SCIMITAR CENTRE, we are the largest stockists of Scimitar and Sabre parts in the world.
28-30 Queensberry Rd, Kettering, Northants. Tel (0536) 513351
ON ALL CLASSIC CARS. OFFERS INVITED.

New cars, Scimitar GTC and GTE numerous specifications, phone for details.
Used cars — Scimitar GTEs 74 to 78 from £2,765 to £5,750.
75 JENSEN INTERCEPTOR (36,000m) £5,995.
72 (3) JENSEN INTERCEPTOR £3,995.
74 ISO LELE £5,995. **46 JENSEN CV8 SEDANCA** £6,995.
57 AUSTIN HEALEY 100/6 £3,450.
70 GILBERN INVADER £1,795. **62 DAIMLER SP250** £4,250.
66 ASTON MARTIN DB6 £6,495. **54 JAGUAR XK 140** FHC £6,495.
67/68 SCIMITAR COUPÉ (choice of two) from £1,450.
76 TRIUMPH DOLOMITE SPRINT £1,995
65 TVR GRIFFITHS V8 £5,495 **79 MG MIDGET,** hard top £2,995
80 SCIMITAR GTC £10,250 **TWO 77 SCIMITAR GTE's** £4,495, £4,295.

SCIMITAR SALES, REPAIRS AND SPARES

Jensen spares and repairs

12 month warranty on all cars

We are now official Lotus Sunbeam agents

Ring us for a demonstration

A new Lotus Elite Series 2.2 on the road for only £382 per month. A new Lotus Eclat Series 2.2 on the road for only £372 per month. A new Lotus Esprit Series 2.2 on the road for only £343 per month.

A sample collection of our quality used executive cars:—

1978 Lotus Elite 503. Finished in red with cloth upholstery, one owner, service history, **only £211 per month.**
1980 BMW 635 CSi. Finished in black with black leather trim, electric sunroof, front and rear spoilers, low mileage, **only £429 per month.**
1973 Ferrari Dino 246 GT. Finished in Ferrari red, with black upholstery, a fine example.
1978 Ferrari 308 GT4, finished in blue, one owner, very low mileage, outstanding value at **only £10,995**
1978 Mercedes 450 Sel. LHD, full federal specification, service history, **only £11,995**
1979 Model Lotus Esprit S2. Finished in red with black upholstery, one owner, service history. **£7,995**
1979 Porsche 911SC Sports. Finished in metallic silver with black upholstery; 1 owner, low mileage; full service history; a fine example of this prestige motor car; **only £378 per month.**

Demonstration anytime, anywhere in UK within 24 hours.



Turbo Esprit demo now available
For further details contact WILLIAM NIGEL-JONES OR JOHN EVANS
All our used executive cars carry 12 months unlimited mileage guarantee.

Lotus HAND PICKED DEALER

Goldblatt (Specialist Cars) Ltd.

WOOD STREET, CARDIFF. Tel (0222) 493530/371609

NOSTALGIA

A VERY SPECIAL NEW YEAR SALE OFFER!

IN ORDER TO FINANCE TWO EXCITING RESTORATION PROJECTS (WATCH THIS SPACE!) ALL THE CARS MARKED* BELOW ARE OFFERED AT UP TO 20% BELOW THEIR ACTUAL COST TO MYSELF UNTIL THE REQUIRED FUNDS ARE REALISED.

Please be assured that every car offered† is presented to the highest 'Concours' standards seen anywhere, and it is almost impossible to envisage any equivalent examples even being obtainable, let alone at what price levels, in the future.
[† The ASA alone is presentable, but not 'concours']

FOR THE 'LLOYDS & SCOTTISH' & 'FIA' CHAMPIONSHIPS



★ 59 COOPER MONACO: **195 b.h.p. 2-litre FPF Climax giving 360 b.h.p. per ton!** 4 year restoration to 'best in the world' standards; fully race prepared and tested, already *confirming its* Lister-beating potential with reliability; **registered with HSCC & FIA,** and incidentally for road use too.



★ **50 EX WORKS HWM-ALTA F1/F2; a famous part of British Grand Prix Racing history;** the only surviving original member of the 4-car Works Team that successfully competed in 19 F1/F2 GPs etc. during 1950; this actual car, driven by Abecassis and Moss, achieved over a dozen excellent placings in such events, against Fangio, Farina and Ascari etc; now, **HSCC & FIA Registered for both Single-Seater and Sportscar Racing; road taxed and used too** (10 min. conversion either way); presentation is totally faultless perfection throughout.

FOR THE 'WILLHIRE' HISTORIC GT CHAMPIONSHIP



★ **'68 LOLA T160 CAN-AM: complete package includes a pukka 500 b.h.p. fuel inj. Chevy 332 c.i. race engine (750 b.h.p. per ton!), plus 300 b.h.p.** Corvette unit (both excellent), chest of new spares, extra wheels, tyres etc.; already tested at Silverstone — must be an outright winner, also road registered and a concours award winner.

---

75 E-TYPE V12 ROADSTER. 23,000 miles, auto., red, lots of extras; totally superb throughout — priced to sell.

---

67 AC COBRA '289' MK3. Totally restored by CP Autocraft to their best standards, *just 500 m. ago,* but using the original chassis, engine and body etc.; dozens of special features; as an **acknowledged specialist in Cobras, I would faithfully claim this as probably being the best '289' Mk.3 in the world;** for sale on commission, but at a realistic price.





★ **'63 ASA MILLE GT (FERRARINA), LHD;** only about 50 of these pretty 'Baby Ferraris' were built); 115 m.p.h. from the 91 b.h.p. 1-litre SOHC engine; 2+2 part alloy body, Campagnolo wheels etc; nicely presented and **an absolute bargain at £3,750 o.n.o.**

NEXT 'GOAT' PUB MEETING — HERTFORD HEATH, SUN. JAN 4th NOON.

WANTED: (i) JAGUAR V12 'E' 2+2, (ii) 1933-36 ASTON MARTIN 1½ litre S/C LE MANS (or MKII) — Both must be genuinely among the best of their type.

ROD LEACH: Tel: HERTFORD (0992) 58891 9 a.m.-10 p.m. 7 days per week.
Write: Briar Forge, Vicarage Causeway, Hertford Heath, Herts. SG13 7RT.
VISITS BY APPOINTMENT ONLY!

MOTOR WHEEL SERVICE REPAIR CO. THE EXPERTS

REPAIRS—REBUILDS. We offer a full repair service including re-enamelling, and re-chroming of All Wire Wheels, including Borrani's. Our Staff have established an enviable reputation for their skill in re-furbishing VINTAGE and VETERAN WHEELS including the manufacture of those which are obsolete. We can offer an "ON THE SPOT" EXCHANGE WIRE WHEEL SERVICE for most British Sports Cars from 1950. Having the facilities to manufacture most Knock-on Wire Wheels in Chrome, we can offer for a Wide range of British and European Cars, the largest selection of Knock-on and Bolt-on Wire Wheels in the UK.

OFFICIAL DUNLOP DISTRIBUTOR & SERVICE AGENT
71 JEDDO ROAD, SHEPHERDS BUSH, LONDON W12 9ED 01-749 1391/743 3532

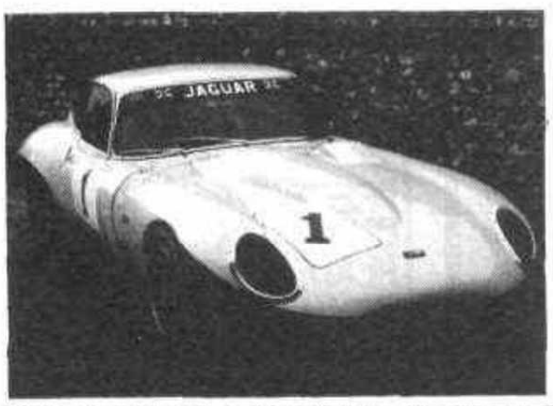
PORSCHE CARRERA RS



Mint condition used only during fine weather 59,000 genuine miles, service history from first day ownership, 1973. Recent overhaul ie new clutch, oil cooler, two Porsche heat exchangers, no expense spared, suitable for enthusiast or collector. **Bargain at £8,500 no offers.**
Phone business 0491-37043
Home 023 587 696

89370

RACING E-TYPE JAGUAR



A truly exceptional racing Jaguar fully modified, completely rebuilt, new 330 b.h.p. engine, ready for a season's racing. Immaculate condition **£12,000** including a host of spares. Overseas enquiries welcome. Collectors and enthusiasts. **Contact: Brian Russel between 8 a.m. — 6 p.m. 0264 78 460**

89474

Classic Cars of Coventry

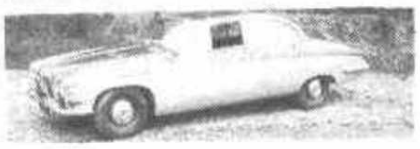
THE JAGUAR SPECIALISTS

Manufacturers of custom built Jaguar convertibles, suppliers and builders of speciality vehicles for the film industry, retailers of new and used Jaguar parts, shot blasting, metal polishing, coach trimming, full service and bodywork facilities. All work carried out by factory trained engineers of unrivalled experience — **ON OUR OWN PREMISES.**



Jaguar Mk X & 420G We almost certainly have the best selection on offer, including a fully renovated L.H.D. Mk X, photo (at Assen Automuseum in Holland) and an 18,000 mile 420G at **£5,250.** Plus 10 more from **£750.**

Announcing— **"The Viking SSR".** The sports car of the 80's that brings back the best of the 30's. Handcrafted to order around XJ components using the best materials. Lifetime warranty for chassis! Available with 2.4, 3.4, 3.8 or 4.2-litre engine. (Photo is a prototype, production car has full length wings, bucket seats and seats for two children).



Mercedes Type 320 Wehrmacht Staff Car Replica. Constructed by us for E.M.I. for use in the new feature film "Raiders of the Lost Ark". All Jaguar running gear — top speed exceeds 120 m.p.h. Offered at **£25,000.** Similar cars can be made to order with either Jaguar or Mercedes appearance from **£20,000** depending on specification.

Jaguar Mk I & II, photo shows a 3.8, we have 3 of these, 5 3.4's and 3 2.4's. Conditions vary from scruffy to superb and prices accordingly.







Jaguar MkVII, VIII & IX, from **£500** to **£4,750**. 2 low mileage, one owner Mk VIII's, 2 very good Mk VIII's, 1 exceptional Mk IX and serveral others to clear.

Jaguar 420, Sovereign & 'S' Type, several to choose from, including a superb Sovereign at **£2,250**, a manual 3.4 'S' at **£2,500** and a 3.8 'S' auto at **£9750.**

'V12' E-TYPES 2+2. A manual and an auto. Both exceptional, low mileage cars from **£4,950.**

A selection of other interesting vehicles; 1925 Studebaker, 1950 Armstrong-Siddeley, 1959 Austin Princess L.W.B. Limo, Volvo P.1800 Sports, 1964 Jensen CV8, 1967 Daimler Majestic Major L.W.B. Limo's (choice of 3), 1967 Reliant Scimitar 3 litre by Ogle.

JAGUAR CORNER, SOUTHFIELD ROAD
HINCKLEY, LEICESTERSHIRE.
PHONE: HINCKLEY (0455) 613948

(3 mins. from motorway)

LAST OPPORTUNITY!!

CASTLE GARAGE, NEATH, WEST GLAM, PHONE NEATH 3160

Offer: **NEW MGB GT,** red, o/drive, wire wheels, at **pre/increase price!**
NEW MGB SPORTS, red, o/drive, wire wheels, at **pre-increase price!**
Also: **1979V MG MIDGET,** green, one lady owner, 600 miles only **£3,595**
1978T MGB GT, yellow, one lady owner, o/drive, radio, 5,000 miles only **£4,250**
COMING SHORTLY! MGB, Limited Edition, the last one to be built.

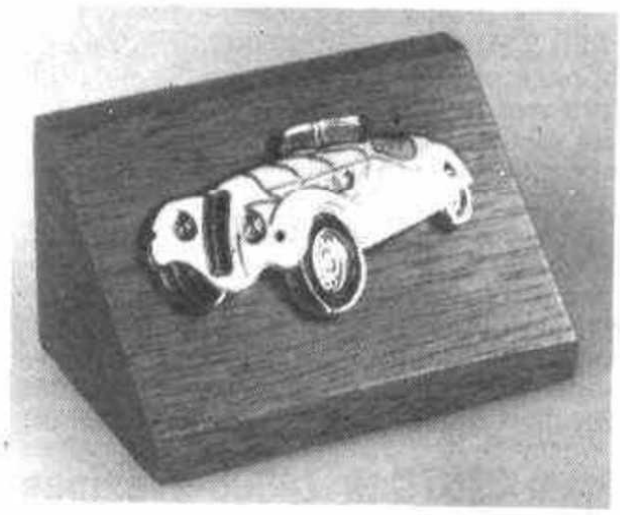
67630

SPECIALIST AUTOMOBILE ENGINEERS — **TURBO SUPERCHARGING 10 YRS EXPERIENCE**

Installations for any make of car including complete exchange blueprinted Low Compression Engines for complete Turbo reliability. Ford V6/Rover V8 etc. Holley 4 Barrel Carburettor Conversion Kits giving up to 20% performance increase from £125 Ford V6/Rover V8/Stag.

AUTO POWER SERVICES, SOUTH MARCH, DAVENTRY, NORTHANTS **Tel: 03272 76161**

"MINAMEL" COLLECTION



Enamelled emblems, jewellery finish on wooden mount, 2" x 1¼" x 1⅛". Available for: Bugatti 35, Maserati 250F, ERA, Bentley 4½, Jaguar D, BMW 328.

Obtainable through all good model shops and motor accessory stores, or direct. Price **£2.00** inclusive.

From:
R.E.V. GOMM (MS) LTD., 16 FREDERICK STREET, BIRMINGHAM B1 3HE.

HEXAGON *Alfa*



OPPORTUNITY

'W' Reg Delivery Mileage SUD Ti 1.5 Silver. **£3,995**
'W' Reg. Delivery Mileage SUD Ti 'S' Black **£4,295**
Also **'W' Reg. Delivery Mileage Giulietta 2-Litre £5,295**

Hexagon of Highgate, 26 North Hill, London N6 **01-348 5151**



1980 Mercedes 450 SL. Delivery mileage, full specification, white/black leather interior. **POA.** (Similar to above).



1979 Maserati Merak SS. Red/beige interior, air conditioning, 9,000 miles, one owner. **£15,950.** *(Similar to above)*



1964 Bentley S3. Brown over light gold metallic, red interior, lambswool rugs to front and rear, 79,000 miles. Very scarce in this condition, personal number. **£12,000.** *(illus)*

NEW De Tomaso Pantera GTS. Metallic light blue, white trim, air conditioning, 8" front and 10" rear wheels with P7 tyres. **LIST.**
NEW Maserati Merak SS. Metallic gold, air conditioning, leather interior. **LIST.**
1980 W Reg. 900 5-door Saab Turbo. Carmine red, electric glass sunroof, electric windows and mirrors. Radio/stereo *and all usual extras. Save £1,230 on new.* **£10,500.**
1979 MG-B Roadster. Yellow, delivery mileage. **£5,250.**
1976 Ferrari 308 GT4. Concours winner. **POA.**
1980 TVR Turbo. Metallic gold, all extras, 12,000 miles. **£8,495.**

For these and full range of SAAB cars, including Turbo models

contact

KILLINGHALL SAAB Garage

Otley Road, Killinghall, Harrogate. Tel: (0423) 501571

Officially Appointed Distributors for Maserati and De Tomaso In the North

Specialist tuning and service — rolling road, computerised diagnostic facilities. Race/rally preparation.

FERRARI



FERRARI 250 GT SWB CHASSIS 1059

The 1959 Paris Show car and perhaps the most sought after SWB is now offered for sale. **Substantial offers to Tony Willis, Cooper Cars, 929 Loughborough Road, ROTHLEY, Leicester.**

Also

the following used Ferrari cars with history

1978S 308 GT4 Racing Red, tan hide, air con, w/wheels.
1980W 308 GTB Alpine White, blue hide, air con, w/wheels.
1978S 308 Spyder Racing Red, tan hide, air con, w/wheels.
1980V 308 GT4 Racing Red, black hide, air con, w/wheels.

NEW FERRARI — Enquire for details

OPEN 7 DAYS A WEEK

PHONE 0533 374444

Selected Cars

- **BENTLEY 4½-LITRE TOURER.** Last vintage car made by works, authenticated. **£29,000**
- **JENSEN SP.** Showpiece **£5,750**
- **MERCEDES 230SL.** Works engine **£4,950**
- **STAG MANUAL O/D '77.** Exceptional **£4,750**
- **ASTON MARTIN DBS6.** Choice of two **£3,950**
- **MEXICO ESCORT 78.** Low mileage **£2,950**
- **MINI CLUBMAN '80.** 6,5000 miles **£2,875**
- **DUTTON 80.** Fully sorted with balanced Taurus c-flow engine, etc. **£2,875**
- **SPITFIRE.** Full history, low mileage **£2,450**
- **DUTTON 1500 cc 79 'V'** **£2,250**
- **FIAT 128 3P BERLINETTA COUPÉ** **£1,995**
- **BMW 2002** Automatic **£1,895**
- **TRIUMPH 2000** Stag Special **£1,895**
- **GT6. Mark III.** Eyecatching **£1,495**
- **BMW R100 RT SUPERBIKE.** 1,100 miles, 1980 (cost £3,600) **£2,475**
- **FRANCIS BARNETT 1959.** 1,300 miles, original, superb **£695**
- **LOTS OF SALOONS AT ALL PRICES TO EXCHANGE (CASH EITHER WAY) FOR YOUR SPORTS/GT ETC.**

12 months guarantee by Car-Care Plan.

36 PANORAMA ROAD,
SANDBANKS, POOLE, DORSET.
Tel. 0202-709407 or 0202-700200 evenings

JOHN DANGERFIELD GARAGES

COLT SCIMITAR MORGAN

1977 August Scimitar. Wessex green, overdrive, supplied & maintained by us, stereo, alloy wheels, Webasto roof etc. 24,000 miles. **£5,750**
Lotus Seven. Re-registered in 1978 **£2,750**
1970 4-seater Morgan, lots of extras, good history.

We invite inspection and offers for the following:

1967 TR4A; 1965 Mercedes 230SL; 1964 Healey 3000 Mk. III, 1963 TR4; 1939 Fordson Tractor

**STAPLE HILL ROAD,
FISHPONDS, BRISTOL
Tel: 566373 or 566525
Parts: 567721**

A.G. & P.D. Southerington

Grantham, Lincolnshire

1937 Rolls Royce Phantom 3 Hooper body, 48,000 from new by one owner. A unique opportunity to acquire a superb example of this most exclusive pre-war Rolls, offers invited.
1934 Hudson Terraplane 42,000 miles only from new. Totally original and in excellent order. Good investment. offers around **£3,000**
1934 Standard 9, fully restored, good looking and very usable, excellent value for only **£1,850**
1954 Ford Zephyr Zodiac Mk.I 53,000 miles only, registration number TOD 800. Superb condition **£850 or near offer**
1955 Morris Minor 4 door saloon, only 23,000 miles from new, unbelievable condition and totally original, offers around **£2,000**
1952 B.S.A. Bantam m/cycle, original and running **£250 o.n.o.**

Telephone: Grantham 67675 or 74089 evenings

Village Garage

OF HARROW

4 Pinner Road, Harrow, Middlesex
Telephone 01-863 1166/01-863 7732



DATSUN 280ZX 2+2 1979 Gold, 5 speed gearbox and P.A.S. Immaculate condition. Only 7,000 miles. **£6,995**

BMW 323i 1978 Silver with tinted windows, Phillips 460 Radio cassette and Full Service History. Only 21,000 miles. **£4,975**

TRIUMPH TR7 1980 W Russet Brown. Sunroof, 5 speed gearbox, Custom Coachlines. Only 2,000 miles. **£4,895**

TRIUMPH STAG March 1978 Russet Brown. Automatic. P.A.S. Hard and Soft Tops. Only 21,000 miles. **£4,495**

FIAT X19 1979 V Gold with Light Grey Interior, 5 speed gearbox. Only 10,000 miles. **£3,995**

CAPRI 2.0S 1979 V Black with Tartan Trim. Radio. 1 Owner. 12,000 miles. **£3,995**

LANCIA BETA 1600 HPE Feb 1979 Bronze. National Panasonic Radio cassette. 1 Owner, 29,000 miles. Superb condition. **£2,995**

ALFASUD SPRINT 1.5 1978/79 White with Grey Velour Interior. Radio cassette. 5 speed gearbox. Custom coachlines. 1 Owner, 28,000 miles. **£2,895**

LANCIA BETA 1600 HPE 1977 Dark Blue. 1 Owner. 27,000 miles with Full Service History. Custom Coachlines. **£2,395**

MGB GT 1979 W White. Black Vinyl Roof with Sunroof. Chrome Wheels, Radio cassette L.H.D. 1 Lady owner, only 21,000 miles with Full Service History. **£2,295**

LANCIA BETA 1600 Coupe. 1976R White with Green Trim and contrasting custom coachlines. Blaupunkt radio. Rustproofing. Only 24,000 miles. **£1,895**

The name for Quality Sports Cars

TWO-WHEELERS

**18 DERRINGTON AVE, CREWE, CHESHIRE
PHONE CREWE 55855 (shop hours)
ALSAGER 6835 (evenings)**

Over 100 used motorcycles, 50 cc to 1000 cc, from £80 to £2,000 and offered in exchange, cash either way, for collectors' cars and motorcycles.

Cars this month include:

1959 Bentley SI two tone, long tax and M.o.T. **£3,995.**
1949 Bentley Mk. VI long tax and M.o.T. **£2,695.**
1950 approx Guy 29 seater coach repainted. **£595.**
1975 Mazda RX3 coupé very fast from **£395.**

Motorcycles include:

1960 approx Greeves 250 scrambler. £219.
1961 Triumph Tigress 250 scooter. £139.
1971 Reg Triton 650 T110 Alloy Tank, clip on's etc. **£649**
1965 Triumph Tiger 90 350 £399
1960 BSA A10 650 £369
1979 Honda CB750. Phil Read replica. **£1,599.**
1979 BMW R100S. £1,849.
1980 Honda CB900S. £1,629.
Plus most makes and models of foreign machines.

Also available the following new machines:

Suzuki GSX750, GS850, GS1000, GSX1100
Triumph Bonneville US, UK and Electric
Yamaha XS750, XS850, XS1100
Honda CB750, CB900, CBX1000, GL1100
Kawasaki Z750, Z1000, Z1300
Laverda Jota, 1000, 1200,
1976 Moto Guzzi 850 T £899

Plus many, many more at discounts of up to £600. Any p/x considered. Free delivery of cars and bikes most areas of the country. HP available from 15% deposit.

Phone for details

Eoin Young's

RARE MOTORING BOOKS

My 80/3 Catalogue is now available listing over 700 collector's titles. For the first time we have an illustrated centre spread showing a range of motoring collectibles including paintings, prints and rare Sales Catalogues.

And to make your mouth — and your eyes! — water, I am listing for the first time a selection of original FERRARI YEARBOOKS and sales literature.

To cover price increases in the New Year, the 80/3 Catalogue price is now £2 (overseas airmail $5 cash). "Motor Sport" editor Bill Boddy enthuses about his favourite old motoring books in his regular column.

Personal shoppers should note that our books are now available at the end of the parade behind Bell & Colvill, the Alfa Romeo and Lotus dealers in West Horsley (just off the A246). Telephone 04865-2433 if you have any special requests, or write for a Catalogue to: Motormedia, PO Box 3, East Horsley, Surrey.

I BUY AUTOCOURSE, AUTOMOBILE YEAR AND OTHER GOOD BOOKS.

ASHTON KEYNES VINTAGE RESTORATIONS LIMITED

Ashton Keynes, Swindon, Wilts.

Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery.

Chassis and mechanical rebuilds.

Coachbuilders award 1979

Tel: Cirencester (0285 861) 288

LIDDELL AND HORNER



1925 AJS 8 HP V-Twin solo motor cycle in very smart original condition. **£975**

1926 BSA 1000cc V-Twin outfit, original in every respect, tools etc., a really outstanding machine, with excellent performance. **£1,975**

1956 Norton Dominator 88 Twin, in very original condition. **£675**

1972 Alfa Romeo 2000 Spyder, finished in yellow with black interior, very original and lovely. **£1,500**

1949 Bentley Mk VI H. J. Mulliner sports saloon, finished in blue with grey interior. A car with very good investment potential. **£3,250**

1952 Bentley Mk VI 4½-litre, finished in shell grey with red interior, a very smart example. **£3,250**

1954 Bentley "R" Automatic saloon, a very lovely example finished in black over grey with red interior. A much above average example. **£6,580**

1959 Bentley SI Continental James Young sports saloon, a very nice example and one of the last 6-cylinder Continentals produced. **£10,750**

1953 Austin Healey 100-4, rebuilt in recent years with new leather etc., a very smart example. **£2,350**

WANTED Parts and information for Rolls-Royce, Bentley, Hispano Suiza H6 and Straker Squire.

Westover Farm, Goodworth Clatford, Andover, Hampshire Telephone: ANDOVER 3643

Classic Automobiles P.J. FISCHER

Specialist in low mileage, classic Rolls Royce & Bentley cars.



Bentley Mk 6 1952 4½. Black with dark brown interior, low mileage car in first class order. Full service carried out including new tyres and exhaust system.

ALSO IN STOCK:

Silver Cloud II 1962. Burgundy with beige interior, low mileage.
Silver Cloud II 1962. Sand over Sable with beige interior, low mileage.
Silver Cloud II 1961. Black with tan interior, low mileage.
Silver Cloud I 1958. Midnight blue with blue interior, low mileage.
Bentley Continental Mulliner S3 2-door Coupé. LHD, blue with light interior, very attractive low mileage car.
Bentley Continental James Young S3. Black with beige interior.
Bentley S1 Drophead Coupé. Ivory over champagne with brown interior, low mileage concours car.

WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS OF THE TYPE WE SELL

Established 8 years — After Sales Service — Restoration and Coachtrimming a speciality.

Please telephone or send SAE for free stocklist.

STEEL TRANSPORTATIONS LTD, EMPERORS GATE, 14 OSTEN MEWS, LONDON SW7 TEL. 01-373 2296

P&A Wood

Great Bardfield, Braintree, Essex.
Tel: Great Dunmow (0371) 810604



Bentley SII 4-door saloon 1961. Finished in Shell Grey over Black with Blue/Grey upholstery. Extensive restoration work recently carried out by ourselves at considerable expense. The car has factory fitted air conditioning and Sundym glass. A superb example of a standard saloon in excellent condition.



Bentley SII Continental Flying Spur by H. J. Mulliner, 1962. Finished in Oxford Blue with Red upholstery. An outstanding example having only covered 48,000 miles. Complete, original and as one would expect for the mileage.

SPECIALISTS SOLELY IN ROLLS-ROYCE AND BENTLEY SALES, SERVICE AND REPAIRS.

Nigel Dawes

Birtsmorton Court
Telephone 068 481 525



ASTON MARTIN DB 1. Reg. THX 231. First DB car ever sold to public, only 15 ever made, completely restored throughout in jet black with new red hide, new grey hood, a very important collector's car.



MG 1500 c.c. SPECIAL. Two seater in light and dark green, new green hide. 1500 c.c. VA engine, PA chassis many very sporting features — chassis up restoration.



1930 ALVIS 12/50. Cross & Ellis two seater with dicky recently undergone a full restoration in two tone green with original tan hide seats and white fabric hood. Also another 1930 ALVIS 12/50 wide bodied model 2-seater with dicky, which can be restored or purchased as is. In good running order.



SALMSON "GRAND PRIX" 1929. Recently having undergone an extensive body off restoration, inc. new fabric body which incorporates a pointed tail and staggered seat, trimmed in maroon hide. Nickel front axle and fittings, new full length wings. Mechanically excellent rewired throughout.

Also available:
ASTON DB5 Vantage Manual, specially modified with flared wings.
ASTON DB6 Volante.
ASTON DBS V8 Lola Prototype.
BRISTOL 405, choice of two
BRISTOL 404, 1958 Brussels Show Car, LHD.
ELVA Mk 7 1962, Sports Racing Car.
JAGUAR E-TYPE 4.2 Roadster, red.
LOTUS 47 SPECIAL, Gold Leaf Team Colours.

Birtsmorton Court Nr. Malvern Worcestershire



Bentley Mk. VI B425 FU 1950 4¼-Litre Park Ward Convertible. Full flow engine, aluminium body black and off white with grey interior. This car (illustrated on page 254 bottom picture Johnnie Green book) is in outstanding condition throughout.



1933 Mercedes Benz, 380K Cabriolet Convertible. Body by Sindelfinger. LHD supercharged straight 8. 4-Speed overdrive gearbox. Red with red interior. Actual car on page 82 of "The Mighty Mercedes". Concours condition throughout. This is a rare, exclusive, expensive automobile.

Viewed by appointment only

Max Rice, R.R. # 10, Brampton, Ontario, Canada, L6V 3N2
Phone: Office 416-451 0443 Home 416-457 4238

67886

H. M. BENTLEY 3:4½-LITRE



Fast and very handsome car in exceedingly good condition. Can be seen in London.

£22,000

DICKLEBURGH (NORFOLK) 492

69033

Headlinings, leathercloths, Duck and Mohair hoodings, moquettes, carpets, Bedford Cords, and felts. Draught excluders, wing pipings, window channels, trimmings, rubber and sponge sections, leather helmets, accessories and leather renovation kits.

ALL THIS IS AVAILABLE for Vintage and Classic cars at keen prices from the **WOOLIES CATALOGUE**. Send 45p today for your copy UK post paid. (Overseas: *Europe* 65p USA $2.00, bills *please*, airpost paid).

BY RETURN MAIL ORDER and over the counter sales. Open Monday to Friday 9-5 (lunch 1-2). Other times by appointment.
Ian and Caroline Woolstenholmes are "WOOLIES MS", off Blenheim Way, Northfields Industrial Estate, Market Deeping, Nr Peterborough PE6 8LD.
Tel: Market Deeping (0778) 347347.



RAILTON

1934 STRAIGHT 8 TOURER

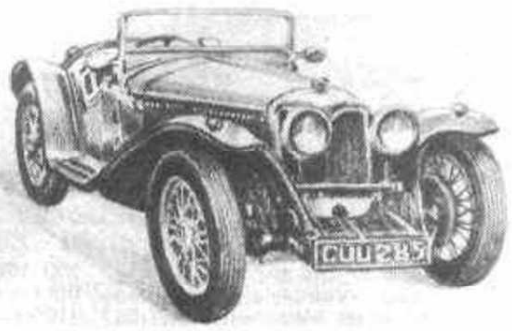
Original aluminium bodywork in excellent condition. Outstanding example of rare model.

£11,000
01-948 4360

67472

FINELY DETAILED METAL MODEL CAR KITS

1/43rd scale Riley MPH **£6.90** *inc.* VAT post free. Also available Riley IMP, Citroën 5cv, Daimler Dart, Austin 7 Open Tourer, Austin Box Saloon, Austin Ulster, MG K3, Morgan 3 wheeler, Bull Nose Morris Oxford 2-seater all at **£6.90** each.



Send 20p (in stamps) for illustrated catalogue including large range of 1/24th scale models. Traction engine kits and Foden steam wagon.

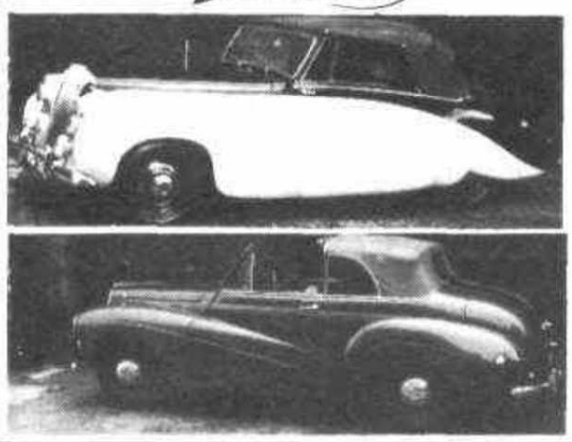
Wills Finecast, Lower Road, Forest Row, Sussex RH18 5HE.

SPORTSCAR GARAGES

☎ **01-729 1221**

UNION WALK, SHOREDITCH, LONDON E2 8HP

Daimler



Barker Special Sport. 2½-litre Drophead Coupe, Claret over Ivory, new Hood and Chrome, recently recellulosed and retrimmed throughout. Choice of two others nearing completion. Prices from £3,750.

Century 4-Seat Power Hood Coupe. Exceptional original example, 32,000 recorded. Metallic Grey, Maroon Hood, Red Hide to interior. £2,500.

Alvis Grey Lady TC 21/100. Sunroof, wire wheels, recellulosed. £2,500

WANTED URGENTLY: ANY OPEN DAIMLER

SPECIALISED SERVICE FOR A SILVER GHOST TO SILVER SHADOW

PADDON BROTHERS
KNIGHTSBRIDGE

BRITAIN'S OLDEST DEALER IN ROLLS-ROYCE CARS



1953 BENTLEY R TYPE H. J. Mulliner, Razor Edge saloon, indigo blue, tan leather, recorded mileage 160,793. **£7,750**

1965 SILVER CLOUD III. Caribbean Blue, Beige hide interior. Sundym glass, extensive history including recent replacement engine and gearbox. **£13,950**

1972 SILVER SHADOW. Astral blue. Beige hide. **£13,950**

1974 (N) SILVER SHADOW. Caribbean blue/dark blue int., 30,000 miles only with full history, flared arch spec., immaculate condition. **£19,950**

1975 (Oct) SILVER SHADOW. Shell grey, with dark blue Everflex roof, dark blue hide, 48,000 recorded miles. **£19,500**

1959 SILVER CLOUD I. Shell grey over Caribbean blue, an exceptionally well maintained car in far above average condition, many extras and highly recommended. **£12,950**

1952 BENTLEY MK. VI. 4.5-litre, black with tan hide, nicely restored. **£5,250**

60 CHEVAL PLACE, LONDON SW7
01-589 9477



1960 BENTLEY S2. Sage over Smoke-Green, Dark Green interior, 71,000 miles only, outstanding overall condition. **£8,750**

During 1980 we restored, repaired, or renovated **46** Veteran, Vintage, PVT and Sports Cars at a labour rate of **£7** per hour for all trades. In spite of inflation we are holding our rate at **£7** per hour for all Restorations commenced by April 1981.

If you want your car restored efficiently and 'Within Living Memory' contact us:

ANTIQUE AUTOMOBILES LTD.

35-39 MAIN ST., BASTON, PETERBOROUGH
Telephone: Greatford (07786) 288/488

Telephone.
WESTBURY 823603

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

127 WEST WILTS TRADING ESTATE, WESTBURY, WILTS.



1959 Bentley SI

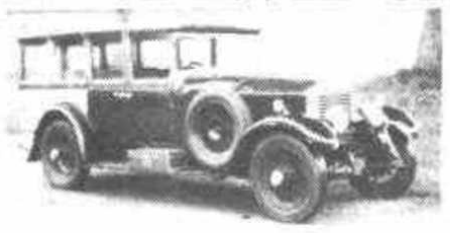
6 cyl. 8.0 to 1. Chassis No. B 55 GD. Total mileage only 81,000, automatic gearbox, power assisted steering, one RREC member since new. Tudor grey, blue grey hide, in excellent original condition. Including personal registration number.

£7,500

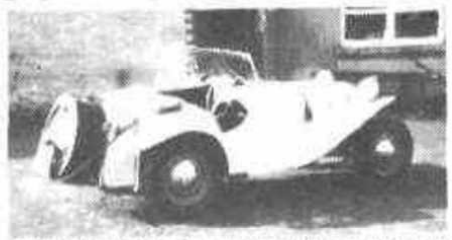
I will willingly meet overseas buyer at London Airport by arrangement.

Telephone Ivan Page-Ratcliff on Windsor 61547. — 68353

DAVID A. C. ROYLE



1926 Rolls Royce Twenty. Original coachwork by Joseph Cockshoot and believed converted to shooting brake by them in 1948. Twin sidemounts. Barker dipping. **£8,250**



1947 Dellow Mk.I. Rare sports/trials car, with twin spares, new hood, s/screens and tonneau. M.o.T., taxed, reliable and economic. **£2,350**

A comprehensive service of the highest quality.

1923 Wolseley 10 2 seat plus Dickey. **£4,650.**
1970 Jaguar E-Type 4.2 Coupé. Recon. engine, new wheels, exhaust, re-painted, etc., etc. **£5,450.**
1938 Lagonda LG6 Saloon. Requires some work, but sound. **£3,950.**

VINTAGE MOTOR CAR RESTORATION
The Old School, Staindrop, Nr. Darlington, Co. Durham.
Tel: Staindrop (0833) 60452 or 60630

B. M. Ellis Huddersfield Ltd.

Telephone 0484 661101 — **"ELLIS HOUSE" HUDDERSFIELD ROAD HONLEY Nr. HUDDERSFIELD** — **After Hours 0484 31426**

1937 Rolls-Royce 25/30. H. J. Mulliner Sedanca De Ville, black/maroon, beige interior rear, black front, fully restored, a very beautiful car

1963 Rolls-Royce Silver Cloud III. Pine Green, refrigeration, 3 owners, 69,000 miles.

1971 K Rolls-Royce Silver Shadow 4-door. Regal red, red interior, recorded mileage 58,000, immaculate condition, service history.

1954 Rolls-Royce Silver Dawn. Tudor grey with grey interior, 49,000 miles from new.

1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.

1949 Bentley James Young. 4-door coachbuilt saloon. Dawn blue with beige interior. Recorded mileage 64,000. Fully restored.

1961 Vanden Plas 3-litre. Black over blue/grey, 50,000 miles, looks and drives better than new.

1971 K Mercedes Benz 250 Sc Coupé. Metallic whisky, white trim, PAS, electric sunroof, manual gearbox, genuine mileage 40,000, absolutely superb.

1979 March Land Rover Safari. LWB 6,000 miles, 12-seater, 6-cyl., petrol, o/drive, freewheel hubs, deluxe seats, towbar etc.

Austin Minor 1000 Van. In blue, 12,000 miles, concours condition.

ALL OUR CARS ARE IN SUPERB CONDITION

DAVID HOWARD CARS

RANVILLES FARM, ROMSEY, HAMPSHIRE. Tel: Ower (042136) 481

1915 Ford Model T brass radiator tourer. Concours condition. **£6,500**
1922 Delahaye 12/16 4 seat tourer. Really charming, original vintage car. Exc. runner. New M.o.T. *(illus.).* **£5,500**
1928 Rolls-Royce 20 h.p. saloon by Weymann. Originally supplied to Sir Malcolm Campbell. Beautiful condition. New M.o.T. **£11,750**
1928 Rolls-Royce 20 h.p. Tourer. New coachwork, very attractive. Grey with red hide. **£11,250**
1953 Aston Martin DB2 Vantage. BRG, tan leather, restored to concours, must be seen, tax and M.o.T. **£5,000**
1964 Aston Martin DB5. Very attractive in metallic blue, new clutch, M.o.T., 5 speed ZF box, very reasonably priced at. **£4,850**



1969 Triumph 13/60 Convertible. Valencia blue, 25,000 miles only, absolutely mint condition, must be best available. **£1,575**

The Bargain Barn Contains:—
1935 Ford Model C 10 h.p. for restoration, £575.
a huge mower by Automower £75.

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

Laurence Kayne (Ascot) Ltd

THE COMPANY THAT SHOULD BE CONSIDERED WHEN PURCHASING A ROLLS-ROYCE OR BENTLEY MOTOR CAR

1980 Rolls-Royce Silver Shadow II. Finished in silver chalice with navy blue trim and carpets this example has covered only 2,000 miles from new **£31,950**

1979 Bentley T2. Finished in Caribbean blue with matching blue/grey trim. This motor car has had one owner, and has only covered 18,000 miles from new **£25,750**

1978 Rolls-Royce Silver Shadow II. (Wash Wipe Model) magnificently finished in champagne, 27,000 miles from new with full service history **£22,950**

1973 Rolls-Royce Silver Shadow. Elegantly finished in walnut with beige trim and carpets, two owners and only 52,000 miles from new, full history supplied **£11,950**

1971 Model Rolls-Royce Silver Shadow Convertible. This motor car has been maintained regardless of cost and is finished in Le Mans blue with dark blue hood and trim. Excellent service history **£14,500**

1958 Rolls-Royce Silver Cloud I with coachwork by James Young, finished in mushroom and beige with matching trim. Mechanically faultless but would require minor cosmetic work hence **£7,750**

1957 Bentley SI Convertible by Park Ward, excellent order throughout. Offering a rare opportunity to acquire one of the true classic motor cars of our time **£21,950**

1971 Model Silver Shadow. Finished in sand with excellent dark green hide interior. A superior example of the early Shadow **£8,950**

WE ALSO HAVE A LARGE SELECTION OF OTHER MOTOR CARS SIMILAR TO THOSE LISTED ABOVE

PLEASE CALL FOR FURTHER DETAILS
01-387 9540 office hours — Winkfield Row (03447) 4919 evenings and weekends.

ROLLS-ROYCE PHANTOMS FOR SALE

1926. P1 Barker Pullman Limousine. Dipping Greable lamps, Ghost wheels/appearance. Fine original order. 1927. P1 D. Back Limousine. Occ. seats, division, interesting history, needs restoration. Iron heads.

DAVID NUDD

Hemington House, Shardlow, Derby DE72HP
Tel: 0332792177 (68503

WILLIAM M. TAYLOR

The man with the mania
Rolls-Royce
&
Bentley Connoisseur

Engines and components rebuilt to maker's data and concours finish. Vibration dampers, brake servos, starters, etc., etc., overhauled individually if required. New and used parts supplied.

Friendly advice and moral encouragement for fellow cherisers

Orchard Cottage, Yetts O'Muckhart, Dollar, Clackmannanshire. Tel. Muckhart 431

TYRES

550-17 New covers	**£17.50 ea.**
820-15 New covers T/L	**£55.00 ea.**
700-16 Dunlop 6 ply, T/L	**£45.00 ea.**

We sell Pirelli P7 at fantastic discount.

Plus carriage, plus VAT at 15%

HAMPSTEAD TYRES LTD.
31-35 Fortune Green Rd., London N.W.6 **Tel.: 01-435 8988/4992**

SS100 JAGUAR

REPRODUCTION PARTS COMPILING

S/H SS1 chassis, front and rear axles, 2½-litre engine, gearbox, rad shell, wheels, set of instruments, new fuel tank, new body, new wings, new badge bar, new roadsprings, new windscreen, new bonnet, new hood frame, new seat frames. P.O.A.

Cirencester (0285) 861288

R. F. FUGGLE LTD ESTD. 1906

Talbot 105 D/H, coupe by James Young	**£12,750**
AC Greyhound maintenance history from new	**£4,650**
Bristol 410 one of the nicer examples	**£4,850**
Bentley R Type Continental. Automatic.	**£22,650**
Bristol 411's Mks I, II, IV and V. Upwards of	**£5,000**

BUSHEY HEATH, HERTS. TEL.: 01-950 1685/6

CAR DUST COVERS, keep your cherished paintwork scratch-free with our purpose-made high quality yet low-cost 100% cotton 11'6" wide covers. Sizes: 15' £16.50; 17' £18.95; 19' £21.95; 20' £24.45; 22' £26.95; 24' £29.95. P&P £1.95 each. Giant 16' x 20', approx Aston Ferrari, Jaguar, MG, Porsche or TR emblem affixed to your cover for £9 extra. Prices include VAT cheques PO with order please. Adrian Sacks, 15 Borough Market, Halifax. Tel: 0422 58554. (68547

WANTED

ANY:

ALVIS, LAGONDA, ASTON MARTIN, JAGUAR, BENTLEY, ROLLS-ROYCE, RILEY, ETC.

PLEASE RING:

01-731 4383

9.30 am-6.30 pm

BENTLEY four-seater open tourer special Mk. 6.



30 cars rebuilt during the last twelve years. We are specialists. Completed car ready for sale, cherry paint work and hood with offwhite trim. Next car ready February 1981. British racing green paint work, with black hood and trim, from £12,000 each. Customers specifications on ordered cars, approximately six months from order.

These cars are very special and I will be happy to speak to you about them.

Geoffrey Shrive, Toddington (Bedfordshire) (05255) 2957.

— 67875

THE BEST OF THEIR KIND AVAILABLE NOW



JAGUAR 3.8 Mk. II, LHD, 1964. Man od, chrome wires, total restoration to original with German 1980 specification. Finished white/red leather int., full photographic restoration, history, fitted Becker grand prix radio, perfection at **£10,500**



ROLLS-ROYCE CLOUD III, LHD, 1964. RR Continental Flying Spur by James Young. Factory air-conditioning, sunroof, Becker Mexico stereo, finished black/black int. The best Spur available at **£28,500**

1937 DERBY, BENTLY PILLARLESS SALOON. Now under restoration

ALL ENQUIRIES TO

SANDERSONS RESTORATIONS LONDON 01-540 5305

— 67944

STANLEY MANN

VINTAGE AND CLASSIC CARS

ESPECIALLY THE VINTAGE BENTLEY

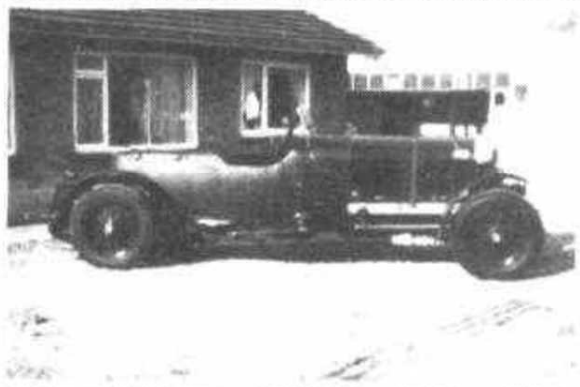
PLEASE PHONE TO VIEW
DAYTIME, LONDON 01-958 3789
OR EVENINGS RADLETT (HERTS) 5612

THE GARAGE REAR OF 23,
EDGWAREBURY LANE,
EDGWARE, MIDDLESEX

Just 6 miles from Central London. Nearest tube station "Edgware"



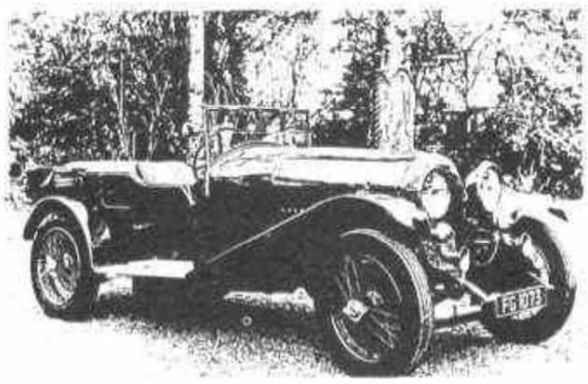
1929 BENTLEY 4½-LITRE LE MANS REP. The Classic 4½.



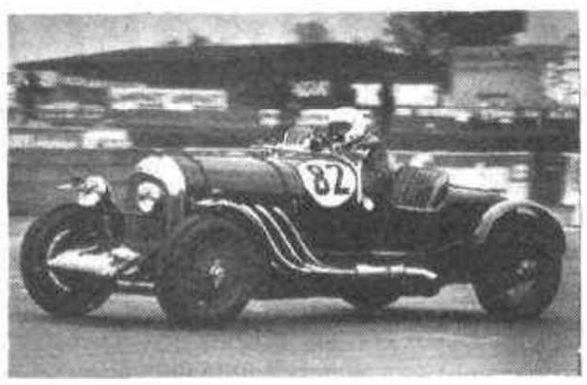
1930 BENTLEY SPEED SIX. Nice condition.



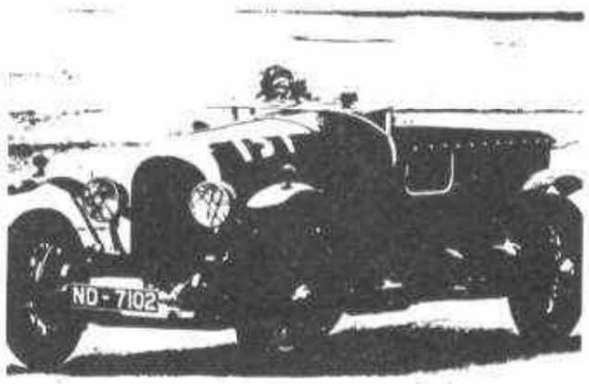
1930 BENTLEY SPEED SIX. Concours condition.



1925 BENTLEY 3-LITRE SPEED MODEL TOURER. Concours condition.



1925 BENTLEY 3-LITRE SPECIAL. Lots of history. **£19,950**



1924 BENTLEY 3-LITRE SPEED MODEL. Priced to sell.

WANTED ANY VINTAGE BENTLEYS
HIRE PURCHASE AT LOW RATES

The world famous **Paradise Garage** 01-736 2302/3/4. Telex 917 927

London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



1950 MG TD. Outstanding restoration, red/biscuit trim, wire wheels.



1949 Bentley Mk. VI. Restored to highest standards, finished in black/Tudor grey, with new biscuit trim.



1961 Aston Martin DB4. Fine original example in silver with blue trim, several Aston Martins available.



1974 Jaguar V12 Roadster. Fine low mileage example, finished in red with black interior.

Other cars in stock include

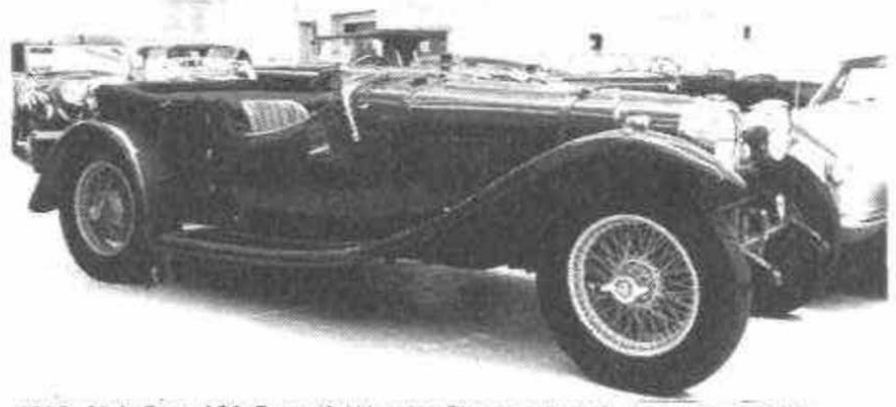
1931 Alvis 12/50 Tourer
1936 Alvis Speed 25 Charlesworth Sports Saloon
1936 Alvis Speed 25 Open Tourer
1934 Alvis Speed 20 SB
1965 Austin Healey Mk III
1936 Aston Martin 1½ litre Le-Mans Open Four Seat Tourer
1954 Aston Martin DB2/4 Convertible
1969 Aston Martin DB6 Mk II
1964 Aston Martin DB5 Manual
1956 Aston Martin DB2/4 Mk II
1968 Aston Martin DB6 Vantage
1965 Bentley SIII Flying Spur by Mulliner
1936 Bentley 4¼ Coachbuilt by Park Ward
1925 Bentley 3-litre Blue label WO Bentley
1957 Bentley SI James Young Saloon
1964 Bugatti Replica
1931 Buick Straight 8
1936 British Salmson Three Position Drophead
1948 Delahaye 135M Model Convertible
1922 Ford Model T Racing Car
1947 HRG 1500 Sports
1960 Jaguar XK 150 Fixed Hood — restored
1959 Jaguar Mk I
1974 Jaguar E-Type V12
1952 Jaguar 120 Roadster LHD
1947 Jaguar 1½-litre
1974 Lagonda LG45 Convertible
1932 Lagonda 3-litre Tourer
1928 Lagonda 2-litre High Chassis Lancia Dilambda
1948 LVT Sports Car
1936 Open Tourer Marendaz Special
1968 Maserati Mexico
1954 MG YT Four-Seat Tourer
1953 MG TD
1963 Mercedes 220 SE Convertible
1934 Rolls Royce 20/25 HP Sports Saloon by Thrupp & Maberly
1931 Rolls Royce Phantom II Estate Car
1957 Rolls Royce Silver Cloud I Automatic PAS
1926 Rolls Royce 20 HP Drophead Coupe by Southern Bodies
1973 Rolls Royce Corniche — Drophead
1935 SSI Four Seat Tourer
1934 Talbot 105 Tourer Restored
1923 Vauxhall 23/60 Sedanca Landaulette

Please write of telephone for full details

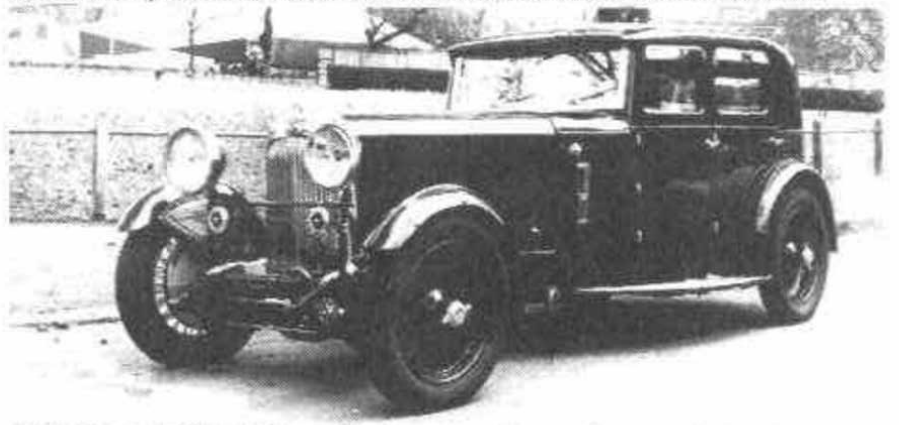
50 MORE CLASSIC CARS AVAILABLE

10 minutes from central London, 150 yds. from Parsons Green tube

We would like to wish all our customers a Prosperous New Year



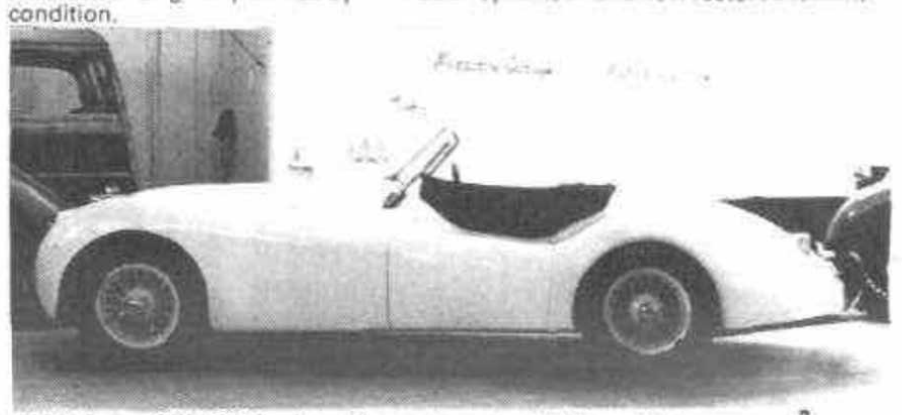
1933 Alvis Speed 20. Beautiful Vanden Plas coachwork, excellent condition.



1931 Lagonda 3-litre Saloon. Black/green, retrimmed in green leather, in excellent order throughout.



1946 HRG. Originally owned by H. R. Godfrey himself and now restored to mint condition.

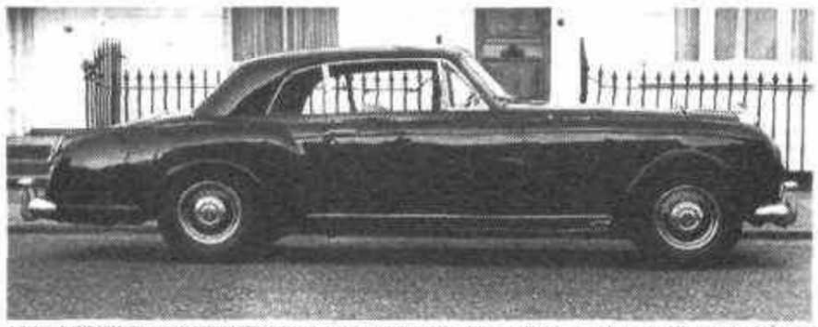


1952 Jaguar XK 120 Roadster. Several excellent XK's available.

Clarendons

THE CLARENDON CARRIAGE COMPANY LIMITED, BELGRAVIA GARAGE, 28A CAROLINE TERRACE,
LONDON SW1W 8JT TEL. 01-730 9811/4. TELEX 917927 TRENDX G. 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.



1956 BENTLEY CONTINENTAL S1 by PARK WARD. Beautifully finished in Garnet with new black Connolly hide throughout. Superb condition.



1964 BENTLEY SIII CONTINENTAL by MULLINER. Black with beige hide. Ideal for daily useage.



1963 ROLLS-ROYCE PHANTOM V by JAMES YOUNG. Superbly elegant in Midnight Blue with beige hide upholstery throughout. 58,800 miles recorded.



1965 ROLLS-ROYCE SILVER CLOUD III by H. J. MULLINER. Black with red hide upholstery.

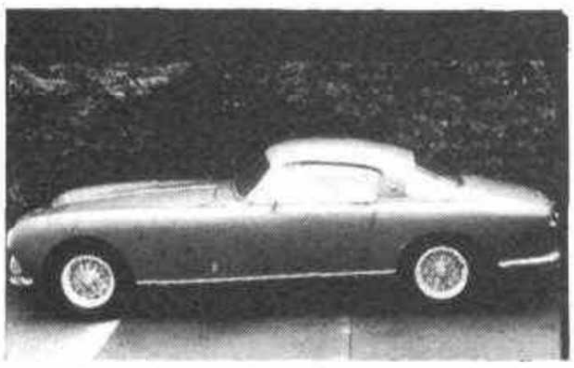
"Best wishes for the forthcoming year to all Motor Sport readers".

Worldwide Shipping Arrangements Made.

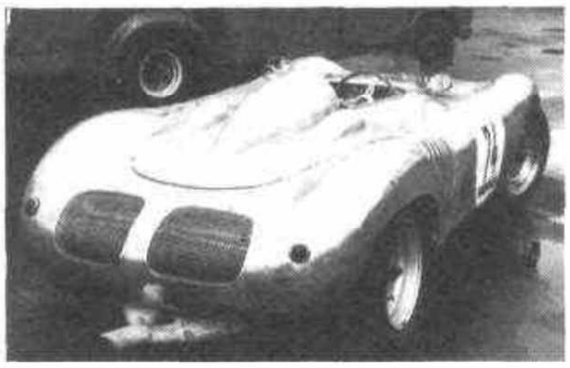
Please contact us if you wish to sell your pre-1966 Rolls-Royce or Bentley

DAN MARGULIES

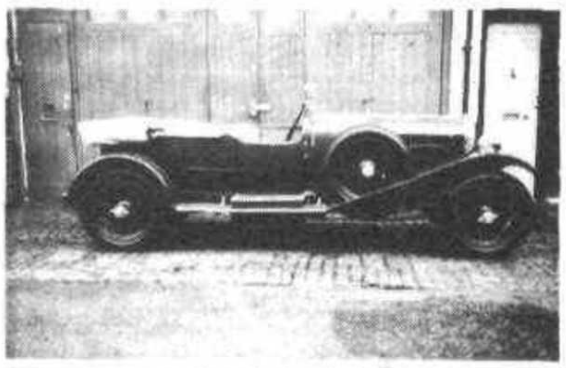
12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



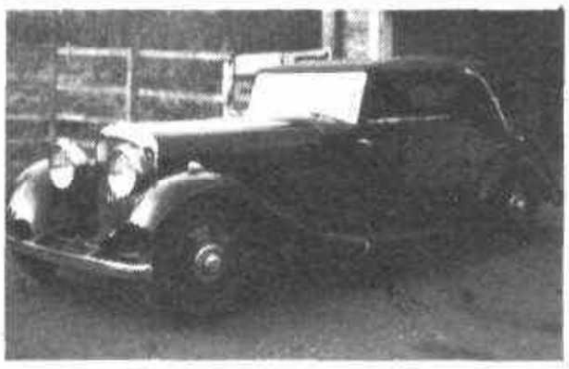
1953 FERRARI 375 AMERICA FARINA COUPÉ. 4.5-litre over 300 h.p. Original example.



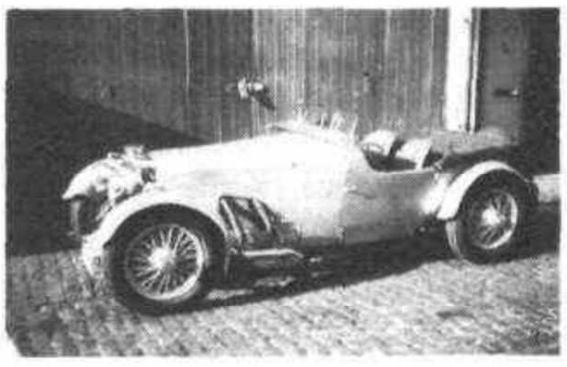
1957 PORSCHE RSK 1700 c.c. ex-Behra historic sports racing car.



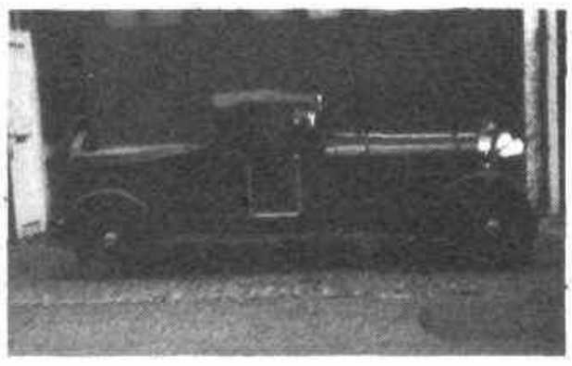
1927 BENTLEY 4½-LITRE Vanden Plas style tourer. Fine example.



1934 BENTLEY 3½-DROPHEAD COUPÉ by Park Ward. Dark green with green leather interior.



1935 ASTON MARTIN 1½-LITRE short chassis 2/4-seater.



1935 BENTLEY 3½-LITRE converted to pick-up.

1925 ROLLS-ROYCE GHOST Brewster Limousine.

1933 ROLLS-ROYCE PII CONTINENTAL Barker Sports Saloon.

1925 BENTLEY 3-LITRE short chassis speed model.

1935 BENTLEY 3½-LITRE Vanden Plas Tourer.

1934 ROLLS-ROYCE 20/25 sports saloon by Windover.

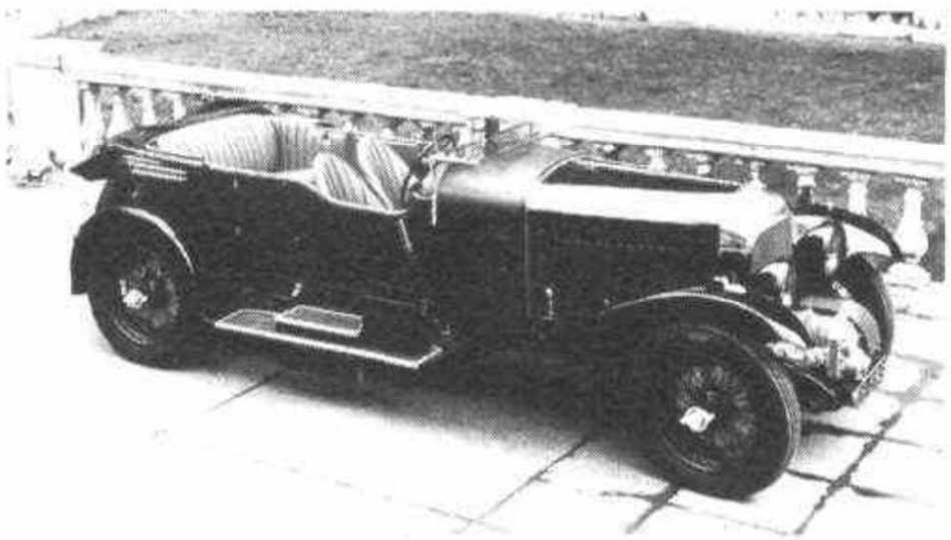
HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

OPEN FROM
9.30 TO 6.00 WEEKDAYS
SATURDAYS & SUNDAYS
BY APPOINTMENT

COYS OF KENSINGTON

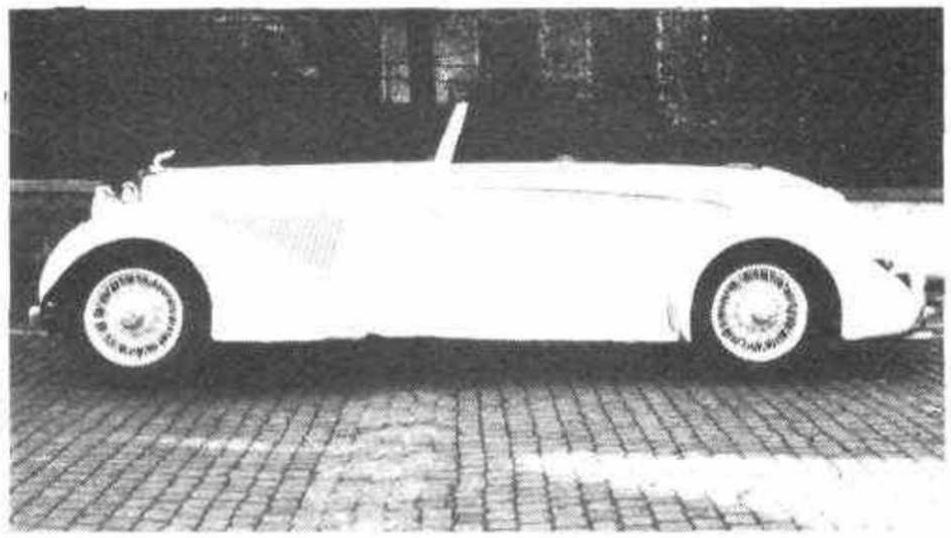
"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"

1931 Bentley 4½-litre SUPERCHARGED



This rare car has been totally restored by Tony Townshend in 1972 since when it has been very little used. Examples such as this with Original Vanden Plas touring coachwork are very rare indeed.

1936 Bentley 4½-litre Convertible by H. J. Mulliner



A well restored example of this rare style with a fully disappearing top.

New Book: "Motoring Mascots of the World" by W. C. Williams. 789 illustrations £14.95 post free.
For Sale and Wanted: Motoring antiques of many kinds — mascots, bronzes, toy models, literature, posters. . . .

COYS OF KENSINGTON (SALES) LIMITED
2-31 QUEENS GATE MEWS LONDON SW7 ENGLAND TELEPHONE 01-584 7444
TELEX 28604 Mono Ref. 1765

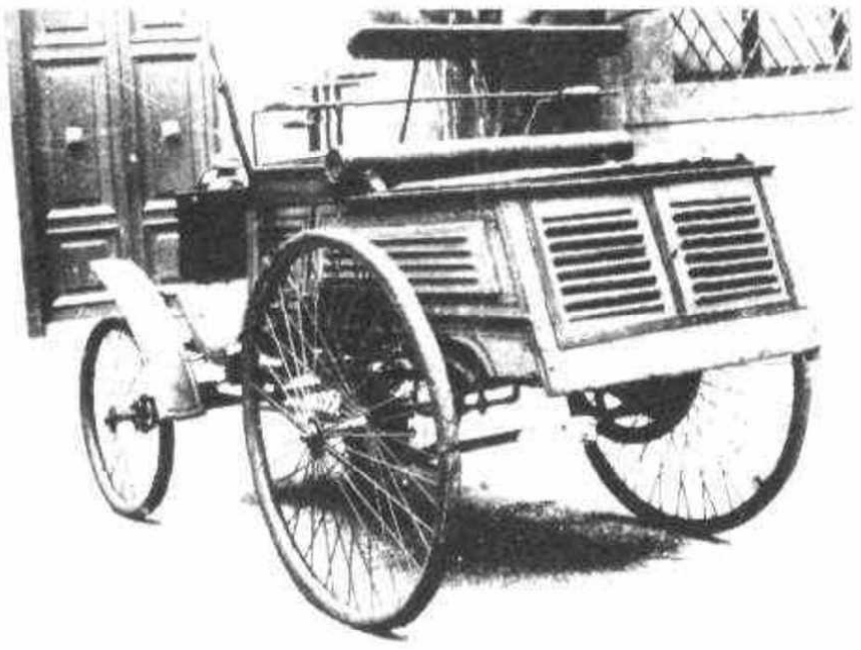
Sotheby's Sells Veteran and Vintage Vehicles

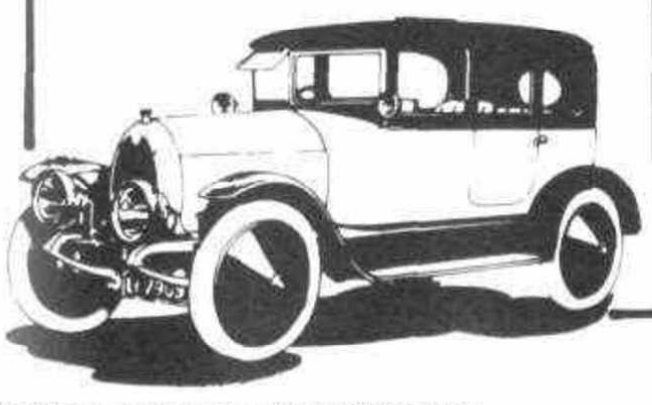
Sotheby's were the first major auction house to hold sales of early vehicles, commencing in 1965 and currently hold the British auction record for Rolls-Royce and Bentley motorcars.

Our 35th International Sale will be held on **Saturday 4th April, 1981,** at The Bristol Exhibition Centre, Canons Road, Bristol in association with The South West Classic Car Show.

Entries for inclusion in this sale are now being accepted and the sale will include the early *c.* 1898 Benz illustrated which has been in one family from new.

Closing date for catalogue entries: 12th February, 1981.





Sotheby's
London

For further information please telephone
Michael Worthington-Williams,
Glaspant Manor, Capel Ifan, Dyfed
South Wales SA38 9LS
Telephone: Velindre (0559) 370024

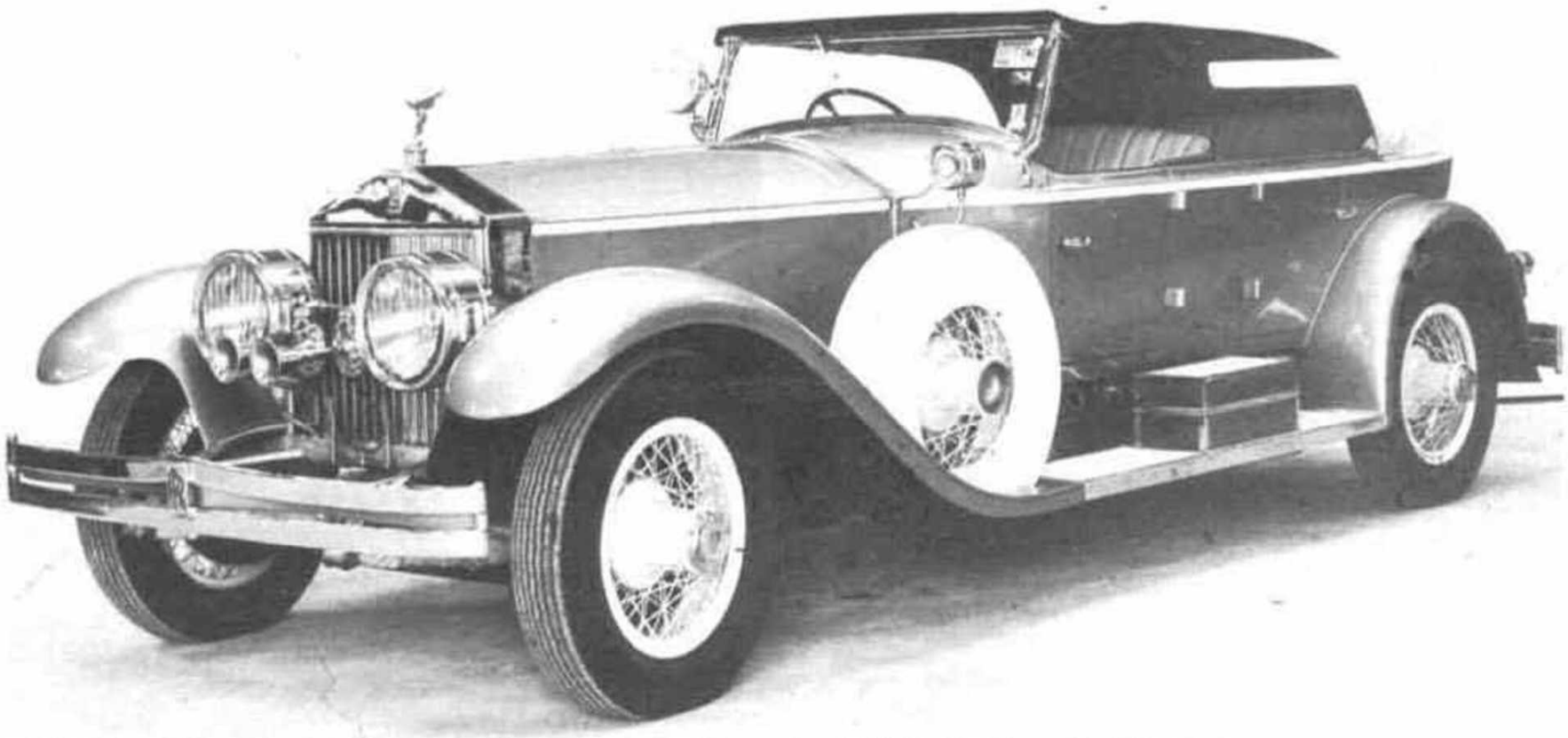
Sotheby Parke Bernet & Co., 34-35 New Bond Street, London W1A 2AA

Roland Duce Ltd.

VINTAGE AND SPECIALIST CARS

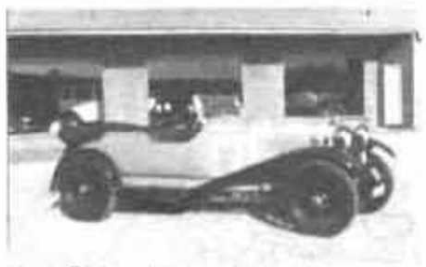
MARKET OVERTON, Nr. OAKHAM, RUTLAND, LEICESTERSHIRE.
Tel., Thistleton (057283) 261/2 and 232.

Hours of business: 9.30 a.m. to 5.30 p.m. Monday to Saturday. Sundays–appointments only.



1923 ROLLS ROYCE SILVER GHOST fitted Brewster 4 seat Touring coachwork, finished in blue with white interior.

OTHER ROLLS-ROYCES include:—
1925 Rolls-Royce Silver Ghost by Windovers.
1924 Springfield Rolls-Royce Silver Ghost by Brewster
1927 Rolls-Royce Phantom 1 Sedanca de Ville by Brewster
1923 Rolls-Royce Silver Ghost Tourer by Brewster
1930 Rolls-Royce Phantom II in the style of a Henley Roadster
1931 Rolls-Royce Phantom II Sedanca de Ville
1971 Rolls-Royce Silver Shadow
1973 Model Bentley T-Type



1927 Lagonda 4 seat tourer

1931 Alvis 12/50	**£4,950**
1934 Alvis Speed 20	**£10,450**
1931 Austin 7	**£2,500**
1934 Bentley 3½ Hooper	**£5,650**
1954 Bentley R-Type auto	**£7,750**
1918 Dodge 4 seat tourer	**£10,800**
1916 Ford Model T	**£5,300**
1924 Ford Model T coachbuilt	**£4,350**
1925 Model T 2 seat	**£5,850**
1924 Overland Tourer	**£5,450**
1928 Chevrolet Saloon	**£5,850**
1930 Sunbeam Tourer	**£6,450**
1916 Buick 2 seat	**£11,250**
1965 Gordon Keeble	**£4,650**
1931 Talbot	**£5,250**
1929 Essex Saloon	**£4,850**
1929 Willys Knight Saloon	**£9,800**
1934 Railton 10 h.p. Saloon	**£2,750**



1924 Crossley 4 seat tourer

1936 Riley Sports	
1929 Bugatti T 35B	
1932 Lagonda 2-ltr	**£12,250**
1966 Aston Martin DB6 auto, blue	**£4,650**
1966 Aston Martin DB6 auto, red	**£5,650**
1966 Aston Martin DB6 manual	**£6,850**
1968 Aston Martin red	**£5,650**
1971 Aston Martin DB6 Mk. II red	
1971 Aston Martin DB6 Mk. II vantage	
1966 Aston Martin sand, auto	**£6,000**
1966 Austin Healey 3000 Mk. III	**£5,500**
1969 Mercedes 300 SEL	**£4,350**
1954 MG TD	**£5,250**
1951 Bristol 401	**£4,850**



1951 Jaguar XK 120 Roadster

1936 Alfa 2300 6C	
1965 Bentley Continental, Flying Spur	
1965 Facel Vega II	
1974 Iso Lele 18,000 miles	**£5,850**
1973 Jaguar V12 Roadster	**£8,800**
1966 Jaguar E-Type 4.2	
1968 Jaguar D. replica	
1969 Jaguar 420 G	**£1,700**
1961 Alvis TD 21	**£2,950**
1971 Lotus Elan 2+2	**£3,250**
1951 Jaguar XK 120 choice of two from	**£7,500**
1958 Aston Martin DB 2/4 D/H coupe	
1973 Jaguar V12 F/H	**£5,850**
1977 Morgan + 8	**£7,750**
1966 Ferrari 330 GT Mk. II	**£7,750**
Ferrari 275 GTB 4 cam	



1971 Aston Martin DBS 6



1959 AC Ace



1965 Austin Healey 3000 Mk. III

Customers will be met at Peterborough Station, King's Cross 50 minutes.

Part Exchange. **Motoring book stockists.**

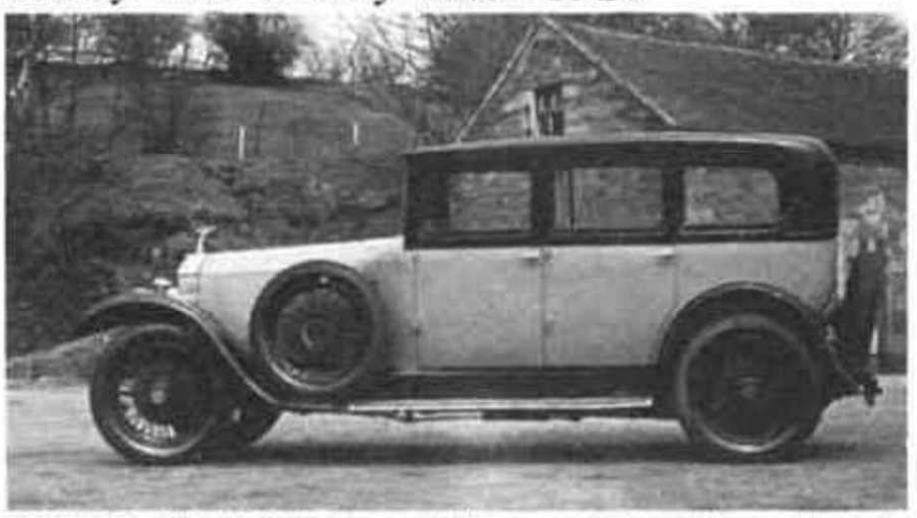
MINT DESIRABLE CARS REQUIRED

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



1963 Silver Cloud III four-door sports saloon. Finished in sable over sand with beige hide interior. Repainted and refurbished in our workshops. **£8,750**



1927 20 HP Rolls-Royce with most unusual coachwork, believed to be by Cockshoot. In excellent condition throughout, finished in deep brown with cream sidepanels and new Bedford cord interior. **£7,950**

SEND FOR FREE STOCK LIST

We are open all week and until 1.00 p.m. Saturdays

Showroom & Offices:
2 Macclesfield Road,
Leek, Staffs, ST13 8LA.
Tel: 0538 384300
or 0538 384020

Workshops:
West Street,
Leek, Staffs.
Tel: Leek 384020

Cables: Buntycars, Leek, Staffs.
Telex: 36440 ROLCAR G

Estimates given for Rolls-Royce and Bentley repairs undertaken in our workshops

ROBBINS OF PUTNEY LTD.

Established 1920



ROLLS-ROYCE SILVER CLOUD III 4-door saloon. First registered 1963. Finished in Black Pearl with tan upholstery.



ROLLS-ROYCE SILVER SHADOW 4-door saloon. First registered 1972. Finished in Silver Mink with blue hide upholstery. Full history. 63,000 miles only. Two owners Air conditioning.



BENTLEY MARK VI standard saloon. First registered 1948. Finished in Blue Grey with light blue upholstery. Considerable history indicates that 81,000 miles is genuine from new. The vehicle has the benefit of full flow conversion.

ROLLS-ROYCE SILVER CLOUD III Drophead Coupe by M. P. W. First registered 1964. Finished in Seychelles Blue with black hood and black upholstery. Power assisted steering, automatic gearbox, electrically operated hood and door windows.

ROLLS-ROYCE SILVER CLOUD III 4-door saloon by M.P.W. First registered 1965. Finished in Regal Red with beige upholstery. Air conditioning. 83,000 miles only.

ROLLS-ROYCE SILVER SHADOW Drophead Coupe. First registered 1968. Finished in Shell Grey with tan upholstery and tan hood. Air conditioning. One owner from new and only 42,000 miles. Valuable cherished reg. no. available additional cost.

ROLLS-ROYCE SILVER SHADOW 4-door saloon. First registered 1975. Finished in Peacock Blue with beige upholstery. 38,000 miles only.

ROLLS-ROYCE CAMARGUE First registered 1975. Finished in Tuscan Red with red upholstery. 30,000 miles only.

ROLLS-ROYCE SILVER SHADOW 4-door saloon. First registered 1976. Finished in Cardinal Red with beige upholstery. 60,000 miles. Refrigerated air conditioning. Lambswool rugs, stereo radio and tape.

BENTLEY S SERIES 2-door saloon by Park Ward. Finished in Shell Grey with beige upholstery. Automatic gearbox.

BENTLEY S SERIES CONTINENTAL 2-door saloon by H.J.M. First registered 1959. Finished in Sand with red upholstery. Power assisted steering, automatic gearbox. One of the last 6-cylinder motorcars.

BENTLEYS S3 4-door saloon. First registered 1963. Finished in Sand with red upholstery. 98,000 miles only.

BENTLEY S3 CONTINENTAL 2 door saloon by M.P.W. First registered 1965. Finished in Caribbean Blue with grey leather upholstery. Electrically operated windows, aerial, etc. One of the last of this very fine series. Automatic transmission, power assisted steering. Probably one of the finest Coupe Bentley cars available anywhere.

BENTLEY T SERIES 4-door saloon. First registered 1973. Finished in Seychelles Blue with black vinyl roof and black interior. Head restraints. Lambswool rugs. Blaupunkt radio. Sharp tape player. 58,000 miles. Superb car.

Complete stock list available on request.

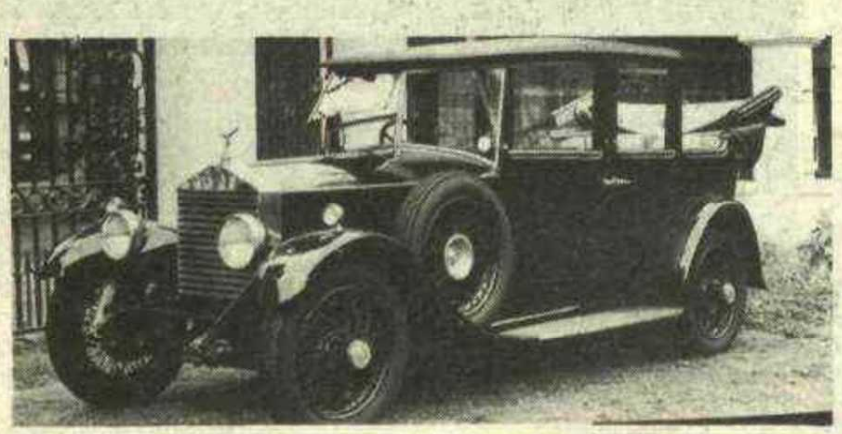
96-98 UPPER RICHMOND ROAD, PUTNEY SW15 2SR Telephone: 01-788 7881 24-hour Answering Service

TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

TELEX: 885983
EFDALE G

(Member of the Frank Dale Group)



1929 Rolls Royce 20 HP Landaulette by Park Ward



1970 Bentley T-Type Convertible by MPW



1965 Rolls Royce SCIII Fixed Head Coupé by MPW



1954 Bentley R-Type Saloon, automatic gears



1972 Rolls Royce PVI Limousine, unique specification with TV



1954 Bentley R-Type Continental, manual transmission, 4.9-litre engine

Extended leasing facilities are available on every car

Always 40 Rolls-Royce and Bentley motor cars in stock.

OPENING HOURS 9am-6pm 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. & O.E.

Printed by The Lincoln's Inn Press Ltd. for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

COTE D' AZUR

VILLA HOLIDAYS AT



DOMAINE DE LA SOURCE







A PLACE TO CALL YOUR OWN

TWO BIRDS with ONE STONE—why not combine your SPRING HOLIDAY with the MONTE CARLO GRAND PRIX in one of our pool-side studios for 2 or perhaps in one of our most comfortable villa apartments (3 double bedrooms, 2 bathrooms with heated swimming pools) at only £42 per person per week. Even the Peak Season prices for such apartments average only £60 per person per week. We are open 11th April to 10th October 1981.

ASK THOSE WHO HAVE BEEN

OR CONTACT US DIRECT FOR A COLOURED BROCHURE OR BOOKING. PLEASE CALL MENTON 359281 (STD 010 33 93 359281) OR WRITE MS, DOMAINE DE LA SOURCE, GORBIO, 06500 MENTON, FRANCE

HEATED POOLS BY BRITISH SOLARSENSE SYSTEM





MIDDLE TAR As defined in H.M. Government Tables.
H.M. Government Health Departments' WARNING: