August 1977 Vol. LIII No. 8 35p

MOTOR SPORT

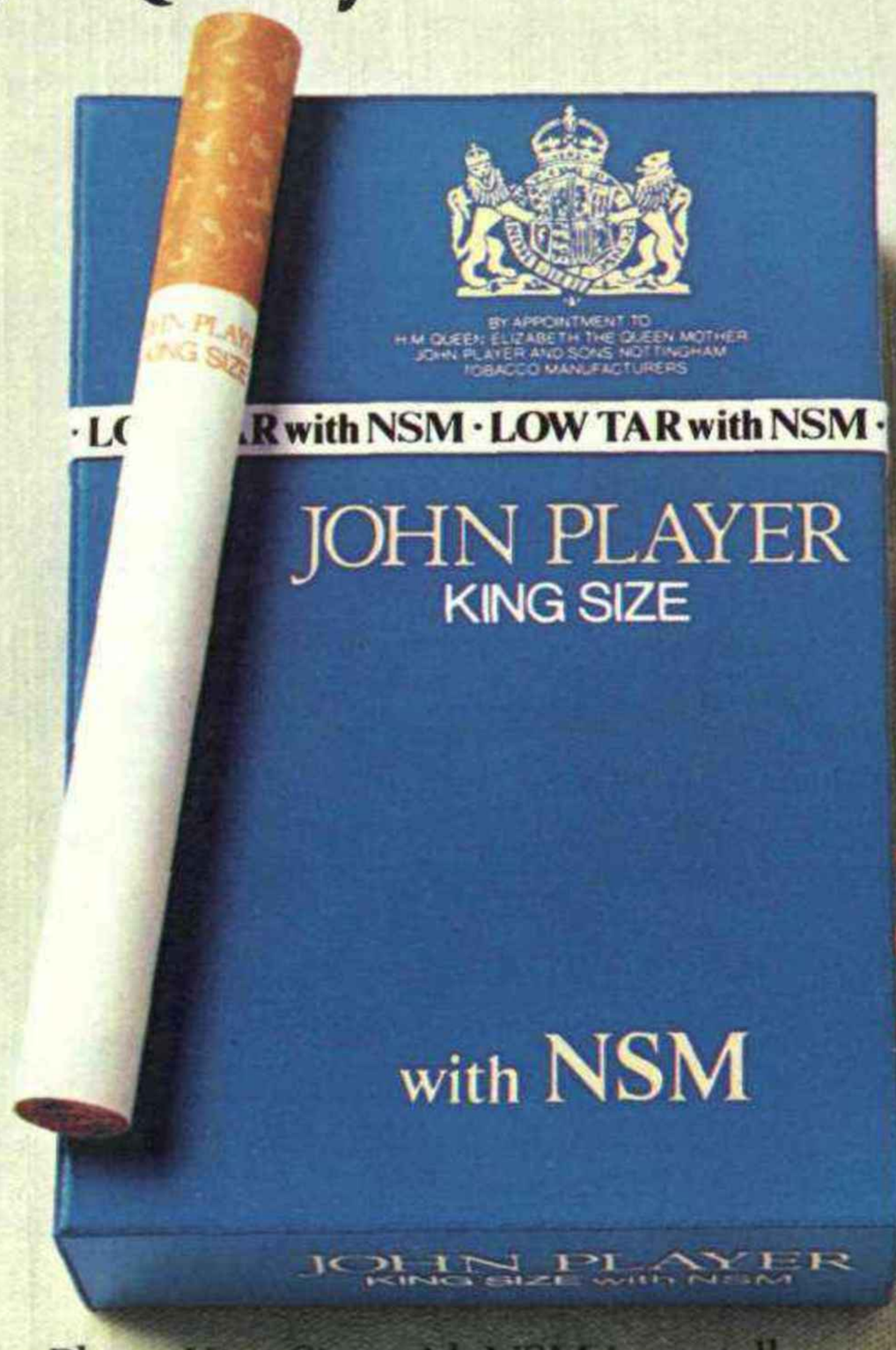
Founded in the year nineteen twenty-four



SPECIAL INTRODUCTORY OFFER
SEE PACK INSERTS FOR DETAILS. 5 PACK FRONTS REQUIRED. OFFER CLOSES 3rd SEPTEMBER

The Right Choice

John Player Quality in a new kind of cigarette



LOW TAR with NSM*

John Player King Size with NSM is a totally new kind of cigarette, a blend of approximately 25% NSM tobacco substitute with the finest Virginia tobaccos.
It offers smokers King Size taste in a Low Tar, NSM cigarette. We believe that many will find it the right choice.

JOHN PLAYER KING SIZE WITH NSM* CONTAINS APPROXIMATELY 25% TOBACCO SUBSTITUTE BY WEIGHT

*Trade Mark of New Smoking Materials Limited.

JKN IMS

The tar yield of this brand is designed to be LOW TAR Manufacturer's estimate. July 1977, of group as defined in H. M. Government Tables.

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNIN

Caterham Car Sales

DISTRIBUTORS SUPER SEVEN AND TVR

NEW SUPER SEVEN – This race proven sports car was first introduced twenty years ago. There have, of course, been many modifications but the car still has the Lotus roadholding and timeless vintage appearance. Now offered with a choice of Ford 1600 or Lotus Big valve twin-cam engine. Delivery 5–6 months. One of the fastest cars in the world and banned from **Production Sports Car Racing** because it is **'too fast to race!'** Price around **£3,600** with Lotus engine or **£3,062** with Ford engine. Please send 25p for copy road test/brochure etc. A demonstration car is available by appointment at our Caterham showrooms.

Available with **left hand drive** steering. The Lotus big-valve twin-cam engine complies with European Regulation E.C.E. 15 for 'emission of gaseous pollutants'.

LOTUS SEVENS – A small number of fully serviced cars available from Caterham. Factory modifications carried out where necessary.

LOTUS

1975 Elite 502 Purple, full specification **£5,750**
1973 (M) Elan +2S 130/5 Tawny, oatmeal trim **£2,850**
1973 (L) Elan +2S 130/5 Tawny, radio, tinted glass **£2,495**
1973 Europa Special/5 Tawny, radio **£2,695**
1969 Elan FHC Blue/white, spec., equip. **£995**
1972 Elan Sprint Red/white, radio .. **£1,995**
1971 Elan Sprint JPS livery **£1,795**

TVR

1975 (P) 3000M Blue, sun-roof, radio **£3,495**
1974 (N) 3000M White, sun-roof ... **£2,795**
1974 (M) 3000M Burgundy, radio, sun-roof **£2,495**
1972 (L) 2500 o/drive, Blue **£1,995**

OTHER CARS

1973 BMW 2002 Cabriolet (factory convertible) **£2,995**
1969 Triumph 13/60 convertible, low mileage **£795**
1968 Jaguar E Type FHC Red, ch. w/w **£1,395**
1965 Jaguar E Type FHC Red, ch. w/w **£825**
1976 Range Rover White, PAS option pack **£7,500**
1974 Jaguar XJ6 Ser. II Lavender 4.2 auto., low rec. mileage **£4,200**
1972 Range Rover B/gold, radio ... **£3,250**

Optional 12 month 12,000 miles warranty available on most cars.

WANTED FOR CASH

Lotus Seven — **TVR (M Series)**
Lotus Europa/Lotus Elan — **Range Rover**
Lotus Elite — **Jaguar E Type XJ6**

sale. Must be in good condition and average mileage for the year. If you are selling to the trade please offer your car to us. Last year many cars were sold to overseas traders when we could have given higher prices. Collection can be arranged. Telephone Buying Dept. Caterham 46666.

Lotus Seven and Lotus Cortina Spares. As sole concessionaires we offer a world-wide service. Contact us at Caterham. Telephone 42382.

T. Shirts. 'Lotus seven too fast to race' **£2.10p** (inc. p & p + VAT).

Lotus 7 Club. Send **7p** for details of membership and venues.
On Thurs 4th August, White Hart, Godstone 8.30 pm. Thursday 1st September venue to be announced. Tel.: Caterham 48583.

Super Seven brochures (UK **25p**) Overseas please send cost of return postage.

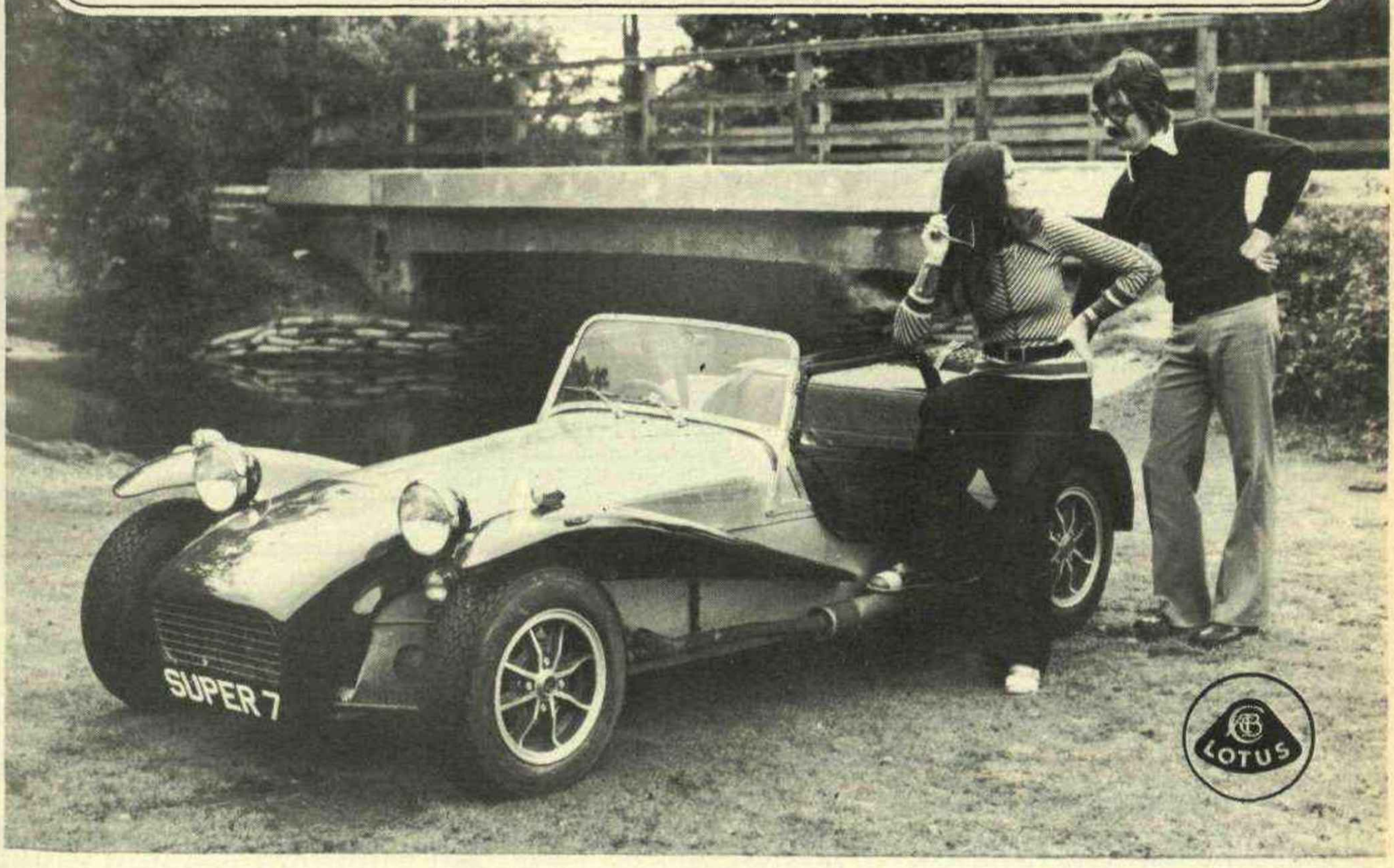
Name .....

Address .....

Send to Seven House, Town End, Caterham Hill, Surrey CR3 5UG

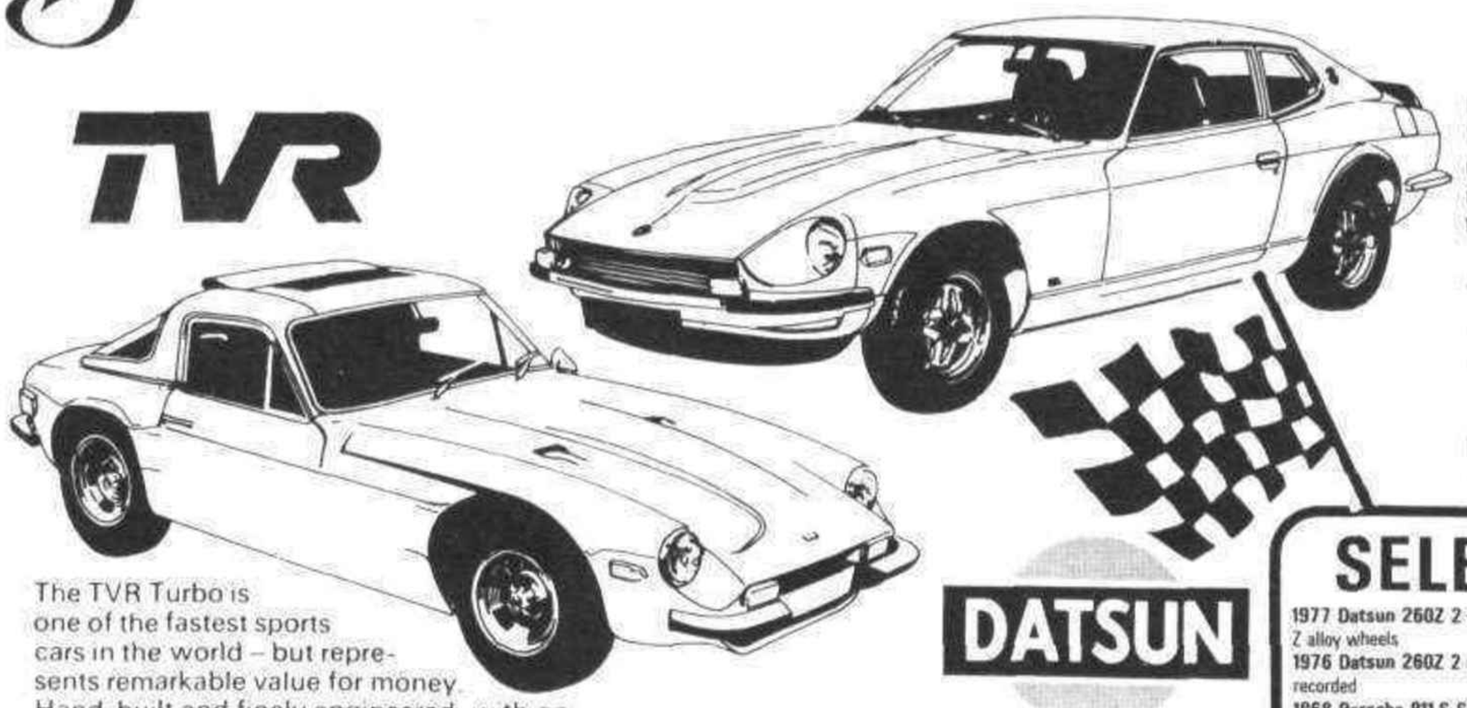
Telephone – Sales: Caterham 46666. Parts Dept. 42382. Works 42381

Directions – A22 South of Purley to Caterham by-pass roundabout. Last exit 'Caterham Hill'. Second cross-roads turn right into Town End. By rail. Travel to Caterham SR station and telephone us for transport.



BRADBURN & WEDGE GROUP

Datsun and TVR Area Distributors



The TVR Turbo is one of the fastest sports cars in the world – but represents remarkable value for money. Hand-built and finely engineered, with an impressive list of extras as standard equipment, the Turbo is only one of the TVR range now available from our showrooms.

Race and rally proved all over the world, the Datsun 260Z 2 + 2 is a delightful driver's car: responsive, comfortable and durable. The 260Z is a versatile grand tourer, with rear seats folding to provide estate car-like carrying capacity.

Super Samuri Conversion

Give your 240Z or 260Z "mindblowing performance . . . instant and enormous power" (*Motor magazine*)
Performance to match a Porsche – if you need to know anything about Super Samuri Conversions, contact us.

SELECTED USED CARS

1977 Datsun 260Z 2 + 2 in Bermudan Orange, with tinted windows, hrw, stereo cassette player, Z alloy wheels **£6,395**
1976 Datsun 260Z 2 + 2 R registered in Golden Sand, plus all usual Z extras. 10,000 miles only recorded **£5,650**
1968 Porsche 911 S Sportamatic red unused for 4 years recently overhauled **£1,800**
1974 Super Samuri 240Z £1,500 conversion recently completed, shattering performance, red and gold **£4,000**
1977 TVR 3000 M mist blue metallic with cream colour band, vinyl roof and sun-roof. Oatmeal trim, stereo cassette and radio **£4,700**
1973 Rover 3500 automatic pale green excellent condition **£1,795**
1976 MGB GT in Tahiti blue with sunroof and radio, low mileage, one owner – in outstanding condition **£3,195**
1973 MGB V8 with sunroof, radio, Bracken, well below average mileage **£2,495**
1974 Datsun 260Z 2 + 2 in metallic blue with sunroof and Wolfrace wheels, just over 20,000 miles recorded **£3,650**
1974 Morgan 4/4 in tangerine. One owner, wire wheels, 17,000 miles, N registered **£3,695**
1974 DeTomaso Pantera GTS Daytona yellow. A truly magnificent motorcar in outstanding condition with Appliance wire mags fitted. Offered for sale at **£7,495**
1923 Fiat 505 Tourer One owner 58,000 miles recorded. The chassis and mechanics of this vehicle are in excellent condition, but bodywork and trim requires some attention. An ideal subject for a complete and fruitful restoration. Price and further details on application
Cooper Mk 5 Triumph 5T engine, requires small amount of work to finish **£750**

Bradburn and Wedge Group
41 Birmingham Road, Wolverhampton
Telephone : 20456

B&W

Small is Beautiful



Morgan

Morgan Motor Company Ltd., Pickersleigh Road, Malvern Link, Worcs. WR14 2LL. Tel: 068453104.

BOOKS! NEW TITLES SALE OFFERS THE BEST IN PRINT

Connoisseur Carbooks

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

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

BARCLAYCARD ACCESS

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

NEW AND SPECIAL INTEREST

Morgan Sports. This new 'Autocar Special' book tells the full story of Morgan's fabulous sports cars from 1910 to 1976 by means of road tests, feature articles and a wealth of photos including some fine colour. A must! 88 large pages. **£1.90**

Great Motor Sport Of The Thirties. Dugdale. Comprehensive survey of motor racing's golden era, packed with stories of the legendary cars and drivers; abundantly illustrated. 256 pages, 150 illus. **£7.20**

Car Classics June 1977. Includes 28 pages of Aston Martin history with 50 illus., half of them in excellent colour. **£1.80**

Road Race. Jones. Detailed history of road racing from 1906 to 1970s. 240 pages, 132 illus. **£6.25**

The Works Escorts. Robson. Graphic account of the most successful saloon car team of recent times. Includes production competition record, listing of drivers etc. 255 pages, 123 illus. **£6.55**

Porsche Cars 1960-1964. Collection of road tests and other articles from motoring journals of the time. 100 large pages, well illustrated. **£3.15**

Dodge Cars 1924-1938. More contemporary road tests. 64 large pages, illustrated. **£2.30**

Model Cars Of The World. Handy pocket size pictorial guide to models from over 50 manufacturers. 124 pages, 100s of photos, many in colour. **£2.85**

This Was Trucking. Karolevitz. Large format book covering American trucks during the first quarter of this century. 192 pages, 380 illus. (Reissue) **£5.60**

Hudson: The Postwar Years. Langworth. Fully detailed history by one of America's leading authors. Well produced, landscape format, 176 pages, 200 illus. **£10.45**

Porsche Sport 1976/77. Rusz. New edition of this popular Porsche Annual contains 22 feature articles and 162 good illustrations, 104 large pages. **£6.55**

MG Service Information. Collection of reprinted factory service sheets issued between 1933 and 1947. 96 pages, 74 illus. **£3.45**

Horse-Drawn Vehicles Since 1760. Ingram. Includes coaches, wagons, delivery trucks etc. 72 colour paintings with detailed text on each. 207 pages. **£4.00**

E-Type: End Of An Era. Harvey. Outstanding new historical and technical survey of the Jaguar E Type range. Well produced, vividly written, bound to be one of the winners of '77! 248 large pages, 124 illus., 16 colour pages. **£12.70**

MG International — 1. Knudson. Review of MG events throughout the world in 1976 plus good historical feature articles by Thornley, Allison and other authorities. 144 large pages, 200 illus. approx. **£7.50**

Aston Martin 1914-1940: A Pictorial Review. Inman Hunter. Fine assemblage of photos plus informative text. 192 pages, 170 illus. approx. **£5.45**

Allard — The Inside Story. Tom Lush. Authentic account of Sydney Allard and his cars by the man who was his second in command. Foreward by William Boddy. 208 landscape pages, 129 illus. **£8.50**

Ferrari: The Sports & GT Cars. Fitzgerald, Merritt & Thompson. 3rd edition of this well-known book, updated to 1976. 264 large pages, 600 illus. **£20.20**

Ferrari Formula 1 Cars 1948-1976. Thompson. Detailed survey of all F1 models. Packed with information and fine photos. 224 large pages, 297 b/w illus., 14 colour. **£16.55**

Ferrari Brochures And Sales Literature: A Sourcebook 1946-1967. Contains all literature made available by Ferrari with English translation and commentary. 288 large pages, 144 illus. **£13.95**

Rolls-Royce: The Story Of 'The Best Car In The World'. New Autocar Special book. 240 large pages, packed with photos, drawings, reprinted road tests etc. Exceptional value! **£3.75**

Light Vans & Trucks 1919-1939. Ingram & Baldwin. Pictorial history covering a wide variety of British models. 96 pages, 100 illus. **£4.00**

Automobile Year 24. New edition of the world's most lavish and authoritative motor annual. 240 large pages, almost 400 illus., 70 colour. **£17.35**

The American Rolls-Royce. Soutter. The full story of the Springfield plant. Well produced, 288 large pages, 100s of illus., some colour. **£16.95**

DALTON WATSON BOOKS

Large format pictorial histories. These superbly produced and copiously illustrated books are acknowledged as the very best of their kind. Choose from:

Alfa Romeo, Milano. £8.20
BMW. 400 photos. £8.20
The Jaguar Tradition. £7.70
Lancia. 400 photos. £8.20
The Mighty Mercedes. £7.70
The Magic Of MG. £7.70
Coachwork On Rolls-Royce 1906-1939. 200 photos. £12.20
Rolls-Royce: The Elegance Continues. 400 photos. £10.20
Rolls-Royce In America. £10.20
Bentley: 50 Years Of The Marque. 600 photos. £8.70

MORE ONE-MAKE BOOKS

Viva! Alfa Romeo. Owen. 272 pp, 209 illus. £8.65
Allard. Knsella. 100 illus. £6.50
Armstrong Siddeley Cars 1945-1960. 124 pp. £3.70
Aston Martin: Britain's Most Colourful Sports Car. 90 pp. £1.55
Aston Martin 1921-1942. £3.85
Aston Martin Competition Cars 1921-1967. 90 pp. £3.85
Aston Martin 1963-1972. Gershon. 144 pp. £4.75
Austin Seven: The Motor For The Million. 216 pp. £5.50
Austin Seven: A Pictorial Tribute. 80 pp. £3.10
Austin 7 Specials. 172 pp. £3.45
Austin 7 In The 30s. £3.15
Austin 7 Cars 1930-35. £2.30
Motor Sport Book Of The Austin 7. 95 pp. £1.00
Austin 10 1932-1939. £3.15
Healeys And Austin Healeys. 2nd edn. 320 pp. £7.55
Bristol Cars And Engines. £5.00
Bugatti: Le Pur Sang Des Automobiles. 480 pp. £6.55
Grand Prix Bugatti. £4.95
70 Years Of Buick. 352 pp, 2000 photos. £14.00
Cadillac: 70 Year History. 416 pp. £16.65
60 Years of Chevrolet. £13.05
Chevrolet: The Coming Of Age 1911-1942. 1180 illus. £15.35
Chrysler & Imperial: The Postwar Years. 216 pp, 464 illus. £10.95
70 Years Of Chrysler. £14.00
The Cobra Story. 300 pp. £7.50
Ford Cobra Guide. 139 pp. £3.10
Corvette: America's Star Spangled Sports Car. 300 pp, 500 photos. £15.80
The Daimler Tradition. £8.70
Royal Daimlers. 460 pp. £10.70
Datsun: Automobiles From Japan. Almost 200 illus. £5.50
Ferrari: The Man, The Machines. 348 pp, 350 photos. £19.95
Ferrari V-12 Sports Cars 1946-56. 80 pp, 50 photos. £2.15
Ferrari. Setright. 160 pp. £3.45
The Spyder California. 80 pp, 119 photos. £6.80
Ferrari Early Berlinettas & Competition Coupes. £6.00
Ferrari Early Spyders & Competition Roadsters. £6.75
Ferrari 'Road & Track' Road Tests. 120 photos. £3.30
Ferrari Cars 1957-1962. £3.15
Ferrari Cars 1946-1956. £2.30
Ford In The 30s. Woudenberg. 144 pp, 210 illus. £3.00
Illustrated History Of Ford 1903-1970. 320 pp. £13.05
Inside Story Of The Fastest Fords. 80 pp. £6.50
Thunderbird 1955-1976. £2.40
Frazer Nash. 208 pp. £6.50
Hudson & Railton Cars 1936-1940. 100 pp. £3.15
Story Of The Hudson Motor Car. Ads. 52 pp. £2.40
Jaguar Sports Cars. Skilleter. 400 pp, 200 photos. £12.70
Jaguar. Montagu. 160 pp. £3.45
The Jaguar Story. £4.00
Jaguar 'Road & Track' Road Tests. 130 photos. £4.75
History Of Lamborghini. £7.60
Lancia Flaminia. 72 pp. £2.85
Story Of Lotus 1947-60. £5.60
The Lotus 49. 80 pp. £2.15
Maserati Sports Racing & GT Cars 1926-1975. 299 pp. £9.20
Maserati: A History. 399 pp. £7.20
Mercedes-Benz 300SL. £11.65
Mercedes-Benz Story. £4.70
An MG Experience. 192 pp. £4.45
Maintaining The Breed. Thornley. 200 pp, 51 illus. £4.10
MG Cars In The 30s. £3.05
Morgan: First & Last Of The Real Sports Cars. 192 pp. £6.65
More Morgan. 220 photos. £6.65
Morgan Cars 1936-1960. £2.30
The Three Wheeler. 60 pp. £2.50
The Bullnose & Flatnose Morris. 264 pp, illustrated. £6.60
Packard Cars 1920-1942. £3.15
Porsche 911 Story. 200 pp. £5.55
Porsche 911 Guide. 120 pp. £3.10
We At Porsche. 290 pp. £6.50
The Racing Porsches. 212 pp. £5.55
Porsche 'Road & Track' Road Tests. 1952-1976. £5.70
Riley: Production & Competition History. Pre-1939. 272 pp. £5.55
Riley Cars 1950-1955. £2.30
Rolls-Royce: The History Of The Car. Bennett. 196 pp. £5.95
The Rolls-Royce Motor Car. Bird & Hallows. 344 pp. £11.40
Book Of The Silver Ghost. 116 pp, 200 illus. £6.35
Land Rover: Workhorse Of The World. Robson. 148 pp. £5.45
Singer Sports Cars 1933-54. £3.15
The Standard Car 1903-1963. 143 pp, 121 photos. £2.30
Georges Roesch & The Invincible Talbot. 496pp. £5.95
The Story Of Triumph Sports Cars. Robson. 189 pp. £5.10
TVR: Success Against The Odds. Filby. 224 pp. £7.20
Vanwall. Jenkinson & Posthumus. 176 pp, 111 photos. £5.55

OLYSLAGER AUTO LIBRARY

World famous photographic reference volumes. Choose from:

British Cars Of The Late 50s. £3.45
British Cars Early 50s. £3.45
British Cars Late 40s. £3.45
British Cars Early 40s. £3.45
British Cars Late 30s. £3.45
British Cars Early 30s. £3.45
American Cars Of The 1950s. £3.55
American Cars 1940s. £3.55
American Cars 1930s. £3.55

SALE OFFERS!

Bugatti: Thoroughbreds From Molsheim. 520 pp, 500 illus., 24 colour plates. Was £17.95. **SALE! £11.80**
Ken Purdy's Book Of Automobiles. 364 pp, 28 illus. Was £3.75. **SALE! £2.65**
Fangio. Jenkinson. 148 pp, over 100 illus. Was £3.00. **SALE! £1.85**
The Salmson Story. Draper. 148 pp. Was £5.25. **SALE! £2.75**
Story Of The Ford Grand Prix Engine. Blunsden & Phipps. 224 pp. Was £4.50. **SALE! £2.50**
American Automobile Racing: An Illustrated History. Bochroch. 260 pp, almost 300 photos, 33 colour. Was £6.95. **SALE! £3.25**
The Grand Prix. Setright. 320 pp, over 200 photos, 67 colour. Was £6.50. **SALE! £4.65**
Grand Prix Accident Survey 1966-1972. 64 pp. Was £2.00. **SALE! £1.30**
Automobile Quarterly's World Of Cars. 224 large pp, 299 colour photos. Was $25.00 (USA). **SALE! £7.70**
Roadside Camera 1895-1915. Ware. 112 pp, 130 photos. Was £3.95. **SALE! £2.35**
Motor Sport Annual 5 (1971). 160 pp, 280 photos. Was £3.55. **SALE! £1.65**
The Chequered Year. Simon. 280 pp. Was £2.85. **SALE! £1.85**
John Player Motor Sport Yearbook 1975. 336 pp. Was £2.75. **SALE! £1.50**

NOTE: Order 3 or more of these books at once and deduct 10% more from total value! (Offer applies to 'sale' books only.)

MORE GOOD BOOKS

Complete Encyclopaedia Of Motor Cars. 704 pp, over 2200 photos. £14.80
Complete Catalogue Of British Cars. 511 pp, over 1000 photos. £10.85
Car Badges Of The World. £2.25
The World Of Model Cars. 208 pp, 200 illus. £6.20
Passenger Cars 1924-42. £2.25
Autocar Road Tests 1953. £1.55
Steam Cars 1770-1970. £3.60
The Designers. 199 pp. £5.10
The Upper Crust. 200 pp. £5.10
Motoring My Way. Sedgwick. 192 pp, 105 illus. £7.50
Batsford Guide To Vintage Cars. 265 illus. £4.05
Vintage Car Casebook. £5.05
British Sports Cars Since The War. 208 pp. £5.00
Specialist Sports Cars. £4.85
Sideways... To Victory! Clark. 256 pp, 59 illus. £5.50
Climax In Coventry. Hassan. 190 pp, 40 illus. £5.75
Formula Junior. 160 pp. £1.45
Restoration Of Vintage & Thoroughbred Cars. 192 pp. £5.10
Maintenance & Driving Of Vintage Cars. 168 pp. £5.45
Postwar British Thoroughbreds. 182 pp, 117 illus. £5.95
British Light Cars 1930-1939. 334 pp, 200 illus. £7.20
Graham. 176 pp, 44 illus. £4.45
Jim Clark Remembered. £4.45
Jody: An Autobiography. £5.55
Dick Seaman. 188 pp. £1.60
Motoraces. 126 pp. £1.60
Racing Car Design & Development. 256 pp, 120 illus. £6.60
Motor Racing Year 1977. £3.60
Autocourse 1976/77. £9.65
Technique Of Motor Racing. Tarufli. 125 pp. £4.20
History Of Brooklands 1906-1940. Boddy. 368 pp. £3.95
World Water Speed Record. 232 pp, 44 illus. £5.25
Indianapolis Race History 1909-1941. 320 pp. £3.65
Story Of Formula 1. Jenkinson. 159 pp, 76 illus. £1.65
Motor Sport Book Of Donington. 122 pp. £1.30
The Le Mans 24 Hour Race 1949-1973. 255 illus. £15.80
Special Interest American Cars 1930-1960. 414 illus. £3.00
American Car Spotter's Guide 1940-1965. 2115 illus. £5.45
American Car Spotter's Guide 1920-1939. 2600 illus. £6.55
Auto-Universum 1971. 469 illus. £2.80
Complete Book Of Pick-ups And Vans. 176 pp. £3.00
Lorries, Trucks & Vans Since 1928. Over 100 illus. £3.25
Scammell Vehicles. £2.95
Farm Tractors In Colour. £2.65
Earthmoving Vehicles. £2.95
Fire-Fighting Vehicles 1840-1950. £3.45
Cross Country Cars From 1945. 72pp, 200 illus. £3.45
Fire Engines In Colour. £3.00
British Light Military Trucks 1939-1945. 88pp. £2.00
Sourcebook Of Commercial Vehicles. 144pp, 160 illus. £2.15
History Of The London Taxicab. Georgano. 180pp. £4.25
Task Force. History of Ford commercials. £1.55
Licensed To Carry. Leyland commercials. 104 pp. £1.55
Heavy Goods Vehicles 1919-1939. 100 illus. £3.75
Taxicabs: A Photographic History. 110 illus. £3.75
British Lorries 1900-1945. 159 pp, 225 illus. £3.90
Do Your Own Car Spraying. 95 pp, 170 illus. £3.35
Rust & Rot. 140 pp. £2.90

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

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

Road Runner

01-485 7753/4

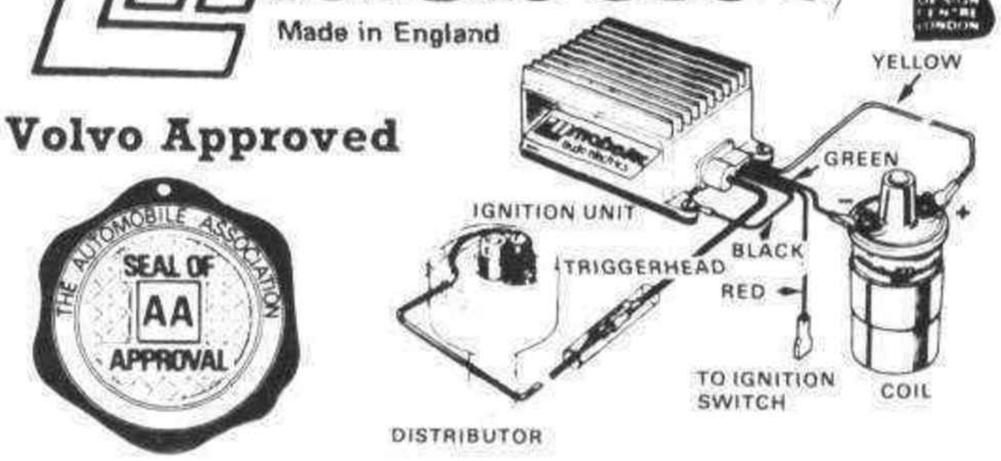
ROAD RUNNER (Speed Equipment) LTD., 78 FLEET ROAD, HAMPSTEAD, LONDON NW3 2QT. Tel. 01-485 7753 and 4. Hours of business: 9.30 am – 7 pm Monday-Friday, 9.30 am – 5 pm Saturday. EASY PARKING. Nearest Tube – Belsize Park Station, Northern Line, only 4 mins. away.

CONTACTLESS ELECTRONIC IGNITION

BY **Mobelec**

Made in England

Volvo Approved



THE AUTOMOBILE ASSOCIATION – SEAL OF AA APPROVAL

★ THE RELIABLE ELECTRONIC IGNITION ★ ELIMINATES THE WEAKEST LINK IN YOUR IGNITION SYSTEM – THE CONTACT BREAKER POINTS ★ RADICALLY IMPROVES PERFORMANCE, ECONOMY AND COLD WEATHER STARTING ★ DESIGNED FOR EASE OF INSTALLATION ★ ONCE FITTED FORGOTTEN, NO SERVICING REQUIRED. THE MOBELEC CAPACITIVE DISCHARGE SYSTEM HAS BEEN USED OVER THE LAST 3 SEASONS WITH TOTAL RELIABILITY IN OUR RACING MORGANS

130 THE BEST INDUCTIVE SYSTEM AVAILABLE Neg-earth only. For standard road cars	(List £28.08) OUR PRICE:	**£14.95**
E20 CAPACITIVE DISCHARGE SYSTEM Suitable for 4/6/8 cyl. engines *and* all high performance cars	(List £38.88) OUR PRICE:	**£22.95**
E20 RUGGEDISED/MARINISED UNIT – Waterproofed and virtually indestructable. The ultimate unit	(List £47.52) OUR PRICE:	**£29.95**
DISTRIBUTOR ADAPTOR PLATES – are required for all cars *except* those fitted with Lucas 4/6 cyl., but *new* Maxi, Marina & Sprint etc. require plate	OUR PRICE:	**£ 1.00**
DUCELLIER DISTRIBUTORS – require special *Trigger Lead* No. (144) (Not adaptor plate)	OUR PRICE:	**£ 2.00**
TACHOMETER STABILISERS – only required for use with E20 C.D. Units – for impulse Rev. Counters	OUR PRICE:	**£ 2.00**
MOBELEC POWER COIL – recommended for getting the best from your E20	(List £5.94) OUR PRICE:	**£ 5.00**
HIGH POWER COIL – The best Coil available for capacitive discharge ignition	(List £9.18) OUR PRICE:	**£ 8.00**

✱ **TO ALL ABOVE ADD 75p FOR POSTAGE AND PACKING**
(Only 50p P & P for coils – post free when purchased with unit)

DIXO NEON TIMING LIGHT	(List £5.40) OUR PRICE:	**£4.50** P. & P. 30p
DIXO ZION TIMING GUN – as recommended by Andy Dawson, Libra Motive and Rollo Hill	(List £23.72) OUR PRICE:	**£16.50** P. & P. 50p

Postal charges apply to UK Mainland only. Overseas readers please write for details.

Unser Personal ist jederzeit gern bereit. Besuchern aus Deutschland behilflich zu sein

Vår personal hjälper garna besökare från Sverige

Nuestros dependientes estarán al servicio a los clientes españoles



When ordering please state make/model/year of vehicle. If Tacho Stabilisers required give type/part No. where possible. Volvo owners please give engine type No. (e.g. B20B). Add P. P. amount to your order.

IF IN ANY DOUBT – PLEASE CONTACT US FOR EXPERT AND HELPFUL ADVICE.

Mail Order!

Don't forget to add Postage and Packing amount where applicable
Write your order clearly and your name and address in BLOCK CAPITALS
ALL PRICES INCLUDE VAT
COD SERVICE 50p – just phone your order and pay the postman
Postal charges apply to UK mainland only. Please enclose SAE with all enquiries

Reg. in England 1121126



Standard Equipment on Maserati, Ferrari, Lamborghini, Alfa, plus most Fire, Police & Ambulance vehicles

FIAMM

AIR HORNS ARE LEGAL, BUT THE TRIO CAN ONLY BE USED ON PRE AUGUST '73 CARS.

	List Price	Our Price
SUPER Twin Electric Horns 6v or 12v	(£10.00) P. & P. 75p	£ 7.95
SPORTS Twin Air Horns 6v or 12v	(£14.85) P. & P. 75p	**£10.95**
TRIPLE Single Air Horns 12v	(£17.82) P. & P. 90p	**£13.95**
TRIO Alternating Triple/Single Blast 12v	(£29.02) P. & P. £1.00	**£21.95**

All horns supplied with relay, fixing and wiring instructions.

SPARES

		List Price	Our Price
Compressor Sport		£13.12	£ 9.00
Compressor Triple 3		£16.15	£11.50
Compressor Trio		£22.62	£16.00
Trumpets – Sport	(each)	£ 5.94	£ 4.50
Trumpets – Triple & Trio	(each)	£10.00	£ 7.50
Relay £1.50			
Tee-Piece 20p			
Tubing, per ft. 10p			

★Easy to install

★All metal Trumpets

OIL COOLERS



KEEP COOL, ESSENTIAL PROTECTION FOR SUMMER DRIVING

OIL COOLER RADS	List Price	Our Price
10 Row	(£15.00)	£11.50
13 Row	(£17.65)	£13.50
16 Row	(£21.50)	£16.50
19 Row	(£24.30)	£18.50
25 Row	(£41.50)	£33.50

add 65p for P. & P.

FULL INSTALLATION KITS (less Rads)	List Price	Our Price
Mini	(£ 4.92)	£ 4.00
Clubman	(£ 8.88)	£ 5.00
Austin 1100/1300	(£ 8.88)	£ 5.00
Sprite/Midget	(£ 9.77)	£ 7.65
Escort 105E, Cortina 1 & 2 Twin Cam, Capri 1300/1600	(£13.90)	£ 9.50

Kits for other cars available – prices on request.
Add 65p for P. & P.

	List Price	Our Price
New Midget 1500	(£13.92)	£10.90
Imp	(£15.94)	£13.00
Avenger	(£13.92)	£10.00
Spitfire 1/2/3/4	(£13.92)	£10.90
Lotus Elan	(£15.94)	£13.00
Opel Manta/Ascona	(£15.94)	£13.00
Morgan 4/4	(£15.94)	£13.00
Morgan +4	(£18.07)	£15.50
Morgan +8	(£26.97)	£22.90
*BMW 1600/2002/ 2002 tii	(£18.07)	£15.50
*Capri 3 Litre	(£16.83)	£14.00
*Range Rover	(£18.07)	£15.50
*Jag. E type (not V12)	(£20.87)	£17.90
*Use 16 Row 5/8 Bore Rad	(£22.57)	£17.00

P. & P. ON KIT PLUS RAD ONLY £1.00

★ **AUTOMATIC TRANSMISSION COOLERS** – *a must for caravaners* For Borg Warner type 35, complete kit, inc. Rad etc. **Our Price £26.50**

ACCESSORIES	List Price	Our Price
Remote Filter Heads	(£ 5.90)	£ 4.80
Filter Adaptor	(£ 5.90)	£ 4.80
Sandwich Plates from	(£ 5.62)	£ 4.40
Stoneguards – 10, 13, 19 row	(£ 1.50)	£ 1.30
½" Hose per ft.	(.65p)	.55p
5/8" Hose per ft.	(.75p)	.65p
Smiths Oil Pressure Gauge	(£ 8.87)	£ 7.50
Smiths Oil Temp. Gauge	(£10.02)	£ 8.50
Speedwell Electric Oil Temp. Gauge	(£10.10)	£ 8.50
Oil Temp. Gauge Take off	(£ 1.90)	£ 1.50

add P. & P. 40p per item
SPARE CONNECTORS/ADAPTORS IN STOCK

CIBIÉ

AUXILIARY LIGHTING	List Price	Our Price
Super Oscar D	(£23.11)	£13.20
Oscar D/F/LR	(£19.33)	£11.55

Add 50p per lamp for P. & P.

H1 55w bulb	(£ 2.49)	£ 1.55
H1 100w bulb Phillips	(£ 3.90)	£ 2.50
H2 55w bulb	(£ 2.97)	£ 1.95
H4 bulb	(£ 4.65)	£ 3.30
P45 bulb (quartz)	(£ 4.41)	£ 3.30

All above add 20p P. & P. per item

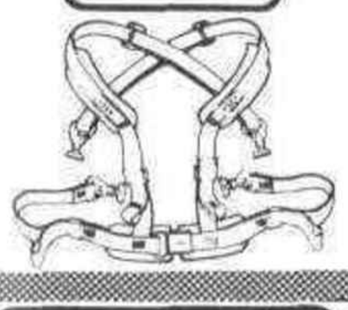
Complete Range GENUINE Ripaults Cables, Cable Ties, Loom Clamps, Connectors etc. available.
24 hour spares service from stock.
Send large SAE for Catalogue and Price List.

HEADLAMP CONVERSIONS (Per pair)	List Price	Our Price
H180	(£22.95)	£14.95
H180 with S/L	(£24.41)	£15.95
Z180	(£25.86)	£16.95
Z180 with S/L	(£28.19)	£17.95
all above, with 7" conversions		
H130	(£19.45)	£13.50
H130 with S/L	(£21.38)	£14.95
53/4	(£17.50)	£12.95
all above, 5¾" conversions add 85p P. & P. per pair		

ACCESSORIES & SPARES	List Price	Our Price
Oscar Metal Grill	(£ 5.45)	£ 3.75
S/Oscar Plastic Grill	(£ 2.38)	£ 1.65
Oscar cover	(£ 1.78)	£ 1.30
S/Oscar cover	(£ 2.27)	£ 1.70
Cibie Recommended Relay	(£ 2.70)	£ 1.95

All above add 20p P. & P. per item

LUKE



TOP VALUE HARNESSES WITH STYLE, COMFORT AND ADJUSTABILITY

LUKE AS CHOSEN AND FITTED BY TEAM SURTEES, LOLA, MERLYN, VAN DIEMEN, ROYALE AND CROSSLE

4 point harness for saloon and sports cars

- 4 independent adjustors
- 3" wide orange support pads on lap and shoulders
- 2" wide highest quality electric blue webbing
- Push button buckle

(List price £22.65) **Our Price £19.95** Plus 85p P. & P. or £1.50 per pair

SPEREX AUTO CHEMICAL PRODUCTS

In Aerosol Cans unless indicated

	List Price	Our Price
VHT EXHAUST PAINT in Red, Orange, Yellow, Grey White, Blue, Black, Aluminium and Gold	(£2.61)	£1.75
VHT ENGINE ENAMEL in Red, Orange, Yellow, White, Blue, Black, Gold, Aluminium and now Green	(£1.66)	£1.35
NEW VHT CLEAR LACQUER protects chrome exhaust pipes, cam covers etc.	(£2.61)	£1.95
WINDOW TINT in Blue, Smoke Grey, and Green	(£1.66)	£1.35
COMP. MATT-BLACK. Used by Works Teams	(£1.37)	£1.10
SATIN BLACK. Long lasting satin-textured finish	(£1.37)	£1.10
COPPER GASKET CEMENT contains pure copper. Assures tight seal. Ideal for high compression engines	(£1.97)	£1.65
VINYL SPRAY. For vinyl, plastic and artificial leather. Weather resistant and rub-proof. In Black, White, Red, Blue, Green, Brown & Tan	(£1.82)	£1.65
BLACK WRINKLE. Simulated leather finish	(£2.55)	£1.95
MAG LAC. Protects Alloy Wheels	(£2.07)	£1.65
MAG CLEAN. Cleans Alloy Wheels fast! *(non-aerosol)*	(£2.32)	£1.75
QUICK GASKET. Silicone-based adhesive sealent. Replaces gaskets (in tube)	(£1.52)	£1.35
CARB & CHOKE CLEANER. The best of its kind	(£1.48)	£1.25
SILICONE SPRAY. Anti-friction coating. Stops sticking binding and squeaking	(£1.48)	£1.25
VINYL & RUBBER DRESSING. At its best for restoring and protecting vinyl roofs and custom finish to tyres *(non-aerosol)*	(£1.82)	£1.65
RUST RELEASE. Dissolves rust, loosens joints, nuts etc.	(£1.48)	£1.25
WHEEL SEAL. Seals mag. and Ali wheels against air leaks, stops tyre slippage	(£1.97)	£1.75
GREASE AWAY. Cleans engines, wheels etc. No scrubbing, just spray & hose	(£1.52)	£1.25
BELT DRESSING. Prevents slippage, prolongs belt life	(£1.31)	£1.20
SPARK PLUG CLEANER. Removes carbon — instantly!	(£1.82)	£1.50
CHAIN LUBE. Reduces friction on bikes, dry lube outlasts oils and greases	(£1.97)	£1.65
ENGINE BUILD LUBE. Eliminates initial critical drag on rebuilt engines. Use on bearings, pistons, rings etc.	(£1.97)	£1.65

Add 40p P. & P. for one can, add 20p for each extra can.

TRICO

the racing champions

REAR SCREEN ELECTRIC WIPER KIT. (List £17.16) **Our Price £12.95** plus 75p P. & P.

REAR SCREEN ELECTRIC WASHER KITS List £8.54 **Our Price £6.95** plus 55p P. & P.

When ordering Washer and Wiper Kits add only £1.00 for P. & P.

A quick phone call will confirm the type of kit for your car or write stating make, model and year.

FIESTA & MAXI KITS NOW IN STOCK

KONI SHOCK ABSORBERS

For the discerning enthusiast the ultimate units. Largest stockists in the country and at our competitive prices cheaper than you think. Bike units available.

SPAX

Comprehensive range of these popular external adjustable units in stock. At our *discount* prices they can be even cheaper than the standard replacement unit.

CONVERSION KITS IN KONI/SPAX

Specialising in TVR, Ginetta, Marcos Lotus 7, Europa & Morgan

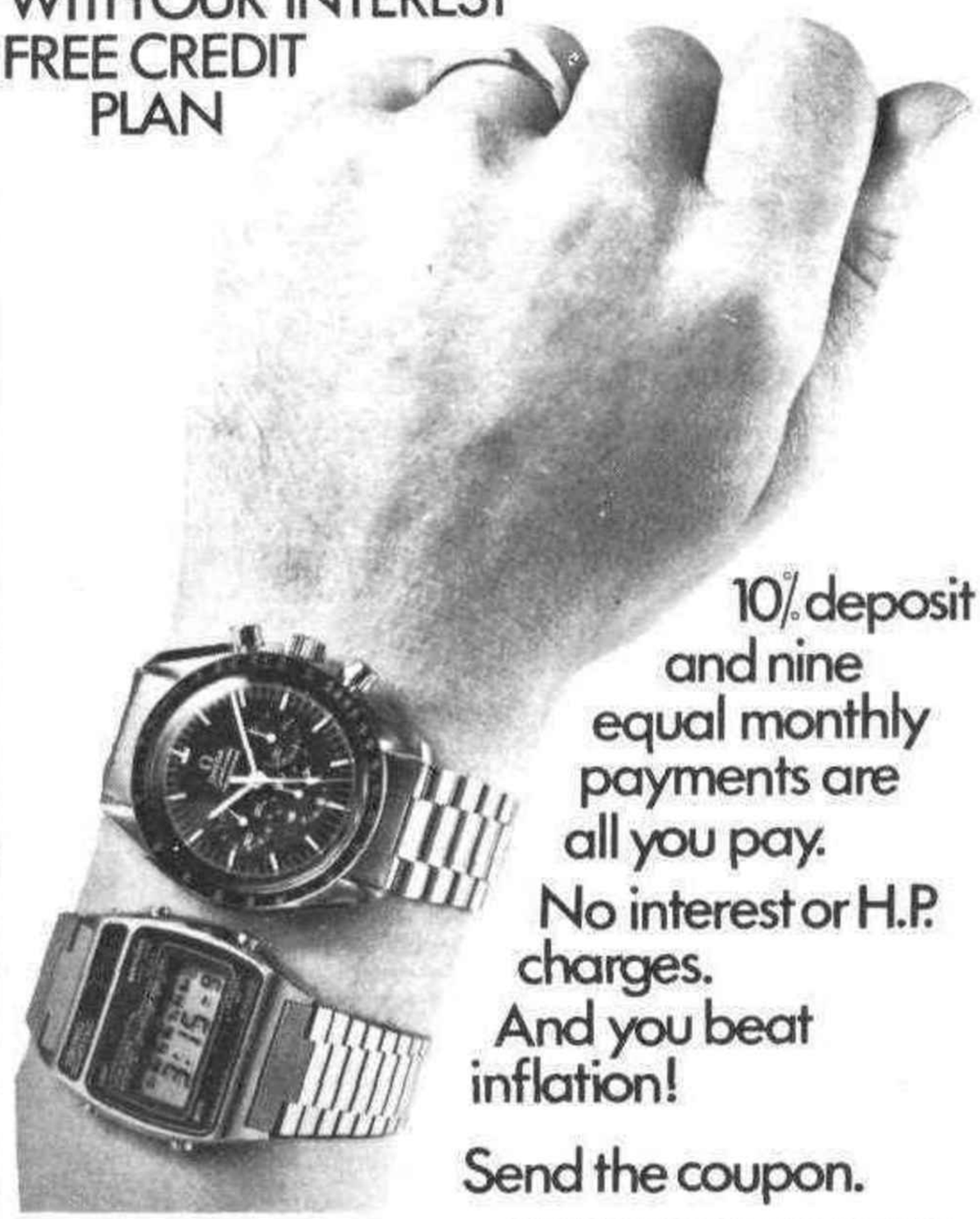
We have many regular customers in Eire — there are *no* extra *postal* charges — customs documentation taken care of — prices just as advertised here.

Guarantee

1. All products are *guaranteed* by their manufacturer.
2. Road Runner Ltd. *guarantee* to replace any equipment found to be defective when fitted for the first time.
3. All goods advertised are *in stock* or are expected to be delivered as we go to press.

YOU CAN OWN A SUPERB SPECIALIST WATCH NOW—

WITH OUR INTEREST FREE CREDIT PLAN



10% deposit and nine equal monthly payments are all you pay.

No interest or H.P. charges.

And you beat inflation!

Send the coupon.

OMEGA SPEEDMASTER ST 1450022 (Top)

The astronauts' watch - the first to be worn on the moon. Water-resistant. Tachymetre bezel. Stainless-steel case and bracelet.

£175.00

(only £17.50 deposit)

SEIKO FB001 QUARTZ DIGITAL ALARM CHRONOGRAPH

Constant display of time with stopwatch and alarm systems available at the touch of a button. Backlight for night-time reading.

£145.00 (only £14.50 deposit)

OMEGA
TISSOT
SEIKO

PARRYS OF MALVERN

Parrys Jewellers Ltd Dept WS Malvern, Worcs WR14 2AJ
Telephone: Malvern (06845) 4077

Please send:
OMEGA WATCH. I enclose £17.50 deposit ☐
SEIKO WATCH. I enclose £14.50 deposit ☐
DETAILS OF OTHER SPECIALIST WATCHES ☐

NAME _____

ADDRESS _____

MS 8

3P Berlinetta



1300cc 73HP **0·60 in 10·8*secs**

hatch back coupé from Radbourne our specification includes:- mag wheels, low profile tyres, radio/cassette player, inertia reel belts, matt black grill, coach lines, 2 year mastercover warranty.

£3,000.00 *Total on the road price*

RADBOURNE RACING LIMITED

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

Official **FIAT** *Dealer*

7 day spares service 01-385 9167

*Motor road test figs. (31/1/76)

DP AUTOMOBILES LTD
PEUGEOT DISTRIBUTORS



EXPORT CENTRE

All models available tax free under the Personal Export Scheme.

468-472 Purley Way, Waddon, Croydon CR9 4BL Telephone 01-681 2600

HWM

Aston Martin Lagonda
Sales Service

we are the most experienced distributor in the world; most of our workshop staff have been factory trained; we have the largest post-war stock of parts from the factory; and we all like Astons which is vital.
Really there isn't a lot more to say here, until we meet you and talk about your car . . .

HW Motors Limited
New Zealand Avenue
Tel: Walton-on-Thames 20404

HUGHES MOTOR COMPANY



THE PERSON - TO - PERSON PORSCHE PEOPLE



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

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

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

tim & zöe Randles

TVR **SALES 0782 48361 - 47623**

NEW TVR 3000M. Black, Copper coachband, tan trim, sunroof . . **LIST**
NEW TVR TAIMAR. Onyx brown, cream band, tan trim, sunroof . . **LIST**
NEW TVR 3000. White, black vinyl roof, o/d . . **LIST**
NEW LOTUS ECLAT SPRINT. White, uprated engine . . **LIST**

1973 (M) JENSEN Interceptor. Sable, champagne trim, 34,000 rec. miles . . **£3,995**
1974 TRIUMPH Dolomite Sprint. French blue, o/d., one owner, 28,000 miles . . **£2,195**
1976 MGB GT. O/d, red, black trim, headrests, tints, sunroof . . **£3,095**
1976 JENSEN-HEALEY G.T. One owner, 16,000 miles, met. green, tan upholstery, radio . . **£4,295**
1975 FIAT 130 Coupe, auto., Met. blue, Russet trim, tints, radio, 29,000 miles . . **£4,295**
1969 LOTUS Elan S4 fhc. Gold leaf colours, red/gold. Respayed and renovated . . **£1,495**
1973 ALFA ROMEO Spyder 2000. One owner, white . . **£2,295**
1974 ROVER 3500 S. Grey, cloth trim . . **£2,245**
1975 (Dec.) TVR 1600M. Special finish met. beige, tan trim, radio, sunroof, tints . . **£3,295**
1973 MGB GT. O/d, Damask red, black trim, tinted glass, headrests, radio, two owners . . **£1,845**
1969 PORSCHE 911S. Fuel injection, met. grey, special number, hrw, rear wiper, radio . . **£2,195**
1973 LOTUS +2S 130. Pistacchio green, black vinyl roof, chrome wheels, 30,000 miles . . **£2,595**
1973 (M) LOTUS 2+2 S 135, J.P.S. colours . . **£2,695**
1973 (M) LOTUS +2S 130. Lotus yellow, silver roof, black trim. Sold and serviced by us, one owner . . **£2,695**
1976 TRIUMPH Spitfire 1500. White, 10,500 miles, o/d, Surrey hard/soft top . . **£2,195**
1975 JENSEN HEALEY SPORTS. Sable brown, black vinyl hard top, radio, one owner, low mileage . . **£2,895**
1975 (P) BMW 2002 Tii. White, blue vinyl roof . . **£3,495**

Tremendous Stock of Lotus and Scimitar Spares, Tel. (0782) 45691

Top Technicians for your Performance Problem. 'Phone Bob Booth, (0782) 45691

C.R.F.S. LTD., CAMPBELL ROAD, STOKE-ON-TRENT

1 mile off M.6 Exit 15. Open weekends

Brandon Motors Ltd

Ferrari Distributors for Warwickshire

New 308 GTB & GT4 available in choice of colour

Demonstrations Available

Full Servicing Facilities for all Ferraris



Brandon, Nr. Coventry. Wolston 2285/6

Ferrari

Alfa Romeo

AND

SAAB



NEW AND USED MODELS ALWAYS AVAILABLE
PERSONAL EXPORT. ENQUIRIES WELCOME

THE RIVER GARAGE LTD.

LONDON ROAD, OLD STRATFORD, MILTON KEYNES
TEL.: (0908) 562194

CHEVLESMORE GARAGES COVENTRY

ASTON MARTIN

Behind every really great name there's dedication & enthusiasm

CHEVLESMORE GARAGES COVENTRY

138 Sutherland Avenue, Nod Rise, Coventry 461441

How to be alone in your car with Diana Ross.

With the sound quality of our CQ841 stereo cassette radio you could almost reach out and touch her.

Much of what we've learned from our inroads into hi-fidelity is incorporated in the CQ841.

Streamlined and compact, the CQ841 has an automatic stereo/mono change circuit, a 'fastforward' facility and a tape ejector.

The noise reduction adaptor will protect you both from any outside interference.

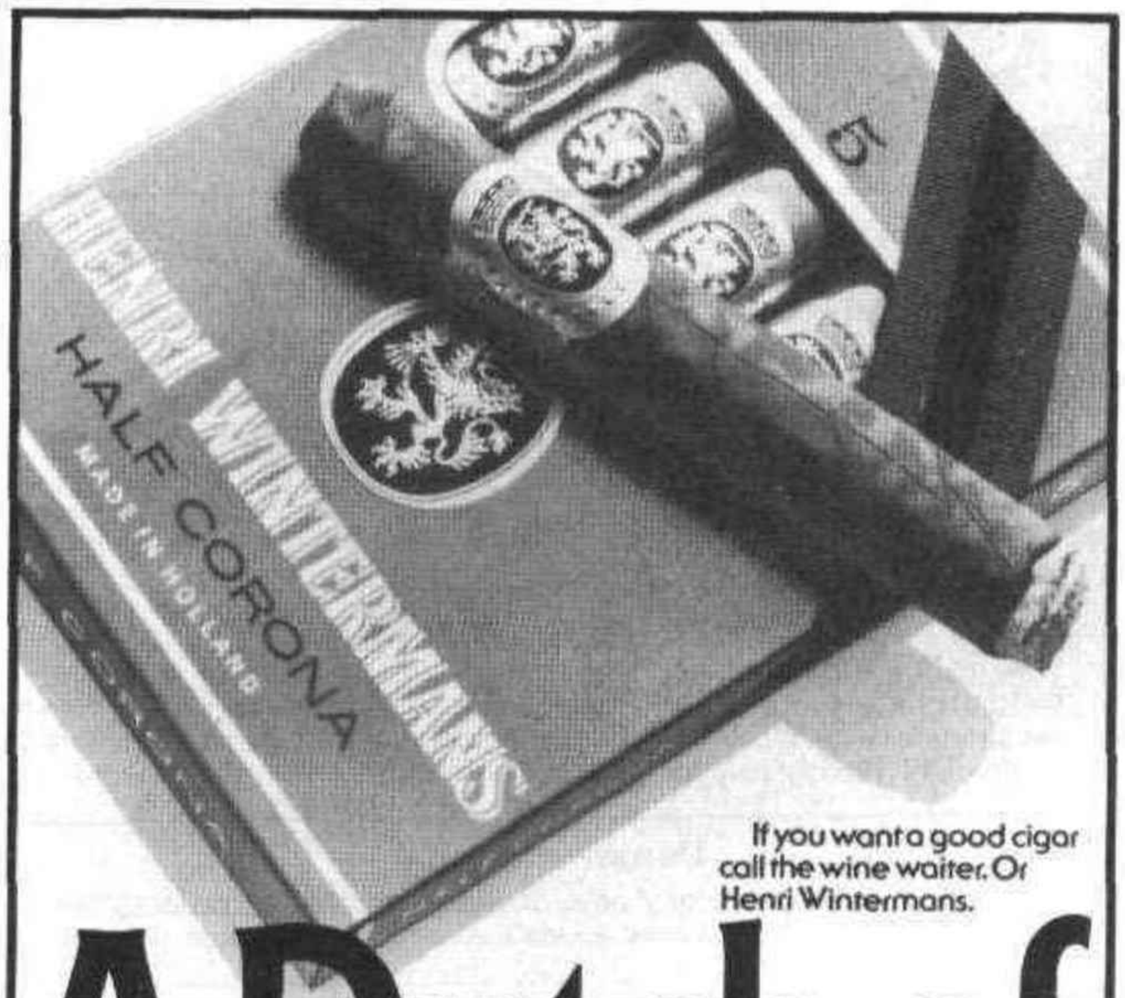
So if you're alone in your car with Diana Ross the CQ841 will give you the full benefit of her presence.



Just slightly ahead of our time.

National Panasonic

National Panasonic (U.K.) Ltd., 300-320 Winsley Road, Slough, Berkshire SL1 4DR. Telephone: Slough 44122



If you want a good cigar call the wine waiter. Or Henri Wintermans.

A Dutch of excellence

from Henri Wintermans, world's No.1 cigar exporter.

SGT we sell freedom

NEW ALFA ROMEO

The following new Alfa Romeo cars are available for immediate delivery.

Sud 5M, silver, red, blue, brown **from £2,599**
Sud Ti, white, red, brown, blue **from £2,799**
Alfetta 1.8 saloon, red, green, blue, white **from £4,199**
Alfetta 1.6 GT, red, silver **from £4,899**
Alfetta 2000 GTV, white, ivory, red, plum **from £5,298**
2000 Spider (convertible) black with red trim **from £5,298**





NEW SCIMITAR GTE

The following new GTEs are available for immediate delivery.

GTE, Automatic in celtic brown with tan cloth interior, power steering, laminated screen, tinted glass **£6,298**
GTE, Overdrive in april yellow with tan cloth interior. Alloy wheels and tinted glass **£6,110**

USED ALFA ROMEO

1963 2000 GTV, blue, beige trim **£1,995**
1974 2000 GTV, white, black cloth trim **£2,495**
1975 Sud Ti, white, radio, cloth trim **£1,995**
1977 Alfetta 1.6 saloon, red, black trim **£3,295**

USED SCIMITAR GTE

1974 GTE, overdrive, Highland purple, black leather trim **£3,195**
1975 GTE automatic, Beaujolais red, tan interior **£3,895**
1976 GTE, overdrive, Sierra tan, tan cloth trim **£4,995**
1977 GTE, automatic, Lincoln green with tan cloth **£5,995**

NEW LOTUS

The following new Lotus cars are available for immediate delivery.

Esprit in black with brown interior **£8,548**
Eclat Sprint in white with black interior **£8,938**
Elite 501 in mint green with beige interior **£9,237**
Elite 503 in black with brown interior **£10,513**



NEW MORGAN

All new Morgan cars are hand built to your personal requirements. Unfortunately there is rather a long waiting list, so contact us for a delivery quotation. Prices start at around **£3,650.**



USED LOTUS

1972 Europa twin cam, JPS black and gold with champagne interior and big valve modification **£2,695**

1976 Elite 501, mint green with beige interior, radio, stereo **£6,750**

1976 Esprit, orange with tartan trim **£6,750**

USED MORGAN

A customer has asked us to dispose of his car which is described below:

1976 +8 in royal ivory with brown leather interior, usual factory extras including aluminium body and wings, rust protected and radio/stereo, 12,000 miles recorded with complete service history.

OUR GUARANTEE

New cars are guaranteed for two years, labour and materials and used cars are guaranteed for one year, labour and materials. A free recovery service is provided for breakdowns or accidents anywhere in the UK. Please ask for full details of our guarantee scheme.

Demonstrations

For a demonstration in any new or used car please contact Alan Langton who will be pleased to visit your home or office or meet you at our showrooms.

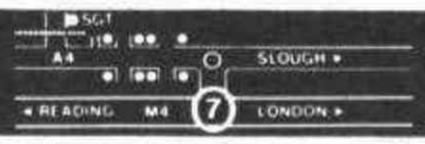
SERVICE

Our fully equipped modern workshops, staffed by factory trained technicians, are available to all owners of the above makes of vehicle. Contact Grant Healey in reception.

PARTS

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

STATION GARAGE
STATION ROAD, TAPLOW, BUCKS
Telephone Burnham 5353 or 64044



PHT PETER TOWNSEND



PORSCHE Carrera Targa, 1974. Minerva Blue. Tan cloth. Radio stereo **£8,750**
ROLLS-ROYCE. Mulliner Park Ward, 1970. F.S.S. Nottingham fire. Mist green with black Everflex roof. Absolutely superb **£11,950**
ROLLS-ROYCE Silver Shadow, 1968. Garnet with light tan hide. Superlative condition throughout **£7,450**
JAGUAR XJ6 Coupe, 1976. Lavender with black vinyl roof. Tinted glass. Radio. One owner **£6,950**
FIAT 130 Coupe, 1975. Pearl grey. Russet velour radio/stereo **£5,650**
FIAT 130 Coupe, 1973. Silver, blue leather trim, radio/stereo **£3,750**
TRIUMPH Stag, 1974N. White, black trim, radio/stereo. Alloy wheels **£3,250**
V.W. Scirocco, 1975P. Metallic green. Radio. 16,000 miles **£2,495**
DAIMLER Vanden Plas Double Six, 1973. Webasto roof. 30,000 miles **£3,450**
TRIUMPH TR6, 1975. Midnight blue, radio, 19,000 miles **£2,495**
JENSEN HEALEY, 1973, P Reg. Light blue, black trim **£1,495**
JENSEN HEALEY, 1972, L Reg. Just repainted Jaguar pink **£1,295**
ALFA 1750 GTV, 1970. Positano yellow. Black cloth, radio, sunroof **£895**
CRAYFORD CORTINA Convertible, 1972 L 2000 GXL. Red, very rare **£1,495**
CAPRI 1600 XL HATCHBACK, 1974. Sports wheels, radio **£1,895**
MINI 1275 GT. Chrome yellow. Special tuning stage 1 engine **£995**
JAGUAR XJ6, 1972. Navy blue-red trim. Radio/Stereo **£1,995**
MORGAN +8, 1973. Royal blue, 22,000 miles. Many extras **£4,450**
PRINCESS HEARSE, 1961. Woodall Nicholson body. Low mileage **OFFERS**
BEDFORD 13 SEATER. Utilibrake, white, alpine horns **£895**
M.G.B. GT, 1974N. yellow, o/drive, radio, mint condition **£2,250**
M.G.B. GT, 1975P. Tahiti blue, o/drive, sun roof, radio. As new **£2,695**

By Press date we shall have several other sports cars in stock. Please telephone for details. Our buying dept. would also like to hear from anyone wishing to sell their well maintained sports and quality cars.

HIGH PERFORMANCE CENTRE
27 THE GREEN, WINCHMORE HILL, LONDON N21 1HS.
TEL.: 882-1045/1046.

TDK Sports Car



LOTUS EUROPA SPECIAL 5-speed, 1973. Finished in J.P.S. Black and Gold, oatmeal interior, an outstanding example of this sought after model **£2,795**

TRIUMPH TR6, 1972. Finished in White, fitted overdrive, radio, an outstanding example **£1,495**

TRIUMPH Spitfire, 1974. Finished in damask red with tan int., fitted with o.d., 1 owner, low mileage car, offered at **£1,495**

TRIUMPH Spitfire. Finished in yellow, **black int., excellent example .. £895**

PONTIAC Le Mans Estate, 1970. Finished in gold, V8 auto, etc., low recorded mileage, if you need lots of room this is it **£1,495**

RELIANT Scimitar GTE, 1974. Finished in capricorn blue, tan int., fitted chrome wheels, o.d., electric windows, etc., superb 1 owner example, offered at **£2,895**

PONTIAC Firebird, 1968. Specially finished in black and gold, fitted 350 engine, Wolfrace wheels, Thrush exhausts, rebuilt engine, offered at **£1,295**



MARCOS 3-litre, 1971. Finished in lime green, fitted Volvo engine, radio, stereo, s/roof, alloy wheels, really superb example offered at **£2,495**

MARCOS 2 litre, 1970. Finished in Chrome Yellow, fitted sunroof, radio, alloy wheels. Superb example **£1,995**

MARCOS Mini, 1972 L. Finished in blue, fitted 1077 cc engine, alloy wheels, etc., offered at **£745**

MG-B Roadster. Finished in bronze yellow, a really superb low mileage example, offered at **£1,545**

MG-B Roadster, 1972. Finished in beige, regd. no. 3 KWD, offered at **£1,345**

MG-B Roadster, 1970. Finished in black, fitted o.d., w/w, radio, etc., very pretty car, offered at **£1,095**

MG-B Midget, 1972. Finished in white, best one we have ever driven, with service history, offered at **£1,045**

MGB GT, 1975. Finished in Citron Yellow with Black interior, fitted with overdrive, radio, hrw. One owner from new **£2,495**

WANTED! **Well maintained Sports Cars and American Cars for Cash or Part Exchange.**

5, CANNING ROAD, WEALDSTONE, HARROW MIDDLESEX HA3 7
TELEPHONE 01-863 6117

ENJOY OMEGA

Prestige and Precision

Ω on 9 months FREE CREDIT



Why pay interest rates of up to 40% pa when Prestons' Personal Payment Scheme remains totally interest-free? Own a magnificent Omega after paying a deposit of only 1/10th of the basic cash price. Balance in 9 equal instalments over 9 months without any interest charges whatsoever. Prestons' extended credit price is exactly the same as Omega's cash price!

ST3660835
A superb modern Omega with a satin stainless steel face and case. Automatic calendar watch, sweep secondhand. Resists water to 90ft. Incredibly accurate, reliable. **Only £10.30 deposit** and 9 equal payments of £10.30 over 9 months **with no interest charges.** Equivalent to £103.00 cash price.

ST1760012Bct
A superb automatic chronograph featuring day/date, tachymetre bezel, large sweep secondhand, continuous seconds recorder with separate minute and hour totalizers. All housed in a water resistant stainless steel case with matching bracelet. Swiss tuned and tested. Only £19.50 dep and 9 equal payments of £19.50 over a period of 9 months. Cash price £195.00.



FREE Catalogue and Omega Replicas.
Select your Omega at home by **wearing life-size replicas** from the Prestons Catalogue.

PRESTONS TIMER DIVISION

Please send Omega ST3660835. I enclose £10.30 as 1/10th deposit ☐
Please send Omega ST1760012Bct. I enclose £19.50 as 1/10th deposit ☐
FREE. Please send me the colour catalogue and Omega replicas. ☐

Mr/Mrs/Miss _____

Address _____

_____

Access BARCLAYCARD VISA

Post to Prestons Timer Division, Capitol House, Churchgate, Bolton BL1 1LY Reg in England No. 541349 MO8/77

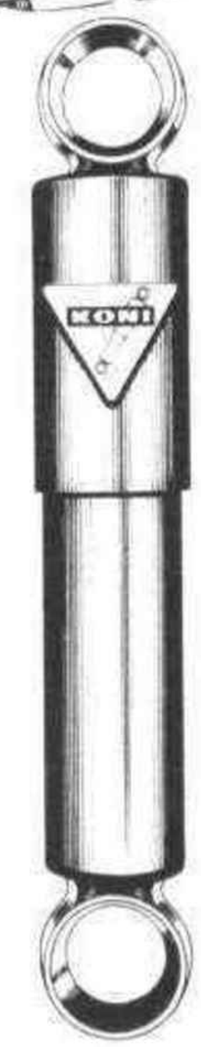
THE PERFECT TOUCH DOWN...



You get it all the time with

KONI SHOCK ABSORBERS





Made in Holland

The perfect touch down is characteristic of an experienced pilot. And a car with all wheels firmly and safely on the road is characteristic of a Koni-fitted car. Here are the reasons why Koni are THE BEST shock absorbers:

★ Koni keep your car wheels on the road, and they balance the suspension. Koni prevent loss of braking control, and they increase travel comfort.
★ Koni always perform like new because they are re-adjustable.
★ Koni are made for almost every car. That means that Koni have road tested your car (if fitted with normal suspension) determined the correct absorbing force it needs, and marketed a Koni model to exactly suit the car. Made to measure Koni, in fact!
★ Koni rigorously test all components that go to make Koni shock absorbers. High-grade quality control is operated throughout the Koni factory.
★ Every Koni shock absorber incorporates a patented system of bores, valves, and springs.
★ Koni road testing is real tough, and includes a full international rally and racing programme. Koni were fitted to the Formula 1 champion cars in 1971, 1972, 1973, 1974, 1975, and 1976.
★ YOU NEED KONI NOW if your steering vibrates or feels light, if your car wanders or rolls, if your car pulls out of line during braking, if the suspension 'bottoms' or if the tyres are wearing unevenly. KONI GET RID OF SUCH TROUBLE MAKERS. See your garage this week and INSIST ON KONI SHOCK ABSORBERS. They're not the cheapest, but THE BEST.
★ Koni are available through your garage or accessory shop, or send coupon below to sole concessionaires.

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

Home Counties distributors: Ron Haynes Motor Sports Ltd., Cardain House, Burkes Rd., Beaconsfield, Bucks. HP9 1PA. Tel. Beaconsfield (049 46) 5620.

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

Make of car _____ Model _____ Year _____

Name _____

Address _____

SPORTS MOTORS

LOTUS SCIMITAR GTE ALFA ROMEO LANCIA MORGAN

LOTUS

NEW ESPRIT in White/Marcasite trim
NEW ECLAT 521 in Red/Marcasite trim
NEW ELITE 501 in Lagoon Blue/Marcasite trim
1977 ECLAT 521 SPRINT, 5 speed, alloy wheels **£8,495**
1975 ELITE 501 in Red, one owner, supplied and serviced by ourselves. **£5,795**

ALFA ROMEO

NEW 5M. Choice of colour
NEW Ti. Choice of colour
NEW 1.6 GT ALFETTA. Choice of colour
NEW 2000 GTV ALFETTA. Choice of colour
NEW 1.8 ALFETTA Saloon. Choice of colour
1977 ALFETTA 1.8 Saloon in Red **£3,750**
1977 ALFASUD Ti in White **£2,495**
1977 ALFASUD 5M in Yellow **£2,350**
1975 ALFETTA 1.8 GT in Dutch Blue/cloth interior. **£3,350**
1975 ALFASUD SE in Red **£1,595**
1975 ALFASUD Ti in Light Blue, radio **£1,895**
Red and White Ti's also expected, both 1975's

SCIMITAR GTE

NEW GTE in Celtic Brown/Tan int., P.A.S., o/d, wolfrace wheels
NEW GTE AUTO in White/Blue int., Wolfrace wheels, P.A.S., tinted glass, fog and spotlamps
1975 GTE AUTO in Celtic Brown/Vinyl roof **£3,725**

LANCIA

NOW AVAILABLE

NEW 1300 BETA COUPE. Light Blue, cloth upholstery
NEW 1300 Saloon. Choice of colour
NEW 1600 Saloon. Choice of colour
NEW 2000 Saloon. Choice of colour
NEW 2000ES Saloon. Choice of colour
NEW 1600 and 2000 Coupe. Choice of colour
NEW 1600 and 2000 HPE. Choice of colour
NEW 1600 and 2000 SPIDER. Choice of colour
NEW MONTE CARLO in Metallic Beige
NEW MONTE CARLO. Targa roof. White
1977 (R) 1600 Saloon in Red, low mileage **£3,245**
1976 BETA 1600 COUPE in White, low mileage, cloth interior **£3,195**

MISCELLANEOUS

1976 MGB V8 in Harvest Gold **£3,695**
1974 CAPRI GHIA 3000 MK.II in Metallic Bronze **£2,695**
1974 JENSEN HEALEY MK.II in White, Hard top **£2,395**
1974 BMW 2002 Tii in Garnet **£2,695**
1975 MGB GT in Orange, radio, tints **£2,575**
1976 MGB Roadster in Red, o/d, radio **£2,575**

WANTED FOR CASH

1975 onwards, Lancia Fulvia, Beta Coupes, Jensen Healey/GT, MG-B V8 GT and Roadster, Lotus Elite and Eclat, Scimitar GTE O/D or Auto., Alfa Romeo Sud TI and GT (any type), TR6 and TR7 (5-speed).

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

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

RELIANT

1976 Scimitar GTE, 9,000 miles, one owner, p.a.s. **£4,995**
1975 Scimitar GTE, April Yellow/Tan trim, 1 owner **£3,595**
1974 Scimitar GTE, overdrive, chrome wheels, radio **£3,095**
1973 Scimitar GTE, tints, chrome wheels, radio, M-Reg. **£2,495**
1972 Scimitar GTE, L-Reg., radio, White/Black trim **£2,095**

TRIUMPH

1974 TR6, overdrive, N-Reg., Pimento/Black, radio **£2,295**
1973 TR6, overdrive, hard & soft tops, one owner **£1,995**
1974 GT6 Mk.III, overdrive, radio, low mileage **£1,795**
1973 GT6 Mk.III, overdrive, M-Reg., sunroof, etc. **£1,695**
1974 Spitfire Mk.IV, White/Black trim, one owner **£1,445**
1973 Spitfire Mk.IV, overdrive, Magenta/Black trim **£1,395**
1972 Spitfire Mk.IV, Red/Black, L-Reg., hard top **£1,145**

LOTUS

1974 Europa Special 5-speed, N-Reg., Yellow/Oatmeal **£3,195**
1972 Europa Special, Pistachio/Oatmeal, Mag. wheels **£2,795**
1972 Europa T.C., Colorado/Black, radio, alloy wheels **£2,545**
1970 Elan Drop Head Coupe, Yellow/Black **£1,795**

JAGUAR

1975 V.12 Roadster, one owner, chrome wheels, tints **£6,795**
1974 V.12 Roadster, N-Reg., Automatic, chrome wheels **£5,695**
1974 V.12 Roadster, hard & soft tops, chrome wheels **£5,695**
1973 V.12 Roadster, Primrose/Black, low mileage car **£4,695**
1972 V.12 Roadster, Metallic Blue/Navy, chrome wires **£3,895**
1973 V.12 2+2 Automatic, chrome wire wheels, tints **£4,395**
1973 V.12 2+2, Azure Blue/Navy trim, chrome wheels **£4,095**
1972 V.12 2+2, low mileage, sunroof, chrome wheels **£4,095**
1972 V.12 2+2, Red/Black interior, headrests, etc. **£3,495**
1971 V.12 2+2, regn. no. WD 69, White/Black trim **£2,995**

M.G.

1976 MGB Roadster, hard/soft tops, one owner, o/drive **£2,595**
1975 MGB Roadster, overdrive, headrests, low mileage **£2,095**
1973 MGB Roadster, overdrive, chrome Rostyles, tints **£1,625**
1975 MGB GT, overdrive, one owner, low mileage **£2,595**
1975 MGB GT, P-Reg., overdrive, left hand drive **£2,495**
1974 MGB GT V.8, sunroof, overdrive, N-Registered **£2,645**
1974 MGB GT, Teal Blue/Tan trim, N-Reg., overdrive **£1,945**
1972 MGB GT, chrome Rostyles, overdrive, Green Mallard **£1,595**
1971 MG Midget, 1275 c.c., Red/Black interior **£845**

OTHER MAKES

1974 Jensen Healey Mk.II, hard/soft tops, radio **£2,445**
1975 Alfa Romeo Alfetta GT, Silver/Black, 1 owner **£2,995**
1973 Alfa Romeo 2000 GTV, M-Reg., 1 owner, 15,000 miles **£2,395**
1975 Triumph Dolomite Sprint, sunroof, Mag. wheels **£2,145**
1974 Rover 2200 TC, N-Reg., one owner, 22,000 miles **£2,495**

TERMS — EXCHANGES — INSURANCE FACILITIES

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

1174-80 Christchurch Rd Bournemouth Tel Bournemouth 43344 9am-7pm (Saturday 9am-6pm)

161 MAWNEY ROAD, ROMFORD ESSEX, RM7 8RP.
Tel.: ROMFORD 22717
BUSINESS HOURS 9.30–7.30.



12 MONTHS' PARTS& LABOUR GUARANTEE CASH PAID FOR LOW - MILEAGE SPORTS CARS

TRIUMPH TR6 1974 'N', mimosa yellow, h/soft tops, 28,000 miles, o/drive, radio **£2,295**

TRIUMPH TR6 1973 'L', Porsche viper green, Wolfrace wheels, radio, stereo **£1,895**

TRIUMPH TR6 1971 'K', h/soft tops, 2 owners, 43,000 miles, o/drive, radio and 8 track stereo **£1,195**

TRIUMPH STAG 73, magenta, h/soft tops, tints, sports wheels, elec. windows, superb driver **£2,395**

TRIUMPH STAG 72 'L', red with black trim, h/soft tops, manual with o/drive, sports wheels, radio, elec. windows **£1,995**

TRIUMPH SPITFIRE 74 'N', French blue, 1 owner, 28,000 miles, radio, mint condition **£1,595**

TRIUMPH SPITFIRE '72', sienna brown, h/soft tops, 48,000 miles, radio, cassette player, attractive car **£1,095**

JENSEN 541R 1960, Monza red coachwork, completely re-upholstered in black, fitted with Wolfrace wheels and new Dunlop SPs **£1,395**

RANGE ROVER 1971, brigade red with tan trim, a carefully used and well maintained privately owned vehicle **£2,895**

MARCOS 69 'H', finished in met. regal red, mag. wheels, excellent example of this sought after car **£1,895**

JAGUAR E TYPE V12 2+2 '1972', sable tan trim, tints, chrome, w/w, sunroof **£3,450**

JAGUAR E TYPE 4.2 Convertible, 1968, white with black trim, chrome w/w, radio and 8 track **£2,195**

JAGUAR E TYPE 3.8 Convertible, 1962, white, refurbished, red interior, chrome w/w, outstanding **£2,095**

JAGUAR 1962 3.8 F.H.C., white, chrome w/w, good condition, outstanding value **£1,195**

JAGUAR XK120 Drophead Coupe, original black finish from new, two owners, 70,000 miles genuine, must be seen at only **£4,950**

SCIMITAR G.T.E. 1974, cream with brown trim, manual with o/drive, elec. windows, radio, sports wheels **£2,675**

SCIMITAR G.T.E. 1972, in bright red, black trim, radio and 8 track, Wolfrace wheels, auto **£2,195**

B.M.W. 3.0 SA 73 'M', blue with tan interior, sunroof, radio and stereo **£3,250**

TRIUMPH STAG 1975, in French blue, manual with o/drive, tints, elec. windows, radio and stereo **£3,450**

TRIUMPH STAG 1974, in pimento red, auto, power steering, elec. windows, radio **£2,995**

LOTUS +2S 130/5, met. blue with oatmeal trim, mag. wheels.

LOTUS +2S 1971 'K' reg., white with silver cockpit, radio.

LOTUS ELAN Sprint Convertible, in red and white, black trim, 1971 'K', radio and stereo, superb car **£1,995**

LOTUS ELAN S4 Convertible, in yellow, very good body **£1,295**

M.G.B. GT 1972, in white, blue cloth inserts, o/drive, radio, nice driving car **£1,495**

M.G.B. GT V8 73 'M', maize, recon. gearbox, 20,000 miles **£2,295**

M.G.B. Drophead 'R' reg., but manufactured 73, red with o/drive and hard top **£1,495**

M.G.B. Drophead, in mallard green, 1972, o/drive, h/soft tops **£1,395**

B.G.T. 'P' reg., but 1972 in bright red, radio, sports wheels, immaculate **£1,695**

M.G.B. GT 1973, harvest gold with black cloth trim, Rostyles, radio and stereo, choice of three **£1,895**

LOTUS ELAN Sprint F/H, in white, 1972 'L', black trim, radio **£1,995**



Merryfields



Camden Motors

LOTUS & RELIANT DEALERS

73 BMW 2002 Automatic, in blue, radio **£2,149**

74 BMW 2002. Attractive in red, black trim **£2,449**

75 BMW 3.0SI. White, blue trim, PAS, s/dym **£5,499**

76 BMW 520 Auto, in grey, PAS, s/roof, etc **£5,199**

'R' regd. DATSUN 260Z 2+2. Blue, radio/tape, all wheels, etc. ... **£4,899**

76 JENSEN HEALEY GT F.H. Coupe, in met. blue, black trim **£4,249**

76 LANCIA Beta 1600 Coupe Ser.II, a/wheels, radio, Ziebart r/proofed **£3,499**

72 LOTUS +2. Blue & silver, s/dym, alloy wheels **£2,299**

72 LOTUS +2S 130. Alloy wheels, tinted glass, etc. **£2,199**

76 LOTUS Esprit. Yellow, tartan trim, radio **£6,799**

76 LOTUS Eclat 520. White, radio, sun-dym, HRW **£6,499**

75 LOTUS Elite 502. Full spec., 4 seater in white **£5,799**

74 LOTUS Elite 502. Full spec., in regency red **£4,799**

75 LOTUS Elite 503. Yellow, PAS, air-/cond., rad./tape, s/dym, all./whls. **£5,499**

76 LOTUS Elite 504, Automatic, in red, full spec. **£7,299**

72 MG B GT. Red, black interior, over-drive **£1,499**

73 MG B GT. Bahama yellow, o/drive, chrome Rostyles **£1,749**

74 MG B GT. Bahama yellow, overdrive, radio, HRW **£2,049**

74 TRIUMPH Stag, h/soft tops, o/drive, power steering **£3,199**

75 MG B GT. White, o/drive, radio, one owner **£2,549**

74 MG B GT. White, o/drive, s/dym, low mileage **£2,099**

76 MG B GT. Tangerine, blk. trim, radio, etc. **£2,899**

74 MG B GT V8, s/rf, all./whls., radio/tape, red **£2,399**

76 OPEL Manta Berlinetta. Radio, el. aerial, etc. **£3,099**

76 OPEL Manta Berlinetta. Radio, HRW, white **£2,999**

73 RELIANT GTE Manual, o/drive, radio/tape, alloy wheels, green **£2,499**

73 RELIANT GTE, Automatic. Blue tan trim, radio **£2,599**

74 RELIANT GTE Auto. Purple, black trim, radio, all./whls., low mlge. **£3,199**

74 RELIANT GTE Manual, o/drive, radio/tape, all./whls., red **£2,999**

76 (R) RELIANT GTE, o/d., lamscr., el. winds., radio, 5,000 miles only **£4,999**

76 RELIANT GTE Auto. Sierra, tan trim, radio/tape, etc. **£4,849**

76 RENAULT 17TS. Met. silver, blue cloth trim, low mileage **£2,999**

76 (R) TRIUMPH TR7. Radio/tape, HRW, Nom. mileage **£2,849**

76 (R) TRIUMPH Spitfire. Yellow, black trim, low mileage **£2,249**

76 TRIUMPH TR7. Red, black trim, radio, tints, HRW, etc. **£2,899**

74 TRIUMPH Stag Auto, h/soft tops, PAS, rad./tape, all./whls. **£3,299**

NEW FOR IMMEDIATE DELIVERY MATRA-SIMCA BAGHEERA. Blanc Neve
ALWAYS A LARGE SELECTION OF NEW LOTUS MODELS AVAILABLE FOR IMMEDIATE DELIVERY

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

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

OPEN DAILY 9·8 SUNDAY 10·6

RICKMANSWORTH SPORTS CARS

201 HIGH STREET · RICKMANSWORTH · HERTS

New Scimitar GTE Manual/O.D. Alloy wheels, sundym, green/tan
List (Immediate Delivery)
Jaguar E-Type, 1973, Manual 2+2. Sun roof, white **£4,250**
M.G.B. GT V8, 1973. Teal-blue/tan trim **£2,095**
M.G.B. GTs, 1972/73/74. Choice of Seven .....from **£1,565**
M.G.B. Roadsters, 1975. Choice of Three .....from **£1,895**
M.G. Midgets, 74 & 76. Choice of Four .....from **£1,365**
Marcos 3-Litre Volvo, 1971 K. Sunroof, black **£2,295**
Scimitar GTEs, 1972/73/75 ..... from **£2,095**

Spitfires 1971/73/74/75 ..... from **£995**
Jaguar E-Type, 1973, D.H.C. Manual, white **£4,250**
Mercedes 350 SL Manual, 1971 K. Metallic-bronze **£5,150**
TR6, 1973, O/D. Radio, stereo, h/top, green **£1,795**
TR7, 1976. Brown **£2,645**
Lotus Elite 503, 1975 P. 14,000 miles, 1 owner, finished in white **£6,250**
Lotus Elan S3 F.H.C., 1968. White **£1,145**
Lotus Europa Special, J.P.S., 1972 L **£2,595**

12 MONTHS' WARRANTY AVAILABLE ON ALL CARS, FINANCE ARRANGED — PART EXCHANGE WELCOME

Rickmansworth (87) 75369, 78079

9.30 a.m. - 6 p.m. Monday - Saturday. Closed Sunday
GOOD SPORTS CARS ALWAYS PURCHASED FOR CASH

The Cathedral GT Centre

COLLEGE GREEN
BRISTOL 1
Tel. : 0272 20031

OUTRIGHT WINNERS NATIONAL SALES CAMPAIGN
NEW LOTUS IN STOCK FOR IMMEDIATE DELIVERY
Lotus Elite. Choice of colours and models
Lotus Eclat. Choice of colours and models
Lotus Esprit. Choice of colours and trims

AA TESTED PERFORMANCE USED CARS OFFERED WITH A 2-YEAR WARRANTY

1977 Lotus Esprit. Our demo car, orange **£7,750**
1976 Lotus Esprit. Finished in yellow **£7,400**
1977 Lotus Esprit. Finished in red **£7,500**
1977 Lotus Eclat 521S. Our demo car **£8,200**
1976 Lotus Elite 503. Finished in white **£8,995**
1976 Lotus Elite 504. Auto, white **£8,995**
1975 Lotus Elite 502. White, black vinyl roof ... **£5,950**
1974 Lotus Elite 502. White, black vinyl roof ... **£5,500**
1974 Lotus Elite 502. Roman purple, tan vinyl roof **£5,400**
1973 Lotus Elan Sprint. D.H., lagoon **£3,200**
1972 Lotus Elan Sprint. D.H., lagoon **£2,900**
1971 Lotus Elan Sprint. D.H., sand **£2,750**
1970 Lotus Elan S4. F.H., red **£1,795**
1973 Lotus Elan +2S 130/5. JPS **£3,500**
1973 Lotus Elan + 2S 130/5. Regency **£3,200**
1972 Lotus Elan +2S 130. ..... **£2,800**
1973 Lotus Europa. JPS **£2,900**
1973 Aston Martin DBS V8. Blue **£6,500**
1970 Jaguar 4.2 E-Type Coupe. Beige **£2,995**

ALWAYS IN STOCK A LARGE SELECTION OF USED LOTUS ELITES.
For further details contact Alastair Fraser.
Used Low-mileage Performance Cars Purchased.

CRG

Cambridge Road Garage

LOTUS AND TVR MAIN AGENTS. PERFORMANCE CAR SPECIALISTS

NEW CARS
LOTUS ELITE 501 — Black — **List.**
LOTUS ESPRIT — Red — **List.**
TVR 3000M, O/drive—White—**List.**
TVR 3000M — Black — **List.**

A SELECTION FROM OUR STOCK OF USED CARS

ELAN +2S 130/5, 1975. White, black int., Sundym, radio, alloys, 29,000 miles, immaculate **£3,750**
ELAN +2S 130/5 1973 (M). Tawny brown, metallic oatmeal int., Sundym, radio, alloys, 38,000 miles .. **£2,795**
LOTUS Elite 503, 1976. White oatmeal int., usual refinements, 1 owner, 19,000 miles **£7,250**
ELAN F.H.C., 1975 (P). Gold leaf colours, black int., 17,000 miles since first registered, all receipts available **£2,195**
ELAN S4 F.H.C. (G). White, brown stripe and roof, flared arch shell, many extras, fully overhauled, immaculate throughout **£1,495**
MG-B GT, 1976. Tahiti blue, tan int., o/d, radio/cassette, 12,000 miles, service history, 1 owner **£2,950**
MG-B GT, 1973. Teal blue, ochre cloth, o/d, w/w, headrests, radio, 2 owners, immaculate **£1,895**
MG-B Roadster, 1973. Harvest gold, navy int., o/d, electronic ignition, radio, extra instruments etc. **£1,750**
MG-B GT 'N'. Damask red, black cloth, o/d, Sundym, radio, 49,000 miles **£1,995**
TR6, 1975. Carmine red, black int., o/d radio, special redg., mint price **£2,650**
CAPRI 3-Litre Ghia, 1974 (N). Met. blue, black int., usual refinements, 1 owner, 38,000 miles **£2,550**
SPITFIRE Mk.4, 1973 (M). Pimento red, black int., o/d, radio, 35,000 miles **£1,395**

12 months warranty available on most cars.

Stock changing continually, please ring for availability of above cars and details of new arrivals.

MG-B, LOTUS, TVR, TRIUMPH SPORTS CARS WANTED FOR CASH. TOP PRICES PAID.

We are open Mon. - Sat. 9 to 7. Sundays by arrangement. We are on the A11 London to Newmarket Road, approx. 30 miles from Central London, just south of Bishop's Stortford.

120, CAMBRIDGE RD.,
SAWBRIDGEWORTH, HERTS
Tel.: Bishop's Stortford (0279) 724817

HERTFORDSHIRE SPORTS CARS LTD.

33 STATION RD. RICKMANSWORTH HERTS.

MGB GT V8 Costello 1972 **£1,999**
MGB GT, 1975. Black bumpers **£2,595**
MGB GT, 1975. Chrome bumpers **£2,399**
MGB GT, 1974. Choice of 4 from **£2,299**
MGB GT, 1973. Harvest, o/d, HRW, radio from **£1,775**
MGB GT 'K reg.'. Yellow **£1,299**
MGB, 1973. Choice of 3 from **£1,465**
MGB, 1972. Choice of 2 from **£1,475**
MGB, 1971. Yellow, o/d **£1,155**
MIDGET, 1975, 1500. Red **£1,655**

MIDGET, 1973. White, w/w, radio **£1,299**
MIDGET, 1972. Harvest Gold **£1,099**
SPITFIRE 'P reg.', 1500. White, o/d **£2,199**
SPITFIRE, 1975, 1500. Choice of 2 from **£1,799**
SPITFIRE, 1974. Blue, o/d **£1,595**
SPITFIRE, 1973. O/d, Blue **£1,355**
SPITFIRE, 1972. Choice of 2 from **£999**
SPITFIRE, 1970. White **£695**
TR6 'N reg.'. Host of extras **£2,499**
JENSEN HEALEY, 1974. Choice of 3 from **£2,199**

JAGUAR V12 'E type' 2+2. 'M' reg. **£4,500**
GTE SCIMITAR. Choice of 4 from **£2,099**
MERCEDES 350 SLC, 1973 **£8,550**
BMW 528 'P reg.'. Auto **£5,999**
INTERCEPTOR III, Auto, 1973 **£3,950**
PORSCHE 911T, 1971. One owner **£4,250**
ELAN 2+2. 'M reg.' **£2,750**
DAVRIAN GT. 'K' reg. **£999**
EUROPA S2, 1971 **£1,699**
DUTTON MALAGA. 'R' reg. **£1,599**
BMW 3.0 CSI. 'M' reg. **Just arrived**

UP TO 100 GUARANTEED USED CARS IN STOCK

RICKMANSWORTH (87) 73382 – 75204 – 70496

WANTED ALL SPORTS CARS OPEN 7 DAYS A WEEK

WOKINGHAM SPORTS CARS

38–42 BROAD ST., WOKINGHAM, BERKSHIRE:



CLAN CRUSADER

FACTORY LIGHTWEIGHT No.002.

998 cc Greetham Imp engine unused since rebuild Knight straight-cut g/box L.S.D. with a number of sets of slicks & wets on revolution wheels. Fastidiously maintained, and rarely used. **£2,250.**

Exchange road car/superbike etc. or . . . it says here . . . Nikon outfit.

LIST OF STOCK

1975 MGB Roadster, citron yellow/navy trim, 13,000 miles	**£2,295**
1974 MGB GT, glacier white/tan trim, headrests etc.	**£2,295**
1973 MGB GT, black/ochre cloth trim	**£1,825**
1973 MGB GT, blaze/navy trim, Sundym, sunroof, etc.	**£1,895**
1972 MGB GT, harvest gold/navy cloth trim	**£1,495**
ALL FITTED WITH OVERDRIVE	
1977 MIDGET, Brooklands green/tan, delivery mileage only	**£2,095**
1975 MIDGET, glacier white/tan, 1500 specification	**£1,665**
1974 MIDGET, citron yellow/navy, headrests, 17,000 miles	**£1,575**
1974 MIDGET, damask red/black trim	**£1,495**
1973 MIDGET, damask red/black headrests, radio, wire wheels, a very clean car throughout	**£1,295**

THIS IS JUST A SAMPLE OF OUR LARGE SELECTION OF QUALITY SPORTS CARS.

SALES (0734) 785139

REMEMBER THIS . . .?

LOTUS SERVICING AT A FIXED PRICE

ELAN S1-S4 SPRINT, ALL +2's (4 and 5-speed)		EUROPA TWIN CAM (including Special and 4-speed)	
3,000 mile service	**£20**	**3,000** mile service	**£12**
6,000 mile service	**£32**	**6,000** mile service	**£25**
12,000 mile service	**£38**	**12,000** mile service	**£30**

- All prices quoted are exclusive of parts and VAT.
- Small repairs (replacement of brake pads, etc.) included in service charge.
- Factory trained mechanics who are happy to prove their long experience in all Lotus products.
- Engine and gearbox overhauls.
- Retail sales for engine and general service spares only. Please phone your requirements in advance.

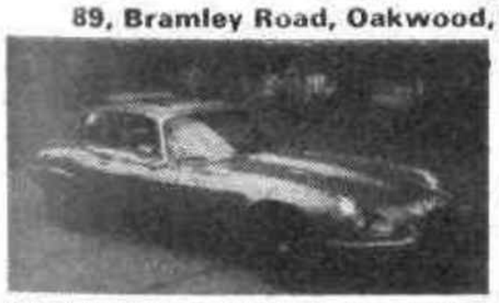
We specialise in personal service with experience.
30 mins out of London on M1. Exit 10 (A329M)

STILL UNCHANGED FROM LAST YEAR!

SERVICE 786789

The Sports Car Centre

89, Bramley Road, Oakwood, N14 4EY Tel.: 01-882 4495/1603



1973 M V12 E TYPE 2+2 auto, pas, extras totalling £900 include: sundym glass, sun roof, vinyl roof, radio, stereo, Minilite wheels, etc. **£4,750**



1975 TR6, finished in magenta, 19,000 miles. Hard top, overdrive, radio, immaculate condition **£2,595**

1975P	**MASERATI Merak.** One owner, air conditioning, elec. windows, yellow grey cloth trim	**£7,500**
1974	**LAMBORGHINI Urraco P250,** red with black velour trim, radio/stereo, recent manufacturers service. Superb bodily and mechanically, 2 owners of a fastidious nature	**£6,950**
1974N	**BMW 30 CSA,** Fjord blue, radio cassette, auto, CSL wheels, 1 owner, history	**£6,250**
1974	**JENSEN Interceptor, J series,** excellent condition, silver with black hide trim, mag. wheels, radio stereo, 30,000 miles	**£4,750**
1974	**R Reg. FIAT X19,** red, with black coachlines, 1 owner, 25,000 miles, targa top	**£2,395**
1972	**STAG,** yellow, hard and soft tops, personalised number, radio, 30,000 miles	**£1,995**
1973	**SPITFIRE,** saffron, h/soft tops, very low mileage	**£1,295**
1971	**TR6,** red, soft top, overdrive, excellent condition	**£1,195**
1972L	**SPITFIRE,** white, excellent condition	**£1,095**
	SALOON CARS	
1975	**BMW 3.0LA,** Fjord blue, blue velour trim, radio, stereo, tinted glass, metallic paint, automatic, 1 owner, unblemished	**£5,570**
1974	**VOLVO 164TE,** sunshine roof, air conditioning, leather trim, tinted glass, 32,000 miles	**£2,795**
1974	**DAIMLER Double Six,** red/tan trim, air conditioning, 2 owners	**£4,250**

WE NOW OFFER A 12 MONTHS PARTS AND LABOUR GUARANTEE.

All Clean Late Sports Cars Will Be Bought For Cash.

QUEENSBERRY ROAD GARAGE

KETTERING, NORTHANTS. TEL: KETTERING 3351

Agents for RELIANT, TVR & JENSEN **TVR**

NEW SCIMITAR GTEs
Early delivery on all models.

	NEW CARS
SCIMITAR GTE	Celtic brown, tan interior, mag. wheels
SCIMITAR GTE	April yellow, tan interior. Specification as above
TVR 3000M	White with oatmeal interior, brown sun and vinyl roofs with matching model band.
TVR TAIMAR	Red with oatmeal interior, sun roof.
	USED CARS
TVR	**1975 (P) 1600M.** White, blue int., vinyl roof, radio, h.r.w., Wolfrace wheels **£3,175**
	1973 3000M. Red with black int., alloy wheels **£2,200**
RELIANT SCIMITAR	**1974 GTE.** Blaze, black int., low mlg., immaculate **£3,275**
	1974 GTE. O/d., Beaujolais red, black int. **£2,975**
	1972 GTE. O/d., Shetland blue, black int. **£1,975**
MG-B GT V8	**1973.** O/d., bronze yellow, black int., radio/cassette **£1,950**
MG	**1976 Midget.** One owner, full tonneau covers **£1,875**
MGB	**1973 Roadster.** O/d., hard top **£1,575**
LOTUS	**1973 (M) Elan +2S 130/S.** Red, black int., and all usual extras **£2,650**

Several Scimitar Coupes also in stock

GRAND PRIX SPORTS CARS

121 HANLEY RD., LONDON N.4 01-272 7054 ANYTIME



63 Aston Martin DB5 Manual. Ice blue, red interior **£1,895**
73 Reliant Scimitar GTE Manual with overdrive, aubergine. New engine just fitted, not run in **£2,450**
73M BMW 2002 Tii. White, sun roof, alloy wheels, many other extras, 40,000 miles **£2,295**



66 Aston Martin DB6 Auto. Silver, recent mechanical overhaul **£2,295**
75P Reliant Scimitar Auto. White/black interior, 1 owner, 20,000 miles, mint **£3,795**
68 Mercedes Benz 280 SE Auto Saloon. 3 owners, 62,000 miles, minted **£1,295**
67 Mercedes Benz 230 SL Roadster. One owner, 28,000 miles, fastidiously maintained **£3,995**

We urgently require Aston Martin DB4, 5, 6. MGBs, TR6s, plus anything unusual made prior to 1968. Please phone to arrange for buyer to call.

DAVID CLARK CARS

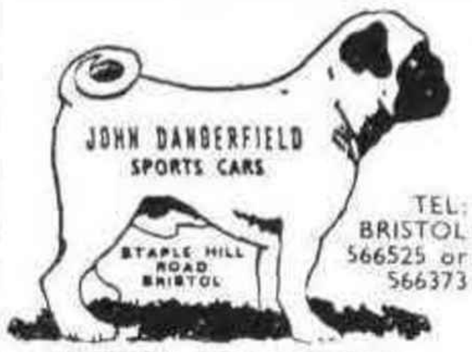
L.H.D. Daytona Spyder. Met. blue/tan hide int., 24,000 kilometres. Service record at Ferrari factory.
L.H.D. 330 G.T.C. Metallic blue/tan hide int., 16,000 miles from new, service record at factory.
L.H.D. Lamborghini Contache. Red, 1977 delivery mileage, all extras fitted.
L.H.D. Fiat 130. Coupe, aubergine, air cond. . . **£3,450**
L.H.D. Mercedes 280S. 1974, electric roof. . . **£5,750**
L.H.D. Rolls-Royce Cloud II. L. W. B. Radford Countryman conversion in metallic shell grey.
E-Type 2 +2 auto. Met. blue, chrome wires, 26,000 miles, mint **£4,500**
XJ6 4.2 auto, 1972. Sable with tan vynil roof and trim. **£4,500.**

Corniche L.H.D. P regd. Finished in met. walnut, 46,000 kilometres, tax paid in U.K. magnificent. **£19,500**
Rolls-Royce Silver Shadow. 1974 flared arch, caribbean blue, 2 owners **£14,250**
Mercedes 450 S.L.C. 1975, met. silver, air cond., electric roof **£11,300**
Pontiac Trans Am 'R' Regd., 1976. Yellow, 11,000 miles, all extras **£4,995**
280 SE, 1973. Byzantine gold, outstanding condition **£3,150**

The above are all in concours condition. Further details by request.

Jensen Interceptor. Convertible, 1975, white, black hood, rare and appreciating car **£9,250**
Mercedes 350 S.L.C. Met. red, velour trim, electric roof, 1 owner **£6,950**
Fiat 130 Coupe. 1975, met. blue, russet velour trim, radio, stereo, 24,000 miles **£5,250**
B.M.W. 3.0 C.S.L. 1974, tiga green, one of the last made, superb **£4,650**
Wood and Pickett Mini. 1,000, auto, P regd., in Rolls-Royce metallic nutmeg **£3,200**
Fiat 130 Coupe. N regd., air cond., aubergine, radio, stereo **£3,450**
Mercedes 250 C.E. H regd., metallic red, Sundym, service record at Mercedes **£2,250**

01-794 1031 **140 Finchley Road NW3** **01-794 1032**



SCIMITAR AND MORGAN
DISTRIBUTORS

COLT DEALERS

NEW VEHICLES

SCIMITAR GTE. Sierra Tan, Auto. Wolfrace wheels. L.F.S. electric windows. Tinted glass. Electric aerial. Power steering. ..... **List**

COLT range available for immediate/early delivery. Most models at pre-increase price.

USED

1976 S.E.6 SCIMITAR. Overdrive. Caspian blue, alloy wheels, tan trim **£5,250**

1976 M.G.-B GT. White, overdrive **£3,100**

1975 M.G.-B GT. Citron/black trim, overdrive, headrests, tinted glass, 10,050 miles **£2,800**

1975 GTE. Celtic brown manual **£3,300**

1974 M.G.-B. Overdrive, radio/stereo, rustproofed, tonneau, Kenlow fan, electric windows, servo, headrests, 19,100 miles **£2,300**

1974/75 COLT 1600 GSR Lancer. Red, all the usual extras **£1,800**

1974 SPITFIRE. Red .. **£1,575**

1974 GT6. Overdrive, magenta, radio, sunshine roof. Plus many other extras. One owner . **£1,825**

1974 MORGAN Plus 8. Magenta, leather trim, luggage rack, rear bumper, bonnet strap, triple wiper. Service history available . **£4,800**

1973 TR6. Blue, o/d ... **£1,850**

SCIMITAR GTE. Automatic. Russet Red/Tan trim ..... **List**

1972 SPITFIRE. White, tonneau **£1,150**

1972 M.G.-B. Teal blue/autumn leaf, overdrive, wires, headrests, ZXs, new radio **£1,750**

1971 VOLVO P 1800E. Usual extras. One lady owner since 1972, 21,500 miles **£3,000**

Full range of M.G.-B and TR Body Panels.

Healey 3000 Mark 3 Windscreen Glasses.

Hours 9 to 6 Monday to Saturday.
Direct Parts Line 567721.
Parts Dept. closes 1 pm Sat.

OMNIBOB HARD-TOP STOCKISTS

dcm

The TR Centre

Tel.: 01 - 937 1410





Every car receives a full and thorough pre-sales preparation and service, and is sold with a comprehensive guarantee.

Hire purchase and Part Exchange can be arranged.

TRs

TR6, 1975.	Pimefito, 16,000 miles, o/d	**£2,895**
TR6, 1975.	Carmine, 21,000 miles, o/d	**£2,895**
TR6, 1975.	Mimosa, 21,000 miles, o/d	**£2,895**
TR6, 1975.	Magenta, 22,000 miles, o/d	**£2,895**
TR6, 1974.	Pimento, 21,000 miles, o/d	**£2,595**
TR6, 1974.	White, 29,000 miles, o/d	**£2,595**
TR6, 1974.	Mimosa, 32,000 miles, o/d	**£2,495**
TR6, 1973.	Pimento, 32,000 miles, o/d	**£1,995**
TR6, 1973.	White, 36,000 miles, o/d	**£1,995**
TR6, 1973.	Saphire Blue, 41,000 miles, o/d ..	**£1,995**
TR6, 1972.	White, 29,000 miles, o/d	**£1,795**
TR6, 1972.	Emerald Green, 32,000 miles, o/d	**£1,795**
TR6, 1972.	Saphire Blue, 41,000 miles, o/d ..	**£1,745**
TR6, 1972.	White, 47,000 miles, o/d	**£1,745**

We are hoping for a brand new TR6, left hand drive. Details on request.

Hard-tops available for the above.

Our stock of cars changes constantly. Please telephone for an up to date list.

E TYPES

We are expecting several low mileage mint 4.2 E types, including a one owner 4.2 fixed head at 18,000 miles in silver.



THE TR WORKSHOP HAS FULL SERVICING FACILITIES FOR YOUR TR6 OR 7.

THE TR CENTRE PAY THE HIGHEST PRICES FOR GOOD USED TR6's & 7's

If you wish to sell your TR, Jaguar XK/E-Type or Ferrari, we will travel anywhere to view it. Payment by Banker's Draft or in Cash.

21 LEXHAM MEWS, LONDON W.8
Tel.: 01 - 937 1410

Ottershaw for OPEL



As our racing Commodore was unfortunately demolished yesterday at Snetterton, we are showing a picture of our tip for the winner of the British Grand Prix talking to our Managing Director.

NEW OPELS FROM STOCK

Manta Berlinetta 1.9. Manual. S/roof.
Manta Berlinetta 1.9. Automatic.
Manta SR 1.9. Choice of colour. S/roof.
Manta SR 1.9. Choice of colour. Manual.
Ascona Berlina. 4 door. Choice of colour.
Ascona SR 1.9. 2 door. Choice of colour. S/roof.
Kadett Coupe. Manual.
Kadett City. S/roof. Black.
Kadett Estate Special.

THE ABOVE CARS AT
OLD PRICES.
PLEASE PHONE FOR DETAILS.

USED OPELS

77 Model Ascona SR, Auto, 6,000 miles, red, radio **£2,995**
1975 Commodor Coupe GSE, auto, silver grey, stereo **£4,495**
1975 Manta Berlinetta, dark blue, 17,000 miles **£2,395**
1975 Kadett, 2-door Special Saloon, low mileage **£1,495**
1976 Kadett Coupe, auto, 8,000 miles, radio **£2,395**
Ascona 77 Berlina, Black, auto, 8,000 miles **£3,095**
1976 Kadett City hatch back, Monza blue, 14,000 miles **£1,895**
Manta 74 Model Manta Berlinetta, silver, s/roof **£1,995**
1974 Model Manta 1.6 D/L, white, 31,000 miles **£1,595**

OPEL TURBOCHARGING

We have been making turbocharged conversions for 1.9 Opel engines for over two years now and the performance is "Porsche-like" for an outlay of only £1,250 plus VAT. New or used cars converted, please phone for more details and to try our demonstrator.

USED OPELS URGENTLY WANTED FOR CASH

Ottershaw
Motor Company Limited

SPINNEY HILL, ADDLESTONE, SURREY

Situated on A319 between Addlestone & Chobham 10 min. from M3

Tel.: Ottershaw 2514 or 2326

The Chequered Flag

London's Leading Sports Car Specialists

For the finest selection of hand-picked sports and Gran Turismo cars Phone: 01-995 0022/3/4

TRIUMPH TR6. Choice of two 1973 Roadsters, Pimento Red or White, both with o'drive, Black trim & spoiler etc. From **£1,895**

TOYOTA CELICA COUPE GT. White with Black trim, 5-speed, radio/elec. aerial, sought-after 1975 1-owner car. **£2,285**

JENSEN-HEALEY. Most attractive one owner 1974 roadster in Orange with Black trim & factory hard & soft tops, radio, alloy wheels, etc. **£2,585**

MG 'B' Roadster. Current spec. car in Sandglow with Orange stripe cloth, o'drive, radio, etc. Supercover. Nominal mileage. 1977 (R). **£2,685**

TRIUMPH TR7. Choice of 3 in French Blue or Pimento Red, all radio or cassette, etc. From **£2,485**

LANCIA BETA SPYDER. Choice of 2 of these rare open 2/4 seaters, 1976 1600 in White and a 1977 2000 in Rosso Brighton, both one-owner low mileage cars. From **£3,885**

MG 'B' GT 1972/3. Choice of three o'drive cars in Teal Blue, Red or Black. Various extras. From **£1,495**

JAGUAR E TYPE V12. Choice of 2 superb 1973 roadsters, a Carmen Red manual and a Silver auto. From **£4,385**

TRIUMPH SPITFIRE 1500. Choice of four in Topaz, Tahiti Blue, Pimento Red or Mimosa Yellow, 2 with hard tops, 2 with o'drive, all with radio or tape, headrests, etc. 1975/6. From **£1,865**

LANCIA FULVIA 1.3 COUPES 1974/5/6. Choice of six of these delightful series III coupes in various colours and specifications. From **£2,385**

SCIMITAR GTE. Special car in Fjord Blue with Tan leather trim, o'drive, tinted glass, Wolfrace wheels, Koni shockers, radio/cassette, Uren-Weslake engine conversion from new. 1974 but R regd. **£3,295**

MG 'B' GT 1974/5 models. Choice of six in Damask, Bracken, Citron Yellow, Blaze or Teal Blue all with o'drive, radio, cloth trim, etc. From **£2,365**

TRIUMPH STAG. Indistinguishable from new in Damask with Tan trim, fitted hard & soft tops, o'drive, elec., tinted windows, alloy wheels, P.A.S., radio, etc. Only 2,000 miles 1977 (R) **£5,985**

CLASSIC CARS

JAGUAR E TYPE 4.2 COUPE. Excellent 1968 2+2 coupe in Carmen Red with Black Lthr., chrome-wires, radio, etc. **£2,685**

VOLVO 1800 ES. Red with Black trim, sunroof, radio/tape, etc. 1972. **£2,485**

MATRA MS530 LX. Mid-engined coupe in Yellow with Black trim, detachable Targa-top, continental steering. Manfd. 1972 but R regd. **£1,475**

ASTON MARTIN DB 2/4 MK III 3-LITRE CONVERTIBLE. Most attractive in Royal Blue with Pale Grey leather and Mohair hood, wire wheels, tonneau, fog lamps, etc. 1959. **£5,450**

LANCIA 2000 HF COUPE. Attractive Farina coachwork in Red with Black leather, fuel injection, electric windows, etc. 1972. **£1,765**

AUSTIN HEALEY 3000 MK II. Signal Red with Cream side panels and Black (non-original) trim, o'drive, wire wheels, radio/cassette. 1962. **£2,475**

BMW 2002 CABRIOLET. In Fjord Blue with check cloth, alloy wheels, etc. Rare 1973 convertible in R.H.D. **£2,865**

MG 'B' GT. Special Anniversary Model in Green & Gold with Black cloth, o'drive, tinted glass, chrome alloy wheels, etc. 1975. **£2,735**

LANCIA FULVIA 1600 HF LUSSO. Superb 1972 Coupe in Red with Black cockpit, 5-speed, alloy wheels, radio/stereo, headrests, HRW, etc. **£1,585**

VOLVO P1800E COUPE. In Ivory with Red leather, o'drive, fuel injection, radio, etc. 1971 "Saint" version. **£1,665**

JAGUAR XK150 3.8 'S'-TYPE ROADSTER. Truly outstanding and original example of the most desirable of all 150's, Ivory with Red leather, o'drive, chrome wires, spots, etc. 1959. **£6,750**

ALFASUD S.E. Sports Saloon in Green with Tan cloth. 1975 (P) low mileage by sole owner. **£1,965**

FORD CAPRI 3000S. Black & Gold with Tan cloth, vinyl & sunroof, fitted alloy wheels, radio/tape, tinted glass, air dam, etc. One owner 1976 (P). **£2,865**

TVR TURBO. Metallic Red/Tan trim & vinyl roof, sunroof, radio/tape, Wolfrace wheels with 108SR tyres, etc. Fantastic performance, regd. 1977. **£6,985**

SCIMITAR GTE. Choice of 6 o'drive or Auto versions in various colours, 3 with sunroofs 1974/5. From **£2,895**

MG MIDGET 1500. Primrose Yellow with Black trim & bumpers. 1 owner, 1976 **£1,935**

LANCIA BETA 1600 SALOON 1975. Blue with cloth trim, headrests, 5-speed box, HRW, one owner, 17,000 miles. **£2,265**

ALFA-ROMEO 2000 SPYDER. Pristine in Royal Blue with Red cockpit, radio, etc. Nominal mileage by sole owner. 1976 (R). **£4,685**

MG 'B' GT V8 1974. Aconite/Tan cloth fitted o'drive, sunroof, tinted glass, HRW, radio, chrome/alloy wheels, etc. **£2,685**

DATSUN 240Z. Customised in Orange with Black trim, Wolfrace wheels, stereo tape, etc. **£1,985**

JAGUAR E TYPE V12. Fine 1973 2+2 in White with Blue trim, auto, P.A.S., tinted glass, radio/stereo-8, chrome wheels, etc. **£4,485**

LANCIA BETA 1600 COUPES. Choice of 8 hand-picked 1975/6/7 cars in various colours. Extras include stereo-radio/cassette, sunroof etc. All are 5 speed and alloy wheels. From **£2,685**

ALFA ROMEO 2000 GTV COUPE. In Blue Metallic with Tan cloth, 1974. ..... **£2,385**

TRIUMPH GT6 MK III. Magenta with Black cloth, o'drive, tinted glass, HRW, 1973. **£1,695**

TVR 1600M. White with Black trim, vinyl & sunroof, radio, alloy wheels, etc. 1976 (R) supplied by us to sole owner. 7,000 miles only. **£3,685**

TVR

LONDON TVR DISTRIBUTORS

We are delighted to announce that we have in stock the fabulous **Turbo** and **Taimar** hatchback models. In addition we have the **2500M** and **3000M** information available on request. Demonstrations a pleasure.

LANCIA

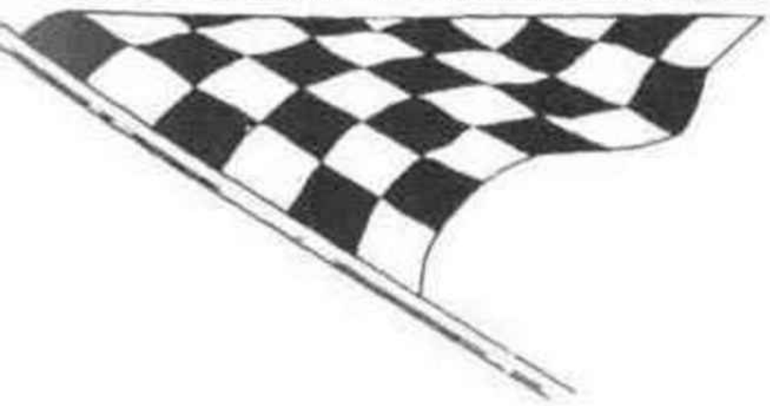
LEADING LANCIA DEALERS

Full range of new **Lancias** now available from stock: **Monte Carlo, Beta SII Saloons, 1300, 1600 and 2000, Beta Coupes, Spiders** and **H.P.E.**'s in 1600 and 2000 versions. All from London's most enthusiastic Lancia Solus Dealers.

RELIANT SCIMITAR GTE

The revised and enlarged **GTE** is now available. More room, more comfort, more elegance. This highly practical high performance estate car can be yours from **£5,890**. Please call or ring for a quotation, demonstrations with pleasure.

For Sales or Information on any of these Superb New Motor Cars please contact the Sales Office on (01)-995 0022/3/4. **Demonstration Cars Available.**



Chiswick High Road London W4

Telex: 8811126

Reliant Scimitar and TVR at 548-560, High Road, W.4.
Lancia Solus Dealers at 512-518 High Road, W.4.
Please note: Service & Stores: 01-995 0102/4

SPECIALISTS IN HISTORIC and CLASSIC CARS
REBUILDING - RESTORATION - RACE PREPARATION
Cars of this type always wanted

Bat Motors Limited

HALESFIELD 9 TELFORD SHROPSHIRE
Tel: Day: (0952) 586193
W/end, Eves: (0242) 23228 Telex: 35375



BMW 3.2 CSLS. Left hand drive. Genuine "BATMOBILE" one of only 100 homologation specials of which only 4 were imported. Nicely run in at only 7,000 miles and indistinguishable from new. Certainly the most usable of the "SUPERCARS" and must have investment potential if well kept. **£8,750.**

BENTLEY "T" Series, 1967. Shell grey with red upholstery. Documented mileage of a little over 80,000. Drives beautifully and looks like a much later car. **£5,950.**

LOTUS 15. Complete but in need of complete rebuild. Fitted with 2 litre Coventry Climax FPF engine and ZF gearbox. The very nice example we offered for sale 2 months ago sold for a figure in excess of £8,000 so there must be some potential in this at **£3,850.**

JAGUAR 3.4 "S" Type. Has covered less than 22,000 miles from new in the hands of one owner. Grey with dark blue upholstery. This is a really delightful car and must represent excellent value for a low mileage motorist with luxurious tastes. **£2,450.**

HONDA 750 Motorcycle. Just over one year old and in perfect condition at only 1,500 miles. Straight sale at reasonable figure or part exchange against low mileage BMW R90S.



BENTLEY CONTINENTAL S1 by Park Ward. Finished in white with faded maroon leather interior. A most imposing motor car and fitted with the rare and desirable manual transmission. Very nice condition bodily and mechanically and holds its own, extremely well, in modern traffic. **£7,750.**

BMW 2002 CABRIOLET, 1973. A delightful and rare little car in light metallic blue. Fitted with extensive ALPINA modifications to engine and suspension. Alloy wheels and 4 headlamp conversion make this a desirable proposition at **£2,750.**

MASERATI ENGINE. 6.4 LITRE. 4 CAM. DRY SUMP. 4 WEBERS. 580 BHP. NEED I SAY MORE. OFFERS. WANTED. ANY TWIN CAM COVENTRY CLIMAX FPF ENGINES OR SPARES URGENTLY.

Phone **SHURDINGTON 862034** if no success with other numbers.

BELL & COLVILL LTD

BELL & COLVILL LTD. ARE NOW REGIONAL MASERATI DISTRIBUTORS

NEW MASERATI FOR IMMEDIATE DELIVERY
NEW MASERATI Khamsin. Met. Blue/Beige cloth.
NEW MASERATI Merak SS. Silver/Black leather. Yellow/Blue cloth.

NEW LOTUS FOR IMMEDIATE DELIVERY
LOTUS Eclat 521. Red/Brown cloth.
LOTUS Eclat 521. White/Brown cloth.
LOTUS Eclat 523. Yellow/Brown cloth.
LOTUS Elite 503. Black, Silver, Blue.
LOTUS Elite 501. White.
LOTUS Esprit. White/Cloth, Red/Cloth, Black/Cloth.
LOTUS Esprit. Oxford Blue/Cloth, Silver/Cloth.

NEW ALFA ROMEO IMMEDIATE DELIVERY
Alfetta 2.0 GTV. Silver/Velour, Red/Velour, Black/Velour, Dark Blue/Velour, Yellow/P.V.C., White/P.V.C.
Alfetta 1.6 GT. Black, Silver, Red, White.
Alfetta 1.8 L. Silver/Cloth, Met. Green/Cloth, Red/Cloth, White/Cloth, Ivory/Cloth.
Sud Ti 1.3 [New Model]. Choice of colours.
Sud 5M. Black, Blue, Red, White, Yellow.
2000 Spyder. Red/Black.

EXPORT, FORCES AND DIPLOMATIC SALES ENQUIRIES WELCOMED.

FINANCE AND INSURANCE: We are able to provide Finance and Insurance facilities for all vehicles. Telephone for a quote it may cost less than you expect.

SERVICE: Our fully equipped Workshops are staffed with factory trained mechanics with extensive experience of all the above models. Telephone Michael Hallowes or David Richards, who will be pleased to assist with all service matters.

PARTS: Comprehensive stores for Lotus, Maserati and Alfa Romeo. Postal service available.
PARTS EXCHANGES WELCOMED

SELECTED FROM OUR QUALITY USED PERFORMANCE AND SPECIALIST CARS

1974 JAGUAR E-Type V12 d.h.c. Red, Black int., radio/stereo, tinted glass, h/top, c.w.w., auto. **£4,950**
1975 ALFA ROMEO 2000 GTV. Yellow, Black cloth upholstery, Black vinyl roof; one owner, service history **£3,150**
1973 LOTUS Europa Special. Met. Brown, Oatmeal trim, radio/stereo, tinted glass, alloy wheels; one owner, 26,000 miles **£3,250**
1967 LOTUS Elan S3 d.h.c. British Racing Green, Black interior, full service history from new, 1 owner, outstanding example **£1,395**
1976 TRIUMPH Spitfire. Red, Black int., Ziebart underseal, o/d, 1 owner, 10,000 miles **£2,150**
1976 PORSCHE 911 Carrera 3. Silver, cloth upholstery, sunroof, air cond., radio/stereo **£11,995**
1974 ALFA ROMEO 2000 GTV. Red, Black cloth int., radio/stereo, supplied and serviced by us **£2,450**
1974 MGB GT. White, Brown cloth int., sunroof, low mileage **£2,095**
1972 ALFA ROMEO 2000 GTV. White, Black int., one owner **£1,550**
1974(R) FERRARI Dino 246 GT. Met. Met. Blue, Blue upholstery, radio/stereo, one owner, low mileage **£6,995**
1976 ALFA ROMEO Alfetta 2.0 GTV. Met. Beige, Beige int., one owner, alloy wheels, supplied and serviced by us **£4,750**
1976(R) LOTUS Elite 503. Orange, Marcasite cloth upholstery, air cond., p.a.s., radio, one owner, 7,000 miles **£8,450**
1972 LOTUS Europa. Red, Black int., radio/stereo, maintained by us **£2,195**
1976 ALFA ROMEO 2000 Spyder. Blue, Red int., radio, 13,000 miles **£4,450**
1973 LAMBORGHINI Urraco. Silver, Blue hide int., air cond., radio/stereo, 24,000 miles **£6,250**
1975 MASERATI Merak SS. Met. Beige, cloth upholstery, radio/stereo, air cond., 11,000 miles **£8,995**
1976 LANCIA Beta 2000 Coupe. Met. Beige, cloth upholstery, sunroof, elec. windows, Reg. No. 1 TMF **£4,450**
1976 MASERATI Merak. Argentino Silver, Black hide upholstery, air cond., radio/stereo, 14,000 miles **£8,995**
1976 ALFA ROMEO 1.6 GTJ. Silver, Dark Blue cloth upholstery, vinyl roof, radio/stereo, service history **£3,250**
1976 ALFA ROMEO Alfetta 1.8 GT. Ivory Black, cloth upholstery, alloy wheels, service history **£3,975**
1974 LOTUS Elite 502. Choice of 3: Lagoon Blue, Sable Brown or White **£4,995**
1976(R) LOTUS Eclat 520. Carnival Red, Beige cloth, radio/stereo, one owner. Supplied and serviced by us **£5,950**
1973 LOTUS Elan +2S 130/5. Choice of 3: White, Red, Brown ..... From **£2,695**
1973 LOTUS Europa Special. Yellow, Black int., 5 speed, alloy wheels, one owner **£2,950**
1972 Lotus Elan Sprint FHC. Yellow, Black int., radio/stereo, one owner from new **£2,595**

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

TELEPHONE: SHOWROOMS: EAST HORSLEY 4671

SHOWROOMS OPEN 9.00 AM - 7.00 PM MONDAY TO SATURDAY. 2.00-6.00 PM SUNDAY

ay 'hullo' to the GOOD BUYS

Scimitar Sales & Service Centre for the South



Come along. Take a good look at our selection

Please ring for for details of new Scimitar GTEs soonest delivery.

Soonest Delivery

New Scimitar GTE, Auto, April Yellow, power steering, Tinted electric windows, alloy wheels.
Scimitar GTE, Caspian Blue, alloy wheels.

MGB GT 1974. Citron, sun roof, radio/stereo, head rest, 21,000 miles. **£2, 325**

MGB GT 1974. Citron, 1 owner, 19,000 miles, superb. **£2,265**

LOTUS +2 'S'. 130/5, 1973, 1 owner, radio, Brown with Silver top, 45,000 miles, specimen. **£2,750**

- **NEW/USED Scimitar GTEs**
- **Choice of high-quality, low-mileage cars –**
- **BMW, LOTUS, MG, STAG and other used Sports/Performance cars.**
- **RING 01–504 0017**

and ask for
Peter Barnard or **Rob Murphy**

LOTUS +2 130, 1972. One owner, full service history, Maroon with White top, 42,000 miles. **£2,450**

TR6, 1974. Yellow, 1 owner, O/Drive. **£2,195**

SCIMITAR GTE, 1974, manual, April Yellow, sun roof, alloy wheels. **£3,195**

New Alpines in stock – immediate delivery.

WANTED – Scimitars, MG, Datsun 260 or 240Zs for cash.

All cars carry 18 months Parts & Labour Guarantee.

WOODFORD MOTOR CO. LTD.

Woodford New Road, Woodford Green, Essex • The performance people with the personal touch.

demon tweeks

Alan Minshaw Racing

THE SHOCK ABSORBER AND SUSPENSION SPECIALISTS

Our mail order service is fast and efficient, and all orders are acknowledged on receipt. Goods normally dispatched the following day. Moneyback guarantee if not satisfied. We can only list a small selection of our range here. Send for our catalogue (25p) for details of **SHOCK ABSORBERS, SUSPENSION PARTS, WHEELS, TYRES AND GENERAL ROAD, RACE AND RALLY EQUIPMENT. ALL AT DISCOUNT PRICES!** (Quote dept. **ARM** on all orders).



SPAX

DEMON TWEEKS 30% uprated Competition Struts
Escort all, Cortina Mk 1 & 2, Capri, 105E, Classic, Triumph 2000, Zephyr, Hunter, Avenger.
All £10.95 exchange

Race struts to order from **£14.95**

Super Tweek Club Rally Race strut with adjustable spring pan **£36.00**

Woodhead uprated strut **£16.75**

All struts are exchange, please add £8 per unit returnable deposit, plus P&P **£2.15** per pair.
Give full details when ordering (model, disc or drum, etc.)

DEMON TWEEKS 30% uprated Levers
Spridget (F&R) A35, A40, A55, Morris 1000, Herald, MGA, TR2/3/4/5/6
All £7.50 exchange

MG6, Marina **£9.50 exchange**

50% uprated race levers to order from **£9.90**

Please add £8 per unit returnable deposit, plus P&P **£1.50** per pair.



SPAX TELESCOPICS
Fully adjustable
Super discounts on a huge range of applications. This list is only a small selection.

SPECIAL OFFER
Mini, Cortina Mk 1 and 2, Capri, Escort (some), Viva, Magnum.
All only £8.95 each

Imp rear, Escort (non turret) **£9.10 each**

Marina (R), Avenger (R), Hunter (F & R), Herald/Vitesse/Spitfire (R), Minx (R), Rapier (F & R), Fiat 850/125/124 (F & R), Ford 100E, Corsair (R), Victor, Chevrette (F & R), Beetle (F & R), Jensen Healey (F & R), Mazda RX3 (R), TR2/3/4/5/6 (F) **All £9.76 each**

Simca (F&R), Alfa (F&R), SP250 (F), Datsun 160/180 (R), Giulietta G15 (R), Fulvia (F&R), Opel Manta, Kadett, Ascona (R), Saab 96/99 (F&R), Toyota (R), Triumph 1300/2000/Stag (R), Victor FE (F), Volvo 140/160 series (F&R) **All £10.28 each**

BMW 1600/2002 series (R) **All £10.83 each**

Porsche 911 68/71 (R) **All £12.45 each**

MGB, Imp comp (R), Escort turret, Gilbern Invader, E Type (F), Jensen Interceptor (F&R), Range Rover (F&R) **All £13.55 each**

Cortina/Granada (R) **All 14.08 each**

Imp (F), Ginetta G15 (F) **All £11.90 each**

Herald/Vitesse/Spitfire/GT6 (F), Datsun Sunny (R), Triumph 1300 (R) **All £12.45 each**

Lotus 7 series 1, 111 (F&R), Triumph Toledo/1500/Dolomite (F&R), TVR (F&R) **All £13.50 each**

Elan +2 67/69 (F), Europa (F&R), Marcos (F&R) **All £15.18 each**

E Type (R), Gilbern Invader Mk 2 (F&R) **All £15.70 each**

Reliant Scimitar GT & GTE (F&R) **All £18.95 each**

Imp comp (F), Dolomite Sprint comp (F&R) **All £20.10 each**

Add P&P 95p per pair

GAS SPAX
New gas telescopics available from SPAX for a range of popular applications from **£11.92**

Telephone for details on your car.

WOODHEAD

WOODHEAD heavy duty telescopics
Mini, Cortina Mk 1 & 2, Escort (RRP £11.55) **All £7.45 each**

WOODHEAD standard telescopics
Escort, Capri, Granada, Consul, Cortina Mk 1/2/3, Viva, Victor, Firenza, Imp (R), Marina (R), Herald (R), Saab 96 Plus many more (RRP £11.55) **All £7.45 each**

Mini range only **£5.85 each**

Add P&P 95p per pair

WOODHEAD strut inserts
Triumph 2000, 105E, Escort, Cortina Mk 1 & 2, Consul, Capri, Zephyr, Mexico, Avenger, Hunter, BMW 2002, Peugeot 204/504, VW 412, Chrysler 180, Fiat 127/128, BMW 520/528, Audi 80, VW Passat/Golf/Scirocco, Mazda, Toyota and many more (RRP £10.14) **All £12.35 ea. Add P&P £1.30 per pr.**

WOODHEAD towing telescopics
For towing and heavy loads, stops rear end dip. Available for large range of Leyland, Ford, Chrysler, Vauxhall plus many foreign applications.

Prices from £15.45 each
Telephone for details.

We purchase old struts and levers
Struts **£3** each, Levers **£2.50** each (lots of 100+ collected).

PLEASE NOTE:
Old units returned to us on exchange must be reconditionable, otherwise we can not return the deposit.

KONI

KONI TELESCOPICS
Fully adjustable
Escort (R), Mini (F&R), Cortina Mk 3 (R), Avenger (R), Fulvia (F&R), Marina (R), Opel Kadett (F&R), Saab 99 (F&R), Viva HB/HC (R), Beetle (R) **All £16.75 each**

Datsun 120Y (R), TR4/5/6 (F), Viva HB/HC GT (R) **All £17.80 each**

Magnum (F&R), Beetle (F), BMW 2002 (R), Escort turret, Cortina Mk 1 & 2 (R), Capri 67/3 on (R), Hunter (R), Ascona/Manta (F&R), Saab 96 (F&R), Triumph Herald / Vitesse / Spitfire / 1300/2000 (R) **All £18.50 each**

Cortina Mk 3 (F), Consul/Granada (F) **All £19.1 each**

Triumph Herald / Vitesse / Spitfire / 1300/2000 (F), Toledo / Dolomite / Sprint (F&R) **All £20.55 each**

RS2000 comp (R), Mexico, RS1600 comp (R), Imp (F) **All £21.10 each**

Europa (F), Lotus 7 (R), Reliant Scimitar (F&R), Imp comp (F) **All £29.00 each**

Add P&P **95p** per pair. **Many more applications available.**



WE HAVE THE LARGEST STOCK OF SHOCK ABSORBERS IN THE COUNTRY!
There is only room here to show a small list of applications for SPAX, KONI, WOODHEAD and BILSTEIN. Send for our catalogue and discount price list **only 25p.**

KONI Adjustable strut inserts
105E, Cortina Mk 1 & 2, inc. Lotus 1600 E **£22.60**

Mexico, RS1600, RS2000, Capri comp **£33.35**

BMW 2002 (F), Zephyr, Escort, Capri, Avenger, Hunter, Mazda RX3, Beetle, 1302, Triumph 2000 **£32.75**

Datsun 140/160J, 180B, 180B, 240Z, Fiat (R), Capri 73 on (F) **£32.75**

P&P Add £1.30 per pair

BILSTEIN



BILSTEIN telescopics

Mini (F&R)	£15.95
Kadett GTE (F&R), Ascona/Manta (F&R), Opel Record (F&R)	£16.90
Escort RS2000 & Mk 2	£20.80
Alfa Sud (F)	£25.00
Datsun 160/180B (R)	£19.25
Porsche Carrera (R)	£26.95
BMW 2002 (R)	£20.10
Escort turret (R)	£19.35
Saab 96 (F&R)	£16.45
Volvo 140 series (F&R), Capri, Granada (F&R)	£20.50
Saab 99	£19.10
Cortina Mk 3 (F&R)	£18.50

Plus many applications.
Add P&P **95p** per pair.

BILSTEIN struts

SPECIAL OFFER
Escort Mk 1 RS2000, comp. strut **£39.95** for **£31.95** exchange, add £8 returnable deposit.

World Cup strut	£54.40
RS2000 Gp 1	£45.00
Porsche Carrera	£76.00
World Cup top mount kit (per strut)	£12.20

Add P&P **£2.15** per pair (kit **95p**)

BILSTEIN strut inserts
BMW 2002, Datsun 160/180B/240Z, Toyota Celica, Capri Mk 1, Escort T/C 1100/1300, Mexico, RS1600 **All £34.60 each**

Capri Mk 2 **£36.00 each**

BMW 2800/3.0, 518/528 **£38.00 each**

Add P&P **£2.15** per pair.

Send for more information about Bilstein road and competition shock absorbers.

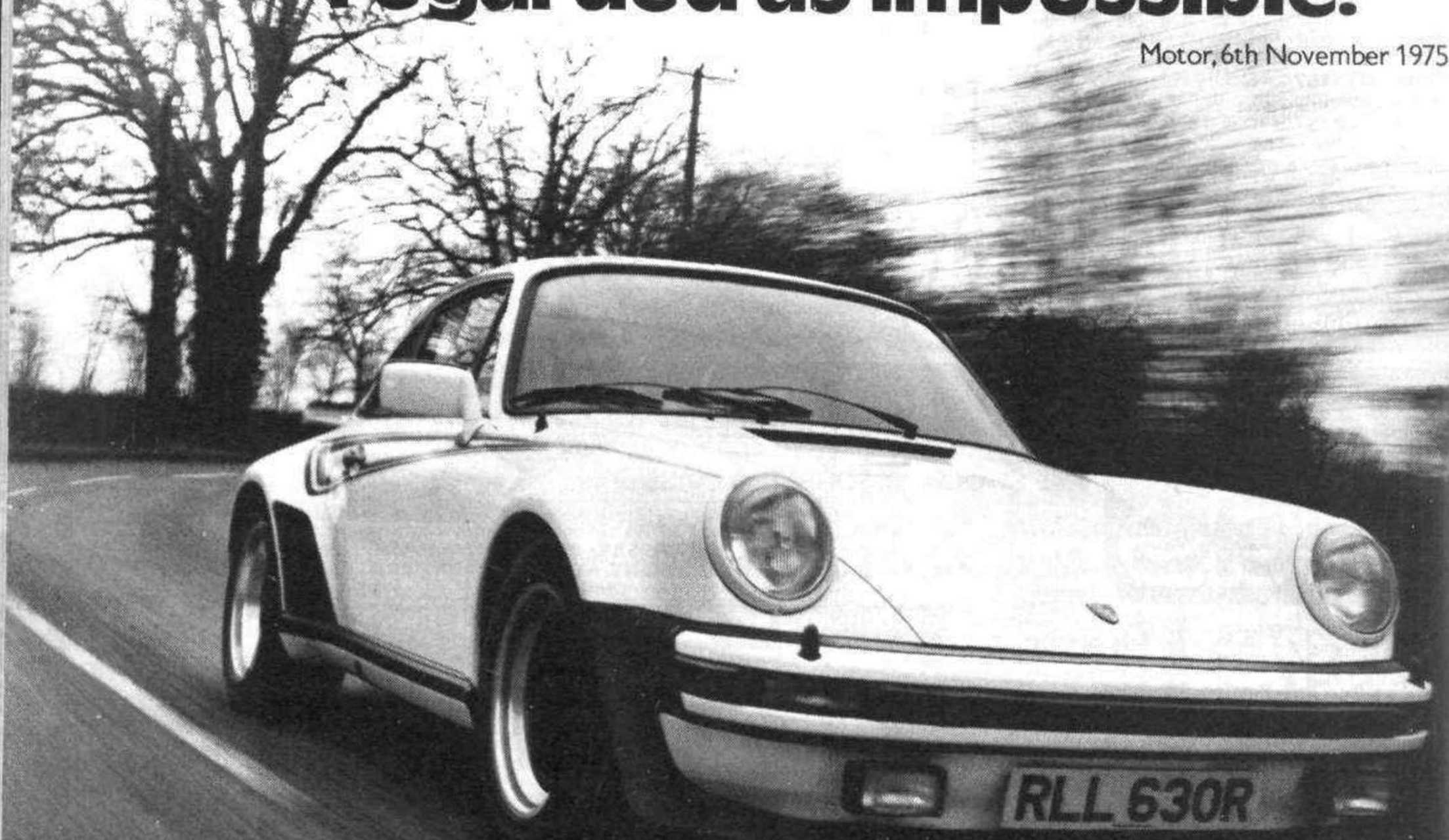


The High Street, Tattenhall, Nr. Chester, Cheshire

Tel: Tattenhall 70625/70055 (STD 0829) OPEN 9-5.30 Mon. to Sat. 11-1 Sundays.

"The P7 endows the Turbo with unbelievable cornering powers. The car will corner without drama at speeds that only a few years ago would have been regarded as impossible."

Motor, 6th November 1975.



Motor said it. Not us.

Mind you, we'd have been very surprised if they'd said anything less of the Pirelli P7.

So would Porsche.

P7s are fitted exclusively to the Porsche Turbo. And play a major role in the car's performance.

As well as the usual steel belts, the P7 has additional belts of nylon and a specially developed tread design and compound. It is this combination that gives the tyres such phenomenal grip for cornering, acceleration and for the massive 260 bhp generated by the world's fastest turbo charged road car.

While a tough, yet highly flexible, carcass smooths over most road surface bumps to give a comfortable ride. A rare luxury in a performance tyre.

In fact, Porsche were so impressed with the P7's contribution to their Turbo, that they decided to fit our tyres exclusively on their new Porsche 928, too.

Praise from Motor. Praise from Porsche.

We must be doing something right.

PIRELLI CINTURATO P7

MOTOR SPORT

VOL LIII No. 8 AUGUST 1977

Fifty-third year of publication

Publication date first of the month

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

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA
Telephone: 01-628 4741

© Motor Sport Magazine Limited

CONTENTS

	page
Matters of Moment	943
Fixtures for August	944
British Grand Prix	945
New Cars	950
Road Test: BMW 633 CSi	951
Rally Review	953
The Bass Museum	954
Around and About	955
The Race Before the Race	956
Veteran—Edwardian—Vintage	958
Leyland Eight Follow-up	961
Book Reviews	970
Cars in Books	970
Range Rover Refresher	972
Grand Prix of France	973
Notes on the Cars at Dijon	978
BRNO: Czechoslovakia's International Road Racing Circuit	980
Road Impressions: The Panther Lima	985
Goodyear's 50th Anniversary	997
Vintage Cars at Shelsley Walsh	1005
Letters from Readers	1006

FRONT COVER PICTURE: JAMES HUNT'S McLaren M26 leads Niki Lauda's Ferrari during the British Grand Prix at Silverstone, a race won by the reigning World Champion after John Watson's Brabham-Alfa Romeo ran into trouble. Lauda finished second in his Ferrari 312T2, troubled by brake problems.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£7.00
	Overseas	£7.50
	U.S.A. and Canada	$16.00
AIRMAIL:	Europe	£8.60
	Middle East	£11.60
	Australasia	£14.00
	All other countries	£12.60

All prices include postage

MATTERS OF MOMENT

■ A SWANSEA SAGA, OR THE CASE OF THE FORGOTTEN SEVENS

To be viable, a tax must not cost more to collect than the turnover it represents. The price of the vast Swansea Motor Tax Computer Centre, quoted as £400-million, is a mere flea-bite against motor-tax collected, which in 1975-76 ran at the astronomical figure of £2,944-million and in 1976-77 is estimated as likely to rise to £3,465-million (figures by courtesy of the British Road Federation). Of course, Swansea involves overheads and is apparently under-staffed, because out-stations have been opened for the filing of discarded Log Books. There is also the costly anomaly of local motor-taxation offices which are still employing salaried staff, who can do little work because they are unable to issue vehicle licences against the new-style Log Books! All this represents a drain on the revenue which motor vehicle users are reluctantly obliged to provide. What do they receive in return? For a start, not the short-term licences promised as soon as Swansea was fully operational! Not any advantage from the new Vehicle Registration documents, which contain restricted information, not always accurate at that. And there is the great time- and petrol-wasting inconvenience of not being able to tax your vehicle locally (see above)—to quote a single instance, in one *country-town* a journey of some 80 miles is involved, because since Swansea swung into operation the once-efficient Motor Tax Office in that town has been virtually hand-cuffed—although still a drag on public expenditure.

How efficient is the great Swansea Computer Complex? Let the following act as a pointer. When the last Budget raised vehicle tax from £40 to £50 a year we wanted to ascertain whether the rebate applying to pre-1947 cars, of 7-h.p. or less under the former horsepower tax rating, had been scrubbed. This interests only a handful of MOTOR SPORT readers, only some 7,000 cars being taxed thus in 1975 (figure by courtesy of the British Road Federation). But with the savage rise in motor taxation, not overlooking the equally-savage petrol tax, which had risen from the equivalent of just over 16p a gallon in 1965 to 38.6p by 1975, any rebate is worth claiming. So we first asked the aforesaid local motor tax office. "All private cars are taxed at £50 a year", they replied. Pressed, forms were consulted, and, clearly puzzled, we were told the 7-h.p. rebate still applies. Better check with Swansea, we thought. A fortnight later we received a postcard from the Director, saying our letter was "receiving attention". Nothing happened for more than a month. So we telephoned. It transpired that our letter had been sent to the D of E in London and had been lost! We repeated the queries. A few days later we received a 'phone call, telling us that the long-standing rebate for pre-1947 6- and 7-h.p. RAC-rated cars *is still in force.*

How did this astonishing concession—astonishing because, even in 1947, when the h.p. tax was changed to one based on cylinder capacity, it applied only to such rarities as Fiat Topolinos, Peugeot 7/12s, Jowett twins, the earliest DKWs and a handful of others *not* to the then prolific Austin 7s, Ford 8s, Morris Minors and the like, these (workers?) baby-cars all being rated as 8 or more h.p.—come about, we asked? The answer, we were told, is probably buried for all time under the weight of Parliamentary procedure. (William Plowden's "The Motor Car and Politics" ignores the matter.) More important, how, we then enquired, do those whose present cars are eligible for the rebate, claim it, as the new Log Books omit details of bore and number of cylinders, on which RAC h.p. is based? That poses a problem, we were told, but it would be looked into. We are still waiting for an explanation. Could it be that the Swansea-planners overlooked the forgotten Sevens?

Be that as it may, if you are one of a minority who has a car, perhaps a veteran, of 7 or less h.p., you qualify for a legitimate tax rebate of £14 a year. The VMCC may know that a similar concession applies to pre-1933 lightweight motorcycles of over 250 c.c. (up to 245 lb.). These are known to the Tax Office rather delightfully as "Bicycle Preferential". So be sure to claim your dues—a lady who recently taxed her Jowett was charged the full rate, but eventually received a rebate. It is bureaucratic muddles of this kind, multiplied a thousand-fold, which bogs the country down. The Queen's Jubilee is proving enormously successful. Perhaps just what the British people need, to inspire them with renewed pride and assist them to march towards National recovery and stability. Bureaucratic red-tape must not strangle future prosperity for this strong little country. But what of all vehicle records and licence-issuing being in Wales, the Post Office Savings Bank situated in Scotland, with devolution in the wind?

Motor Sport Fixture List For August

★ **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
Aug. 5th/6th	Ulster AC	Craigantlet	Belfast	RAC Hill Climb Championship	-
Aug. 6th	LCCC	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Aug. 6th	Arbroath & Dist. MC	Arbroath		D. & A. Arbroath Stages Rally (*R*)	08.00
Aug. 7th	**Hyllinge MS**	**Knutsdorp**	**Sweden**	**European Formula 3 Championship (INT)**	-
Aug. 7th	**Nederlandse Autorensport Vereniging**	**Zandvoort**	**Holland**	**European Touring Car Championship (INT)**	-
Aug. 7th	**ASA Mont Dore**	**Mont Dore**	**France**	**European Hill Climb Championship (INT)**	-
Aug. 7th	**Films MK**	**Bergby**	**Sweden**	**European Rallycross Championship (INT)**	-
Aug. 7th	BARC (Y)	Croft Autodrome	Darlington	Race Meeting (*R*)	14.00
Aug. 7th	BARC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Aug. 7th	BRDC	Donington Park Circuit	Derby	Race Meeting (*R*)	13.30
Aug. 7th	TWMC/Astra	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.00
Aug. 7th	BARC	Pontypool Park	South Wales	Guyson/BARC Hill Climb Championship	-
Aug. 7th	Owen MC	Creswell Farm, Stafford	127/897262	Wildcam Autocross (*R*)	13.30
Aug. 7th	Southsea MC	Goodwood Circuit	Chichester, Sussex	Southsea Sprint (*R*)	12.00
Aug. 13th	ACC	Aintree Circuit	Liverpool	Race Meeting (*R*)	14.00
Aug. 13th/14th	M.A.C.	Shelsley Walsh	Worcester	RAC Hill Climb Championship	-
Aug. 14th	**STMSC-Sektion Knittelfeld des STAMK**	**Osterreichring**	**Austria**	**Austrian Grand Prix (World Championship Round 12) (INT)**	-
Aug. 14th	BARC	Brands Hatch Circuit	Fawkham, Kent	Race Meeting (*R*)	14.30
Aug. 14th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
Aug. 14th	750 MC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Aug. 14th	Scottish Sporting CC	Knockhill Circuit	Dunfermline, Fife	Race Meeting (*R*)	-
Aug. 20th	BRSCC (NW)	Oulton Park Circuit	Tarporley, Cheshire	Race Meeting (*R*)	14.00
Aug. 20th/21st	**CRDA**	**Mosport**	**Canada**	**World Championship for Makes (INT)**	-
Aug. 21st	**ADAC-Hessen e.V.**	**Kassel-Calden**	**Germany**	**European Formula 3 Championship (INT)**	-
Aug. 21st	**AC Suisse**	**St. Ursanne Les Rangiers**	**Switzerland**	**European Hill Climb Championship (INT)**	-
Aug. 21st	**Nederlandse Rallycross Vereniging**	**Valkenswaard**	**Holland**	**European Rallycross Championship (INT)**	-
Aug. 21st	BRDC	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*) 14.00	
Aug. 21st	750 MC	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.00
Aug. 21st	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	14.00
Aug. 21st	Whickham & Dist. MC	Redesdale Camp	80/821½989½	Wynns Tyneside Stages Rally (*R*)	10.01
Aug. 21st	Welsh Counties CC	Mynydd Epynt		Halewood Stages Rally (*R*)	09.00
Aug. 21st	HDLCC	Loton Park	Shrewsbury	Guyson/BARC Hill Climb Championship	-
Aug. 21st	Green Belt MC & Roding CC	Jenkins Farm, Navestock,	Essex	Autocross	-
Aug. 26th/28th	**Automobile & Touring Club of Finland**		**Finland**	**Rally of the 1000 Lakes (World Rally Championship) (INT)**	-
Aug. 26th/28th	**Magyar Autoklub**		**Hungary**	**Taurus Rally (European Rally Championship) (INT)**	-
Aug. 27th	BRDC	Donington Park Circuit	Derby	Race Meeting	13.30
Aug. 27th	Bentley DC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	12.45
Aug. 27th	Wickford AC	Zero 6 Discotheque, Southend		Zero 6 Stages Rally (*R*)	08.30
Aug. 27th/28th	Galway MC	Galway		Galway Summer Rally (*N*)	-
Aug. 28th	**Stichting Autoraces Nederland**	**Zandvoort**	**Holland**	**Dutch Grand Prix (World Championship Round 13) (INT)**	-
Aug. 28th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
Aug. 28th	BRSCC (EA)	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	-
Aug. 28th	VSCC	Cadwell Park Circuit	Louth, Lincs	Race Meeting (*C*)	13.15
Aug. 28th	Rolls-Royce MC	Curborough	Lichfield	Sprint (*R*)	14.00
Aug. 28th	Maidstone & Mid-Kent MC	Great Cossington Farm, Aylesford	Maidstone Kent (188/745602½)	Invicta Autotest (*R*)	-
Aug. 28th/29th	BARC (SW)	Gurston Down	Broadchalke, Wiltshire	RAC Hill Climb Championship	-
Aug. 29th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**European Formula 3 Championship (INT)**	-
Aug. 29th	**BRSCC**	**Brands Hatch Circuit**	**Fawkham, Kent**	**ShellSport International Championship (INT)**	**14.15**
Aug. 29th	BARC	Thruxton Circuit	Andover, Hants	Race Meeting (*R*)	-
Aug. 29th	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	14.00
Aug. 29th	DDMC	Croft Autodrome	Darlington	Battle of Britain Race Meeting (*R*)	14.30
Aug. 29th	LCCC	Longridge Circuit	Preston, Lancs	Race Meeting (*R*)	13.30
Aug. 29th	TEAC	Lydden Hill Circuit	Canterbury, Kent	Rallycross (*C*)	14.00
Aug. 29th	Surrey Sporting MC	A22, South Godstone	Godstone	Autocross (*R*)	14.30
Sept. 1st/3rd	**Scuderia S. Martino**		**Italy**	**San Martino di Castrozza Rally (European Rally Championship) (INT)**	-
Sept. 2nd/3rd	Larne MC	Antrim Forum, Louth Road, Antrim	6/145866	Ulster Rally (*N*)	18.00
Sept. 3rd	BRSCC (SW)	Castle Combe Circuit	Chippenham, Wilts	Race Meeting (*R*)	14.00
Sept. 3rd/4th	Tavern MC and Salisbury & Shaftsbury CC	Shepton Mallet Motors		Camelot Rally (*R*)	-
Sept. 3rd/4th	Bugatti OC	Prescott	Cheltenham	RAC Hill Climb Championship	-
Sept. 4th	**AMU**	**Zolder**	**Belgium**	**European Formula 2 Championship (INT)**	-
Sept. 4th	**AC Potenza**	**Potenza**	**Italy**	**European Hill Climb Championship (INT)**	-
Sept. 4th	BARC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	15.00
Sept. 4th	750 MC	Snetterton Circuit	Thetford, Norfolk	Race Meeting (*R*)	14.00
Sept. 4th	BRSCC (N)	Rufforth Circuit	York	Race Meeting (*R*)	14.00
Sept. 4th	BRSCC (M)	Mallory Park Circuit, Kirkby Mallory	Leicester	Race Meeting (*R*)	14.00
Sept. 4th	TWMC/Astra	Lydden Hill Circuit	Canterbury, Kent	Race Meeting (*R*)	14.00
Sept. 4th	Airedale & Pennine MCC	Menston Garage	104/362½278	Summer Stages Rally (*R*)	-

Gardner Quits, Phillipe Arrives

AS D.S.J. has mentioned elsewhere, Derek Gardner has resigned as Design Director at Elf Team Tyrrell. In October he will take up an appointment as Divisional Director of Engineering and Research with the transmission division of Borg Warner Ltd., at their Letchworth, Herts., Research and Development Centre.

Gardner is no stranger to automotive transmission design: he was a Project Engineer in automotive transmission systems with Ferguson Research in the 1960s before joining the Tyrrell Racing Organisation in 1970 to design the first Formula One Tyrrell. Since then he has designed every Tyrrell built, including the revolutionary six-wheel projects and can boast 20 Grand Prix wins and two World Championships for his products.

His position at Tyrrell will be taken over by Maurice Phillipe, with whom Gardner worked on the Indianapolis Lotus turbine cars in 1967 when he was with Ferguson and Phillipe was Chief Designer at Lotus.

Like many designers in motor racing, Phillipe graduated from the aircraft industry, in which he worked with De Havilland. He joined Ford as a Project Engineer in 1960 and moved to Lotus as Chief Designer in 1965 after meeting Colin Chapman through racing his own Lotus Seven. As long ago 1954, when monocoque construction for ra ing cars was still in its infancy, he h designed, built and raced an 1172 Formu car with an aluminium monocoque.

Phillipe's most important designs wi Lotus were the 49 and 72. The former w 11 G.P.s and the 72 won 14.

In 1971 Phillipe joined the Vel's Parne Jones racing team to design USAC India apolis-type cars and the Formula One ca He set up in his own consultancy busine in Britain in 1975 and, conveniently, had be doing consultancy work for Tyrrell sin last February.

The British Grand Prix

A marathon affair

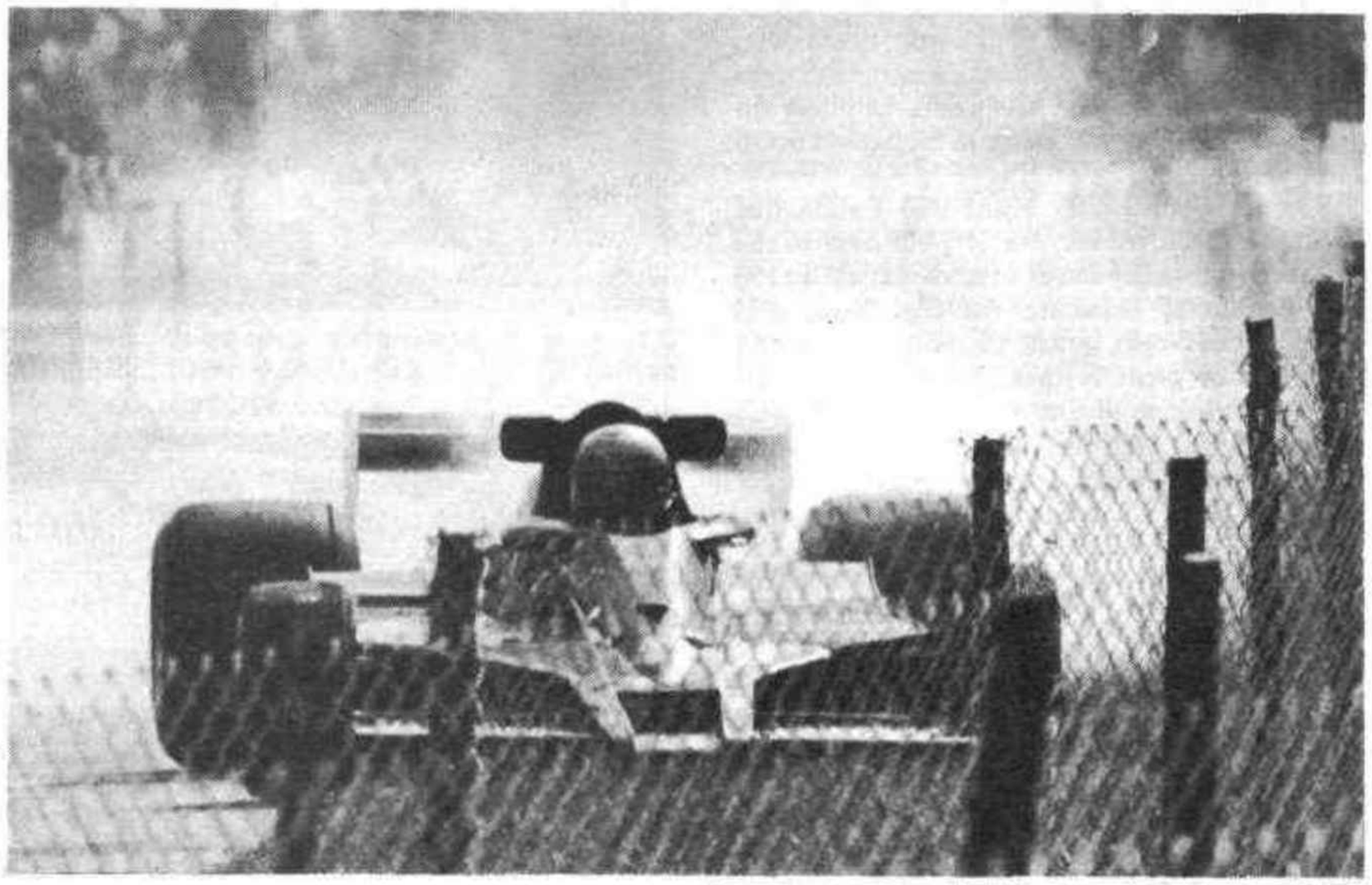
Silverstone, July 16th

THE 1977 British Grand Prix lasted for exactly one hour thirty-one minutes and forty-six point nought-six seconds, on the high-speed track round the outside of Silverstone aerodrome. Just over one and half hours of motor-racing at an average speed of 130 m.p.h. It doesn't sound much, but the work and effort that led up to this ninety-minute climax made the most hardened enthusiasts wilt a bit. Whether the build-up and preparation justified the end result is a matter of personal opinion.

Although the race itself started at 3 p.m. (2.59 p.m. to be absolutely precise) on Saturday July 16th, activity began on July 6th when the Formula One Constructors' Association took over Silverstone for a day of testing preparatory to the official practice beginning on July 14th. They were also there on July 7th, still testing, and the outcome of all that was Andretti recorded the best lap in 1 min. 18.54 sec. with the Lotus 78, with Watson (Brabham-Alfa Romeo), Hunt (McLaren M26/2) and Lauda (Ferrari) a half-a-second or more behind. It was all unofficial and strictly "closed shop" for the Ecclestone/Mosley club, but strangely the works Renault was there; Renault-Sport which is the racing section of Regie Renault suddenly found themselves part of the Constructors' Club! Naturally everyone was sniffing round the bright yellow turbo-charged 1½-litre V6 Renault car, with its Michelin tyres, but they didn't sniff for long because the engine broke itself. However, Jean Pierre Jabouille got in a best lap of 1 min. 21.00 sec.

On Wednesday July 13th things started happening again when the RAC invited the non-members of the Constructors' Association along to Silverstone to indulge in a day of trying to qualify to be allowed to try and qualify for the Grand Prix. This day, in which there were two sessions of an hour-and-a-half each, was banned to the members of the Constructors' Association and was known as "rabbits' day". Seventeen entries were accepted, of which the best five were to be allowed to return for official practice for the Grand Prix. As it turned out there were three non-starters, and of the remaining fourteen two of them eliminated themselves with accidents, one light and the other very serious, and of the twelve that were left seven of them were so competitive and close that the RAC told Mr. Ecclestone that he should allow all seven, and not just the best five, to play with the big boys on Thursday, and this was done. A detailed account of "rabbits' day" will be found elsewhere.

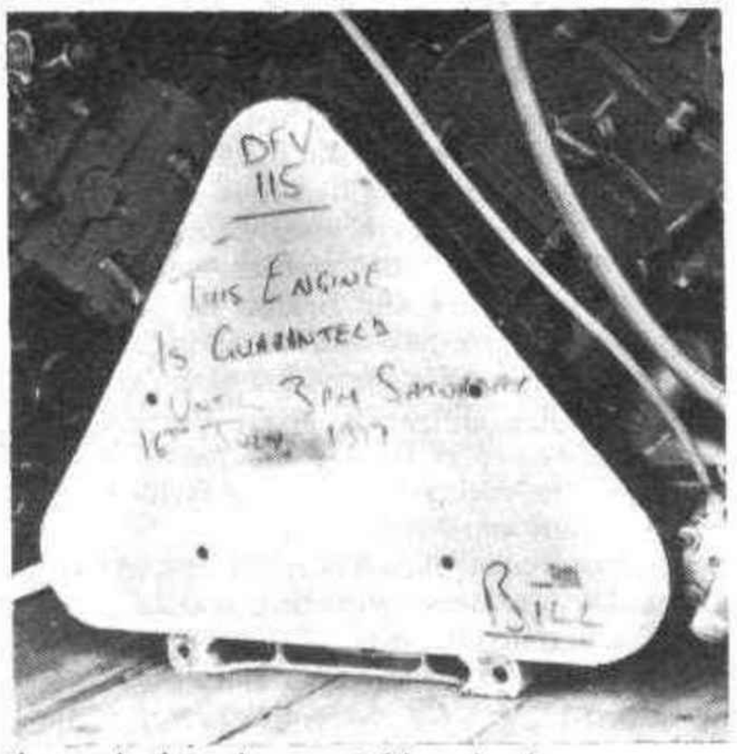
At long last we were getting near to the serious business of the British Grand Prix, and Thursday morning was sunny but cool when the star performers presented themselves on duty, right on time and ready to go, as is the way of the Constructors' Association members. Some of the "rabbits" had already covered as many as 100 laps and they now had to start all over again, for times recorded on Wednesday could not be counted as official practice. Because the Wednesday practice did not come into the framework of the Grand Prix rules it was possible for the "rabbits" to cheat openly, and not surreptiously like their big brothers. In consequence, anyone worth his salt had used "unofficial" Goodyear tyres that were worth at least one second per lap and



As Andretti pulled off in a cloud of smoke he realised Bill's prediction wasn't far out.

the chosen seven had all got under 1 min. 20 sec. On Thursday everyone had to toe-the-line or play-the-Goodyear-game (except the Renault which was using Michelin tyres) with the result that the overall practice-time scene looked distinctly odd. Very few of the stars went faster than the average "rabbit" of the day before, most of the "rabbits" were still well wound up from the previous day's activity and though a second slower because they had to use "regulation" tyres, were still faster than "stars" like Reutemann, Mass, Patrese, Regazzoni and Fittipaldi. While waiting for Andretti to set the pace with the Lotus 78 most people completely overlooked Hunt with the McLaren M26. The Colnbrook team were quietly chiselling away with their new car, as they have been since they abandoned the M23 as far as Hunt is concerned, and Jochen Mass was also driving an M26. In the morning hour-and-a-half Hunt made best lap, with 1 min. 18.99 sec., and did it again in the hour in the afternoon with 1 min. 18.49 sec. Meanwhile Andretti was in all sorts of trouble. The morning had gone fair-to-middling, but in the afternoon he was suddenly confronted by Brambilla having an almighty moment all on his own, and in dodging the wayward Surtees the Lotus went so far into the fields that there was no way back without the help of a rescue team. Nilsson stopped and gave his number one a lift back to the pits, where the spare Lotus, which was brand new, was made ready for Andretti. He only did a handful of laps before the Hewland transmission broke up. The Lotus mechanics went and retrieved car 78/3, which was only superficially damaged, though sprouting earth and grass in some odd places, and Andretti continued to practise, but the whole rhythm of working down to a super-fast lap had been destroyed.

In the next-door pit the Wolf team were not progressing as well as they wanted to, but down the line in the Ferrari camp things were looking good, for Lauda was well away with 1 min. 18.93 sec., second to Hunt, and these two were the only ones to get into the 1 min. 18 sec. bracket. Scheckter in the Wolf was close with 1 min. 19.05 sec. and in spite of all his troubles Andretti clocked 1 min. 19.11 sec. just as practice ended. Many people seemed surprised that Hunt and the McLaren M26 were fastest, having written the combination off as being out of the running, but



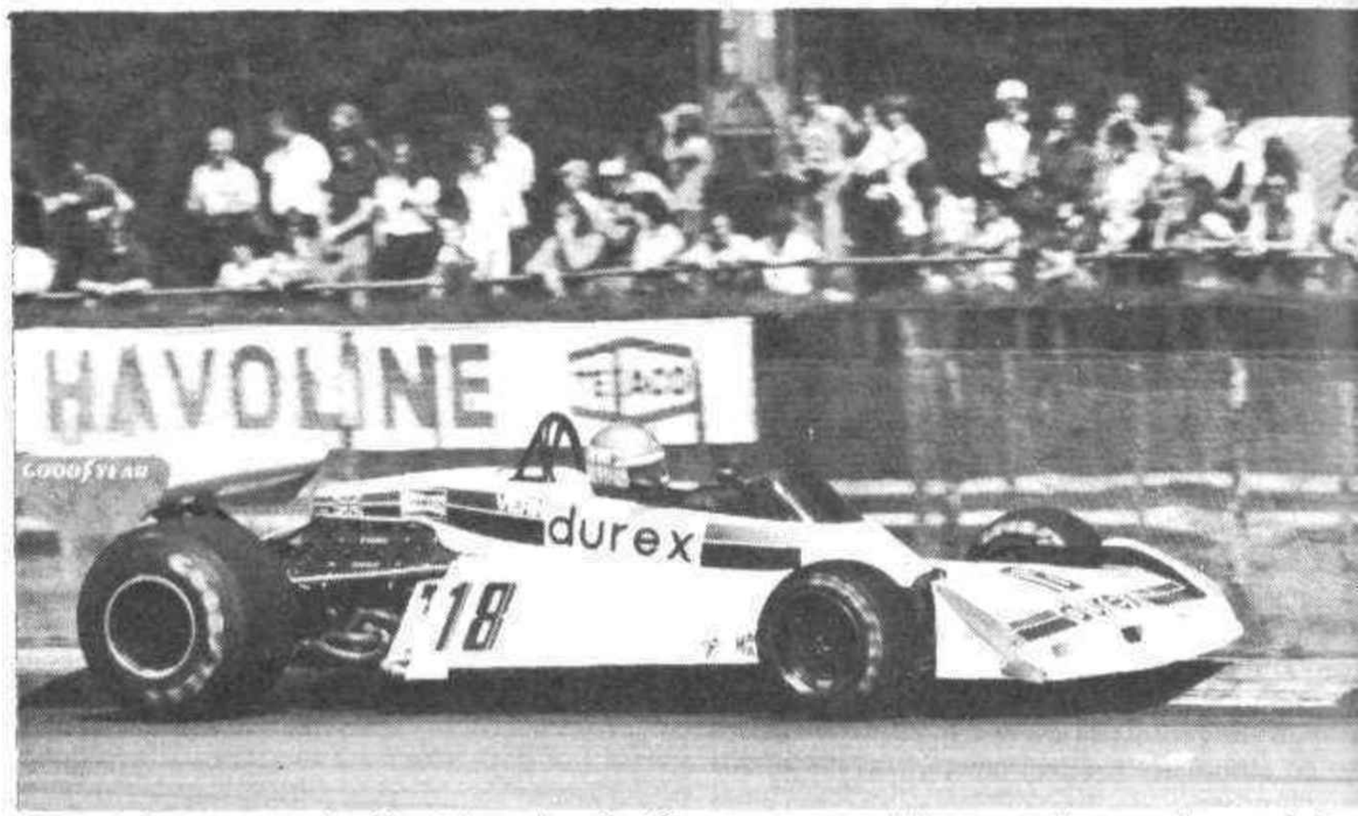
those who have been watching closely were aware that though the McLaren team had dropped from the position of leaders and pace-setters since changing to the M26 car, they had never dropped far behind and had never lost their way, like the Tyrrell team for example. Hunt's third place in the Grand Prix of France was a worthy one and was unchallenged by those behind.

On Friday morning, still in dry conditions, the regulation one-and-half hours of untimed practice took place and then came the final hour in which to qualify; for a good place on the grid as far as the "stars" were concerned, or for one of the 26 allowed places as far as the rest were concerned, which meant that four of the entries were going to have to watch the Grand Prix instead of taking part. As things stood at the end of Thursday the works Renault had not qualified, for it had consumed its turbo-charger early in the day and then had trouble with its fuel-injection pump. Fittipaldi had not gone fast enough and Vern Schuppan was still feeling his way along in the new Surtees TS19/07, having replaced all the previous drivers John Surtees had tried in the Durex sponsored car. In the Hesketh Motor Company there were more cars than they knew what to do with, for Hector Rebaque and Harald Ertl had come to the end of their finances and had given up their Rent-a-Drive cars, and the workshop had just completed a new car for Rupert Keegan, so the Star of Southend-on-Sea found himself with four cars more or less for the taking. To replace Ertl the organisers had taken on another "rabbit", the Spanish bank manager

Emilio Villota and his M23 McLaren, but he did not look like qualifying in the top twenty-six. With three Association members among the non-qualifiers the final hour was going to prove interesting to see who was going to be hauled down off the ladder.

Up to this point only Hunt and Lauda had broken the 1 min. 19 sec. barrier, but now all the super-stars got really stuck in and Watson in the spare Brabham, Scheckter in the Wolf, and Nilsson in the Lotus joined the elite. The young Swede was in great form and without the personal ministrations of Colin Chapman, who was engrossed with Andretti, he was really flying. The Lotus team leader was not getting his act together at all well and could not find the combination of fine adjustments to give him the handling he really wanted. Not being one for driving on passion and enthusiasm alone, like some of the other racers, he finished up a lowly sixth at the end of the afternoon, and sixth overall, one place behind the beaming Gunnar Nilsson. Although Watson finished up with best time of the afternoon, he had not beaten Hunt's time of the previous afternoon, but nonetheless was on the front row of the grid with the World Champion. Right behind them was the tenacious Niki Lauda with the Ferrari that he was saying was obsolete a week or two ago, with Scheckter and the Wolf alongside him. Then came the two Lotus cars, looking very "plain black" for all the John Player gold lettering had been erased as a sop to the Government health/tobacco department. After this group of "regulars"came those two hard-triers Stuck and Brambilla, who had both got through the day without hitting anyone or anything. In ninth place overall was the little French-Canadian Gilles Villeneuve in the third works McLaren entry, run as a separate entity away from the mainstream of the factory surrounding Hunt and Mass. So well had this factory offshoot done their job that Meyer and Coppuck hardly knew they were there at the far end of the pits, and with a time of 1 min. 19.32 sec. in his first Formula One event Villeneuve had not only earned a big A for effort, but had caused a lot of eyebrows to lift and noses to twitch. The grey area in the middle of field was as grey as usual, but had some black spots in it, like Reutemann and Laffite, neither of whom could seem to get into the swing of the high speed Silverstone swerves, and some bright spots like the appearance of Keegan from the lower ranks, and new-boy Patrick Tambay in the brand new Ensign MN08, built for Teddy Yip's Theodore Racing of Hong Kong. The end of the field was little changed, except that the turbo-charged Renault was well in, and the Kart-racing wonder-boy from Italy, Riccardo Patrese, was finding 150-m.p.h. corners something very new and not easy to learn, even though he did have a nice new Shadow DN8.

Poor little Alex Ribeiro was once again the first to fail to join the starting grid, and engine trouble had prevented Brian Henton from guarding his position. Villota was not really expected to qualify, but biggest surprise of all was the fact that Regazzoni failed to qualify the works Ensign. Nothing had specifically been wrong, but like Reutemann and Laffite, the Swiss driver could not get everything right and for once the Chasetown team had to sit and have tea while all the others went racing. We had now had five days of activity and had still not arrived at the start of the British Grand Prix, and Saturday July 16th was not to he hastened. A full day of entertainment was planned and meticulously carried out and at 3 p.m. the Grand Prix was due to start and run for 68 laps of the high-speed perimeter of the Silverstone airfield. For some



Vern Schuppan made his debut in the Surtees team with a steady, consistent drive 12th overall.

PRACTICE TIMES

No.	Driver	Cars	Thursday Morning	Laps Cov.	Thursday Afternoon	Laps Cov.	Friday Afternoon	La Co
1	J. Hunt	McLaren M26/2	1. 18.99	37	1. 18.49	30	1. 18.87	34
2	J. Mass	McLaren M26/1-2 and McLaren M23/12	1. 20.66	18	1. 20.53	18	1. 19.55	34
3	R. Peterson	Tyrrell P34/5 (T car P34/6)	1. 20.80	35	1. 19.89	18	1. 19.42	25
4	P. Depailler	Tyrrell P34/7	1. 20.23	30	1. 20.14	17	1. 19.90	32
5	M. Andretti	Lotus 78/3 and Lotus 78/4	1. 19.48	38	1. 19.11	15	1. 19.12	34
6	G. Nilsson	Lotus 78/2	1. 19.86	32	1. 19.34	28	1. 18.95	35
7	J. Watson	Brabham BT45/6B and Brabham BT45/1B	1. 20. 38	36	1. 19.76	23	1. 18.77	35
8	H. J. Stuck	Brabham BT45/3B	1. 19.16	51	1. 19.28	28	1. 19.53	29
9	A. Ribeiro	March 761B/3-2	1. 21.23	32	1. 20.46	27	1. 20.71	30
10	J. Scheckter	March 761B/1	1. 20.31	40	1. 20.32	21	1. 20.55	30
11	N. Lauda	Ferrari 312T2/031 (T car 027)	1. 19.71	39	1. 18.93	29	1. 18.84	33
12	C. Reutemann	Ferrari 312T2/029	1. 20.78	36	1. 20.41	26	1. 19.64	36
15	J. P. Jabouille	Renault RS/01	1. 23.37	11	1. 21.07	15	1. 20.11	25
16	R. Patrese	Shadow DN8/5A (T car DN8/4A)	1. 20.93	42	1. 20.46	31	1. 20.35	32
17	A. Jones	Shadow DN8/3A	1. 20.33	44	1. 19.60	32	1. 19.68	32
18	V. Schuppan	Surtees TS19/02 and Surtees TS19/07	1. 23.60	39	1. 21.59	31	1. 20.24	39
19	V. Brambilla	Surtees TS19/06	1. 20.76	44	1. 20.10	30	1. 19.20	37
20	J. Scheckter	Wolf WR1 and Wolf WR2	1. 19.28	43	1. 19.05	29	1. 18.85	32
22	G. Regazzoni	Ensign MN06 and Ensign MN07	1. 20.79	49	1. 20.94	20	1. 20.97	33
23	P. Tambay	Ensign MN08	1. 20.02	37	1. 19.81	28	1. 20.72	10
24	R. Keegan	Hesketh 308E/4 and Hesketh 308E/3	1. 19.64	30	1. 19.67	22	1. 19.83	28
26	J. Laffite	Ligier JS7/02 and Ligier JS7/01	1. 20.11	51	1. 19.75	37	1. 20.45	35
27	P. Neve	March 761/7A-2	1. 21.21	45	1. 20.36	30	1. 20.65	38
28	E. Fittipaldi	Fittipaldi FD05/1	1. 20.90	38	1. 21.28	22	1. 20.20	38
30	B. Lunger	McLaren M23/14	1. 20.42	48	1. 20.06	32	1. 20.39	33
34	J. P. Jarier	Penske PC4/02 and Penske PC4/01	1. 20.10	32	1. 20.43	26	1. 20.63	26
36	F. Villota	McLaren M23/6	—		1. 22.20	20	1. 21.53	1
37	A. Merzario	March 761B/2	1. 20.72	21	1. 19.88	29	1. 20.34	15
38	B. Henton	March 761/7	1. 20.79	27	1. 21.20	17	1. 21.16	9
40	G. Villeneuve	McLaren M23/8	1. 20.07	44	1. 19.81	26	1. 19.32	33

drivers, looking forward to covering a mere 68 laps was a relief; Laffite had already done 123 laps, not counting the two days of testing and the 1½ hours on Friday morning, most of them had done over 100 laps and Brett Lunger had covered 213 laps, Patrick Neve 207 laps and Villeneuve 169 laps, but of course, the difference now was that the object was to cover 68 laps as fast as possible without stopping. For a final "test" there were 30 minutes of practice allowed on Saturday morning before the race, and then an air of quiet calm settled over the pits as everyone prepared for the Grand Prix. John Watson had decided to use the spare Brabham, BT45/1B, in place of the later car, for he felt happier with the handling even though it was a bit heavier. Jacques Laffite opted for the earlier of the two Ligier-Matra cars, though he was not truly happy with either of them. The McLaren team were more than satisfied with Hunt's M26, and the Hesketh group had given Keegan 308E/3, previously driven by Rebaque. At the last minute Depailler had confused the Tyrrell team still further by trying the unmodified spare car, but agreeing to start with his usual P34/7. The Wolf team were right on schedule, using WR1 as planned, and the ATS team were using the Penske PC4/02 as planned. Lotus had installed a Nicholson/McLaren engine in Andretti's car in place of the Cosworth factory developm engine they had used in practice, but Hunt Peterson still had the special works Coswo engines in their cars.

During the lunch break there was a lo wheel-changing practice going on, as the s had become rather grey and ominous-looking. to now everything had gone smoothly with RAC/BRDC organisation, and bearing in m the chaotic fiascos of previous years, a lot of p ple were prepared for impending doom! A cr of the order of 80,000 paying spectators packed tightly round the 3-mile circuit, and were still coming in as the starting time proached. From the pits the cars went off ro the circuit as and when they were ready, to up on the starting grid, while spare cars Hunt, Watson and Lauda were wheeled down pit line in case any last-minute panics occur Nilsson went back to the pits for a final adj ment to be made to his fuel-injection, and did another lap, and eventually all 26 star were lined up two-by-two, the final rows b way back in the Woodcote *chicane* run-off a Engines were started, and Hunt led them away on a controlled formation lap. In a orderly fashion they came under the *Daily press* bridge, by-passed the Woodcote *chi* and took up their places on the starting grid.

STARTING GRID

7 J. Watson *(Brabham-Alfa Romeo)* BT45/1B 1 min. 18.77 sec. 55 (1 min. 19.63 sec.)	1 J. Hunt *(McLaren-Cosworth V8)* M26/2 1 min. 18.49 sec. 48 (1 min. 19.60 sec.)
20 J. Scheckter *(Wolf-Cosworth V8)* WR1 1 min. 18.85 sec. 59 (1 min. 20.13 sec.)	11 N. Lauda *(Ferrari-flat 12)* 312T2/031 1 min. 18.84 sec. 54 (1 min. 20.26 sec.)
5 M. Andretti *(Lotus-Cosworth V8)* 78/3 1 min. 19.11 sec. 50 (1 min. 20.34 sec.)	6 G. Nilsson (Lotus-Cosworth V8) 78/2 1 min. 18.95 sec. 68 (1 min. 19.66 sec.)
19 V. Brambilla *(Surtees-Cosworth V8)* TS19/06 1 min. 19.20 sec. 58 (1 min. 20.58 sec.)	8 H. J. Stuck *(Brabham-Alfa Romeo)* BT45/3B 1 min. 19.16 sec. 50 (1 min 20.87 sec.)
3 R. Peterson *(Tyrrell-Cosworth V8)* P34/5 1 min. 19.42 sec. 2 (1 min. 23. 25 sec.)	40 G. Villeneuve *(McLaren-Cosworth V8)* M23/8 1 min. 19.32 sec. 65 (1 min. 20.14 sec.)
17 A. Jones *(Shadow-Cosworth V8)* DN8/3A 1 min. 19.60 sec. 55 (1 min. 21.19 sec.)	2 J. Mass *(McLaren-Cosworth V8)* M26/1-2 1 min. 19.55 sec. 58 (1 min. 20.51 sec.)
12 C. Reutemann *(Ferrari-flat 12)* 312T2/029 1 min. 19.64 sec. 45 (1 min. 21.25 sec.)	24 R. Keegan *(Hesketh-Cosworth V8)* 308E/3 1 min. 19.64 sec. (no time)
23 P. Tambay *(Ensign-Cosworth V8)* MN08 1 min. 19.81 sec. 3 (1 min. 23.90 sec.)	26 J. Laffite *(Ligier-Matra V12)* JS7/01 1 min. 19.75 sec. 59 (1 min. 21.24 sec.)
4 P. Depailler *(Tyrrell-Cosworth V8)* P34/7 1 min. 19.90 sec. 11 (1 min. 21.88 sec.)	37 A. Merzario *(March-Cosworth V8)* 761B/2 1 min. 19.88 sec. 25 (1 min. 21.60 sec.)
34 J. P. Jarier *(Penske-Cosworth V8)* PC4/02 1 min. 20.10 sec. 39 (1 min. 22.06 sec.)	30 B. Lunger *(McLaren-Cosworth V8)* M23/14 1 min. 20.06 sec. 58 (1 min. 21.99 sec.)
28 E. Fittipaldi *(Fittipaldi-Cosworth V8)* FD05/1 1 min. 20.20. sec. 18 (1 min. 22.42 sec.)	15 J. P. Jabouille *(Renault-V6 t/c)* RS/01 1 min. 20.11 sec. 10 (1 min. 23.01 sec.)
10 I. Scheckter *(March-Cosworth V8)* 761B/1 1 min. 20.31 sec. 4 (1 min. 23.25 sec.)	18 V. Schuppan *(Surtees-Cosworth V8)* TS19/07 1 min. 20.24 sec. 21 (1 min. 22.78 sec.)
27 P. Neve *(March-Cosworth V8)* 761/7A-2 1 min. 20.36 sec. 50 (1 min. 22.54 sec.)	16 R. Patrese *(Shadow-Cosworth V8)* DN8/5A 1 min. 20.35 sec. 18 (1 min. 22.54 sec.)

Did not qualify:

9	A. Ribeiro (March 761B/3-2)	1 min. 20.46 sec.
22	G. Regazzoni (Ensign MN06)	1 min. 20.79 sec.
38	B. Henton (March 761/7)	1 min. 20.79 sec.
36	E. Villota (McLaren M23/6)	1 min. 21.53 sec.

NB.—Times in brackets are the fastest race laps with the appropriate lap number alongside.

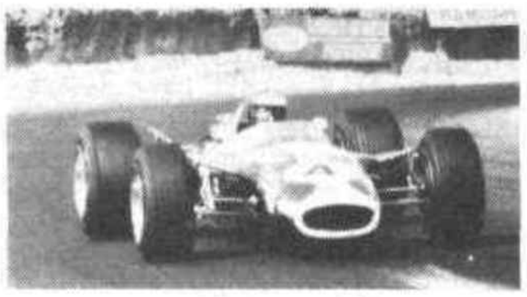
red light came on, engine notes rose, clutches were slipped, everyone trembled with anticipation, the green light glowed, feet juggled with pedals, wheels spun, smoke rose, the roar of 26 engines dominated everything and Watson's red Brabham-Alfa Romeo shot off into the lead, with Lauda and Scheckter right behind. Hunt made a hesitant start, and the order on that opening lap was Watson, Lauda, Scheckter, Hunt, Nilsson, Andretti, Villeneuve and Mass. Only 25 cars completed the opening lap for Keegan's Hesketh fell apart on him before he was half-way round. On the third lap Peterson's Tyrrell had gone, with a broken Cosworth engine, and the next time round Tambay's new Ensign expired in the middle of the Woodcote *chicane* when all the electrics disappeared. By this time the field had settled into a pattern, surprisingly quickly compared with some circuits, with Watson leading Lauda, followed by Scheckter with Hunt pressing hard, then came Andretti and Nilsson, the Lotuses having changed places, with the newcomer Villeneuve keeping up with them all in a most confident manner, and leading Mass in the second M26. That was the first race that was developing. The second one was led by Brambilla ahead of Laffite, Reutemann, Stuck, Merzario, Jones and Depailler. Then came Ian Scheckter in the works March, with Jarier and the turbo-charged Renault behind him. Bringing up the rear were Patrese, Fittipaldi, Lunger, Neve and Schuppan.

Hunt was clearly not content to follow Scheckter, especially as Watson and Lauda were pulling away, and on the seventh lap the World Champion got by the Wolf and set his sights on Lauda's Ferrari that had been getting smaller as it drew away. On the same lap Reutemann arrived at Woodcote with only his rear brakes working properly and promptly spun the Ferrari without hitting anything, but had to wait until everyone had gone by before he could rejoin the race. Next time round he went into the pits where it was found that a front brake pipe had broken; it was replaced and the system topped up and five laps later the disgruntled Argentinian rejoined the race. By ten laps Hunt had left Scheckter, Andretti and Nilsson and was closing up rapidly on Watson and Lauda. In seventh place Villeneuve had lost a little ground, but had not really lost contact with the leading group, which was very impressive for a Formula One *debut* and he was still leading Mass. However, his water temperature gauge had gone berserk and the needle was pointing up instead of down, and as he had made a slight excursion off onto the grass at one point he thought he might have damaged something in the water system. At the end of the ten laps he handed Mass seventh place as he went into the pits. While his mechanics looked around the car and could find nothing wrong and came to the conclusion that the water temperature was all right and it was the gauge that had broken, the young Canadian had undone his seat belts and climbed out, thinking his race was over. By the time he was strapped back in and sent on his way he had lost two laps and rejoined the race just ahead of the Scheckter-Andretti-Nilsson dice. The Renault was the next casualty when Jabouille brought it in with a cracked inlet manifold, after an all-too-brief run of only twelve laps; a repair was made and it rejoined the race well down at the back but intent on getting in some racing miles, but only lasted another five laps before the turbo-charger broke. Slowly but surely Hunt was catching Lauda, driving in a hard and determined fashion, with fastest laps into the bargain and at quarter-distance, or 17 laps he was less than half a second behind the Ferrari, while Watson was three-quarters of a second ahead of the Maranello car. This trio were in a race of their own, while between them and the following trio, on the road though not in fact, was Villeneuve. Scheckter was getting closer to him, and rather than ignore his followers and make them find their way by one at a time, and spoil the rhythm of their three-cornered battle as some drivers do, this very cool newcomer moved over, let all three go by and tucked in behind them and resumed the same pace, sitting comfortably with the three works stars. Depailler did not quite complete the quarter-distance, for the six-wheeler's brakes played up and the Frenchman went off the road and demolished the front end of P34/7. Four laps later Patrese coasted to a stop in the new Shadow with a lack of fuel pressure. Hunt was now attacking Lauda with serious intent and it happened at the end of lap 23 as they braked for the *chicane*. Once by Hunt was away after Watson and there was nothing Lauda could do about it, the M26 McLaren was going well and Hunt was in his best fighting form. Watson's three-second lead fast disappeared and was soon down to a bare second, which meant that Hunt could study all the details on the back of the Brabham-Alfa. Elsewhere there was little serious change, Scheckter, Andretti and Nilsson had reached a dead-lock, Mass was all on his own still in the seventh place that Villeneuve should have had by rights, Brambilla was still leading Laffite and Stuck, though the hard-trying Merzario dropped out with a broken universal joint in a drive shaft on his privately owned March. Early in the race Alan Jones had been with the last group, but he muffed a gear-change, lost some ground and just could not make it up again. Almost a lap behind the leaders were the two yellow cars of Jarier and Fittipaldi, while Neve and Schuppan were already lapped, Lunger had been forced to stop and have the ignition unit changed, and was well behind, as was Reutemann.

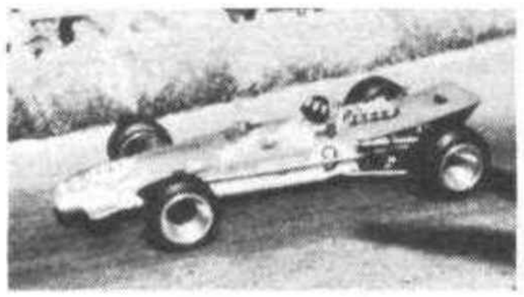
At-half distance there was no change and the official gap between the Alfa Romeo and the McLaren was one second and five-hundreths, but already Hunt had been within touching distance of the Alfa Romeo gearbox, and was looking for a weakness in Watson's defences. As Andretti had discovered at Dijon, Watson does not have any weaknesses in his driving or his race tactics, and all Hunt could hope for was a failure in the Brabham or the Alfa Romeo part of things. For four laps in succession Hunt was very close indeed as they applied maximum braking for the *chicane*, but Watson's driving was fautless, and



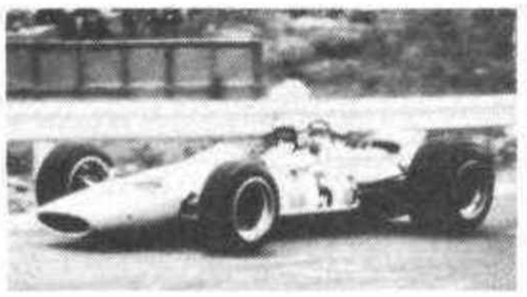
The fascinating, new Champion hot air balloon being launched at Silverstone.



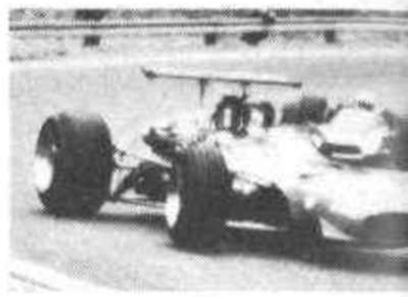
1968 S. African G.P.
J. Clark. Lotus-Ford
Borg & Beck Clutch



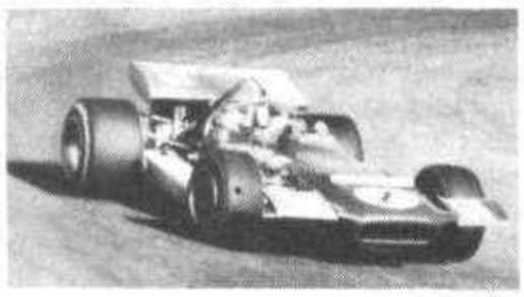
1968 Monaco G.P.
G. Hill. Lotus-Ford
Borg & Beck Clutch



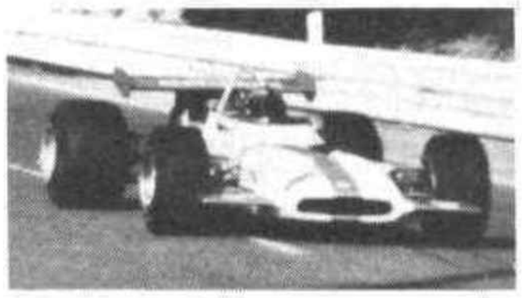
1968 Belgian G.P.
B. McLaren. McLaren-Ford
Borg & Beck Clutch/Lockheed Brakes



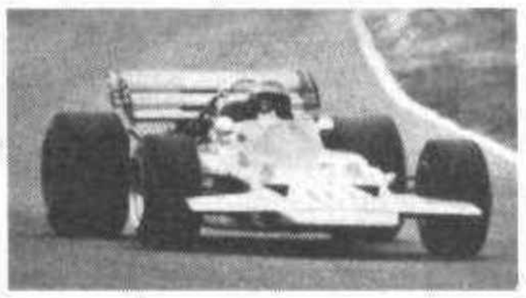
1968 French G.P.
J. Ickx. Ferrari
Borg & Beck Clutch



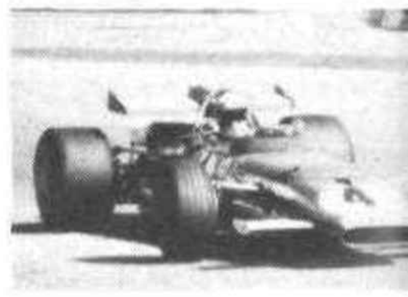
1970 Spanish G.P.
J. Stewart. March-Ford
Borg & Beck Clutch



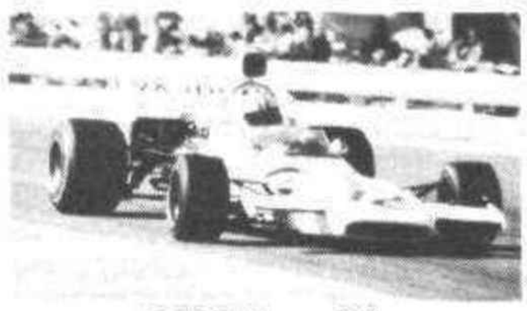
1970 Belgian G.P.
P. Rodriguez. BRM
Borg & Beck Clutch



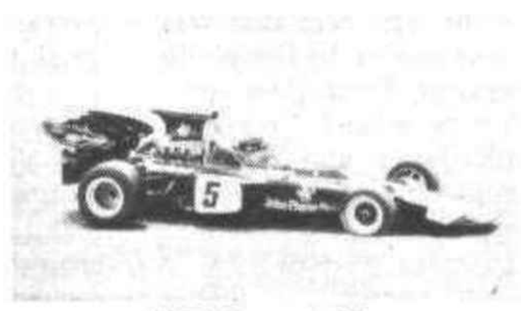
1970 Dutch G.P.
J. Rindt. Lotus-Ford
Borg & Beck Clutch



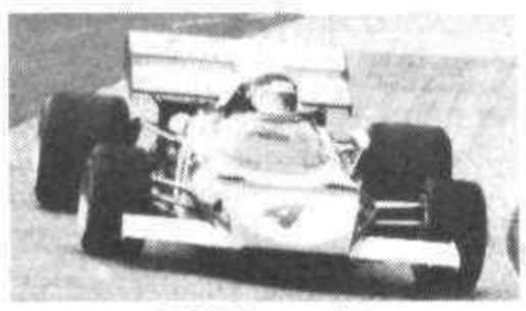
1970 Italian G.P.
C. Regazzoni. Ferrari
Borg & Beck Clutch



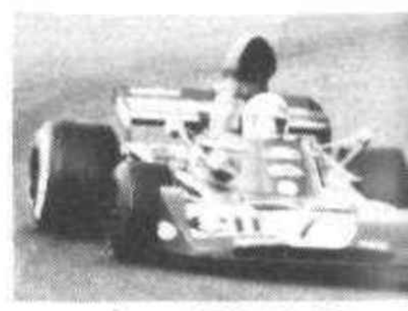
1972 S. African G.P.
D. Hulme. McLaren-Ford
Borg & Beck Clutch/Lockheed Brakes



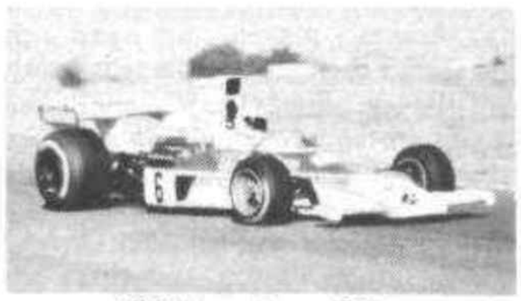
1972 Spanish G.P.
E. Fittipaldi. John Player Special
Borg & Beck Clutch



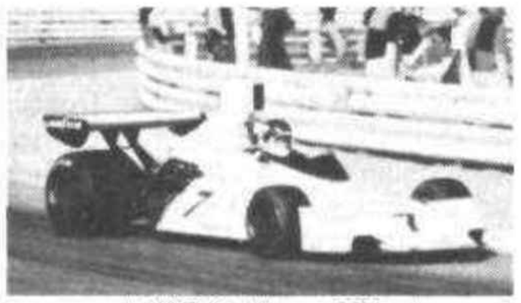
1972 German G.P.
J. Ickx. Ferrari
Borg & Beck Clutch/Lockheed Brakes



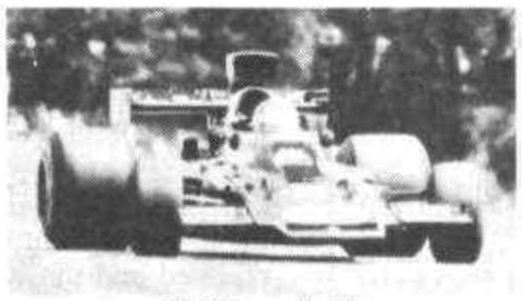
1972 U.S. G.P.
J. Stewart. Tyrell-Ford
Borg & Beck Clutch



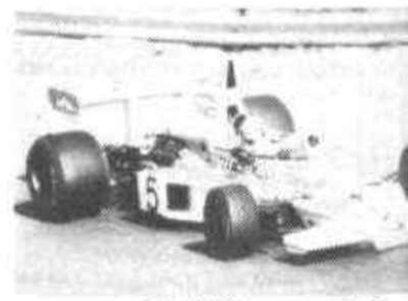
1974 Argentinian G.P.
D. Hulme. McLaren-Ford
Borg & Beck Clutch. Lockheed Brakes



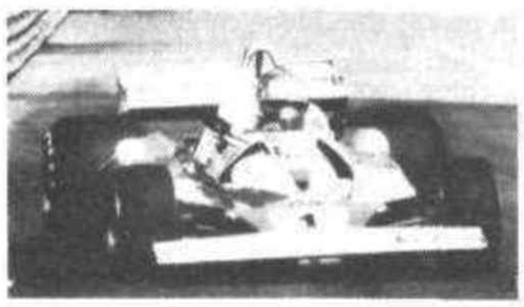
1974 S. African G.P.
C. Reutemann. Brabham-Ford
Borg & Beck Clutch



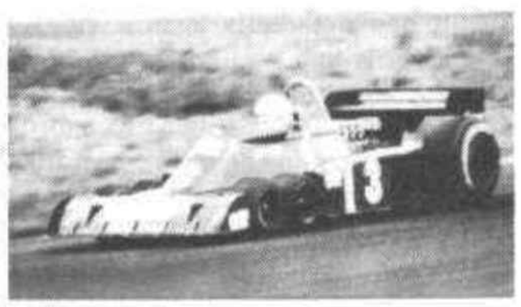
1974 French G.P.
R. Peterson. John Player Special
Borg & Beck Clutch



1974 Canadian G.P.
E. Fittipaldi. McLaren-For
Borg & Beck Clutch/Lockheed



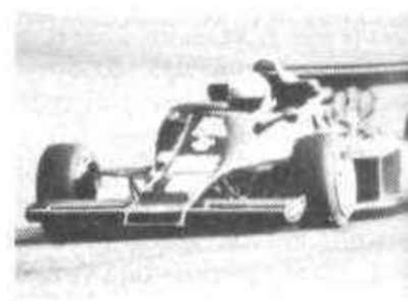
1976 Monaco G.P.
N. Lauda. Ferrari
Borg & Beck Clutch/Lockheed Brakes



1976 Swedish G.P.
J. Scheckter. Tyrell-Ford
Borg & Beck Clutch/Lockheed Brakes

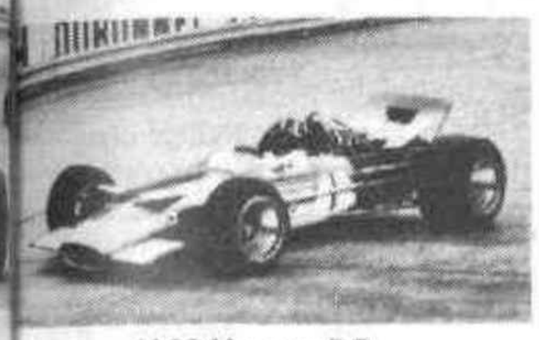


1976 Canadian G.P.
J. Hunt. McLaren-Ford
Borg & Beck Clutch/Lockheed Brakes

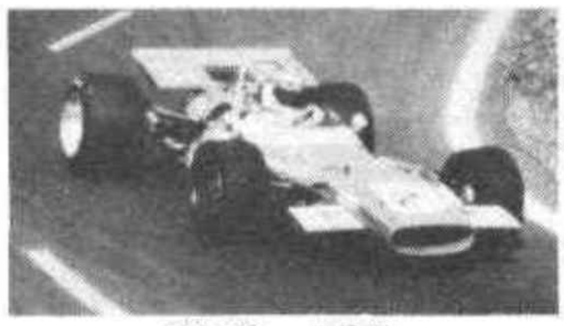


1976 Japanese G.P.
M. Andretti. John Player Sp
Borg & Beck Clutch/Lockhee

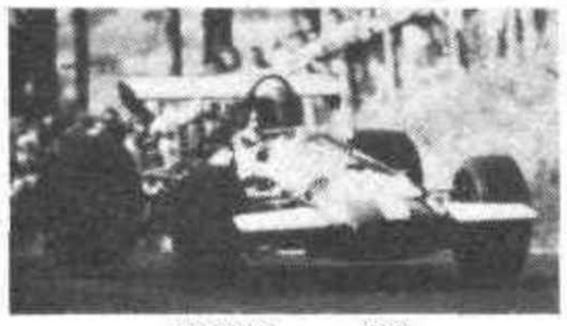
We seem to be making rather a habit of



1969 Monaco G.P.
G. Hill, Lotus-Ford
Borg & Beck Clutch



1969 French G.P.
J. Stewart, Matra-Ford
Borg & Beck Clutch



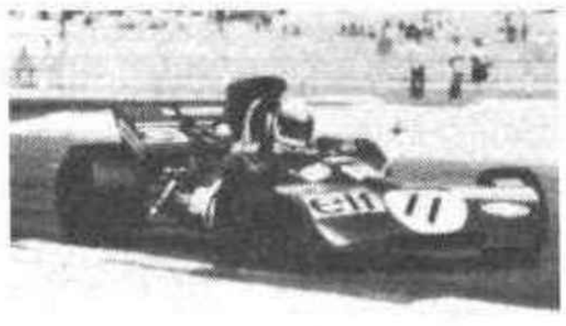
1969 German G.P.
J. Ickx, Brabham-Ford
Borg & Beck Clutch



1969 Mexican G.P.
D. Hulme, McLaren-Ford
Borg & Beck Clutch/Lockheed Brakes



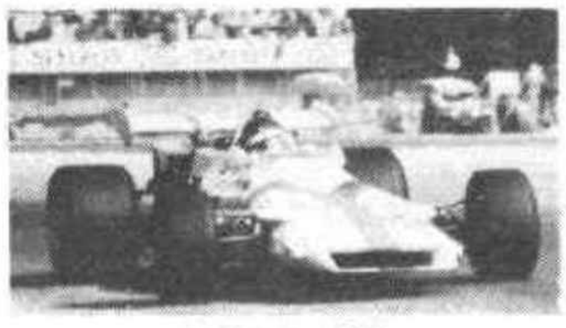
1971 S. African G.P.
M. Andretti, Ferrari
Borg & Beck Clutch, Lockheed Brakes



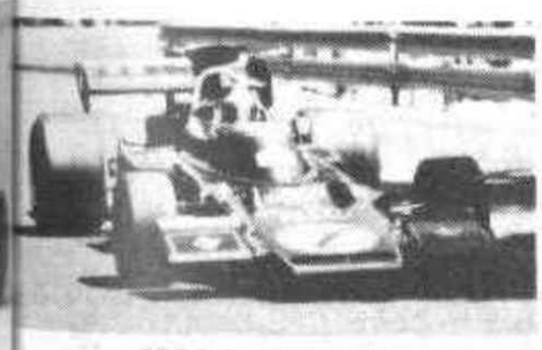
1971 French G.P.
J. Stewart, Tyrell-Ford
Borg & Beck Clutch



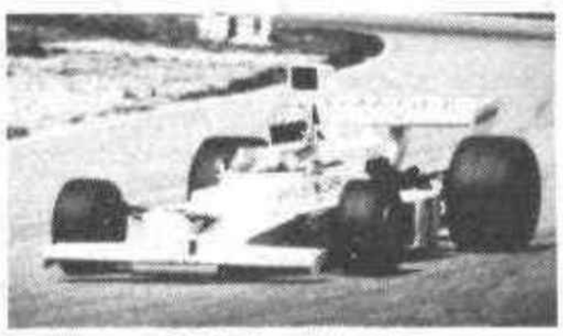
1971 Austrian G.P.
Jo Siffert, BRM
Borg & Beck Clutch



1971 Italian G.P.
P. Gethin, BRM
Borg & Beck Clutch



1973 Spanish G.P.
E. Fittipaldi, John Player Special
Borg & Beck Clutch



1973 Swedish G.P.
D. Hulme, McLaren-Ford
Borg & Beck Clutch/Lockheed Brakes



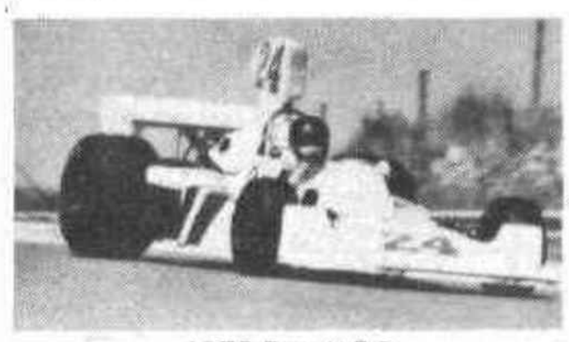
1973 Dutch G.P.
J. Stewart, Tyrell-Ford
Borg & Beck Clutch/Lockheed Brakes



1973 Canadian G.P.
P. Revson, McLaren-Ford
Borg & Beck Clutch/Lockheed Brakes



1975 S. African G.P.
J. Scheckter, Tyrell-Ford
Borg & Beck Clutch/Lockheed Brakes



1975 Dutch G.P.
J. Hunt, Hesketh-Ford
Borg & Beck Clutch/Lockheed Brakes



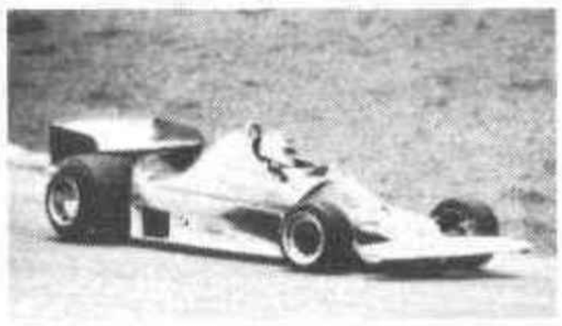
1975 French G.P.
N. Lauda, Ferrari
Borg & Beck Clutch/Lockheed Brakes



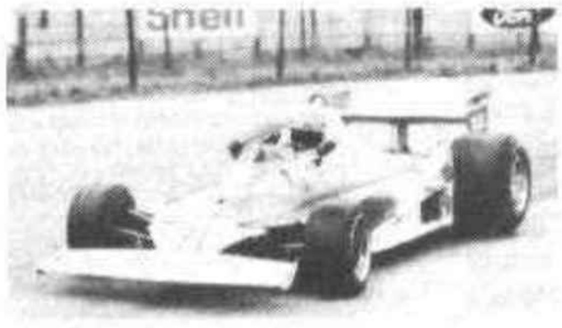
1975 German G.P.
C. Reutemann, Brabham-Ford
Borg & Beck Clutch



1977 Argentinian G.P.
J. Scheckter, Wolf-Ford
Borg & Beck Clutch/Lockheed Brakes



1977 Brazilian G.P.
C. Reutemann, Ferrari
Borg & Beck Clutch/Lockheed Brakes



1977 S. African G.P.
N. Lauda, Ferrari
Borg & Beck Clutch/Lockheed Brakes



1977 British Grand Prix
J. Hunt, McLaren-Ford
Borg & Beck Clutch/Lockheed Brakes.

We've been making parts for winning racing cars since 1921. In fact, when you look at the Formula One Grand Prix winners since January 1968, you'll see we've had a part in every single one.

For a giant 40"x30" full colour poster based on this advertisement but showing all 124 of them, just send us a 65p cheque or postal order made out to Automotive Products to cover postage and packing.

Giant Poster Offer, Automotive Products Ltd., P.O. Box 37, 31/33 Oxford Street, Leamington Spa, Warwickshire, CV32 4RB.

Don't forget to enclose your own name and address. The offer is open only while stocks last. So hurry!

AP

Automotive Products Limited, Manufacturers of Lockheed brakes, Borg & Beck clutches, Lockheed steering and suspension, AP filters, AP silencers and AP automatic transmissions.

Hunt was forced to drop back for a "breather". Then at the end of lap 44 Hunt gathered himself up and took a mighty lunge and the two cars were wheel-to-wheel as the drivers stood on the brakes, but Watson is as brave as they come and he sat it out and didn't give an inch, and continued to lead the race.

All this had left Lauda a long way behind and as he had lost confidence in the feel of the Ferrari brakes, he was content to settle for third place. On lap 50 the Alfa Romeo's fuel pressure dropped, the engine missed its beat as the fuel-injection suffered and Hunt was by into the lead, while the unfortunate Watson headed for the pits. In a vain hope of effecting a cure some more petrol was put into the Brabham's tanks and Watson rejoined the race, now down in twelfth place, but it was no use and after a few more laps he was back again and finally had to retire and see another victory slip through his fingers. It was no use talking about the "luck of the Irish" – that was a myth made up by the "little people" south of the border.

Hunt was now completely unchallenged and in response to signals from the McLaren pit he eased right off to cruise home as he pleased to win his own Grand Prix. Behind, all was not so clear cut, for Scheckter had been pulling out a lead on the two Lotus cars, or to be more accurate, they were dropping back as Andretti's engine was tiring and he was holding up Nilsson who felt he shouldn't overtake his number one. On lap 53 he could hold back no longer and went by with the determination to catch Scheckter, and then worry about getting past the Wolf. As Andretti's engine weakened and he dropped back, Nilsson romped up on Scheckter, who was alerted to the danger and he made his fastest lap of the race on lap 59 and as he started lap 60 his Cosworth engine blew up and he coasted to a stop, leaving Nilsson a nice comfortable third place. The Swede was not satisfied with that and having had a go at Scheckter he now had a go at Lauda. Andretti's failing engine went bang in a big way as he came under the *Daily Express* bridge at the end of lap 63, with only five to go, and spraying oil and water and smoke out of the back the Lotus came to a halt on the grass in the *chicane* run-off area, keeping the mess off the racing line into the corner. As Andretti climbed out of the Lotus amid the original "cloud of blue smoke" Nilsson was going faster and faster in pursuit of Lauda's Ferrari. As a joyous James Hunt took the chequered flag to win the first straightforward untroubled British Grand Prix for five years, Gunnar Nilsson was recording his fastest lap of the race and finished a fighting third only one and a quarter seconds behind Lauda's Ferrari. Mass was a lonely fourth, Stuck took fifth place from Laffite, with the victorious McLaren between them on the road, and Alan Jones was a lonely seventh. Brambilla was eighth having been forced to relinquish what would have been fifth place when a tyre deflated and he had to stop for a wheel change, and Jarier had a non-stop run into ninth place, and Neve a similar untroubled run into tenth position. Eleventh was Villeneuve, his result giving no indication of the smooth, confident way he had driven, but he was undoubtedly "the man of the meeting" and Schuppan, Lunger and Reutemann followed him home.

James Hunt was a worthy winner for he had driven a hard race dispelling any thoughts that he had lost form this season, and the McLaren team's work with the M26 had finally reaped its reward. While putting the pressure on Watson, Hunt had recorded the fastest lap of the race in 1 min. 19.60 sec., to Watson's best of 1 min. 19.63 sec. Formula One racing is indeed close. – D.S.J.

NEW CARS

THERE WERE quite a number of new cars in the pits for the British Grand Prix. Most notable was the Formula One Renault RS/01 described in the June issue of MOTOR SPORT, though somewhat altered in outward appearance with an entirely new frontal treatment to the bodywork, with a chisel form rather than the original full-width "bluff" nose, and the power-unit being exposed rather than hidden under cowlings. The 1½-litre V6 four-cam engine with exhaust-driven turbo-charger had ducts on the side of the cockpit to scoop air into the inter-cooler situated between the driver and the engine, and this interesting power unit made a deep-throated roar from its single large megaphone exhaust pipe.

The McLaren team had completely rebuilt the original M26 that Mass raced last year, and Hunt crashed during testing in South Africa. Although virtually a new car and officially referred to as M26/3 at the factory, it is in fact a second generation of M26/1, so will be referred to as M26/1-2. It was driven by Jochen Mass and his usual car M23/12 was the team spare. In Team Lotus the original Type 78 had been pensioned off and replaced by 78/4 in the Lotus series, or JPS 18 in the John Player Special series. Andretti and Nilsson retained their usual cars and this new one, to the same specification, was the team spare.

Down in the woods of Tyrrell country the team had juggled about with their giant Meccano set and fitted the 10 in. wider front track layout off Depailler's P34/7 to Peterson's P34/5. A new front end, half an inch wider still on each side, making a total increase of 11 inches, was built on to Depailler's car, which still had the front mounted oil radiators. It also had a lighter bodyshell, the rear track brought out to the maximum and fibre brushes under the nose and the leading edges of the side sponsons to prevent air from going under the car, unlike the Lotus 78 theory which welcomes air under the car providing it is orderly and well-controlled air. P34/6 in "standard" 1977 form was the team spare. The Brabham team had made no changes to their three cars, apart from rear aerofoil alterations, and Ferrari had 031, 029 and 027 of their 312T series cars. Ian Scheckter's Rothmans International Racing March 761B had a new coat of paint in the bright blue and yellow colours of the cigarette company. Shadow had built a new DN8, number 5A in the series, for Riccardo Patrese, to replace the original DN8 he has been using, and Hesketh produced 308E/4 for Rupert Keegan, to replace the original 308E/1. Team Surtees completed another TS19, number 07 in the series to the same specification as TS19/06 and the new car was for the Durex side of the team, while Beta Tools and Brambilla retained 06. Nunn's Ensign team still had MN06 and MN07 for Regazzoni, both cars now having the revised oil radiator layout seen at Dijon and the air deflectors in front of the rear tyres, while MN06 was back to the wide front track layout tried at Dijon, and that was the car they were concentrating on. A third 1977 car had been completed, MN08, and was driven by Tambay. The Wolf team were racing WR1, with WR2 as the spare, and Ligier had their usual pair of JS cars. –D.S.J.

THE BRITISH GRAND PRIX – **Formula One** – **68 laps** – **Silverstone** – **4.718 kilometres per lap** – **320.824 kilometres**
Warm and dry.

Results

1st :	J. Hunt (McLaren M26/2)	1 hr. 31 min. 46.06 sec.	209.79 k.p.h.
2nd :	N. Lauda (Ferrari 312T2/031)	1 hr. 32 min. 04.37 sec.	
3rd :	G. Nilsson (Lotus 78/2)	1 hr. 32 min. 05.63 sec.	
4th :	J. Mass (McLaren M26/3)	1 hr. 32 min. 33.82 sec.	
5th :	H. J. Stuck (Brabham BT45/3B)	1 hr. 32 min. 57.79 sec.	
6th :	J. Laffite (Ligier JS7/01)	1 lap behind	
7th :	A. Jones (Shadow DN8/3A)	1 lap behind	
8th :	V. Brambilla (Surtees TS19/06)	1 lap behind	
9th :	J. P. Jarier (Penske PC4/02)	1 lap behind	
10th :	P. Neve (March 761/7A-2)	2 laps behind	
11th :	G. Villeneuve (McLaren M23/8)	2 laps behind	
12th :	V. Schuppan (Surtees TS19/07)	2 laps behind	
13th :	B. Lunger (McLaren M23/14)	4 laps behind	
14th :	C. Reutemann (Ferrari 312T2/029)	6 laps behind	

Fastest Lap: J. Hunt (McLaren M26/2) on lap 48, in 1 min. 19.60 sec. 213.40 k.p.h.

Retirements: R. Keegan (Hesketh 308E/3) mechanical failure, on lap 1; R. Peterson (Tyrrell P34/5) engine failure, on lap 4; P. Tambay (Ensign MN08) electrical failure, on lap 4; I. Scheckter (March 761B/1) accident, on lap 7; P. Depailler (Tyrrell P34/7) brake failure and accident, on lap 17; J. P. Jabouille (Renault RS/01) turbo-charger failure, on lap 17; R. Patrese (Shadow DN8/5A) fuel pressure failure, on lap 21; A. Merzario (March 761B/2) drive-shaft joint failure, lon lap 29; E. Fittipaldi (Fittipaldi FD05) throttle control failure, on lap 43; J. Scheckter (Wolf WR1) engine failure, on lap 60; J. Watson (Brabham BT45/1B) fuel pressure failure, on lap 61; M. Andretti (Lotus 78/3) engine failure, on lap 63.

26 starters – 14 finishers.

Silverstone Sibblings

The RAC/BRDC and all the clubs and thousands of people involved, deserve a warm round of applause for putting on one of the best British Grand Prix meetings for a long time; and spare a thought for all those people involved in the office-work or marshalling or gate-control, who saw nothing of the racing throughout the four days.

* * *

Stirling Moss, Jack Brabham and Roy Salvadori took part in the race for Historic cars, driving 250F Maserati, 250F Maserati, and 3-litre DBR4 Aston Martin respectively, loaned by Neil Corner and Patrick Lindsay. Salvadori led until the Aston's front suspension collapsed. Moss finished third behind Willie Green (Maserati 250F) and Neil Corner (BRM-P25). The official result: Car number VI did XII laps in a time of XXII. VI. LIX at a speed of CL II.LXVI k.p.h.

A study of the starting grid, where each driver's fastest race lap is given shows that most of them were done late in the race, showing that there was a lot of hard driving going on all the time, unlike some Formula One races where the fast driving is over after 10 or 20 laps.

* * *

It was nice to see the British Grand Prix title return officially, after selling our national event to John Player. You could take your choice this year from the British GP, the John Player British GP, the John Player Grand Prix and also the Grand Prix of Europe. The last is a fatuous title bestowed by the FIA which is quite meaningless.

* * *

With supporting races for Formula Three, Saloon cars and Historic cars a formidable number of racing miles were covered by a formidable number of drivers. It is remarkable that there were only two bad accidents throughout the four days, Purley's crash on the Wednesday and Stephen South in the Formula Three final on Saturday.

The story of "the race before the race" appears on page 956.

ROAD TEST

Near Perfection: The BMW 633 CSi



The best of sporting BMWs from two eras. The 633 CSi paused with a 328 at Oulton Park. Handsome and compact lines are obvious in this side view.



THE BMW COMPANY of Munich may bring out an almost bewildering number of new models – you will soon be hearing about the great top-range Series-7 cars – but it retains the basic formula which has elevated BMW to a supreme rank among the World's best. BMW continue to place their faith in an in-line six-cylinder single-overhead-camshaft engine, in varying capacity sizes, with carburetters of fuel-injection to provide the power they require. They use suspension which permits of very "forgiving" fast cornering, allied to supremely accurate steering. The outward appearance of every model reflects good taste without ostentation, and all the models in the wide range are unmistakably modern BMWs.

There can be few less-ostentatious fast motorcars than the BMW 633 CSi coupe. It tends to attract appreciative looks only from the knowledgeable, the ordinary observer hardly associating this compact, handsome, 8 ft. 7 in.-wheelbase car with a top speed of over 130 m.p.h. in manual-transmission guise, and acceleration in the order of 0-60 m.p.h. in some eight seconds and a standing-start ¼-mile devoured in less than 15 seconds. Yet such are the capabilities of this top model BMW (until the 7-series), which uses an 89 x 86 mm. (3,210 c.c.) version of the o.h.c. 6-cylinder power unit, with Bosch L Jetronic petrol-injection, to produce no less than 200 (DIN) b.h.p. at a modest 5,500 r.p.m. Suspension is by coil springs, and is all-independent, using MacPherson struts at the front, semi-trailing links at the back. To arrest this very quick but unobtrusive car BMW have gone to ventilated disc brakes front and back, of 11 in. and 10.9 in. diameter respectively, vacuum servo-assisted, the system being ATE.

The body is a two-door, full four-seater coupe, with a luggage-boot which is truly capacious. As expected of a BMW, the interior is quietly appointed, again without a trace of ostentation. Comfort, rather, is the key-note. The present price here of this 633 CSi, which can be regarded as a more civilised edition of the famous lightweight 3.0 CSL coupe, is £14,799 – I may as well get this over with, before describing the car's near-perfection! This price applies to both the 4-speed manual and the Automatic-transmission version of the 633. For test I had the former, another example of which we have "on the strength", sucessor to a 3.0 CSi.

I was frustrated at the last moment of testing this fast BMW 633 abroad. But it gave me some very enjoyable motoring in restricted, speed-conscious Britain. I was immediately enamoured by the cloth-cum-leather-upholstered seats, hard in the comfortable BMW fashion, and adjustable for the driver for height and tilt-angle as well as reach and back-rest angle. The windows are electrically controlled, the action somewhat sluggish. If it is necessary to move a window-glass when the ignition-key is not available, this is done by opening a door – an excellent arrangement. The three main instruments live in a binnacle before the driver – big central speedometer, smaller tachometer, and heat/fuel meter. The clock on the left, angled towards the driver's sight-line – I thought the instruments slightly less easy to read than those on the Editorial 520i BMW. Neat warning-light windows are set above the main instruments and to the right of the facia you have an ingenious warning panel, on which lights come on if the services they cover are in order, at the pressing of a single button. Thus this panel tells of correct oil-level, brake-fluid level, coolant content, screen-washer content, and the brake pads being in order, if each green tell-tale comes on, and if the engine is started and the lights and brakes put on, it also tells if oil-pressure and the stop-lamp and rear-lamp bulbs are functioning properly.

The steering wheel has four horn pushes, there are the usual BMW heater and ventilation controls, in the form of rotatable selectors, illuminated at night, and the electric window switches are down on the central console. All four seats have head-restraints and luxury touches include the provision of a re-chargeable torch in the cubby-hole, a first-aid kit under a lift-up



The ergonomics of the 633 CSi are excellent. The ingenious tell-tale warning panel is hidden on the right of the facia.

panel on the rear-window shelf, and the expected BMW tool-kit in its compartment on the underside of the boot-lid. The o/s driving mirror adjusts electrically. But the real reason why I describe this 633 CSi BMW as coming near to perfection is the combination it gives of very great performance, comfort, docility, and fine engineering. I liked its modest outward demeanour – apart from the styled "multi-spoke" road wheels; they were shod with Michelin XWX tyres, great 195/70 VR14 radials. I liked its logically arranged, straightforward controls. I especially commend the excellence of BMW power-steering, which imperceptably but most usefully raises its ratio as less lock is used. It is geared 3½ turns, lock-to-lock, and is among the finest of its kind, by ZF, with a 14.7 in.-diameter steering wheel.

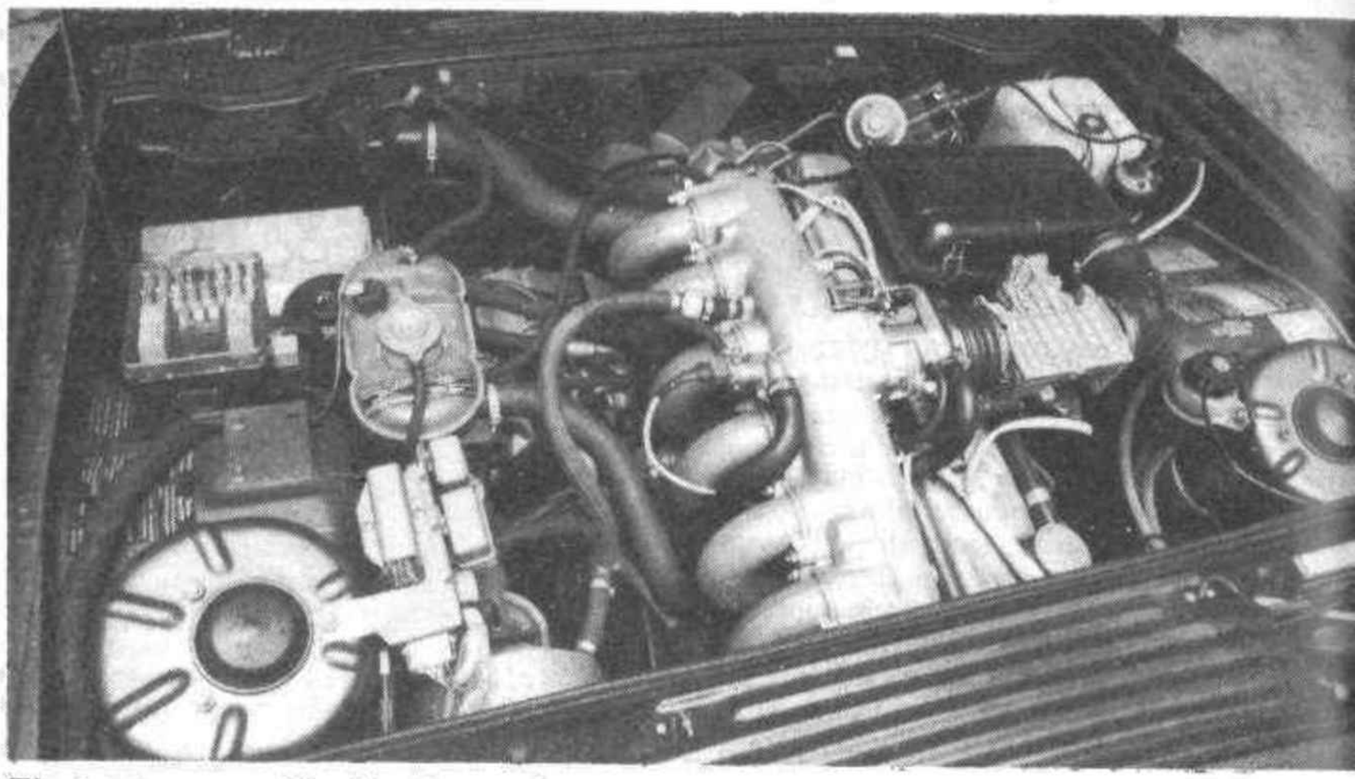
In spite of the very impressive speed and acceleration, this BMW is the personification of docility, the engine pulling smoothly from very low r.p.m. Yet it can be safely extended beyond the peak rev. limit when maximum performance is called for, when it is as smooth as a turbine and about as quiet. It starts and idles impeccably, hot or cold. And it gave me an overall fuel consumption of 21.3 m.p.g. (The tank holds just less than 15½ gallons.) And BMWs never seem to use any oil.

Here I want to digress to remark that BMW steering not only functions so well but is as long-wearing. The manual steering on the aforesaid 520i shows no free-play at a mileage of over 54,000, in spite of the heavy loads imposed on it when parking the car – so heavy that, after driving other cars, I have started to move off in the BMW and have been convinced, erroneously, that a front tyre has gone flat. The accuracy, too, is just as good as when this L-registered vehicle was new. It is this combination of steering accuracy and forgiving cornering that makes any BMW so pleasant to drive quickly, whether a 633 or a 320. These qualities are pronounced in the 633, although the suspension, attempting to give good road-clinging without discomfort, has a curious floating feel over some surfaces, while being quite harsh over unmade roads. Maybe this is why Tom Walkinshaw, 530i driver in the Saloon Car Championship races, has specified modified suspension on the recently-announced "limited-edition" 633 CSi (price £21,300), as well as engine and other modifications. I think I might prefer this.

The brakes, of course, function very effectively but there is an unusual item to the hand brake, which works on inner drums on the rear discs – the car rolls a few inches after applying the brakes; unimportant, but disconcerting when first experienced. Another small idiosyncrasy was that so good is the door-sealing of the Karmann body that you either have to slam the doors heavily to get them to close, or have to first open a window – as on my 1955 VW Beetle. Cool-air ventilation wasn't 100%.The car I drove had the Getrag four-speed manual gearbox. If anything, it is even better than those in other BMW's, the gears seeming to feed themselves into mesh at the bidding of the stubby central lever.

The clutch is rather decisive in action. Revised rear suspension and a limited-slip differential aid adhesion when using the 633 hard in the lower gears. In fact, the only real irritation about this excellent near-perfect BMW that I can recall was the graunching of the wiper blades – I have suffered this on the old 520i, inspite of BMW servicing, so I assume it is attributable to the kind of wiper-blades the Germans fit. It would take more than that to mar the pleasure to be derived from using this splendid BMW 633, in which I enjoyed nearly 700 very restful, mostly rapid, miles.

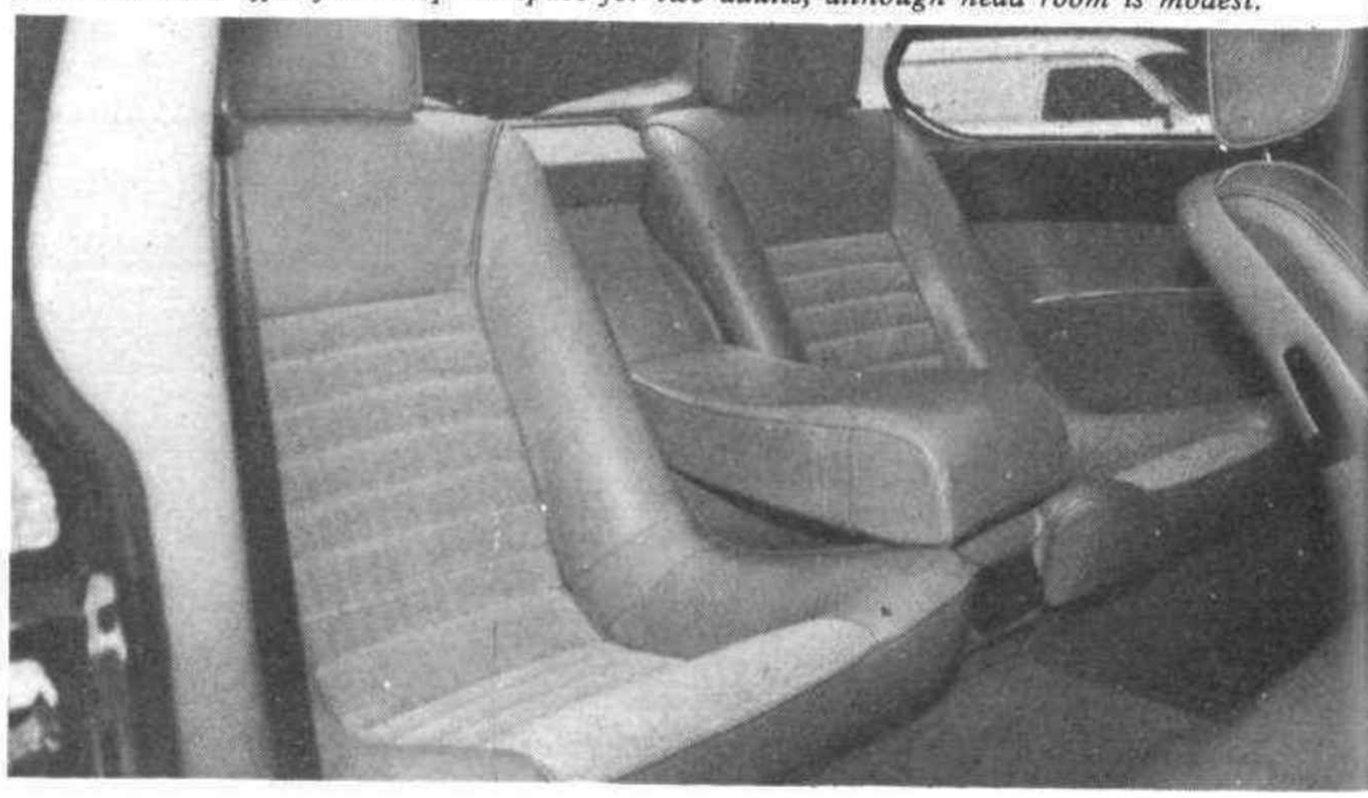
W.B.



The 3,210 c.c. straight-six o.h.c. engine produces 200 b.h.p. DIN with the aid of Bosch L-Jetr fuel-injection.



The rear seats offer just adequate space for two adults, although head room is modest.



RALLY REVIEW

Total Rally of South Africa



Bearing the scars of a roll and contact with a post, Jan Hettema's works (SA) Escort RS1800 was ailing towards the end with a persistent and power-reducing misfire which could not be traced. But it stayed ahead to win from Munari's Lancia Stratos.

IT IS A common belief that the world's best rallies are those which are qualifying rounds of the World Championship for Makes. This is largely true, but there are exceptions. Indeed, there are several rallies here and there around the globe which are every bit as competitive and worthwhile as those which are championship qualifiers, but are not chosen for that series because it has no more than a dozen or so events – this year there are eleven – and there are always more organisers who seem to want their events in the championship than there are places for them.

One such event is South Africa's Total Rally, this year run for the twentieth time with backing from the petroleum company from which it takes its name. Based on the European system of closed special stages rather than the open road sections which still form the successful style of Kenya's Safari Rally, and which have been copied in other African countries such as Morocco and the Ivory Coast, the rally is a kind of mixture of Africa and Europe with its own spicing to give it a uniquely South African character.

Like British events, it has a secret route and no practising or note-making is allowed. But unlike the very simple style of special stage events in Britain, in which the navigator's role is very basic and could easily be undertaken by a driver alone in the car (unless they have forbidden notes), competing in the Total Rally is very much a two man-affair. In Britain it is often said that drivers win rallies and navigators lose them but in the Total, and other events in that country, a combination of both skills is required for success, and lack of either one can bring failure.

On British special stages, cars are kept on the right road by means of a sophisticated system of arrows which are put up after careful thought as to lines of vision from cars approaching at high speed. In South Africa they do now use arrows, but they are put up in a rudimentary fashion and are not always easy to interpret at high speed. Anyone driving on arrows alone would need to slow down so much at junctions to pick out the arrows and ascertain the direction in which they are pointing that he would have no hope of putting up competitive times.

The roadbook for the Total Rally gives detailed navigational diagrams for every special stage, as well as road sections, and it is the navigator's job to interpret these precisely and quickly, reading from accurate distance recorders to give the driver a "count-down" to every junction and hazard on each stage. A good navigator can keep his driver at optimum speed throughout a stage, but it demands continuous concentration and a great deal of mental agility, for he must not only keep a check on how the roadbook compares with the road ahead, but also watch his distance recorder and add or subtract hundredths of a kilometre at every junction in order to prevent small errors accumulating into big ones.

So much for the technicalities of who does what in the car, but before we go on to the rally itself we must make another point not concerning the actual competition. A year ago, when we wrote about the 1976 Total Rally, we made a brief comment on how our opinions of South Africa's political system were at variance with those of newspaper writers who had not necessarily been there to see for themselves. We were mildly criticised for so doing, but we don't hesitate to repeat the comment, for whilst countries all over the world allow politics to interfere with their international sporting fixtures it is most satisfying to realise that in rallying this does not happen, not in South Africa and not in any of the other countries in which we have rallied over the years. The 78-strong field for the Total Rally included entries from South Africa, Rhodesia, England, Scotland, Ireland, Sweden, Germany, Italy, the USA, Denmark, Portugal and Holland, and before any shallow thinking persons decide to level criticism against the sportsmen from these countries for failing to subscribe towards a stupid boycott, let us assure them that there were coloured persons among both competitors and officials.

Notwithstanding the attraction of the Total Rally, and the travel facilities extended by both Total Oil SA and South African Airways, it remains a costly business to transport cars from Europe to South Africa, and since the number of South African rally teams with driverless cars are few it naturally follows that Europeans who are offered drives are equally few.

This year Ove Andersson went along to drive a Toyota, Harry Källström to drive a Datsun, Andrew Cowan and American driver Hendrik Blok to drive Colts, Roger Clark to drive an Escort, Billy Coleman to drive a Chevrolet Hatch, Jochi Kleint to drive an Alfasud and Jill Robinson to drive a private Colt which regrettably broke its valve gear before scrutiny and was not able to start the rally. Two cars were transported from Europe, a Corolla from Toyota Germany for Achim Warmbold and a Lancia Stratos, together with six mechanics, for Sandro Munari.

Within the seeding groups, starting order was by ballot, and when Ove Andersson drew number one he had the immediate advantage of leaving all the dust behind him. This is a big problem in South Africa, for the dust can be so thick in the dense, windless forests that visibility can be as little as a few feet several minutes after a car has passed. At the end of the first leg, Andersson was leading and consequently started first on the second leg as well. He looked all set to win when a silly failure stopped the car in the middle of a stage with no oil with which to continue.

He had lost the oil near the end of one stage when a jubilee clip loosened on an oil union (in Europe Aeroquip fittings are more common) but he was able to coast to a service point where mechanics replaced the clip. Alas it happened again, and this time there was no going on or going back and what seemed to be a certain winning car was eliminated. The lead was taken up by current SA Rally Championship leader Sarel van der Merwe in a Datsun, but this car's engine blew apart and the lead passed to several times SA Champion and four times past Total winner Jan Hettema.

Despite several mishaps, a clout or two with the odd post and a roll on to his side, Hettema, with extremely able navigator Franz Boshoff (another past Total winner) in their works (SA) Ford Escort RS1800, was able to stay ahead to win. But it was a near thing, for towards the end of the second leg a mystery fault caused the engine to run on three cylinders and it was seriously lacking in power for the whole of the third leg. Meanwhile, Munari was driving remarkably well for a man who is openly opposed to secret stages without pace notes and even on his first visit to South Africa he was able to get his Stratos up to second place.

Of the visitors, Clark had a clutch seize, Källström his gearbox (the same failure which stopped him in the 1976 RAC Rally), Coleman broke a half-shaft and both Cowan and Blok had their plastic fans distort by the upsurge of water during a small stream crossing and puncture their radiators.

Finally, after a list of mechanical failures which would depress even the most optimistically–

Continued on page 956

Results:

1st	J. Hettema/F. Boshoff (Ford Escort RS1800)	9h 03m 30s
2nd	S. Munari/P. Sodano (Lancia Stratos)	9h 17m 32s
3rd	R. Fekken/L. Joubert (Ford Escort RS1800)	9h 26m 26s
4th	J. Kuun/J. Borman (Mazda RX2)	9h 28m 39s
5th	A. Warmbold/C. Kuun (Toyota Corolla)	9h 32m 33s
6th	I. Miller/G. Wiid (Dodge Colt)	9h 59m 44s
7th	W. Labuschagne / W. Harrington (Dodge Avenger GLS)	10h 24m 46s
8th	D. Geffen/N. Koukakis (Datsun 1600 SSS)	10h 25m 52s
9th	C. Van der Merwe/S. Harding (Dodge Colt)	10h 41m 38s
10th	R. Lindsey/A. Edwards (Toyota Corolla)	10h 44m 55s
11th	B. Duncan/J. de Beer (Datsun 140Y)	10h 52m 27s
12th	F. du Toit/M. Kort (Dodge Colt)	11h 10m 57s
13th	C. van Wyk/Mrs. M. van Wyk (Toyota Corolla)	11h14m 46s
14th	A. Levy/M. Domingo (Datsun 1600 SSS)	12h 12m 46s

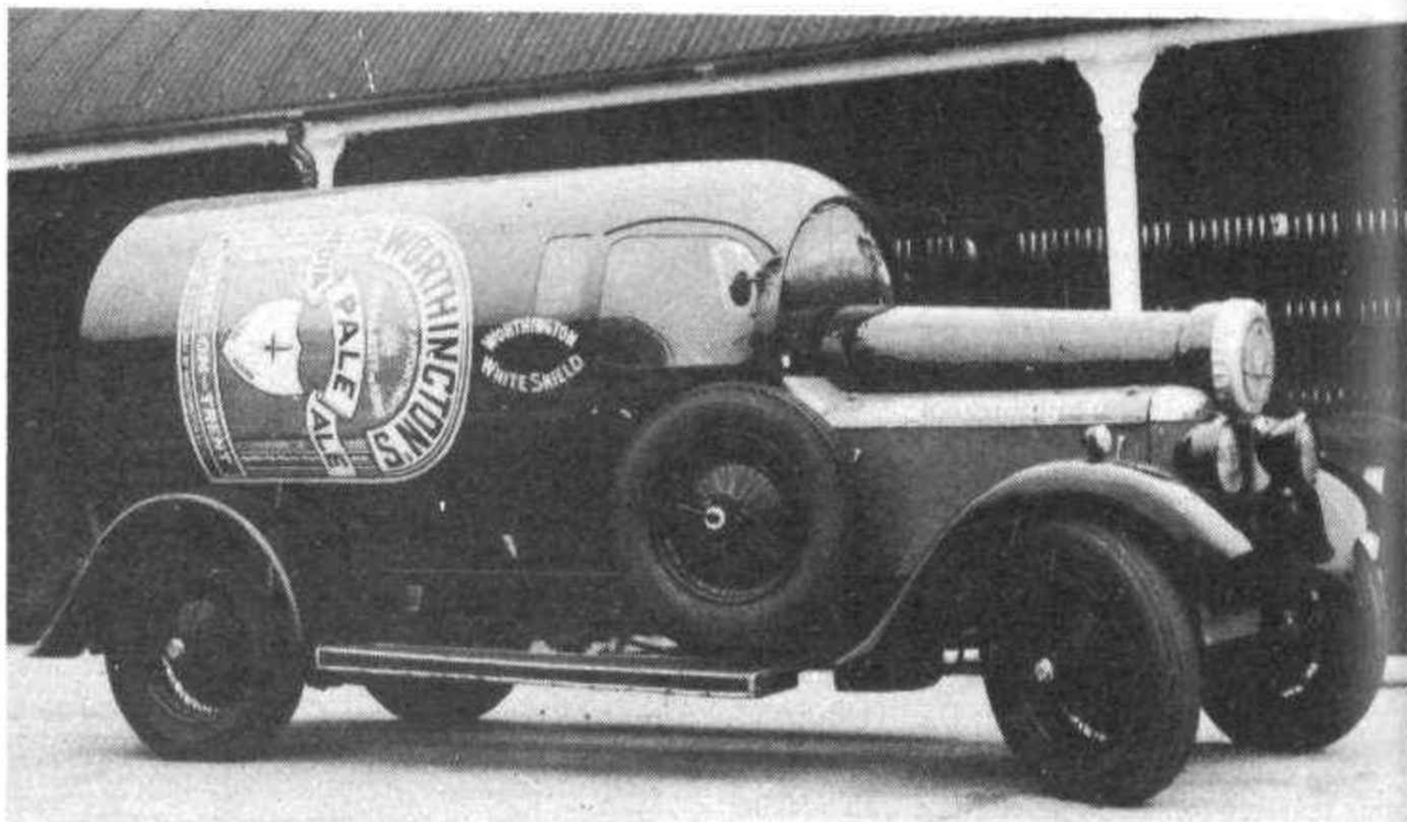
78 starters, 14 finishers

The Bass Museum

THE BASS MUSEUM at Burton-upon-Trent was opened on July 16th by Sir Alan Walker, President of the Bass Charrington Group, to commemorate their 200 years of brewing. This compact but all-embracing museum is situated in an 1866 building within the Bass brewery at Horninglow Street. It tells of the history of brewing from the earliest days, and how the various brewing processes operate. The brewing at Burton Abbey, the importance of Burton well-water, the importance of the Trent Navigation and the Trent and Mersey canal to the Industry, the Baltic Trade, East India Pale Ale and the Indian market, the coming of the railways and then road transport, all are depicted. The developments in brewing, up to present-day techniques, pubs and advertising through the ages, the remarkable social life of the Company, including organised employees' holidays from 1865 involving closing the entire rail-network from Burton and Liverpool, to various coastal resorts (Bass had a substantial railway investment), etc., are all well covered.

Although beer, along with any alcoholic drink, must be sensibly allied to driving, so many motorists, especially the vintage fraternity, enjoy the brew, that this Bass Museum should prove a rewarding place to visit. It is open seven days a week (10.30—4.30 weekdays, 11—5 at weekends and on Bank Holidays) admission costing 30p for each adult (which includes a pint of Bass), and 15p for each child. On weekdays parties can also be taken on a tour of the brewery (phone Burton 45301).

Museum exhibits include some transport items. Thus there is a Bass Daimler "bottle-van", soon to be joined by one on loan to the NMM. I was told that five of these were made from 1923-25, four on 30 h.p. sleeve-valve Daimler chassis, one on a Rolls-Royce chassis. The former cost £1,300 each and were used to convey advertising material from Burton as far afield as Scotland, etc. The bodies are of $\frac{1}{8}$-in. boiler-plate. The example now on show is London-registered and has been repainted in 1923 livery, with the correct HM King George V "White Shield" Bass labels. It is on Dunlop 7.00 x 21 tyres. Repairs and repainting were done by A. G. S. Coachworks, the sign-writing by Slynns signs. The barrel-body exposes the gearbox, transmission brake, propshaft and underslung worm back-axle; rear suspension is $\frac{3}{4}$-elliptic. Other such exhibits are a 1920s Sentinel steam dray, still steamed but at present suffering from a cracked cylinder, horse and motor fire-engines, a horse-dray, and a 1902 Neilson 0-4-0 loco, No. 9 on the Bass fleet, which was in use into the 1960s, on the 17 miles of railway within the Bass factories, which opened in 1839. It it attached to a Director's coach and is standing in a typical 19th-century cask loading-bay. The level-crossing gates guarding it were in use in Burton High street up to 1963 and the rotating-arm signal is a relic of the Midland system before that railway went over to drop-signals, Bass never altering theirs. A Robey compound steam-engine is to be added, housed in the very building where for years a single-acting steam-engine drove the machinery housed in what is now the Museum building, by means of an unbelievably long underground shaft, huge exposed bevel-gears, and overhead pulleys and belting. A late-Victorian miniature brewery will also soon be shown, of the kind that had a 5-barrels' capacity and was used to make sample brews. A tasteful shop, restaurant, etc. are part of this Bass Museum building.—W.B.



The Bass Daimler "bottle-van" upon a 30 h.p. sleeve-valve Daimler chassis, on display at the Bass Museum.

Another Anniversary

FOLLOWING on the excellent idea of the Ulster Vintage CC, to celebrate the Golden Jubilee of the Ulster TT race in August 1978 (page 674, June MOTOR SPORT)—and we hear that encouraging support is coming in, including the offer from Anthony Blight to take over *four* Team Talbots—the Vintage SCC of Australia and the Phillip Island ARC propose to celebrate, next March, the 50th anniversary of the first Australian Grand Prix. This race was run over the $6\frac{1}{2}$-mile public-road Phillip Island circuit from 1928 to 1935. The celebrations are to include demonstration runs over the original course on Saturday March 11th, by surviving AGP cars, those of similar type, and cars of the pre-1936 era. Drivers and mechanics from that era are invited to ride in these cars, and pre-war motorcycles will also take part. Following a dinner at Cowes, an all-vintage/historic race-meeting will be held at the modern 3-mile Phillip Island circuit on the Sunday, featuring a 10-lap race and supporting 4-lap races. This course is 130 km. NE of Melbourne. The Monday is a public holiday. It would be nice if some VSCC members and their British supporters flew out for the occasion.

The VSCC of A honestly stating that in 1928 the race was, in fact, called the "100-Mile Road Race" and not the AGP, and that in 1937 this race, held on Boxing Day 1936 anyway, was called the "S. Australian Centenary GP", has compiled a list of all drivers and cars who took part in all these pre-war races, in the hope of finding survivors, to which end the present whereabouts of as



many cars as possible are listed. This makes very interesting reading—those pre-war Australian GPs were contested by all manner of cars, from AC to Wolseley Hornet, including 20 Austin 7 entries (and three Austin 12s), 31 Bugatti entries, and many MGs and Rileys, etc. with such rare starters as Mathis, Metallurgique, Miller (the ex-Zborowski car), Opel, Scap, Schneider, etc. One notices a blown Standard Nine, rare enough here, and four Triumph Super Sevens, two of which were blown, one being a 750 c.c. version, but no 30/98s, only a solitary Vauxhall 14/40.

One hopes that both these anniversaries will be strongly supported. Details of the former are obtainable from The Lord Dunleath, Ballywalter Park, Co. Down, N. Ireland, details of the latter from the Australian GP Jubilee Committee, PO Box 214, S. Melbourne, 3205, Australia.—W.B.

How do I get there?

COLLINS' New Edition Road Atlas is the answer. Each page, 15 in. deep by 11 in. wide, not too large for the car but large enough to see, presents a map 4 miles to the inch, with overlap.

Two pages of Motorway junctions, a page of symbols and road signs, most town centre plans and an index of some 25,000 place names. Up to date, even the M11 is in, and all this for only £1.95.

Around and About

Janspeed Celebration

TUNING companies have come and gone in their dozens over the years, but one which has remained constant in its integrity and solvency throughout all the ups and downs of the trade has been Janspeed Engineering Ltd. of Salisbury. The other week we went down to the Wiltshire cathedral town to help Jan Odor celebrate a triple anniversary: 20 years since he escaped to England from Hungary after the Revolution; 15 years since he founded Janspeed after this refugee without a word of English had been given a new start in life, by the Richmonds of Downton Engineering. Jan was also opening a spacious new extension to his premises in Southampton Road.

Jan's success has largely come from the high-performance exhaust manifold and system side of his business: he has carved a niche as the leading manufacturer in Europe, his forty staff at his other premises in Church Road, Salisbury (soon to be absorbed into the new premises) producing some 100,000 manifolds and systems per year. The list of customers includes most manufacturers' competition teams: Ford (Britain and Germany), Chrysler UK, Saab and Leyland. On the Continent Jan can boast a great number of private and semi-works customers, including the tremendously successful team of Zakspeed racing Escorts.

A recent departure for Jan has been into the two-wheel world, developing and supplying manifolds and systems exclusively to the 750 c.c. Hondas of Dixon Racing and producing glorious-looking 4-into-1 road systems for such bikes as the Kawasaki 900 and 1000, and the Honda 250 and 750.

More unusual work includes the supply of special speed-equipment for fitting to Bedford and Rolls-Royce-engined fire-fighting tenders used on airfields throughout the world.

For the last three years the lanky, amiable Jan has had responsibility for the entire competition programmes for the Dutch Datsun Dealer Team. Exciting projects being undertaken for the team this year include two Group 5 cars, a turbocharged 280Z and an F2 Coupé, the successor to the Cherry. The 280Z is a bit of a misnomer for the car has been run with 2.4, 2.6 and 2.8-litre versions of the o.h.c. straight-six, but Jan's ultimate turbocharged engine, expected to give 430 b.h.p. for its fight against Porsches and BMWs, is based upon the smaller engine. Han Tjan drives this fearsome machine.

If all goes well with development, the F2 Coupé should sprout a turbocharger soon, too. Tom Coronell is driving this currently straightforward fuel-injection-engined car in an assault on the 1,300 c.c. class of the Dutch Championship, trying for the team's fourth successive title. Jan hopes to have a turbocharged version of the engine running in British special saloon and Group 5 races by September in the Sunny Coupé which C.R. and Alex Poole drove last season.

All in all it's a very busy scene at Janspeed, proof that the tuning industry is very far from dead.

Fast Fire-engine at Donington

ARE WE seeing the beginning of a one-upmanship battle in circuit fire engines? First Silverstone had its XJ12 (a secondhand one, mind you, from Jaguar's development department). Now Donington has a brand-new BMW 633 CSi, presented jointly by BMW dealer Sytners of Nottingham and BMW Concessionaires GB.

This unique fire-tender, valued at £17,500, carries fire-fighting equipment in the space previously used for the rear seats. To compensate for the additional weight, the coupé is fitted with self-levelling rear suspension.

Perhaps Silverstone and Donington will get together to organise a race between the two. "Silverstone Sid's" manual XJ12 ought to be quicker, at least in a straight line.

What next in the on-upmanship stakes? Will John Webb invest in a Rolls-Royce Camargue for Brands Hatch? It might look better with a ladder on its roof.

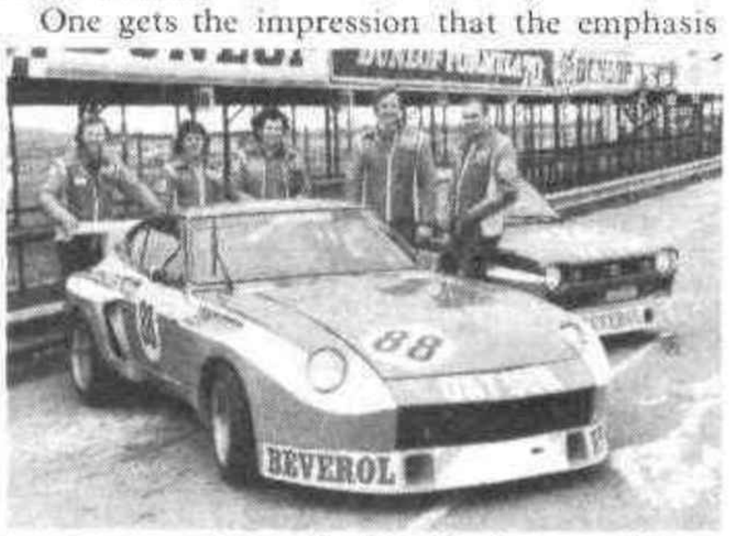
Clocking On

THE Assistant Editor's Alfa Romeo 2000 Spider Veloce celebrated the publication day of its road-test in last month's issue, by turning its odometer over from 6,999 to 14,000. We've heard of clocking back, but really, this is ridiculous!

The Longest Car Rally in History

SOME 90 or more cars will face 30 days of sheer hell when they leave Covent Garden Opera House on August 14th. Ahead of them, 30,0000 km. (18,600 miles) of motoring adventure *en route* to Sydney Opera House in the Singapore Airlines London-Sydney Rally. Entries include: Mercedes-Benz 280E for the 1968 London-Sydney Marathon winners Andrew Cowan and Colin Malkin, partnered this time by Birmingham travel agent and rally navigator Mike Broad; Paddy Hopkirk, who comes out of retirement to co-drive a Citroën CX2400 with another well-known name from the past, former Lotus works racing driver Michael Taylor; Keith Schellenberg will be giving his 8-litre Bentley another transcontinental airing. There are some even more unlikely-sounding entries, including a 1927 Bean entered by the Lisburn, Northern Ireland, Fire Brigade and a Leyland Terrier truck entered by the Australian Bottlers of Coca-Cola for three burly Australian lorry drivers.

One gets the impression that the emphasis is more on the event being a motoring adventure than a serious rally and indeed organiser Wylton Dickson has not been too concerned at the lack of works teams from the likes of Ford, Lancia and Leyland. Most of the crews are amateurs with the notable exceptions of a few well-known rallying names like Joachim Warmbold, Tony Fowkes (both in Mercedes 280Es), Sobieslaw Zasada (Porsche Carrera), Robert Neyret (Fiat Abarth) and Rosemary Smith (Citroen CX2400).



Jan Odor, right, with Alec Poole, second from right, and the Janspeed racing mechanics during recent testing of the Dutch Datsun Dealer Team turbocharged 280Z and F2 Coupé at Goodwood.

The route of the rally, claimed to be the longest ever, takes the cars from London on the 14th, through Holland and Germany on the 15th and France and Italy on the 16th to an evening Time Control in Milan. After Milan the route crosses into Jugoslavia at Trieste, passing through Rijeka and Split to arrive at the Makarska Time Control on the morning of the 17th, thence to Korzica, Ljubinje (Passage Control), Ledinichi (PC), Kotor, Citinje (TC), Titograd, Skopje, Veria (TC), Kalambaka (PC), Kedhros (TC) and Athens as a Time Control and Rest Halt on the afternoon of the 18th. From Athens the rally proceeds on the 19th to Istanbul (TC), Ankara (TC), Bunyan (PC), Matatya, Elazig, Bitlis, Van (TC), with a Time Control and Rest Halt at Teheran on Sunday, August 21st. On the 22nd the cars proceed *via* Isfahan, Yazd (TC), Tabas (TC), Fariman (TC), Herat, Kandaher, Ghanzi, Kabul (TC), Khyber Pass, Peshawar, Islamabad, Lahore, Amritsar, arriving at New Dehli (TC) on the morning of the 24th, with a Rest Halt and Time Control in Bombay on the 25th. From there it heads to Madras (TC) *via* Bangalore, arriving on the 27th.

Tired crews and cars will have a pleasant respite on the sea-crossing from Madras to Georgetown (Penang) before the re-start on Tuesday, September 6th, from Butterworth (TC) to Kuala Kangsar (TC), Tapah, Kuala Lumpur (TC), Johor Bahru (TC) arriving at Singapore on September 7th.

The Australian route of 11,000 km., from Perth to Sydney was not finalised at the time of writing, but will cross four deserts, Aborigine Reserves where few white people have ever been, and pass through Darwin, Adelaide, Melbourne and Brisbane to the finish at Sydney Opera House on September 28th.

Brighton National Speed Trials

FOR the second year running the historic Brighton National Speed Trials have had a last-minute reprieve from extinction. Last year this famous event along Madeira Drive was threatened by rising costs: it was rescued by Fribourg and Treyer, the tobacconists and cigar merchants, who are sponsoring it once again in 1977. This year the local council refused permission when they discovered the Middle Terrace to be unsafe. However, either the Council's mathematics of the Terrace or both have been shored up and the Brighton and Hove Motor Club have a belated OK to go ahead with the event on September 10th.

Last year's event was a resounding success, with an entry of more than 200 cars and motorcycles and a shattering FTD by David Render, who put up an 18.77 sec. time in his Lotus 76. Another splendid entry is forecast for September, with hot competition expected in the fastest class to attempt to break David Purley's FTD record of 18.62 sec.

The race before the race

WITH THE ever-increasing popularity of Formula One and the more money it attracts, more and more people want to join the act. The Formula One Constructors' Association keep a tight hold on their membership and though they may nominate 22 entries, only the best twenty earn any real money for their efforts. Even so there is no shortage of aspirants trying to earn recognition and a place among the elite. Little is written down by the Association and even less is made public, though views are loudly expressed if not always clearly. The general feeling has been that too many "novices" are being allowed to take part in practice for Formula One events, thus spoiling the scene for the Top Twenty, though no explanation is offered as to how a "novice" should learn about Formula One without upsetting the establishment, especially in view of the fact that the Constructors' Association has virtually killed off all non-World Championship Formula One races in which a newcomer could gain experience of Formula One racing. Some years ago, when the Association was asked how one qualified for membership, the official answer was that you had to compete in at least 80% of the Championship races in one year. When asked how you went about getting an entry in your chosen 80% of the races, you were told you had to be a member of the Association to ensure such a thing! Times don't change, its just the wording that is different.

In a well-meant effort to solve the dead-lock of newcomers in practice the RAC/BRDC came up with the good idea of inviting all the non-members to a day on their own before the British Grand Prix. In this way they could practise freely, unhampered by the Association or its members, and at the end of the day the fastest five would be allowed to join in with the official practice and endeavour to qualify for a place on the grid for the Grand Prix. This perfectly workable scheme was immediately opposed by "barrack-room" lawyers who claimed it was in violation of the written-down rules of the FIA as regards entries for Formula One races. The only answer to that, in all honesty, is to tell the FIA to re-write the rules!

On Wednesday, July 13th, before the British Grand Prix meeting began, a list of 17 entries was drawn up for practice in two hour-and-a-half sessions, enough cars to have had quite a nice supporting race. There were some surprises among the list, for the official BRM entry was there, the Stanley-owned Bourne team having been demoted from the Constructors' Association and their place given to the car from Regie Renault. It was an ironical situation when you think that BRM is as old in Grand Prix racing as Ferrari and is the only British team to make their entire car, chassis, engine and gearbox; a Manufacturer as distinct from a Constructor. But the Association is a hard-headed business organisation and judge teams on results, and since the Stanley family took over BRM from the Owen Organisation, results have been little more than nil. This demotion caused not a sound from Trumpington, the home of the Stanleys, or if there was one nobody heard it.

Undismayed, the BRM team arrived with two P207 cars and yet another new driver, the third this season. This was Guy Edwards, who replaced Conny Anderson, who had replaced Larry Perkins, but it was all to no avail for Edwards used up both cars and failed to get into the top five. Naturally the regular rabbits had a bit of an advantage by reason of their experience, and it was no surprise to find Jean-Pierre Jarier with the German ATS wheel firm's Penske PC4 at the top of the list. Impressive was the French driver Patrick Tambay, with a lot of racing experience in other categories, driving a brand new Ensign built by Morris Nunn's little workshop for the Hong Kong businessman and enthusiast Teddy Yip and his Theodore Racing Team, with the genial Irishman Syd Taylor in partnership. Young Tambay fulfilled their hopes with a confident second place in the final results. Third to quality was that hard trier Brett Lunger in his immaculate McLaren M23/14, prepared by B.S. Fabrications.

Many people overlook the fact that the skinny Arturo Merzario is not only a true private-owner, but also an owner-driver, and the colourful Art runs his whole effort with the aid of a handful of friends, and enjoys every minute of it. He occasionally disappears quietly off somewhere and drives in long-distance races for Alfa Romeo, and wins things like the Targa Florio that is still run as a National event. He probably makes more money in non-Formula One racing than some of the regular aspirants in F1, and undoubtedly this pays for his Grand Prix racing, and more power to him. It is rather like Jo Siffert, who used to go off and buy and sell vintage cars during the week to pay for his Grand Prix racing, before he got a works contract. Merzario bought a 1977 March from the works at the beginning of the season and has consistently been ahead of the March works team, but mechanical reliability has not been the strong point of his car. He was fourth qualifier among the "rabbits".

In fifth place was a 25-year-old French-Canadian who is clearly being watched by everyone, and rightly so. From Canadian national racing and a little Formula Two racing the McLaren team had entered him in Hunt's old works car M23/8, with Colnebrook personel looking after him. He was smooth, confident, quick and remarkably cool. His name is Gilles Villeneuve (which could be translated into George Newton)

PRACTICE TIMES

No.	Driver	Cars	Wednesday First	Laps Cov.	Wednesday Second	Laps Cov.	In or Out
23	P. Tambay	Ensign MN08	1. 19.55	33	1. 19.71	40	IN
27	P. Neve	March 761/7A-2	1. 19.97	37	1. 20.07	57	IN
30	B. Lunger	McLaren M23/14	1. 20.45	40	1. 19.72	60	IN
31	D. Purley	Lec CRP/1	1. 22.77	17	1. 20.63	36	OUT
32	M. Kozarowitzky	March 761/8	1. 25.16	9			OUT
33	A. Sutcliffe	March 761/3	1. 31.63	9	1. 21.93	43	OUT
34	J-P. Jarier	Penske PC4/02 and Penske PC4/01	1. 20.57	25	1. 19.63	40	IN
35	G. Edwards	BRM P207/01 and BRM P207/02	1. 22.62	32	1. 22.75	23	OUT
36	E. Villota	McLaren M23/6	1. 20.88	33	1. 20.38	46	OUT
37	A. Merzario	March 761B/2	1. 21.90	20	1. 19.86	30	IN
38	B. Henton	March 761/7	1. 19.82	26	1. 19.96	41	IN
39	H. Rebaque		Withdrawn				
40	G. Villeneuve	McLaren M23/8	1. 19.48	27	1. 19.92	39	IN
42	D. Prophet		Withdrawn				
43	D. Bell		Withdrawn				
44	A. Trimmer	Surtees TS19/05	1. 23.21	39	1. 22.80	39	OUT
45	B. McGuire	McGuire BM1	1. 23.76	24	1. 25.83	12	OUT

and though he had a number of high-speed spi during the day, they were not clue-less ones li some drivers have. They were very reminiscent John Surtees when he set out to learn the art high-speed driving. A case of driving right up the limit, and then just over it, in order to asce tain the exact limit. A lot of people simply dri far too fast and sail over the limit completely o of control, and that sort of driving usually en in a nasty accident. Villeneuve did not look li having an accident as a result of going over t limit. It was his first serious attempt with 450-b.h.p. Formula One car and he impresse Very close behind him was the ever enthusiast Brian Henton with his March 761/7 and th came Patrick Neve in Frank William's Mar 761. These two were so close to the top five th the RAC recommended to the Constructo Association that they allow all seven to forward to official Grand Prix practice, and th was agreed.

This pleasant day was marred by a serious a cident to the popular David Purley in his privat ly owned and built Lec-Cosworth V8 car. Aft damaging the car at Dijon the team had work hard to get it repaired in time for this test da but things were not going at all right. Try as could, and with designer Mike Pilbeam helpin Purley just could not get into the 1 min. 19 se bracket, where he should have been. Going in Becketts Corner, with only about 15 minutes le to qualify, the throttles on the Lec appeared stick open and, unable to knock off enough spe with the brakes, the Lec careered across the co ner, through rows of catch fences and ramm the retaining wall at very high speed. The fro of the car was demolished and Purley w trapped in the wreckage with severe leg a pelvis injuries. It took a long time to get him o of the wreck and he was taken to hospital in pretty critical condition, but fortunately so stabilized under treatment and care, but it will a long time before he is mended.

The day had not started too well, for the Fi nish driver Mikko Kozarowitzky had crashed F & S Properties March 761 into the "*chicane* damaging it beyond immediate repair and inju ing a hand. Even among the "rabbits" there w a little politiking and cheating, for Goodyear h suggested they all run on a standard tyre specified for the Grand Prix. One of the entran had acquired some soft-rubber, short-l "sticky" qualifying tyres, and as the day was u 'official insisted on using them, so Goodyear we forced to let all the other quick runners ha them. They were worth a good second on l times. –D.S.J.

RALLY REVIEW – Continued from page 9

minded car builder, only 14 of the 78 starte made it to the finish. Without doubt it is a toug and enjoyable rally, but some rubbing off of roug edges is still needed. Very tight road section designed to minimise opportunities for roadsi servicing, were out of place in a country wi ridiculously low speed limits and a police whi rigidly enforces them, and there is still room f improvement in special stage definition an precautions to prevent short-cutting and the i advertent (and extremely dangerous) taking wrong roads. With these matters put right (an they can be done so easily) the Total Rally wou be a superb event. The organisers have alread shown themselves to be innovators by sponsorin the design and manufacture of electronic printin clocks which, although troubled by small teethi faults, are superior to anything we have seen Europe for special stage timing. We are sure th will be happy to supply details of these clocks anyone who writes to them at PO Box 227 Pretoria 0001, South Africa. – G.P.

No sun is too bright for this Heuer electronic stopwatch.

The Heuer LCD Microsplit meets a real need in sports timing.

Most electronic stopwatches are hard to read in bright sunlight. That's because for their digital displays they use light emitting diodes (LED).

The new Heuer Microsplit uses liquid crystal display (LCD). This makes it easy to read even in the brightest sunlight.

Versatile and precise.

A quartz oscillator and the most advanced solid state circuitry assure you very highly reliable "start-stop" and "split-action" timing to within an accuracy of 1/100th of a second. For sports events with interruptions, a handy time-out function is provided.

(Be careful. Some electronic stopwatches *do not offer this feature,* which makes them difficult to use in many sports situations.)

And with the Heuer LCD Microsplit you can measure all the way up to 59 minutes, 59.99 seconds.

Small in size.

Astonishingly small, The Heuer LCD Microsplit is only about the size of a cigarette lighter. It comes in a very sturdy, solid metal case with a tiny, built-in lanyard.

Low battery consumption.

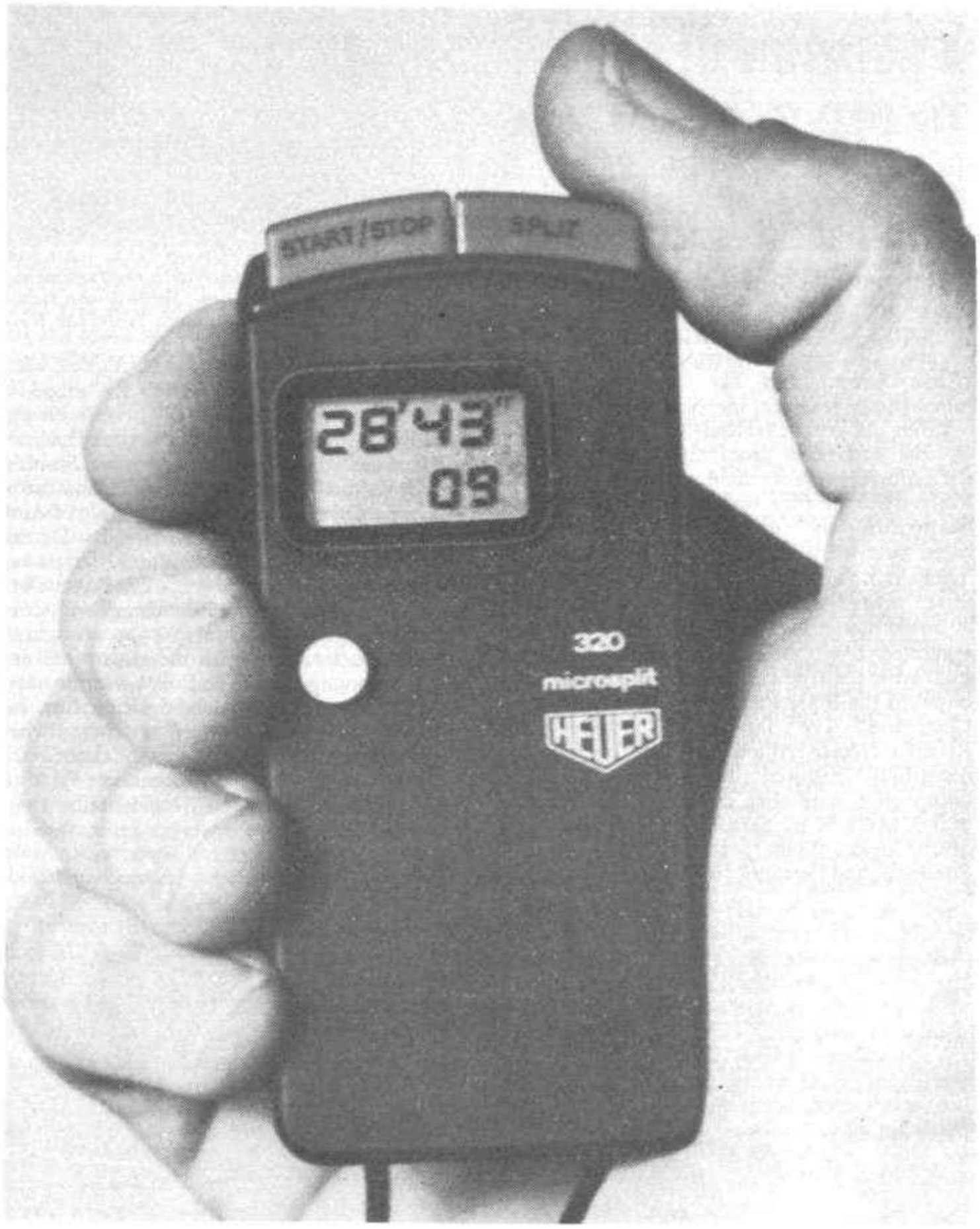
Because of the energy-saving liquid crystal display, you need to change the two batteries only once a year. And the Heuer LCD Microsplit has a 12-month limited warranty.

115 years of experience.

It should be no surprise that Heuer can make a superbly engineered LCD stopwatch for less than the comparable models of its *major competitors. For only* the world's largest manufacturer of stopwatches can make the world's finest electronic stopwatches at such reasonable prices.

Heuer has contributed significantly to the art of time measurement for 115 years. Certainly, no other company in the world has as much experience in making stopwatches. And Heuer puts all its years of experience into every stopwatch it makes.

The Heuer LCD Microsplit



The largest selection.

Heuer offers the world's largest selection of stopwatches, electronic and mechanical. There is a Heuer stopwatch for virtually every sports application imaginable.

So you're sure to find the Heuer stopwatch that suits you and your budget perfectly.

To see Heuer stopwatches in action, visit your local jeweller. For further information, write to

HEUER TIME LTD.,
Argyle House,
29/31 Euston Road,
London N.W.1.
Tel: 01-837 5352

HEUER

Heuer makes one out of every four stopwatches sold in the world.

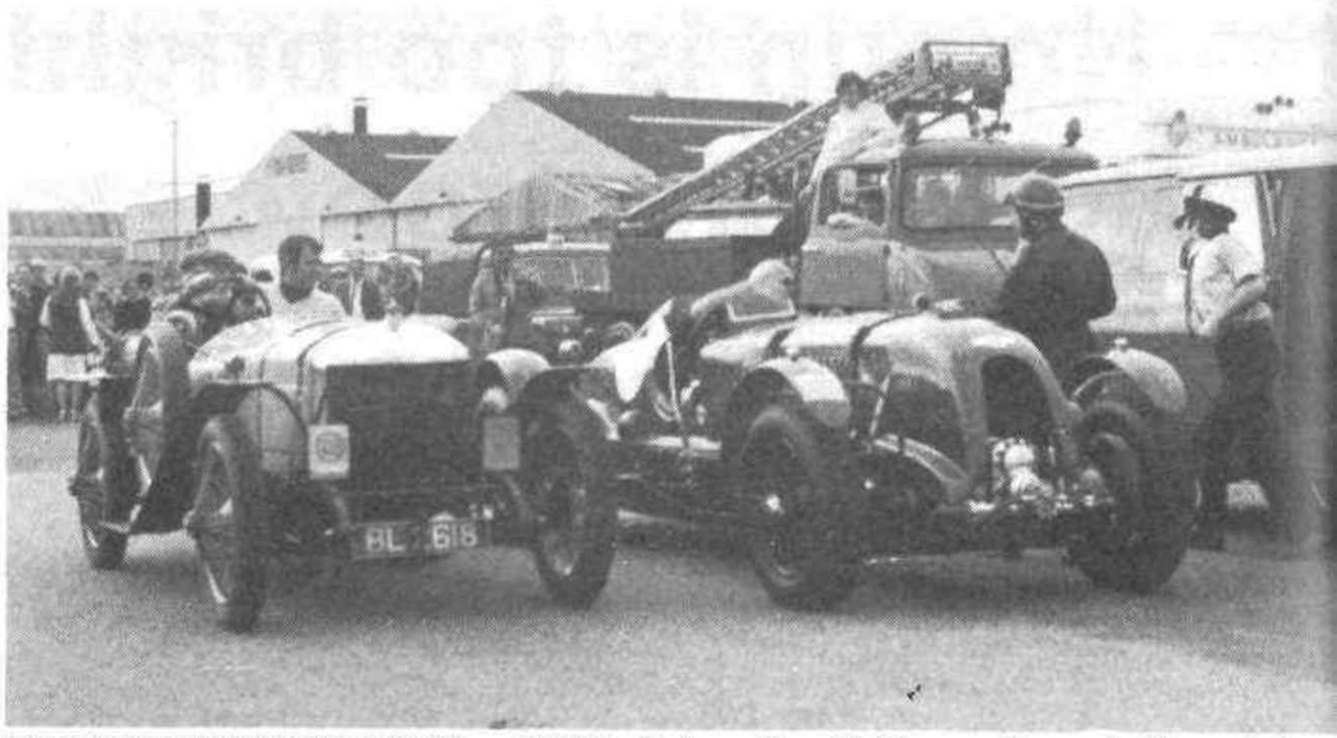
Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The Brooklands Re-Union

THE BROOKLANDS Society's annual Re-Union took place on June 26th, in this 70th Anniversary Year of the opening of the Weybridge Track. The one-time Brooklands slogan, "The Right Crowd and No Crowding", seemed almost to be reversed, for so many people attended that the great cavalcade of vehicles, crossing in the afternoon from the Paddock to the Aerodrome, took so long to disperse that the demonstration runs up and down the Runway started over an hour late. As the Re-Union was open only to BS members and their guests, the public not being admitted, it must be concluded that the Society consists of very friendly people!

Inside the ancient precincts modern cars were separated from veteran, vintage and pre-war cars, with the true racing cars inside what may be called the Inner Paddock, outside the historic Clubhouse. The last-named included Bob Robert's Napier-Railton, the lap-record holder, beautifully restored to original condition (although I note that it retains the *disc* rear brakes fitted in its parachute-testing days), the Multi-Union, "Babs", the NMM's 350 h.p. Sunbeam, and Ferranti's road-equipped Type 59

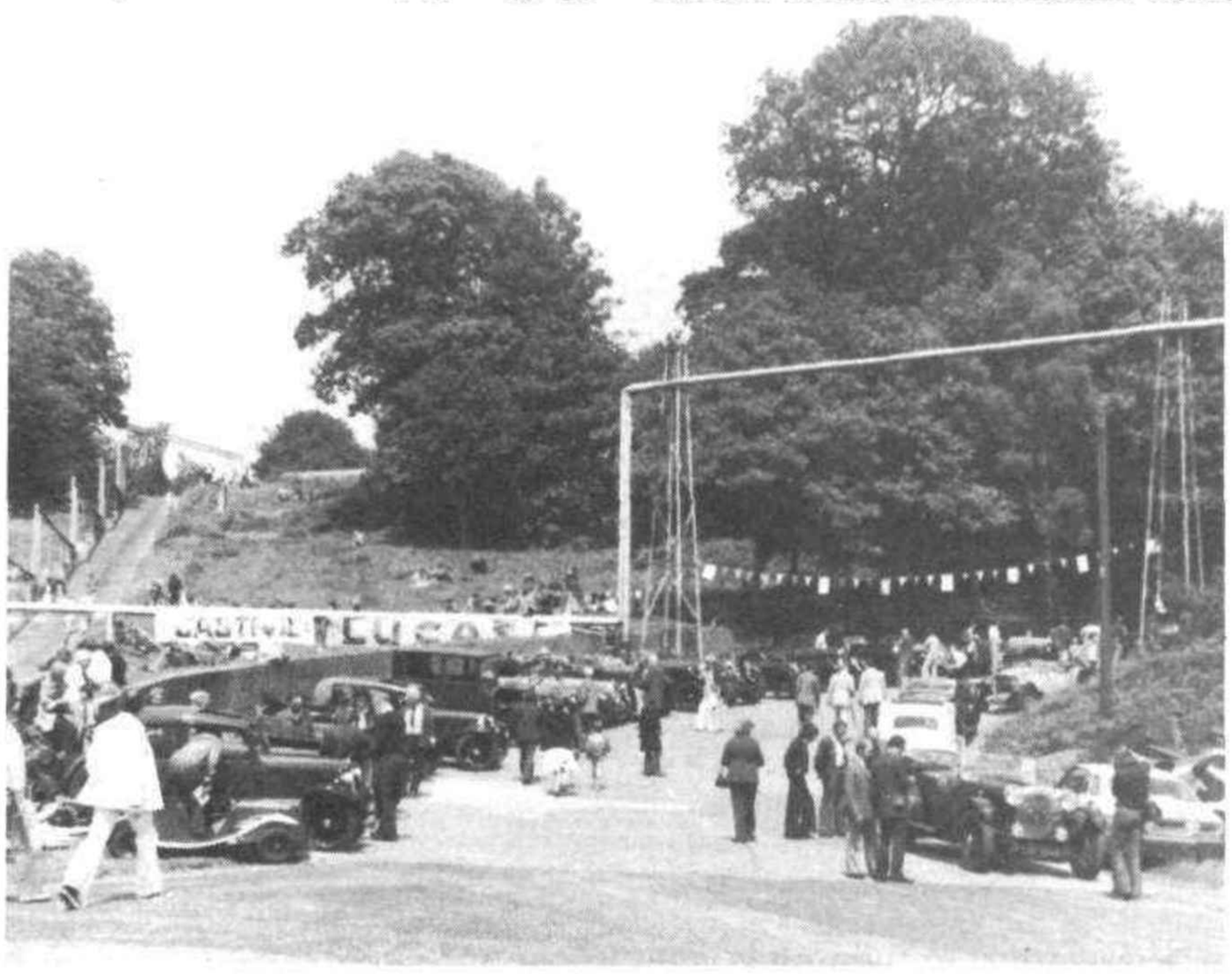


Top: BACK AT BROOKLANDS. – Sir John Briscoe, Bt, with his 1911 *Coupe de* L'auto *Delage and 'Rusty' Russ Turner with the famous ex-Birkin "Blower 4½" Bentley single-seater, in the Pad of the Old Track. Bottom: Some of the many visitors' cars at the Brooklands' Re-Union, parked he part of the Campbell circuit. Note the Rytecraft Scotta-car on the extreme left.*

3.8 GP Bugatti in row 1, two ERAs, de Cadenet's P3 Alfa Romeo, Peter Moore's s.v. single-seater Austin 7 rebuild, and Russ-Turner's blower-4½ ex-Birkin Bentley in row 2, the 1914 Opel, an ex-Dixon 2-litre Riley, a racing Morgan, Smith's K3 MG Magnette, the Straker-Squire and the 1914 GP Mercedes in row 3, and a couple of Amilcar Sixes, the 1912 chain-drive Bugatti, Dunham's Alvis, an MG Midget, the White Riley, a racing Austin 7 and a model electric GP Bugatti in row 4, with Grist's 1922 GP Sunbeam and Crowley Milling's 3-litre ex-Dunfee 1920 straight-eight Ballot, on b.e. tyres with the spare wheel in the tail, joining in later. The Ballot was the outstanding of these ex-Brooklands' racing cars, in my opinion. But I found myself wondering whether the Napier-Railton would win the *Concours d'Elegance*, as it had the Appearance Prize at the 1934 Easter Meeting ... Incidentally, the 350 h.p. V12 Sunbeam had beside it the longer remains of the longer tail used by Sir Malcolm Campbell for LSR runs. Its mechanic told me that it *has* now got a differential, which answ a current conundrum, but that it is not a runn which is a crying shame.

There were many more racing cars with c Brooklands' associations and many historic ing motorcycles present, and the "ordinary" were of infinite variety, embracing 1910 S 1920 Buick tourer, Wolseley Hornet, Zede fine line-up of Morgan 3-wheelers, the fam Talbot BGH23, a "new" GN, a neat For saloon, three Riley Gamecocks, a model-T Fo a Dennis 'bus, a rare 2-litre Ballot, even a R craft Scotta-Car. But, as at Ascot, the assem was so immense that it is impossible to repo in detail. The huge crowds also made it diffi to spot the many Brooklands celebrities pres But let me tell you that one of the St. Johns A bulance ladies told me that she went Brooklands as a girl, being the daughter of T Andre's partner (she still remembered th Telecontrol shock-absorbers) and that I met E. Jones, who worked on the various Bol Specials and who showed me a photograph John Bolster's four-engined Bolster-JAP in Brooklands' Paddock at the Easter M Meeting. And a representative of the L Agents for the West Side site, which Brookla Track Ltd. has thought of acquiring (million; rates over £500,000 per annum) wa attendance, arriving in a white Ford Cortina GL saloon.

The morning of this fine Sunday was occup with a great many ascents of the Test Hill, cleared of debris by the more energetic memb of the Brooklands Society, but looking pastoral than it did in pre-war days. The assa were opened by Dudley Gahagan, who t Society President T. A. S. O. Mathieson, c from Paris for the occasion, Vice-President A Hess; and the Brooklands' Sunbeam driver E Bouts up, in his Type 57 Bugatti. After which and sundry had a go. A Morgan made a rac ascent but stopped, as did an Alvis Fireb There were fast climbs by 30/98 Vauxha Bentleys and Frazer Nashes, one 4½-litre Ben having its passenger in the back seat, and T Jones taking his family up in his touring 30 Vauxhall. Wilcox's smoky 8-litre Bentley ra the first applause, by its rapid ascent, and ch greeted the vee-twin Baughan cyclecar, a crawled to the summit. Stafford East went up his 200 Mile Race GN with L. A. Cushman, used to administer to the racing GN engines his passenger, but Chris Mann broke up

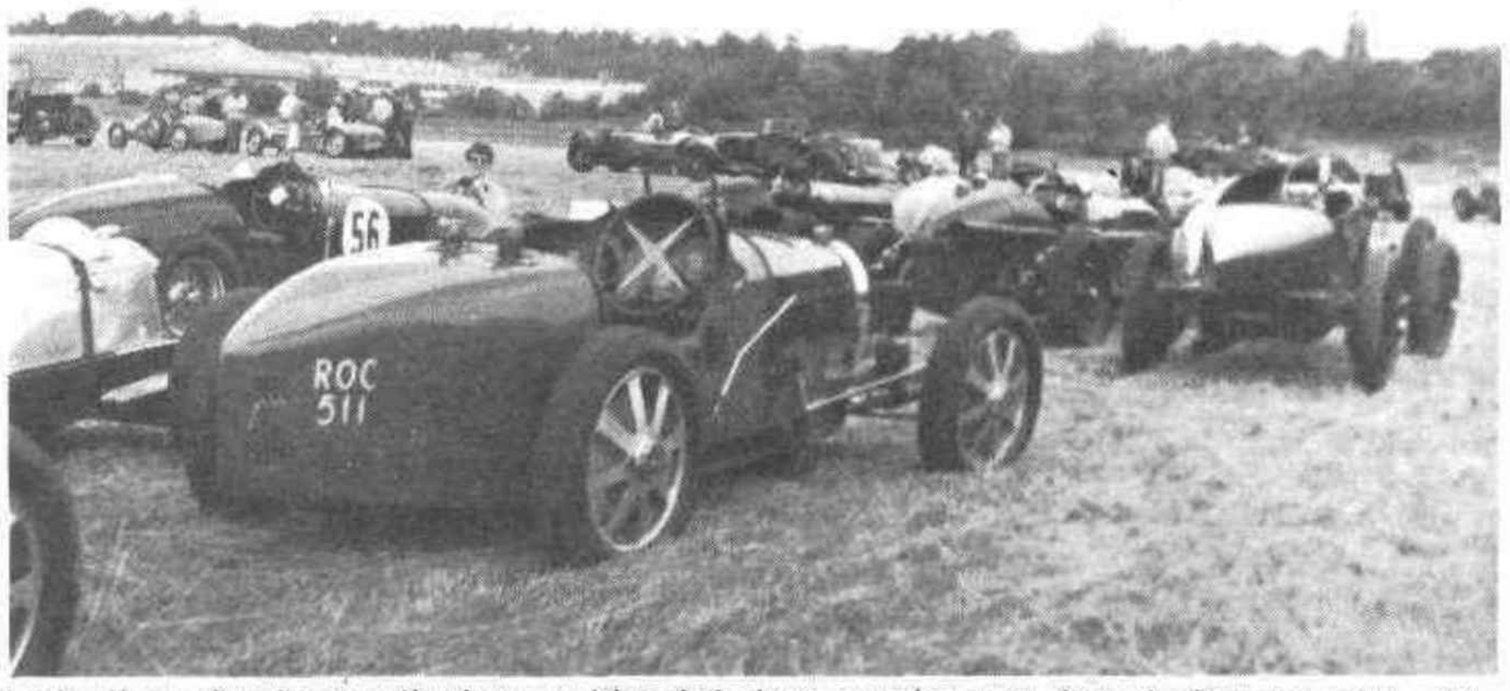


differential in his Monza Alfa Romeo. Curious that such difficulties intruded, without the re-start on the hill that had been used in the VSCC driving-tests. The ex-Brooklands Straker-Squire had no bother but the commentator missed the opportunity of telling us that this car had set the Test Hill record to 25.41 m.p.h. in 1920, when driven by Bertie Kensington Moir. Other cars failed, some in dense clouds of clutch smoke but the giant Metallurgique-Maybach had no trouble, perhaps because its clutch had received some attention the night before. An SS100 went up very slowly.

The lunch break was a drawn-out affair, although it was a nice touch to have Edith Carlisle, once the landlady of the "Hand & Spear", serving Ind Coope beers in the catering building. The delay was accentuated because when the move to the Aerodrome was due, lots of cars went left towards the Wey Bridge, only to find it closed, and because the 'bus taking pilots back to their aeroplanes, who this year had been permitted to fly-in, took a long time turning round amid all the congestion. And what a pity more notice was not taken of the light aeroplanes present, which included at least one Tiger Moth. . . The numbers of visitors present, inspite of the long queue, were estimated by one observer to be smaller than last year, when the oppressive heat might have been expected to have turned people away. This makes me wonder whether a whole day spent watching solo-ascents of the Test Hill and single runs up and down a distant Runway (paired drag-races being forbidden this time) is palling, on those who have no ex-Brooklands' friends to meet to add spice to the Re-Union.

Eventually the long traffic-jam, led by Tony Jones' 30/98, was sorted out and the high-speed runs began. Bob Roberts was making very good use of the Napier-Railton on its first public appearance since its meticulous rebuild. Douglas FitzPatrick had the 21-litre Metallurgique so wound up that he took to the grass when trying to stop at the Byfleet-end of the course, as did Adrian Liddell in the Straker-Squire, which had a flat o/s rear tyre. Grist carefully adjusted the GP Sunbeam's oil drip-feeds before starting, presumably the back tyres on Milligen's 38/250





A miscellany of racing cars lined-up awaiting their demonstration runs along the Runway, with a delectable Type 51 Bugatti in the foreground. Bottom, left: Vast numbers of spectators await an assault on the Test Hill by a Morgan 3-wheeler. Bottom right: The 24-litre Napier-Railton, holder of the lap-record at 143.44 m.p.h., in action again at its birthplace and scene of many of its racing triumphs. It has been magnificently rebuilt by Bob Roberts, who made very effective use of it along the Runway, later in the day.

SSK Mercedes-Benz would have passed the Scrutineer, and it was nice to see de Cadenet start his *monoposto* Alfa Romeo with one pull-up of the handle. When I remarked to him that this must seem a very brief "motor race" after Le Mans he said yes, but that he was proud to be at Brooklands. After his run he turned onto the old Aerodrome road to go back to the Paddock very smartly, sliding the Alfa's tail. "Babs", still unclothed, was off-form, a poor return to Wyn Owen for hauling it all the way from North Wales behind a Land Rover. Again, there was ample variety, from Nigel Arnold-Forster's 1912 5-litre Bugatti to Betty Haig driving the 328 BMW which she fetched from the factory in 1938 and has owned ever since. But the hoped-for 8-litre Panhard and the Fiat "Mephistopheles," etc. did not materialise. The day concluded with the departure of the aeroplanes and a splendid take-off and fly-past by the Hon. Patrick Lindsay in his Rolls-Royce-engined Supermarine Spitfire. N.B. We hear that the *Concours d'Elegance* was won by W. A. L. Cook, (Rolls-Royce), the *Concours d'Etat* by J. B. Lyndhurst's 6-cylinder Amilcar, and a spokesman for the Society has quoted the attendances as 8,000.

V-E-V Miscellany. – The 30/98 Vauxhall Register has produced a comprehensive record of all known existing Vauxhalls of this type, the World over, with brief details and present and former owners of each. Copies are available to *bona fide* enquiries at £3 each; apply to David Marsh, The Garden House, Middleton-by-Youlgreave, near Bakewell, Derbyshire. This Register shows a grand total of 169 E-types and OE-types, of which there are 58 OEs, 18 Es and four Specials in the UK. Marsh points out that this represents a survival rate of around 29%, as it is thought that all known 30/98s in the UK have been accounted for and that there is none in Europe; a one-make record unequalled except perhaps by the Bugatti OC. We regret to learn of the death of Major W. T. Pitt of Lenham, who owned an Alfonso Hispano-Suiza, a 1913 16/20 Wolseley, and a Silver Ghost Rolls-Royce. A nice idea – the Huntingdon Police were hoping to have some police-type cars at their Gala Day last June which marked the retirement of the Chief Constable of Mid-Anglia; the Wolseley Register was hoping to oblige. We are now informed that the long-distance records taken by the Austin 7 Replica Ulster at Goodwood were the British class 1,000 mile and 5,000 kilometre records, respectively at 53.89 m.p.h. and 54.02 m.p.h., and that the RAC has since discovered that the car also took the British class 24-hour record but has not yet quoted the speed. There is to be another attempt, on the 10,000-mile record, from September 20th-29th.

The 1927 Chrysler roadster owned by a Russian lady of 71 who lives in London and which we have referred to previously, was auctioned recently after it was said to have run 400,000 miles, including two trips across the Sahara. ROC Lubricants Ltd. of Manchester, formerly trading as Germ Lubricants, inform us that the Hon. C. S. Rolls was not only a customer but was a personal friend of H. M. Wells who founded the Company. It seems that Rolls used Wells-Lucas oil, supplied by Germ, in his Panhard-Levassor during the 1,000-Mile Trial of 1900. Mr. Wells owned a single-cylinder De Dion Bouton, bought in that year for £122 18s. He lived to be 83, having, as a Company publication nicely expresses it, "completed his earthly assignment" in 1949. The Wolseley Hornet Special Club cleverly used a reproduction of part of *The Autocar* Royal Silver Jubilee number of 1935 for its Spring magazine, as this was not only a topical gesture but that issue contained much Wolseley Hornet material.

W.B.



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

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





To prove Molyslip's massive engine protection we took two 4 year old Cortinas down to Crystal Palace. One had been treated with Molyslip in the engine from new.

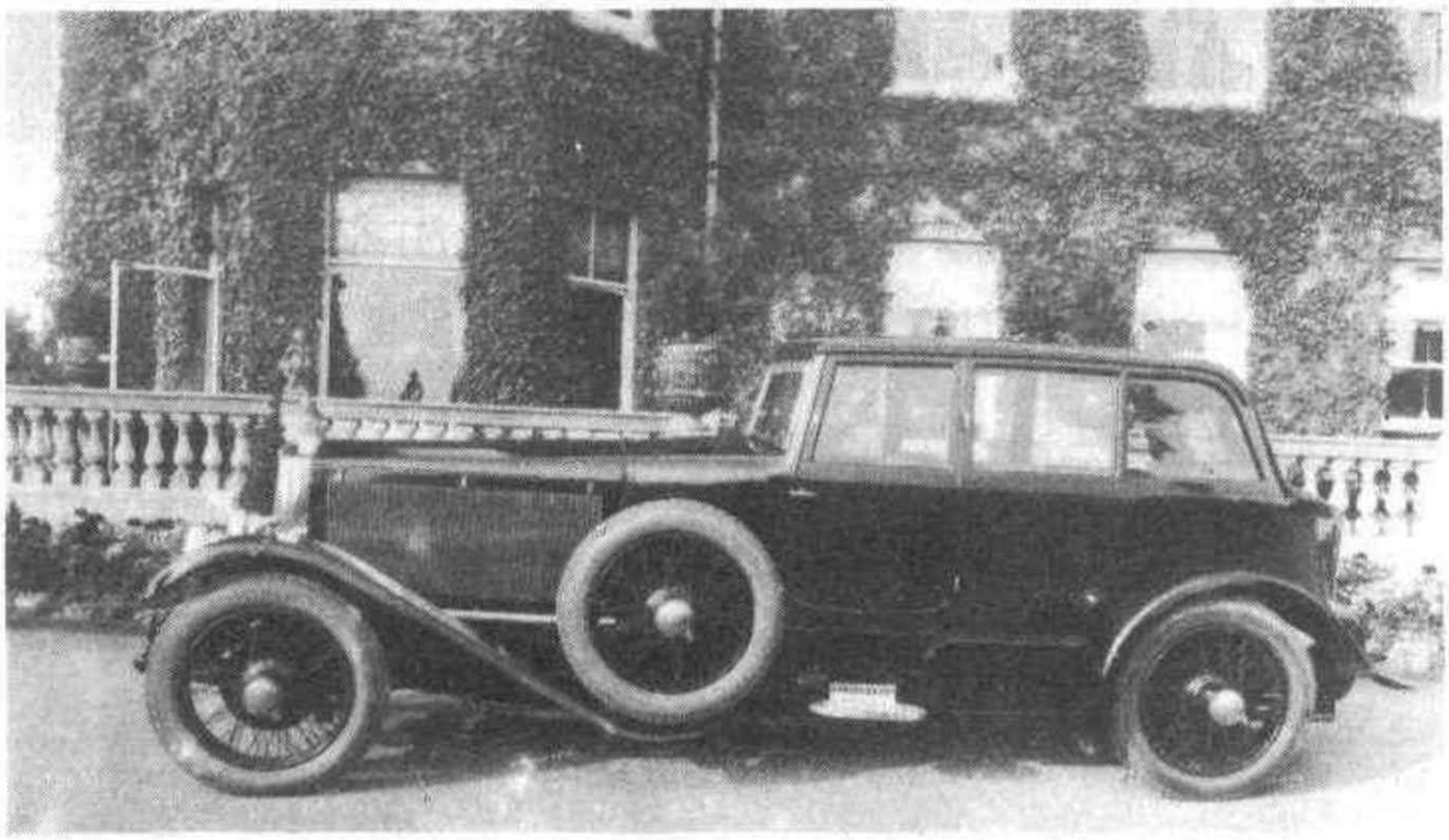
Under RAC scrutiny we drained the oil from both cars, then drove them at up to 60mph. After only 7 laps the untreated car rattled to a halt its big end bearings ruined! But the Molyslip car motored on, and on, and on, 80 gruelling miles later the test was stopped with the Molyslip car still running happily. Dramatic proof of Molyslip's incredible engine protection. A tough, super-slippery shield that's plated onto your engine's working surfaces, cutting down wear at critical starting up and stopping periods when the oil film is incomplete.

Molyslip won't drain, wash or burn off and will protect your engine for a full 5,000 miles of hard motoring. So if you want your engine to last, hold peak power and stay smooth and quiet just add Molyslip to your oil.

MOLYSLIP

Plates on Protection!

Leyland Eight Follow-up

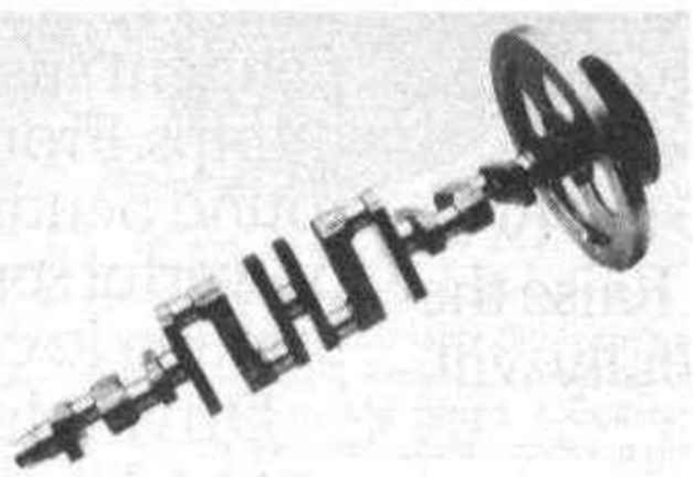


This must surely be the actual car owned by Stanley Sears . . .

WHEN WRITING last month about going to Donington to drive the sole-surviving Leyland Eight I gave a brief resume of the controversial luxury-car of the 1920s, which was designed by J. G. Parry Thomas with the express intention of surpassing the excellence of the Rolls-Royce Silver Ghost. Previous to this (MOTOR SPORT, 1974) I wrote about the place the car from Lancashire occupied in relation to such contemporaries as the Rolls-Royce, the Hispano-Suiza, the Lanchester, the Napier, and the Isotta-Fraschini. Neither article could give an entirely unspeculative view of what the early production Leylands were like, because the surviving example is closer to the very successful Leyland-Thomas racing cars than to the catalogue versions and my technical discourse had, perforce, to be mere surmise and deduction based on such paper-data as was available.

The Leyland Eight of the early 1920s, of which so few were built before the project was quickly abandoned, has long been an enigma, because so very little is known about how it behaved in private usage. But I remembered that the Sears family had been quoted as owning them. So, in a forlorn hope of obtaining some information about this elusive car, I wrote to Mr. Stanley Sears, who is well known as the owner and painstaking restorer of Rolls-Royce and other historic cars. When the reply he sent me from Portugal was received it turned out to be the most interesting letter I have ever had, about this or any other make of car. Because as both Mr. Sears and his mother ran Leyland Eights in the vintage years he has been able to provide fresh and revealing information, based on first-hand experience. I am deeply indebted to him, for never before have the inside facts about the technically-advanced and complicated Parry Thomas design been revealed. . . .

As Mr. Sears' recollections tumble the Leyland Eight, at all events in its earlier catalogue form, from the lofty pedestal on which my former article placed it, it might be thought that I would not be very happy to be confronted by these revelations. On the contrary, I am delighted to learn the truth at last, and I offer my sincere thanks to Mr. Sears for providing it. By a remarkable coincidence, when I was at the Brooklands Re-Union a few days after receiving his letter, I met Mr. Fritton of Southampton, who confronted me with some old photographs as a sort of inpromptu test of my motoring knowledge. These included two pictures of what must surely be the actual Leyland Eight owned by Stanley Sears, with the Grose saloon body he had made to replace its original open 3-seater body. I am glad to reproduce these, along with Mr. Sears' extremely informative letter:-



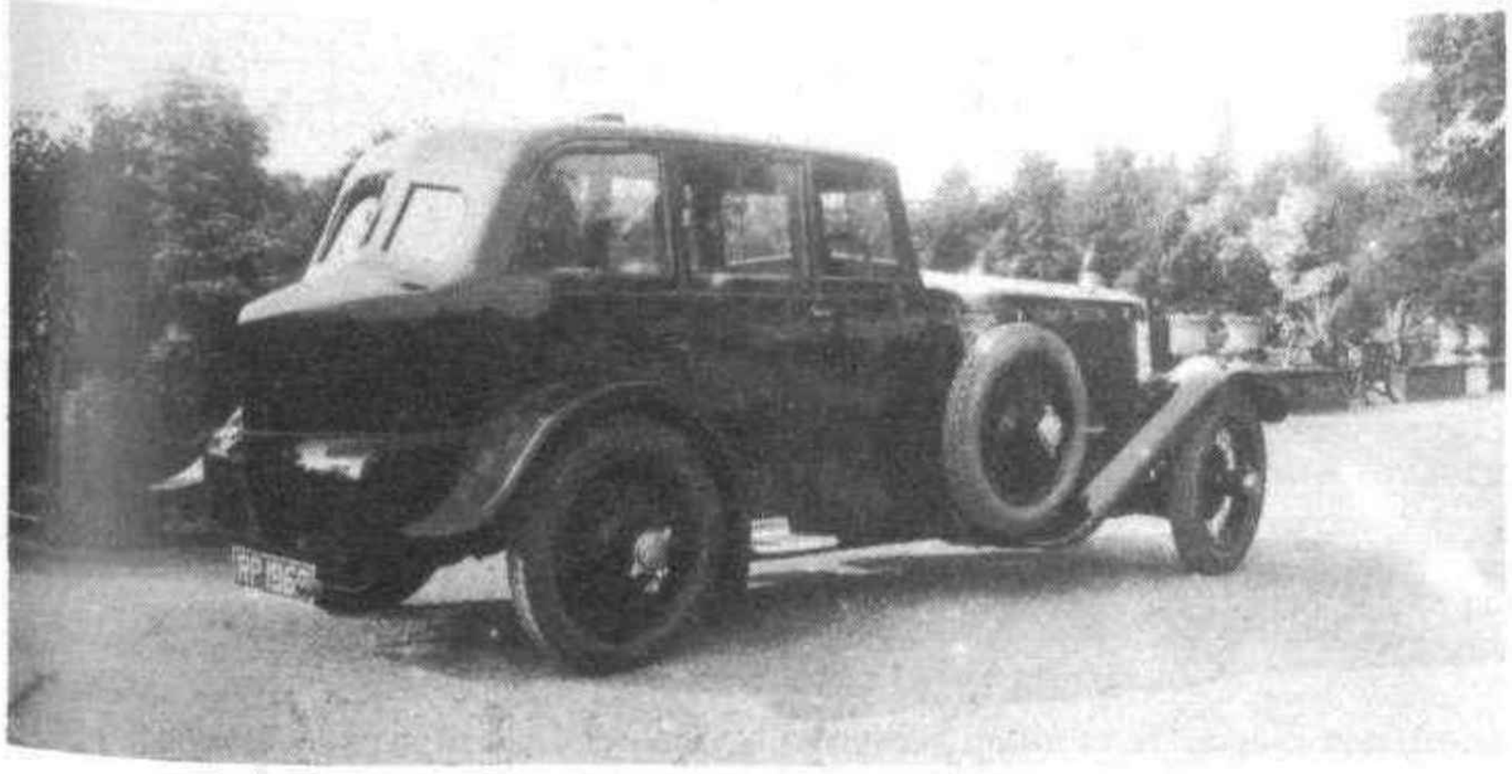
"The crankshaft was remarkably flimsy for an engine of this size".

Mr. Sears writes –

"I was most interested to know that you are writing about the Parry Thomas Leyland Eights. I believe that only about 12 of them were made – which absorbed, in development costs, all the profit made by the commercial vehicles during the 1914/18 War! I think that the first one was produced in 1924 or 25. Michael Collins was shot and killed in one in Ireland (Dublin?) during the Sinn Fein troubles. J. E. P. Howey, who founded the Romney Hythe and Dymchurch Railway, and his brother each had one.

In 1919 my Mother still had my late Father's 1910 24 h.p. 4 cyl. Renault with local Arthur Mulliner of Northampton landaulette coachwork, which had been a most reliable car. It was time to make a change to a more modern type and although a Rolls-Royce was priority, it was felt by many at that time that the marque smacked of the *nouveau riche*; so I persuaded my Mother to buy one of the new 1920 Lanchester 40s which with its o.h.c. engine and epicyclic gearbox was a much more modern design than the obsolescent Silver Ghost. This started for me a great friendship with George Lanchester which lasted until his death not so long ago. The Lanchester was a very good and reliable car, but with the soft rear cantilever springs which she specified it rolled like a boat on corners and very much curtailed the spirited driving in which I indulged in those days; having had a 10/30 Alvis s.v. followed by a 12/40 Alvis o.h.v., and then a 1926 Lancia Lambda – while I was at Cambridge.

When I went to the Olympia Motor Show in 1921 the Leyland Eight had not long been announced and two examples were exhibited – one a show-finished chassis which was most impressive, and a magnificent example of modern design and engineering by Parry Thomas. The specification is already well known to you. The other was a large 4-door limousine in maroon which was dubbed by *The Motor* "The Lion of Olympia" and a photo of it was produced in the Show Number. This so fired my enthusiasm that I determined that we must have one. I tried to persuade my Mother to buy it, but she did not then want to part with the Lanchester 40 h.p. I think that about a year later Leyland's found that the enormous cost of production had already absorbed all their surplus profits and that the car was not likely to sell in any quantity, and called a halt to manufacture. Parry Thomas was then developing his modified Leyland Eight for Brooklands use, and winning races at very high speeds. J. E. P. Howey was also racing his car there – but you know much more about that than I do. It was about this time that Leylands wanted to get rid of the cars and Parry Thomas bought the remaining chassis and spares and got



. . . with the boat-tailed, 2-door Grose body he had made to replace an open 3-seater?

DRIVE YOURSELF MAD.



The Beta Coupé Range: Beta 1300 – £3,643.38.* Beta 1600 – £4,167.54.* Beta 2000 – £4,512.69* (illustrated).

Go to your Lancia dealer and ask to see a Lancia Beta Coupé.

Walk round it, noting the classic Italian lines.

Lift the bonnet and view the twin overhead camshaft engine. Raise the boot lid to confirm that it really will hold 14 cu. ft. of luggage.

Sit in it. Feel the soft fitted carpet under your feet and the comfortable cloth upholstery on the contoured seats (or you can have PVC if you prefer). Lean your head against the built-in headrests.

Take in the impressive array of instruments, not forgetting the electronic rev counter and clock and to protect the lubrication system, oil level, oil pressure and oil temperature gauges.

Listen carefully as your dealer explains about the rigid steel passenger safety cage and the front and rear sections designed to absorb accident impacts. How it resists corrosion through under-body sealing and interbody cavity injection. Note the full 12-month warranty.

Then ask for a test drive.

Don't be fooled by the first impression of docile refinement. See how vividly it accelerates through the five gears.

As you cruise at 70, savour the fact that there is a lot more under your right foot. All-round independent suspension to iron out the bumps. Front-wheel drive to take you round bends as though on rails. And powerful servo-assisted 4-wheel disc braking to cope with the performance.

Drive reluctantly back to the showrooms. Here you face an agonising choice.

Should you have the 117 mph Beta 2000 with its steel sliding sunroof? The 111 mph Beta 1600? The new Beta 1300, just added to the range? Or there's the 1600 or 2000 open top Spyder versions.

Or, hardest choice of all, should you go back to an ordinary car again?

Knowing that if you do, you could drive yourself mad with regret.

LANCIA

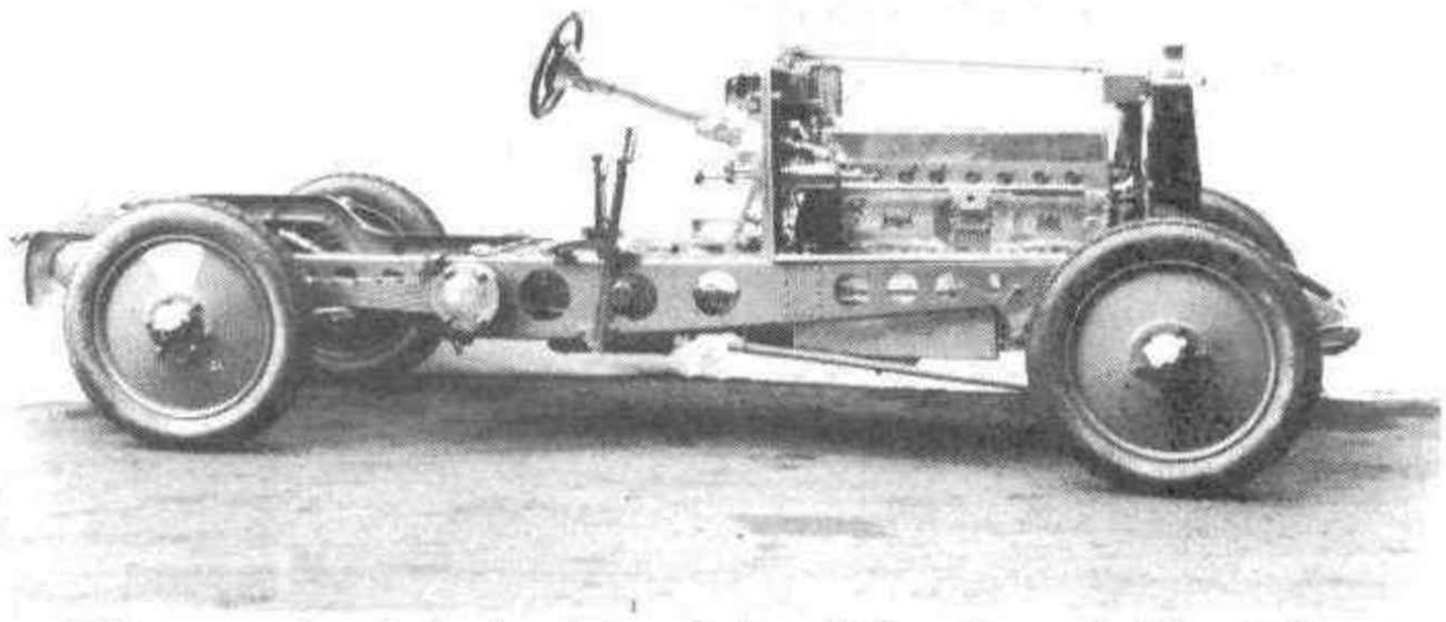
The most Italian car.

Lancia (England) Limited, Alperton, Middlesex HA0 1HE. Tel: 01-998 2992

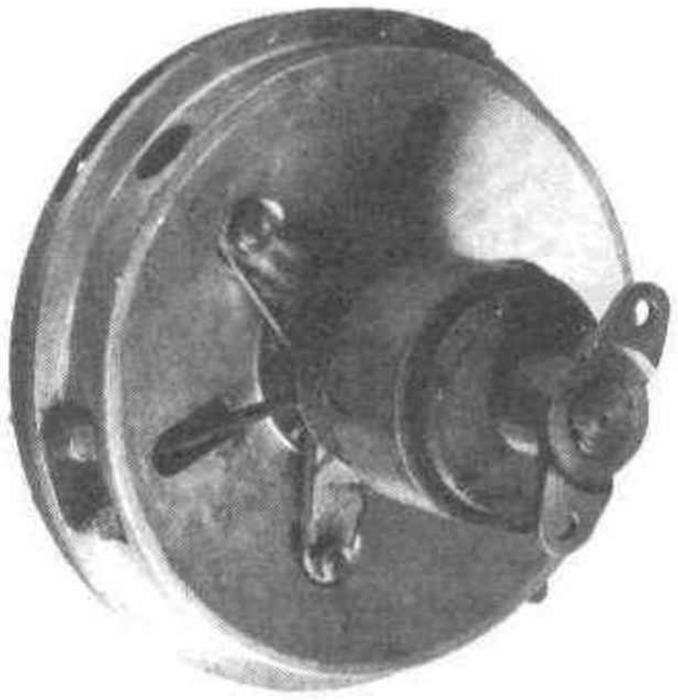
*Prices include VAT at 8% and car tax, inertia reel seatbelts and delivery charges (UK mainland), but exclude number plates.
Prices * of other Lancia ranges start at: Beta Saloons – £3,175.38; Beta Spyders – £4,723.29; Beta High Performance Estates – £4,785.30. The Beta Monte-Carlo costs £5,927.22.
Personal Export: If you are eligible to purchase a Lancia free of taxes, contact our Export Department.

into partnership with Thomson to market them. (Taylor was of course his mechanic.) There was one completed car with a spartan open cloverleaf 3-seater body, and no weather protection, finished in works grey. I saw this car when I was at Brooklands, and fell for it. Parry Thomas took me round the track on it and we did over the magic 100 m.p.h. on the Railway Straight. I managed to negotiate a very favourable price for it from Thomson and, with the aid of a loan from my Mother – bought it, in 1927. The Olympia Show saloon was still unsold, and I managed to persuade her to buy this car.

Magnificent as the cars appeared – particularly with their distinctive radiator and rectangular filler-cap – unfortunately they lacked sufficient pre-production development and were full of teething troubles. The original chassis did not have front wheel brakes, and it was obvious that such a fast and heavy car could not be driven safely at high speeds without them. There was then no possibility of producing them at the works, so Parry Thomas fitted new front axles with brakes from, I believe, Hispano Suiza. There could be no gearbox driven servo as on those cars, so the small vacuum servo originally fitted to assist the rear brakes was called upon to operate all four, with the result that the pedal pressure was so high that one literally had to push the back of the seat out to stop quickly. Fairly light pressure sufficed for slowing down, but one soon "ran through" the servo and then it was a case of sheer muscle power. This combined with very heavy steering at low speeds made it a tiring car to drive. The steering was high geared – about 2 turns from lock to lock – and was very precise. The small diameter steering wheel projected almost horizontally from the cast aluminium dashboard, supported by a massive cast aluminium bracket. It was extremely rigid and entirely devoid of any shake even on the roughest roads, which was most unusual at that time. On the engine side there was a bevel gear and vertical shaft incorporated in the mechanism housed in a fire cast aluminium housing. An interesting piece of design was that the starter motor was actuated by placing the gear lever into a special slot in the gate marked "S". This prevented the engine being started in gear.



"The small diameter steering wheel projected almost horizontally from the cast-aluminium dashboard" "There was a peculiar form of oil-reservoir on the offside of the engine . . . the performance, suspension and roadholding were far superior to any other large car on the road at that time".



"Both cars suffered from clutch slip . . .".

The crankshaft was remarkably flimsy for an engine of this size, but it seemed to stand up to Parry Thomas' tuning and racing. Cantilever valve springs were used and eccentric drive to the overhead camshaft. There was a peculiar form of oil reservoir at the offside rear of the engine, and I remember that the engine produced a lot of sludge in the oil.

I believe that the rear axle incorporated double bevel wheels. Torsion members were fitted to control the quarter elliptic rear springs, the ends of which were housed in a large trunnion-bearing.

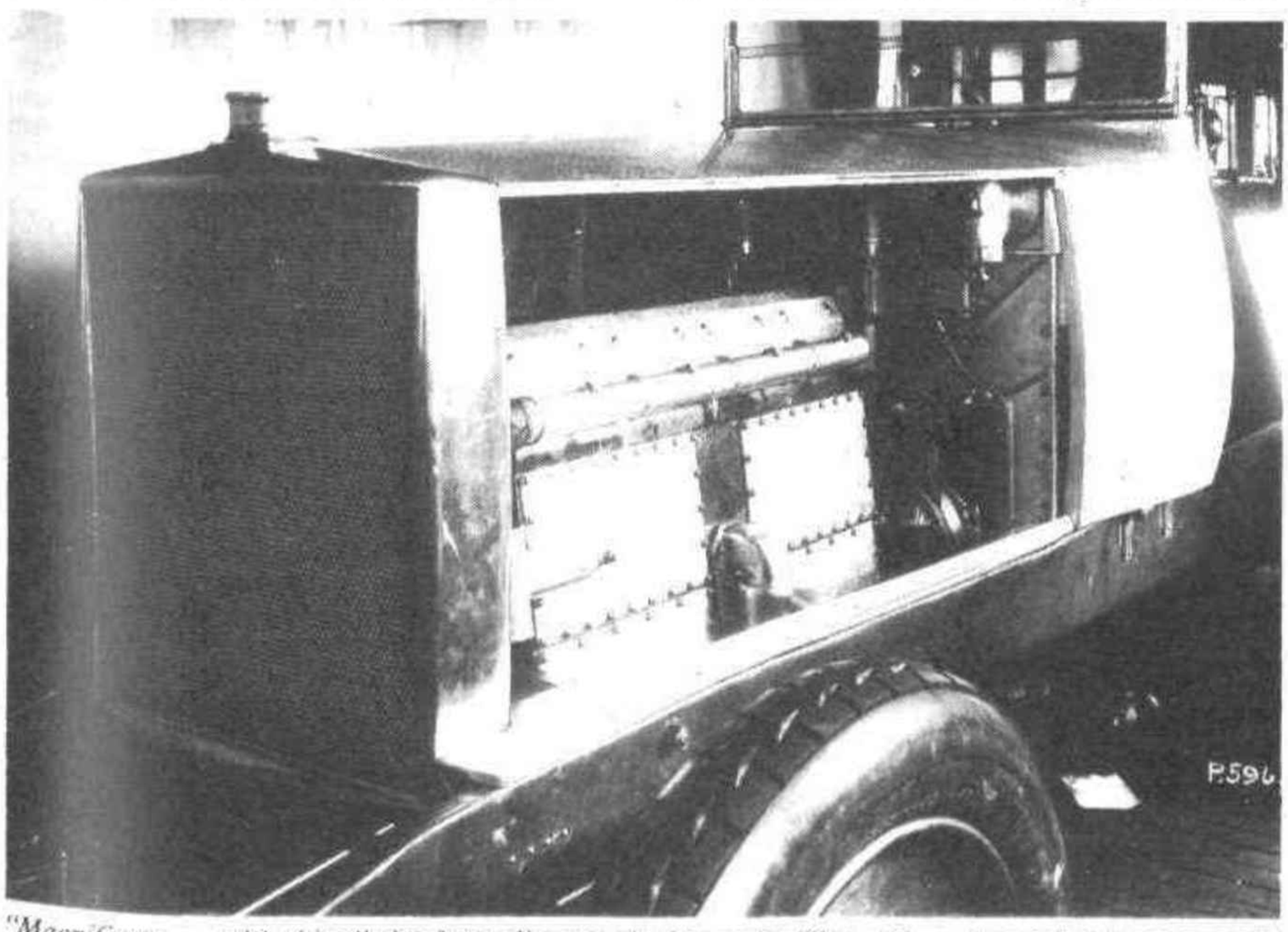
There were two Zenith carburetters fitted, one on each side of the engine. Normally the offside one was in use, but the near side one could be cut in by a flush-fitting lever in the centre of the steering wheel which opened a butterfly in the second induction pipe to give increased power and acceleration. (But reduced the petrol consumption to about 9 m.p.g!) The engine was very quiet and smooth, and the performance and suspension and roadholding far superior to any other large car on the road at that time.

I feel ashamed to admit that even at the age of 23 I found the open cloverleaf body with no weather protection (which I believe was only fitted to the chassis for testing purposes) too spartan for my liking in winter, and I designed a special 2-door sports saloon with boat tail, and had it built by Grose of Northampton (to support local industry!). It was finished in imitation mahogany wood grain and was very handsome for those days. Unfortunately however I failed to provide adequate ventilation and one was literally toasted in warm weather!

Now the disadvantages of insufficient preproduction development became apparent. Both cars suffered from clutch slip, and fracture of the torsion control units of the rear suspension due to crystallisation of the type of steel used. Plugs were apt to oil-up unless the oil level was carefully watched and maintained.

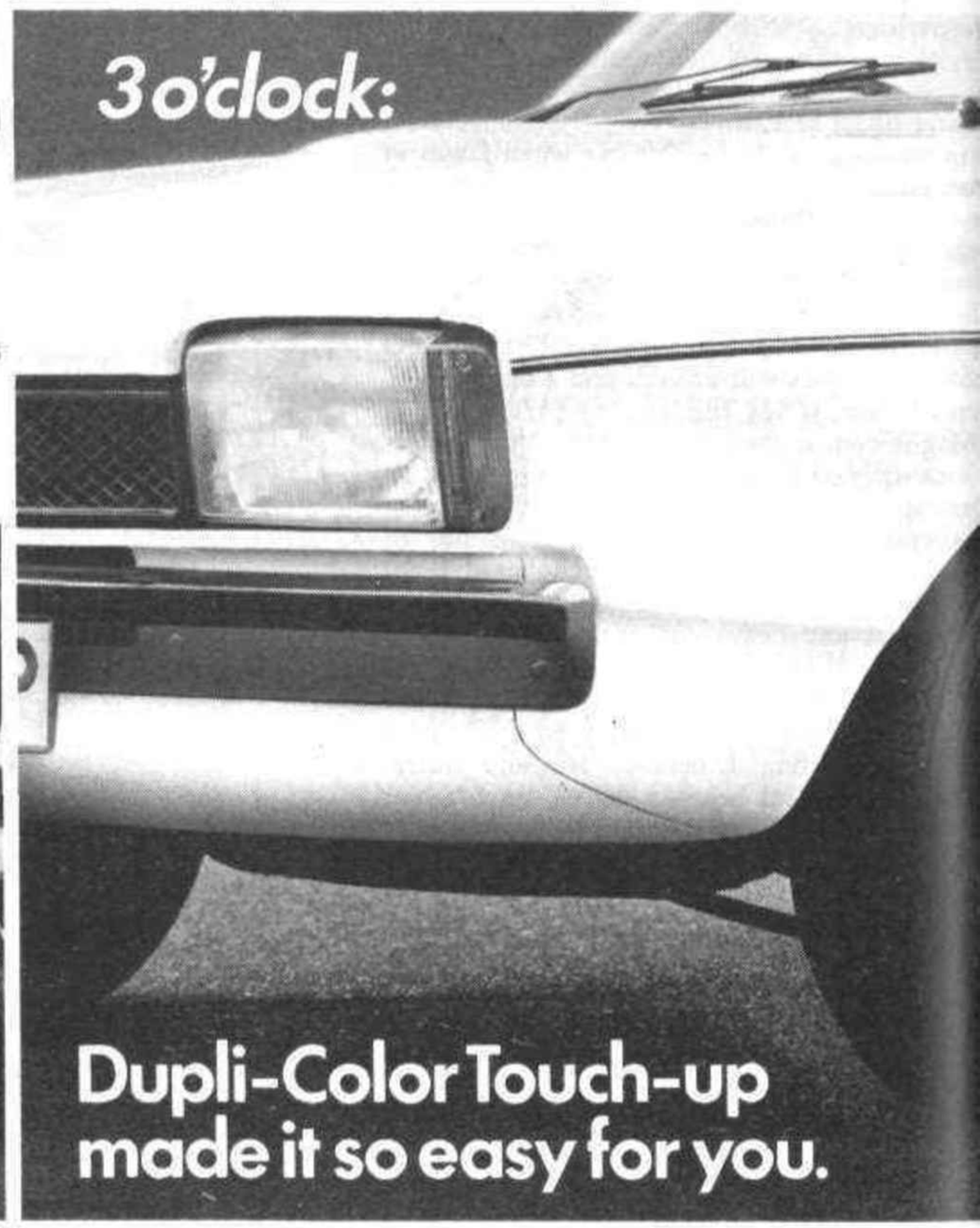
My Mother's car ran a big-end, when I was driving her to Cornwall, on Bodmin Moor at 80 m.p.h. Parry Thomas would not believe it until I sent him by post some of the metal from the sump, when he dispatched a mechanic to fit a new one! In those days there was no adequate service. The works had finished with the cars, and Parry Thomas was too involved and busy with his racing to bother about it.

Neither my Mother nor I could tolerate unreliability or being let down on the road. I was offered a very high price for my car by an enthusiast and sold it. A few days later he was trying it out at Brooklands, when at about 100 m.p.h. on the Railway Straight, the Whittle fan belt broke and sheared off the cast aluminium fan blades, which gouged a large hole in the radiator matrix! The new owner tried to claim damages from me but fortunately I had worded the receipt "car in condition as inspected, tested, and approved." I lost all trace of the car



"Magnificent . . . with thin distinctive radiator and rectangular filler-cap . . . the engine was very quiet and smooth . . .".





Dupli-Color Touch-up paint from Holts is the really professional way to retouch your car's paintwork yourself

Simple to use.

Every can of Dupli-Color carries clear step-by-step instructions on surface preparation and application technique.

That way you're assured of a really tough super-gloss finish every time.

Simple to select.

The range of colours and primers offered by Dupli-Color is the biggest on the market, so it's easy for you to find exactly the right one for your car.

Rare colours can be ordered through your retailer under the unique Special Service scheme.

Holts also make a range of easy-to-use surface preparation products, including Knifing Stopper for smoothing off paint surface irregularities, anti-rust Red Oxide Primer, and Rubbing Compound for blending in old and new paintwork.

Give your car's paintwork the Holts treatment today.

It'll thank you for it.

(For free Holts summer and winter car care guides, write your name and address clearly on a postcard and send it to: Holts Offer, CML, 5 Mill Street, London W1R GTF.



A good job you chose Holt

after that, and fear that it was eventually broken up. I returned to my first love of Alvis – this time a 6-cylinder model. My Mother kept her car for some time and then sold it to buy the new straight-8 Lanchester. The Leyland was used as a hire car but the running cost was so great that it was quite uneconomical and it was broken up after removal of the body. What a pity it was that the cars were never fully developed, and made in reasonable quantities. They were really superb, when they were running properly.

It is sad that the one remaining car was running so badly when you tried it, and also, when it was restored by the apprentices, that the lovely and unusual radiator was scrapped."

I am sure all those interested in vintage-car history will be intrigued by these revelations concerning this famous, but little-known-about, Leyland of the 1920s. (Mr. Sears says that quite probably his dates are not exactly correct, as one's memory becomes fallible with advancing years; this does not detract one iota from the value of the data he has so generously provided.) I note that his Leyland had the remarkable arrangement of two carburetters, one on each side of the engine, the second one brought into play by a lever on the steering-wheel boss. This links up with a letter from the ex-Austin apprentice Mr. F. T. Henry, in the June 1974 MOTOR SPORT, in which he recalled a short-chassis Leyland Eight with not two but five carburetters, the four on the o/s being brought into action by just such a lever as that on Mr. Sear's car. Why Parry Thomas adopted such a cumbersome method and how it actually functioned, is a moot point. The first Leyland Eights had a single Zenith carburetter on the n/s, feeding through the cylinder block to inlet ports on the o/s. Later a Smiths carburetter was specified. (Single carburetters were normal at this time.) The mixture was fed through an exhaust-heated annulus. It seems that later, after the one-piece cylinder head had been adopted, two Zeniths were fitted, each feeding four cylinders of the straight-eight engine, unless the person who was describing the Leyland engine at this time just could not believe that a carburetter could be fitted on each side of the power unit. It is perhaps significant that the March 1922 catalogue, while reasonably detailed, makes no reference to carburation. On the racing engines, and on the car I described last month, four updraught Zeniths, functioning normally, each one supplying two cylinders, were used. –W.B.

V-E-V Odds & Ends. – A Cheshire reader who has recently restored a 1928/29 Humber 16/50 with the original 30DHK twin-choke triple-diffuser Zenith carburetter has had help from Zenith's in making this function properly but he would appreciate further advice from those who know this carburetter and the functioning of its mixture-control intimately. Another reader seeks identification particulars relating to a 1914-16 Daimler engine now installed in a boat. It has two pairs of cylinder blocks, compression taps for each cylinder, and seems to be a converted 25 h.p. unit. Those who enjoy the sight and sound of Scott motorcycles in action are reminded that the Scot OC is holding its annual National Rally at Stanford Hall, near Rugby, from noon on September 4th. The *Morris Register Journal*, Summer issue, is as interesting as ever, with a long discourse on the Series models from 1935 onwards, the experiences of an impecunious Morris owner, family-album pictures, etc. Texaco have issued a special publication, to mark their 75th Anniversary, which carries pictures of cars used for early American endurance-runs, notably a trans-Continental tour by a 1917 Maxwell, which is illustrated. The article contains a reference to the occasion in 1930 when a Model-A Ford was driven in *reverse* from New York to Los Angeles and back, the forward gears having been removed to avoid temptation! Whose was the vintage Austin Seven with canvas-topped truck body seen in Knighton not long ago? The Farquhars have acquired the original Riley engine that was in the Appleton Special before the war, exactly as it was installed in that well-known Special.

Vintage Postbag

Not a Marendaz Shortcoming

Sir,

I have been asked to write to you in reply to the two letters in your April and June issues which you have captioned "A Marendaz Shortcoming" – that I am assured is not a term used by Dr. Brown Kelly, the author of the letter you published in April. Firstly I am, as others have described so in books and articles, "Of the Heroic Age", as Rolls, Austin, Morris, Lionel Martin and others, but unlike them still alive as you well know; it therefore seems I should point out that before publishing such letters the courtesy of your asking for my comments thereon would be not only natural justice, but the normal act of an ethical business house – not wishing to damage the reputation of the distinguished cars bearing my name and my professional ability or reputation. (Time, alas, prevents such courtesies, in the publishing business –Ed.)

Every six-cylinder Marendaz Special, although only about 15% of the cost, shared with Rolls-Royce in the days referred to, the unique position of having a full-floating rear axle – very much more expensive than other designs but ensuring that the breakage of an axle shaft, which never occurred on Marendaz Special Cars did not permit the wheels to fly off the car and further a bent shaft could never occur in normal running to cause the wheel and brake gear to run out of truth and eventually and inevitably to break off. It has been indelibly and for all time recorded that Marendaz Special Cars ran upwards of 100,000 miles without a rebore at a period when other makes required such at 20,000 miles. Similarly, the only rear axle replacement needed in Marendaz Specials, and that after great mileages, would be a crown wheel and pinion which spare parts cost the owner £6 the pair, less to the trade their discount; this hardly merits the appellation or title of "Unpleasant and expensive things happened to the back axle." The material used in the crown wheels and pinions was the best that money could buy in those days and fitted as standard in all cars contributing to the formidable lists of Marendaz Special Records and Successes – some still unbeaten to this day, nearly a half century on. No Marendaz Special back axle, gearbox, engine or any other failure ever took place preventing the securing of what had been set out to achieve – with one exception, as I will relate.

It was a fact of life in those far off days that universal joints, first fabric and then steel, caused many breakdowns and my transmission design eliminated one of the two or four of the then current design layouts; this was achieved by a large hollow spherical ball some 8 in. in diameter which being placed integral with the gearbox and in front nestled in a ball housing cross member so that the only universal in the drive was located inside the hollow ball and of course was concentric with it and thus eliminated any wear, through operating on conflicting radii, unlike the Armstrong Siddeley's which copied their design that eliminated the loss of power – at least 50% of a two universal joint design and varying velocities occasioned by universal joints, thereby increasing performance and the cars' life and reliability – one of the all time objects of Marendaz designs in every field for more than half a century. At about this era one of the Vauxhall designers was Laurence Pomeroy (the father), and it so happened that the Aluminium Corporation of America were concerned with the little use being made of this relatively new material in the Automotive Industry. They inveigled Pomeroy with his flair for self advertising to come to the United States and by putting up £100,000 with no strings attached – a million pounds in current money – for him to find ways to rectify that situation. One of the results of this was that when Pomeroy came back to England as Managing Director of Daimler, he saw to it that their first new design of a commercial vehicle – which vehicles have even more arduous loading than motor cars – had such things as aluminium cross members and aluminium front spring shackles! Needless to say they soon disappeared as did the aluminium axle cases fitted to prototype Daimler Straight Eight Cars. The misleading information on the material also caused the rear end of a few Marendaz Special gearboxes having an aluminium end casting to accommodate the torque tube.

Every owner purchasing a new Marendaz Special was very soon acquainted of the necessity to have this casting changed, free of charge, with one of a different material with which ever since they have travelled millions of miles in all continents of the World including the rigours of the Brooklands track at high speeds to the first single car crossing of Africa from Lagos to Eritria – without a single failure having taken place or a single replacement spare part supplied for its gearbox mounting and no "Marendaz Shortcomings."

Neither of your correspondents were ever owners of *new* Marendaz Specials and never corresponded with myself or the factory regarding any such troubles: car manufacturers and designers cannot prevent such vandalism taking place to their designs by amateurs any more than I can do any other than say that in all the public trials and record breaking runs from 1,000 Mile RAC Rallies to 24 hour records and Brooklands Races over many years did anyone ever see a Marendaz Special suffer with front axle "shimmy." Again I must point out Erskine never made an engine and there are in existence in at least one reputable engineering technical journal a series of illustrations showing the actual operations of the component parts of Marendaz Special Engines being machined in their Maidenhead Works; indeed as designers and manufacturers Marendaz made more of their car and engine than the large makers of today's cars, including pistons, brakes, transmissions, back axles and bodies, and also led other designers in certain important innovations, including those of Rolls-Royce cars. The only occasion I can recall any Marendaz Special trouble was in the 1925 or possibly 1926, Grand Prix of Dieppe when the Marendaz Special loaned to Captain George Eyston for that event and which after sharing a night's shelter with an Aston Martin in a Boulogne Garage lost its power after 3 laps: on dismantling it was found to have had more than 3 lb. of emery put in the sump: the Aston Martin had a nail put through its magneto armature. *Entente Cordiale* and a price to be paid for being likely winners – but not requiring any modifica-

tion or indicating a "Marendaz Shortcoming."

It is a fact that the General Motors Chief Engineer wrote, in congratulating me on one of my long distance records, asking how I did it and saying they were having trouble keeping connecting rods in the engine of their Buicks for more than an hour at 60 m.p.h. Such was the reputation, design and reliability of Marendaz Special Cars in England and overseas. It must be appreciated that the more expensive Armstrong Siddeley version of the gearbox mounted on the torque tube was copied outright from the Marendaz Design that is from my design as used in the Marseel and successful Marseal cars which were much cheaper than Marendaz Specials – selling complete with spare wheel at £175. The Marseel, Marseal and Armstrong Siddeley all had their ball-pivots on the side of the gearbox causing a small amount of conflict between the clutch shaft and road movement which the more costly Marendaz Special design – from £375 – entirely eliminated, achieving engineering perfection without compromise. The large area of the Marendaz Special centrally placed ball and housing ensured low loading, freedom from undue stress and wear – less than designs incorporating torque tubes anchored *behind* gearboxes, whilst the absurd fiction you printed – "inertia/cum torque tube springing" is such that it can only be described as being in the same class as that music hall motoring comedian's mathematical jokes on the motor car. I refer, of course, to Harry Tate.

To return to reality: you will be most interested to learn that Ferodo has recently confirmed to me that the Marendaz Special braking figure of 30 miles per hour to standstill in 24 ft. has not yet, after 43 years, been beaten and of course the gearboxes, torque tubes and transmission ball-housings have withstood the reactions of such formidable brakes throughout the years, with no troubles, no replacements, no modifications.

I trust you will publish this letter under the caption – "Not a Marendaz Shortcoming."

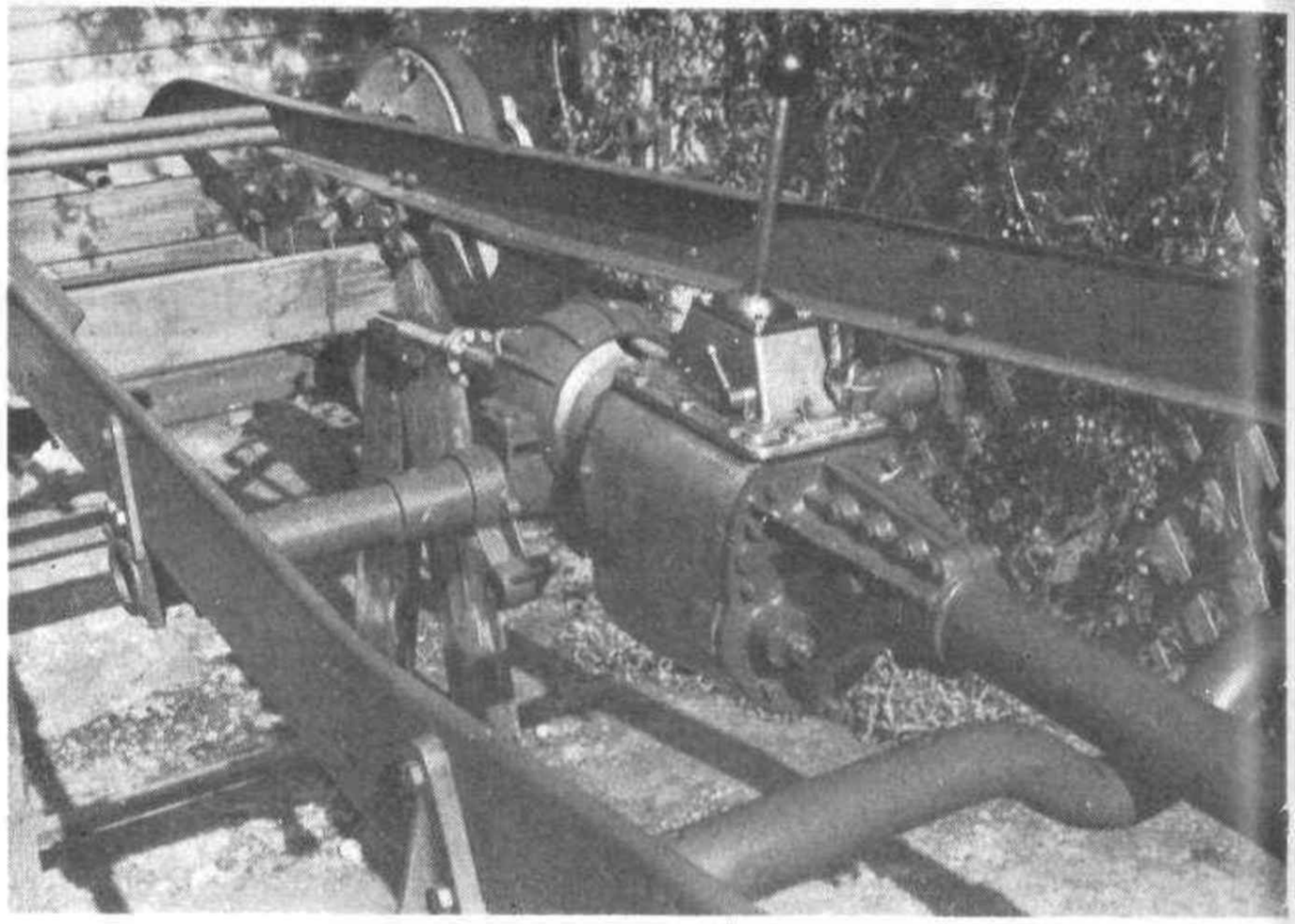
CAPTAIN D. M. K. MARENDAZ,
Asterby M.I.PROD.E., M.S.A.E.

Sir,

I have read the correspondence in Vintage Postbag April and June issues regarding alterations made by owners to the torque tube transmission of their Marendaz Specials. The causes of the alterations were I suspect due to the sleeved housing behind the gearbox becoming slack and permitting the pinion to fall out of mesh with the crown wheel. Earlier cars had an aluminium casting behind the gearbox which was prone to cracking. This the Marendaz factory later changed for a cast steel rear casing, which gave the strength required for the location of the torque tube and provided the tightness of the sleeve clamping bolts are maintained no transmission trouble is envisaged. For instance I have covered many thousands of miles over the past seventeen years without difficulty in my 13/70 Marendaz Special.

A photograph is enclosed which shows the unusual transmission. The fully floating rear axle together with torque tube and gearbox is held by means of a very large spherical housing which forms the chassis cross member in front of the gearbox.

Mr. Annett refers to his 13/70 as having an Erskine engine. May I again take this opportunity of advising you that the engines were Continental and manufactured by them for Studebakers for the Erskine car. Marendaz used the same engine with Marendaz works modifications and later manufactured similar sidevalve engines themselves. Castings were by



The unusual transmission of the Marendaz Special, illustrated on Mr. Shaw's 13/70 model.

Birmids and these engines can be identified by their finned aluminium oil coolers.

The car owned by Mr. Annett, a 13/70, is not the same car as Dr. Brown Kelly's, who has a 15/90.

Leckhampton JOHN SHAW
Hon. Sec., Marendaz Special Car Register

Le Zebre Data Wanted

Sir,

I enclose photo of a very small 4 h.p. Le Zebre 2-seater tourer which I was fortunate enough to acquire recently. Unfortunately, I know absolutely nothing about this little veteran, not even its registration number or its year of manufacture (believed to be 1908). All the documentation belonging to this car is believed to have been destroyed in a hotel fire some years ago, and worst of all, the previous owner could provide me with no worthwhile information, because he used the car merely as a static exhibit for about 10 years and he made it clear to me that he had no interest in cars at all.

The only scrap of information which I was able to pick up indicated that the car was first registered in what is today Northern Ireland and that it was last sold at an auction in Portlaoise, Irish Republic. It is also clear that the car has been extensively restored and that it is complete except for the horn and three of the hub nuts, all of which were stolen by souvenir-hunters during the last ownership.



Mr. Corry's 4 h.p. Le Zebre.

So, I am writing to MOTOR SPORT, a journal that I have been reading for more years than I care to remember, in the hope that some of your readers may have some information about the car itself (engine no. 416) or about its French builders who had their offices in Paris and their worshops in Puteaux. I would be delighted to exchange correspondence with British, Irish, American and Continental readers who may own other models of this little known marque, because I have a great deal to learn before I *dare* even to put petrol in the polished brass tank! (Incidentally, French readers may write to me in their own language if they prefer.) I am most anxious to have the car officially dated before I have it re-registered; all letters, therefore, offering help and advice will be gratefully received and promptly acknowledged with my sincere thanks.

F. F. N. CORRY,
48 Beech Park Drive, Foxrock, Co. Dublin, Eire.

Memories

Sir,

One of the joys of being a MOTOR SPORT addict is reading of the experiences of other readers and contributors and of their vehicles, particularly the early model cars whose individuality lent a nostalgic mystique to days long past. My father used to tell me of Grandma's Adams (no gears to change – just pedals to push) and of his first car, a tiller-steered Oldsmobile. As a small child I remember first an open 2-seater Swift. In 1922 in Belfast an IRA bullet pierced its plate glass windscreen above my head. Next came a coachbuilt coupe Arrol-Johnston. My small hand once retrieved a spanner from the (to a child) enormous gearbox. I can still smell the thick amber gearoil which coated my arm and my insistence that all wheels be chocked fore and aft. Even then I knew what made the wheels go round. Followed a 1927 two-door Essex Six, a smooth easy going vehicle. Once touring in rural Ireland a friend of Dad's, Tom Casement, brother of *de Mortuis nil nisi*, etc. Sir Roger,

found his head protruding thru' the canvas roof. An unseen hump-back bridge was the cause. Pulling himself back into the car and seemingly quite unperturbed by the incident, he struck his forehead with the palm of a hand (a characteristic gesture of a real "character") and remarked "Bloody marvellous view out there, Dick . . ."

There followed Dad's first brand-new car, a Rover 10 Sportsman's Coupe, with Weymann fabric body, black top, ox-blood below. As I recall, a lovely little car, not much performance but typical Rover refinement. Then followed a series of Singers, from the first 4-speed Junior, thru' the Nines to the Twelve, several with free-wheel, one with Pedomatic starting which foxed many mechanics when the maladjustment of linkage opened the main throttle and frustrated the starter carb's rich mixture, so that cold starts became nigh impossible.

Heigh ho, I can see that I've become a real bore, so I'll desist and close by thanking you and everyone at Standard House for your steadfast upholding of journalistic standards and your unwavering support of all that matters for motorists, the Industry and the sport.

Auckland, N.Z. DION HAYWARD,

As It Was

Sir,

Your June editorial concerning the Historic Vehicle Silver Jubilee Tribute included a photograph and description of Mr. Tom Lightfoot's 1930 Austin 7 special, GJ 8264. As this car, in its original form, was the first I ever owned, I was both interested and grieved by what I saw and read.

To explain my grief, I deduce that little of the original standard Ulster Austin remains in the present-day Special and, to judge from the description of your drive in the car to Ascot, I am forced to the conclusion that the original car would have provided superior sport, as well as looking better. I enclose a photograph, taken during my ownership, to support the latter claim – with respect and apologies to the present owner.

I bought the car second-hand from Rowland Smith's for, if my memory is correct, around £75, delivery to my home in the Midlands included, and used it during 1933/34 while I was an undergraduate at Cambridge, where I garaged it at West's together with a number of other cars owned by undergraduates, including Peter Whitehead (Alta) and Hugh Conway who was also then running an Ulster Austin. The car came into my possession unblown, though the engine was otherwise to the blown specification, and I therefore set about restoring it to its original state. In this I was fortunate in being able to acquire the correct type of Cozette supercharger from K. M. G. Anderson, who at that time was actively racing Austins. The only serious trouble I had with the car was a broken crankshaft, and I clearly remember regarding the professional repair bill – about £12 – as almost the ultimate financial disaster. Those were the days!

Wombourne J. H. WEBB

Sir,

Thought you might be interested in a car I owned in the late '20s and early '30s, a Weymann sports coupe Type 40 Bugatti, 1927. Two-seater with a small folding seat in the rear, otherwise a big space for golf clubs, etc.

One incident with this car has stuck in my mind. While winding up the revs on the Bridgnorth-Enville road a front tyre burst but the steering was not affected. A car used every day in the West-Midlands, never sick or sorry.

Verwood C. G. KNIGHT

Matters of History

Sir,

Your May issue has just arrived here, and I see that interest in "The American Invasion" has reopened. In *The Motor* for 15th April, 1913, there is a letter from a Mr. S. F. Tyler, arising from an article in the issue for 1st April, entitled "Fatty Degeneration of the H.P.", in which he says: "Reference is made to a booklet entitled 'The American Invasion', which was circulated amongst the trade during last Olympia Show". This fixes the year of the book's appearance as 1912.

Mr. Tyler goes on to claim "having some idea as to the identity of the author" and then says "that 'The American Invasion' was circulated amongst the trade only. It was intended, and by all fair-minded folk accepted, as a joke – a trade joke – by the trade and for the trade. The seeming anonymity of the author was part of the joke – bought by most of us".

There is no copy of *The Motor* for 1st April, 1913 out here that I know of. Perhaps someone more fortunately situated can tell us what "Fatty Degeneration of the H.P." was all about and whether it throws further light on the booklet.

Attacks on the cheap American car were more open than just a booklet confined to "the trade". In *The Motor* for 8th April, 1913, is a full page advertisement by The Austin Motor Co. Ltd. consisting of a long poem entitled "Ye Ballade of ye Bugmobile", reprinted from "The Austin Advocate", about "a gilded youth named Archibald, of ancient pedigree", who was foolish enough to buy a "Bugmobile, of small and smelly kind", made "by millions at Bugville, Ohio". On the first run in the new car, at Hampton Court a front wheel hit a small stone, precipitating a drastic accident in which a passenger named Gus "descended with the crankshaft in his Glutei Maximus". But Archibald survived and was driven back to London by a Good Samaritan in an Austin, thus becoming a convert to the well-made British car. The poem contains many topical references, such as expeditions to the South Pole, appendicitis operations, Halley's Comet and "the aviator Conneau", and is amusingly illustrated by Ernest Noble with thumbnail sketches.

Changing the subject, may I take this opportunity of addressing a question to the Rolls-Royce experts? In *The Autocar* for 1st September, 1906, page 318, the following "Flash" appears:

"One of the eight-cylinder Rolls-Royce landaulets *par excellence* was delivered to its owner in Scotland, and the car was driven 600 miles over all sorts of roads without any trouble or breakdown whatever".

Was this Lord Northcliffe's car, said to be the only one of the model to be delivered which was despatched from the factory on 2nd April, 1906 ("A History of Rolls-Royce Motor Cars", by C. W. Morton), making the "Flash" five months old, or was it another car?

Magill, S. Australia G. H. BROOKS,

(The 1913 Austin advertisement is of interest, being fairly obviously an extension of "The American Invasion" book, which I see *The Motor* laughed off as a joke – an expensive joke for the perpetrator, who was presumably troubled about the attack on American and other imported cars. The date 1912 is interesting and suggests that some of the "copy" in the book was pretty topical. Amusing that the post-Armistice Austin 20 was based on American designs. As to the Rolls-Royce, a V8 "Legalimit" supposedly, over to R.R. experts. –Ed.).

Fast Brooklands' Cars

Sir,

Oh dear, oh dear – Jove has nodded again. After saying that the Multi-Union was the *second* fastest car at Brooklands, your list on page 674 is still not accurate!

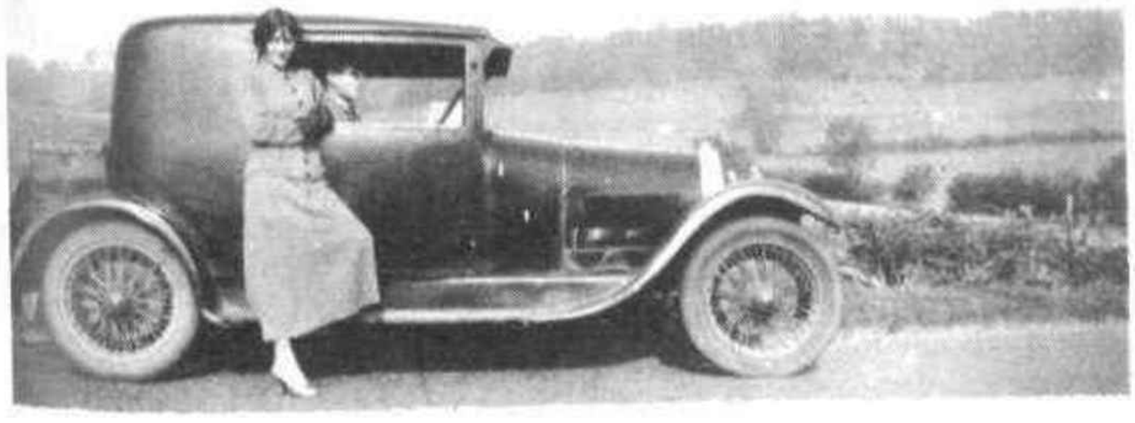
The *fourth* fastest car was Lord Howe's 3.3 Bugatti in which he did a lap of 138.34 in the first race of the Whitsun meeting of 1936. See MOTOR SPORT for July 1936, page 345.

And I thought you were the ultimate authority on Brooklands!

Banwell TONY TAYLOR

("Jove" is, in fact, moderately wide awake, but this correspondent has missed the point. Which is that to claim a lap-record, even a class lap-record, at Brooklands, cars had to be timed on a clear track, not during a race, not that this was deemed more difficult, on the contrary – but electrical timing was insisted upon for such records, rather than the stop-watch timing of cars in races. This is why I quoted the Multi-Union's speed of 141.45 m.p.h. and not the 142.30 m.p.h. lap with which this car was credited in its last race. Earl Howe's Bugatti was very fast, but its 138.34 m.p.h. lap was made during a race, which doesn't count for lap record purposes. And you are rather rude, by Jove, especially as Howe didn't run in the *first* race at that Whitsun Meeting of 1936. – Ed.)

The 1927 Type 40 Bugatti, referred to by Mr. Knight, above.



Tom Lightfoot's Austin 7 Special derived from this Ulster. See letter from Mr. Webb.



THERE ARE STILL A FEW PERKS FOR THE SUCCESSFUL MAN.

The Alfetta 1.8 saloon provides, among other mechanical virtuosities, a 0-60 mph figure of 9.4 seconds, a top speed of 113 mph (What Car), a rear-mounted gearbox for perfect weight distribution, a de Dion rear axle for formidable road-holding. But, for all its hot-blooded performance, it is also astonishingly docile.

It lavishes comfort on five adults. It requires only one service every 6,000 miles. Its five forward gears help turn-in a fuel consumption figure of 28 mpg (What Car).

A carrot for a high-powered executive? A bravura saloon for a family man? The Alfetta 1.8 remains one of the glittering prizes.

At £4,199, the price includes Car Tax, VAT, static seat belts, but excludes number plates, alloy wheels, and delivery charge.

NB: Until August 8th there is a big hand-out of free extras with new Alfettas. Consult your dealer for details.

For further information, including Duty Free, Military and Diplomatic Sales, contact: Alfa Romeo (Great Britain) Ltd., Edgware Road, London NW2 6LX. Tel: 01-450 8641.

Prices latest available prior to publication.

Alfetta from Alfa Romeo

FREE EXTRAS ON ALFETTA 1·8 & GTV UNTIL AUG 8



MOTOR SPORT, AUGUST 1977

MOTOR SPORT, AUGUST 1977

Alfa Romeo Authorised Dealers

AVON
IAN D SWIFT GARAGES LTD
54-56 Redcliffe Street, Bristol BS1 6LS
Tel (0272) 27166
WELLSWAY MOTORS
Wellsway, Bath Tel (0225) 29187

BEDFORDSHIRE
ALEC NORMAN (GARAGES) LTD
Shuttleworth Road, Goldington
Bedford MK41 0EP
Tel (0234) 60412

BERKSHIRE
ORMSBY CARS LTD
108 Bath Road, Reading RG3 2EU
Tel (0734) 586425

BUCKINGHAMSHIRE
ADAMS CONTINENTAL
Oakfield Road, Aylesbury
Tel (0296) 45656
PENN GARAGE
36 Haslemere Road, Penn
High Wycombe Tel (049 481) 2292
PORTMAN GARAGES (Denham) LTD
North Orbital Road, Denham Green
UB9 5EY Tel (332) 3577/8
THE RIVER GARAGE
14 London Road, Old Stratford
Milton Keynes MK19 6AA
Tel (0908) 562194
STATION GARAGE
Station Road, Taplow
Tel Burnham (062 86) 5353

CAMBRIDGESHIRE
BENSTEAD & PIDCOCK LTD
659 Lincoln Road, Peterborough
PE1 3HA Tel (0733) 52141/2
MOSS OF CAMBRIDGE LTD
146 Hills Road, Cambridge CB2 2NY
Tel (0223) 47296

CHESHIRE
GATES OF FRODSHAM LTD
Bridge Lane, Frodsham WA6 7HL
Tel (0928) 31105
MANGOLETSI HOLDINGS LTD
The Northern Performance Car Centre
London Road (A50), Allostock
Nr Knutsford WA16 9NW
Tel Lower Peover (056581) 2899
THINGWALL GARAGE LTD
Barnston Road, Thingwall, Wirral
Tel (051) 648 1315

CLEVELAND
MARSKE MOTORS LTD
Redcar Avenue, Marske-by-Sea
Tel Redcar (064 93) 3351

CORNWALL
COTSWOLD GARAGE
K & S M Flint, Polvillon Road
Fowey PL23 1HG
Tel (072683) 3468/3393/4

CUMBRIA
STAVELEY MOTORS LTD
Ings Garage, Ings, Kendal LA8 9QB
Tel Staveley (053 982) 442

DERBYSHIRE
DERYCK K MORLEY LTD
Rutland Street, Ilkeston DE7 8DG
Tel (0602) 326666

DEVON
CHENHALLS GARAGES (SOUTH WEST) LTD
Collaton Garage, Collaton St Mary
Paignton TQ4 7DF
Tel (0803) 558567/8 554265/6
GOOSE GREEN GARAGES
The Square, Torrington EX38 8HN
Tel (08052) 2555/6
SEYMOUR HORWELL GARAGE
Wolborough Street, Newton Abbot
TQ12 1JW Tel (0626) 2545/2626

DORSET
AUTO SERVICE GARAGE (FRIARS CLIFF) LTD
Mudeford, Christchurch BH23 4AX
Tel (04252) 5351
ROB WALKER'S (Dorchester) LTD
Trinity Street, Dorchester DT1 1TU
Tel (0305) 4494

ESSEX
BRIDGE MOTORS (BOCKING) LTD
Bridge House, Bocking, Braintree
Tel (0376) 24140
GRANGE MOTORS (Brentwood) LTD
Brook Street, Brentwood CM14 5LU
Tel (0277) 216161
WAKERING ENGINEERING LTD
1163-67 London Road, Leigh-on-Sea
SS9 3JE Tel Southend (0702) 78293/4

GLOUCESTERSHIRE
G R FURLEY & CO LTD
Lansdown Motors, Lansdown Road
Stroud GL5 1BY
Tel (045 36) 4845/2364
H P J GARAGES LTD
Oddington Service Station
Moreton-in-Marsh GL56 0XW
Tel Stow on the Wold (0451) 30132

HAMPSHIRE
CLOVER LEAF CARS (Andover) LTD
Salisbury Road, Andover SP10 2LH
Tel (0264) 61166
ROY OWEN ENGINEERING
Southern Garage, 111 Havant Road
Cosham Tel (070 18) 88931
WIGGINS GARAGES LTD
14 Park Street, Shirley
Southampton SO1 3NR
Tel (0703) 783622

HERTFORDSHIRE
G E HARPER (Specialist Cars) LTD
Hertford Road, Broadwater
Stevenage SG2 8SB
Tel (0438) 51565
WATERS CONTINENTAL
Queensway, Hemel Hempstead
HP2 5HD Tel (0442) 51466
WATERS OF HATFIELD
By-Pass Road, Hatfield AL10 9TD
Tel (30) 64521/71470

HUMBERSIDE SOUTH
TERRY BURGESS (MOTORS) LTD
Alexandra Road, Grimsby DN3 1RW
Tel (0472) 58625

ISLE OF MAN
EUROCARS LTD
Highlander Garage, Kingswood Grove
Douglas Tel (0624) 6716 or 23667

ISLE OF WIGHT
ISLAND CAR CENTRE
Brading Road, Ryde PO33 1QG
Tel (0983) 4166 or 66430

KENT
AYLESFORD MOTORS
Forstal Road, Aylesford,
Nr Maidstone ME20 7AD
Tel (0622) 78143
MOTORWAY SPORTS CARS LTD
224/232 The Street, Boughton
Nr Faversham ME13 9AL
Tel (022 775) 223/475
RAWSONS T M S LTD
Speedway House, Quarry Hill Parade
Tonbridge TN9 2HN
Tel (0732) 350288

RED LODGE GARAGE
Red Lodge Road, West Wickham
Nr Croydon Tel 01-777 9966/2243
SUNDRIDGE PARK MOTORS LTD
146 Burnt Ash Lane, Bromley BR1 5BZ
Tel 01-857 2293/4

LANCASHIRE
CUBLEY'S OF AINSDALE
609-615 Liverpool Road, Ainsdale
Southport PR8 3NG Tel (0704) 79060
HARGREAVES & BAILEY LTD
Alfred Street, Blackpool FY1 4LF
Tel (0253) 28401
SPORTS MOTORS (Manchester) LTD
250 Plymouth Grove, Manchester
M13 0BG Tel (061) 224 3325
TREVOR HUNT LTD
Gt Harwood Motor House, Deighton
Road, Gt Harwood, Nr Blackburn
BB6 7HH Tel (0254) 885172
WESTUNE LTD
Crown Lane, Horwich, Bolton BL6 5HW
Tel (0204) 68621
WHALLEY BROS LTD
Montague Street, Blackburn
Tel (0254) 53885

LEICESTERSHIRE
THE GLEBE GARAGE (LEICESTER) LTD
2 Saxby Street, Leicester LE2 0NB
Tel (0533) 543300
ROGER CLARK CARS LTD
Coventry Road, Narborough LE9 5GE
Tel (0533) 866313

LINCOLNSHIRE
MALTBY GARAGE LTD
Horncastle Road, Boston PE21 9BN
Tel (0205) 64708
F K SHARPE LTD
233 Newark Road, Lincoln LN5 8PA
Tel (0522) 22329

LONDON
ALAN DAY LTD
341 Finchley Road, NW3 6ET
Tel 01-435 1133
BURLINGTON CAMDEN LTD
27 Camden Road, NW1
Tel 01-485 9333
HEXAGON OF HIGHGATE LTD
26 North Hill, Highgate N6 4QB
Tel 01-348 5151
MOTORTUNE LTD
250 Brompton Road, SW3 2AT
Tel 01-581 1234/8
M T C CARS LTD
173 Westbourne Grove, W11 2RT
Tel 01-727 3445
PORTMAN GARAGES LTD
92 George Street, Baker Street
W1M 5PB Tel 01-935 5418
T & B GARAGE (Wimbledon) LTD
39 Hartfield Road, Wimbledon SW19
Tel 01-540 3325
SHEEN GATE GARAGE
410-416 Upper Richmond Road West
East Sheen SW14 7JX
Tel 01-876 7636

MERSEYSIDE
NORWOOD GARAGES (LIVERPOOL) LTD
308 Upper Parliament Street
Liverpool L8 7QL Tel (051) 708 6555

MIDDLESEX
COLLIVER FISHER (Northwood) LTD
1 Eastbury Road, Northwood HA6 3AH
Tel (65) 24111-5
LONDON SPORTS CAR CENTRE
Gemini House, High Street
Edgware HA8 7EY
Tel 01-952 6171

NORFOLK
ROBINSON S AUTOSTAR GARAGE LTD
Heigham Causeway, Heigham Street
Norwich NR2 4LX Tel (0603) 60211
JIM RUSSELL
London Road, Downham Market
PE38 0DF Tel (0366 63) 3397

NORTHAMPTONSHIRE
DOVE OF NORTHAMPTON LTD
78 St Michael's Road, Northampton
NN1 3JU Tel (0604) 38411

NORTHUMBERLAND
FAWDINGTON GARAGE LTD
Slagshaw, Corbridge NE45 5QB
Tel Gt Whittington (043 472) 216

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

OXFORDSHIRE
MINNS MOTORS (Abingdon) LTD
Corner House Garage, Wootton Road
Abingdon, Nr Oxford OX13 6BS
Tel (0865) 735121

SOMERSET
L J IRVINE & SONS LTD
Bristol Road, Bridgwater
Tel (0278) 55333/4
JOHN MEAD OF YEOVIL LTD
Horsley Lane, Hendford, Yeovil
BA20 2AB Tel (0935) 5561

STAFFORDSHIRE
B L C MOTOR SERVICES LTD
Brunswick Street, Newcastle-under-Lyme ST5 1HL Tel (0782) 614791/5
STRETTON CARS
Main Street, Stretton
Tel Burton-on-Trent (0283) 42410
WALTON GARAGE (Stafford) LTD
Walton on the Hill, Milford Road
Stafford Tel (0785) 61293

SUFFOLK
ANGLIA GARAGE
Derby Road, Ipswich Tel (0473) 70101
WOODSIDE GARAGE
Thetford Road, Ingham
Bury St Edmunds
Tel Culford (028 484) 541

SURREY
BELL & COLVILL LTD
Epsom Road, West Horsley
Nr Guildford KT24 6DG
Tel East Horsley (04865) 4671
BELL & COLVILL LTD
119-123 Croydon Road
Caterham, CR3 6PE Tel (22) 49137
PAGET AUTOS (CHEAM) LTD
Paget House, Upper Mulgrave Road
Cheam SM2 7AJ Tel 01-642 0188
ROADTUNE CARS LTD
5 Park Street, Camberley
Tel (0276) 26050
THOMSON & TAYLOR (BROOKLANDS) LTD
42 Portsmouth Road, Cobham
KT11 1JB Tel (266) 4493

SUSSEX East
ALFORD & ALDER (B TON) LTD
Grand Service Station, North Road
Brighton BN1 1YR
Tel (0273) 684921
THE NEWICK GARAGE LTD
Church Road, Newick BN8 4JU
Tel (082 572) 2233

SUSSEX West
ANCA GARAGE (WORTHING) LTD
187 Findon Road, Worthing BN14 0EP
Tel Findon (090 671) 3022
THOMAS HARRINGTON (HORSHAM) LTD
2-4 Brighton Road, Horsham
RH13 5BA Tel (0403) 60246

WARWICKSHIRE
CHEYLESMORE GARAGE (COVENTRY) LTD
136 Sutherland Avenue, Coventry
CB5 7NJ Tel (0203) 461441
HAWTHORN GARAGE (Streetly) LTD
62 Chester Road North, Streetly
Sutton Coldfield, Birmingham B73 6SP
Tel (021) 353 1345
G M WYATT GARAGES (STRATFORD) LTD
Weston Road, Stratford-on-Avon
Tel (0789) 2468/67159

WEST MIDLANDS
E L BOUTS MOTORS LTD
Merridale Lane, Wolverhampton
WV3 9RQ Tel (0902) 23295
MARIO DELIOTTI LTD
683-687 Stratford Road, Birmingham
B11 4DX Tel (021) 778 1295/6

WILTSHIRE
SWAN HILL GARAGES LTD
Shrivenham, Swindon SN6 8HR
Tel (0793) 782721

WORCESTERSHIRE
AVIA GARAGE LTD
The Motor House, Stoulton
Nr Worcester
Tel Peopleton (090 584) 661/2
JACK HUMPHRIES & CO LTD
Mill Bank Garage, Mill Street
Kidderminster DY11 6XT
Tel (0562) 3708

NORTH WORCESTERSHIRE MOTORS LTD
127-135 Hagley Road, Old Swinford
Stourbridge DY8 2JA
Tel (038 43) 3031

YORKSHIRE North
ALWYN KERSHAW
Leeman Road, York YO2 4XB
Tel (0904) 22772

YORKSHIRE South
CENTRAL MOTORS OF SCOTLAND STREET LTD
Scotland Street, Sheffield S3 7BZ
Tel (0742) 70567
TRINITY GARAGE CO LTD
Northgate, Huddersfield HD1 6AB
Tel (0484) 20822

YORKSHIRE East
JOHN BEADLE (HULL) LTD
Forth Garage, Springbank, Hull
HU3 1QJ Tel (0482) 20879

YORKSHIRE West
ANDREW BROS (Bradford) LTD
Oak Lane, Bradford BD9 4QB
Tel (0274) 495521
WHITE GARAGE
The Wharfedale Motor Co Ltd
Leeds-Otley Road, Pool-in-Wharfedale
LS21 3DA Tel Arthington (097 335) 842613/842606
YORK ROAD GARAGE
(Galway Smith Ltd), York Road
Leeds Tel (0532) 32272

NORTH WALES
REDMOND RHOSTYLLEN
Wrexham Road, Rhostyllen
Nr Wrexham LL14 4DX
Tel (0978) 2496

SOUTH WALES
S ANDREWS & SON LTD
1 City Road, Cardiff CF2 3TQ
Tel (0222) 24422
J R NEYLAND MOTORS LTD
Victoria Road, Kingsbridge, Gorseinon
Nr Swansea SA4 2AS
Tel (0792) 893139/892647
PONTHIR ROAD SERVICE STATION
Caerleon, Gwent NP6 1XL
Tel (0633) 420563

SCOTLAND
BRAEHEAD GARAGE (AYR) LTD
Galloway Avenue, Ayr KA8 9NT
Tel (0292) 60416

EUROSCOT AUTOPOINT MOTOR SERVICES
76 Main Street, Cairneyhill
By Dunfermline, Fife KY12 8QL
Tel Newmills 344
EUROSTYLE LTD
Lockerbie, Dumfries Tel (05762) 2854/5
FISHERS GARAGE (Edinburgh) LTD
Angle Park Terrace, Edinburgh
EH11 2JH Tel (031) 337 2700
FISHERS GARAGE (Edinburgh) LTD
22 Canning Street, Edinburgh
EH3 8EG Tel (031) 229 5561
GEORGE STRATHDEE JNR
541 Gt Western Road, Aberdeen
AB1 7PB Tel (0224) 30181
GRAHAM & MORTON LTD
Burghmuir, Stirling FK9 5EL
Tel (0786) 62618/9
HAMILTON BROS LTD
Ralston Garage, 255 Glasgow Road
Paisley PA1 3EP
Tel Halfway (041) 882 3221
The S M T CO LTD
112 Academy Street, Inverness
Tel (0463) 34311
WEST END GARAGE (BRO TY) LTD
Queen Street, Broughty Ferry
Nr Dundee DD5 1AN
Tel (0382) 77257
WHITECRAIGS MOTOR CO LTD
265 Clarkston Road
Glasgow G44 3DT
Tel (041) 637 2206

NORTHERN IRELAND
MALCOLM TEMPLETON (BELFAST) LTD
13 Brunswick Street, Belfast
Tel (0232) 20773
MALCOLM TEMPLETON
Broadway Avenue, Ballyhiena
BT43 7AA Tel (0266) 2161-2/3

CHANNEL ISLANDS
Guernsey
LUXCARS (C I) LTD
Forest Road, St Martins
Tel (0481) 36320
Jersey
MELBOURNE GARAGE LTD
Route Des Issues, St John
Tel 62709

EIRE
THE ALFA MOTOR CO LTD
52/53 Lower Camden Street, Dublin 2
Tel 754191

RAC Rally

SAFETY considerations have forced a Sunday start on this year's Lombard-RAC Rally, which will start in London at the request of the Queen's Jubilee Celebrations Committee on November 20th and finish in York on the 24th. Last year's suicidal crowd behaviour, which caused the cancellation of stages and climaxed in a serious accident, have left the organisers with no alternative but to try to discourage the mass of the public from the special stages: because Saturday, the event's usual first day, is the peak viewing time, its avoidance is expected to halve the amount of overall viewing time available. "It is almost impossible to educate the casual spectator to the hazards of rallying, so we have had to cut down the time they are exposed to the risk," says Nick Brittan, the RAC Rally's mouthpiece.

The 1977 event will have a 1,900 mile route, incorporating 540 miles of special stages, 400 of them in forests. There will be fewer but longer stages to make the rally tougher and remove criticisms of "too many, too short stages" in last year's event. Several stages in excess of 20 miles long are promised.

As if to placate the deprived public, the razz-a-ma-tazz of almost showbusiness presentation of pre-start formalities, including scrutineering, will take place in the auditorium of the Wembley Conference Centre, the rally start venue, where a spectacular forum is planned for the eve of the Rally.

From the Wembley start, from 9 a.m. onwards on the Sunday morning, the 180 starters will make their way to York via a series of special stages run through parks and stately homes, where spectator control is more practicable. The drivers will take a night's rest in York before setting out on the gruelling 36 hour section through Welsh forests, returning to York on Tuesday evening. The final section goes North-East and into Scotland, starting on Wednesday morning, when remaining contestants will be joined by 50 clubman entries for 30 hours of non-stop motoring. The finish will be in York at 3 p.m. on the Thursday.

The ever-more Shylock-like Forestry Commission is currently ringing 40p per car per mile of stage out of rally organisers, which means a bill of £36,000 for the RAC on this prestigious event. Lombard are coming to their aid with a £30,000 injection of cash, backed by a similar amount for promotion. This means that entry fees can be kept down to £150 per car for privateers, although the cost to the RAC per car in stage miles alone will be £200.

It's a Jubilee year for the RAC Rally as well as the Queen. Although the first event was held in 1951, the 1957 and 1967 events went by the board because of Suez and the foot-and-mouth crisis. We hope that "7" won't be unlucky for this 25th event too.

BARC Centres join Forces

THE British Automobile Racing Club, Britain's biggest motor racing club, has merged two of its southern centres to boost social and local sporting events. The big Surrey Centre (based on Epsom) and the North Thames Centre (based on Stanmore), will join forces in the London and Home Counties Centre, which will be administrated from Putney under Chairman Doug Stanley, Secretary David Jackson, Competition Secretary Robbie Robson and Treasurer Paul Steiner.

The BARC aims to launch a big membership drive in the London area to attract both existing BARC members to the Centre and new members to the Club.

The merger sounds like a battle-cry in the South against the BRSCC, which is expecting to gain strength from its recent move to Brands Hatch.

Book Reviews

"The Works Escorts" by Graham Robson. 255pp. 9½ in. x 7 in. (Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ, £5.95).

Several people have, from time to time, attempted to chronicle the lives of the various works rally cars which have been built at the Ford Competitions Department at Boreham Airfield, but they have mostly just scratched the surface. What is more, they tended to ignore (or perhaps they weren't even aware) that the only items common to, say, a works Escort on the Welsh Rally and the "same" car on the RAC Rally may have been the seats, dashboard and number plates. Graham Robson, a rally historian whose personal experience includes periods as a leading British navigator, competitions manager at Standard-Triumph, *Autocar* staff writer and development engineer at Chrysler in Coventry, goes much deeper than the surface and has written an authoritative book on the progress of works Escorts, tracing the history of each car built and providing much-researched information which, to our knowledge, has not even been on record at Boreham itself.

But don't be left with the idea that this is merely a historical work with a tedious appendix listing the sorties and successes of Escorts. It does have such an appendix, of course, and a painstakingly accurate one at that, but it also traces events leading to the conception of the car and the people responsible for those events. Robson pulls no punches; he is a straight talker who writes the same way. He describes one co-driver as *cockily-confident*, a mechanic as *all arms, legs and* –, and the various works drivers exactly as he feels they should be described. He wastes no time on polite preludes, gets straight to the point and relates countless anecdotes and tales within a tale which add punch and sparkle to a book whose title suggests no more than the biography of a machine.

We checked on several facts and they were correctly logged, even down to the fate of one car which was stolen after being used for practice before the Acropolis Rally. We remember the incident well, for the theft took place at Athens Airport where we ourselves had parked the car, later spending a whole day attempting to convince the Greek Police that it had, in fact, been stolen, a process which was necessary in order that the team member in whose passport the car's details had been stamped on entry would later be allowed to leave the country without it.

Altogether a fascinating and absorbing book, profusely illustrated, which knocks other attempts at chronicling works Escort history into a cocked hat. – G.P.

"Formula 1—The Art and Technicalities of Grand Prix Driving" by Niki Lauda. 245 pp. 9 3/5 in. x 6 in. (*William Kimber & Co. Ltd., Godolphin House, 22a, Queen Anne's Gate, London, SW1H 9AE.* £8.95.)

The number of enthusiasts, from lorry drivers to schoolboys, who ask our advice about becoming a professional racing driver are legion, alas, the answer has to be discouraging. But this implies that books about what such a profession entails, about how a racing car is set up and controlled, and the human qualities which are essential to being a top-rank (or perhaps even mediocre) F1 racing driver, are needed. We have had good ones in the past, by Piero Taruffi (whom Lauda acknowledges in his Foreword), Paul Frère, and the more academic one by Denis Jenkinson. But as Lauda observes, the techniques are changing all the time, so he feels that new coverage is needed. It is nice that he says he wants this to show that there is still sport behind the "circus", that when the intense technicalities of Grand Prix racing are understood the "show-biz" aspect recedes—Niki Lauda truly believes that if you follow the art from the drawing-board to the cockpit you must agree that this is so.

What he has done, then, is to write comprehensively in collaboration with Diplom-Ingeniuer Dr. Fritz Indra and Herbert Völker, using exclusive technical photographs taken by Heinz-Dieter Finck, about present-day F1 racing. The English translation is by David Irving. The result is a book of considerable importance. Lauda not only takes you through the preparation and driving of a modern GP car but reveals his own emotions and techniques on the track. His decision to quit the Japanese and forfeit his World Championship title at Fuji last year, his accidents, his opinion of the ten toughest corners on today's tracks (at Montjuich, Brands Hatch, Interlagos, Monza, Mosport, Nurburgring, Zeltweg, Silverstone, Watkins Glen and Zandvoort), and outlines of what Niki regards as his toughest race, his easiest race, the most dangerous situation he has been in to date, and his favourite track are all part of this book, along with the engineering data, the various aspects of driving in a F1 race, testing at the scientifically-equipped Ferrari track, etc. In addition there are interviews with Lauda by Völker and that dramatic one, in full, with the broken-English left in, with Harry Carpenter for the BBC, after Lauda was recovering from his very serious accident at the Nurburgring. The book is extremely well illustrated, with technical pictures, colour shots, and good, clear photographs of some of Lauda's rivals, and the text is very appealing and clear, indeed, might have been written by an Englishman. One is astonished that Lauda should have had time to devote to such a long and revealing book (certainly his convalescence after the Nurburgring crash didn't allow time, as it did S. C. H. Davis to write *his* first book, after a motor-racing accident) but if it is "ghosted" you would never know.

On the subject of keeping fit, one gathers that Lauda sets far more store by an adequate amount of sleep than in excessive exercise, but he says he likes tennis—and one wonders whether Lauda's reactions and judgement are sharper even than those of top tennis professionals, who do not always get the ball over the net at first service? I think this an important book, by a very serious-minded, completely-professional modern racing driver.

W.B.

Cars in Books

FROM "Unfinished Journey", the Autobiography by Yehudi Menuhin (1976) I find the following account, written by the famous violinist in 1920, at the age of four:

"A cheque for 800 dollars was sent him (the father) by his grandmother, to buy him a violin . . . Wisely my parents decided that half of this very considerable sum was enough to spend on a beginner's violin and diverted the rest towards the cost of our first car. I can't now determine which purchase added more to my happiness. Our new car, a little open four-door Chevrolet, without roof or windows offered an airy journey unblemished by fumes. I actually liked the smell of gasoline in those days before lead was put into it. Our journeys always spurred my father into song. He was a careful driver, never exceeding 15 miles an hour in our first year of car ownership, then venturing as far as 18 while holding those who overtook us at 20 to be reckless adventurers. Private cars were still rare, and to own a car meant access to the countryside without today's pollution or crowds. Our car gave us direct contact with nature and seemed itself to feel it. Up steep, narrow winding unsurfaced tracks it would labour to the top of some pass, there to boil dry from its own exertions, obliging us to bring water to temper its heat and calm it down, rewarding our patience with vistas of beauty . . . ."—W.B.

The Things They Say . . .

Radio interview with T. S. Eliot by E. W. F. Tomlin (printed in *The Listener*, 28.4.1977): ". . . When the subject of cars arose he told me that he had only once owned a car; a low-chassis vehicle, which had the disadvantage of exposing him to the noxious fumes of all the bigger models. His expression of mild revulsion as he said this was comical. . . ."

Speed Limits

LAST month's Editorial, having been written before the revised speed-limits in this country came into force and not being subsequently corrected, may have given a wrong impression. The permitted maximum speeds in this country are now 60 m.p.h. on ordinary roads, 70 m.p.h. on dual-carriageways and Motorways. The point we wished to put over was that there are many miles of ordinary country road where 70 or 80 or more m.p.h. is safe. Our proposal of abolishing all speed-limits and substituting heavy fines and endorsements for dangerous-driving charges involving an accident, must be considered in the light of suggestions that the present endorsement-period may be increased from three to four years—in any case, the three-year period runs from the infliction of the endorsement, not from the date of the offence.

Getting it Right

FOR the record Gareth Morgan arrived at the RREC Rally described in p. 830 last month in a Rolls-Royce Dawn, not in a Cloud, and the former Rolls-Royce owned by Mr. Williams was a 20/25, not a 25/30. And the footnote to Mr. Dean's letter on p. 861, by using the word "can" when "cannot" was intended, prolonged the debate as to whether an engine can start up by itself, to which theory the Editor does not subscribe. For these and a few minor type-setting errors, our apologies.—Ed.

Get yourself the tread of Michelin's long distance runner.

The new Michelin XZX has already been proved, over many millions of tyre miles in the U.K. alone, to give exceptional tread life and dramatic resistance to the slings and arrows of the roadway.

Further, in common with all Michelin steel-braced radials, the XZX can reduce your petrol consumption by as much as 8% compared to crossplies.

Michelin were first in steel-braced radials. Since then, they have been totally committed to improving tread, casing and all facets of their tyres. The result is the new Michelin XZX.

In terms of safety, bite and long, long life, it simply adds up, Michelin believe, to the best all-round radial ever made.



1927 1977
50
YEARS MADE IN BRITAIN

Take a great tread forward. Drive the new Michelin XZX.

Range Rover Refresher



The Range Rover on part of the Welsh Two Days International Motorcycle Trial route.

There is nothing quite like the Range Rover for versatility, this fine British Leyland product combining Land Rover off-road capabilities with the comfort of a proper 95-100 m.p.h. luxury car. I know it well, having done some fairly severe testing of one back in 1971 and later being able to persuade a Range Rover (with occasional use of an electric nose-winch) almost to the summit of Cader Idris, in order that the MOTOR SPORT banner could be planted at an altitude which *Autocar*, using a variety of lesser off-road vehicles, had been unable to reach – a challenge which has never been taken up! However, all this is in the past and when I wished to follow the Welsh Two Days International Motorcycle Trial at the end of June I thought again of the relaxing reassurance which such a car would provide, no matter how tough the going. British Leyland's Press Office at Redditch were willing to lend me a Range Rover, so that is the vehicle we used. It has not changed much since I first met it, except in price, which has soared to £7,483.

This remarkable four-wheel-drive utility vehicle, propelled by the well-proven Rover 3½-litre light-alloy V8 engine, and running on beam axles scientifically suspended on coil springs and making good use of Boge Hydromat self-energising levelling devices under the direction of designer Spencer King, took us swiftly and very comfortably along normal roads in the high gear-ratios, required "low" only on the trials' course, and we locked the centre differential only once, when wading through the rocky shallows of the river near Lleustdoguail, on the Montgomery-Radnor border.

When route-checking over mountain passes, across long stretches of grassland, and up precipitous slippery gradients the Range Rover not only never faltered, it never so much as scratched itself, and it continued all the time to give us a feather-bed ride. The very supple springing makes this possible, along with the excellent low-speed pulling power of the quiet multi-cylinder engine. The only disadvantage is that, while Spen King has contrived the suspension so that a Range Rover can be cornered fast without loss of control, it then rolls somewhat excessively, so that if elderly passengers or animals are being carried it is kinder to ease-off a little. The only other factor which detracts from the peace and serenity of motoring long distances in a Range Rover is the whine which is never entirely absent from the transmission, on drive and over-run. There is also some snatch in the drive-line. There is also the petrol-thirst to consider, although the wealthy farmers to whom the Range Rover so strongly appeals are hardly likely to regard around 14 m.p.g. under severe conditions and a two-star consumption of 15.6 m.p.g. in all-round driving, Motorway cruising included, as excessive. That splendid one-time-Buick V8 engine used no oil, in a hard 1,000 miles. The transmission losses and the big frontal-area must increase fuel thirst but wind noise is commendably low.



Personally, I was captivated, and would much like a Range Rover in the stable. There are so many occasions when it is the ideal vehicle, and it has so few disliked aspects. Indeed, the only mild complaints I have are the fact that the bonnet is very heavy and has to be propped-open (the dip-stick couldn't be more readily accessible), the radio was mediocre, and that the fuel-pump ticks all the time, which was at first disconcerting. The fuel tank, with clip-filler cap, holds 18 gallons. The power steering is good, and is geared 3⅞ turns from lock-to-lock, with a usefully small turning circle. The gears are changed decisively but notchily, with a man-sized lever and the selecting of low or high ratios and the diff.-lock are very easily done, by subsidiary lever and a button (with warning light on the dash), respectively. The tiny hand brake is nicely placed. The tail-gate, split horizontally, has excellent locks. I can think of nothing else that needs to be said, except that the Range Rover is a great British achievement, deserving the highest praise. –W.B.

Vauxhall VX2300 Comments

ELSEWHERE I referred briefly to the Vauxhall VX2300 estate-car I used over the highly memorable Jubilee Week-end – memorable for the Queen's Jubilee itself, rather than for the transport I employed. If that sounds derogatory to the big Lutonian, it isn't intended to be. Indeed, this Vauxhall is one of those essentially-usable, self-effacing cars which one tends to take for granted. It's not a sports-car, so I will be brief. Very well – Vauxhall's VX version has been notably up-rated and improved. The engine isn't particularly smooth when pulling but it smooths out and becomes quiet at speed and gives excellent, surging acceleration. The gears change nicely, with a man-sized lever, the knob of which soon "came off in me 'and". The suspension is a thought lurchy but the Ambla-covered seats are very comfortable. Lots of simulated woodwork in the interior might be better replaced by more convenient stowages, although the non-lockable drop-cubby will absorb as much rubbish as any lady's handbag.

This VX2300 hurries when it is called upon to do so, in an easy, unruffled manner, yet it returned 28.3 m.p.g. of 4-star, thus driven and approx. 600 m.p.p. of oil. The seats are smart and quite comfortable but it's a pity the light-coloured upholstery intrudes into the estate-area of the body, where dirty objects are sometimes carried. The heavy tail-gate rises automatically, once encouraged; but, having no lift-handle, its base-trim, used in lieu, is apt to suffer. The spare wheel intrudes a bit on the very commodious load-space. The engine ran-on when switched-off and sometimes needed a bit of starter-grinding to commence it. The throttle seemed reluctant to close fully, which may have aggravated the latter problem. The heater quadrant-controls were unpleasantly stiff, the action of the driver's vizor horrid, and the well-placed hand brake needed a good tug if it was to anchor safely this impressive-looking Vauxhall. The bonnet-release was also impossibly stiff, and the heavy, front-hinged bonnet has to be propped open.

That said, this VX has some very good aspects. I liked the small steering wheel, controlling steering that is light until much lock is applied, but insensitive. It needs four turns, lock-to-lock, yet does not feel low-geared. So easily does this Big-Four 2,279 c.c., o.h.c., 108 b.h.p. car run that its 110 m.p.h. speedometer (with total + decimal mileometer, but *sans* a trip) seemed always to read slow. That is the theme of this very likeable load-absorber, which represents excellent 1977 value, at £3,659.76. The test car was on Pirelli tubeless radials. –W.B.

The Grand Prix of France

A nice little affair

Dijon-Prenois, July 3rd

THE GRAND PRIX of France must not be confused with the French Grand Prix of past years, or to give it its correct title, the Grand Prix of the Automobile Club de France. In 1906 the ACF ran the first Grand Prix which set the pattern for races run under various Formulae down through the ages. The Grand Prix de l'ACF was always a grand affair, offering motor racing in the grand manner, but over the years the scene changed and life itself changed. France and the racing fraternity lost interest in doing things on a grand scale and the end of an era came in 1968 when the Automobile Club of France relinquished the organisation of the French Grand Prix to the Federation Francaise du Sport Automobile. Since then the event has been called the Grand Prix of France and has been run on various circuits, each one getting less grand and with less character so that the race is now a small "circus act" on the quaint little Dijon-Prenois autodrome. Formula One in France.

The little autodrome has been lengthened over the past winter, adding a loop in the middle of the wiggly back-section of the rectangular circuit. Dijon-Prenois doesn't have much to offer, but it does go downhill and uphill, albeit rather briefly. The new loop has added a long dropping left-hand bend, a short straight covered by a brief dab on the accelerator, a sweeping right-hand hairpin, another brief squirt uphill to a left-hand bend that goes on and on as it joins the existing circuit. A magnificent increase of 511 metres, and some 14 seconds to the lap time! For all its smallness and "village circus" atmosphere the end result was pleasant enough, especially if you have never experienced anything better. For the Formula One race of France it was more or less adequate and any short-comings were more than made up for by the arrival of summer in the very pleasant countryside of the Bourgogne district of France.

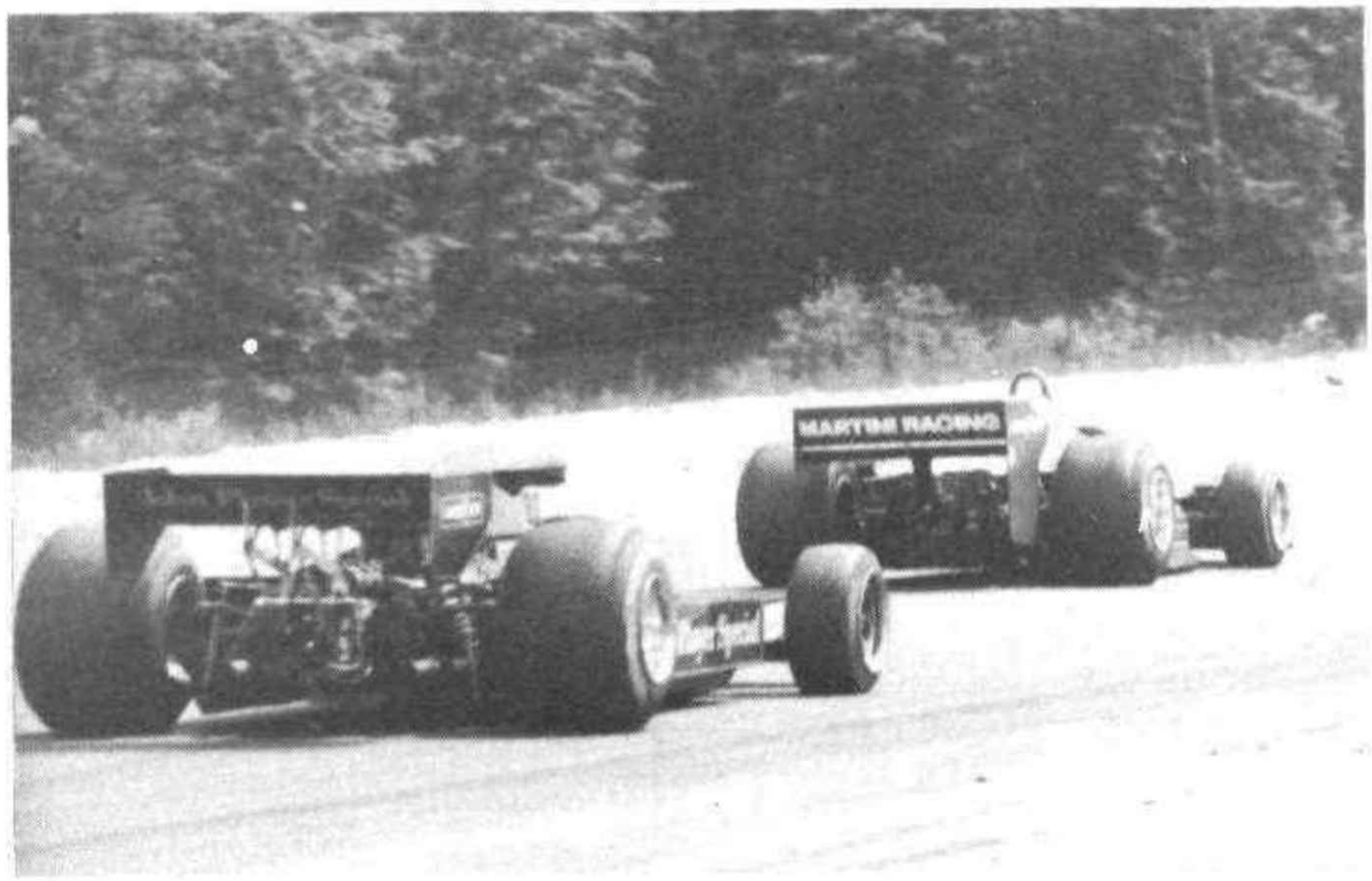
The regular hassle involving the organisers, the Constructors Association and the non-members of that Association ran its usual pre-race course, with the result that some of the hopefuls who want to join the "circus" got left out. With only 22 starters permitted by the CSI due to the smallness of the circuit, the total of 29 that were accepted for the qualification days meant there would be seven unhappy ones and the "prima donnas" would find the circuit crowded at times.

For a change summer seemed to be coming to Europe and all was set fair when practice began, though there was a head wind on the long uphill straight past the pits. Most teams had been "testing" at the circuit the previous week, so there was nothing for the drivers to learn, except to try and find a combination of tyres, wing angles, springs, anti-roll bars and shock-absorber settings that they could cope with round as much of the little circuit as possible. While the downhill left-hander caused some cars to wallow about from under-steer going in to over-steer coming out, some drivers seemed able to get the car nicely balanced and could corner with the power on. The same ones could also cope with the long left-hander coming out of the new loop. Needless to say, this same group could also leave the last corner faster and thus be visibly faster on the straight past the pits. In the top bracket it really all boils down to driver ability and as practice progressed it was the usual names that appeared at the top of the list, with Andretti setting the pace. Significant was the fact that Gunnar Nilsson was second fastest in the first hour and a half of practice, the only noticeable difference between him and Andretti was that the Swede was a bit untidy, with opposite lock here and there, and wheels on the kerbs, while the American/Italian was smooth and effortless. When they stopped Andretti was completely relaxed and unflurried, having been driving well within his limits, as a job of work; Nilsson, on the other hand, was looking hot and sweaty, having been putting all he had into his driving, his enthusiasm and effort being well worth while.

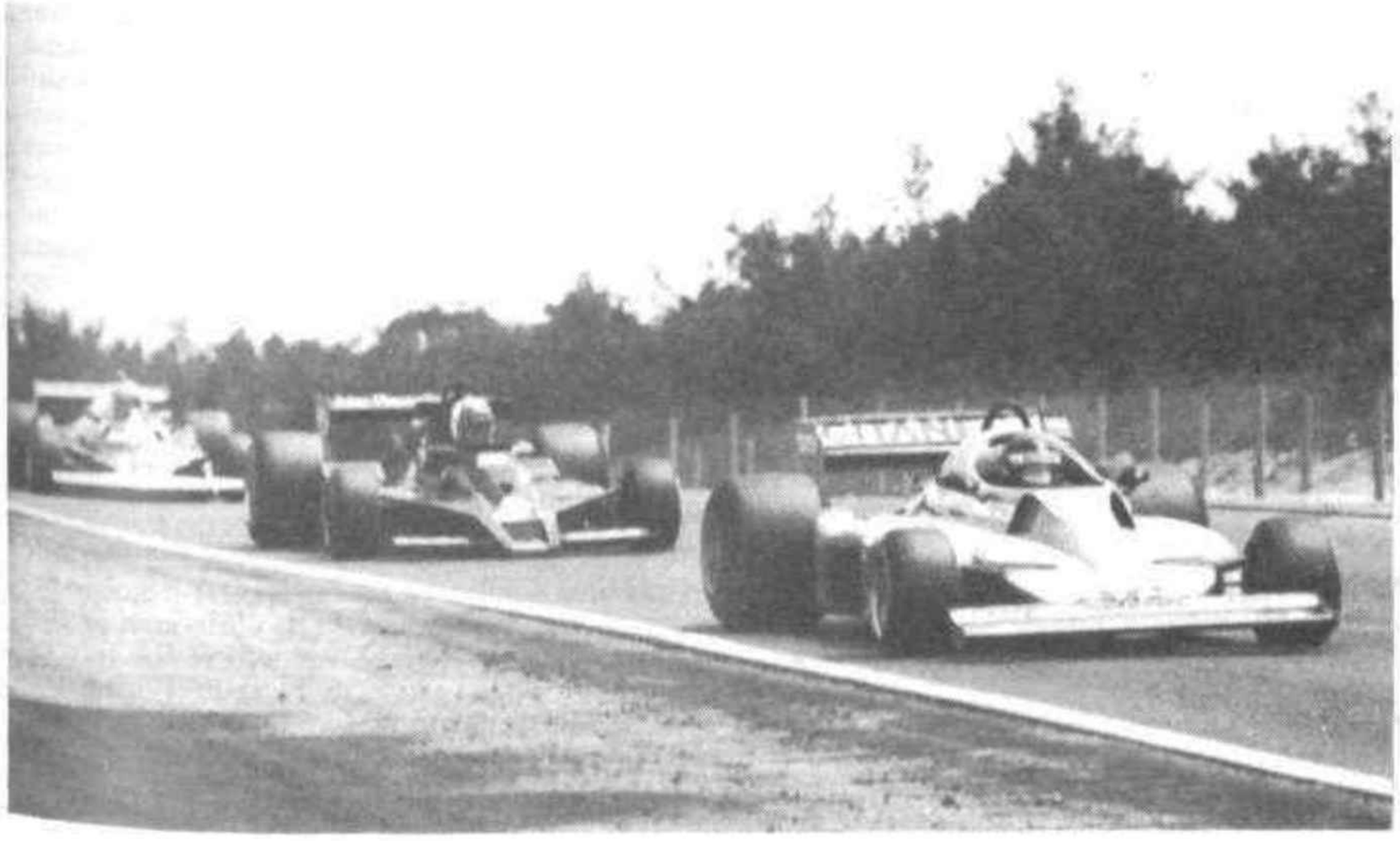
Not everyone had an easy time, the Brabham team being in trouble with their Alfa Romeo engines. Watson was delayed by ignition trouble and Stuck had to take the spare car when his own had engine trouble. A roller bearing somewhere inside broke up and bits of bearing cage were found in the oil filter, so a new engine had to be installed. The lesser runners were also having their troubles. Merzario's mechanical fuel pump packed up on his ex-works March, while Neve had to stop practice when a front hub thread got chewed up on the Frank Williams March. Fittipaldi came into the pits with his rear aero-foil pointing up at the sky, but it was soon put right. The BRM had engine troubles.

The McLaren team were quietly making progress with the M26 and Hunt was well in the running, with third fastest time overall during the morning, ahead of Laffite in the Ligier and Reutemann in the first of the Ferraris. Scheckter was being plagued by a recurrence of fuel feed trouble on the Wolf, which made his progress very frustrating. The two Shadows were well in mid-field, with Riccardo Patrese back in number 16, and close behind Alan Jones in the other Shadow.

In the afternoon the scene changed a little when Watson's Alfa Romeo engine came on full



Racing to the bitter end: Andretti chases Watson, with only a slim chance of winning, but watching for a chance, which paid off when Watson began to run out of fuel on the last lap.



Laffite, Nilsson and Lauda had a great scrap before Stuck fouled it up.

STARTING GRID

1 J. Hunt *(McLaren-Cosworth V8)* M26/2 1 min. 12.73 sec. (1 min. 14.44 sec.)	5 M. Andretti *(Lotus-Cosworth V8)* 78/3 1 min. 12.21 sec. (1 min. 13.75 sec.)
7 J. Watson *(Brabham-Alfa Romeo)* BT45/6B 1 min. 12.83 sec. (1 min. 13.88 sec.)	6 G. Nilsson *(Lotus-Cosworth V8)* 78/2 1 min. 12.79 sec. (1 min. 14.12 sec.)
12 C. Reutemann *(Ferrari-flat 12)* 312T2/029 1 min. 13. 36 sec. (1 min. 14.87 sec.)	26 J. Laffite *(Ligier-Matra V12)* JS7/02 1 min. 13.30 sec. (1 min. 14.98 sec.)
20 J. Scheckter *(Wolf-Cosworth V8)* WR3 1 min. 13.45 sec. (1 min 15.38 sec.)	2 J. Mass *(McLaren-Cosworth V8)* M23/12 1 min. 13.41 sec. (1 min. 15.24 sec.)
17 A. Jones *(Shadow-Cosworth V8)* DN8/3A 1 min. 13.56 sec. (1 min. 15.21 sec.)	11 N. Lauda *(Ferrari-flat 12)* 312T2/031 1 min. 13.52 sec. (1 min. 14.87 sec.)
4 P. Depailler *(Tyrrell-Cosworth V8)* P34/7 1 min. 13.66 sec. (1 min. 15.69 sec.)	19 V. Brambilla *(Surtees-Cosworth V8)* TS19/06 1 min. 13.61 sec. (1 min. 15.06 sec.)
24 R. Keegan *(Hesketh-Cosworth V8)* 308E/1 1 min. 13.71 sec. (1 min. 16.25 sec.)	8 H. J. Stuck *(Brabham-Alfa Romeo)* BT45/3B 1 min. 13.67 sec. (1 min. 15.54 sec.)
22 G. Regazzoni *(Ensign-Cosworth V8)* MN06 1 min. 13.90 sec. (1 min. 15.06 sec.)	16 R. Patrese *(Shadow-Cosworth V8)* DN8/1A 1 min. 13.87 sec. (1 min. 16.89 sec.)
37 A. Merzario *(March-Cosworth V8)* 761B/2 1 min. 13.92 sec. (1 min. 15.62 sec.)	3 R. Peterson *(Tyrrell-Cosworth V8)* P34/5 1 min. 13.92 sec. (1 min. 15.68 sec.)
10 I. Scheckter *(March-Cosworth V8)* 761B/1 1 min. 14.24 sec. (1 min. 15.47 sec.)	34 J. P. Jarier *(Penske-Cosworth V8)* PC4/02 1 min. 14.17 sec. (1 min. 16.25 sec.)
28 E. Fittipaldi *(Fittipaldi-Cosworth V8)* FD05/1 1 min. 14.45 sec. (1 min. 15.52 sec.)	31 D. Purley *(Lec-Cosworth V8)* CRP/1 1 min. 14.39 sec. (1 min. 17.75 sec.)

N.B. Times in brackets are best in race.

Did not qualify:

9 A. Ribeiro (March 761B/3-2)	1 min. 14.60 sec.
27 P. Neve (March 761/7A-2)	1 min. 14.74 sec.
30 B. Lunger (McLaren M23/14)	1 min. 14.83 sec.
25 H. Ertl (Hesketh 308E/2)	1 min. 15.06 sec.
18 L. Perkins (Surtees TS19/02	1 min. 15.13 sec.
39 H. Rebaque (Hesketh 308E/3)	1 min. 15.88 sec.
18T P. Tambay (Surtees TS19/02)	1 min. 16.06 sec.
35 C. Anderson (BRM P207/02)	1 min. 16.17 sec.

song and he just pipped Andretti for the fastest time of the day. A mere three-hundredths of a second faster, but both driver and car looked very good at that pace. Jody Scheckter was still in trouble with misfiring, and took the spare Wolf out at the end of the session, and Stuck had to go on using the spare Brabham while the new engine was being installed in his own car. Regazzoni concentrated on the second Ensign, without

PRACTICE TIMES

No.	Driver	Car	Friday Morning	Fr iday Afternoon	Saturday Afternoon
1	J. Hunt	McLaren M26/2-Cosworth V8	1. 13.13	1. 13.12	1. 12.73
2	J. Mass	McLaren M23/12-Cosworth V8	1. 13.78	1. 13.92	1. 13.41
3	R. Peterson	Tyrrell P34/5-Cosworth V8	1. 14.13	1. 13.92	1. 14.26
4	R. Depailler	Tyrrell P34/7-Cosworth V8	1. 13.66	1. 13.90	1. 13.83
5	M. Andretti	Lotus 78/3-Cosworth V8	**1. 12.95**	1. 12.86	**1. 12.21**
6	G. Nilsson	Lotus 78/2-Cosworth V8	1. 13.03	1. 13.03	1. 12.79
7	J. Watson	Brabham BT45/6B-Alfa Romeo	1. 13.65	**1. 12.83**	1. 12.98
8	H. J. Stuck	Brabham BT45/3B-Alfa Romeo	no time given	-	1. 14.63
9	A. Ribeiro	March 761B/3-2-Cosworth V8	1. 14.67	1. 15.89	1. 14.60
10	I. Scheckter	March 761B/1-Cosworth V8	1. 14.24	1. 14.53	1. 14.85
11	N. Lauda	Ferrari 312T2/031–flat 12	1. 13.52	1. 13.64	1. 13.72
12	C. Reutemann	Ferrari 312T2/029–flat 12	1. 13.36	1. 13.41	1. 13.93
16	R. Patrese	Shadow DN8/1A-Cosworth V8	1. 14.07	1. 13.88	1. 13.87
17	A. Jones	Shadow DN8/3A-Cosworth V8	1. 13.84	1. 13.56	1. 13.74
18	L. Perkins	Surtees TS19/02-Cosworth V8	1. 15.57	1. 15.13	-
19	V. Brambilla	Surtees TS19/06-Cosworth V8	1. 14.18	1. 14.49	1. 13.61
20	J. Scheckter	Wolf WR3-Cosworth V8	1. 13.45	1. 13.53	1. 13.71
22	G. Regazzoni	Ensign MN06-Cosworth V8	1. 14.28	-	-
24	R. Keegan	Hesketh 308E/1-Cosworth V8	1. 14.89	1. 15.43	1. 13.71
25	H. Ertl	Hesketh 308E/2-Cosworth V8	1. 15.67	1. 15.83	1. 15.06
26	J. Laffite	Ligier JS7/02-Matra V12	1. 13.30	1. 13.67	1. 13.75
27	P. Neve	March 761/7A-2-Cosworth V8	1. 14.90	1. 14.74	1. 14.96
28	E. Fittipaldi	Fittipaldi FD05/1-Cosworth V8	1. 14.93	1. 14.45	1. 14.52
30	B. Lunger	McLaren M23/14-Cosworth V8	1. 14.90	1. 14.83	1. 14.85
31	D. Purley	Lec CRP/1-Cosworth V8	1. 14.45	1. 14.39	1. 14.95
34	J. P. Jarier	Penske PC4/02-Cosworth V8	1. 14.42	1. 14.17	1. 15.04
35	C. Anderson	BRM P207/02-V12	1. 20.12	1. 17.19	1. 16.17
37	A. Merzario	March 761B/2-Cosworth V8	1. 14.39	1. 13.92	1. 14.25
39	H. Rebaque	Hesketh 308E/3-Cosworth V8	1. 16.45	1. 15.88	1. 15.98
2T	J. Mass	McLaren M23/11-Cosworth V8	-	NOT USED	-
3T	R. Peterson	Tyrrell P34/6-Cosworth V8	-	NOT USED	-
5T	M. Andretti	Lotus 78/1-Cosworth V8	-	NOT USED	-
8T	H. J. Stuck	Brabham BT45/1B-Alfa Romeo	1. 13.67	1. 13.83	-
12T	C. Reutemann	Ferrari 312T2/030-flat 12	-	-	no time given
17T	A. Jones	Shadow DN8/4A-Cosworth V8	-	NOT USED	-
18T	P. Tambay	Surtees TS19/02-Cosworth V8	-	-	1. 16.06
19T	V. Brambilla	Surtees TS19/01-Cosworth V8	-	-	no time given
20T	J. Scheckter	Wolf WR1-Cosworth V8	-	no time given	-
22T	G. Regazzoni	Ensign MN07-Cosworth V8	-	1. 13.90	1. 14.56
26T	J. Laffite	Ligier JS7/01-Matra V12	-	NOT USED	-
28T	E. Fittipaldi	Fittipaldi FD04/3-Cosworth V8	-	NOT USED	-
34T	J. P. Jarier	Penske PC4/01-Cosworth V8	-	-	no time given

the mods and found it more to his liking, while in the Surtees team Larry Perkins was making little headway in the second car, though Brambilla was not a lot quicker. By now most of those who were going to go fast had settled on workable compromises of all the variables they can fiddle about with. Watson and Andretti were in a class of their own, under 1 min. 13 sec., while the next fourteen drivers were covered by less than one second. This suggested that the circuit was not a very difficult one.

The day ended with most of the usual names in the top ten and most of the usual ones in the bottom ten, though it was the bottom seven who were going to have to make a big effort. The time-keepers caused a flutter in the works March camp by crediting Ribeiro with 1 min. 13.89 sec., but this was later corrected to 1 min. 15.89 sec., which made more sense. On Saturday morning it was announced from the Surtees team that Perkins was being replaced by Patrick Tambay in TS19/02, a strange move not calculated to cause much of a stir in the dove-cote. For one and half hours on Saturday morning everyone circulated "on test" with times not counting for the starting grid, some teams trying their cars on full petrol tanks and on tyres for the race, others still experimenting and fiddling about to try and improve their cars.

By the time the final hour of practice arrived there was an air of confidence about the Lotus pits and Andretti and Chapman looked to be in complete accord. At McLaren's all was well, for Hunt was really on form, and Mass was not far behind in the M23. Watson was not making any improvement, but Brambilla had finally got the Surtees going properly and was well in among the top ten. A surprising intruder among the elite was Rupert Keegan with the blue Hesketh, but an improvement of nearly 2 seconds looked more like a time-keeper's error than a flash of driving brilliance. Unlike Ribeiro's Friday time, Keegan's was not corrected so had to be accepted as fact, though time and the race would tell.

For a time it looked as though Hunt was going to hold pole position on the grid, but Andretti had the situation well weighed up. While Hunt was holding fastest time with 1 min. 12.73 sec., Andretti went out for three laps and put in 1 min. 12.21 sec., just like that, over half a second quicker round the funny little Autodrome. He was about to go out for an even quicker lap when practice ended. You could tell that the Chapman/Andretti combine was properly tuned in for they had stopped making adjustments to the Lotus. All that was done before Andretti went out for the three decisive laps was that water was poured over the tyres, to cool them off. Undoubtedly Chapman and Andretti know why and when they need to cool the tyres with water. Lauda and Ferrari were seen to water their tyres, but for what reason one can only guess! Once again Andretti and the Lotus 78 had demoralised everyone and with no visible strain.

On Sunday the race was due to start at 2 p.m., for 80 laps of the little autodrome, which was packed full of spectators, both the paying kind and those who came through the back doors and across the fields. The inevitable Renault-sponsored races filled in the spare time but there was no sign of the Formula One Renault turbo-charged car, though it had been out on test at the circuit the previous week. The 22 cars chosen from the list after practice set off on a warm-up lap, round to the grid, the two reserves having prepared themselves needlessly as all the qualifiers were ready to go. On the front row were Andretti and Hunt, the Lotus 78 using a Nicholson-McLaren Cosworth DFV engine and the McLaren M26 using a Cosworth Development engine direct from the Northampton factory. In the next row were Nilsson and Watson, the Lotus number two doing a great job of backing up the team leader. The Ulsterman in the Alfa-Romeo (Brabham) was well to the fore as usual, as was Laffite in row three with the Ligier-Matra V12, and alongside the Frenchman was Reutemann in the first of the Ferraris. Any of those six were potential winners and with five makes of car amongst them, four makes of engine and five nationalities, Formula One certainly provides variety. Andretti led the field round on

SAAB



The Exclusive Collection

THE SAAB RANGE

There are nine different Saab 99 models to meet every motoring need, all designed to give the discerning motorist an unmatched blend of:

Comfort and versatility. Saab's total safety package.
Performance and economy from the Saab 2-litre engine.
Real driving pleasure.

The Saab 99 range is designed and built to the highest quality standards by Saab-Scania of Sweden, an acknowledged leader in advanced technology and precision engineering.

Find out for yourself why the world's motoring press rate the SAAB 99 so highly – see your nearest Saab dealer for a test drive.

GLE

4 door injection 118 bhp auto.
The ultimate in SAAB luxury.

EMS

2 door injection 118 bhp man.
High performance Sports Saloon.

COMBI COUPÉ

5 door t/c 108 bhp man. & auto.
3 door 100 bhp man. & t/c 108 bhp auto.
The most versatile of all the 99s. 52 cu. ft. of functional luggage space.

99GL

4 door t/c 108 bhp man. & auto.
One of the finest Family cars.

99L

2 door 100 bhp man. – Low on price – high on specification.

SAAB

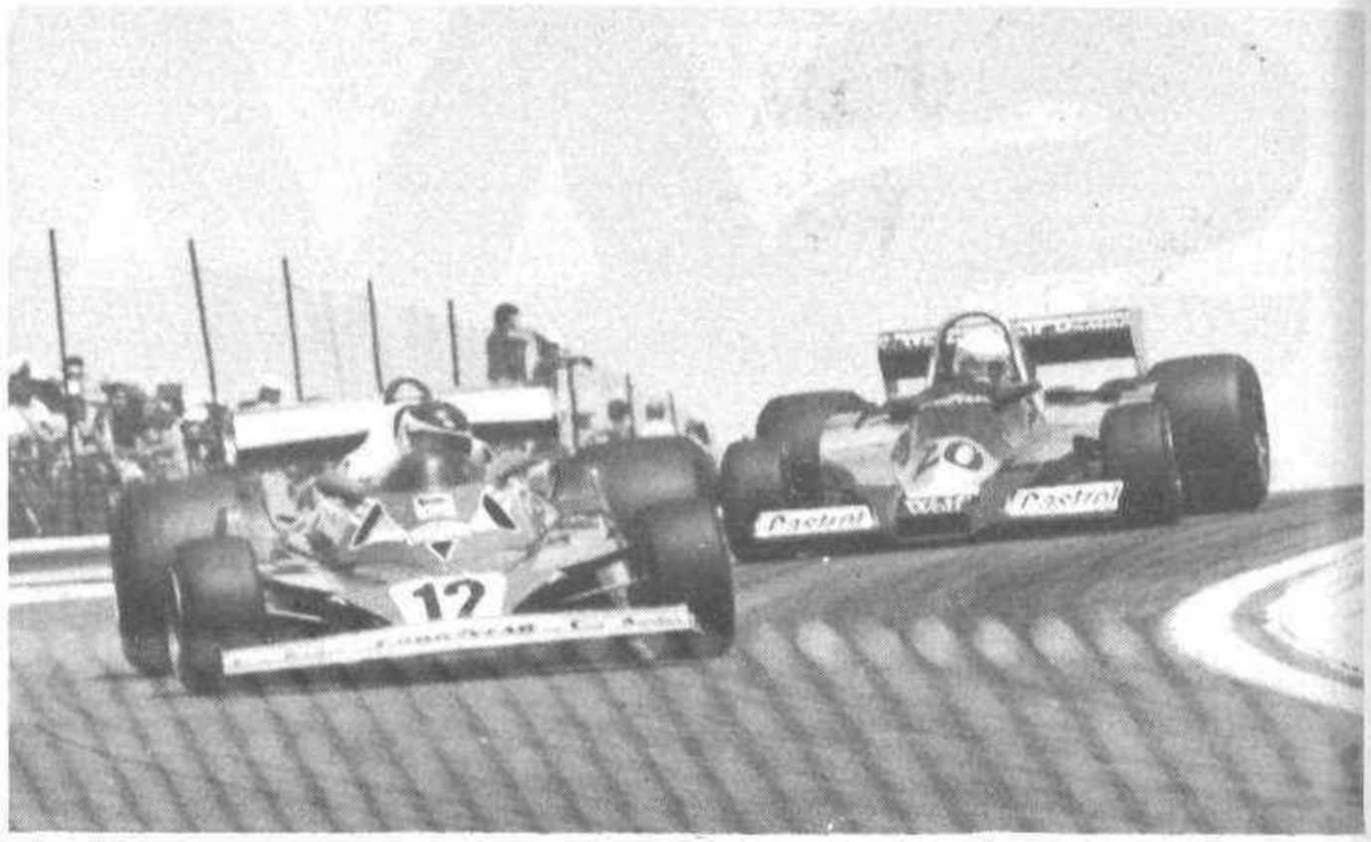
One of the world's finer cars

SAAB (Gt. Britain) Ltd., Fieldhouse Lane, Marlow, Bucks. SL7 1LY. Tel: Marlow 6977

the controlled warm-up lap, they paused on the grid, the green light shone and the Grand Prix of France was on. Very uncharacteristically, Andretti provoked uncontrollable wheelspin on his Lotus and slithered about trying to regain some grip. Hunt made a splendid start and was gone, while the rest were a bit put off by the smoke from Andretti's tyres. Hunt did not wait for anyone, and he was followed by Watson, Laffite and Andretti. Round the back of the circuit Jochen Mass did the traditional McLaren high-flying act, off Reutemann's Ferrari and while the other twenty-one cars went on their way "Hermann-the-German" had to limp round to the pits with a bent steering link. It was straightened with a shrewd blow and the M23 rejoined the race in last place and a whole lap down on the leader, which was still Hunt in the M26. Andretti got past Laffite on lap 2 and by the end of the next lap the first three cars had opened out a gap from the rest of the field.

Hunt's lead was clearly a tenuous one, brought about by the lightning start and by lap 5 Watson had stormed past the Mclaren putting the red Alfa Romeo (Brabham) in the lead, while Andretti was not finding it too easy to pass the McLaren, for the reigning World Champion was having a good go. On successive laps three of the tail-enders retired, Jarier with the ATS-Penske going off the road and blaming the brakes, Purley doing likewise with his Lec and Patrese with his Cosworth V8 blown up. The young Italian had cooked his clutch at the start and dropped to the back of the field and then it had gone solid and he tried to change gear without the clutch and lack of experience of this sort of thing had caused the engine to cry "enough".

While Andretti was trying to get past Hunt, the leader was pulling out quite a long gap over them, the Alfa Romeo flat-12 engine seemed to be singing really well and Watson was looking very confident. Laffite was in fourth place leading Nilsson, Scheckter (J.), Lauda, Brambilla, Jones, Reutemann, Depailler, Peterson, Regazzoni, Stuck, and Merzario all more or less evenly spaced out. Bringing up the rear were Ian Scheckter, Fittipaldi and Keegan, with Mass all on his own and a lap behind, but gaining on the tail-enders. It was not until lap 17 that Andretti got past Hunt, by which time Watson was nearly five seconds ahead. Lauda had taken sixth place from Scheckter's Wolf and a spin had put Brambilla way down the field, while Reutemann was making up for time lost on the opening lap when



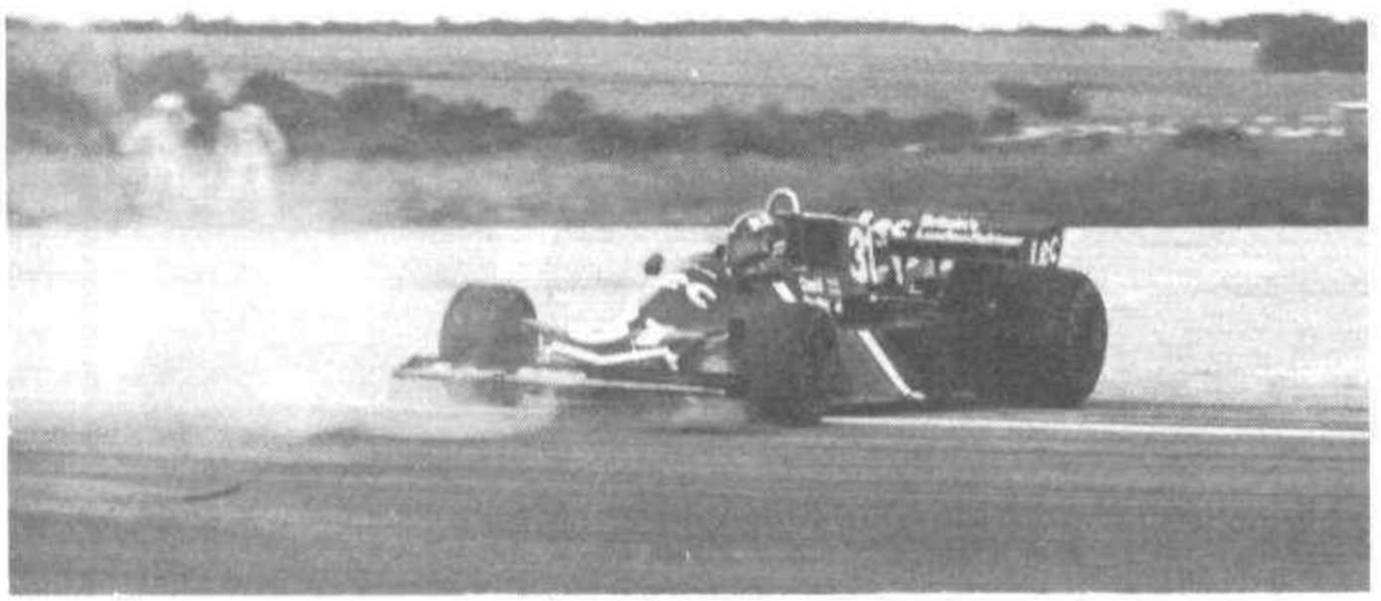
Reutemann's Ferrari heads Scheckter's Wolf at last, after a long chase.

Mass ran over him. At 20 laps Watson had almost six seconds lead over the Lotus, but now rid of Hunt, the Lotus driver settled down to nibbling away at those six seconds. The column of cars behind these three was resolving itself into interesting groups, with Laffite, Nilsson and Lauda in very close company, then Scheckter and Jones, with Reutemann gaining on them, followed by Regazzoni in the Ensign and the two Tyrrells, there being nothing to choose between the two blue and white six-wheelers. Peterson was very dissatisfied with his position and stopped to have the left front tyres changed and Brambilla also stopped to change a front tyre. This was on lap 21 and Depailler was also thinking of stopping to try some different front tyres, but he never got the chance, for at the end of the pits straight Stuck ran into the Tyrrell, bending its front suspension and damaging the Alfa Romeo's rear aerofoil side-plate. While Depailler sat fuming in the dirt, the unruly Stuck carried on.

Undoubtedly the best of the private-owners, and making the works Marches look a bit silly, Merzario's run came to an abrupt end with a broken gearbox. Stuck lost time at the pits having his damaged aerofoil "trimmed" and rejoined the race a lap behind the general run of the field. Everything appeared to settle down into a procession, though in fact there was some hard driving going on, even though nobody could change positions. Andretti was gaining on Watson, but only by fractions, and whereas the gap had been nearly six seconds it was now nearer five seconds. Hunt was still a secure third, Laffite was a precarious fourth, with Nilsson and Lauda hounding him, Scheckter and Jones were running seventh and eight, but Reutemann was catching them, as was Regazzoni in tenth place. A long gap ensued before Ian Scheckter and Fittipaldi arrived, having a nice scrap together, but soon to be lapped by the leader. Keegan was already a lap down and Mass was gaining on him steadily, though they had Stuck and Peterson between them, while Brambilla was running last. At half distance there was no change of position among those on the same lap as the leader, though Andretti had now got the gap below five seconds rather than above five seconds.

As they began to lap the not-so-slow mid-field runners, Andretti closed up visibly on Watson and at 50 laps the gap was down to a bare three-and-a-half seconds. The race between Ian Scheckter and Fittipaldi at the back of the field got too close at one point and the works March got its nose run over, necessitating a stop for repairs, while the great scrap between Lafitte, Nilsson and Lauda now became fouled up by Stuck; he was about to be lapped by this trio and instead of letting them go by he stayed in the way and made a complete nuisance of himself. This went on for lap after lap, the Brabham-Alfa driver ignoring all the rules of the game and it was not until lap 66 that the situation resolved itself, and then in a most unfortunate way. During the struggle to make the German get out of the way, Nilsson got in front of Laffite, but still the Brabham-Alfa baulked them. Finally Stuck lost control and spun, Nilsson shot by on one side, Laffite on the other and the Brabham-Alfa rolled back right into the path of the Ligier and there was nothing Laffite could do. He hit the red car and damaged the Ligier's nose cowling. Thankfully Stuck could not restart as the cable operating the air-bottle starter was broken, so he was safely out of the way. Laffite limped back to the pits to have a new nose cone fitted, but had now lost all hope of a decent position.

Meanwhile much had been happening elsewhere for Reutemann had passed Jones and Scheckter and Regazzoni was closing on them.



Poor David Purley spun the Lec off the road into the scenery.

On lap 61 the Shadow broke a drive-shaft and Jones limped to the pits to retire after a very spirited drive. At the front of the race it was a different story altogether for Andretti was right on the tail of Watson's Alfa Romeo, and looking for an opportunity to pass, but on the tight little circuit there was no opportunity. The Lotus was almost touching the Alfa Romeo gearbox as they started the straight, but a sizeable gap had opened up by the end of it, the Alfa Romeo being faster at the top end than the Lotus. While they were this close they came up behind Regazzoni who was equally close to Scheckter and looking for a chance to go by. The Wolf was not running properly, still having fuel feed trouble and on the lap that the leaders went by the Wolf gave a hiccough and the Ensign nudged it up the backside. Scheckter ended up off the road with a flat rear tyre, Regazzoni was lapped by the leaders but now held seventh place, and Watson and Andretti now had a clear road ahead of them.

With ten laps to go Andretti could see no hope of getting by Watson, for the Ulsterman was driving splendidly and showing no sign of making a mistake, no matter how hard Andretti pushed him. Both cars were running perfectly, and with four laps to go they were behind Reutemann, who was running in a lonely sixth place. For a short while he held them up, but then had to suffer the indignity of being lapped by "the other Italian flat-12" – shame! Into the closing laps Watson was completely confident and though Andretti had resigned himself to being second he had not given up and was still hard up behind the Brabham-Alfa. On the last lap they went into the new loop on the back of the circuit, nose to tail; round the hairpin there was no change, but up the sharp rise the Alfa Romeo engine hesitated. Instantly the Lotus was alongside as they went into the left hand bend. Side-by-side, with their wheels almost touching they took the left-hander, the Alfa Romeo engine coughed again and the Lotus was in front and romped towards the finishing line and the chequered flag to the surprise and consternation of all those in the pits. The Brabham finished in second place and on the slowing down lap it coasted to a stop. The fuel tanks were bone dry. A very unhappy John Watson hitched a lift back to the pits on the side of Lauda's Ferrari, to receive second-place laurels. The Brabham team had calculated their fuel consumption, added 3 gallons more than they needed, but had cut things too fine. If only Andretti had not been so close Watson could have spluttered his way round that last half a lap and still won. But Andretti *was* that close, waiting for just such an eventuality. He is a professional racer and a race isn't won or lost until the chequered flag is passed. He was resigned to being second, but was determined to be a close second rather than a distant one, just in case, and it paid off. He could have been coasting gently along in a secure second place, "gaining valuable points for the season's championship" as the media-men tell us, but he wasn't, he was racing to the bitter end and that one hesitation as the Alfa Romeo engine ran short of fuel was all he needed. Luck maybe, but it wasn't luck that had the Lotus so close to the Brabham; that was a racer racing – each race is there to be won.



Alan Jones retired the Shadow with a broken driveshaft after a very spirited drive.

Results:

FRENCH GRAND PRIX Formula One 80 laps Dijon-Prenois 3.8 kilometres per lap 304 kilometres Very warm.

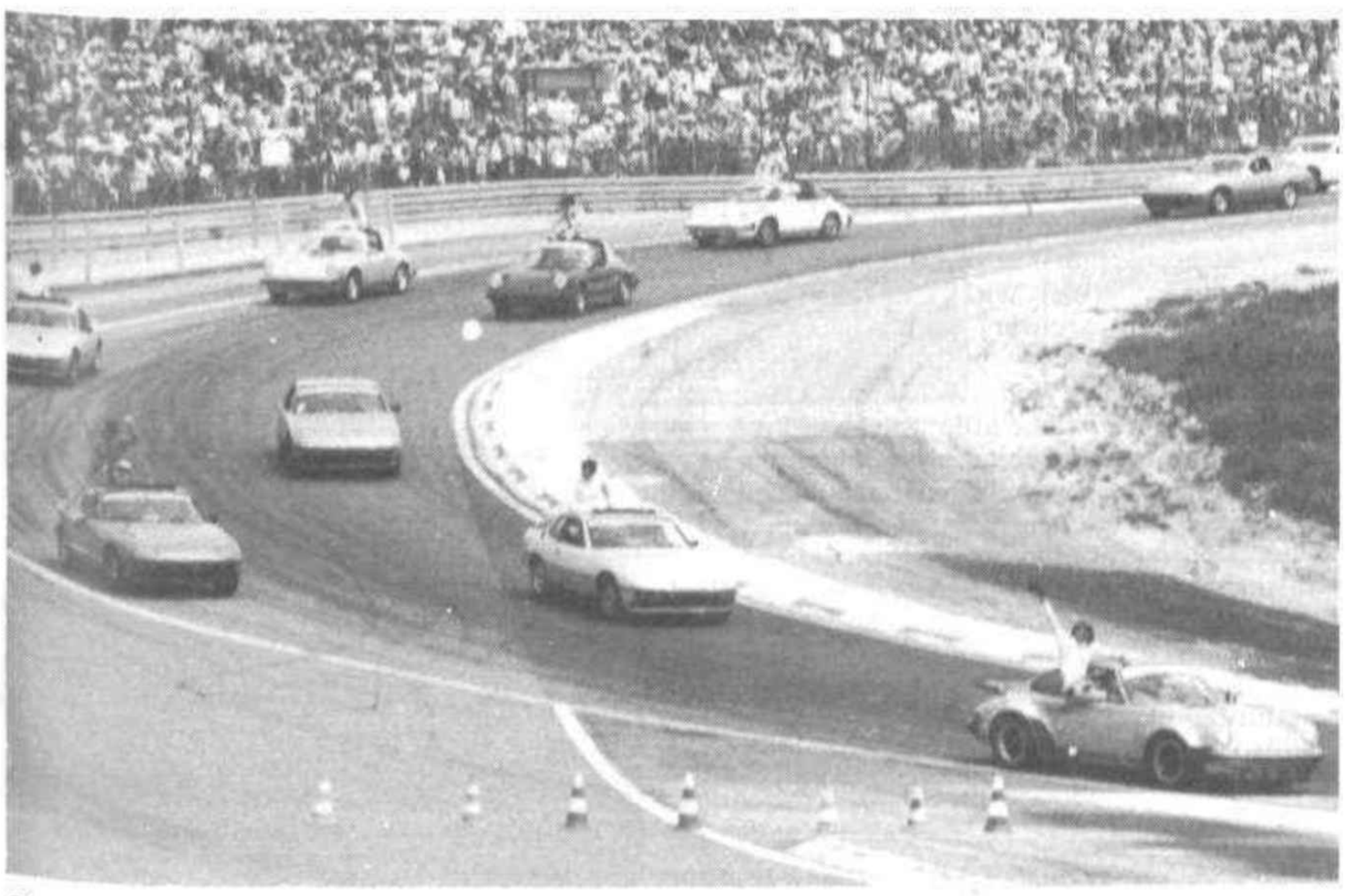
1st :	M. Andretti (Lotus 78/3)	1 hr. 39 min. 40.13 sec.	183.006 k.p.h.
2nd :	J. Watson (Brabham BT45/6B)	1 hr. 39 min. 41.68 sec.	
3rd :	J. Hunt (McLaren M26/2)	1 hr. 40 min. 14.00 sec.	
4th :	G. Nilsson (Lotus 78/2)	1 hr. 40 min. 51.21 sec.	
5th :	N. Lauda (Ferrari 312T2/031)	1 hr. 40 min. 54.28 sec.	
6th :	C. Reutemann (Ferrari 312T2/029)	1 lap behind	
7th :	G. Regazzoni (Ensign MN06)	1 lap behind	
8th :	J. Laffite (Ligier JS7/02)	2 laps behind	
9th :	J. Mass (McLaren M23/12)	2 laps behind	
10th :	R. Keegan (Hesketh 308E/1)	2 laps behind	
11th :	E. Fittipaldi (Fittipaldi FD05/1)	3 laps behind	
12th :	R. Peterson (Tyrrell P34/5)	3 laps behind	
13th :	V. Brambilla (Surtees TS19/06)	3 laps behind	
14th :	I. Scheckter (March 761B/1)	11 laps behind	*(not classified)*

Fastest Lap: M. Andretti (Lotus 78/3) on lap 76, in 1 min. 13.75 sec. 185.617 k.p.h.

Retirements: J. P. Jarier (Penske PC4/02) off the road, on lap 5; D. Purley (Lec CRP/1) off the road, on lap 6; R. Patrese (Shadow DN8/1A) engine failure, on lap 7; P. Depailler (Tyrrell P34/7) pushed off road by Stuck, on lap 22; A. Merzario (March 761B/2) gearbox failure, on lap 28; A. Jones (Shadow DN8/3A) drive-shaft failure, on lap 61; H. J. Stuck (Brabham BT45/3B) spun off road, on lap 65; J. Scheckter (Wolf WR3) pushed off road by Regazzoni, on lap 67.

22 starters 14 finishers

All this rather overshadowed the remaining runners, but Hunt's third place was never challenged and indicated that both he and the McLaren team are still a force to be reckoned with. Nilsson did a fine job in finishing fourth and Lauda was fifth, still up amongst the top runners. Reutemann was sixth and Regazzoni seventh. The unfortunate Laffite could only retrieve eighth place, and Jochen Mass took ninth place from Keegan on their very last lap. The remaining four runners were a pretty disconsolate lot, Fittipaldi's new car not being very competitive, Peterson stopping a second time to change all the front tyres, Brambilla having at least two more spins and a stop to change the left front tyre again, and Ian Scheckter finishing with the March nose almost falling off. Not surprisingly Andretti made fastest lap, on lap 76, as Watson was held up by Reutemann, and he saw his opportunity to close right up. It was a nice little Formula One race, but hardly the French Grand Prix. –D.S.J.



Porsches turned out in force for the drivers' lap of honour prior to the Grand Prix. Laffite won the rush for the Turbo!



Regazzoni's Ensign reverted to narrow track for the race, but the deflectors ahead of the rear wheels, signifying modified side ducting, remained.

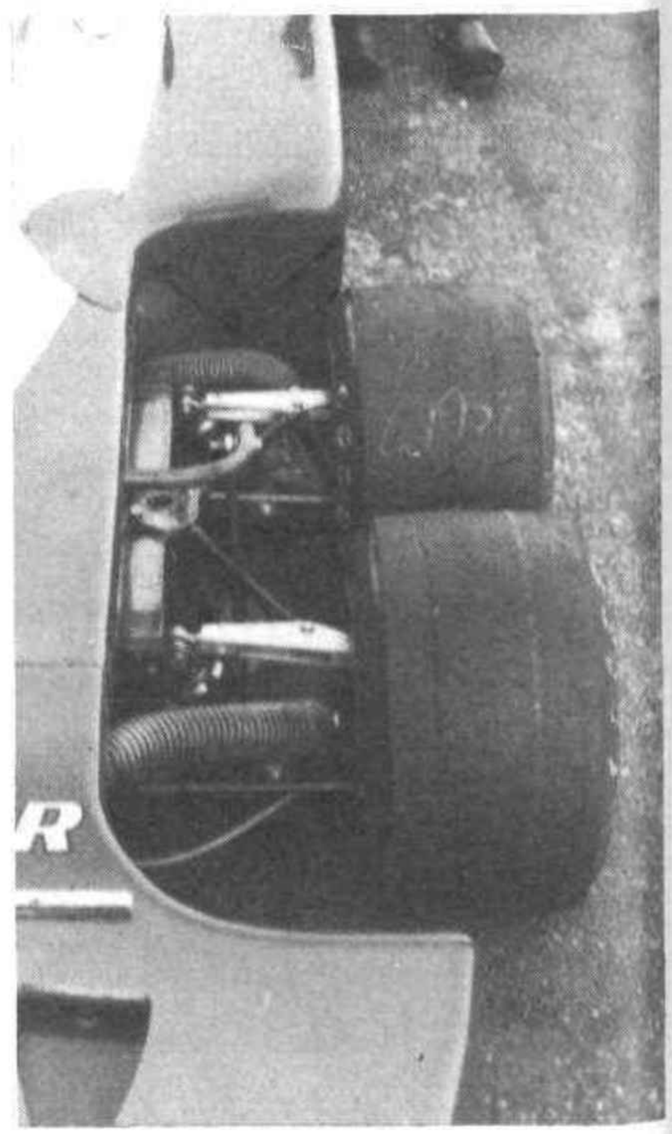
Notes on the cars at Dijon

THE Scuderia Ferrari produced a brand new Tipo 312T2 for Lauda, number 031 in the series, and the previous car 030 became the "muletto". It was unchanged in layout and design, apart from slightly different radiator air exits, there being nothing new on the suspension front, in spite of numerous experiments being made at the Maranello test-track. Reutemann retained 312T2/029 as usual. In the Tyrrell team, designer Derek Gardner took something of a sideways step by producing a wide-track version of the twin-axle front layout. Shortly before the Dijon meeting it was announced officially that Gardner would be leaving the Tyrrell team at the end of the year. His place is being taken by Maurice Phillippe (ex-Lotus, ex-Parnelli- Jones, ex-everyone) and he is taking-over the design office during the remainder of the season. It was Depailler's six-wheeler P34/7 that had been modified, with a fabricated sheet-steel structure bolting on to the monocoque on each side at the front end, the normal double-axle suspension arms pivoting from these structures. This modification gave an increase of 5 in. on each side, so that the little front wheels no longer hid within the nose cowling and body structure, but stuck out in the air stream. The whole affair was a complete reversal of the original design story behind the Tyrrell six-wheeler! In addition P34/7 had oil radiators mounted in the nose, with a new full-width nose cowling with large openings for the cooling air to enter the radiators. All these modifications involved a lot of detail work, for batteries, fire extinguisher bottle and so on had to be located along the sides of the car, instead of in the nose as before. Peterson retained P34/5, unmodified, as was the spare car P34/6, while all three were back to the fully enveloping 1977 body style. As a design study the P34 Tyrrell seems to be in a vicious spiral; already very much over-weight in standard and original trim, any improvements to handling and speed seem to be at the expense of more weight, unlike the Lotus 78 which appears to lose weight every time a modification is made. With Goodyear getting prepared for a "tyre-war" with Michelin and producing a big variety of tyres for Ferrari, Lotus, McLaren and Wolf, it looks as if development of new tyres for the little wheels on Project 34 Tyrrell is lagging behind a bit, which is one important reason why the Tyrrell cars have lost the edge.

The Copersucar sponsored Fittipaldi team with their new Ensign-inspired car, designed by Dave Baldwin, have come to a stop again, having shown signs of advancing. Baldwin has left which makes the whole project a bit unstable. The Ensign team arrived with MN06 heavily modified in many directions. The front suspension wishbones were 2 in. longer each side, increasing the track by 4 in. Larger diameter discs were fitted to the rear brakes, the oil coolers were moved from their side positions, to lie near to the horizontal on top of the gearbox and under the rear aerofoil, while the body sides now ducted water radiator air only and had deflectors on top in front of the rear wheels. The spare car, MN07 was unchanged in any way, to give Regazzoni a chance to make direct comparisons, mostly as regards the wider front track and larger rear brakes. A third Ensign is nearing completion for Sid Taylor and Teddy Yip to run for Patrick Tambay, and should have been ready for Dijon, but staff shortage in the workshops prevented this. It was not possible to let Tambay drive MN07, as it would have interfered with Morris Nunn's development programme. By the end of practice Regazzoni had decided that the larger rear brake discs were not the way to go, nor was the wider front track, it making the car less stable in a straight line. In consequence MN06 was put back to standard track and small rear brakes for the race; however, the re-positioned oil coolers made a huge improvement in lowering the oil temperature, even in the Dijon temperatures. In their original side position they worked perfectly well, but the oil temperature ran just that bit higher than one would like, "a bit near the bone".

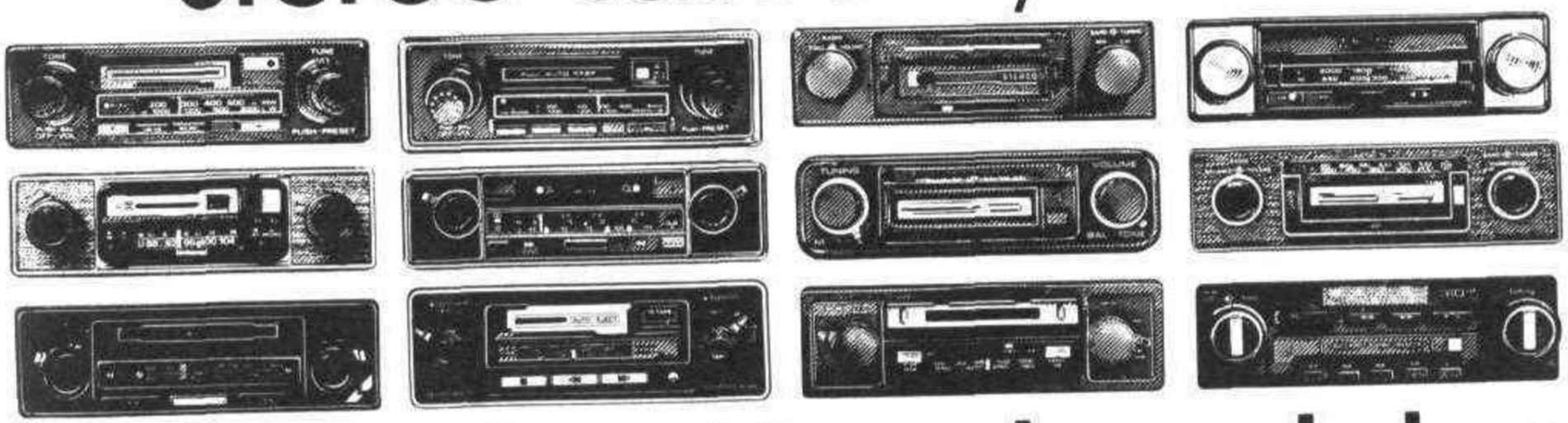
Everybody else in the entry list was using the cars they are normally associated with, now that the season is well under way, apart from BRM who produced a second P207. The works March of Ian Scheckter, sponsored by Rothman's International, was still the 761B, the new 771 not being really race-worthy yet, while the feared six-wheeler from Robin Herd seems to have gone to ground. Young brother Jody Scheckter was using Wolf WR3 with WR1 as the spare, the team ringing the changes on their "three cars for one driver scheme". –D.S.J.





Depailler in the normal narrow track Tyrrell, left, and right, the wide track design, which puts the wheels outside the bodywork.

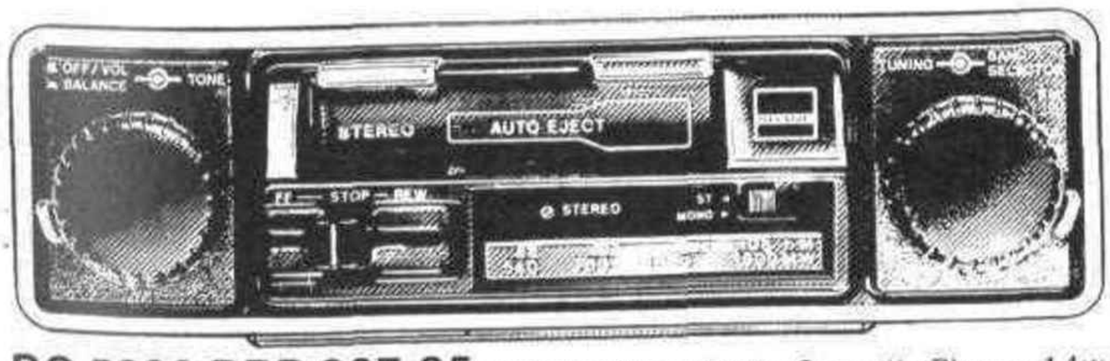
Of all the good reasons for switching to in-car stereo cassette/radio



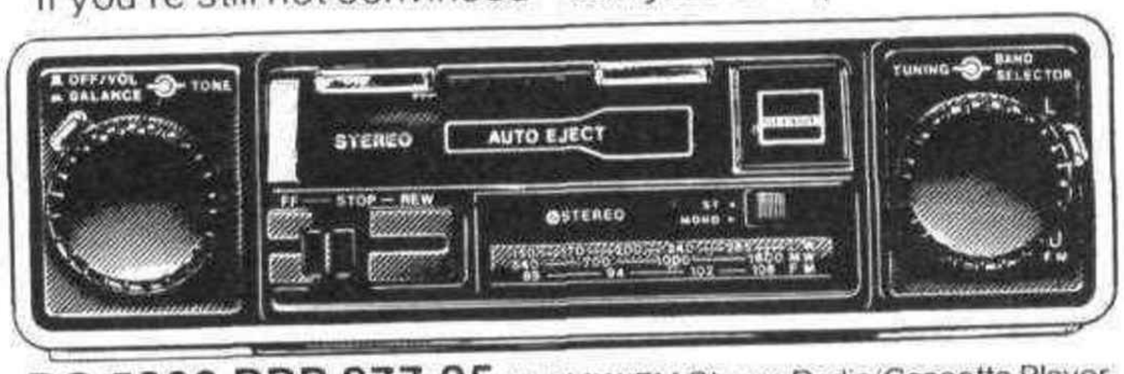
five stand out loud and clear

Everyone's switching from radio to full in-car stereo; but with so many to choose from, the problem's which one? Compare the SHARP range of in-car stereo radio/cassettes and you'll discover there's one to suit every pocket—Pound for pound, feature by feature, SHARP have all the answers.

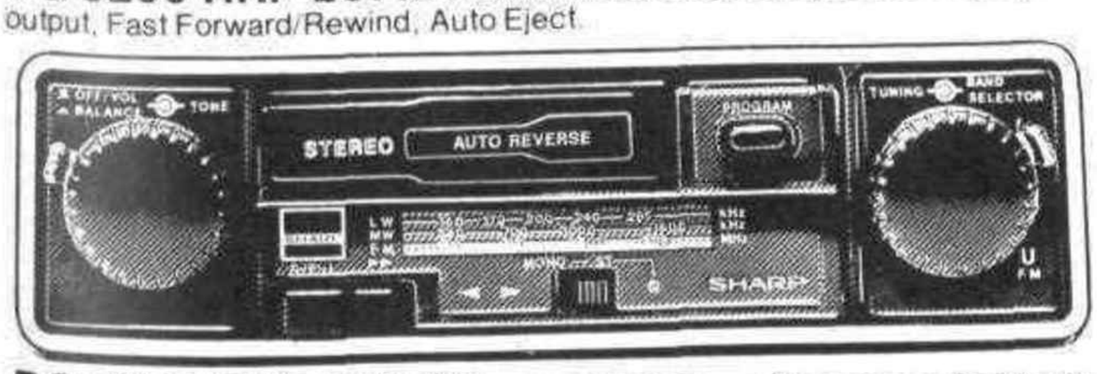
Special features like the music 'Searcher' on the RG5350 and the Interference Absorption Circuit on the RG5750 all backed by:—
✳SHARP POWER ✳SHARP RELIABILITY ✳SHARP QUALITY ✳SHARP SUPERIORITY ✳SHARP PRICE
If you're still not convinced—ask your Sharp Dealer.



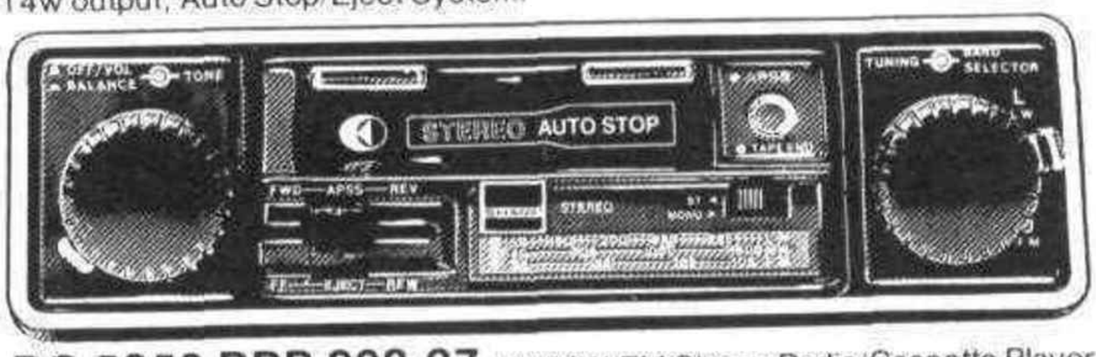
RG 5200 RRP £67.25 AM/FM Stereo Radio/Cassette Player, 14w output, Fast Forward/Rewind, Auto Eject.



RG 5300 RRP £77.25 LW/MW/FM Stereo Radio/Cassette Player, 14w output, Auto Stop/Eject System.

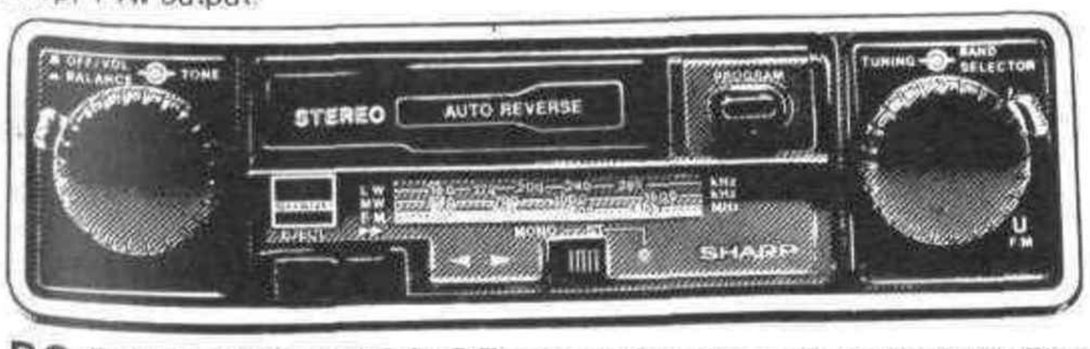


RG 5751 RRP £89.95 LW/MW/FM Stereo Radio/Cassette Player incorporating Auto Reverse, as well as Manual Reverse Button, Phase Lock Loop, 14w output.



RG 5350 RRP £93.27 LW/MW/FM Stereo Radio/Cassette Player incorporating Phase Lock Loop, Auto Programme Search System in the cassette, 14w output.

Speakers for all the above models are available as extra £7.75.



RG 5750 RRP £109.95 LW/MW/FM Stereo Radio/Cassette Player incorporating Auto Reverse as well as Manual Reverse Button, I.A.C. Interference Absorption Circuit, Phase Lock Loop, 14w output.

The SHARP range is available in most leading Electrical Shops, Motor Dealers, Department Stores and Quality Mail Order Houses.

In the event of any difficulty, contact:
Sharp Electronics (U.K.) Ltd.,
107 Hulme Hall Lane, Manchester M10 8HL
Tel: 061-205 7321.

SHARP

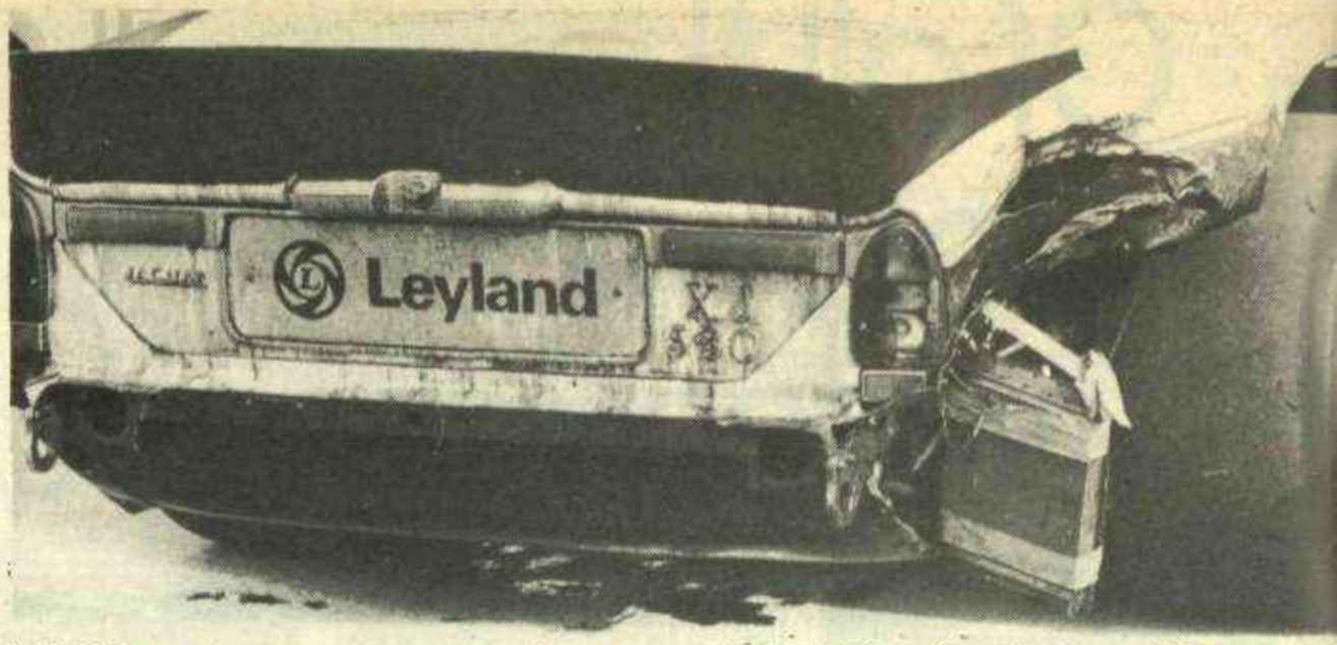
Sharp know the value of in-car stereo

BRNO: Czechoslovakia's international road racing circuit

EARLY IN June the Czechs were the hosts for the fifth round of this year's European Touring Car Championship. Since the Jaguars were re-emerging from their two race absence in the series – occasioned by the need to re-engineer the already racing specification outer halfshaft flanges – and there was the prospect of seeing a really daunting closed public road track, I decided to try to report the event. I say try because I knew that attempting to secure a visa for a journalist might not be a straightforward operation in the case of Czechoslovakia, a colleague being turned away from the border when trying to cover the motorcycle GP last year!

Although I did actually have to make a lot of visits to the London Embassy before I secured a visa, the task was time-consuming rather than difficult: one section of the form has to have the identical information repeated four times! Further obstacles in my way proved illusory, rather than factual, as much of the talk surrounding the potential Iron Curtain traveller proved to be hot air rather than actual, especially in the matter of hiring cars.

In fact we flew to Vienna, took a very nice little Opel Kadett (in spotless condition with a good Blaupunkt radio, despite the fact our travel agent hadn't booked any car with Avis) and were at the border about an hour later. The authorities having ensured maximum delays by stamping my profession on the passport visa, the simple process of clearing the border took much longer than it took the soon to be all-too familiar military to search the car. Incidentally Standard House magazines seem acceptable to the authorities while the chap in an Escort in front of us lost all his publications, from normal daily newspapers to the obviously fraught girly titles he also had on board!



JAGUAR rear bears scars from a tyre blow out at 170 mph. Below, any roof will do for the Czech spectators.



Although we had taken the longer route from Brno, via Bratislava, we were still able to comfortably book into our hotel and go out for a look at the circuit by early evening. I say we, because I had been fortunate in travelling out with Tom Walkinshaw, who is now concentrating his energies on BMWs. Tom was there to co-drive Alpina's startling shiny green BMW CSL with Austria's Dieter Quester, the pairing expected provide the main opposition to the Jagu XJ5.3Cs. The Jaguars already sat in the paddo for Derek Bell/Andy Rouse and T Schenken/John Fitzpatrick. Also expected show well in the final results were two offic Luigi CSLs (Jean Xhenceval/Pierre Dieudon and Claude de Wael/Eddy Joosen/Umbe Grano). Also in the reckoning were the e leaders of this year's Championship, Autodelta Alfa driver Carlo Facetti and weal Italian Chemical Industrialist Martino Finot Facetti appearing in the latter's ex-Luigi CS also decked out in UFO Colours.

The Brno circuit is based entirely on clo public roads, measuring 6.8 miles per lap. U 1950 it was actually used for Grand Prix ca The present touring car event, for machi modified to Group 2 of the FIA regulatio retains the title *Grand Prix CSSR*.

Of the contestants assembled for the rac watched, expatriate Swede Freddy Kottulin had the keenest of memories. The tough li driver, who was sharing the works suppor Audi 80 GT on this occasion, and driving wit broken bone in his hand, related vividly how track was just ten years ago. "Then there was Armco, all of us came here in 1 litre Form Three cars and slipstreamed each other hell . . . Through the houses, through the tre oh there was nothing but trees or walls if went off! And you know, this Formula was ve very competitive and this track was three or fo kilometres longer, going much closer into tow he concluded with a twinkle in his eye and broad grin across his face.

Kottulinsky had indicated the drab sprawl suburbs of Brno as evidence of where the ex length in the old circuit had been, but what is proved well worth the trip itself, especially wh combined with a race of unexpected excitemen As Walkinshaw drove me round, the track ca to life as a fine combination of corners a gradients. It is inevitably compared to Spa-Fr corchamps, but it has a twistier nature, and emphasis on uphill straights that really gave Jaguars a chance to stretch their legs. In pract the Jaguars had just about covered 170 m.p. but by the end of a hectic race Fitzpatrick h seen a full blooded 7600 r.p.m. in top, equival to marginally over 175 m.p.h. The imaginatio almost overloaded by the thought of how su speed in the big, 27 cwt, Coupes must feel, fly the fearsomely noisy twelve cylinder cars throu village streets and the wide open sections.

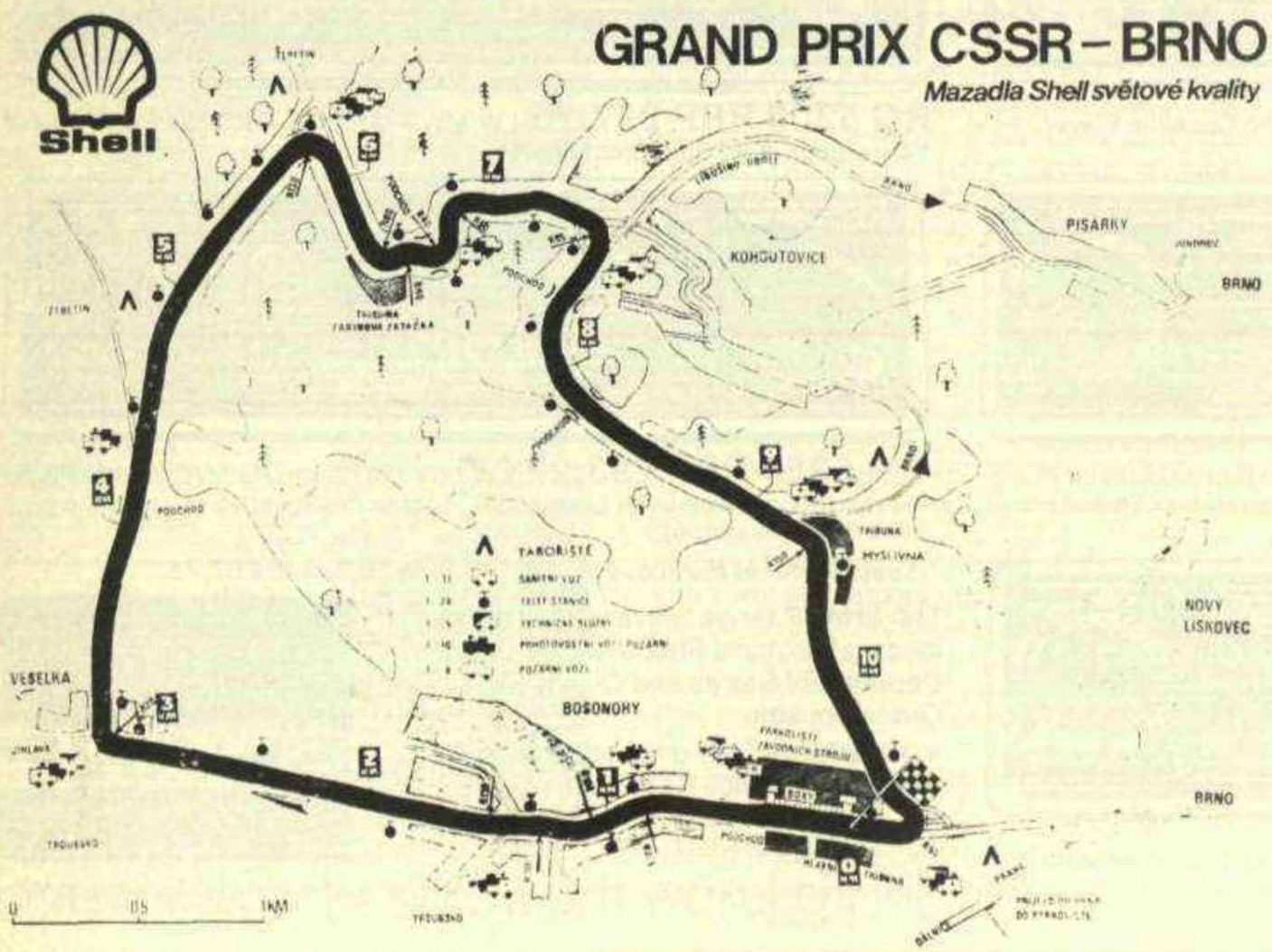
I hope the reproduction of our circuit map sufficiently good for a general outline of the c cuit to be gained. From the start, which is l that of any other modern circuit like Jarama, t cars travel for the best part of a kilometre on flat out straight, which slopes into the village Bosonohy. Here the bumps and third gear c

Continued on page 9

Shell

GRAND PRIX CSSR – BRNO

Mazadla Shell světové kvality

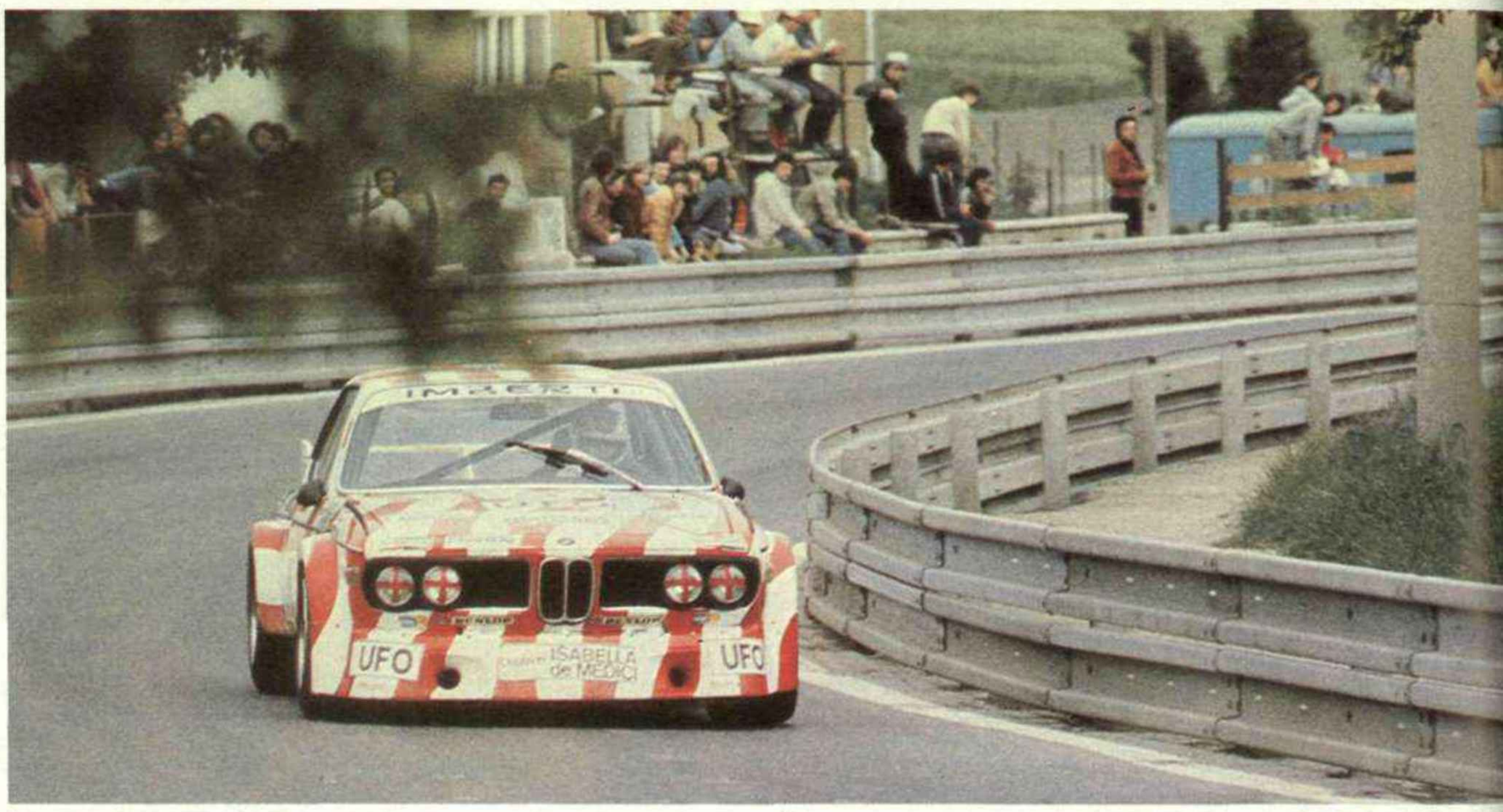




Spike Milligan's Pentax.

Hold a Pentax for a minute and you'll hold it for a lifetime.

ASAHI PENTAX



BRNO
Continued from page 980

ners produce a real spectacle, the Jaguars exiting the village with some 140 m.p.h. reached before the change into top for the uphill straight. As this slopes into the second village (Veselka), drivers are confronted with really tight, bottom gear right with a dip in the middle. To see the big BMWs come flying into this – or occasionally shooting up the escape road! – was one highlight of practice. Spoilers grounding, wheels airborne, and a lot of opposite lock on the way out, a real cowboy show, with the cars substituting for Bucking Broncos.

From that village, the cars climb uphill for a kilometre or so, then start swinging through some really quick Spa-style swerves, but up and down. Next on the menu is a gradually tightening sequence through the woods, culminating in some first and second gear work uphill, over bumps and sharp corners: all the competitive entries suffered some sort of gearbox maladies, and it was this section that contributed much of these transmission afflictions. As they emerge past the 9 km. marker, leaving Kohoutovice on the left and the woods behind, they streak into a downhill right in front of a grandstand that can hold 30,000 spectators. Total attendance was comparatively low this year, something over 100,000 under mainly dry, but cloudy skies, compared with the frequently quoted quarter-million for a fine day!

Thence into a long downhill straight, before another Jarama style wiggle-woggle delivers the cars onto that start and finish area. Phew! Lap that little lot in the 3 min. 31 sec. bracket, as Dieter Quester had in a previous and more sophisticated BMW CSL than is permitted under today's regulations, and you average over 116 m.p.h. In the race the Jaguars proved capable of these speeds as well.

The 3½-hour race was a prime example of the race reporter's favourite cliche, "action-packed". Unfortunately the action, or lack of it in mechanical terms, brought Bell's leading Jaguar into the pits on the second lap and the sister car, driven by Fitzpatrick, was in by the seventh tour! The Bell Jaguar had a broken capillary oil-feed to one overhead camshaft and this new occurrence baffled the team for some time, deluding them into trying to rectify a gearbox oil seepage that was actually from the top of the engine. The other car had far more drama and ill luck though. Fitzpatrick said, "I was just topping one of those flat-out crests, must have been doing nearly 170, when the rear tyre exploded: I think we must have touched some debris from an earlier shunt." How did he hang onto the deflated Jaguar? "Oh, I just hung on . . . and on . . . and it really wasn't too bad, though you can see what a mess it's made of the car."

While the Bell Jaguar rejoined a race now comfortably led by Quester from Facetti and Dieudonne in BMWs, that Jaguar was destined to retire shortly afterward with first gear stripped in a now seizing gearbox. However all wasn't totally lost and both Schenken and Fitzpatrick put in some fine laps.

While Facetti and Finotto took their third win from five ETC rounds, the second placed Luigi CSL for Xhenceval and Dieudonne was lucky t hang onto second. A rear suspension link fra tured, leaving them 2 min. 5.12 sec. in front the fast closing and still crisp VW Scirocco of An ton Stocker/Jorg Siergrist.

In the closing laps the surviving Jaguar bega to billow out dense clouds of smoke, the visibl result of rear engine oil seal rupturing and allow ing considerable clutch slip. But Leyland wer not be denied their first finish, a blast of fire ex tinguishant powder providing just enough fri tion to get the car home. –J.W.

Results
BRNO GRAND PRIX, 3½ HOURS
European Touring Car Championship, round 5

1st: M. Finotto/C. Facetti (3.2 BMW CSL) . . . 56 laps in 3 h 31 min. 51.42 sec. (106.47 m.p.h.).
2nd: J. Xhenceval/P. Dieudonne (3.2 BMW CSL) . 52 lap 3 hr. 31 min. 41.68 sec.
3rd: J. Siegrist/A. Stocker (1.6 VW Scirocco) . . . 52 laps 3 h 33 min. 46.80 sec.
4th: K. Mirer/A. Buschov (2.0 BMW 2002) . . . 50 laps 3 h 33 min. 25.55 sec.
5th: F. Kottulinsky/H-J. Nowak (1.6 Audi 80GT) . . . 50 lap 3 hr. 33 min. 44.56 sec.
6th: T. Forneva/R. Franz (2.0 Alfa Romeo GTV) . . . 49 lap 3 hr. 31 min. 56.24 sec.



JOHN FITZPATRICK in the surviving Leyland-Broadspeed Jaguar, above. Opposite is the winning 3.2-litre BMW of Carlo Facetti/Martino Finotto; the Jaguar below also being the Fitzpatrick machine, nursed skilfully to the finish with the help of a fire extinguisher! Bottom row of pictures: left, third overall, and easy class winners were Anton Stocker/Jorg Siegrist in a VW Scirocco, while the smallest class was the property of this Autodelta Alfasud Sprint, one of two driven by four Argentinians.

BEWARE OF SLOW-MOVING WOMBATS

If it's high mileage you're after, we'll give you something to write home about.

Anyone can claim high mileage for a tyre.

Dunlop Worldbeater is the only tyre which set out to demonstrate high mileage, by driving twice round the world.

It lapped the world twice, mile after mile, through all kinds of climate, over the best and the worst kinds of road surface and in every conceivable traffic situation.

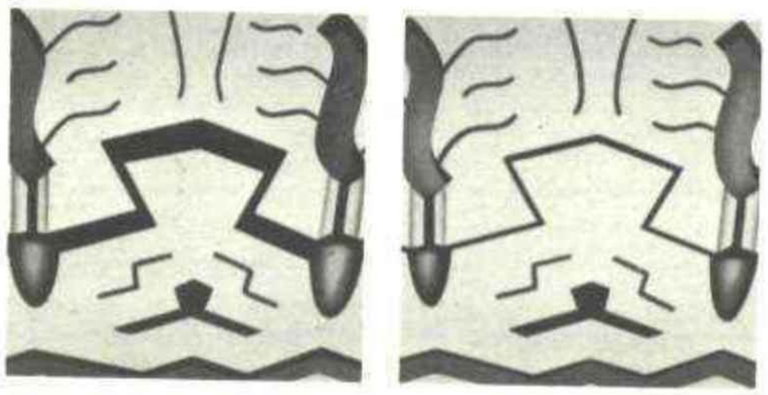
And came back with tread to spare.

Because the unique Worldbeater interlocking shoulder pattern keeps the tread gripping the road for uniform tread wear and longer life.

Along the way, it encountered fierce sand storms, treacherous snow and ice, wicked flint and gravel, boulders, greasy cobblestones, rain, mud, rivers, motorways and horrendous extremes of temperature.

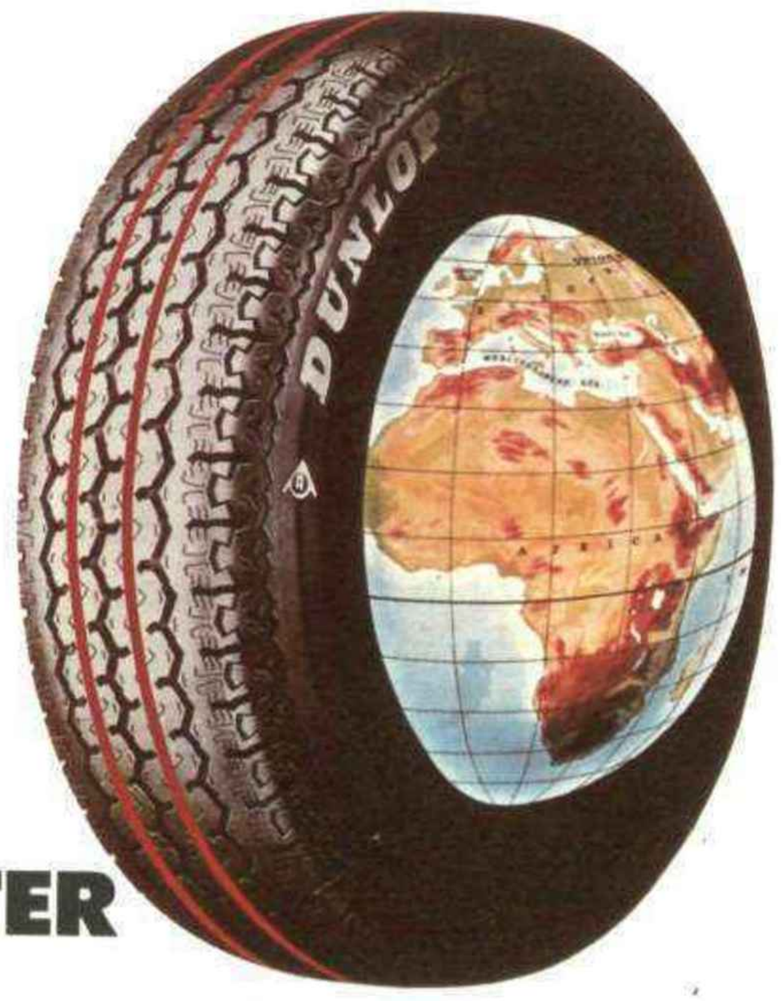
Not to mention the perils of the wombat, a sort of Australian pig-like thing much given to digging up dirt roads at midnight.

And if the Dunlop Worldbeater took on the world and came back smiling, think of the mileage you'll get here in Britain.



Open. Worldbeater Radial's unique interlocking shoulder pattern runs along both shoulders.

Closed. The pattern locks the tread to grip the road evenly across the width of the tyre, for even wear and long life.



DUNLOP
WORLDBEATER
RADIAL

Road Impressions

The Panther Lima

A stylish and exhilarating, hand-built sports car on Vauxhall Magnum running gear

PANTHER'S Bob Jankel is frequently accused of building replica cars in the case of his De Ville and J72, a charge which he denies whilst admitting appropriate inspiration. No suggestion of plagiarism can be launched against him for his latest offering, however: the Panther Lima two-seater open sports car is a joyful mish-mash of so many things that were nice before the War and, in the perimeter shape, if not content, of its beautifully fabricated, anodised aluminium, chip-cutter radiator grille, of the Jaguar XK of the post-war era. Yet in chassis behaviour it is a match for most modern sports cars, achieved by using the complete suspension components from the good handling Vauxhall Magnum. This delightful, Vauxhall 2300-powered sports car is Jankel's idea of a Panther for the . . . er, well, masses at £4,999 and upwards: at least it is within reach of a rather larger section of the motoring public than his Jaguar-based £15-£33,000 offerings.

Jankel's original idea for the Lima was to use a Spitfire chassis and one of the Triumph engine range for the running gear. Leyland refused to co-operate, but a chance mention of the scheme to Vauxhall engineers, for whom Panther Westwinds Ltd. do a surprising amount of prototype work, brought a keen show of interest. The result was that Jankel re-designed the car around Magnum components, which he buys direct from Luton. Into the bargain, Vauxhall gave permission for Vauxhall dealers to sell the Lima, who will find no more difficulty servicing it than the family saloons they are used to.

This may be a cheaper Panther, but the finish is nonetheless exquisite, as it needs to be, for it is one of the most eye-catching cars on the road at any price and comes in for an extraordinary amount of close examination when parked anywhere. In fact we were almost embarrassed by the attention paid to the startling yellow and black road-test car: truly a car for those who like to be seen.

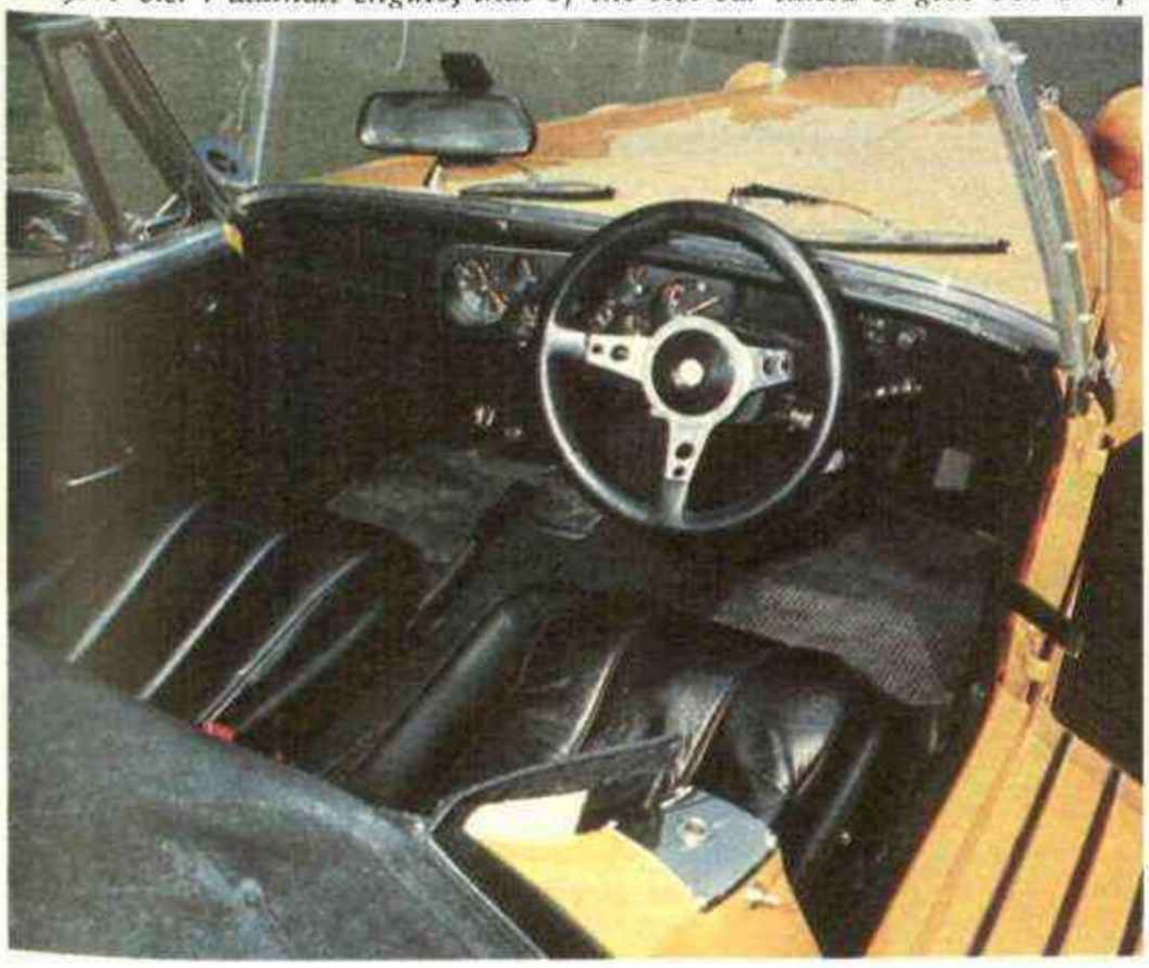


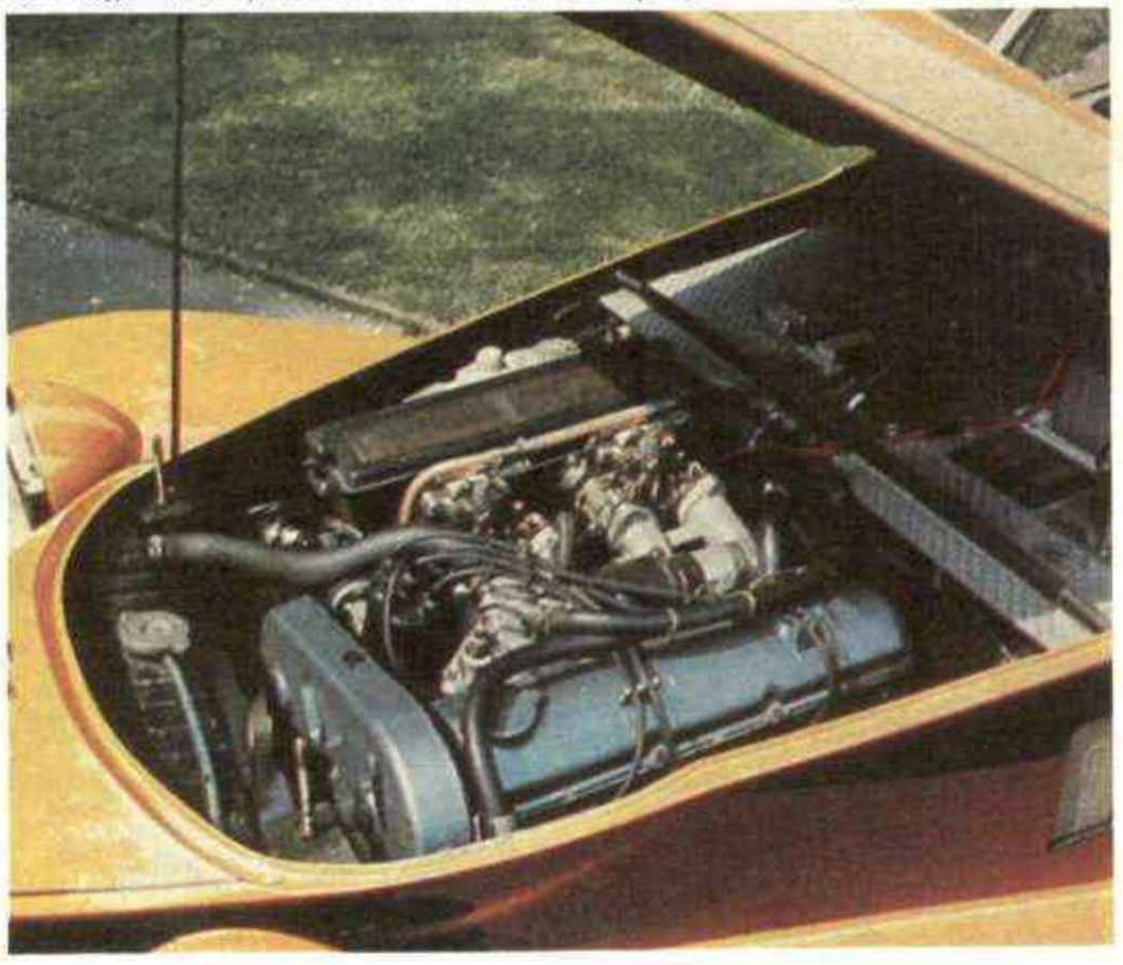
The Lima is exquisitely made, from its chip-cutter grille to its rounded tail.

Not only did the test-car look like a wasp, it stung like one, thanks to £700 worth of DTV Sportsparts tuning equipment attached to its o.h.c. four-cylinder engine. Two twin-choke Dell'Orto carburetters, a big-valve cylinder head, the exhaust manifold fitted to the droop-snoot Firenza, a Group 1½-type camshaft and Lumenition electronic ignition contrived to stretch the standard engine's 108 b.h.p. DIN to about 160 b.h.p. So, though PAN 10 wasn't so quick as the last Panther we drove with that number on, a V12 J72 carrying a stack of downdraught Webers, which contrived to split its water pump before we were able to test it properly, this particular Lima had shattering acceleration, with a 0-60 time of well under 7 sec., 0-100 in the low 20 sec. area and enough torque from the lusty engine to ensure that such performance was spread across the range.

The curvaceous bonnet, the long, flowing wings joined by traditional running-boards, the rounded tail which carries the vulnerable spare wheel, are all formed from very substantial gauge, flawless glassfibre. This remarkable bodywork is mounted upon a very cleverly adapted steel Vauxhall Magnum floor pan, upon which is welded a tubular and sheet steel superstructure. Leyland, in spite of their initial disinterest, do contribute the MG Midget steel doors, complete with

Cockpit elbow-room is limited and the facia could be improved. Under the long bonnet, which is locked by pins and awkward to open, lies a 2,279 c.c. Vauxhall engine, that of the test car tuned to give 160 b.h.p. The large area of aluminium scuttle is employed to carry electrical items.





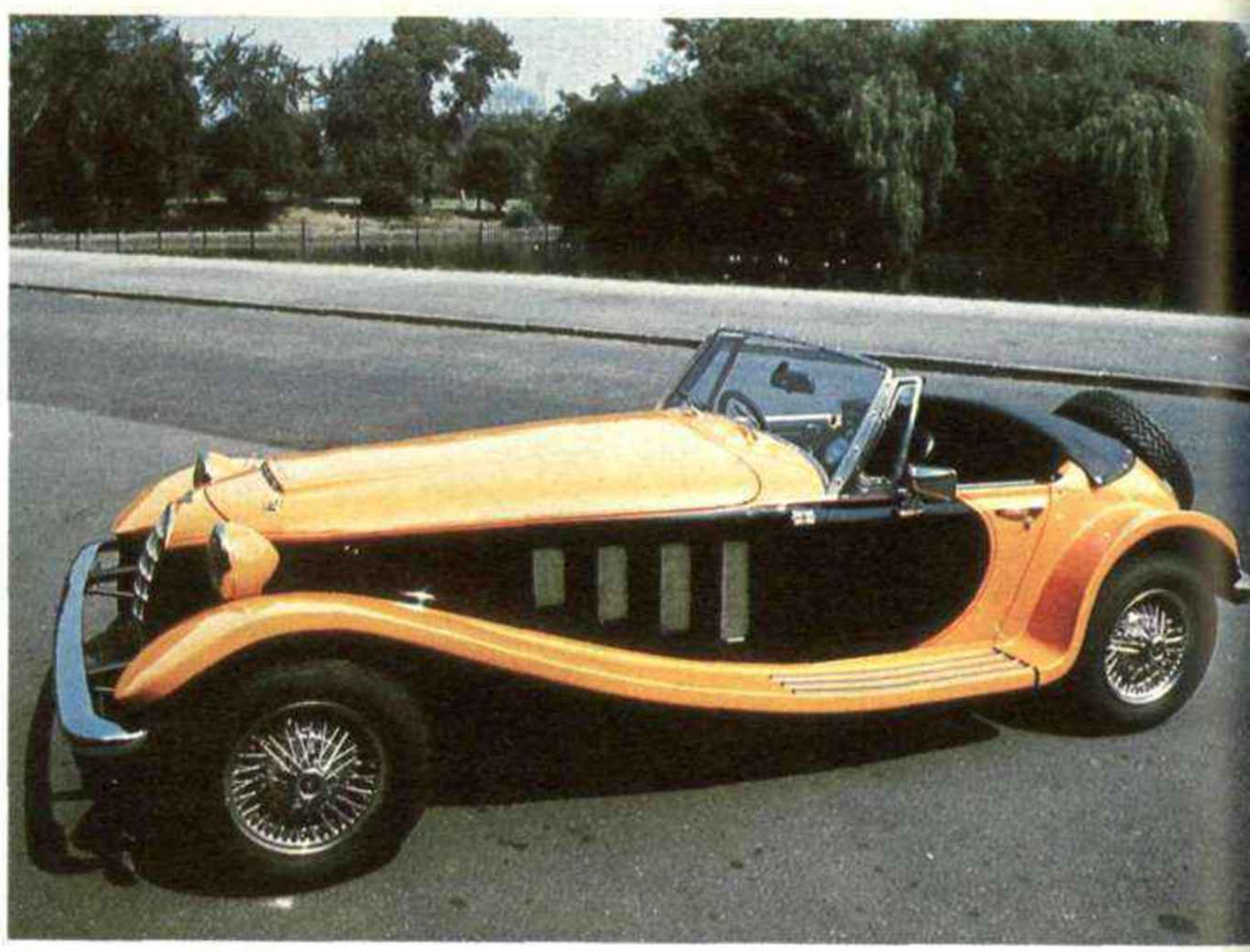
wind-up windows, quarter-lights, handles and mechanism; a lack of availability thanks to a Leyland strike delayed Lima production for a couple of months.

The suspension units arrive ready assembled from Vauxhall, though Panther change the springs and dampers. At the front there is an unequal-length wishbone arrangement and at the rear a live axle located by four links and sitting on coil springs. All the standard pick-up points on the Magnum floor pan are used. The engine is moved back several inches relative to the floor pan for improved weight distribution, which necessitates shortening the propshaft and fitting an extension linkage to the gearchange. Limas can be had with four-speed manual or GM automatic gearboxes, or a few five-speed ZF gearboxes are available for after-sale fitment.

As if to Jankel's special order, the dull, damp summer gave way to hot, cloudless weather for exactly the duration of the test, making the Lima an ideal car for idyllic conditions. Forgive us then if our enthusiasm for the car had no opportunity to be tempered, maybe, by draughts and dampness, for the clip-on hood, located by Lift-the-Dot fasteners, looks as if its performance might be as traditional as the styling, albeit without flapping side-screens. The hood sticks pull in half and furl, with the hood, in the boot. A tonneau cover, rather a necessary item, is a £49 extra.

Boot? Yes, contrary to appearances there is a boot, of 6 cu. ft., entered inconveniently from behind the seats, which tip up to give access. A reasonable amount of soft, shallow baggage can be accommodated, given long arms to fish it out of the depths. Beneath this is a 10-gallon fuel tank, gauged by a Vauxhall instrument with an initially lazy needle which accelerates frighteningly below half full. Too much London traffic use, taking advantage of the Blydenstein-influenced acceleration, brought consumption down to below 18 m.p.g., improving to the low 20s in more favourable, fast conditions.

With the hood off, this is an easy car to climb into by sports car standards. The seating position is high, the top of the shallow,



The lines of the Panther Lima will no doubt offend some purist MOTOR SPORT readers while invoking admiration from others.

aluminium-framed, flat screen low and the rear-view mirror attached to the screen (there are two additional door mirrors) hampered this writer's vision round left-hand curves. The snug-fitting bonnet stretches into the far distance, for the occupants are shoved back towards the rear axle; this is not a hazard for navigation. Cibie halogen headlamps in separate pods flank the grille.

The facia strikes an unfortunate jarring note: a Magnum binnacle, comprehensively instrumented, sits in the middle and is angled towards the driver, but out of his convenient line of vision. A stack of Magnum warning lights looks like an afterthought ahead of the wheel and is matched on the passenger side by an ungainly pull-out ash-tray; a glove locker would have been much more convenient, for there is nowhere to secur valuables.

The floor area is nicely carpeted and th seats have a leather centre section, for whic a different colour can be specified. In fac the test car's comfortable bucket seats wer prototypes, offering better lateral locatio than the current production ones. This te Panther vied with the Caterham Seven fo handbrake inaccessibility: positioned on th passenger floor in this case! Jankel is work ing on a more convenient arrangemen Inertia reel seat belts are rendered almos ineffective by their angle of operation an fight with the tonneau cover—some mor thought is needed there.

Vauxhall column switches are tucked awa behind a splendid, thick-rimmed, 14-in. leathe and alloy Motolita steering wheel. One switc affords two speeds for the tiny wiper blade and an electric screen wash; the other acti vates the winkers, horn, dip and flash. Ther is a pull-out light master switch on th column and a flick switch for the motor o the crude Smiths recirculatory heater.

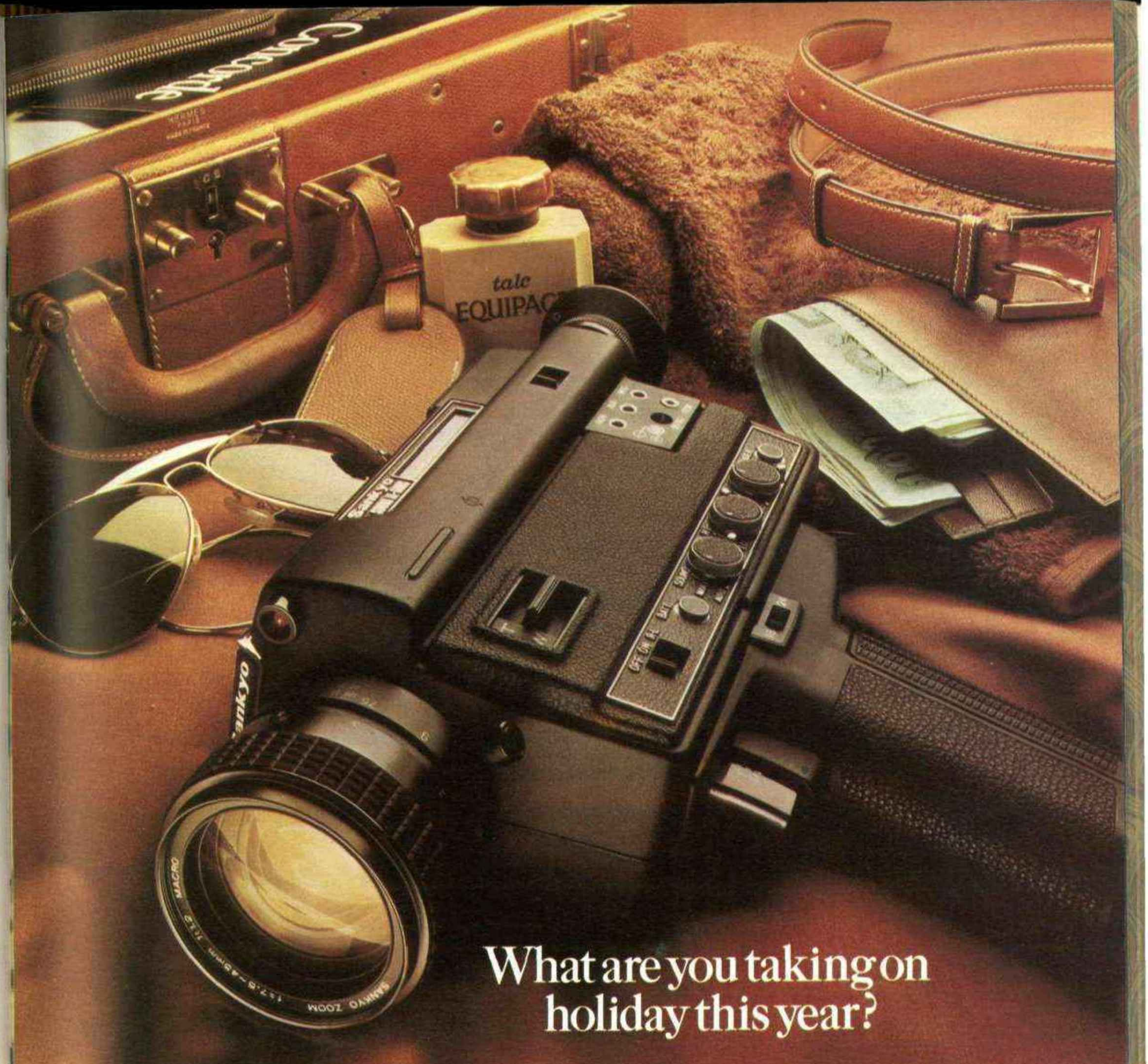
No choke was required for cold starting a few pumps on the right-hand pedal ensure that the engine fired first time. Hot startin of this "hot" engine was less satisfactory several churns being necessary, embarrassin when ogling crowds are awaiting your depar ture. Beyond that point this big four-po was sheer bliss, with barely a hiccup eve if the throttle was floored from 1,200 r.p.m. a speed at which it would laze along in top though such treatment would not be advis able regularly.

With a "whoomph" in the small of th back, a blaring bellow from the exhaust an

Continued on page 100



The spare wheel is vulnerable to theft. Paint work is absolutely superb, the coach line painted by hand.



What are you taking on holiday this year?

Or perhaps more importantly, what are you bringing back? If you had a Sankyo Cine camera you could return home with more than just memories.

You could return with sunshine and waves from a far away beach.

The sound and colour of a city by night.

Or the cloud formations under your plane.

Because a Sankyo Cine XL 600S can capture all this with ease.

Sound, low light filming, and a lens that can zoom from extreme close-up to full telephoto are all standard features.

And they're features that you can rely on, because unlike some cine manufacturers, we design and make all the parts for our cameras ourselves.

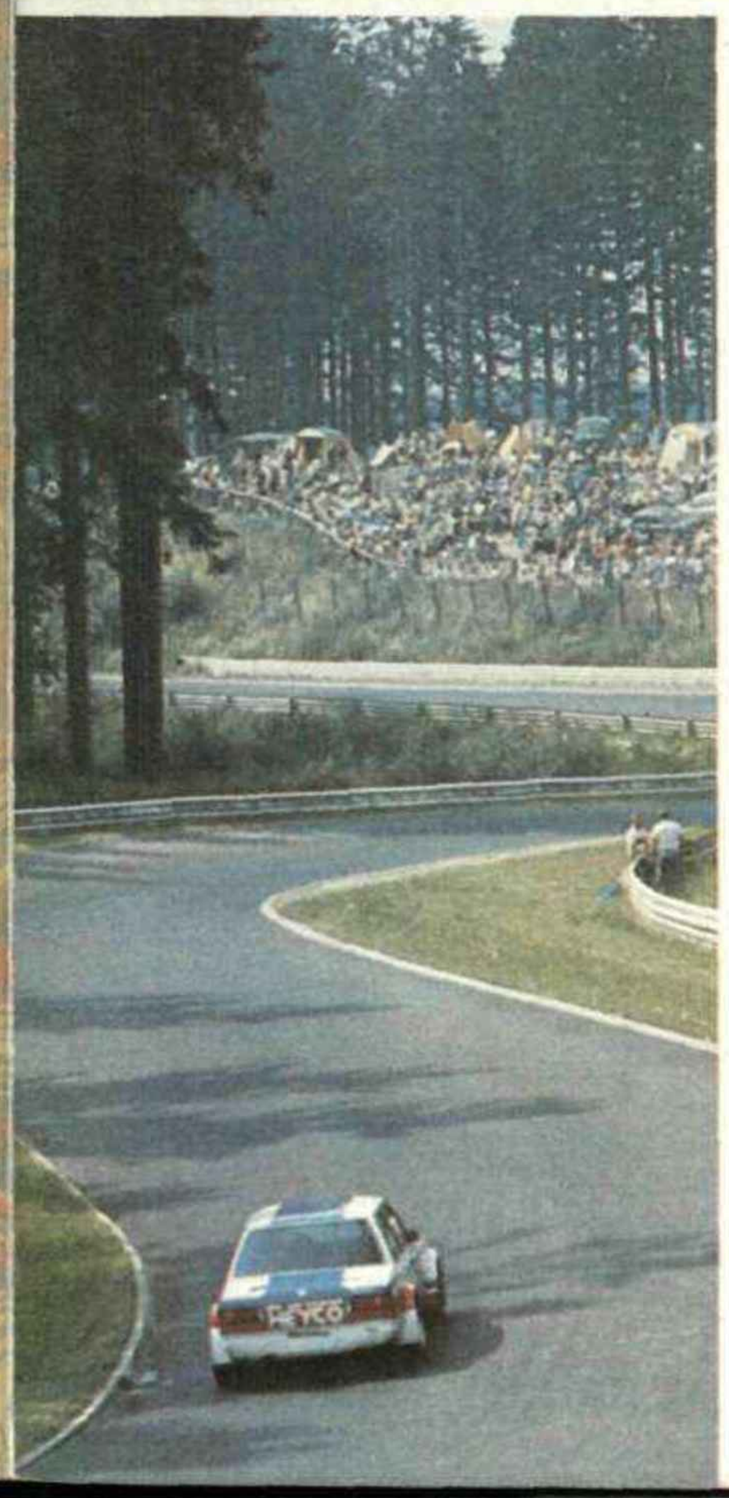
That means we can cover our products with a remarkable world-wide guarantee.

And that when you go shooting with a Sankyo camera, you can take it for granted that you'll come back with good films.

SankyoCine

The way we make our cameras made our name.





EUROPEAN TOURING CAR CHAMPIONSHIP

THE SIXTH ROUND of this European saloon car series, at Nurburgring, offered Jaguar their best result to date. The Leyland entered XJ5.3C of Derek Bell/Andrew Rouse eased around the magnificent 14.2-mile circuit to finish second overall. Above, John Fitzpatrick leads the winning green Alpina BMW CSL for Gunnar Nilsson/Dieter Quester. Fitzpatrick is in the car he would have shared with Tim Schenken, but it blew up immediately after setting a new lap record . . . from a standing start! Below, the class-winning new BMW 530i of Tom Walkinshaw/Richard Lloyd/Gilbert Greenall also took tenth overall, impressing many with its high standards of finish. Our scenic views show the protagonists in the 2-litre class. The class-winning Zakspeed Escort for Hans Heyer/Armin Hahne (right) was third overall, the second in class Heyco-Eggenberger BMW 320i fifth. The 320i was driven by Helmut Kelleners/Walter Brun and has the normal 2-valves per cylinder unit, while the Escort has been the first to benefit from a new FIA ruling permitting dry-sump lubrication in Group 2, making the 250 b.h.p. Cosworth Ford 16-valve engine effective and reliable.





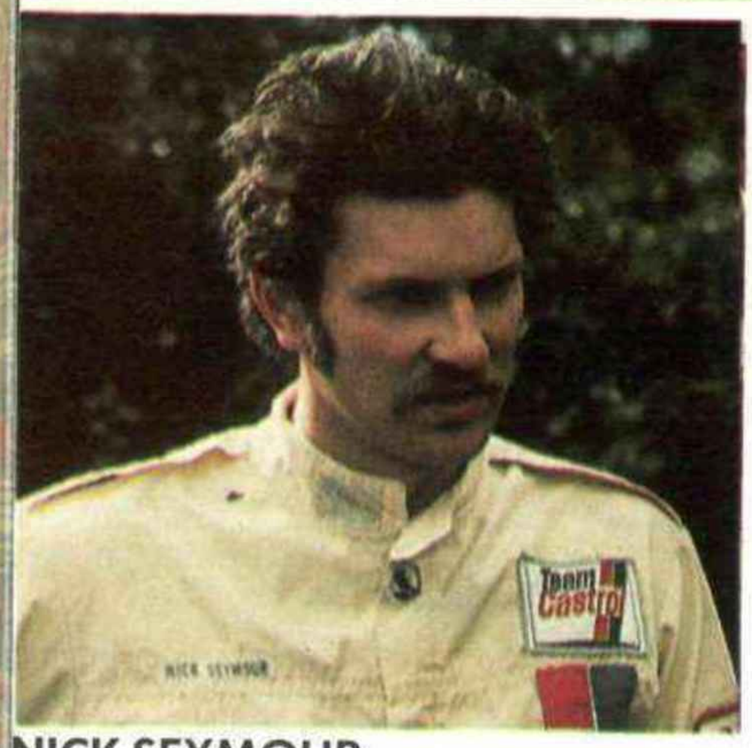


SUPPORTING RACES at Silverstone included a saloon event won by Dron's Leyland Triumph Dolomite *(leading, top)* while a fraught Formula 3 scrap between Derek Daly's Chevron *(leading, right)* and Stephen South's March ended in a major accident. Above, Stirling Moss tries his hand in a Maserati 250F during the historic race while *(below)* winner Willie Green's similar car leads Roy Salvadori's Aston Martin DBR4.





NICK SEYMOUR – TURBO VOLNIK



NICK SEYMOUR



TURBO VOLNIK

TURBO VOLNIK WITH CASTROL

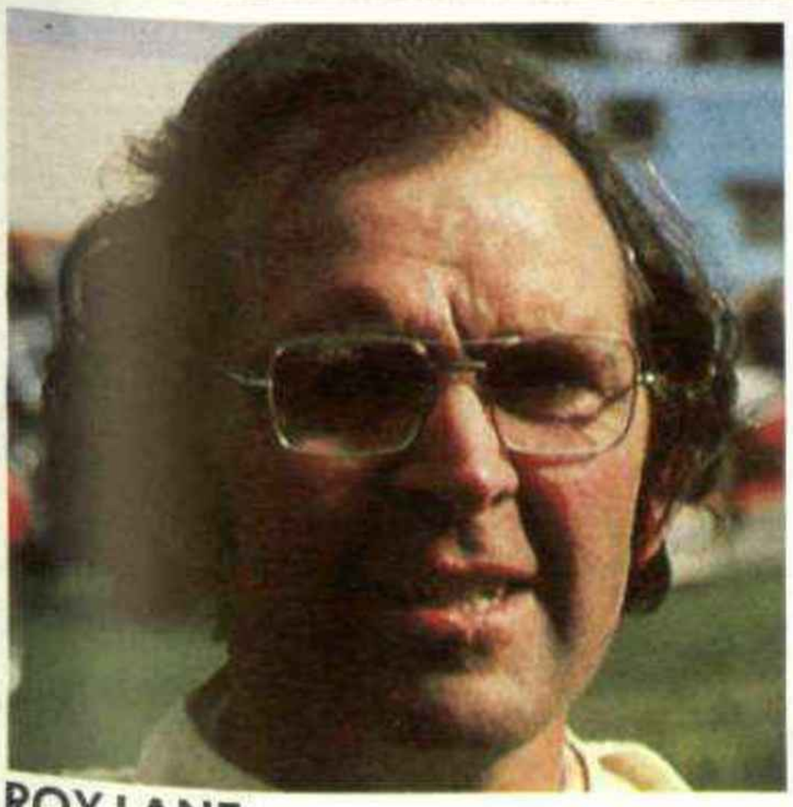
Engine: Turbo charged 2 litre Volvo
Gear box: Hewland FT200
Chassis: Space frame of tubular steel
Designer: Nick Seymour
Oil: Castrol – Liquid Engineering

1977 SUCCESSES:
Class win Cadwell Park on 7th June

team Castrol

No. 2. Hill Climbing

ROY LANE–FENNY MARINE MARCH 741



ROY LANE



FENNY MARINE MARCH 741

FENNY MARINE MARCH 741 WITH CASTROL

Engine: Ford Cosworth DFV
Brake h.p.: 460
Gear box: Hewland FG400
Chassis: March
Designer: Clive Lark
Oil: Castrol – Liquid Engineering

1977 SUCCESSES:
Fastest time of the day (FTD)
Harewood – 10th April
Pontypool Park – 23rd April
Scammonden Dam – 2nd May

Castrol GTX - Liquid Engineering





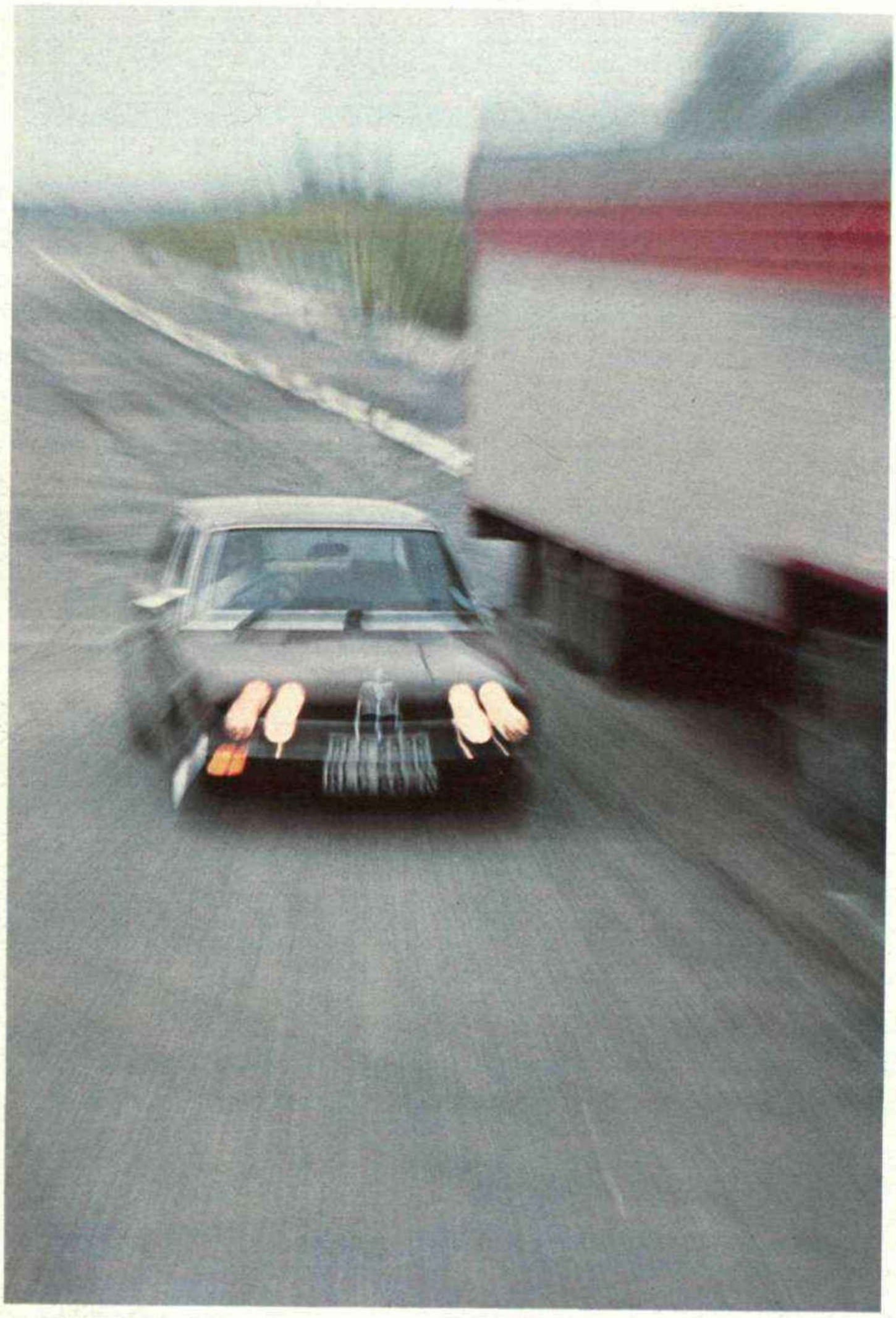
JOHN PLAYER BRITISH GRAND PRIX

JAMES HUNT won the British Grand Prix at Silverstone on July 16th at the wheel of his McLaren M26 *(top)* although he was led for a good distance by John Watson's Brabham BT45B which is seen *(top right)* leading Lauda and Hunt into Becketts. Jody Scheckter's Wolf (No. 20) disputed fourth place with Andretti's Lotus *(bottom)* but both retired with engine failure. Opposite we see Lauda's Ferrari leading the second place scrap into Stowe Corner from Scheckter's Wolf, Hunt's McLaren, the two works Lotus 78s and the McLarens of Villeneuve (M23) and Mass (M26). The Renault RS01 *(left)* made its Formula One debut at Silverstone in the hands of Jean-Pierre Jabouille and qualified for the race towards the back of the starting grid. Although the car only lasted sixteen laps, its turbo-charged 1.5 litre engine proved as fast as some of the Grand Prix tail-enders and the whole Renault team were very encouraged and optimistic about its debut.




11

Road-grabbing Formula 70 can handle all the horsepower your car's bred to deliver.



Formula 70 radials.

Wider, lower, power-profiled radials from Dunlop.

Race and rally-bred for performance.

And precision engineered to make the most of all your car has been built, bred or modded to deliver.

Formula 70 muscle comes in an ever increasing range of sizes and your specialist Formula 70 Centre can advise you on all the fitment facts and figures for your car.



For the address of the Centre nearest you, call the telephone operator and ask for Freefone 4092.



DUNLOP FORMULA 70

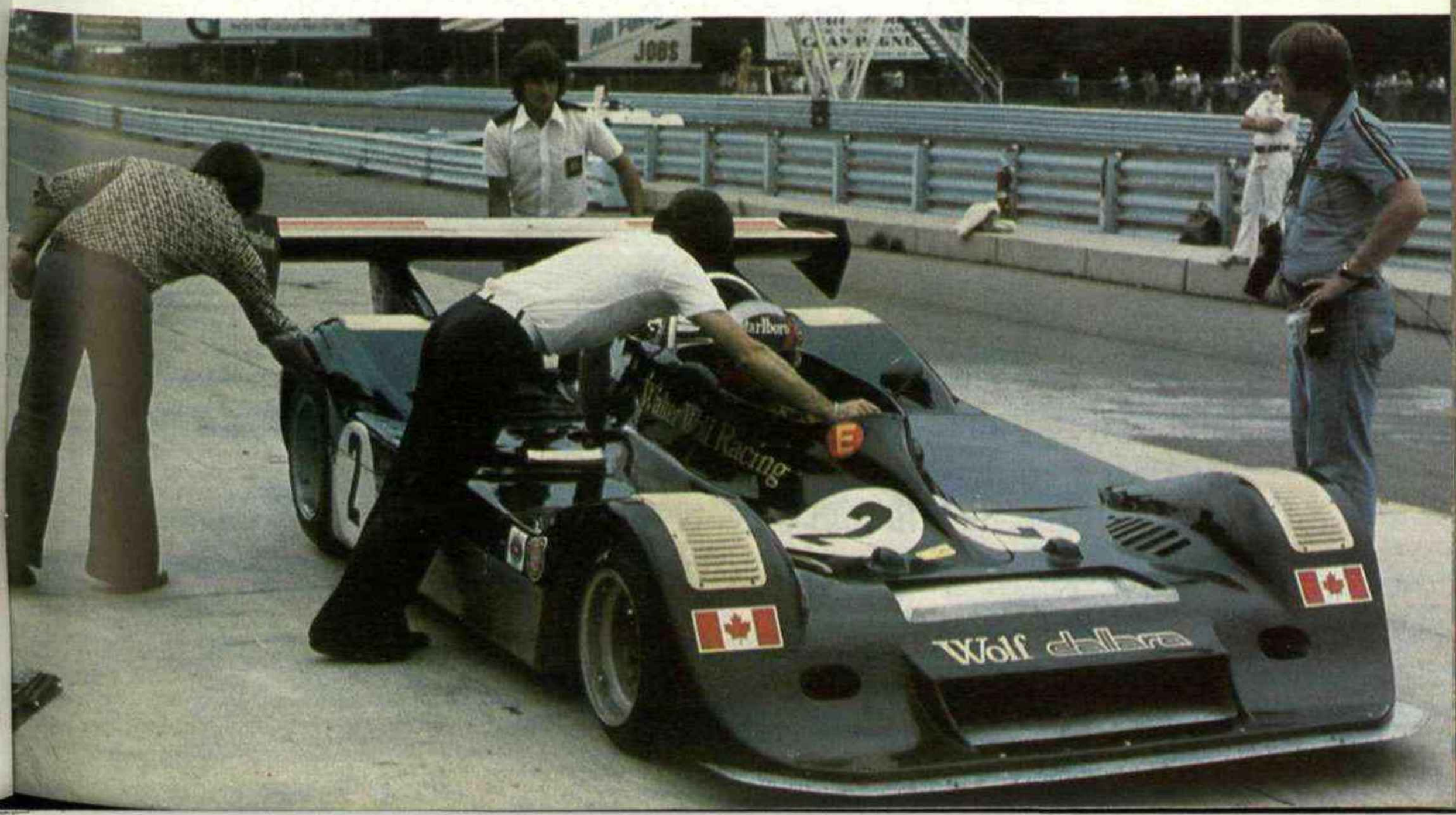
The Graunchy Grippers

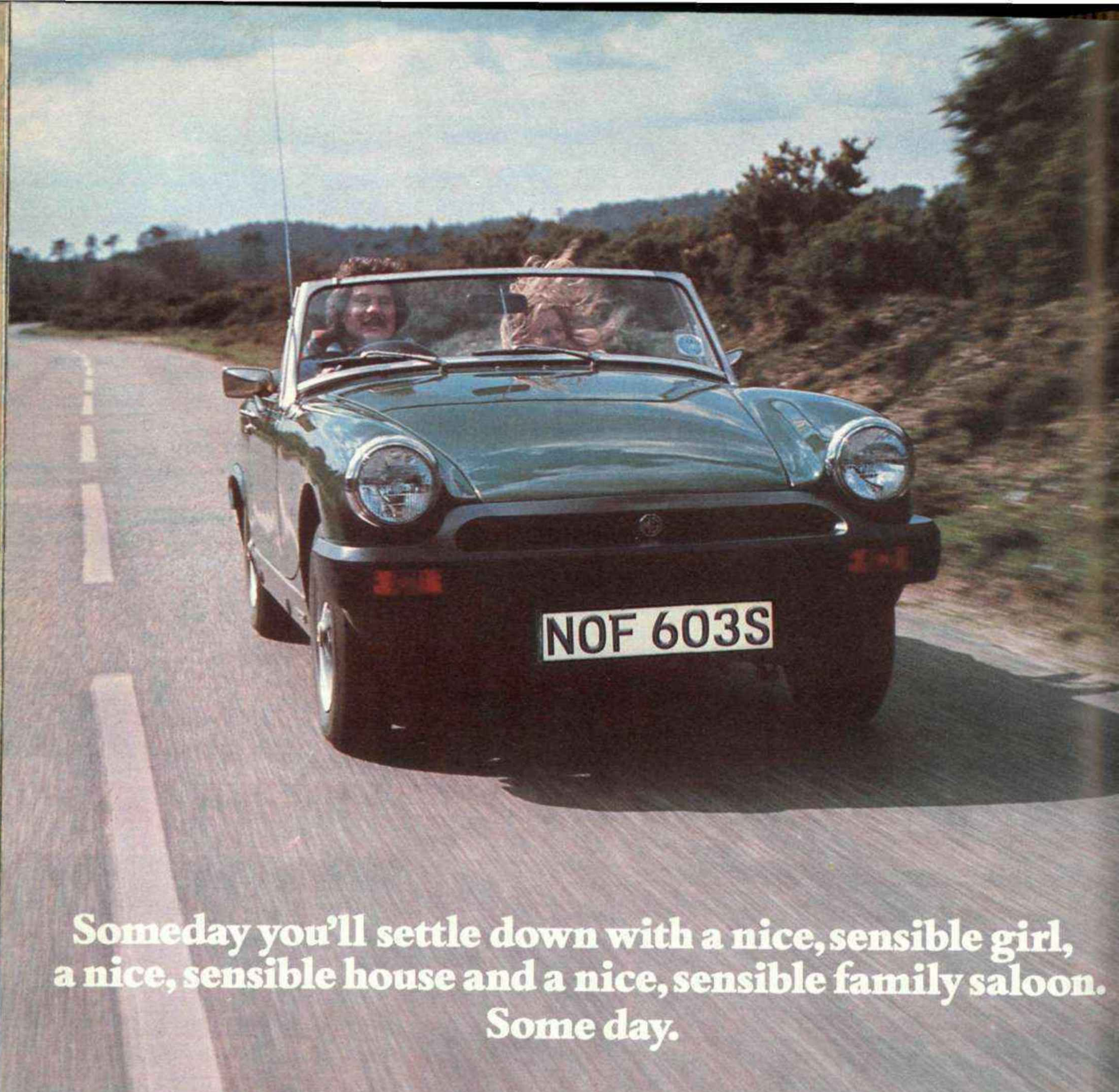






WATKINS GLEN Jochen Mass/Jacky Ickx (top) had to push their Porsche 935 hard to win Porsche their second Gp 5 title after this pit stop. Above (left) is the successful Group 44 Jaguar XJ-S driven by Bob Tullius, alongside the winning Can-Am Lola Chaparral for Patrick Tambay. Below, Wolf Racing are represented in the revived Can-Am now by Gilles Villenueve, but it was an unlucky race for the Dallara-designed car.





Someday you'll settle down with a nice, sensible girl, a nice, sensible house and a nice, sensible family saloon. Some day.

Meantime, let your hair down, put your hood down and push your foot down.

After all, you've no commitments to slow you up.

Meantime, feel the sun on your face and the wind whistling past your ears. Play tunes on the gearbox through the country backroads.

True, there are only two seats. Who needs a charabanc for what you have in mind? Meantime, just have fun. Your MG days don't last forever.

MG
From Leyland Cars. With Supercover.

MG Midget. Top speed 101 mph* 27.9 touring mpg.* Standard fittings include seat belts, Rostyle sports wheels, crash resistant bumpers, reclining seats with head restraints, twin external mirrors, reversing lights, hazard warning lights, tonneau and full sports car instrumentation. Delivery and Number Plates extra.

*Source Autocar





Goodyear tyres were used by Brabham in 1966 when he became the first man to win the World Championship in a car of his own manufacture.

THIS YEAR marks the half-century of the opening of a Goodyear tyre-plant in Wolverhampton and as this Company has an American parentage which makes more rubber goods than any other Company in the World and dominates Grand Prix motor-racing, I went recently, in the appropriately-Goodyear-shod Editorial BMW, to talk about 50 years of Goodyear in Britain. The Company was established here in 1913, with a sales-office, and a warehouse on Chelsea Wharf, but when impending tariffs made it desirable to manufacture tyres here instead of merely importing them into this country, Goodyear found a convenient enamelware factory available on a 73-acre site in Wolverhampton, where Sunbeam, Star, Guy and other car-makers were already well-established.

The Deputy Mayor, Alderman Willcock, laid the first brick of the new tyre factory's tall chimney-stack late in 1927, and business began. Today the whole area, now 100 acres, is occupied entirely by impressive buildings, apart from the employees' football-pitch and the tennis-courts; the one-time cricket-pitch has gone, but there is just about enough room for its re-establishment. The Racing Department is out on a limb of this vast complex. Within two years the millionth British Goodyear tyre had been produced. The Goodyears of those days had the well-remembered diamond-pattern, or "All Weather", tread and the Company was early in the field with low pressure oversize or balloon tyres – I have an idea such tyres, of this make, were eventually fitted to the war-time Mercedes lorry in which Count Zborowski conveyed his racing cars to Continental motor races but I would like confirmation of this. (See last month's MOTOR SPORT, page 820). Incidentally, there is no connection between Goodyear and Goodrich.

Aircraft tyres were made at the Wolverhampton Bushbury works from 1930, and Goodyear made a great contribution to the war-effort, not least with their tyres on Humber Staff-cars, as used by General Eisenhower. The great association between Goodyear and motor-racing, following Firestone's long Indianapolis monopoly, commenced, in the Formula One field, in 1964, with the World Driver's Championship won on Goodyears a mere two years later (by Jack Brabham, OBE).

In 1934 the G-3 cover was introduced, still with the diamond tread, a tyre as acceptable in its day as the G800 Supersteel radial of 1973. That G-3 was available in Heavy-Duty form, distinguished by two silver stripes round the sidewall, and there was also the Goodyear Airwheel, operating at very low pressures, made in sizes from 5.25-16 to 7.50-16. Today the biggest Goodyear made at Wolverhampton is the 33.3-53 Earthmover, 83 in. in diameter and nearly 8 ft. tall.

Factory expansion took place along the years, from 1934 through a £1,500,000 scheme in 1965, a new office block having been built in 1961. In spite of the effect of World War II, the 50-millionth tyre came out of the Wolverhampton plant by 1964, the 85th-million mark being reached by 1971. Amid all this expansion the original chimney-stack is still the dominating feature of this busy factory site.

Over the years Goodyear have made a name for sensibly-priced quality tyres. Their history goes back a long way. In 1839, in Massachusetts, Charles Goodyear made rubber for tyres viable with his discovery of what was later called the vulcanisation process. In the forefront of revolutionary tyre concepts, Goodyear exhibited a glass-fibre tyre at the New York World Fair in 1939 and had practical tyres of this cord material by 1962, making the belted-bias Polyglass tyre in large quantities from 1967, a notable breakthrough. Today the diamond tread is no more but Goodyear remain in the top-league of tyre manufacturers, along with Dunlop/Pirelli, Firestone, and Michelin.

To commemorate their 50 years in Britain, an anniversary programme is now in operation. On July 27th Her Majesty The Queen was scheduled to visit the Bushbury factory, Her Majesty's only opportunity to include a Wolverhampton factory in the Jubilee Celebrations. This is not the first Royal visit to Goodyear's main Midland factory – in 1932 Princess Helena Victoria went there, as did HRH The Duke of Gloucester in 1943, and in 1969 HRH Princess Margaret toured the plant from which the first British Goodyear tyre was taken from its mould on December 15th, 1927, and where more than 5,500 persons are now employed (Worldwide, the total is 150,000). I understand that Her Majesty's tour had to be confined to 45 minutes. Had more time been available no doubt The Queen would have been invited to stay for lunch, a courtesy not extended to my colleague and I, on the occasion of our business call! – W.B.

Goodyear's Racing Division

THE STYLE of my arrival at the Goodyear Plant at Bushbury was even more appropriate than W.B.'s, in his Goodyear-shod BMW, for there at the gate to greet my G800-tyred Alfa Romeo was a full-size replica of John Watson's Martini-liveried Brabham-Alfa Romeo, it too on Bushbury rubber.

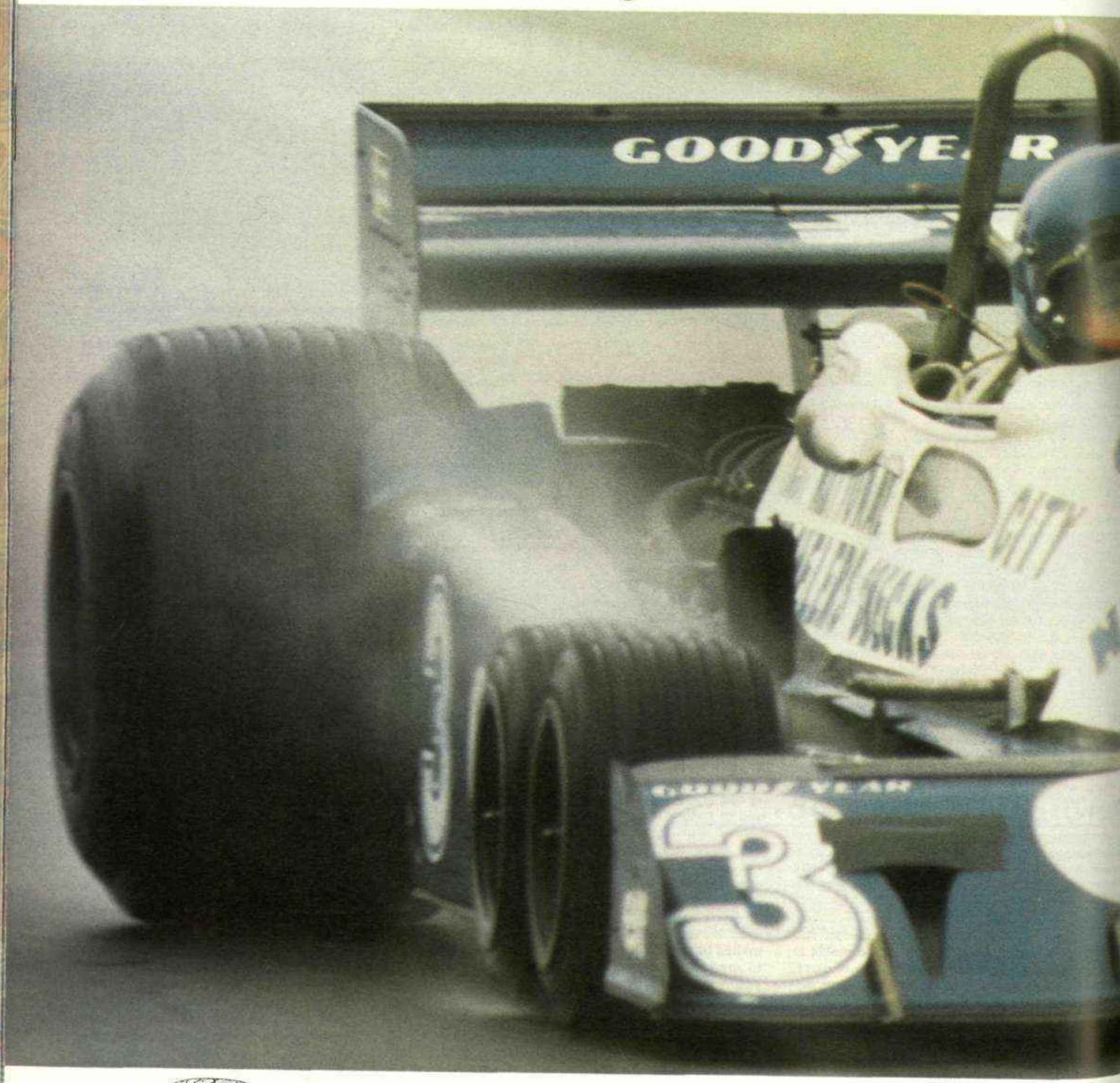
Thus are the Goodyear workers—and no doubt Her Majesty the Queen—given a timely reminder of the almost total dependence of the Formula One circus upon the products of the Racing Division at this Midlands factory. I say "almost" because the Goodyear monopoly which has existed since 1975 (save for the Japanese Grand Prix, when Bridgestone and Dunlop interloped) is being broken as I write in British Grand Prix week by the intervention of Michelin upon the nationalistic Renault Turbo.

It should be emphasised that Goodyear neither engineered nor enforced this monopoly: the default of other manufacturers caused it. Goodyear alone have helped Formula One through a difficult period at goodness knows what cost, for their generosity has led to free tyres for each and every Formula One competitor, however uncompetitive.

The man in charge of the centre of the action of this fascinating, praiseworthy and vital facet of Formula One, is a large, quietly-spoken American from Cleveland, Ohio, Dennis Chrobak, Manager, Goodyear International Corporation Race Tyre Division. Chrobak reports to his peers in Europe and Akron, Ohio (where Leo Mehl is Race Director, world-wide), but it is he who has the direct responsibility for steering the day-to-day activities in European racing and, more especially, Grand Prix racing. Whilst W.B. researched the 50-year general history of the UK arm of Goodyear, I discussed the racing activities with Chrobak and Bert Baldwin, the Midlander who, as Engineering Manager, is one of Chrobak's right-hand men.

Formula One is naturally the central theme to all conversation, for it is serviced exclusively where Goodyear is concerned by the Wolverhampton Racing Division's own staff. Tyres for other formulae throughout the world, excepting the USA, Canada and parts of Australia, which are under the auspices of Akron's Racing Division, are made in Wolverhampton, but distributed and serviced by a system of privately owned distributors and dealers. Distribution in Europe is through International Race Tyre Service, a subsidiary of Bernie Ecclestone's Motor Racing Developments, and individual national dealers such as my old friend Bo Emmanuelson, Swedish Saloon Car Champion. Overall distribution

Tyre techno





One thing a racing driver needs in the rain is grip from his tyres. He gets it, through Goodyear technology.

On the track and on the road, Goodyear technology has developed tyres that grip.

Tyres like G800+S. Supersteel.

G800+S. Supersteel.

logy in action.



The steel-belted radial built for grip in any weather.
The high mileage car tyre
with that extra margin of safety.
Drive on G800+S. Supersteel.
Tyre technology from Goodyear.

GOODYEAR
British made for 50 years.
The Choice of Champions.

is co-ordinated by Marketing Manager Tony Gilhome.

To service the heavy demands—including those of 32 Formula One teams—Chrobak employs 90 staff, 50 of them to produce the tyres. He dismisses the logistics of a Grand Prix operation as, "Complex, but not difficult", which must surely be an understatement when 800 to 1,200 fat racing tyres, a mixture of wets and dries, have to be shipped to far-flung parts of the world together with 12 personnel—usually four engineers and eight fitters. Out of that huge number of tyres, 400 to 600 will be used during practice and the race, all of which have to be fitted and removed on the spot. Up to 14 or 15 different types of tyres may be needed in a combination of two dry compounds, two wet compounds, fronts and rears, and two different rear carcass constructions. Complex indeed!

Bert Baldwin joined the Racing Division on its inception in 1964, when Goodyear pioneered the first tubeless car racing tyres: they have never used tubes. There were just four men involved then, developing tyres for saloons initially and then in 1965 for F1 and F2. Bert remembers early landmarks: Goodyear's first Le Mans win, on the Gregory/Rindt Ferrari 275LM, when they ran out of the correct tyres halfway through the race and had to switch to a different size. The first Grand Prix win for a driver in a car of his own manufacture, the French Grand Prix for 1966, followed that season by the Championship victory, went to Brabham on Goodyears. "In those days we used to come back from practice, hand-groove the tyres overnight and fly them under-arm back to the race. It was entertaining!" recalls Bert.

The Goodyear Formula One involvement has become much more technical and sophisticated since those early days. The most obvious recent developments have been the tiny front tyres on the six-wheel Tyrrells, the smallest diameter tyres ever run successfully in Formula One, and the inclusion of a safety shield inside the tyres: a secondary inner tyre which prevents sudden deflation.

Chrobak cites Goodyear's vehicle dynamics programme as a major step in Formula One tyre development, in which the use of instruments affixed to salient parts of the car generates transient data which has never been available previously. This Goodyear designed and built equipment consists of load and displacement transducers affixed to all four corners of the car, fore and aft accelerometers and steering angle transducers. The information is collected on a cassette and translated into a graphic display which will illustrate every function, every part of the car's behaviour on a particular lap. Subsequently the driver can give his comments on the behaviour reflected on the graph. The information allows tyre and chassis engineers to work together, so the development of suspension and aerodynamics can be interrelated with tyre development.

Good handling all boils down to making the best possible use of the tyres and in Formula One the most valuable thing to have is good accurate data for each circuit. The tyre engineer will tell the chassis engineer the tyre's radial and lateral spring rates and the type of compound—soft, medium or hard. Using this information the team can ensure they have the necessary range of both springs and wings to achieve maximum adhesion with the tyres provided. Fine tuning of overall handling characteristics can then be carried out by anti-roll bar and wing adjustment. Currently one of the biggest problems is to balance cars so they will "turn in" smoothly, particularly on corners approached at high speed, without oversteering uncontrollably on the way out. This problem can normally be overcome aerodynamically. Too much oversteer—often driver-induced, when Bert will take them on one side and give them a little lecture—can lead to tyre overheating and premature wear and tear.

At this point I tried to dig out a little more about the secrets behind the success of the new Lotus. Not a lot was forthcoming, except that in general, considering the car is going quicker than most, the tyre temperatures are lower than most. The aerodynamics keep the Lotus on the ground in the correct direction as opposed to sliding, which generates temperature. The tyres Lotus run on have a construction tuned to match the car's characteristics and a certain amount of vice versa.

This is not to say that Goodyear have necessarily developed a "demon" tyre for Lotus: it is normal for tyres to be tuned to the demands of a particular car, which is part of what tyre testing is all about. The compound, which is the factor the layman tends to think of as most important, is the least of the tyre engineer's worries: it is generally dictated by the known demands of a particular circuit and how it affects the car's roadholding. Construction is the vital ingredient in terms of the spring rate of the tyre carcass, dictated by the loads it has to take in a downward and sideways direction. The tyre's spring rate frequently is varied in the main by altering the angles at which the layers of carcass fabric are wrapped and the type and numbers of cord per inch. With the aid of the dynamics equipment, the general idea is to rate the car and compound and track against the construction. In theory, Chrobak points out, each car would require a different construction and compound for each wheel position at each circuit, a production and logistical impossibility.

The variety ends at wet weather tyres: all the teams have the same. The passing of intermediate tyres in Formula One goes unmourned, one less problem to deal with and brought about because modern slicks remain usable in damp conditions, while the wets too remain usable in damp conditions, not just in heavy rain, so no link is required.

Chrobak admits to disliking the monopoly situation. "It's all very well if a series—say Formula Ford 2000—negotiates with a tyre company to supply tyres for the year. Then the competitor benefits. The supplier doesn't benefit too much from the publicity, he just sells the tyres. But in other areas I think monopolies are bad for the tyre manufacturer, F1 being one of those areas. The competitors are in a good position because they know they've got supply, purity and choice but the only thing that Goodyear has really, other than the hard work that goes into it, is the historical fact that the race was won on Goodyear tyres. We have to work harder in a monopoly situation, to keep all the various competitors happy." He would welcome the return of firms like Dunlop and Firestone if only to spread the load: "When you look at the number of tyres supplied—these tyres have to be made, the people who make them have to be paid, the people who transport them have to be paid and the people who service them at the track have to be paid."

Catering for all the teams at once must need considerable diplomacy. How does he cope? "By never telling a lie and never promising what you can't deliver. When we first got into the monopoly situation there was the feeling that one team might feel another team was getting a better service from us. People ran around checking other people's tyres for a race or two, but they soon realised that we weren't interested in cheating or helping one team at the expense of another. But even today, some people are ready to blame us for their own shortcomings."—C.R.



Jackie Stewart was a stalwart Goodyear supporter. Now he is a Vice-President of the company



Don't take chances

Priority to oncoming traffic puts the responsibility on you.

Priorities are equally important when selecting disc brake pads. In potentially hazardous situations it's reassuring to know that the very best are fitted.

With Ferodo disc pads you have stopping power you can rely on. For the last 16 years the World Championship Grands Prix winners chose them for this reason.

Ask for Ferodo disc pads by name. Complete, step-by-step fitting instructions are supplied with every set to ensure that they are fitted correctly.

insist on FERODO

DISC BRAKE PADS

TURNER & NEWALL LIMITED

FERODO LIMITED CHAPEL-EN-LE-FRITH STOCKPORT SK12 6JP

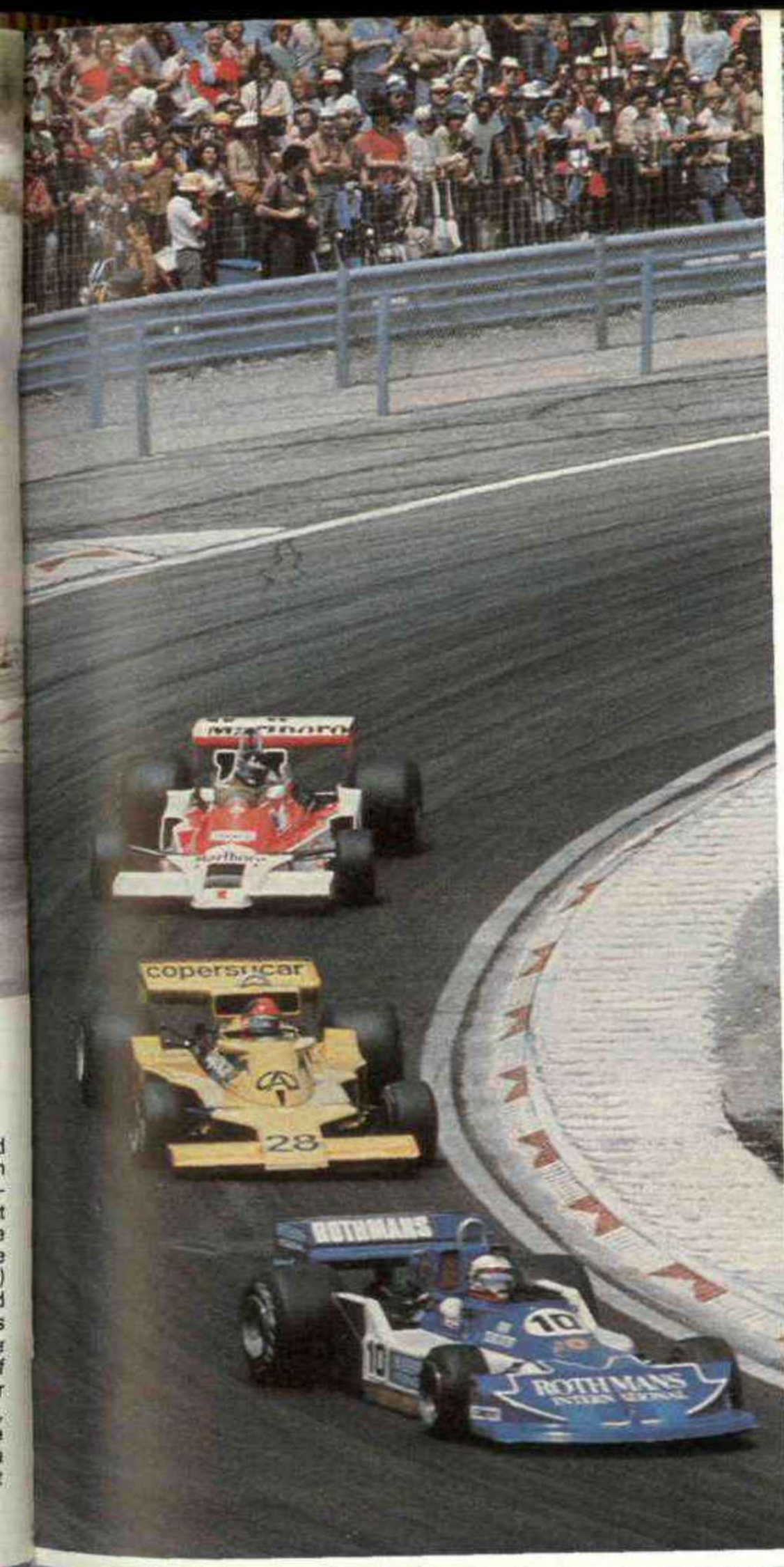




FRENCH GRAND PRIX

THE French Grand Prix returned to Dijon Prenois on July 3rd and featured a tremendous battle for the lead between John Watson's Brabham BT45B (No. 7, *above*) and Mario Andretti's Lotus 78 (No.5). Andretti won after Watson's car ran out of petrol on the last lap. Left, Carlos Reutemann's sixth place Ferrari leads the Tyrrell P34s of Patrick Depailler and Ronnie Peterson. Centre right, James Hunt's McLaren M26 (No. 1) comes up to lap the Copersucar of Emerson Fittipaldi and the March of Ian Scheckter. Far right, top, Reutemann's Ferrari (No. 12) collides with Jochen Mass' McLaren on the opening lap, but gets away with the incident in a shower of sparks. Alan Jones' Shadow DN8 (No. 17) chased Scheckter hard until sidelined with a broken drive-shaft. Bottom, right, Stuck's Brabham holds up Laffite's Ligier, even though the German driver is about to be lapped. Below, Andretti takes a keen interest as one "corner" of his Lotus 78 is weighed at Dijon.




Marlboro
copersucar
28
ROTHMANS
10


Marlboro
12


Beta


AMBROSIO
Tabatip
17


MARTINI
BRABHAM
8
norev
modelcars
norev



Who knows, one day it could be law.

Even the purest oils can produce their share of engine killers.

Sticky lacquers, tars, sludges, resins and acids to clog up the works.

At Duckhams we ran lab tests on 13 leading oils.

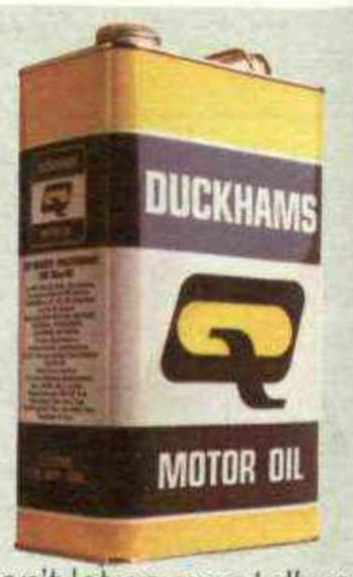
No less than 10 oils didn't contain all the special additives we consider vital to stop them murdering your engine.

Additives that we guarantee with every can of Duckhams Q.

They've helped Duckhams Q pass the toughest performance tests that Leyland, Mercedes, Ford, Volvo, Fiat, the leading car manufacturers, set for oil.

It's all there on the side of the can.

Reassurance that Duckhams will do far more than just oil the works.



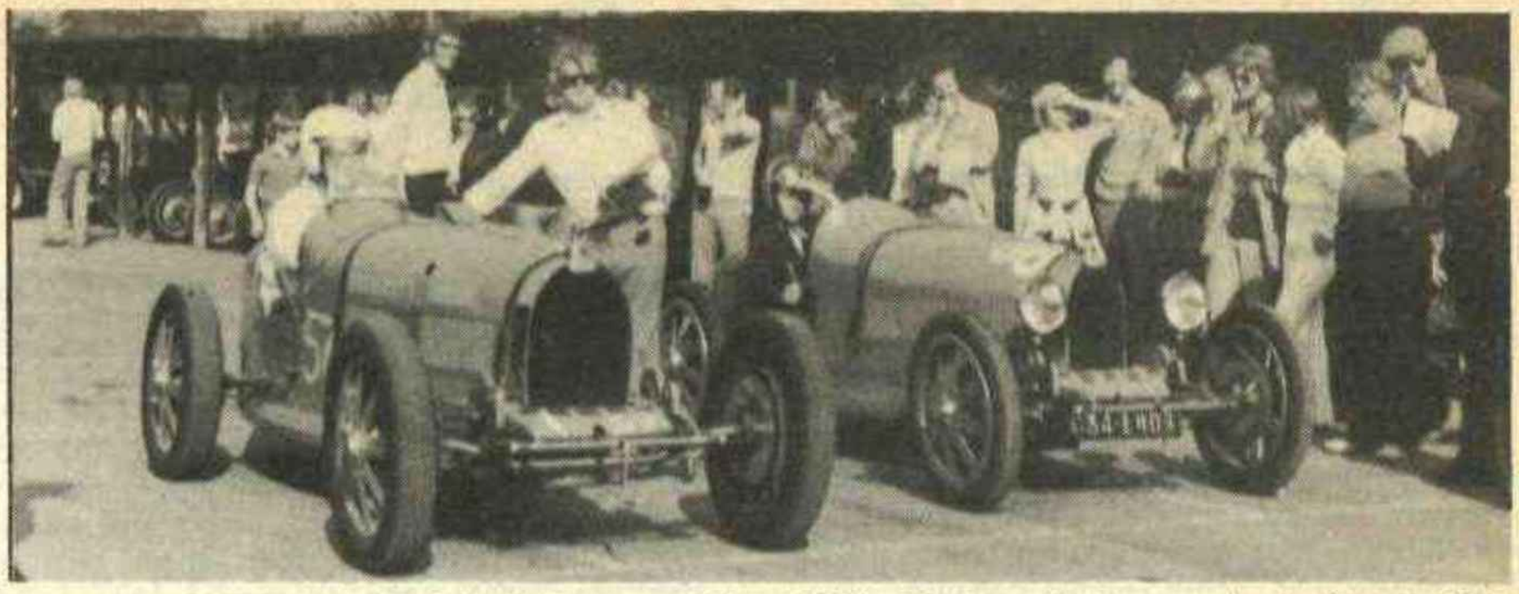
Don't let anyone tell you all motor oils are the same.

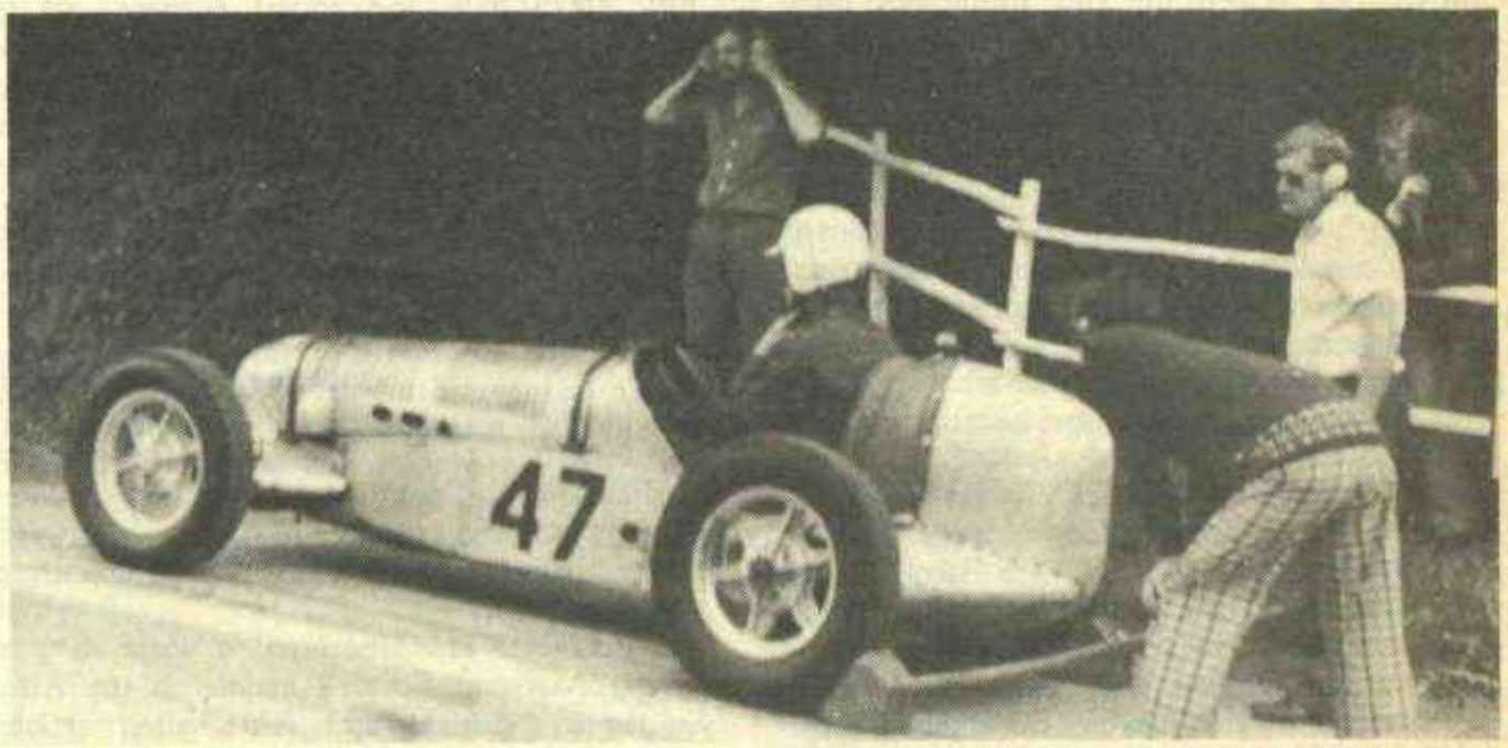
If you'd like to know more about what an engine oil should do, please send for our free booklet 'Duckhams. The hardest working part of your engine.' Duckhams Oils, (Dept. Q), Summit House, West Wickham, Kent BR4 0SJ.

Vintage Cars at Shelsley Walsh

IDEAL CONDITIONS prevailed on July 9th at the Midland AC hill-climb of the VSCC. It included an assembly of Alfa Romeos, to mark the 20th birthday of this Section of the Club, so the course was opened by Roy Slater, from Milan, in Black's Monza; he deputised for Kenneth Evans, whose car had broken down *en route*—one hopes it was not an Alfa!

Alan Cottam made an impeccable FTD in the Connaught, in 35.9 sec., not quite as quick as his record climb last year, but 2.67 sec. faster than the 1.8-litre Ford Escort that won the special-saloons class! To show an Alfa-unbias, Pilkington took the handicap in his Talbot-Lago. Gray won the 1½-litre racing-class in the Hardy Special (39.57 sec.), a new record, with Marsh's ERA and the Appleton tying for second place (40.4 sec.). Giles' GN Salome won on handicap. Summers' 1934 Type 34 Maserati showed its new-found form by taking the over-1½-litres racing-class, in 37.9 sec., Smith's Alvis-Frazer Nash second, Moffatt's ERA third, the last-named hampered by having no bottom gear, the protesting gear-bands filling the cockpit with smoke on its only run. Smith did his ascents in 38.5 sec.; Hamish needed 38.7 sec. Black's Monza Alfa did not appear again but Dr. Taylor's Monza was best here, on handicap. Williamson reminded the 10½-litre Delage that it was originally a hill-climb car and took it off with howling tyres, to clock 42.5 sec. The Cognac did 39 sec., the Vauxhall-Villiers 46.5 sec., Hine's Bentley 42.8 sec., Conway's Bugatti 42.0 sec., Bunty Clark, step-daughter of pre-war Bugatti-exponent Lindsay Eccles, drove Moffatt's Type 35T Bugatti, having to hold-





The Type 35 GP Bugattis of Hugh Conway (left) and Miss Clark await the start, in the Shelsley Paddock, above. The latter driver, step-daughter of Lindsay Eccles, was driving Moffatt's b.e.-tyred car in her first speed event. Below, C. J. Dowson's Lightweight Special on the start-line.

in second gear, her first appearance in a speed event (47.1 sec.).

The Edwardian-class was hotly contested. Arnold-Forster started his 1912 Bugatti "on the button" and was a popular winner (48.5 sec., a new record). Williamson in the 12-litre 1908 Itala and Liddell in the 4-litre Straker-Squire were equal second, in 52.4 sec., Liddell doing this on both his runs. Rowley's Th.-Schneider (now, I see, called a GP car) won the handicap. There were two sports-car classes, both won by Rileys, in which the respective handicaps went to Sherriff's re-bodied, *non*-road-equipped, M-type MG and Mrs. Black's smoky 8C Alfa Romeo Spider Corsa.—W.B.

PANTHER LIMA –
Continued from page 986

Dell'Ortos, this exhilarating projectile whistled up to 40 in first, 60 in second, 90 in third and close on 120 in top, the last with less alacrity, for the aerodynamics of this Panther, with the optional spoiler, were akin to that brick building of notoriety. More staggering than standing-start acceleration, which was accompanied by shrieking wheelspin, was the magnificent performance available in third and top gears. Even with the wind howling round one's ears (and back-draught was less than in many open cars), this athletic Lima was deceptive in the impression of speed it offered. You thought you were doing 70 m.p.h. or so, only to discover that 95 to 100 m.p.h. was dialled up on the Vauxhall speedometer.

The Vauxhall gearchange would gain no prizes for being the best available, but if anything the Panther linkage extension has improved it. The lever is a little bit redolent of a magic wand, but the synchromesh is effective and on the test car the ratios were reasonably well matched to the characteristics of the tuned engine. However, the cable-operated clutch was heavy and the throttle a trifle stiff, a little bit tiresome when matched to the tuned engine in heavy traffic. The pedals and pedal box are Magnum and not ideally suited to a sports car footwell layout.

Performance is one thing—and certainly in the seventies, and not the thirties, style—but which age does its chassis behaviour live in? Not, fortunately, in the age which the whine at low speed in second gear would suggest, a noise which VSCC members would find familiar! On a dry, smooth, winding road, the handling was utterly exhilarating, with good steering response through the Vauxhall rack-and-pinion and a high degree of roadholding from the Michelin XZS tyres on the optional bolt-on Dunlop chrome wire wheels. In such conditions this Lima could be thrown around with abandon, using the power to overcome the inherent understeer and inspire some oversteer. It felt heavy and less nimble than the little Caterham Seven we tested a year or two ago but justified the reason for its existence—unadulterated fun.

In less perfect conditions the Lima showed up less satisfactorily, bucking around over bumpy roads and bottoming its rear suspension on humps, to the discomfort of the occupants, seated almost over the axle. Slow speed work around town was hampered a little by restricted elbow room, for cockpit width is restricted by the use of running-boards, and low-geared steering.

Another advantage of the Vauxhall components is that they include the Magnum's servo-assisted brakes, with 10-in. front discs and 9-in. rear drums designed to stop a vehicle rather heavier than the Lima's 17 cwt. Stopping power is consequently tremendous and the pedal good in feel and progression.

That the Lima has shortcomings cannot be denied, but people will accept shortcomings for the sake of fun. That the Lima is fun cannot be denied either and we were filled with admiration for the workmanship and the exhilaration the car offered. It is no more basic than the Morgan, while being more comfortable. It is also available for purchase without a two-year waiting list, yet is hand-built in Byfleet at the rate of only eight cars per week. The construction ensures longevity, mechanical parts are available at sensible cost from Vauxhall dealers. While not being so versatile as sports cars such as the Alfa Romeo 2000 Spider Veloce we reported on last month, it is not out of the question as everyday transport, certainly for the younger generation of drivers. For the well-heeled old it could be a summer-time tonic.—C.R.

Letters from Readers

N.B.—Opinions expressed are those of our Correspondents and MOTOR SPORT *does not necessarily associate itself with them.*—ED.

Noise

Sir,

On reading July's MOTOR SPORT, I noticed a portion of column space titled "Noise". I found the subject matter within this column somewhat infuriating. Surely, part of the attraction of motor racing in all its forms is the exciting and sometimes beautiful music that racing engines produce.

I would be intrigued to discover what the RAC Motor Sport Division Race Committee, our governing and protecting body hope to achieve by silencing racing cars as I don't seriously believe that they do any harm or even create a public nuisance. Certainly spectators cannot be really harmed by an exposure of about ten seconds per lap, can they? As to the people who are exposed for a considerable time, such as entrants, drivers, mechanics, startline marshals and the like, I would say that this is a hazard they accept gladly, as the teenagers who regularly visit discotheques accept the hazards of loud popular music.

As a matter of interest, my car was subjected to a noise test during a race meeting at Brands Hatch in May. Our Escort BDG gave 124 dBa which is certainly a very high noise level. However, this reading was obtained with the decibel meter probe held about eighteen inches away from the exhaust pipe orifice which is not a position one would expect to find many people watching racing cars from.

As to the contention that the noise level of saloon and sports cars are the worst, I suggest that the Race Committee wait at least until July 16th to arrive at a decision, as by that time they will have had a chance to refresh their memories as to the noise that Ferrari, Alfa Romeo and Matra engines produce. They may then be able to come to a fair assessment of relative noise levels.

Coleshill J. W. B. JONES

Sir,

When I went to the March Jaguar Drivers' Club meeting at Silverstone, it was to arrive to the howl of a D-type practising alone on the circuit. To hear this tremendous sound has long been an ambition of mine and so it is with sadness that I read in the latest MOTOR SPORT of the possibility of the RAC (surely they once supported motor racing?) imposing some sort of noise restriction on racing cars.

Noise is such an intrinsic part of the attraction of motor racing that its virtual exclusion by lunatic regulations will result in a loss of interest in the sport, including mine. If one day I hear, or rather fail to hear, a silenced Spitfire take off from Booker Airfield, where I fly from, then I shall just curl up and die.

Thame, Oxon PHILIP R. WHITEMAN

Fast Hearse

Sir,

Thank you very much indeed for publishing the performance figures of a Daimler Majestic Major (page 830, July issue). I can now raise my head again and start discussing motoring once more.

Some months ago on my weekly trip between Cheltenham and Cornwall in my Scimitar GTE I overtook a hearse—minus coffin but with uniformed driver and attendant. This seemed to upset them because they gave chase, and no matter what I did I couldn't lose them, motorway, dual-carriageway, round Plymouth and Cornish roads, up hill, down dale and round corners—all to no avail. I drove over 100 miles with a large Daimler bonnet and two flat-capped heads in my driving mirror, crept home and never breathed a word to anyone—seeing the figures I'm not surprised. Thank you!

Bodmin R. SALES

[Flat-caps? Perhaps the ultimate in unmarked police cars!—Ed.]

Enjoyable Investment

Sir,

I fear it is a sad fact of life that many of the desirable motor cars advertised in your pages are purchased as part of a portfolio rather than for the purpose for which they were designed.

However, I am prompted to write to you by the Assistant Editor's article on the Alfa Spider in your current issue, such article being a timely reminder to the "small investor" who wishes to enjoy driving his "investment" that all is not lost.

Being what I am constantly told is the wrong side of 40 and sceptical of the claims of certain pill-makers as to the ability of their products to fortify me, I decided that rejuvenation might be at least partially achieved by other means. Having an affinity for the Alfa promoted by the Giulietta Ti, and Giulia Super, I decided that the appropriate panacea was a Duetto.

It seemed to me to be one of the few civilised open sports cars still to be found at a price which one might be prepared to pay without having to justify it as a gilt-edge investment! A car not given to excessive pancreas shaking (as the Assistant Editor so delightfully puts it), nor liable to promote the removal of skin from the right elbow by dint of contact with the road or off-side rear tyre.

The search for this investment was infinitely more pleasurable than the perusal of brokers' letters, and the satisfaction of finding a 1967 specimen in reasonable order was considerable. I have not been disappointed. Despite its own age I find it capable of inducing a feeling of reduction in mine together with a general feeling of well-being.

So, Sir, to those would-be "investors" of a few hard-saved over-taxed pounds may I suggest they go after a Spider . . . not necessarily a Duetto which they may find difficult to come by, but a "sawn-off" one will give the same physical effect if not (to me at least) the same visual satisfaction.

If they must seek to view it as an investment it seems unlikely that it will depreciate, and the short walk to one's garage to lo at it is infinitely more pleasurable than t study of the plus and minus figures on t City page!

Costock, Leics. J. B. C. BLOO

Illogical Insuran

Sir,

With reference to Mr. V. J. M. Harri letter in this month's MOTOR SPORT, too have experienced the strange logic insurance companies. I was considering bu ing a Fiat X1/9 and received a quotatio of £85 fully comp. for myself and spous with 50% n.c.b. aged 24. Being impetuou I could not wait for a new X1/9 and s purchased a secondhand Alfa 2000 Spide On making enquiries for insurance I foun that no companies actually refused to quot but many quoted astronomical figures tha only a fool would accept. I finally accepte a quotation of around £140 and the sillies quote was £97 for three months, yes that' £387 for the full year.

It seems that as far as insurance is con cerned it really is absolutely necessary t "shop around".

Worksop STEPHEN WARD

PS: I am glad there is a waiting list fo the Fiat otherwise I would not have bought the fabulous Alfa.

Sir,

I find myself in sympathy with Mr. Harris and his X1/9 insurance problems. My own renewal premium for a Ginetta G15 was £218 for comprehensive cover and including one year's no claim bonus, I being twenty-five. This is from the only company I can find who rate the car as Group Four and I would regard Group Four as excessive for an 875 c.c. car. Even accepting that younger drivers are a greater risk, surely this must mean that proof that one is exceptional within the classification and does not have a claim should bring further reductions in premiums. However, my own experience and that of my friends proves this to be not true in practice and the young driver is left paying outlandish premiums.

Somehow I cannot dispel the illusion that we are being massively conned by insurance companies who fail to research adequately both the people and cars they insure.

Liverpool. BRYAN ROBERTS

Sir,

I symphathise with Mr. V. J. M. Harris ("Letters", July), but I doubt if motor insurers are insane; most of them stay in business.

For a long time I too found motor insurance incomprehensible. I will omit the boringly extensive catalogue of anomalies which have led me to the following hypothesis:

Motor insurance premiums are decided upon by the application of two principles.

1. The price of a thing is what can be got for it.
2. If what can be got is not certain, pitch the price high.

It follows, and experience confirms, that one is going to have to pay more for having a pleasing car; and if it be an "odd" car in any way, that too will cost more.

A change of vehicle often seems to be the signal for an insurer to try for more money, and it is as well then to shop around; someone can usually be found who is prepared to be, if not reasonable, at least less unreasonable. Which

seems to be an unnecessary, and presumably expensive, process; but is not inconsistent with the hypothesis.

To try to start another debate here (and with a cupboard full of MOTOR SPORTs I now feel entitled to one here) does anyone else enjoy a 2.6 Mazda RX4? Group 7 insurance, I fear, but much more reliable than the Dolomite Sprint.

Kirkintilloch, Scotland A. L. DICK

Old Aircraft

Sir,

I always enjoy your odd pages in MOTOR SPORT in particular the one devoted to Old Aircraft. A couple of days ago at a "Steptoe Auction" I came across a book called "The Dangerous Skies" by our famous aviator Air Commodore A.E.Clouston. This story recounts his exploits in the De Havilland Comet which he bought from a wrecker's yard for some £250. Research has shown that this plane is the actual one that Scott and Black flew in the 1934 MacRobertson London to Melbourne Air Race in 1934. The records that Clouston established together with its Australian Air Race win must make it one of the most historic record-breaking planes of all time.

It would appear that altogether five Comets were built by De Havillands. Three for the Air Race and two later which went to France. The Scott and Black plane G-ACSS was painted red with white trim, the Mollisons plane G-ACST painted black and the Cathcart-Jones & Waller plane G-ACSR painted green with silver trim. The Mollisons came to grief at Baghdad, having made their own adjustments to carburation, which eventually led to their demise. G-ACST apparently ended its days somewhere in Portugal.

I am told that the Clouston plane is now in the Shuttleworth Collection undergoing a long term restoration. This surely is the least that this famous plane deserves. If the "Winnie Mae" can hold pride of place in the Smithsonian Institute in Washington D.C. the Comet is at least equally deserving.

After the 1934 Air Race the Air Ministry bought the Comet for research purposes, and in the spring of 1937 the plane crash-landed during full load tests at Martlesham Heath, whereupon the Air Ministry sold the plane to a scrap dealer, and it was at this stage that Clouston paid a five pound deposit on the Comet and talked Mr. Tasker into paying the other £245.

A young aircraft engineer Jack Cross agreed to repair the damaged plane for £150, against the quote by De Havillands of £1,000. From here on the plane put up really remarkable performances in many spheres of the world.

After breaking the London-Cape-London record with Betty Kirby-Green Clouston then met up with Victor Ricketts, and under sponsorship of the Australian Consolidated Press went on to break virtually all the records, England to New Zealand and return, as well as many intermediate records. Here in New Zealand Air Commodore Clouston is not as well known as our famous aviatrix Jean Batten, but Clouston accomplished far more, although not single handed.

Where are the heroes of the Comet's history? Is Air Commodore Clouston still alive? He should be. Perhaps he is still living in England. Is his aircraft engineer Jack Cross still around? These people should be able to tell some great stories about this famous aircraft. This plane was the forerunner of the Mosquito which in turn made its mark during World War 2.

In Havelock North close to Hastings, New Zealand we have one of the De Havilland Air-



The unique Monospar, New Zealand registered ZK-AFF.

craft engineers who was responsible for the carburetter settings and magneto timing on the Scott and Black Comet, Mr. George Tillson. George at that time, as a specialised aircraft engineer was getting 1/6d an hour for a 47 hour week. No wonder he came out to New Zealand as aircraft engineer to Mr. Piet Van Asch of Aerial Mapping Co. Ltd. who at that time had just purchased a new 1936 ST25 Monospar aircraft, English registration G-AEJW. This plane first flew on July 1st 1936 and was used for some time for Flight Survey work from Castle Bromwich Airfield at Birmingham. This Monospar is now unique. New Zealand registered ZK-AFF, it has been kept in mint condition since that time, and restored to new condition as required. Still with a current Certificate of Airworthiness, the plane makes a great sight in our skies as it flies quietly round on its twin 90 h.p. Pobjoy motors.

I hope that someone more knowledgeable than myself can take up this most interesting Comet story and bring us up to date with a great piece of history.

Hastings, N.Z. GORDON VOGTHERR

Leyland Supercover

Sir,

I was interested to read a letter by one of your readers, Gerald Morris, on Leyland Cars' Supercover scheme in your July issue, but concerned to see that he was under the impression that if he took up the option of purchasing second year Supercover all he would have received was a second year's AA membership. While indeed second year AA membership is one of the benefits that Leyland Cars Owners can purchase at a special rate under Supercover, the main benefit of taking up this option is that for the payment of a sum related to the engine capacity of their car they can extend their warranty for a second year's unlimited mileage cover. I would be grateful if you could clear up this point through your excellent correspondence columns.

Cowley, Oxford ROGER ARMSDEN
Press Officer Service
British Leyland UK Ltd.

Zust the Ticket

Sir,

Cycling along Regent St. London recently I was amazed to see parked outside Hamleys toy shop a *real* Zust touring car. I would say it was late Edwardian period, well painted and completely original in chocolate and black with nice brass acetylene lamps. The registration prefix letters were BO.

Most of the unobservant public were not noticing as usual, until a fluffy blonde traffic warden arrived on the scene. She stood in front of it and slowly copied the word Zust on her pad. Then on her toes she reached up to afix the ticket on the windscreen.

When I approached her offering my congratulations she looked at me sternly and asked if it was my car. "No," I replied, "I am congratulating you on being the first traffic warden in Britain and possibly the world to put a ticket on a Zust." Her stern expression turned into a smile. "Do you think so?" she asked. "Yes, I said, "you will be the toast of your division, they will probably give you a badge to wear on your uniform and even notify the Guinness book of records." She left the scene quite ecstatic; no doubt the owner arrived feeling less so.

London, W1 ERIC LISTER

Upholding the Law

Sir,

I must object to those recently published letters which in my mind constitute hysterical outbursts against the Police with particular relation to speeding.

I should in the first instance establish a background for my bias. Two years ago I resigned from the Police force after six years service mainly on beat and panda duties.

I have been for many years an enthusiastic motorist and a motor racing fanatic as well as a regular reader of your magazine.

I admit, shamedly, to endorsements on my driving licence for minor motoring offences including one for speeding. But unlike some of your other correspondents I bear no malice against those officers who charged me.

Policemen cannot decide which statutes they wish to enforce and which they do not. They must simply report the circumstances to the courts of all those instances which in their opinions constitutes a breach of the law (motoring or otherwise). The blame for idiotic regulations must lie with government and widely varying penalties, for apparently similar offences with the courts, neither of which are controlled by the Police.

Your magazine has in the past usually managed to present a fairly balanced view of matters through its correspondence columns and it leads me to wonder at your seeming indifference to the maintenance of (motoring) law and order.

In short your previous correspondents can blame their endorsements/disqualifications at the door of: (1) those who make the laws (government); (2) those who break the laws (themselves); (3) those who hand out penalties (courts); *not the Police.*

Carnoustie, Angus RAYMOND PICKERING

The future of MG

Sir,

I was interested to read H. E. Staal's letter in the March 1977 issue of MOTOR SPORT on the future of MG; and to note that, as yet, we do not appear to have had the answer from Leyland that he, and countless other MG enthusiasts, would appreciate.

With regard to Leyland Cars' advertising "throwing the cat amongst the pigeons", may I point out that on at least three occasions to my knowledge this year, they have taken a full page spread in Official Programmes for Silverstone and Thruxton Race Meetings, onto which they have thrown the "Big Cat" picture with the comment – "Our drivers have to know what *their (sic)* doing". Perhaps the "pigeons" are now too busy with their dictionaries up there at Abingdon to be able to let us know what they're doing about the MG.

Knocking Leyland however is not the purpose of my letter; for though much abuse has been thrown generally at the Organisation, as in most things in life, it should have been directed at individuals. The "chain is as strong as its weakest link", and there are doubtless weak links in the British Leyland Organisation. The quality of sales approach and after-sales servicing is just such an area where reputations can be made or destroyed by "weak links". When I bought my fourth Midget recently from Wadham Stringer

Ltd., at Newton Abbot (with whom I have absolutely no connections – not even being a local man), the attention that I received was absolutely first-class. They gave me the feeling that they would have gone to almost any lengths to obtain the car of my choice. The salesman was prepared to drive halfway across the country to obtain the colour scheme that I wanted; all the accessories were obtained and fitted – exactly as I asked. The pre-delivery servicing work was first-class; no faults have come to light at all. All this is in direct contrast with "other experiences" at garages which regard servicing as a "welt around the block – see if it goes and stops – change the oil – and tick the 77 little boxes on the service record sheet" variety.

British Leylands' reputation, like all twentieth-century monolithic empires, is still based upon how one man deals with another. Some garages seem to have persons calling themselves "engineering mechanics" who adopt a "clout it and it will do" attitude, whilst others almost look upon their work as if they were "engineering surgeons". May I suggest that the difference between the two is due to just one thing; some *respect* the car, the customer, the company and its reputation, the others do not.

Finally, I must confess to having a few rude thoughts about BL when they stuck those great black bumpers on the Midget. Recently, in company with quite a few bystanders, I saw a chap in a yellow Capri whoosh into a vacant parking space exhibiting more "flourish" than brakes. I can't find even the smallest of marks on my Midget – but rather more than his pride was dented!

Lymington ROBIN CLARKE

Quick Land-Rovers

Sir,

I pen the following with the dual purpose of adding humour as requested and affording further information on the subject of quick Land-Rovers.

There have been, it would seem, Land-Rovers even quicker than the 101 observed by John Britten on the M3 and, having suggested that, I must of course elaborate.

Some few months ago there was serialised in one of our Cumbrian newspapers an account of the life of our late friend Donald Campbell, well-written by an obviously enthusiastic young man. Somewhat flattered by the amount of material apparently researched from my own two books about Campbell, I read the serial with great interest. From it I gained a distinct impression that my own research prior to the writing of those books had been less than meticulous, for in the young man's description of Donald's exploits with the car at Lake Eyre I learned that "Bluebird had attained a speed of 300 m.p.h. by the time the support cars caught up with it". Now, what about that? Those Land-Rovers were really motoring, were they not?

One of the Rovers was with the Campbell team at Coniston during the nine weeks I was privileged to be with it, and had I at the time suspected its capabilities I should have begged a drive.

On the subject of that last project at Coniston, the same scribe told of the hydroplane being "powered by two Beryl jet-engines". The combined thrust of these would of course have been sufficient, not only to cause Bluebird to become airborne as did the one with which she was powered, but also to send her to the summit of Coniston Old Man.

Donald really would have appreciated this interpretation of his activities.

Ambleside, Cumbria ARTHUR KNOWLES

Log Books

Sir,

Further to Mr. M. G. Turvill's letter of July, I had a different experience with Maidstone. At the beginning of June, I sent all my documents to County Hall, Maidstone, to tax my 1958 MG-A for four months—I also sent a note asking if the log book could be returned to me if one of the new-style documents was to be issued.

In due course, I received my tax disc and the log book—also enclosed was the *original* log book that was in the Council's possession at the time of application.

Was Mr. Turvill just unlucky or was I lucky enough to have my application handled by somebody who appreciates classic cars?

Ashford P. M. KISS

A Sporting Coupe

Sir,

As an avid reader of MOTOR SPORT for some thirty years I must admit to almost complete agreement with your general philosophy in all things motoring, likewise with that great enthusiast Jenks who always seems to be able to hit the nail squarely on the head when it comes down to the "nitty gritty"

However, I must take up cudgels with your reporter "J.W." in his article on the Radbourne 1,600 c.c. version of the Fiat X1/9 (page 806, July issue). He states—and I quote—"The acceleration is not all that startling by 1600 standards—it's about the sort of thing you'd expect from a VW Scirocco or Lancia Beta Coupé 1600 . . ."

After perusing a great many road tests on 1,600 c.c. cars, I am at a loss to find one at all that will approach either of these cars apart from the Toyota Celica, which I believe has a twin-cam engine; indeed, a good many 2-litre cars would be hard-pressed to stay with a well-driven Scirocco or Beta 1600 coupé.

My own Scirocco—a 1,600 c.c. model—has now covered 20,000 quick miles and is terrific fun to drive. Troubles have been comparatively few, and I trust that it will not be too tedious for you if I list them.

After 500 miles it disgraced itself by depositing most of its gear-shift mechanism over about two hundred yards of a busy main road. This was the result of an overtightened 6 mm. nut which had half-sheared an important retaining bolt. It took about a half-hour of dodging in and out of the busy rush-hour traffic retrieving sundry levers, washers, bell-cranks, etc., from the middle of the road. A jury-rigged wire job enabled me to get home and vent my wrath on the local distributor.

The car (finished in a delightful shade of near Bugatti blue) when run-in steadfastly refused to rev over 4,000 r.p.m. without chronic misfiring. A change to a different grade of Bosch plug partly cured this, but after about 1,000 miles the misfire would return again. I now run with Champion plugs and have had no further trouble.

During the misfiring period a Lumenition electronic ignition system was installed. It didn't make a blind bit of difference to th performance, but I think has the obviou advantage of dispensing with the normal con tact-breaker points which I had found to b a constant source of trouble on previousl owned VWs (in particular my first Beetl purchased new in 1954 and subsequentl fitted with a Judson blower—great fun an quite a 'Q" car). Ventilated points cure the trouble on this car and would last fo 20,000 miles without burning.

The Varta battery on the Scirocco packe up completely and without warning at 14,00 miles, and was thankfully replaced with fine British Exide unit.

The exhaust system went at 16,000 mile and the replacement, due to bad workman ship or fitting (or both), vibrates and rattle badly on the over-run between 2,500 an 2,200 r.p.m. in normal slow traffic condition thus spoiling what is a fairly quiet car whe driven gently.

The only other problem has been a blow head gasket earlier this year. I have a sneak ing feeling that a small weep from this ma have had something to do with the earlie misfiring problems. Incidentally, the replace ment gasket cost £11—plus fitting!

The original automatic choke gave a grea deal of trouble, but after being modified t the current water-controlled type it is com pletely trouble-free, although the modifica tion—which should not have been necessar in the first place—was very expensive.

Ventilation is a poor point. Loads of fres air can be brought into the car, but unfor tunately it cannot escape unless a window i lowered, creating a lot of noise which I fin very distracting on a blustery day or at motor way speeds. Some years ago Volkswagen had opening quarter-lights, and my Type 3 1,500 c.c. "notch-back" (pre-fastback) also had opening rear windows which helped to make life more pleasant during hot weather.

The handling of the Scirocco I find most reassuring on its Uniroyal Rallye tyres. The steering is so positive and the roadholding of a very high order without the usual front-wheel-drive trait of tucking in on bends when the throttle is closed. My only criticism, when cornering fast, is a slight patter at the front, which I can only put down to under-damping.

When the time comes to replace the Scirocco the choice is going to be very difficult. Another Scirocco, I suppose, but the price has doubled in two years. Can any of your readers suggest a suitable replacement?

From my study of road-tests there are not many sporting coupés with 100 m.p.h. performance and 30 m.p.g.

More power to your elbow.

Redditch CHARLES B. COOK

TAILPIECE



Portable tailpiece?

CLASSIFIED ADVERTISEMENT SECTION

Lineage advertisements are for private readers only and must be pre-paid and in writing

RATES 10p per word (maximum of 80 words) £1.50 minimum charge. (Maximum of two cars per reader).

BOX NOs. 50p *extra per advertisement. Replies to Box.....* "MOTOR SPORT" Standard House, Bonhill St., London, EC2A 4DA.

COPY DATE By first post on 20th. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, London, EC2A 4DA.** Telephone 01-628 4741 ext. 8 or 9 for information.

FOR SALE

EARLY (1962) DAIMLER/Jaguar V8 2.5. Fully restored. Year's MoT. Gunmetal grey £990. 1951 Austin A40. Unused 12 years. Some restoring needed. £195. "Yesterdays New" 43 Dundonald Road, Colwyn Bay. (96221

FIAT X 1.9. Brand new. Metallic green, 71 miles only. £3,850. Phone: Preston (Dorset) 0305 832533. (96225

1959 STANDARD VANGUARD 'Vignale'. Under 40,000 miles. Showroom condition. Floor carpeting and seats covered from new. Must be seen £500. Tel: Chirk 3650. (96033

TVR VIXEN S3 1971. Only 38,000 miles. Superb condition. Very fast economical and is an investment at £1,100 o.v.n.o. Company car forces sale. Witham 511519 after 6.30 p.m. (96217

ASTON MARTIN DB6. Quite superb in all respects. £2,750 o.n.o. Wallingford (0491) 36390 (Oxon). (92620

1974 TRIUMPH Dolomite Sprint. Overdrive. 32,000 r.m. Vinyl roof alloy wheels. Absolutely unmarked. £1,925. Malvern (06845) 5408 (96219

1969 LOTUS ELAN S4 drophead, black badge model. Fitted Ford 1600 cross-flow giving reliability yet still excellent performance. 69,000 r.p.m. Electric windows, recent new tyres, MoT. Full service history v.g.c. throughout. £1125. 1973 MG-B Roadster, overdrive, 43,000 r.m. Radiomobile, 5 months tax. Excellent condition throughout. £1,425. Malvern (06845) 5408. (96218

AUSTIN CHUMMY 1926. Excellent condition, rebuilt for sale. £1,850, or exchange. W.H.Y? Tel: 0492 68 454 any time. (96223

THOROUGHBRED Aston Martin DB6 Superleggera. 47,000. Mint condition. Serviced by Astons. Sundym glass, electric windows, p.a.s. Selectaride. New wheels carpets, bumpers. Red with black interior, radio. Nearly £2,000 in receipts. £3,250 o.n.o. Tel: Sheffield 344624. (96224

SUPERB JENSEN Interceptor Mark I for sale owing to the death of owner. Red with white interior. Telephone 978 323 or 276. (96226

MINI 1275 GT 1975 (N). Citron (lime). 23,000 *miles, undersealed, HRW, door mirrors.* Denovo failsafe tyres, rev lights. Taxed August. £1,385. Bishops Stortford (0279) 74 666 (Herts) (96228

FOR SALE: Trident Clipper 1970 Ford 4.7 V8. Low mileage example in perfect condition. Price and photos sent to genuine enquirers. Box 5486. (96229

E-TYPE 4.2 2+2 1968. Carmen red, fawn interior, CWW, HRW, year's MoT. Radio/stereo. Genuine low mileage. £1,800. Stamford (0780) 740 339 after July 3rd anytime (63233

TRIUMPH GT6 1967F. MoT. 3 enthusiastic owners. Excellent throughout. Radio, stereo, rear seat. Many other useful extras. £350. Leeds 61322. (96195

DAMAGED ASTON MARTIN DB2/4 1954. Bonnet repairable. Offers Tel: Saltburn 3939 after 5 p.m. (96191

1935 ROVER 12 Sports Saloon. Reconditioned throughout. Also 1946 Sixteen. Phone: Malmesbury (Wilts.) 3401 (96209

SUNBEAM 19.9 HP 6 cyl. saloon. Very good condition, MoT, etc. £1,500 o.n.o. Tel: 025 18 2440. (96210

TVR GRANTURA Mk. III 1964. Completely original with MG-B engine and gearbox. Rare *classic sports car in superb condition.* Harpenden (05827) 61357. (96208

1947 ROVER 12. Bodywork completely restored. Pine Green. 9 months MoT. £600. Coventry 450924. (96192

ARKLEY SS. Immaculate bright orange. Rebuilt 1976 on 1969 car with new engine, reconditioned gearbox, stainless steel exhaust, reupholstered with hardtop and radio. View London/Basingstoke. Best offer near £1,000. Telephone 0256 3445 (private sale). (96193

ASTON MARTIN DB6 1969 Mk. I. Manual. *Genuine mileage 14,000.* Virtually as new. £5,475. Part exchange and finance possible. Phone: Wolverhampton 20361 (96197

ASTON MARTIN DB2/4 3-litre 1955. Excellent condition. Offers around £1,500. Tel: 025 18 2440. (96210

CONNOISSEUR'S MG-B Roadster Mk. I. Hard-top, folding hood, overdrive, chrome wire wheels, low mileage. Really superior car, premium price. Also 1973 MG Midget, Tulip/tan interior, 36,000 miles. Fine order throughout. £1,150 o.v.n.o. Private sale. Please phone Horley 72778. (96198

TR3A 1961. 12 months MoT, taxed. H/S tops. v.g.c. Fibre wings, hence £550 o.n.o. or exchange TR4A. Manson, 27 Edinburgh Sq., Waddington, Lincoln. (96211

FOR SALE—continued

1974 MG-B GT V8 'N' registered, sunroof, stereo 8 radio. £2,750. Scalford (066476) 225 (96212

TRIUMPH ROADSTER 2000 1949. Restored to a very high standard. £2,250. Jaguar Mark 9, 1960 manual BRG. Exceptional original condition. £1,100. 2, Arundel Terrace, Bude, Cornwall. Phone: Bude 3982 or 3036. (96213

RILEY 2½ Drophead 1951. Good condition. Maroon with beige trim, regularly used, stainless steel exhaust, good radials, rechromed, many new parts. Offers around £2,000. Tel: Reading 477562. (96201

PEUGEOT 504 Cabriolet, August 1973. RHD. One owner. Silver, Wolfrace wheels, radio/cassette, elec. windows, taxed, tested 12 months. A car to be seen. Offers around £2,850. Ring: Cheltenham 23484/38271 (96202

ROLLS-ROYCE 20/25 Drophead. Sedanca coupe by Park Ward, 1934. Needs total restoration. A rare opportunity to buy a potentially very valuable car. Only available due to change of plans. For full details please send SAE to Box 5485. (Surrey). Best offer will be accepted. (96203

MORGAN 4/4 2-seater, 1977. Delivery mileage. BRG, wire wheels, extras. Ring *Bridgend (0656) 860 480 office hours.* (96204

ASTON MARTIN DB6 1967. 5-speed. BRG/black trim, chrome wires. Selectaride, radio/cassette. Nice clean car. £2,750. Ashtead (Surrey) 72788. (96206

DAIMLER V8 2½-litre saloon 1968. Rare, manual o/drive model in very excellent condition, new tyres, radio, history. £1,250. 01-603 0435 evenings. (96205

FERRARI DINO 246 GT. Superb example, 28,000 miles, nudge bar. Special registration number. Well maintained. One of the nicest available, 1971 yet looks 1974. *Investment.* £5,250. *Dorking 6030* (Surrey). (96207

MASERATI-CITROEN SM. June 1974. Metallic bronze, tan cloth trim, tinted electric windows, air conditioned. Only 22,000 miles. £3,250. Dorking 6030 (Surrey). (96207

LOTUS ELAN +2S 130/4 1973. 'L'. 41,000 MoT. Yellow/black. Very good engine. Would exchange for Sprint. Tel: Stow-on-the-Wold (0451) 31162 (96214

COLLECTOR'S ITEM: Honda S800 Saloon 1967. 46 m.p.g., 100 m.p.h. Very reliable. MoT and taxed. £375. For details please write Rayfield, 34, *Longroyd View,* Leeds 11, Yorks. (96216

1938 RILEY ADELPHI Big Four Saloon. Mint condition after complete renovation. Price required £1,850 o.n.o. Would part exchange for Range Rover + cash. Tel: 0742 63774 after six o'clock. (95715

SUPER SAMURI DATSUN 240Z. Tested in Motor magazine 1973. FFA 196L, absolutely *original. Red/gold with white coachlines.* Wolfrace wheels, triple Webers, ventilated discs etc. Offers around £3,000. Farnham 21511 (96027

MG TD2 1953. Rebuilt engine, respraved, rechromed, retrimmed, reupholstered, new hood £3,000 or p/exchange XK140 DHC. Helensburgh 4858 (96032

1937 MG TA. Running order but further restoration required. Some spares. Offers to Rotherham 892932 (96037

ALLARD J2R. 1953, ex-works Le Mans car, chassis No. 3402, just completely rebuilt to very high standards. Historically fitted Jaguar engine, £6,000 o.v.n.o. Haverland, 15 Rue Marechal, 4453 Jupreille, Belgium. Phone: Liege 78 65 97 (evenings) (39401

VOLKSWAGEN GOLF 1600 c.c. LS. Red. Five-door, cloth interior reclining seats, carpets, HRW. One owner. £1,970. California beckons end of July. Caterham 43731 (95972

1934 ALVIS SPEED Twenty, DHC, very good condition. Taxed, MoT, spares. £4,950. Tel: 061-764 5653 evenings. (96684

1973 GILBERN Invader Mk. III Sports Saloon. Three litre engine. Manual overdrive. *Unused and restored to immaculate condition last two years.* One owner. Mileage 42,262. £2,550 o.n.o. Tel: Leven (0401) 42438 Richardson. (96682

MG MAGNA F1 1932 Tourer. Very original, good chassis, rewired, MoT, taxed and running. £3,300. G. J. Bailey, 69 Charlton Road, Wantage, Oxfordshire. Tel: Wantage 2221 (home), Wantage 3098 (business) (96687

JAGUAR XK 140 DHC 1955. Extremely nice original car with overdrive, mechanically and bodily first class, door hinges renewed, new hood and h/lining, new set of Koni shock absorbers front and rear, four new Cinturatos, new exhaust system, taxed, MoT. Offers around £3,750. This is not a rot-box. Tel: 0742 22368 day; 0742 482894 evening. (96689

FOR SALE—continued

SCIMITAR GTE 1972. Auto, 45,000 miles, bronze yellow, tan interior, alloy wheels, wide tyres, radio/stereo tape, sunroof, Cible lights, Spax shocks, Kenlowe ignition, electronic cruise control, superb throughout. £2,100. Alderley Edge, Cheshire (0625) 583514 (96688

1931 MORRIS MINOR van. Good running order. £700 o.n.o. Hasiam The Green Farm, Wark-on-Tyne, Northumberland. Tel: 0660 30663 or 01-373 9197. (96686

FERRARI 250 GT Pininfarina Coupe, 1958. Shabby but restorable. Also: 1962 250 GT chassis, suspension, wheels, engine, transmission, etc. £3,000 the pair. Delivery arranged East Horsley (STD 048 65) 4663. (96685

BRICKLIN SPORTS CAR. Only 13 miles on the clock. A collector's item fetching around $25,000 in the USA. Canadian owner will only sell in the UK if the price justifies shipping. Genuine replies from potential buyers only. 01-734 7777. (96690

FERRARI DINO 246 1972 (Special Number Plate 7 TOO). Chance of a *lifetime*—certainly the finest 246 in existence. Bodywork is absolutely perfect and as new in Lime Green. Brand new engine (7,000 miles) and new tyres. Cassette stereo and radio. Serviced regularly and only by Maranello. No part exchange. £5,300. Tel: Exmouth 73275. 9.30 p.m.—4 p.m. After 6 p.m. and weekends: Exeter 56135. (96620

MG-A 1622 MARK II 1961 FHC. White, black interior, recently stripped to chassis and rebuilt including new braking and suspension systems, all metal bodywork (no filler or fibreglass), first class re-spray, bills for over £1,100 *available.* An excellent investment. Nearest to £2,000 secures. Cuppage, Chelwood Gate (Sussex) 294. (96543

JAGUAR E-TYPE Series 1½ 1968 FHC. Red, black interior, stereo. Engine overhauled, 58,000, immaculate. £1,500. Huntingdon 76239. (96544

PORSCHE 914S 1970. Orange. Two owners from new, present 5 years. 45,000 miles. Well maintained and in very good condition throughout. £1,350. Phone: Barrow-on-Humber 30688. Would consider interesting motorcycle in restorable condition as p/x. E.g. Scott, Guzzi, Aermacchi (96545

E-TYPE 3.8 FHC, 1964. Bodywork just restored, White cellulose. Sunroof, chrome wire wheels, new tyres, seats re-upholstered in black hide. Many new parts to suspension, brakes, etc. £2,300 or best offer. This car must be sold. 589 0071 day; 586 4181 eves. (96546

JAGUAR E-TYPE Roadster Series II 4.2. 1970 *model. Midnight blue, black interior.* Hard and soft tops, chrome wire wheels. Undersealed from new and only 51,000 miles. A beautiful car. Must be seen. £2,495. 01-546 2499 (96537

DAIMLER V8 250 1958. One owner. 34,000 genuine miles from new. Finished in Warwick grey, blue hide upholstery. This is a collector's item and in magnificent order throughout. Offers in region of £1,000. Telephone 021-556 0056 Mr. Ward (96541

BRISTOL 405 1956. White, beautiful car. Splendid investment. £2,250. Details: 104 Tebworthy Road, Wingfield, Beds. Ring: Toddington (Beds) 2824 (96539

ASHLEY FIBREGLASS Sports Saloon, body unused, on 1939 Ford 8 chassis. Needs completing. Offers. Carline, Whitton, near Scunthorpe, South Humberside (96358

HEALEY 3000 BT7 1961. works hardtop, convertible, tonneau, close ratio box, overdrive, wire wheels, excellent condition. £1,650. Upwey 2076. (96359

WOLSELEY 4/44 1954. Very good condition. 50,000 miles. One owner. Offers around £350. Phone: Sherborne 2919 (Dorset) (96360

TRIUMPH TR5 Convertible PI, 2 owner car. Would suit enthusiast. Basically in good condition. £685 cash o.n.o. Telephone Thornham 388 evenings only (39297

DAIMLER V8 250, 1968 Automatic. 55,000 miles. Taxed March 1978. Regency Red bodywork *and chrome. First-class condition.* Underbody mechanics and engine compartment clean, dirt and grease free. Mechanics all in working order. Lt. blue interior. Original, excellent condition. 12,000- mile service new tyres, toot kit, instruction book. Full inspection facilities available. Foreign enquiries welcome. £1,600. No offers. Milton Keynes (Bucks) 0908 75221 day; 0908 583707 evening. (96320

AC ACECA 1957. Carmen red, black leather interior. This car has been fully maintained regardless of cost and for the last 6 years has been cosseted by a very discerning owner. Genuine reason for sale. £2,500. Tel: 021-705 1557 (after 7 p.m.). (39380

£10,000 PLUS—is your car worth this? Then read Wanted Section. (39172



PAGE & MOY LTD

It's amazing – the season passes so quickly and now there are only three more opportunities to see Formula 1 Grand Prix in Europe this year. But they are three great races.

AUSTRIAN GRAND PRIX August 14th

Impossible to say whether there will be any seats left when you read this. There could be the odd one or two but you should telephone now. A *week-end air flight by scheduled service* from Heathrow and staying in Vienna costs £115.

DUTCH GRAND PRIX August 28th

As popular as ever with its relatively new date at the end of August. We have more bookings than ever before but still a few seats left. A four day week-end by hovercraft/coach and staying in Amsterdam costs £59.

ITALIAN GRAND PRIX September 11th

After Monaco one of the most colourful races. Always exciting, it's one not to miss. We have five itineraries from one day's duration to ten days and from £57 upwards.

UNITED STATES GRAND PRIX October 2nd

A magnificent itinerary and unforgettable experience. Seven day visit with flight from London Heathrow by Pan-Am Boeing 707 with three nights in New York and three nights near the circuit. – £249.

JAPANESE GRAND PRIX October 23rd

Now confirmed as definitely 'on'. Our itinerary will be ready when you read this. Our last year's visit was fantastic and it will be again. Tell us if you would like details when they become available.

DIAL A BOOKING

Call Louise Kew-Moss now and she will gladly make a provisional booking for you.

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

Tel: (STD 0533) - 552521
(Reservations only)

Air Travel Organiser's Licence No. 133BC.

B. M. Ellis of Huddersfield Ltd.

Telephone 0484 32126 — "ELLIS HOUSE" HUDDERSFIELD — After hours 0484 31426



1964 Rolls-Royce Silver Cloud III. Antelope/golden sand, beige interior. Two owners, 68,000 miles from new.

1954 Rolls-Royce Silver Dawn. Auto, 2 tone grey, Red leather interior. 77,000 miles, three owners from new, concours condition throughout.

1971 Rolls-Royce Mulliner/Park Ward 2-door saloon. Seychelles blue, magnolia interior, 6,750 c.c. engine. Door locking, air-conditioning, F.S.S. 48,000 miles.

1956 Rolls-Royce Silver Cloud I. Sand over sable, gen. mileage 65,000.

1954 'R'-Type Bentley Automatic. Black, blue interior. One owner, 37,000 miles from new. *Concours* prize-winner. Original immaculate condition.

1953 Bentley 'R'-Type. Sand and sable, 100,000 miles. Superb condition.

1964 Bentley S3 saloon. Steel grey, blue grey interior, 77,000 miles, mint condition.

1960 Rover 100. Black, red interior, 42,000 miles from new. Chauffeur driven and maintained. Immaculate original condition.

1954 Freeman Talisman 4-berth luxury caravan. Like new.

1974 Land Rover 12-seater Safari. Blue/cream. Towing equipment, free-wheel hubs. Privately used and in first class condition, 24,000 miles from new.

1975 Triumph Stag, o/d, magneta, h/s tops, tinted glass, radio/stereo; 15,000 miles.

1938 Ford. Twin wheel Wood estate car, one previous titled owner, 25,000 miles only.

WE ARE ALSO WILLING TO BUY CARS OF VINTAGE ERA INCLUDING ROLLS-ROYCE AND BENTLEY

ROLLS-ROYCE & BENTLEY SALES & SERVICE

P&A Wood

Gt. Bardfield, Essex
Great Dunmow 810604



Rolls-Royce Silver Cloud III, 1963, standard 4-door saloon finished in pine green over shell grey with green upholstery. 71,000 miles from new, full service history just completed by ourselves. This car is in faultless condition and is possibly the finest available.

PLEASE TELEPHONE FOR DETAILS OF CARS FOR SALE

Malcolm C. Elder Tel: Steeple Aston (0869) 40606

Town House, Paines Hill, Steeple Aston, Oxfordshire





1911 Bradbury m/cycle. Superb **£1,600**
1923 Sunbeam combination **£1,500**
1924 Cluley 4 seat tourer. (Photo) **£4,500**
1928 Humber 9/20 fabric sln. **£1,850**
1932 Austin 12/4 saloon ... **£2,250**
1933 Morris Minor saloon ... **£950**
1937 Wolseley 16 saloon ... **£750**
1950 Riley RMA saloon **£875**
1952 Jowett Jupiter coupe **£1,200**
1952 Humber Pullman *(Photo)* **£875**
1953 Bristol 403 saloon ... **£1,325**
1957 A/Healey 100/6 ..... **£1,275**
1959 Jaguar Mk. IX auto **£850**
1961 Alvis TD21. Lovely ... **£1,550**
1963 Alvis TD21 Mk. II ... **£1,250**
1964 Jaguar 3.8 "E" roadster £1,925

Sell or exchange (cash either way): 27' Estuary Boat. Mahogany over oak, very sound. Kittywake inboard engine. Moored on Oxford canal. **£1,650.**

WANTED: Interesting cars! W.h.y.? Vintage, P.V.T., 30's, sports, classics. Part exchanges considered. Finance arranged. Callers preferably by appointment.

ONLY 10 MINUTES FROM CENTRAL LONDON

'E' TYPE CENTRE—LONDON

(SEAFORTH EXPORT LTD.)
27 BELSIZE LANE, LONDON N.W.3.
(01-435 7614 Anytime 01-794 8088)
5A PINDOCK MEWS, MAIDA VALE, W.9.
(01-286 2668 Business Hours)



THE LARGEST SELECTION OF CLASSIC 'E' TYPES IN U.K. (ROADSTERS, 2+2, F.H.C.)



WE ALSO SPECIALISE IN SELLING/EXPORTING QUALITY DESIRABLE SPORTS/SALOON CARS. L.H.D./R.H.D. (ROLLS-ROYCE, BENTLEY, ASTON, FERRARI). EUROPEAN, AMERICAN, AUSTRALIAN MARKET ENQUIRIES WELCOME.

OUR STOCK CHANGES CONSISTENTLY. PLEASE RING OR WRITE FOR DETAILS.

maserati

3500G.T. 1961 Superleggera by Touring of Milan. Engine just completely reconditioned. One of the rare right hand drive Series I Maseratis. Coachwork in red with white leather interior which requires some refurbishing. Offers around **£2,000.**

3500 G.T.I.S. Series I Sebring. Right hand drive, Borrani wire wheels. Finished in red with matching interior. **£2,000**, further details on request.

1972 MEXICO. Power steering, air conditioning and radio. Left hand drive. **£4,500.**

1969 GHIBLI Coupe 4700 cc. One owner, lovely condition. **£4,500.** Further details on request.

WANTED: A6G/2000 with coupe coachwork by FRUA. Condition not important although preferably complete. My client will pay a high price.

From stock all mechanical spares and parts for the six-cylinder Maserati engines.
Servicing of all models under the supervision of Bill McGrath by appointment only.

RICHARD CRUMP : GROOMS BARN
BULLS CROSS RIDE : WALTHAM CROSS
HERTFORDSHIRE : Tel: Waltham Cross 22121

Rolls-Royce and Bentley Specialised Service

- Full repair facilities, mechanical and coachwork – including separate shops for routine service – Total re-builds – Panel beating – Painting – Fully equipped machine shop. Collection delivery and loan car service.
- Vast spare part stocks for all Post-War Models. Genuine new Makers' spares, together with a range of second hand material. Rapid Delivery Service.
- Technical Report and Consulting Service.

A. B. PRICE LTD.
Hardwick House, Studley, Warwickshire.
Phone: Studley 2377/8.

PLUS 4 MOTORS

MG TC 1946. Rebuilt.
MG PA 1934. Two seater.
AC ACE with AC engine.
AC BUCKLAND tourer

VARIOUS OTHER CARS ALWAYS AVAILABLE.

PLEASE NOTE OUR NEW ADDRESS & TELEPHONE NUMBER.

VIEWING ONLY BY APPOINTMENT PLEASE.

HIGHFIELD HOUSE, BOSLEY, Nr. MACCLESFIELD
CHESHIRE, SK11 ONZ Tel: Rushton Spencer (026-06) 252

MOTOR-DROME

B'MOUTH SPORTS CARS 28698

ROLLS-ROYCE Silver Ghost, 1921 Open Tourer, only 7,000 miles! One owner. Absolutely magnificent – original – details on request.

ROLLS-ROYCE Phantom II Continental by Freestone & Webb. Details on request.

BENTLEY T TYPE. Late 69. Blue/champagne trim and roof, air-cond. and Sundym. Absolutely superb. 1970 model. **£7,750**

ROLLS-ROYCE/BENTLEYS I, II, III always a varied selection in stock.

MG TF 1250, 1954. Totally original condition, and has never been resprayed or altered in any way. 57,000 miles from new, works hard top. More details on request. **£4,995**

MG TD, 1953. Same owner, again an unbelievable vehicle, more details on request. **£2,995**

ALFA ROMEO Spider Veloce, 1975. Convertible. Orange/black trim, special alloy wheels, pristine condition. **£3,295**

TRIUMPH STAG, 1972. 1 lady owner, 27,000 miles, white/black trim, h/s tops, auto, p.a.s., electronic ignition, absolutely superb. **£2,295**

RELIANT SCIMITAR GTE. Aug. 1974. Blue/black trim, blue Sundym, o/drive, one owner from new, superb condition. **£3,295**

PORSCHE 911E. Special Turbo body, rear spoiler. Silver, Recaro seats, Wolfrace wheels, electric Sundym glass & roof. 46,000 miles. Looks just like Turbo. **£4,250**

SPECIAL MINI 1275 GT. Black coachwork, black glass and trim, chrome wheels, Taunus engine. Details on request. **£1,595**

TRIUMPH TR7, 1976. Only 400 miles. Yellow/black trim, usual refinements, as new. Sundym, one lady owner. **£2,895**

SPECIAL BUILT MINI 1275 GT by ourselves. Rolls-Royce gold Magnolia leather trim, modified bodywork, etc. Extras too numerous to mention. Ready for delivery, details on request. **£4,750**

CORVETTE STINGRAY F.H.C. 1 chauffeur driven owner, 49,000 miles, 1966, metallic regal red, all usual extras, a collector car in concours condition. **£4,995**

ROVER 90, 1957. Only 23,000 miles, one reg'd owner, fitted o/drive, it's like new, collector's piece. **£1,495**

COLOURED PHOTOGRAPHS AND SHIPPING AVAILABLE ON REQUEST

If you don't see what you are looking for, give us a ring. (Mr. Chris Newman or Mr. Ken Simpson). Our stock of Rolls-Royce and Bentley cars is constantly changing. Also we are always willing to purchase top quality second-hand vehicles of the type we sell.

9–13 CHARMINSTER ROAD, BOURNEMOUTH

TELEPHONE (0202) 28698

CHRISTIE'S

In association with
Lord Montagu of Beaulieu

NOW INVITE ENTRIES FOR A SPECIAL SALE OF

COLLECTORS CARS

WHICH WILL TAKE PLACE WITHIN THE

DAILY EXPRESS "MOTOR FAIR"

AT

EARLS COURT, LONDON
ON THURSDAY
27th OCTOBER 1977

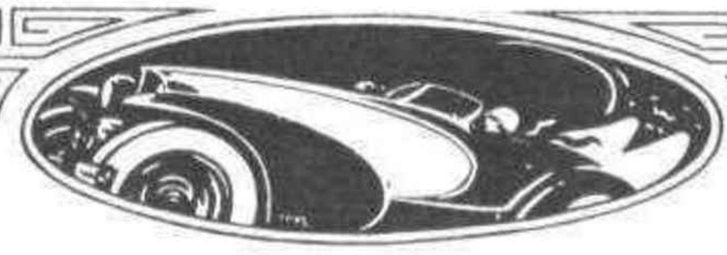
Viewing will take place throughout the period of the "Motor Fair" which is open to the public from

19th to 30th OCTOBER 1977

CLOSING DATE FOR ENTRIES
30TH AUGUST 1977

Further information, catalogues and entry forms are available from:
ROBERT M. BROOKS,
CHRISTIE'S AUTOMOBILE DEPARTMENT
which is now situated at:—

CHRISTIE'S
SOUTH KENSINGTON
85 OLD BROMPTON ROAD LONDON SW7 3JS
Telephone: 01 581 2231



TR4A

Possibly one of the finest available 1965, original black paintwork, chrome wire wheels, Surrey top, radio/stereo. Complete interior retrim in tan cloth at a cost of £400. Two owners from new. Utterly immaculate in every respect. Very expensive at **£1,950** but a sensible offer may be considered.

WALKER & DEEKES SPORTS CARS
ST. ALBANS 61000.

JAGUAR 'E' TYPE 4.2 COUPE 2+2

Red with black leather upholstery, reg'd 67, one owner since 68. Superb condition with mileage of 61,000. **£2,250.**

H. TREDGETT MOTORS,
Northampton Road, Broughton.
Tel: Kettering 790383

PONTIAC SILVER STREAK COUPE 1949

Classic Post-War example in mint condition. One owner with automatic transmission. Superb investment. **£1,995.**

Part Exchange considered.

Tel.: 01-767 0071.

Tony Mitchell Ltd.

1936 BMW 326 for restoration **£350. 1952 BMW 502** V8 **£500. 1933 Rolls-Royce** Gurney Nutting Owen Sedanca Coupe. Needs paint and new hood.

BMW 328 wanted.
Appointments essential.
Manor Farm House, Rodmarton, Cirencester, Glos. GL7 6PE.
Tel: Rodmarton 222.

GURNEY NUTTING

(Coachbuilders Ltd.) Heathmans Road, Parsons Green, London SW6. Tel: 01-731 4383
Specialising in the service & repair of Rolls-Royce & Bentley motor cars.
Trimwork, Coachwork, Restorations & Spare parts service.

Lotus

ELITE, ECLAT and ESPRIT IN STOCK

SCIMITAR GTE

AUTO, Caspian Blue, Wolfrace. O/DRIVE, April Yellow, Wolfrace, Power Steering.

J.GORDON & SONS
BURY NEW ROAD,
BOLTON 383318

Nigel Dawes

BIRTSMORTON COURT NR. MALVERN
WORCESTERSHIRE TELEPHONE BIRTSMORTON 068 481525
VISITS BY APPOINTMENT ONLY



ASTON MARTIN DB 2/4 MK II, 1954 2.9 cc. This car has been completely renovated. It has been re-cellulosed in BRG and retrimmed in natural hide. Also new black hood and new stout coloured carpets. A really beautiful car, and a sound investment.

LOTUS ELITE. Super 95 spec. ZF Box white, black.
E' TYPE F.H.C. 3.8 LITRE. Re-trim and paint. Engine build.
ASTON MARTIN DB4 SERIES 2. Good all round metallic blue/green. Red.
SUNBEAM TIGER 4.2. Hard top white, black.
LISTER BRISTOL. Undergoing restoration.



DYNAMIC BALANCING

A Service for the West of England

Give your engine the perfect balance it needs for maximum power and long life.

We have the latest Schenck electro-dynamic crankshaft balancing equipment, backed by Avery static balancing machines for con-rods and pistons.

Our prices are low, our service quick. Only 1½ miles from M4 junction 16. Write for details or phone.

812331 Wroughton (Wilts.)
BASSET DOWN LTD.
SWINDON SN4 9QP

GARNETTS OF GUISELEY LTD

PERFORMANCE CAR CENTRE

NEW LOTUS AND TVR

ESPRIT. White, marcasite trim ..... **LIST**
ECLAT SPRINT. 5 speed gear box, tinted glass ..... **LIST**
ECLAT 523. Yellow, marcasite trim ..... **LIST**
ECLAT 521. Red, marcasite trim, sundym glass ..... **LIST**
ELITE 501. Lagoon met, marcasite trim ..... **LIST**
ELITE 503. Yellow, black vinyl roof, marcasite trim ..... **LIST**
TAIMAR 3000. silver met, black coach mdl. band, black trim, s/roof, sundym, p.b. radio **LIST**
TAIMAR 3000. White, white coach model band, white vinyl sunroof, sundym, p.b. radio **LIST**

USED LOTUS AND TVR

77 (S Reg.) ECLAT 523. Air cond., p.a.s., sundym, stereo, 600 miles only. Our own demo car ..... **Save £500 on List**
76 ELITE 504. Red, marcasite trim, auto, p.a.s., air cond., 10,000 miles **£7,795**
74 ELAN +2S 130/5. Maroon, oatmeal trim, 20,000 miles recorded **£3,195**
74 ELAN +2S 130/5. Lagoon met., oatmeal trim, 30,000 miles **£2,995**
74 ELAN +2S 130. Sable, oatmeal trim, s/roof, sundym, 37,000 miles **£2,895**
73 (M) 3000 M. Black, black trim, Wolfrace wheels, s/roof, sundym, radio **£2,195**

USED SPORTS CARS

76 (Dec.) TRIUMPH TR7 5 speed. Wolfrace wheels, p.b. radio, 6,000 miles **£2,995**
76 LANCIA FULVIA S3. Maroon, mustard cloth trim, h/rests, 14,000 miles **£2,550**
75 MGB GT. Citron, Webasto roof, sundym, radio, 1 lady owner **£2,495**
73 BMW 3.0 CSL. Met. Targa green, black trim, sundym, stereo, 56,000 miles **£4,295**
72 (L) ASTON MARTIN DBS V8. Met. Copper, white hide trim, 32,000 miles **£4,995**

LEEDS ROAD, YEADON. TEL LEEDS (0532) 505914/5

MAIN LOTUS TVR DEALER



240 GT FERRARI DINO

Recorded mileage 14,383 miles. First Registered Oct. '73. Exceptional condition. For further information ring Cambridge 47268.

Maloney & Rhodes Ltd., 121–9 Perne Road, Cambridge, CB1 3NT.
0223 47268. Telex 81616.

TVR TURNER'S GARAGE TVR
TOLLERTON, YORK

Tel: Tollerton (03473) 345

New Taimer. Yellow. Brown Coachband. Oatmeal Trim. Wolfrace Wheels. Sunroof.
New 3000M. Silver. Black Trim. Sunroof.
1977 3000M. O/D. Metallic Green. Oatmeal Trim. Sunroof. Radio.
1977 2500M. Red. Black Trim. Sunroof. Radio/Stereo Cassette Player. Electric Aerial.
1976 Alfa Romeo 1.6 GT Junior. Silver. Radio.
NEW 2500M–3000M and **Taimers** for Early Delivery.

Please ring for brochures or any further information. We are situated 10 miles north of York, off A19.
OPEN MONDAY–SATURDAY UNTIL 7 P.M.

Private Sale

MGB V8 ROADSTER

Tel.: 0484 34680
or 41257

Ultimate Costello V8 conversion in 1976 on superb 17,000 mile car; only 6,000 miles since. New chrome wheels and HR CN36 Pirellis, electronic ignition, radio, air horns, spots, etc. fitted. Additional 200 hours spent on Concours preparation – rust proofing, sound proofing, painted suspension etc. and polished engine compartment. Reg. No. 888 NKO.

Also – Concours MKI Austin Healey Sprite 35,000 miles
– NEW MORGAN +8 '77' 5-speed, leather trim, extras

Phone for Full Details & Photos

ALFA ROMEO MILANO

New Models • Earliest Delivery • Demonstrations

Colour Brochure sent on request

Portman Garages Ltd

108 George Street,
Baker Street, London W1.
01-935 5418.

WANTED

MG-B GT AND SPORTS FROM 1970 ONWARDS
with below average mileage and including overdrive.

Contact: P. A. P. Marchant

REIGATE 46881
WADHAM STRINGER (REIGATE) LTD.

HOODS
and Tonneau Covers

Welded Seams – Welded Windows
Guaranteed Not To Leak – Money Back Undertaking
We manufacture best quality PVC hoods and tonneau covers for all leading makes of British Sports Cars and Convertibles including:
SPRITE, MIDGET, MGB, SPITFIRE, TRs, HERALD/VITESSE, MORRIS 1000 available in black and choice of colours.
COMPETITIVE PRICES – FAST DELIVERY
Send or telephone for brochure and latest price list
Ask about **SUNROOFS** – 1 day fitting service.

Suffolk Trimmers Ltd
STANTON, BURY ST EDMUNDS, SUFFOLK. IP 31 2AR TEL: 0359 50513

CLASSIC MOTOR RACING POSTER COLLECTION

£3.50 including UK p&p abroad add £1

1935 Brooklands
1934 Donington
1933 Campbell's Bluebirds
1967 Hailwood's TT Hondas
1929 Le Mans Bentleys
1927 Norton, H.R.D., TT Winners

Motormedia Publications PO Box 3 East Horsley Surrey UK

MORGAN AGENTS

ALLON WHITE & SON
(CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205

SALES SERVICE SPARES
by Morgan enthusiasts
Used Morgans purchased and supplied

MYSTERY

MORGAN BUYER
01-440 2462
DAYTIME
05902 3545
EVENINGS/WEEKENDS

PRECISION & PERFORMANCE!



FORD ESCORT RS 2000

EVERYTHING FOR THE DRIVER
WITH A TASTE FOR REAL EXCITEMENT

TEL: 01-504-4466

RALLYE SPORT

Gates of Woodford
GATES CORNER, WOODFORD, LONDON E18.



ASTON MARTIN DB6 Mk II. Aegean Blue. Standard engine, manual box. One owner. Full history. A beautiful car in every respect.
ASTON MARTIN DB6 Mk II. White. Standard engine, manual box. One owner. 48,000. Condition commensurate with mileage.
ASTON MARTIN DB6. Ming Blue. Automatic. Vantage engine. A very good example.
ASTON MARTIN DB6. Dubonnet Rosso. Standard engine, manual box. A fine motor car in good all-round condition.
ASTON MARTIN DB6. Short chassis Volante. White. Automatic, standard engine. Truly desirable in every respect.
ASTON MARTIN DBS6. Fiesta Red. Vantage engine, manual box. Low mileage. Excellent order throughout.
JAGUAR E-TYPE ROADSTER. Series II. Powder Blue. A most attractive motor car.
JAGUAR E-TYPE FHC. Series 1. 4.2. An unaltered specimen. Totally sound throughout.
DAIMLER SOVEREIGN 4.2 1968. Completely rust free. Mechanically excellent.

Telephone Alderley Edge 582424 or 583121 or Sandbach 2777 for details.
VIEW BY APPOINTMENT

NICK SHRIGLEY-FEIGL LIMITED
Trafford Road,
Alderley Edge, Cheshire.

ALFA ROMEO Montreal. Nov. 1973. Metalic Orange. 30,000 miles. A rare chance to acquire Alfa's big one.
NOTE FOR THE FUTURE. We also have a Bentley S1 with history and an XK150 DHC waiting to go into our workshops for restoration.

OLD HALL, the house in the picture, is also for sale. A fine Cheshire country house near Sandbach, admirably situated in 4½ acres. Convenient for main air and rail terminals and motorways. Hall, library, lounge, dining room, music room, fitted kitchen and 3 bedrooms. Spacious garages/workshop, stabling and office suite. **Offers invited. Send for details.**

Home and overseas collectors: Looking for a particular model but haven't the time to track it down? Tell us the specification, set a limit (3 months, say) and for a % deposit we will conduct an intensive search for you. **Total refund of deposit guaranteed if we cannot locate the car in the time allowed.**

Nick Shrigley-Feigl

VEHICLE SHIPPING

Planning to ship your car in the near future?
Then contact **John Desbois** for advice on the best method at the lowest rates.

OUR SERVICES: Steam Cleaning and Full Preparation Facilities • Lloyds Marine Insurance (All risks) • UK Collection Service • USA and Australasia specialists •

Ring or write for a free quotation, or call in and see us.

STROWMAR LTD.
Ground Floor, Dominion House, Bartholomew Close, London EC1. Tel.: 01-606 6172 (4 Lines)

LANCIA PARTS

Trade & Retail

Sole UK Stockists for FLAVIA 815 Parts

Portman Garages Ltd

ACTON LANE N.W.10 01-961-3317

CYCLE WINGS

(DOMED & BEADED)

4", 5" & 6" wide. Alloy.
Fronts **£3** pair. Rears **£3.50** pair.
7" wide Fronts **£3.50** pr. Rears **£4** pr.
Carriage and packing 50*p pairs*, £1.50 *sets.*

D. W. FERGUSON
BATH ROAD GARAGE, NAILSWORTH, GLOS.

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

LAND ROVERS WANTED

All types, Cash and Collect, distance no object.
Over 30 offered for sale.

FINCH MOTORS
The Land Rover People
CHESTERFIELD (0246) 33146

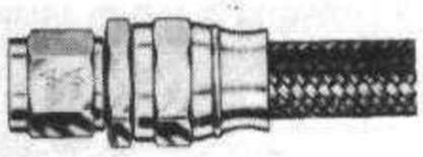


SWANSCOMBE AUTO-EXPORTS

Established independent company with full facilities for the worldwide shipment of motor cars. Specialists in handling Rolls Royces and Bentleys.

SWANSCOMBE GARAGE, SWANSCOMBE ROAD, HOLLAND PARK, LONDON W11 3BR
Tel: 01-602 3555/6/7 Cables: Swanexpo W11. Telex: 917654 Swanexpo





Aeroquip

For Race — Rally — Restoration

GOODRIDGE AEROQUIP

The Goodridge Aeroquip range of aircraft quality flexible high pressure stainless steel or rubber covered hose with steel and alloy fittings (BSP/JIC/UNF/metric, etc.) for brake, clutch, fuel, oil and water lines. Supplied to leading competition cars worldwide including F1 and other international works race and rally teams – hose, fittings and assembled kits are available for all formula, saloons, sports racing, clubmans, sports GT, vintage, historic, etc. – just provide us with the line length or fitting details.

READY TO FIT BRAKE LINE KITS: 4-LINE KIT £23.95; 3-LINE KIT £16.95 (inc. VAT & P&P)

Also giving protection against suspension and chassis rubbing, spongy pedal, flying stones, etc. Aeroquip is a must for the serious competitor or enthusiast.

1977 Catalogue 50p

GOODRIDGE (U.K.) LTD.
Collins Road, Totnes, Devon TQ9 5PJ. Tel. (0803) 862007
World Wide Export Service.

Classic Restorations

Electrical, Electronic, Mechanical & Instrumentation Engineers — Bespoke Upholstery

SPECIALIST WORLD-WIDE SERVICE

for

Renovation of all dashboard instruments, Hobson petrol Telegauge instruments & valve radio sets

D.I.Y. Telegauge kits

Princess Services

Sheerline & Princess cars, limousines, hearses for sale & wanted

Specialist spare service, all models 1947-1968

S.A.E. and 30p Spares Lists, 20p Cars Available

Midvil House, Brant Broughton, Nr. Lincoln LN5 0SH
Tel: Loveden 72674, STD Code 0400

MOTOR INSURANCE

WE CAN OFFER YOU THE MOST COMPETITIVE INSURANCE AVAILABLE. THE CHART BELOW SHOWS WHAT YOU COULD PAY FOR FULLY COMPREHENSIVE COVER WITH MAXIMUM BONUS AND CLEAN RECORD. AGED OVER 35

CAR	Rural	London
MINI, ESCORT, 1100, FIAT, VIVA, HERALD	£22	£37
CORTINA, AVENGER, MARINA, VW	£26	£39
ROVER, TRIUMPH, CAPRI GT, JAGUAR	£41	£65
SPITFIRE, COOPER, MIDGET	£43	£65
ALFA ROMEO, BMW, MERCEDES, MGB	£60	£96
LOTUS, TVR, TR6, E-TYPE, SCIMITAR	£79	£120

WE SPECIALISE IN SPORTS CARS AND PROBLEM CASES
WE ARE ABLE TO QUOTE ON ANY CAR NOT LISTED ABOVE

BEFORE YOU RENEW YOUR PRESENT POLICY COMPLETE THE FORM BELOW AND YOU WILL RECEIVE BY RETURN THE BEST COVER AT THE MOST REALISTIC PREMIUM, OR TELEPHONE FOR AN INSTANT QUOTATION.

Name..... Age..... Nationality.....
Address .....
Occupation..... *Full/Prov. Lice. No. Years.....
Make of Car..... Model..... C.C.....
Year..... Value..... *Garaged. Yes/No
Cover required : *Comp. / Third Party Fire & Theft / Third Party.
Drivers : *Owner Only / Owner and Wife / Any Driver.
Used for : *Social and Pleasure / Business / Commercial.
I am entitled to ..... years No Claims Bonus with ..... Ins. Co.
Details of any convictions or accidents: .....

* DELETE AS NECESSARY AND POST TO

HAMPTON INSURANCE BROKERS
91 CROWN ROAD, TWICKENHAM, MIDDLESEX
TEL: 01-891 1266/7/8
OFFICE OPEN DAILY 10 am - 5 pm Monday-Friday
Agents for B.I.A. COMPANIES & AT LLOYDS
TERMS AVAILABLE

TOP QUALITY TAILORED TOTAL CAR CARPETING

FROM £9.00 COMPLETE

EXCEPTIONAL VALUE

FROM THE PEOPLE WITH OVER 10 YEARS EXPERIENCE OF SELLING CAR CARPETS! 100% POLYPROPYLENE. For the whole floor, not just the front. Fully tailored in plain or heavy foam back. Perfect fit guar. even around gear box and tunnel. Black, blue, green, red, charcoal, beige and brown. Prices listed are for plain carpet. Add £1.25 for foam back. Complete Satisfaction Guaranteed or your money refunded.



PRICE LIST

£9.00 (A) Mini, Imp, Golf, E Type, Datsun 100A.

£9.50 (B) Sprite, Capri, 1100, Maxi, Escort, Hunter, Chevette.

£10 (C) Allegro, MGA/B, Marina, Minor, 1800, Spitfir , Avenger, Cortina. Lada, Herald, Viva.

Other products available
G.T. Seat Covers
Stretch Nylon Covers
Vinyl Roof Kits
Mud Flaps

THICK PILE SIMULATED 14oz. COURTELLE SHEEPSKIN

FROM ONLY £6.50 PER PAIR

FLEECE PRICE LIST

STANDARD (Prices for 1 pair front seats or 1 rear bench)

	All over Fleece	Fleece and Black Stretch
Fun fur	£8.50	£6.50
Fun fur	£10.25	£8.15

EXTENDED BACK (Prices for 1 pair front seats)

Fun fur	£9.50	£8.00
Fun fur	£11.25	£9.75

Super-thick All over Simulated Fleece covers in White or Black available with Foam-Back for increased warmth and softness - improves grip on seat – stops dirt penetration. Also available with Black Stretch Nylon surround. Extended Back covers to go over seats with fixed headrests, loose headrests or extended backrests. Fully washable, drip or spin dry. Patent internal tie cords prevent bagginess. Rear covers available



PRICES QUOTED INC. POSTAGE & V.A.T.

PEACEFUL TRAVEL KITS

For boot - or interior and bonnet. Scientifically designed and tested, individually tailored for cars, as per carpet listings, in heavy duty insulation felt, foam underlay, Bostic pads, adhesive and full fitting instructions.

Price list (A) £9.00, list (B) £12.00, list (C) £15.00.

For details/samples of our full range of products send large S.A.E. or 6½p stamp

Please rush me/details only (6½p enc.) the following. (Fill in or delete where appropriate)
Tailored Carpets (full set/front only), (plain / foam back) colour..... Carpet studs £1.08p for 13 . Double sided tape, 5 yds 54p All over Fleece Seat Covers (Black/White) No. covers..... (Stand/E.B.) Fleece and Black Stretch (Black/White) No. covers..... (Stand/E.B.) Foam Back..... (Tick if required)
Your car make..... model..... year..... Gear shift type..... seats front..... rear..... I enclose cheque/PO for £..... or, please send by C.O.D..... (54p extra).
Name .....
Address .....

Post to: AUTOCARPETS LTD. (Dept. SPB), Brighouse, Yorks. HD6 1BT. Reg No. 750162

GASKETS

All types of engine joints and gaskets made specially to your patterns. Many ready made types also available.
C.O.D. Postal Service Only.

LIPSCOMBE AND HESSEY
MARINE ENGINEERS
Victoria Road,
Eton Wick, Windsor.
Telephone 64413

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

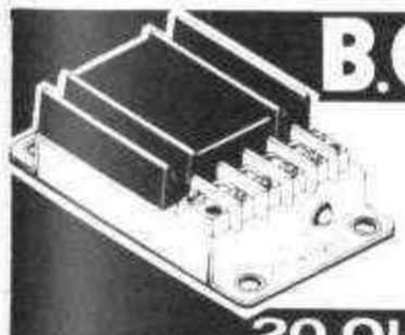
THE LEADING NAME IN TOWING BRACKETS

WITTER TOWING BRACKETS

Over a million made.
Nationwide Stockists & Specialist Fitters. Look in Yellow Pages for your local Witter Specialist or write for details.

C. P. WITTER LIMITED
CHESTER 18. TEL: 0244 41166

ALFA ROMEO
PARTS
Trade & Retail
Portman Garages Ltd
ACTON LANE N.W.10 **01-961-3317**



B.C&H Motors Ltd. Expert fitters of KENLOWE products

KENLOMATIC ELECTRONIC IGNITION

improves mpg and performance. Quicker starting. Gives a more flexible and free revving engine. This inductive system is available for all cars (neg/l-/s). Expertly fitted by B.C. & H. MOTORS – drive to the address below or phone for an appointment. Priced from £21.35 plus VAT and fitting.

KENLOWE ELECTRIC ENGINE COOLING FAN

saves up to 5 mpg, increases performance, gives a smoother engine that is quieter and warms up quicker. Expertly fitted by B.C. & H. MOTORS – drive to the address below or phone for an appointment. Priced from £25.45 plus VAT and fitting.



20 QUEENSGATE PLACE MEWS, LONDON SW7 Tel 01 589 6800

MORGAN DISTRIBUTORS & CLASSIC CAR SPECIALISTS

Burlen Services

GREENCROFT GARAGE, SALISBURY: Tel Salisbury 5100

Complete Exhaust Systems

Austin-Healey 100/4	£18.44
Austin-Healey 100/6 3000 Mk 1 & 2	£23.28
Austin-Healey 3000 Mk 3	£48.86
Jaguar XK 140 & 150	£41.04
M.G. TA/TB/TC Box & Tail	£7.87
M.G. TD Box & Tail	£7.87
M.G. TF	£14.97
'Y' Type 1½-Litre	£11.62
M.G.A 1500/1600	£13.50
M.G.B/M.G.B GT	£22.80
M.G.C GT	£42.13
TR2 & 3	£13.37
TR4	£16.89
Riley 1½-Litre (excluding F. Pipe)	£18.17

Other Popular Systems Available.

Big Healey Steel Body Panels

Front Wings	price on application
Rear Wings, Steel or Aluminium	price on application
Inner Rear Wing Panel	£11.00
Boot Lid	£24.50
Boot Floors	£13.00
Inner Sills (full set)	£18.00
Outer Sills (pair)	£20.00
Door Shut Plates 100/6 Mk. 1	£8.00
Jaguar XK Rear Wing, Steel or Aluminium	£85.00

S.U. ZENITH, STROMBERG and SOLEX CARBURETTER and PUMP AGENTS.
All prices subject to carriage and VAT.
All prices are correct at time of going to press.

Greencroft Garage, Salisbury, Wilts.
Tel. SALISBURY 5100

VEHICLE SHIPPING

Through our capable staff we offer possibly the best vehicle shipping service to USA and other destinations world wide.

All shipments can be covered by full Marine Insurance.

Limited free storage available if required.

Please contact **Colin Bradshaw** at our Southampton office for quotation or advice on the best method of shipping your car.

CROXSON FORWARDING LTD.
Royal Mail House, Terminus Terrace, Southampton SO1 1FD
Telephone: 0703 26828/32387 Telex: 477102/8812719
Offices at London, Dover, New York, Rotterdam, Felixstowe.

CAR HOOD ARE TOPS

SEND NOW FOR YOUR **FREE** ILLUSTRATED BROCHURE

NEW EDITION



- SOFT TOPS
- SUN ROOFS
- VINYL ROOFS
- TONNEAUX
- COMMERCIAL TILTS
- FORK LIFT TRUCK COVERS
- RENOVATION

CAR HOOD COMPANY LTD.
73 Southern Row, Ladbroke Grove, W10. Telephone: 01-969 7148
49 The Viaduct, Roxeth Green Ave, South Harrow. Tel: 01-422 6674
Industrial Estate, Station Rd., Hailsham, Sussex. Tel: 0323-841 399
452 Holdenhurst Road, Bournemouth. Telephone: 0202 33631

HY-PERFORMANCE INSURANCE

01-363-4966/01-366-7447

FERRARI Specialists



PORSCHE Specialists

BELLEVUE INSURANCE BROKERS LIMITED
Palace Mansions, Palace Gardens, Enfield, Middx

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.

SPECIALISED ENGINES



The Ford Engine Specialists * All fully guaranteed for all parts and labour in writing * All engines completely reconditioned * All tuned engines we prefer you to see built * Full spec. sheet with tuned engines. All prices include fitting or 10% Discount if you fit.

FULL ENGINES
105E/1200 **£69.**
1340/1500 **£73.**
1500GT **£79.** 1300/1500 PXF **£73.**
GT's PXF **£79.**
1100/1300 XF **£81.** 1300GT **£89.**
1600 **£83.** 1600GT **£89.**
1600/2000 OHC **£122.**

WE ALSO DO BIG ENGINES FOR LITTLE ONES
i.e., 1500 for 1200 £94.
1300 for 1100 £103.
1600 for 1300 £128.

TUNED ENGINES
Stage I 1600/2000 OHC **£177.**
Stage I 1500GT **£124.**
Stage II 1500GT **£158.**
Stage I 1300/1600GT **£138.**
Stage II 1300/1600GT **£182.**

'VEE' FULL ENGINES
V4 1700/2000 **£137.**
2000E **£142.**
V6 2½/3000 **£160.**
3000E **£165.**
TUNED 'V's
V4 Stage I **£191.** V4 Stage II **£224.**

V6 3100cc SPECIALLY OVERBORED WITH BALANCED PISTONS + RODS ETC., GAS FLOWED HEADS FROM £229, V6 STAGE II AS ABOVE BUT WITH BIG VALVE HEADS AND INCLUDING A CHOICE OF CAMS £276.
ALL PRICES SUBJECT TO V.A.T.
S.A.E. for details

TEST OUR GRANADA WITH OUR 3.1 ENGINE

SPECIALISED ENGINES
Manorway Industrial Estate, Bridge Road, Grays, Essex.
Grays Thurrock 78606,

RESTORATION SERVICE

Mechanical and Bodywork, Re-sprays, One-off manufacturing, Pattern-making, Castings, Gear-cutting. Vintage cars supplied. Survey, advice and valuation service. Repairs and servicing of all Vintage and Veteran cars. Send £1.10 for Brochure and price list.

Bugatti, MG, Bullnose Morris, Rolls-Royce '20' and 20/25, Park Ward Specialists. Morris Bodies available.

The Cooke Group
Head Office:
WEST AVENUE, WIGSTON, LEICESTER
Tel.: (0533) 881234

SHIPPING CARS IS OUR SPECIALITY

WE ALSO HANDLE PERSONAL & HOUSEHOLD EFFECTS

Robert Fisher

(Packing & Shipping) LTD.

32 LEXINGTON STREET
LONDON W1R 4DD

Telephone 01-734 6901 Telex 24660
Cables Fishertran/London

MOTOR WHEEL SERVICE & REPAIR CO.

We Supply, Service and Repair all Wire, Pressed Steel Wheels. Specialists in Vintage Wire Wheels, Motor Cycle Wheels, and Stove Enamelling.

Dunlop U.K. Distributors of Wire Wheels.

S.A.E. for details:
71, JEDDO ROAD, SHEPHERDS BUSH, LONDON, W12 9ED.

Tel.: 01-749 1391

NUMBER PLATES

So many beautiful cars are spoilt by incorrect or modern number plates. **AT LAST** we can offer **THE COMPLETE NUMBER PLATE SERVICE.**
POLISHED CAST, PRESSED or **PERSPEX** for **VETERAN, VINTAGE, CLASSIC, OR MODERN OR CUSTOM.**
Size and style (with correct size digits) to suit **YOUR CAR**. Write or phone for details.

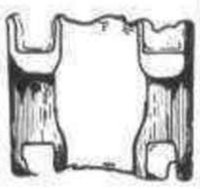
JAMESIGNS

(London) Ltd., Oakcroft Road, Chessington, Surrey.

01-391 1199

BARCLAYCARD, ACCESS DINERS CLUB AND OVERSEAS ENQUIRIES WELCOME

CAR FLOOR COVERINGS



In luxury pile material, hard wearing, with flame-proof top surface and rubber pad for Driver's heel, and one roll Double-sided Fixing Tape. All colours. No studs required. Price any model only **£8.50.** P&P £1. Full set including underlay. Slight trimming required. Please give details where applicable—Model, Year, Colour, Second choice. **CAR CARPET ON THE ROLL,** 36" wide, **£3.00** yard. Stretch Leather-cloth, black, blue, tan, green, white, cream, **£1.50** per yard, 46" to 50" wide. **HEAVY RUBBER MATS,** 38 x 45. **£2.50.** Size approx. **SOUNDPROOF ANY CAR** for **£8.50,** P&P £1. We will supply enough material to cover floor, roof, sides, doors, boots, bonnet, etc. Material is as used by leading car makers. Special acoustic foam covered in black PVC (10-year guarantee against rot), leather look finish, rot, oil and stain resistant. CWO. **DOOR SEALS** with rubber attached, clip-on type. One is sufficient for one door on most cars. **£3.25** each. **DOOR SEALS** without rubber, **£2.75** ea.

D.I.Y. VINYL ROOF KITS

STANDARD £11.50 — SUPER £15.00



Give your car the executive look. Easily fitted by any handyman. Available for any car. Two-way stretch vinyl in black, dark blue, cream, light or dark brown. All kits include adhesive, instructions and 2 yards flexible chrome strip. Any car. For Estates and Vans **add £1.**

COMPARE OUR PRICES
MOTOR UPHOLSTERY SUPPLIES, 14 ANNE RD., WELLINGBORO', NORTHANTS.
Add £1 post any order.
NO CALLERS. S.A.E. for details.
Insurance and VAT included.

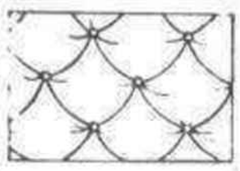
RALLY SEAT COVERS

UNBEATABLE BARGAIN OFFER
Buy Two and Two Headrests plus One Wheel Glove. Total Value **£19.85** FOR ONLY **£11.50** THE LOT P&P £1. Or **£5.00** each cover. **£3.95** each head-rest, & **£1.95** for the wheel glove. Black only. Padded seat and sides made from heavy gauge simulated leather. Rears to match **£5.00.** State car model, year and if 2- or 4-door. All types of trim in stock. Double channel for Minis, **£1.50** yard.



LUXURY LINING KITS

£24.50 p.p. £1



Give your car the individual custom-ised look with this beautiful deep pile velvet material. Famous brand name used by leading makers on the most expensive models. Enough supplied to re-trim entire car floor, roof, sides, seats, dash, etc. Also generous quantity of foam to give that deep buttoning effect. Colours rich brown, old gold, fawn, black, dark blue and mink. Kits include can of adhesive, roll of double-sided tape and instructions. 52" wide, not less than 12 sq. yds. supplied in kit.

Super Quality SHEEPSKIN



TYPE SEAT COVERS IN DEEP PILE FUR FABRIC. **UNBEATABLE BARGAIN OFFER.** For the ridiculous low price of **£11.50,** P&P £1, you get **2 front seat covers, 1 rear seat cover, 2 headrests** and **1 wheel glove,** white only. Worth at least £17. Or **£2.40** ea. front cover, **£4.50** the rear cover, **£3.95** each headrest & **£1.95** the wheel glove. Fully washable. Available all cars with single or bench seats, same price. All covers reversible (use one side for best, one side for work)

TREMENDOUS OFFER!

SWISS PRECISION CHRONOGRAPH BARGAIN

A TERRIFIC OPPORTUNITY !!

EVERY WATCH MUST BE SOLD

A STUPENDOUS OFFER: A brand new Swiss chronograph, direct from the factory, with 3 dials, 5 hands. Two Tachy average speed scales and rotating bezel! Shock resistant, polished chrome case, 1/5 second stopwatch, two secondary dials. Jet black face with bold luminous figures. WRITTEN GUARANTEE. A real bargain for all sportsmen, engineers, students, technicians. Matching stainless steel bracelet 95p extra. This price is to clear entire current stock. Money back within 14 days if not satisfied. First come, first served. Send No-Risk order Today. We mail your order by return.
MS8/77



£7.95
POST ETC. 45p

MAIL ORDER SYNDICATIONS LTD. 1-2 QUEENS PARADE PLACE, BATH.

NEW LODGE INSURANCE BROKERS

LOWEST RATES ● BREATHALISED AND CONVICTED DRIVERS ● EASY INSTALMENT SCHEMES; DISCOUNTS GALORE; CIVIL SERVANTS ● COMPANY DRIVERS; NON-DRINKERS! ● MOTOR CARS ● MOTOR CYCLES ● COMMERCIAL VEHICLES ● PRIVATE AND PUBLIC HIRE, TRADERS POLICIES; SELF DRIVE HIRE, ETC.

80 High Street, Newport Pagnell, Bucks
Phone (0908) 612092

Name ..... Address .....
..... Age ..... Licence Full/Prov .....
How long held ..... Cover Comp/TPFT/TPO NCB .....
Drivers OOD/HW/AD Details of drivers under 25 ..... Licence Full/Prov/Age-
MAKE ..... CC... YEAR... MODEL .....
GARAGED YES/NO ..... Accidents/Convictions ... FULL DETAILS PLEASE
I am a non-drinker YES/NO .. Instalments YES/NO ..... 3-6 Month Policies

STINGRAYS,
MUSTANGS,
FIREBIRDS,
LINCOLNS,
CAMAROS,
'E'-Types,
Etc., Etc.

WANTED URGENTLY
Trade welcome.

SPURR MOTORS
(SHEFFIELD) LTD.
0742 - 57922/581788

TRAIN & RACE
with Jim Russell
RACING DRIVERS SCHOOL
Snetterton Circuit, Norwich,
NR16 2JX, Norfolk.
Tel: Quidenham 451



Write for full details and free colour brochure

JIM RUSSELL
USES & RECOMMENDS
Esso

LOTUS
SPARES

We hold over £15,000 worth of Lotus Spares for all road models from 1965 onwards, including engine spares, body and trim units, suspension, gaskets, etc. Export arranged.

HOURS: 9 a.m. – 6 p.m. weekdays, 9 a.m. – 1 p.m. Saturdays

MIKE SPENCE LTD.
School Green, Shinfield,
Reading, Berks.
Tel. 0734/883312
(5 minutes from Junction 11 of M4).

OUR BRAND NEW CATALOGUE

(never mind the size, look at the quality) IS NOW ON SALE with *double* the stock range. Send 35p UK post paid (overseas: Europe 45p USA$2.00 bills).

PRESSED ALUMINIUM NUMBER PLATES with stove enamelled black background. 3½" digits. 24 hour turn-round @ £5.83 per pair UK post paid. Send a specimen of original leather for a COLOUR MATCHED LEATHER RENOVATION KIT. Send £7.02 (2/3 seater) or £9.18 (4 seater) UK post paid. The WOOLIES badge means good value, service and advice for Vintage, Thoroughbred & Classic enthusiasts world wide.

Ian & Caroline Woolstenholmes are "WOOLIES MS" 2 Cappitt Drive, Northorpe, Nr Bourne, Lincs PE10 0HR
Tel: Bourne (07782) 2731

EXPORT PARTS AGENCY.
SPECIALISTS IN ROLLS-ROYCE AND BENTLEY SPARES.

A new service has been opened in London to aid Rolls Royce and Bentley enthusiasts in the renovation and maintenance of pre- and post-war models of these marques.

We hold one of the most comprehensive stocks of new and second hand spares available 'off the shelf.'

For example:-

Reconditioned 'S' series I, II, III gearboxes, servo plates, brake shoes and radiators on an exchange basis.

New bumpers and overiders for Mk VI, R Type and 'S' Series cars.

New Mk VI and R Type locking door handles.

This service is under the supervision of Bill Williams, who has had over 30 years of dealing with these cars.

So next time you're in trouble, you'll know who to call.

Worldwide dispatch service.

Heathmans Road, Parsons Green, London SW6.
Telephone 01-736 4495/6/7.



ALFACENTA
SERVICE AND SPARES FOR ALL ALFA ROMEOS

Our Service Department is equipped for all mechanical work from servicing to major rebuilds at sensible prices (our workmanship is guaranteed, of course). Although our body shop is now booked up for five weeks we would be pleased to quote for all coachwork repairs. Qualified Alfa Romeo mechanics available at **£3.50 per hour.**

Our Spares Department carries a wide range of mechanical and body parts for most models from the early Giuliettas right up to the current range. We normally hold new and secondhand spares (which are guaranteed), and we think that you will be pleasantly surprised by our prices, e.g., a reconditioned 1750 engine from us will cost from **£210.**

So whether you need spares, service or friendly advice, give us a ring.

Open six days a week. Ansafone facility.
Collection and delivery.

ALFACENTA Yateley 876125
Eversley, Basingstoke, Hants

WILDAE
RESTORATIONS LTD.

COMPLETE RESTORATIONS UNDERTAKEN, ASH FRAMES, CHASSIS REPAIRS, REPAINTING, UPHOLSTERY AND MECHANICAL.

KNOWLE YARD, BRAUNTON,
NORTH DEVON.
TEL.: BRAUNTON 813814
EVENINGS BRAUNTON 814042

LOWEST RATES
WITH INSTALMENTS

Lloyd's & B.I.A. Companies only

YOUNG DRIVERS | COMMERCIAL VEHICLES | SPORT & GT CARS
MOTOR CYCLES | SELF DRIVE HIRE | MATURE DRIVERS

Name ..... Age .....
Address .....
.....
Occupation ..... Period of Residence in U.K. ..... years
Full/Provisional licence for ..... years
Comp/TP, F & T/TP Only. Excess £ .....
MAKE ..... MODEL ..... YEAR ..... c.c. .....
O.O.D/ANY DRIVER/NAME DRIVERS .....
Value £ ..... Garaged YES/NO. Anybody to drive under 21 YES/NO, under 25 years YES/NO. Business/Pleasure Use. I am entitled to ... years NCB with ..... Ins. Co.
Please advise full particulars of Additional Drivers, accidents and convictions ..... IF NOT ENTITLED TO NCB
Please advise how experience gained as FURTHER DISCOUNTS MAY BE ARRANGED.

TELEPHONE: 01-906 1299
Motts Godwin Insurance Brokers
561 Watford Way, Mill Hill, London, NW7 4RT

STOP BUYING M.G. SPARES!

Until you have seen our 1977 Illustrated Catalogue covering M, D, J, F1, F2/3, PA, PB, L, NA/NB, K, TA

In 60 pages well over 500 parts are listed, most being available from stock. Over 260 items are illustrated in 18 pages of photographs. An up dating service is also offered at nominal cost.

U.K.
Catalogue, Price List, Order Form Post Paid £1.10
1 Year's Supplements ..... Add £0.90

Europe
Catalogue, P/List, Order Form Air Mailed £1.25
1 Year's Supplements ..... Add £1.25
(Payment by Post Office Giro please)

U.S.A.
Catalogue, P/List, Order Form Air Mailed £1.75
1 Year's Supplements ..... Add £1.70
(Payment by Bankers Draft payable in U.K.)
U.S.A. As above by personal check or bills $5.00
1 Year's Supplements ..... Add $3.00

Australia/New Zealand
Catalogue, Price List, Order Form Air Mailed £2.00
1 Year's Supplements ..... Add £1.50
(Payment by U.K. Bank Draft)

Sports & Vintage Motors
(Shrewsbury) Limited
Upper Battlefield, Shrewsbury SY4 3DB
Phone Hadnall (STD 093–97) 458 (2 lines)

Before you buy a new car hood

send for our new colour catalogue and price list. See what the best in the business can do for you.



DON
Trimming Co. Ltd.
2A, Hampton Rd
Erdington
Birmingham B23 7JJ
Telephone: 021-373 1313

VEHICLE - SHIPMENT

A BOAST PROVEN TO MANY CAR TRADERS IN THE UK & ABROAD

RING OR WRITE FOR FREE QUOTATION

THE SPECIALISTS IN WORLD WIDE VEHICLE SHIPMENT – STORAGE – STEAM CLEANING – MARINE INSURANCE COVER

PERSONAL EFFECTS – CUSTOMS CLEARANCE

D. WILLATS (FORWARDING) LTD.
123 Charterhouse Street, London, EC1.
Tel: 01-251 2763/6

CHASES WATER OFF MILD STEEL PLATE IN 7 SECS!



HOW FINNIGAN'S WAXOYL HOLDS CAR IN SHOWROOM CONDITION

Kills RUST on older cars!

KEEPS ALL UNDERBODY 'POCKETS' RUST FREE!



WAXOYL *Rustproofing Compound*

SOME REGULAR USERS Ministry of Defence . Post Office Telephones . Police Sussex County Council . Fire Brigades . Northern Gas Board . Royal Navy . British Oxygen . Department of Safety in Mines . B.I.C.C. . Coles Cranes

AA REPORTS after FOUR WINTERS "No internal rust on 'Marina' test car"

NORTH SEA OIL LAING off-shore's largest Rig uses WAXOYL on sea-washed equipment



ESSO RESEARCH SURVEY: "Of all rust proofers tested, only WAXOYL effective on existing rust"

ICI recommend WAXOYL for brine circulation pipes



Quick! Clean! Pleasant!
USING FINNIGAN'S SPECIAL NEW DO-IT-YOURSELF APPLICATOR/INJECTOR

KILLS SUMMER DAMP RUST PERIL! Protects in gruelling winter conditions and KILLS SUMMER rusting. Water from warm showers cannot evaporate from seams and hollow box sections; lies trapped for days, forms devastating rusted areas even in garaged car. Give quick application, now! Deadly efficient WAXOYL creeps, penetrates all hidden inaccessible spots, inside sills, doors, box sections etc.; makes child's play of expert's job. **HEAVY COATING.** 1 Gall. equals 30 aerosols, leaves hands smooth, soft.

USERS TESTIFY : University Science Lecturer:— **"Tested yours and other products : only WAXOYL came through unscathed."** Rover Sports Register member:— **"No WAXOYL penetration despite heavy salting."** PRACTICAL MOTORIST Mag:— **"Dense spray with wide spread. One syringe-full completely coated inside MINI front wing."** Int'l Car Club Member:— **"Lab tests most impressive; fully endorse statement regarding salt resistance etc."** Llandudno User:— **"Excellent part exchange after 50 months. Car remarkably rust free. No garage."** Yorks User:— **"A more pleasant, easily applied fluid I have yet to find. Remarkable!"** Kilmarnock:— **"Did magnificent job on MG-B sports."**











CONTAINS MOST UP-TO-DATE RUST INHIBITOR KNOWN TO SCIENCE!

RUST GNAWS UPWARDS to metal surfaces from hidden 'pockets' in UNDER structure where pinpoints start often before car leaves factory! Despite constant polishing rust destroys 'showroom' look.

TRADE CHARGES UP TO £75 FOR RUSTPROOFING mostly for labour. DO-IT-YOURSELF with Waxoyl at 1/10th of cost. Pay only for raw materials at manufacturer's prices, saving up to 50% on competitors' materials.

NO NEED TO CRAWL UNDER CAR. Finnigan's Applicator gives high-pressure airless spray up to 4ft. long, reaches ENTIRE UNDERBODY, covers wheel arch in only 30 SECS.! 100% effective swirling action and shaped nozzle sprays right into small screw holes. NO DRILLING!

NO PREPARATION, NO SPECIAL SKILL. Thin dust-layers act as 'binding' agent. WAXOYL doesn't just 'slow down' corrosion. Cars in 7 yr. formula testing STILL RUST-FREE! Order now. Use coupon.

SELF-HEALING IF SCRAPED. Punctured area reknits itself as polarised molecules creep over metal surface. Soaks deep into metal, even if wet.

NEVER COMPACTS WITH AGE. Normal underbody seals progressively harden, eventually 'flake' off. Splinter-proof WAXOYL 'flexes' with any surface vibration. Preserves water and radiator hose.

ONE OF WORLD'S BIGGEST oil companies reports: **"Of all rust-proofers tested, only Waxoyl DEFINITELY KILLS RUST."** Needs no further attention apart from 30 sec. wheel arch Autumn check.

SAVES OLDER CARS! GIVES NEW, SMOOTH RIDE! WAXOYL also kills rust on older cars **AND restores suspension resilience!** Wax content lubricates *permanently* all chassis connections, leaf springing, brake linkages. Corrects balance. New smooth ride! Saves repairs.

REVIVES 'TIRED' ELECTRICAL INSULATION. WAXOYL dispels water on plugs, distributor; one coating lasts life of engine, gives instant wet weather starting.

IF CONSIDERING OTHER MAKES please ensure applicator sprays ENTIRE system. Short-lived results occur from thin-cheap oil inside cavities, or harmful acids to be washed off. Others use complicated, separate operations with 'ghooey' bituminous materials. **Clean, harmless WAXOYL is simply one top grade fluid: does whole job!, and, most important, you deal direct with an old-established manufacturing concern with a world-wide reputation for honesty and fair dealing. Order with confidence, Send now.**

ORDER DIRECT. Same Day Despatch, with illus. step-by-step instructions. **MINI & 1100 SIZES: 5 Litres (1.1 Gall.) £4.53** + 75p carr. **LARGE SAL.: 10 Litres (2.2 Gall.), £8.43** + 75p carr. **5 Gall. Drum £17.73** + 95p carr. **FINNIGAN APPLICATOR £1.70** add 23p carr. **TRIAL OFFER 500 ml. (.88 pt.) TIN**—for your trigger oil can test behind chrome strips, or brush-on door edges; free brake linkages etc. Watch WAXOYL chase water off a simple piece of metal. It's quite amazing! **Send 75p add 47p carr.**

TRIAL OFFER

To: FINNIGAN'S LTD. (MSW), Eltringham Wks., PRUDHOE, Northumberland. Tel. 0661-32411
☐ 5 Litre ☐ 10 Litre ☐ 5 Gall. ☐ Applicator ☐ Trial Offer
Rush my order shown (please tick)
Enclosed, Chq./P.O./M.O./Cash £.....
Name .....
Print Caps
Address .....
..... Code.....
Reg'd Office 354180 (London)

THE PADDY HOPKIRK
NEW SUPER-LUXE
ALL ALUMINIUM BOOT RACK



Super light weight weather proofed anodised aluminium frame and aluminium slats. Polythene coated fixing clamps and rubber feet give rigid fixing and protect your boot. (Permanent fixing kit included). Less wind resistance and more easy than roof racks. Fitted in 5 minutes, full instructions included. Cat. No. BR3 for Sports Cars/Saloons (40" × 33") size. R.R.P. £12.65 (exc. VAT). Cat. No. BR4 for short boots/fast backs (41" × 35") R.R.P. £12.95 (exc. VAT). With marine varnished timber slats Cat. No. BR1 £11.25 (exc. VAT). Cat. No. BR2 £11.85 (exc. VAT).

AVAILABLE FROM HALFORDS, LONGLIFE and good ACCESSORY SHOPS



Mill Accessory Group Limited. Eaton Bray, Beds.
Telephone:(0525) 220671. Telex: 826653.

THE CLASSIC CAR CENTRE ONLY 1½ MILES FROM LONDON'S MARBLE ARCH

T. P. Autos Ltd.

3 & 5, ANDOVER PLACE, MAIDA VALE, LONDON, N.W.6

(01) 624 0591 EVENINGS (01) 286 8251

Jaguar Specialists

CARS BOUGHT – SOLD – EXCHANGED

TRADE RESTORATION WORK OF ANY SORT CARRIED OUT AT COMPETITIVE PRICES TO ALL CARS.

CURRENT STOCK INCLUDES 2.4, 3.4, 3.8, MK. II'S, MK. X'S, 420G'S, 240, 340'S, DAIMLER 250 V8. PLUS OTHER INVESTMENT CARS INCLUDING MERCEDES, ARMSTRONG SIDDELEY, PORSCHE.

OPENING HOURS MON–FRI 9.30–6.00 SAT APPT. ONLY.

WE SPEAK FRENCH, GERMAN, DUTCH AND SPANISH
SHIPPING ARRANGED IF NECESSARY

We deserve a medal...

Our shops hold some of the best stocks in the country for alloy wheels by, Cobra, Ally Cat, Appliance, K.N., Revolution, Wolfrace, Cosmic, Mamba, 100+ and Midland Metallic; steering wheels by MoMo, Intersport, Astrali, 100+ and Mountney; seats by Corbeau, Huntmaster and Billover; Cibie lights; Koni and Spax shockers; a huge range of spoilers and the largest range of crash helmets in the country. For a current price list please send a S.A.E. to our Warwick address:

John Brown Wheels Ltd.,
Wedgnock Lane, Wedgnock Industrial Estate, WARWICK Tel: 46131.
226, Kilburn High Road, Kilburn, LONDON NW6 Tel: (01) 328 6413.
226-232, London Road, West Croydon, CROYDON Tel: (01) 686 6931/2.
University Precinct Centre, Oxford Road, MANCHESTER Tel: (061) 273 3507
35, Brislington Hill, Brislington, BRISTOL Tel: (0272) 779316.
Speedway Modern Service Station, Anwick Corner, SLEAFORD, Lincs.

John Brown Wheels first every time

MOTOR INSURANCE

THE MOST COMPETITIVE RATES AVAILABLE

Why go on paying excessive premiums – let us obtain an alternative quotation for you
Simply complete the coupon below or telephone your local office – Now!
5 minutes of your time could save you a great deal of money.

Send to Hill House (Insurance Brokers) Ltd., Initial House Lewins Mead, Bristol BS1 2LL
or telephone Bristol (0272) 294971, London (01) 546 1102, Birmingham (021) 236 5101, Liverpool (051) 236 3482,
Newcastle (0632) 26688, Preston (0772) 50041, Plymouth (0752) 24051, Southampton (0703) 23259, Cardiff (0222) 396821

Name ..... Address .....
Age ..... Occupation .... Phone .....
Make of car ..... Model ..... c.c. ..... Year ..... Value .....
Cover required: Comp. ☐ TP Fire & Theft ☐ Third Party ☐ Driving by Self ☐ Self & Spouse ☐ Any Driver ☐
No. of years No Claim Bonus ..... Present Insurers ..... Renewal Date .....
Length of driving experience ..... Full ☐ Prov. Licence ☐ Details of any accidents/convictions must be shown
Access and Barclaycard welcome Branches throughout the U.K. – See Yellow Pages MS 8

Ex-Citroën Citroëns...

Citroën Cars Ltd of Slough offer a selection of ex-works fleet models at attractive prices.

Cars offered for sale are low-mileage, usually under one year old, and all carefully maintained in our own workshops.

Currently available:
a choice of GS and CX models, all in very good conditon.

Call at Mill Street (behind BR station) or telephone Mr. N. Dean at Slough 23808.

Citroën Cars Ltd, Slough

CITROËN

THE ITALIAN CONNECTION
AND
E. B. SPARES

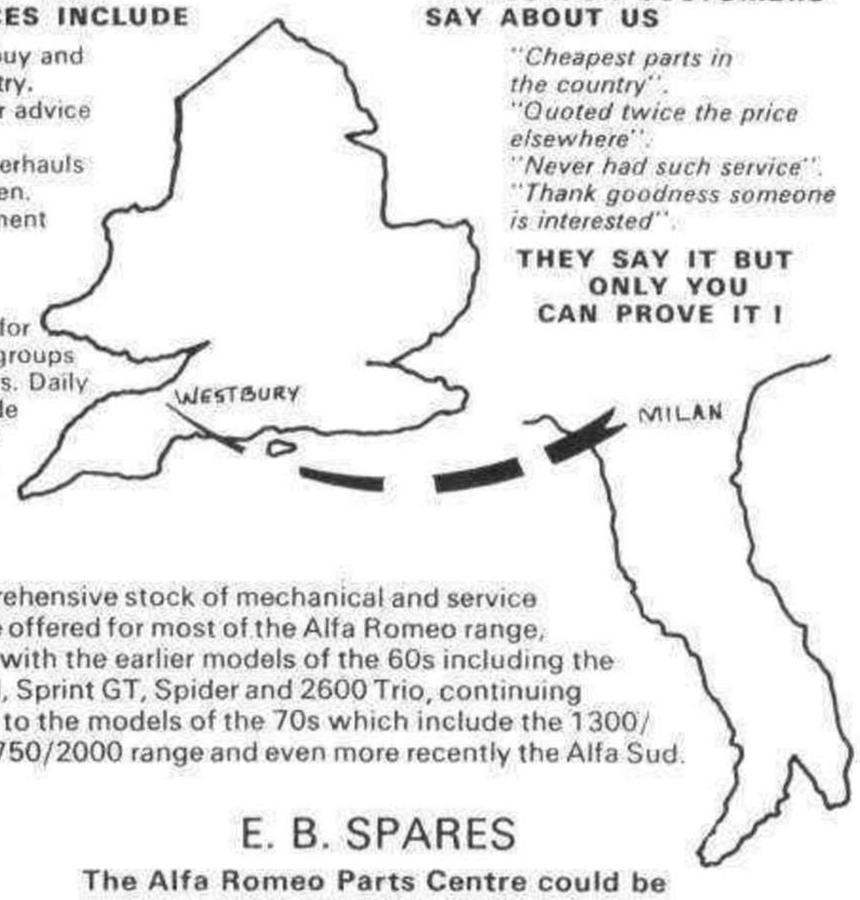
SPECIAL ALFA SERVICES INCLUDE

Unique buy and sell registry. Customer advice service. Major overhauls undertaken. Replacement hoods. Bulk buying facilities for trade or groups of owners. Daily worldwide despatch of parts.

THINGS OUR CUSTOMERS SAY ABOUT US

"Cheapest parts in the country".
"Quoted twice the price elsewhere".
"Never had such service".
"Thank goodness someone is interested".

THEY SAY IT BUT ONLY YOU CAN PROVE IT !



A comprehensive stock of mechanical and service parts are offered for most of the Alfa Romeo range, starting with the earlier models of the 60s including the Giulia TI, Sprint GT, Spider and 2600 Trio, continuing through to the models of the 70s which include the 1300/1600/1750/2000 range and even more recently the Alfa Sud.

E. B. SPARES

The Alfa Romeo Parts Centre could be your link with Italy.

Ring, write or call,

2 WASHINGTON ROAD, WEST WILTS TRADING ESTATE, WESTBURY, WILTS. Tel.: Westbury 823856. Code 037. 3.

WORLD WIDE CAR SHIPPING
transcar

Specializing in both Trade & Privately Owned Vehicles
Shipments arranged anywhere in the U.K. or Europe
Compete Storage & Preshipment Preparation Facilities
European Wide "Transporter" Network
Lloyd's All Risks Marine Insurance
Low Rates of Freight
Lump Sum Prices – No Hidden Extras – Given immediately on Application.

Details and Brochure on Application to:

transcar

43-44 New Bond Street, London, W1Y 9HB.
Tel: 01-491 4121

Geneva	**Tel: 96 55 11**
Liverpool	**Tel: 227 1926**
Munich	**Tel: (089) 36 41 42**
Paris	**Tel: 704 42 84**
Zurich	**Tel: 740 1068**

and at: Frankfurt, New York, Los Angeles, Rome.

HIGH PERFORMANCE

RON HAYNES
FOR SUSPENSION AIDS
MOTOR SPORTS LTD

Koni Shock Absorbers for Quality and High Performance Cars.
And the largest Selection of Suspension Aids for laden and tow cars.

RON HAYNES
MOTOR SPORTS LTD

P.O. Box 56, Cardain House, Burkes Road, Beaconsfield, Bucks HP9 1PA. Tel: Beaconsfield (04946) 5620.
Mon - Sat 9.15 - 5.30. Early Closing Day Wed 1p.m.
Late Closing Friday 6.30p.m.

SAVE on In Car Entertainment at CAVENDISH

NO.1 for PRICE, QUALITY & SELECTION

Philips AC460
Our Price £83.95 plus FREE speakers worth £7.95
Superb LW/MW car radio with stereo cassette player. This model features turnolock button which allows tuning in permanently to six stations. Bass, treble and balance controls, fast forward and rewind.

Pye 2273 Autoreverse
Our Price £43.95 plus FREE speakers worth £7.95
Complete compact dual polarity unit with finger tip slider controls, fast forward/rewind. 5W per channel. Amazingly low price

Amstrad 9000
Our Price £52.95 Complete with speakers
AM/FM Stereo Radio and Cassette in Dash fitting. Full stereo treble, 10 watts music power, multiplex stereo on FM band with stereo beacon, independent stereo, balance and tone controls, fast forward and end of tape indicator, auto stop.
Also in Stock Amstrad 9050 £68.95 Amstrad 9070 £73.95

Sharp 5300
Our Price £64.95 plus FREE speakers worth £7.95
+ Sharp 5200 as below but with 2 band radio £59.95
Stereo Car Cassette Player
Take your favourite music with you with our latest 3 wave band stereo radio/cassette player. 7 watts per channel, rewind and forward wind, auto reject

Fulton 777
SCOOP PURCHASE FROM JAPAN
Our Price £55.95 plus FREE speakers worth £7.95
Superb in dash pre set push button AM/FM auto select radio/5 cassette stereo, auto eject, fast forward, push key switch off. Amazing value

Sony TC 24 F
Our Price £67.95 plus FREE speakers worth £7.95
The latest in car stereo, gives total tape security. Features include MPX/FM stereo radio, in dash fitting, 5W per channel, auto stop, fast forward and rewind and tone controls.

Stereo Playback		Stereo & Radio		Stereo & StereoRadio		Car Radio	
Aiwa 1050	P.O.A.	Radiomobile 315	£86.95	Aiwa PX20/2030	P.O.A.	Crown PB	£ 37.95
Hitachi CS270	£59.95	Radiomobile 309	£76.95	National 840/841	P.O.A.	Harry Moss 331	£24.95
Harry Moss 329	£34.95	Philips 342	£59.95	National 741	P.O.A.	Harry Moss 412	£41.95
Harry Moss 330	£44.95	Pye 2259	£59.95	Pioneer 4300/4000	P.O.A.	Hitachi WM855	£28.95
National 1101	P.O.A.	Pye 2258	£59.95	Pioneer KP8500/6000	P.O.A.	Hitachi TB10	£ 9.95
Philips AC960	£41.95	Hitachi CSW727	£73.95	Sony TC 34	£104.95	Philips 160	£17.95
Pioneer 351	£42.95	National 440	P.O.A.	Sony TC 28	£86.95	Philips 454	£22.95
Sony TC 17	£62.95	Philips AC460	£83.95	Sharp 5751	£72.95	Philips 315	£33.95
SPECIAL OFFER		Pioneer 4400	P.O.A.	Sharp 5350	£76.95	Pye 2063	£26.95
Sanyo 4070	£35.95	Sony TC 24 FL	£59.95	Sharp 5750	£86.95	Pye 2066	£22.95
Pye 2272	£31.95	Taiyo CX55	£42.95	Philips AC860	£103.95	Pye 2064	£22.50
Pye 2263	£43.95	Harry Moss 333	£46.95	Taiyo CX 127	£47.95	Radiomobile 1166	£26.95
Hitachi 220	£44.95			Sanyo 103	£39.95	Radiomobile 1085	£29.95
				Hitachi CSK 2240	£103.95	Radiomobile 1095	£34.95
						Sharp 947	£35.95
						Selmar CR54	£16.95
						Selmar CR53	£12.95

THE ABOVE WITH FREE SPEAKERS WORTH £7.95

Cavendish Sales
CASSETTE CENTRE
279/283 WHITECHAPEL RD., LONDON E1
Tel: 01-247 3453 Open 9am-6pm Mon-Sat
Right next door to Whitechapel Underground Station
Phone your Access/Barclaycard No. over with your order for prompt delivery
ALL PRICES INCLUDE VAT
Prices and availability correct at time of going to press 8.77
ADD P&P £1

SPORTS CAR INSURANCE

- LOWEST RATES
- INSTALMENTS
- ONLY B.I.A. OR LLOYD'S COMPANIES
- REALISTIC RATES FOR BREATHALYSED, CONVICTED AND YOUNG DRIVERS

TELEPHONE

01-361 0024

FOR IMMEDIATE QUOTATION

OR WRITE TO

HERALD INSURANCE SERVICE

339 BOWES RD., NEW SOUTHGATE, LONDON N.11.



WORLD FAMOUS

electropneumatic and electromagnetic horns

WITH ALL METAL TRUMPETS

FIAMM HORNS come in a fantastic range, twins and triples, single blast and alternating and all have metal trumpets. Available in 6 or 12 volt, they all carry a 5 year guarantee. FIAMM are the first horns to receive the AA seal of approval. They are fitted as standard equipment on Maserati, Citroen, Volvo, Fiat, Ferrari, Lamborghini, Alfa, Innocenti/Leyland and Lancia, plus most Fire, Police and Ambulance vehicles.

5 YEARS guarantee



AVAILABLE FROM HALFORDS LONGLIFE & ALL GOOD ACCESSORY SHOPS

Sole Concessionaires (Automotive) UK

MILL ACCESSORY GROUP LIMITED

TWO COUNTIES MILL, EATON BRAY, BEDS, LU6 2JH, ENGLAND.

TEL: 0525 220671. TELEX: 826653.



INCA

DISCOUNT MAIL ORDER LTD.

UP TO **60% OFF**

RADIOS, TAPE PLAYERS, CASSETTE RADIOS ETC.

THE COMPLETE CAR AUDIO DISCOUNT STORE

Where all prices include VAT and P&P (Postage 45p extra if order under £5)

HEAP BIG DEAL!

THE SHARP CENTRE



RG 5200 Stereo radio/ Stereo cassette. 14 watts. INCA PRICE **£59.50** *PRICE INCLUDES SPEAKERS WORTH NEARLY £8.00!*

RG 5300 as 5200 but with LW – inc. spkrs as above £64.50

★★★★★★ *PLUS – NEW SHARP LINES* ★★★★★★

RG 5350 with Auto Station Search (inc. spkrs) £77.95
RG 5750 iAC with autoreverse (speakers extra) £85.45
RG 5751 Autoreverse (speakers extra) £69.95

RADIOMOBILE COMBINATIONS

309CSR (inc spkrs) £ 79.65
310CSR (inc spkrs) £114.95
315CSR (inc spkrs) £ 89.95

ALL COMBINATION UNITS COME WITH FREE CASSETTE CARRYING CASE (Holds 15)

AMSTRAD 9000 Stereo radio/stereo cass(inc spkrs) £ 52.50
AMSTRAD 9050 Stereo rad/stereo cass/autorev(inc spkrs) £ 68.95
AMSTRAD 9070 Stereo rad/stereo cass/preselect(inc spkrs) £ 73.95
HARRY MOSS 333 rad M LW/stereo cassette £ 46.95
MOTOROLA 403 radio/stereo cassette(inc spkrs) £ 76.95
MOTOROLA 405 Stereo rad/stereo cassette(inc spkrs) £ 88.50
MOTOROLA 407 *NEW LINE!* (includes speakers) £109.95
PHILIPS AC 460 rad M-LW/stereo cassette £ 88.50
PHILIPS AC 860 with FREE transistor radio (special offer) £174.50

PIONEER & AIWA *RING FOR AVAILABILITY AND UNBEATABLE PRICES!*

STEREO CASSETTE PLAYERS

TOPAZ (inc. spkrs) £16.95 HARRY MOSS 328 £ 33.95
HARRY MOSS 330 with autoreverse £ 49.95
MOTOROLA 401 10 watts output £ 36.95
RADIOMOBILE 321 CS £ 29.95
RADIOMOBILE 351 CS including speakers £ 48.50

RADIOS *SEND S.A.E. FOR DISCOUNT LIST OF NEWS REWORKED RADIOS IN STOCK!* TRADE ENQUIRIES ALWAYS WELCOME **CASSETTE ADAPTORS** *NOW YOU CAN PLAY CASSETTES ON YOUR 8-TRACK* FOR ONLY £19.95



AERIAL NEWS Bi-A ELECTRIC AERIALS A TYPE FRONT £9.75 AERIAL £8.95

HARRY MOSS *SOUND EXPLODER!!* Boosts power in any car to maximum of 28 WATTS!! RSP £25.92 INCA PRICE £18.50 Ideal for large cars or Custom Vans.



INCA BEST BUY! AMSTRAD 9000 16 watts Stereo radio/ Stereo cassette (inc. speakers) £52.50

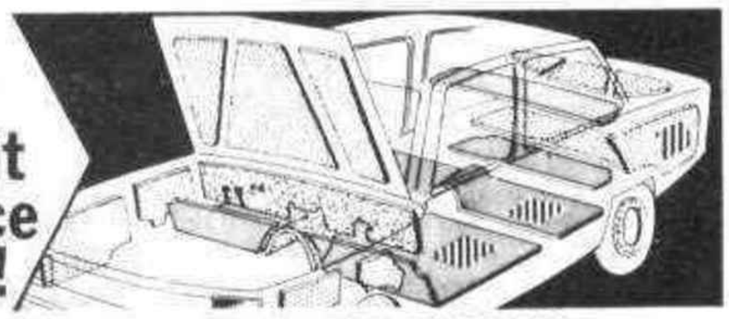
AMSTRAD 9050 Autoreverse ... £69.95 (inc. speakers)
AMSTRAD 9070 Now in stock £74.50 (inc. speakers)

SEND S.A.E. FOR COMPREHENSIVE PRICE LIST

Write or phone your order. Mail order sales only to this address

INCA (DEPT MS), PO BOX 47, Brownfields, WELWYN GARDEN CITY, HERTS. PHONE WG 28079 (24 hours) PRICES INC. VAT + P&P

See how an Acoustikit can silence your car!



Stop noise and start driving better, feel calmer, more relaxed. It's easy with an Acoustikit, now even more effective, with a completely new combination of materials, and covering up to 50%, more than similar products, at no more cost!

WHY ACOUSTIKITS? A typical Super Acoustikit contains 5 different materials, selected as most suitable for insulating a particular car part. And Acoustikits go further by dealing with noise from engine and boot compartments *at source*.

TWO TYPES TO CHOOSE FROM.

1. SUPER ACOUSTIKITS. Insulate the entire car.

2. UNDERBONNET ACOUSTIKITS. For engine compartment only. Basic materials also available.

EASY-TO-FIT. Acoustikits are ready cut and can be fitted in 2-3 hours. Complete with adhesive, spatula and easy-to-follow instructions.

MONEY-BACK ASSURANCE. Full refund if not completely satisfied.

LOOK HERE FOR YOUR CAR

If your car is not listed here, write or telephone as there is not sufficient space to show our entire range.

Alfa Romeo			**Chrysler**		
Alfasud	£5.90	£16.30	Avenger Sal. Est.	£7.25	£22.90
Alfetta	£5.50	£20.10	Hunter '67 on	£5.70	£22.90
Audi			Alpine '75 on	£5.70	£22.90
100	£6.10	£22.80	**Citroen**		
80 Sal. Est.	£6.10	£22.80	Ami 8	£5.70	£21.50
B.L.M.H.			Dyane 6	£5.70	£22.90
Mini Sal. Club	£5.00	£16.30	**Daf Volvo**		
Mini Est. Clsic	£5.00	£19.50	44 55 66	£5.40	£21.60
Mini Pickup	£5.90	£11.70	**Datsun**		
1100 1300 (4 late model & year)	£5.50	£20.10	100Y Sal. Coupe	£5.70	£21.60
Sprite Midget	£7.25	£19.50	100A Cherry	£5.40	£21.40
Maxi	£5.25	£21.60	1200 Sal. Est	£5.70	£21.60
Allegro Sal. Est	£5.25	£20.00	180B	£5.40	£21.60
Marina Saloon, Coupe, Estate	£6.90	£21.80	1400	£5.40	£21.60
Marina Van	£6.90	£21.70	**Fiat**		
MGB & GT	£7.25	£21.40	124, 127	£5.70	£21.60
18-22 Princess	£5.70	£22.90	128 Sal. Coupe	£5.40	£21.10
Ford			850 Sport Coupe	—	£19.50
Capri (state model & year)	£6.10	£22.00	Punto 125P	£5.70	£21.60
Cortina Sal. Est.	£6.30	£21.10	**Toyota**		
Mk. II Sal. Est.	£6.60	£22.90	1000	£4.75	£21.50
Mk. III Sal. Est.	£6.10	£23.30	**Triumph**		
Mk. IV Sal. Est.	£6.10	£23.30	Toledo, 1300, 1500 & Dolomite	£5.70	£21.60
Escort Popular			Spitfire II-IV	£8.00	£20.80
Sal. Est.	£6.30	£22.55	GT6 I-III	£8.00	£20.80
Granada Consul.	£7.80	£21.35	2000 Mk. I & II	£6.30	£22.90
Peugot			TR7	£4.75	£16.30
104 Saloon	£5.50	£21.60	**Vauxhall**		
304 Sal. Est.	£5.50	£21.60	Viva HA Van	£6.30	£24.10
504 Saloon	£6.90	£23.00	Viva HC Sal. Est	£6.30	£22.20
Renault			Victor FE Sal. Est	£6.30	£21.10
4, 5 & 6	£5.70	£20.10	Firenza Magnum	£5.70	£21.10
12	£5.70	£21.10	Chevette Sal 3 Dr	£5.50	£20.10
16	£5.80	£19.15	**VW**		
15 & 17	£5.00	£21.35	Beetle '67 on		
20	£5.70	£21.35	1200 1300	—	£20.80
Saab			1302 1303	—	£20.80
95/96 V4	£6.80	£21.70	Passat (all)	£6.10	£22.90
99	£6.10	£20.45	Golf	£4.75	£20.10
Simca			Polo	£5.20	£20.10
1000	£5.50	£19.50	**Volvo**		
1100	£5.00	£16.30	140 Sal. Est	£7.25	£23.10
			240 Sal. Est	£7.25	£23.10

ALL PRICES QUOTED INCLUDE VALUE ADDED TAX. **Prices**: Under bonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. Please add part carriage of £1 for underbonnet Acoustikits and £1.60 for Super Acoustikits (mainland charges, others subject to quotation). **By-Return Service**. Adequate stocks kept of all popular models. Most kits normally despatched by return.

DIOZONS LIMITED, OFFERTON INDUSTRIAL ESTATE, STOCKPORT SK2 5YB

YOUR NO RISK ORDER FORM—*Hurry! Post Today!*

TO: ACOUSTIKIT DIVISION, DIOZONS LIMITED, Dept. MS 80,
Offerton Industrial Estate, Offerton, Stockport SK2 5YB. Tel. 061 480 3791

Please send me by return: Super Acoustikit/Underbonnet Acoustikit/Details of basic materials* for my car Make ..... Model ..... Year .....

I enclose cheque/PO* (payable to Diozons Limited) for £ ..... (cost of kit plus part carriage charge) *Delete as appropriate

Name .....

Address .....

Reg. No. (if known) .....

CAPITAL LETTERS

Barclaycard & Access facilities available please quote acc. no.

Acoustikits—The silent revolution in motoring

NO RUBBING DOWN · NO PRIMER · NO PREPARATION !

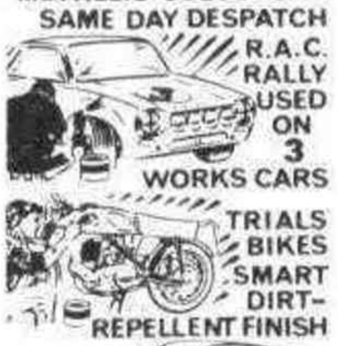
HOW Brush-On HAMMERITE

STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.



8 SUPERB METALLIC COLOURS

SAME DAY DESPATCH



R.A.C. RALLY USED ON 3 WORKS CARS

TRIALS BIKES SMART DIRT-REPELLENT FINISH



Prevents RUST on C'VAN Chassis & TOWBAR & WHEELS

CHIP-RESISTING FINISH for LARGE VEHICLES



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 cuts out labour. Saves you a fortune and costs so little. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe clean, **fully protected surface.** AIR DRY 15 MIN. Definitely outlasts conventional underbody seals many times. Quick hose-down shifts surface film, speeds up heavy transport MoT inspection, no hard work! No undercoats on old paint, bare metal. No brush marks. **THE JOB'S DONE QUICKLY, IN ONE COAT!** Easily applied anytime. Cures damp walls, floors. **SUPERB METALLIC COLS:** Silver-Grey, Bronze, Lt. Green, Mid. & Dk. Green, Lt. & Dk. Blue, Black. **1 litre,** covers 80 sq. ft. **£3.29,** 75p carr. **½ gall. £6.02,** 75p carr. **1 gall. £8.69,** 75p carr. (*cheaper by the gallon*)

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

FAR TOUGHER than Mfr's original! 8 COLOURS (above) Outside test panels still glossy after 6 yrs! USERS REPORT: "Quality of finish most amazing." "Best finish ever had." "Wonderful! All the ad. says." A SUPER UNUSUAL FINISH ON LARGEST CAR—60 MIN. Makes car bodywork, m'cycles like NEW! Min. preparation. No u/coat. Covers scratches; fibre-glass. No rain spots. EASY with spray-gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT ½ gall. Hammerite & ½ gall. Special Fire-proof thinners—incl. full inst'ns. ONLY **£8.36,** 75p carr. State col. SAME DAY despatch.

PROTECTS ANY SURFACE MACHINERY · ENGINES HEATERS (STANDS 300°F)

HAMMERITE—"HAS PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **"FINISH TOUGH & GLOSSY"** *Autocar.* METALLIC (high gloss) HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple wipe clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300 F.) engines, all machinery, timber, boat trailers (resists sea water & abuse). **Use on any surface. TRIAL OFFER:** 250 ml. (.44 pint) TIN incl. HAND BRUSHED col. samples! Full info, all uses (does car wheels or complete m'cycle). State colour. Same day despatch. **Send 97p + 26p p/pk.** (Quantity reductions).

TRIAL OFFER

POST COUPON NOW!

Quan.	Descript'n	Col.	Price

Rush my order as shown

Encl. CHQ./M.O./P.O./Cash £.....

Name .....

PRINT CAPS

Address .....

..... Code.....

FINNIGANS LTD. (MS) Eltringham Wks. PRUDHOE Northumberland Ph. 0661-32411

Regd. Office No. 354 180 (London)

CARS **SHIPPING** MOTOR CYCLES

★ COMPETITIVE RATES FROM OUR OWN DEPOT IN THE PORT OF SOUTHAMPTON.

★ FOLLOWING DESTINATIONS ONLY: U.S.A. — AUSTRALIA — FAR EAST.

★ SERVICE INCLUDES STEAM CLEANING — CONDITION REPORT — MARINE INSURANCE, ETC.

★ IN OUR SIXTH YEAR — AN ESTABLISHED, REPUTABLE AGENT.

BOYES CONNING FREIGHT

89 GROVE ROAD, SOUTHAMPTON — (0703) 783355

ALSO EFFECTS — IMPORTS — ROAD HAULAGE

VINTAGE TYRE SUPPLIES LTD

TYRES BY DUNLOP

Crossply Type	Tyres £.p	Tubes £.p
500/525 × 16	14.15	3.05
550 × 16	16.30	3.05
600 × 16 RS5	23.60	3.05
670 × 16 RS5	25.10	3.05
700 × 16 6 ply	28.05	3.05
700 × 16 RS5	26.75	3.05
450 × 17	15.20	3.10
500 × 17	On application	
525/550 × 17	23.45	3.35
450 × 18 OLYMPIC	30.00	3.10
475/500 × 18	19.50	3.20
525/550 × 18 4 ply	21.85	3.20
525/550 × 18 6 ply	24.05	3.20
600/650 × 18	41.35	4.05
350/400 × 19	15.10	2.90
450 × 19	18.95	3.10
475/500 × 19	27.95	3.20

Crossply Type	Tyres £.p	Tubes £.p	
550 × 19 OLYMPIC	27.90	3.20	
525/550/600 × 19	34.25	4.50	
450/475/500 × 20	30.15	3.85	
525/550/600 × 20	44.25	4.90	
700 × 20	49.15	7.80	A/C
450/475 × 21	32.75	3.85	
500/525 × 21	35.25	4.90	
600 × 21	44.95	7.80	A/C
700 × 21	50.30	7.80	A/C
Straight side type			
32 × 4½	47.35	4.45	
33 × 5	On application		
Fort tubed type			
600/650 × 17c	42.60	7.15	A/C
700 × 17	45.50	N/A	
700 × 18	55.15	7.40	A/C

Fort tubed type	Tyres £.p	Tubes £.p	
650/700 × 19	43.60	7.40	A/C
Beaded edge type			
26 × 3	27.10	3.70	
28 × 3	On application		
30 × 3½	40.35	3.50	
710 × 90	38.55	3.50	
730 × 130	On application		
760 × 90	42.25	10.35	
810 × 90	40.00	11.55	
815 × 105	54.25	3.70	
875 × 105	54.40	11.55	
820 × 120	54.15	4.45	
880 × 120	52.90	4.45	
895 × 135	70.35	5.95	
Bibendum			
12/13/14 × 45 Firestone	On application		

VINTAGE TYRE SUPPLIES LTD, JACKMAN MEWS, NORTH CIRCULAR ROAD, NEASDEN, LONDON NW10
TELEPHONE: 01-450 6468. TELEX: 922043.
Carriage extra. Prices subject to 8% VAT and may be altered without notice. We may not have all the listed sizes in stock, but let us have your enquiries and we will let you know when we can deliver.
Dunlop racing tyres stocked. White side wall specialists.
B. E. RIMS in many sizes HELD IN STOCK

New *Foulis* Motoring Books From Haynes



This is the story of the cars and also of the man who created them.

Capture the charisma of Sydney Allard within this book. £5.95p.

ISBN: 0 85429 173 3



The complete story of one of the most treasured names ever to grace the radiator of a sports car. £5.95p.

ISBN: 0 85429 180 0

Available through all good bookshops. For further details of all Foulis books· Write to: Group Marketing Manager for our New World Catalogue

Haynes

Quote. Ref. MS8

Haynes Publishing Group
Sparkford Yeovil
Somerset BA22 7JJ
Tel. North Cadbury 635

RILEYS 1946—1954
E. T. LUNDEGAARD
33 KING EDWARD AVENUE, GLOUCESTER
Tel: GLOUCESTER (0452) 23440

1½ Exhaust Systems	£21.00
2½ " "	£29.00
Roof Covering Kit (to authentic specification, in finest quality materials)	£27.50
1½ Pistons, complete (4)	MLP
2½ " " (4)	MLP
NEW Track Rod Ends	£5.00
NEW Water Pump Spindles	£5.50
NEW Water Pump Spindles, RMF	£3.00
Recond. Water Pumps	£19.00

RECOND. DYNAMOS, STARTERS, TEMP. GAUGES, SPEEDOS, CLOCKS, GEARBOXES, STEERING RACKS, ETC., ETC.

We stock all Bearings : All Seals : All Brake Components : All Clutch Components : All Gaskets : All Valves : All Looms : All Cables : All Rubber Sections : All Trim.

WHATEVER YOUR REQUIREMENT, CONTACT THE SPECIALISTS.

Free technical information available to any owner that cares to telephone.

SPECIAL OFFER: Few Second-hand engines from £35. Gearboxes from £15. Complete Bonnets £5.

Carriage and VAT extra

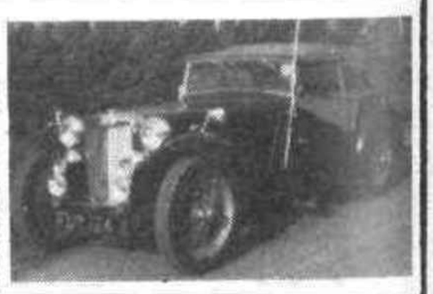
MANY OTHER BARGAINS

GOOD RILEYS ALWAYS WANTED

WHEELS
WIRE & EASI-CLEAN
SPECIALIST REPAIRERS
WHEEL STOVE ENAMELLING
West London Repair Co Ltd
5, Lancaster Road, Wimbledon, S.W.19. 01-946 6316
Est. over 40 years.

REPAIRS AND RESTORATIONS
TO VINTAGE, P.V.T. AND CLASSIC CARS. Our expert has owned vintage cars for 20 years. **Telephone Peter Parks at**
CLOVER LEAF CARS
ALTON (Hants) 84141

TERRY & BARRY BONE
"QUOINS", JARVIS LANE, STEYNING, SUSSEX. TEL: STEYNING 812962 (CODE 0903)



PHONE for appointment, please

M.G. PA 1934, 4 seater, sound	**£2,500**
M.G. PA 1935, 2 seater, concours winner	**£3,200**
M.G. TC 1949, B.R.G., very quick	**£2,300**
M.G. TC 1947, Concours winner	**£3,200**
M.G. TA 1938, reliable transport	**£1,800**
M.G. F.1. 1932, needs restoring	**£1,300**

Complete illus. CATALOGUE

The Pre-War MG Parts Centre

U.K. ..... 75p.
O/Seas .... $3 bills

IT MAKES SENSE IF YOU'VE AN ELDERLY MG

TRY US

the quickest and most personal service for old MG's

We don't only have new and used spares – always a selection of finely restored (and some un-restored) early MG's in stock.

THE PRE-WAR MG PARTS CENTRE

Sparrows Green, Wadhurst, Sussex, England
Tel.: WADHURST 2073 or 01-460 2356

OPEN SATS. & SUNS.

MON. TO FRI. by appointment only (Ring in all cases before calling).

N.B. We will be closed (except letters) Aug. 8–Sept. 2

PETER THURSTON

Tel: Whitstable (0227) 272045

1935	**Alvis Speed 20 saloon,** Mayfair body	£2,950
1967	**Jensen Interceptor,** very clean example	£1,495
1976	**Jaguar XJS,** immaculate	£9,750
1973	**Jaguar V12 E type 2+2**	£3,950
1968	**reg** (manufactured 67) **Rolls Royce Mulliner** 2 door, two owners	£8,950
1975	**Ferrari 308 GT4,** immaculate, one owner	£8,250
1972	**Lamborghini Espada,** new engine	£6,250
1936	**Austin Ruby,** stripped, many new parts	£250

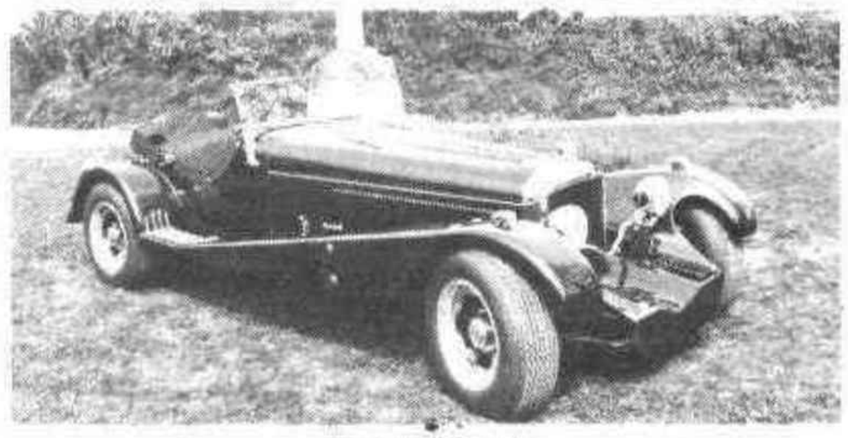
Selection of Mk 2 Jaguars & Daimlers £450 to £1,250
Range Rover, new, cancelled ordered, LHD, Swiss specification, list price.

Accommodation available for overseas purchasers. I am just off main London road, approximately 20 miles from both Dover cross channel ferry and Ramsgate hoverport.

I am always interested in the purchase or part exchange of any classic, sports or otherwise interesting car.

Address for correspondence – 24 Charles Street, Herne Bay, Kent.

BENTLEY DONINGTON



FOR SALE
Full details of price/specification from Roy Spiers tel: 0202 700200 (preferably before 10.00 or after 6.00) or write c/o Johnard V.C.R. Ltd., Blandford Heights, Blandford, Dorset.

•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•

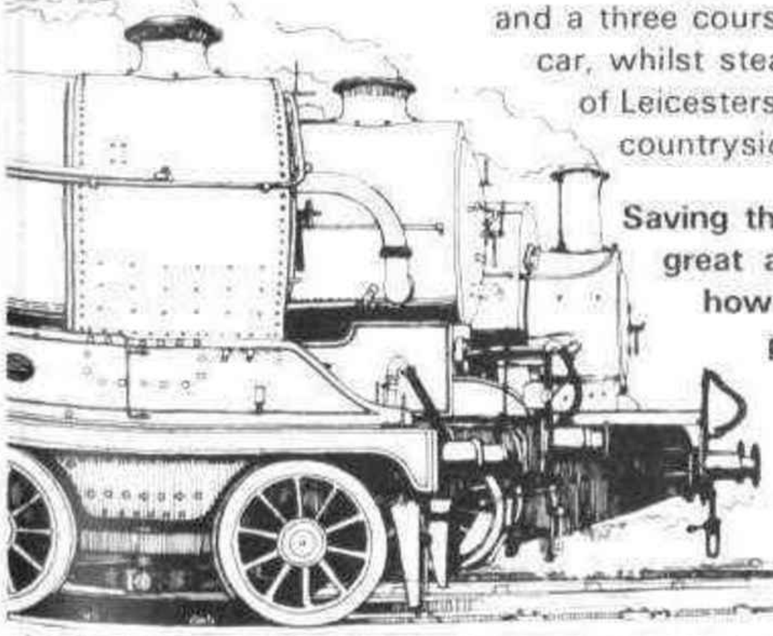
Est. 1928
MOST SIZES IN STOCK
Veteran — Vintage
TYRES
E. H. HAMILTON & SON (M.S.),
22-24 VICARAGE STREET,
YEOVIL, SOM.
Tel.: 23927. After 6 p.m. 5945.

TRIM, UPHOLSTERY, COACHFITTINGS, ACCESSORIES, ELECTRICAL ITEMS
for the restoration and maintenance of
VETERAN, VINTAGE, PRE/POST-WAR VEHICLES
available by **quick** and **efficient** World-wide **mail order service.**
Fully illustrated catalogue: UK 50p, Europe 75p (post paid), USA and elsewhere $3.00 (bills) (air post paid).

PAUL BECK
HAPPISBURGH, NORWICH, NORFOLK
NR1Z 0RX, ENGLAND **Tel.: Walcott 367**

Enjoy the Great Adventure of the
Great Central Railway

The Great Central line-up offers nostalgia, sight-seeing and a day out for the whole family. Every weekend this summer steam locomotives will haul scheduled passenger trains from Loughborough to Rothley and back – a journey of eleven miles. Enjoy a drink in the buffet car and a three course meal in the dining car, whilst steaming through some of Leicestershire's most beautiful countryside.



Saving the Great Central is a great adventure. Find out how it is being done by posting the coupon below – then come and see for yourself.

Please send me detailed information on the Great Central Railway

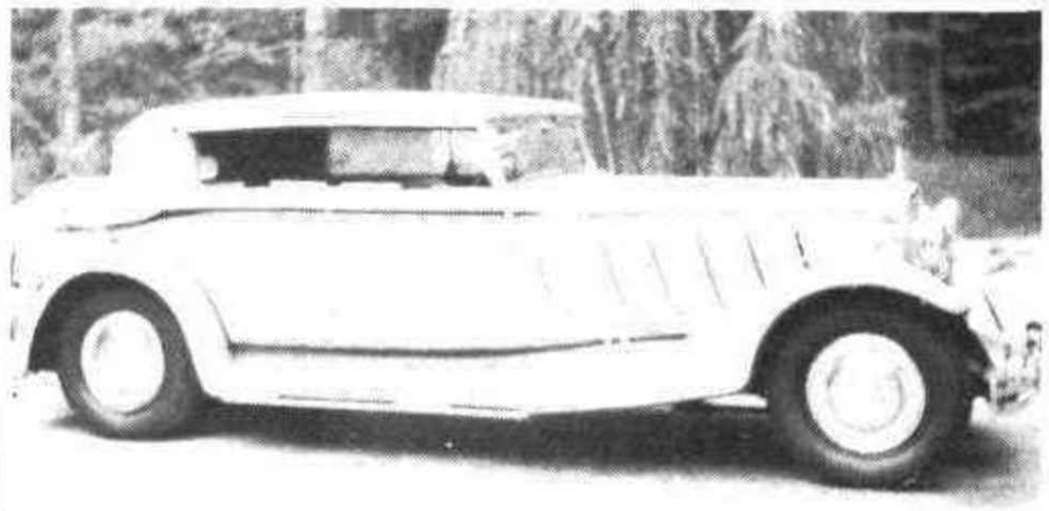
Name _____

Address _____

_____

To: Graham J. Oliver, Company Secretary, **Great Central Railway Company (1976) Limited,** P.O. Box 33, Great Central Station, LOUGHBOROUGH, Leicestershire, LE11 1SS.

The Great Central lives!



1932 Maybach Zeppelin

One of the greatest cars in the world. This is a famous classic and probably one of the most luxurious cars ever built. The chassis was made by the Maybach Motorenbau in Friedrichshaven, Germany. The V-12, 7 litre engine was supplied by the Graf Zeppelin Company ... the same engine used in German Dirigibles. The car features six forward speeds. The president of the Swiss Bank ordered the car in 1930 (two years before completion). The frame and the chassis were delivered to Spohn for a body. In 1932 (one year later) the car was finished. The total cost was $30,000. It remained in Switzerland until after World War II. It was then bought by Mills B. Lane, the president of the C&S Bank who owned the Stable of Thoroughbreds (an extremely high quality car museum in Atlanta). He owned it for several years. In 1965 he sold the car to Movie World Museum in Hollywood. While in Hollywood it starred in several movies such as Funny Lady with Barbra Streisand, Gumball Rally, W. C. Fields and Me, and the Banyon TV series. It is estimated that less than twenty Maybach Zeppelins are left in the world. This great marque has been nicely detailed, will score 85–92 points – mechanically it is excellent. This classic also sports a new top. See Automobile Quarterly 12–2 for a six-page article with many coloured pictures of this one of a kind classic. Many consider this car one of the world's most valuable. Priced for the discriminating collector at only $80,000 – financing available.

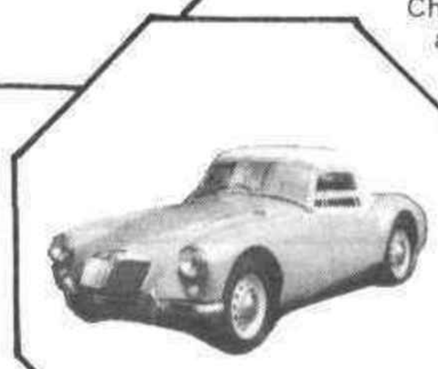
JAMES SOUTHARD,
6270 RIVERSIDE DRIVE,
ATLANTA, GA 30328, U.S.A.
404–256–3246



"TOULMIN"
"TOULMIN"

LEADERS IN THE WORLD OF MG SPARES

"T" type through "A", "B", "C" and "V8"



Chrome radiator surround assemblies including badge.
Vent chrome grille.
Door draught excluder.
Carpet sets.
Metal panels.
Bumper blades overriders.
Engine, gearbox, most mechanical spares

Service
Re-Working – Reconditioned External/internal hubs. Stub/King pin assemblies. MG C reconditioning service.
Also exchange disc brake service.
Rocker bushes, rocker shafts, valves etc. in stock. Fibreglass panels, swivel pins, trunnions. Needle roller.
Steering boxes TA/B/C
Air cleaner assemblies TA/B/C



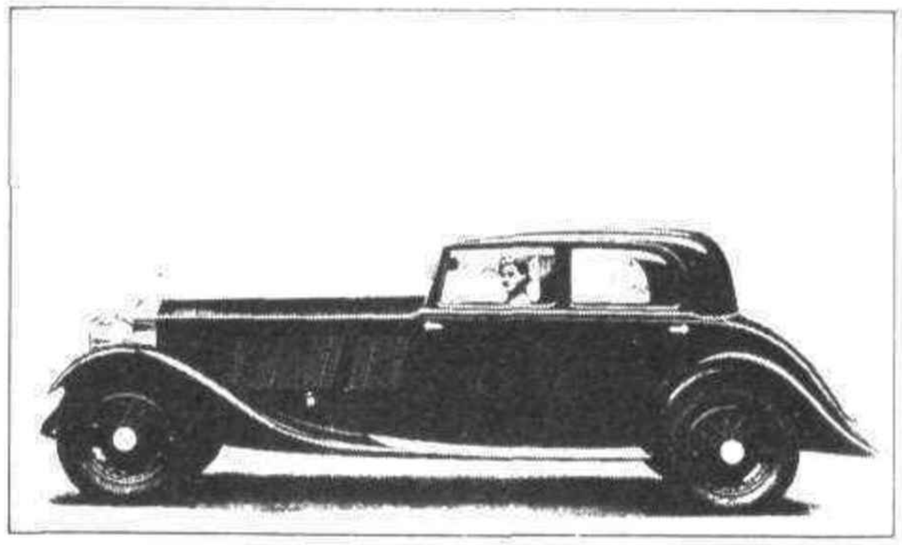
TOULMIN MOTORS (1962) Ltd.
103 Windmill Rd., Brentford, Middlesex, England.
Telephone: 01-560 1722 / 2228

WORLD-WIDE COMPREHENSIVE SHIPPING SERVICES

CONTACT THE EXPERTS.

TRANDEX INTERNATIONAL LIMITED

Shippers and Freight Forwarders 124 Brompton Road, Knightsbridge, London SW3.1JD (opposite Harrods)



Telephone: 01-584 2531. Telex: 917927.
Cables: Frateout, London SW3.

THE LEADING SHIPPERS OF ROLLS-ROYCE, BENTLEY, VINTAGE SPORTS AND VALUABLE MOTOR VEHICLES ON A WORLD-WIDE BASIS.

CROSSBOW HOUSE ANTIQUES

BLANTYRE 822378 **STONEYMEADOW ROAD, HIGH BLANTYRE, SCOTLAND** **Phone BLANTYRE 823106**



1965 Bentley S3, 53,000 miles since new. **£6,750**



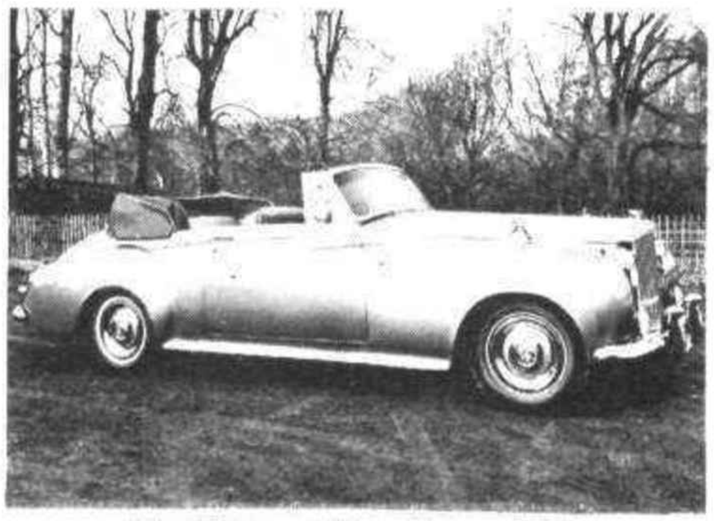
1965 Bentley S3, 74,000 miles since new. **£5,750**



1965 Bentley S3, 71,000 miles. **£5,750**



1956 Bentley S1. £3,850



Bentley S1 Convertible **£14,250**

1958 Rolls Royce Silver Cloud I **£6,950**

1965 Rolls Royce Silver Cloud III, 75,000 miles. **£8,750**



1920 Rolls Royce Silver Ghost **£23,000**

D. DALEY



1956 Bentley S1 sports saloon in Smoke Green over Regal Red with Grey leather interior. A really superb example.



1959 Alvis TD21 drophead coupe by Park Ward. Glacier White with Grey leather interior.



1939 MG TA two seater sports, a fine example (car is similar to photo).



1954 Alvis Grey Lady TC21–100 sports saloon in Black with Burgundy leather interior. A much sought-after classic Alvis.

Also:
1957 Jaguar 2.4 litre Mk.1 sports saloon in British Racing Green. An excellent example.
1952 Austin A135 Princess saloon in Black, superb original example.
1964 Jaguar 3.4 'S' Type automatic sports saloon, excellent.

David Daley, 24 Bullsland Gardens, Chorleywood, Hertfordshire.
Tel.: Chorleywood 4413.

Christie's
South Kensington

MOTORING, AERONAUTICAL AND RAILWAY MATERIAL, MOTORING MASCOTS AND BADGES

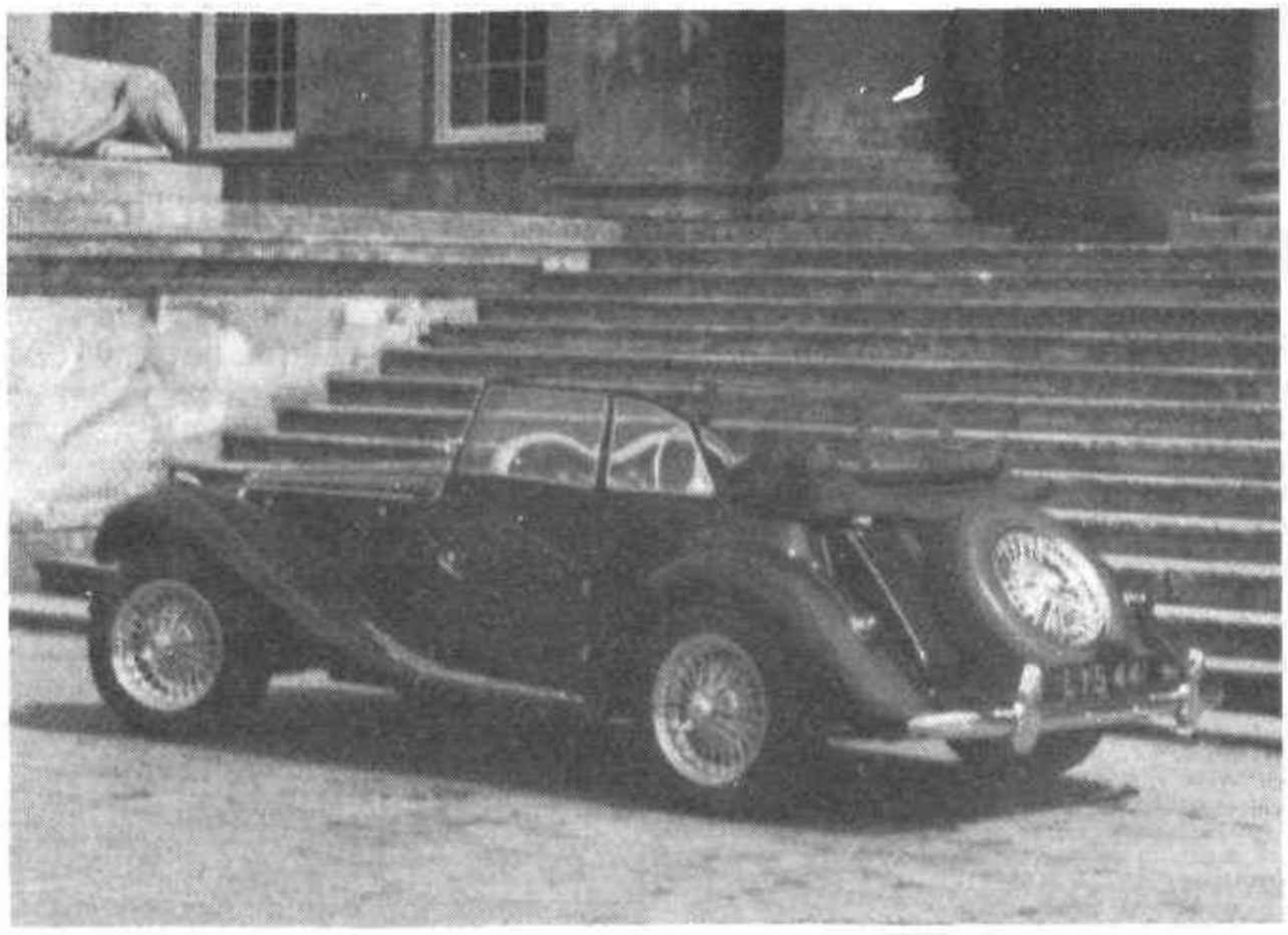
including pictures, books, magazines and models

Thursday, September 15th
and
Tuesday, November 15th
(Entries close September 16th)

For further information and catalogues (£1.20p), please contact Robert Brooks

85 Old Brompton Road, London SW7 3JS
Telephone: 01–581 2231

NAYLOR BROTHERS



TOP INTERNATIONAL SPECIALISTS IN RESTORATION WORK ON MG T TYPES.

Telephone: Stores: Shipley (0274) 594071
Enquiries: Shipley (0274) 55161

TOP INTERNATIONAL SPARES SPECIALISTS FOR T TYPES. SAME DAY MAIL ORDER SERVICE.

Airedale Garage, Hollins Hill, Shipley, West Yorkshire. BD17 7QN

PRICE LIST AND BROCHURE AVAILABLE ON REQUEST. NO CHARGE.

MAIL ORDER TODAY

MOTOR BOOKS & ACCESSORIES

Personal Shoppers Welcome

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2N 4AL phone 01-836 5376

Synchrometer

THE EASY-TO-USE SYNCHRON TESTER FOR ALL MULTIPLE CARBURETTORS



Twin Kits are MATCHED two single units will not give identical readings

Push fit leaves hands free for linkage adjustment. Immediate indication without instrument adjustment. Large intake ensures accurate synchronizing from idling to full throttle without flooding.

Basic Twin Kit comprising two each of instruments, standard plates and self supporting adaptor for carbs with rain pipes with ring set up to 2½" **£20.57** - 75p P&P

Single Kit (one of each of above) **£10.31** - 75p P&P

Prices include necessary universal adaptors. Price of adaptors for special applications on request.

Send for our Catalogue of AIRCRAFT, ARMS, ARMOUR & MOTOR BOOKS 60p

All prices include V.A.T.

INCREASED POSTAGE All queries (U.K.) should be accompanied by a Stamped Addressed Envelope.

NOTE ALL PRICES SUBJECT TO ALTERATION WITHOUT NOTICE

We also stock a wide range of motorcycle accessories and equipment. Sorry, no catalogue - ask for quotation or visit us.

WORKSHOP MANUALS

Don't be confused by some of the advertising that you see those are almost certainly not the official manufacturers manuals. In most cases we can supply the REAL thing which has A.L.L. the answers. They are, of course, more expensive, but with workshop labour charges at £4.00 or £4.50 per hour, it does not take much comission to see the sense in buying them.

Ask us if we can supply your manual, (enclosing S.A.E.)

vintage cars

FANTASTIC POCHER KITS 1/8 scale



1907 FIAT 130h.p. F2	**£50**
1931 ALFA ROMEO GRAND SPORT 8 cyl 2.3 litre	**£80**
1931 MONZA ALFA ROMEO 8 cyl 2300	**£65**
1932 ROLLS ROYCE PHANTOM II DROP HEAD SEDANCA COUPE	**£105**
1935 MERCEDES-BENZ 500 K-AK CABRIOLET (Illustrated)	**£105** All plus 128p P&P

Incredible detail - fully working parts. Miniature engineering marvels. Only simple tools needed to make these models.

EMERGENCY STOP! SAFELY

With the **Safety Braker**



GUARANTEED FOR THREE YEARS

14 DAY MONEY BACK GUARANTEE

Stops any vehicle quicker, straighter under any road or weather conditions!

- WITH NO SWERVE, PULL OR INSTABILITY CAUSED BY PREMATURE SINGLE WHEEL LOCK-UP!
- WITH IMPROVED BRAKE PEDAL RESPONSE!
- STOPPING DISTANCE UP TO 36% SHORTER!
- INSTALLATION TAKES FIFTEEN MINUTES!
- DEVIATION UP TO 100% IMPROVEMENT!

£21.00 INCLUDING P&P

(Trade Enquiries invited)

BULL HORN



The horn that BELLOWS LIKE A BULL with a deep smooth rolling tone — lever controlled volume from a gentle whisper to an ear splitting roar.

12v. only **£21.60** inc P&P

AH-OOO-GAH!



VINTAGE TYPE HORN

Hollywood WOLF WHISTLE



... a hoot for the girls!

... a stopper for the thief!

The suction-operated TOOTER gets you all the attention - operated from the dash - easily fitted by simple manifold connection. Fits all cars - no wiring or electric motors.

Fit now and have fun **£5.30** +45p P.P.

NOT A VIBRATOR.. but A GENUINE MOTOR DRIVEN HORN giving that WONDERFUL OLD FASHIONED SOUND

12 VOLT D.C. **£13.05** +64p P&P

CAR - SHIPMENT

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

Appreciating Cars

APPRECIATING CARS LTD

INTERCITY TRADING ESTATE,
BATH RD., MELKSHAM, WILTS.

0225-705225

WE SPECIALISE IN THE SALE OF INTERESTING CARS AND THEIR RESTORATION TO CUSTOMERS REQUIREMENTS.

WE HAVE NOW MOVED TO LARGER PREMISES AND CAN OFFER A SELECTION OF OVER 30 CARS FROM STOCK AS WELL AS COMPREHENSIVE RESTORATION FACILITIES.

ENQUIRIES WELCOME FROM HOME AND ABROAD.

WANTED CLASSIC CARS

Enthusiastic buyer with ample cash funds requires all models of pre- and post-war classic and thoroughbred cars.

Condition and distance immaterial.

01 - 351 1857

Evenings and Weekends

CUT YOUR MOTOR INSURANCE COSTS

MAXIMUM DISCOUNTS for all vehicles and drivers even without no claims bonus.

SECURITY OF LLOYD'S UNDERWRITERS AND B.I.A. COMPANIES

QUARTERLY AND ANNUAL POLICIES ARRANGED — INSTALMENT FACILITIES

Tel.: 01-272 7661

FOR QUOTATIONS COMPLETE COUPON

Name ..... Age .....

Address .....

.....

Occupation .....

Period of Residence in U.K. ..... Full/Provisional Licence for ..... years

Comp. / TPF & T / TP only. Excess Nil / £15 / £25 / £50 / £100.

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

Value ..... Kept in open / Garage.

Will anyone under 25 drive ? ..... Will anyone under 21 drive ? .....

Owner only / Owner and wife / any driver. Business / pleasure use. I am entitled to ..... years no claim bonus with .....

Insurance Co. Quarterly / Annual policy.

Please enclose particulars of Additional Drivers, accidents and convictions. If no claims bonus not earned, please advise details of driving record in order that consideration may be given in further discounts.

MITCHELL & PARTNERS

15, Archway Road, London, N.19.

01-272 7661 (3 lines)

CAR SHIPMENTS

LAST YEAR WE SHIPPED MORE PRIVATELY OWNED VEHICLES TO THE UNITED STATES THAN ANY OTHER CAR SHIPPER . . . WHY . . .? BECAUSE OUR FULLY INCLUSIVE RATES ARE THE LOWEST AND OUR PERSONAL SERVICE IS THE VERY BEST.

SO WHY NOT GIVE US A CALL AND COMPARE OUR RATES. SHIPMENTS TO THE UNITED STATES A SPECIALITY.

economyfreight

14 Freeman Avenue Henley Ipswich
Tel: Witnesham (047-385) 575

GENUINE SHEEP-SKIN car seat covers

SMALL	**£8.95**
MEDIUM	**£9.45**
LARGE	**£9.95**

- Warm in Winter.
- Cool in Summer.
- Full sheepskins only used.
- Elasticated straps ensure snug fit.
- State model and year.
- Postage and packing 70p.
- **100% satisfaction or money refunded.**

★ **BUY 2 FREE Post**



Fill in coupon below enclosing remittance stating size.

Please supply ..... Sheepskin Covers. Small/Medium/Large.
Name ..... Cheque/P.O. Enclose £.....
Address .....

STAMFORD SHEEPSKIN PRODUCTS 532 Huddersfield Rd Stalybridge Ches.

Yeovil Festival of Transport

Featuring over 1000 cars, commercials, fire engines, military vehicles, tractors, stationary engines, traction engines, motorcycles, bicycles, racing cars, custom cars, American cars, horse-drawn vehicles, aircraft and boats. Large trade exhibition, autojumble, models exhibition and old-time fair, plus special displays featuring the Red Devils Parachute Team (Sat.), Royal Corp of Signals Band (Sun.), Red Caps Horse and Motorcycles Display (Sun.), Esso Hot Air Balloon, Aircraft Aerobatics and Helicopter Flying Display.

Open from 11 am each day. Admission adults 70p. Children under 12 free. Large free car parks.

Come early – there is so much to see.

Promoted by Yeovil Car Club
Sponsored by Mercedes-Benz (United Kingdom) Ltd

Barwick Park Yeovil Somerset

13th-14th August 1977

Collection of Cars from 1923 to 1960.

Some original and in running order, others restored or partly restored, others requiring restoration.
Roadsters and Sports Saloons. Most Makes.
Also a large number of Veteran and Vintage spares. Please write for details of any item. All genuine enquiries answered and arrangements made to view. All open to reasonable offers.

Write or telephone 0534 81086.
Gorseland, La Villaise, St Ouens, Jersey.

NEW PARTS FOR OLD FORDS

NEWFORD PARTS CENTRE
FISHWICK LANE, HIGHER WHEELTON, CHORLEY, LANCS.
Telephone: 0254 - 830343
Most parts in stock for Models 1950 - 1968
NEW AND REBUILT ENGINES & GEARBOXES

TYRES

550-17	New covers	**£18.70** ea.
550-18	New covers	**£18.70** ea.
820-15	New covers, T/L	**£33.50** ea.
700-16	ply New covers	**£30.00** ea.
670-16	RS5, New covers	**£25.30** ea.

Plus carriage, plus V.A.T.

HAMPSTEAD TYRES LTD.
31-35, Fortune Green Rd., London N.W.6. Tel.: 01-435 8988/4992

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.

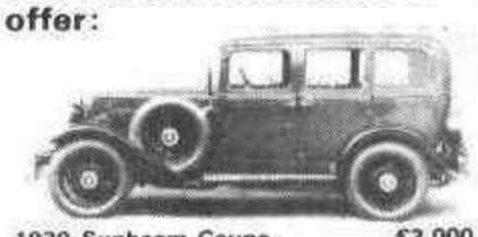
A. C. WINMILL
49 TONSTALL RD., MITCHAM
01-648 6981

Rolls-Royce Silver Cloud Motor Car

WANTED

Please telephone
Derby 792177
anytime.

LINCOLNSHIRE VINTAGE & CLASSIC AUTOMOBILES offer:



1930	**Sunbeam Coupe**	£3,000
1931	**Morris Cowley**	£750
1932	**Morris Family Eight**	£400
1932	**Armstrong Siddeley 12/6**	£300
1932	**B.S.A.** 3 wheel sports V twin	£500
1933	**B.S.A.** 3 wheel sports V twin	£1,200
1938	**Austin Big Seven**	£200
1938	**Talbot Ten Coupe**	£200
1938	**Vauxhall Ten**	£100
1939	**Riley 295** 12 hp	£500
1947	**Morris 8** series 'E'	£350
1948	**A.C.** 2 Litre	£500
1950	**Lea Francis** shooting brake	£400

To view these cars anytime please phone:
Woodhall Spa 52649
or Wainfleet 331

ROLLS-ROYCE **BENTLEY**

Adams & Oliver Ltd.

Established Specialists Service for Owners of Rolls-Royce & Bentley Cars 1925-1965

1959	**Silver Cloud I**	£7,550
1957	**Silver Cloud I**	£5,750
1960	**SII**	£4,950
1957	**SI Bentley**	£3,850
1955	**SI Bentley**	£2,950
1954	**'R' Type** Automatic	£3,950
1953	**'R' Type** Manual	£3,950
1952	**Silver Wraith**	£6,950
19[illegible]	**Mark VI** Big Bore	£3,450
1947	**Mark VI**	£2,450
1951	**Mark VI**	£2,150
1951	**Mark VI**	£1,400
1965	**Daimler DR 450**	£1,895
1933	**Austin 12/4** [illegible]ck Body	£850
1937	**Austin 10**	£500
1951	**Daimler Barker** L[illegible]nhead Coupe	£1,850
1949	**Riley 1½ litre**	£850
1965	**Morris 1000**	£285

EXHAUST SYSTEMS — Ex-stock for most models.

FIBRE-GLASS PANELS — of proven merit for Post-War Standard Coachwork Models up to Silver Cloud and S.III.

"GUIDE TO ROLLS-ROYCE & BENTLEY CARS 1925-1965." A new, slightly revised edition with improved format. Price: UK — £2.50 Post Paid. Overseas — £2.20 plus estimated amount for Air or Surface Mail.

ADAMS & OLIVER LTD.,

RAMSEY ROAD, WARBOYS, HUNTINGDON, CAMBS., PE17 2RP.

Telephone: Ramsey (0487) 822488 (9.00-5.00) weekdays
(9.00-12.00) weekends
After hours Ramsey 822866 or St. Ives (0480) 68770 and weekends

(Overseas telephone callers are particularly requested to adjust for UK times.)

Europe's Biggest

Auto Jumble & Automart



This is Europe's biggest outdoor Jumble Sale for all things mechanical. And this year it will be even bigger: over 700 stalls with just about EVERYTHING connected with motoring, motorcycling, steam railways and canals. A rare chance to buy, sell or swap that spare part or scarce relic.

There will be stacks of books, magazines, print and drawings to browse through. Models, model railways, old toys and bric-a-brac to buy. And if you've ever dreamed of owning a vintage car or motorcycle, this could be your chance of a bargain. You'd better come early and stay for the day, there's so much to see and do!

Beaulieu

Sunday 11th September

IN THE NEW FOREST BETWEEN BOURNEMOUTH & SOUTHAMPTON

ALFA ROMEO (GB LTD.)

Edgware Road (Nr. Staples Corner), London NW2 (Tel.: 01-450 8641)

Alfa Romeo

OFFER THE FOLLOWING SELECTED MODELS ALL MAINTAINED BY US TO THE HIGHEST STANDARD.

1976 P ALFASUD LUSSO. White with blue cloth upholstery, radio **£1,875**

1977 R ALFASUD 5M. Metallic silver with blue cloth upholstery, radio **£2,295**

1976 R ALFASUD Ti. Colour choice with cloth upholstery, radio ... From **£2,225**

1977 R ALFASUD Ti. Coral with cloth upholstery, radio **£2,395**

1976 R ALFETTA 1.6 Saloon. Alfa red with black upholstery, radio **£2,895**

1977 R ALFETTA 1.8 saloon. Colour choice with cloth upholstery, tinted glass, radio From **£3,445**

1976 R ALFETTA GT 1.8. White with black upholstery, tinted glass, radio/cassete **£3,850**

1976 R ALFETTA GTV 2000 coupe. Choice of black or silver with beige velvet upholstery, tinted glass, radio .... From **£4,375**

RYDALE CARS

PERFORMANCE USED CARS

1977 Fiat X19, Metallic Red, 1,600 miles only from new, 'R' Reg, outstanding small sports car.

1976 Lotus Esprit, White with Tartan interior, 'R' Reg, very low mileage, substantial saving from List Price at **£6,995.**

1976 Daimler Sovereign 3.4 Litre, manual/overdrive, White with Red Cloth interior, Black Vinyl roof, **£5,995.**

1976 Lotus Elite 501, Carnival Red, Oatmeal interior, push-button radio, very low mileage, magnificent condition, **£7,250.**

1976 Triumph Stag, Red, Black Trim, manual/overdrive, soft top and hard top with sunroof, truly outstanding condition, **£4,995.**

1974 Jaguar XJ6 4.2 Litre, L.W.B., auto, electric sunroof, alloy wheels, excellent order and tremendous value at **£4,650.**

1976 Lotus Elite 504, Carnival Red, Marquisite Suede interior, auto transmission, power steering and air-conditioning, offered at only **£7,750.**

1975 Saab 99 CM, Royal Blue with matching Interior, fitted radio, excellent condition, remarkable value at **£2,595.**

RYDALE CARS
71 Broad Street, Birmingham. Telephone 021-643 0621
Stafford Street, Dudley. Telephone Dudley 213431

SOFT Tops LTC



AT DIRECT FROM FACTORY PRICES

L.T.C. have supplied replacement tops to the trade for over 25 years. All in top quality Black P.V.C. with electrically welded windows and seams. Complete with fasteners and instructions. Plus 1 year's guarantee and 7 days' money back warranty.

ALL PRICES INCLUDE V.A.T.

	Hoods	Tonneaus
Sprites/Midgets	from **£21.60**	**£13.95**
Lotus S1 to S4	from **£28.50**	**£14.85**
M.G. 'A'	**£25.00**	**£13.95**
M.G. 'B'	**£32.40**	**£14.75**
Spitfires 1 to 4	from **£27.00**	**£14.95**
Herald/Vitesse	**£29.15**	**£14.75**
TR's 2 to 5	from **£28.00**	**£14.95**
TR6	**£37.80**	**£14.95**
Morris Minor 1000	**£31.30**	**£14.95**
Alpines 1 to 5	from **£28.50**	**£14.95**
Jaguar E & V12	from **£31.50**	**£14.60**

OTHER MODELS AVAILABLE

Cash with order plus £1.30 p.&p. or send for FREE colour catalogue.

The London Trimming Co. Ltd.
Store A, Marshgate Estate, Taplow, Nr. Maidenhead, Berks SL6 ONG.
Tel: BURNHAM (Bucks) 2742
24 hr. answering service

HARGREAVES & BAILEY LTD

OF BLACKPOOL
— THE SPORTS CAR SPECIALISTS OF THE NORTH —



SCIMITAR GTE
NEW 1977 MODELS expected imminently
GTE. Celtic brown. O/D.
GTE. Russet red. P.A.S. ..... **LIST**
GTE. Automatic. Everest white **LIST**

DEMONSTRATION CAR FOR TEST DRIVE

1977 LANCIA Spyder 2000. Targa-type convertible. Met. red, tinted screen, radio, stereo 8, etc. A fabulous rare car **£4,350**

1975 JAGUAR XJ6, L.W.B., White, auto., P.A.S., radio, chrome wheels, etc., etc. One owner and full service history. Bargain price..... **£4,995**

1975 LANCIA FULVIA 1.3 Rallye Coupe. Midnight blue/yellow cloth. 8,100 miles (guaranteed) by one lady owner. Possibly finest example in England. **£2,695**

1975 AUDI 100S Coupe yellow/black cloth int. 1 owner from new very fine example of this superb car. Sadly no longer available in UK **£3,385**

1975 SCIMITAR GTE, Celtic brown, overdrive, alloys, tinted glass, laminated screen, radio, etc. One owner from new **£3,585**

1975 MGB Roadster. Mustard. 14,000 miles by 1 owner. O'drive, servo, rust-proofed, tonneau, etc., and totally immaculate **£2,350**

Alfa Romeo

IMMEDIATE OR EARLY DELIVERY ON THE FOLLOWING MODELS

ALFASUD 5M ..... LIST
ALFASUD Ti ..... LIST
ALFETTA 1.6 saloon..... LIST
ALFETTA 1.8 saloon..... LIST
ALFETTA GT 1.6 ..... LIST
ALFETTA GTV 2000 ..... LIST

DEMONSTRATION CARS FOR TRIAL AND INSPECTION

1976 LANCIA Beta 1600 coupe. Blue. One owner. Alloys, tints, radio, stereo, velour, etc., etc..... **£3,195**

1976 ALFA-ROMEO 1.6 GTV. Pine green. 8,300 miles by 1 owner. The classic Alfa 2+2 which many aficionados call THE Alfa **£3,185**

1974 LOTUS +2S 130. White. Big-valve engine, alloys, elec. windows, etc. Sold and serviced by us. 31,000 miles by one professional-gentleman owner. A superb, completely-original car **£3,295**

1974 BMW 3.0 S.A. Red/black velour interior auto, p.a.s. radio, etc. The magnificent 4 door top-of-the-range BMW Saloon. **£4,385**

1976 ALFA ROMEO ALFETTA 1.6 saloon. Yellow. 1 owner Zeibart, radio, cloth, etc. 9,000 miles and in superb condition **2,995**

1975 TVR 3000 M. White. Sold and serviced by us 21,000 miles and quite superb. **£3,395**

1975 BMW 2002. Metallic paint, cloth, seats, radio, stereo, etc. A magnificent 1 owner example. **£2,995**

R. REGD SCIMITAR G.T.E ivory, o/d, alloys, radio, stereo, etc. 4,000 miles, like new. **£5,450**

1977 ALFA-ROMEO Alfetta GTV 2000. Met. blue. 3,000 miles. Velour, radio/cassette stereo, rear wiper/washer, and many other extras. £5,870 new to this spec. **£4,950**

R. REGD TVR Turbo. Black/ivory side stripe. Sold & serviced by us. Full spec. – and that means EVERY extra! Shattering performance. £9,000 new to this spec. **£6,500**

11 month old **FIAT 124 sport's coupe 1800** metallic silver a rapid 4 seater coupe with 5 speed box, twin O.H.C. engine etc. rustproofed from new. Extremely attractive. **£2,795**

1974 FIAT 124 sports coupé 1800 mist green, 20,000 miles by one lady owner. Radio, etc. A brilliant example of this 4 seater 5 gear flier **£2,085**

1977 ALFA ROMEO ALFETTA GT 1.6. Black with silver custom paint. Radio cassette/stereo electric aerial, etc., etc. The fabulous 2+2 Alfa 'wedge' **£4,375**

1976 TRIUMPH Stag. Red, manual, o'drive, P.A.S., tinted electric windows, alloys, radio, elec. aerial, hard and soft tops, 12 months Leyland Supercover, truly magnificent. £7,000 new to this spec. **£5,350**



TVR
IMMEDIATE DELIVERY
TVR Turbo Taimar. Tobacco. Lavish spec. ..... **LIST**
TVR 3000 Taimar. Onyx. Overdrive. Many extras..... **LIST**
TVR 3000M. Silver, many extras... **LIST**
TVR 3000M. Met. coral. Many extras **LIST**
TVR 3000M, Overdrive. Yellow. Many extras ..... **LIST**
TVR 3000M, Overdrive. White. Many extras ..... **LIST**
Four other specifications imminent.

1975 LANCIA BETA coupé 1600. Milanese yellow. Green velour int. Sunroof, alloys, etc. and only 21,000 miles by one owner **£2,865**

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

WE URGENTLY NEED
more MG, Scimitar, Alfa, Lancia, Mexico, RS, BMW, etc., etc.
Top prices willingly paid, but only top-class cars, please.

SPECIALISED SERVICING & REPAIRS — SPORTS CAR INSURANCE — HIRE PURCHASE

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

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

FOR SALE—continued

TR2 JUNE 1955. Genuine vehicle. Silver/grey. Superb condition all factory extras. Complete range spares. £2,250 o.n.o. For details: Tel. 0492 31375 (evenings). (96322

MINI COOPER 'S' 'J' registration. One owner. 56,000 miles. British Racing Green with Cosmic wheels. Regularly serviced. Immaculate condition. Phone: Findon 3450, evenings. (95888

MG-B GT V8, 1974. Damask red, black interior. 23,000 miles. Stored last 8 months. £2,345. 01-390 2598. (96002

1953 MG TF. Finished in white, light tan trims. £2,850 o.n.o. A. C. Penton, S. T. Brazil Ltd., Great Missenden (02406) 2080. (95709

COOPER 'S' J-Reg. Full Janspeed conversion. Never raced or rallied. Superb condition. Beautiful bronze. £895 o.n.o. Telephone: Keynsham 3662 evenings. (39379

E-TYPE FHC, 1969, very original and well above average. One to cherish. Registration PJN 2. £2,495. Interesting part-ex. considered. Broadway 2787 (Worcs). (39552

MORGAN 4/4 4-seater. Wire wheels, leather upholstery, 22,000 miles. Full tonneau and luggage rack. Excellent. £3,150. 090868 5318 (Pineham) North Bucks. (96887

FOR SALE—continued

RILEY NINE MONACO Saloon, 1937, needs attention. £695 o.n.o. Part-ex. considered. Broadway 2787 (Worcs.) (39552

AUSTIN 7 RUBY 1935, in pieces, restoration started. Sensible offers please. Phone Purton (0793) 770804. (96885

120 MPH IN SILENCE, 21 m.p.g. average 5 seats, minimum mechanical maintenance? If this is your ideal and it is worth £1,000, my prized Ro80 is yours. Met. blue, 1973 reg., 57,000 miles, electric sunroof, new engine and clutch 7,000 miles ago. Condition guaranteed. All bills to show. Tel: 0908 584422. (96895

GINETTA G15 October 1972. Alloy wheels, sunroof, radio, taxed, MoT. Excellent condition. £995. Bristol 421444. (96896

ROVER 60 1955. Black with red upholstery. HMV radio. Excellent condition throughout. £350. Tel: High Halden 411, Ashford, Kent. (96762

LOTUS TWIN-CAM Cortina Mark 2, as original. Two owners only. Taxed Feb. 78. MoT. A good example and investment, only £675. Tel: Grampound Road 882 348 (Cornwall). (96758

RILEY MONACO 1932. Original, runs well. Interior poor, hence price £350. London SW14. 01-878 2263. (96759

FOR SALE—continued

RARE SPORTS CAR, taxed Aug., MoT Nov. Injection engine, Peugeot 404 Cabriolet. Reg. No. JGB 40. Mechanics good. Nearly new hood. Good subject for rebuild. Sell £450 or exchange Mk. VI Bentley requiring renovation. Phone 06737 349. (96757

FOR SALE: DELAHAYE 1946 in immaculate condition. Jaguar Drophead Mk. 4 3.5-litre. 1948. PO Box 198 Eindhoven 5600AD Netherlands. (65239

LOTUS ELAN SPRINT. Registered August 1975, 'P' registration, unique, 18,000 miles, Black, £2,100 o.n.o. Swansea 43951 (day); Reynoidston 331 (evening). (96865

AUSTIN HEALEY 100/6, 1959. Excellent original condition, MoT June '78, Garaged, overdrive, British Racing Green, black interior, wire wheels, s/top, tonneau, boot rack etc., £1,250. Tel: 01-594 4287 (office hours); Purfleet 6124 (Essex) evenings. (96863

LOTUS EUROPA twin-cam, June 1972. 28,000 miles. Met. blue, oatmeal/blue interior. Wolfrace, electronic ignition, Philips radio, Blaupunkt stereo. Regularly serviced. A genuine car requiring genuine enquiries. £1,850 o.n.o. Ring: Wellington, Somerset 2974 evenings. (96862

FOR SALE—continued

ROLLS-ROYCE Silver Cloud, 1957. Very fine condition. Sand over sable. Tan leather interior. Private sale. £5,750. Box No. 5491. (96760

1931 MORRIS MINOR 4-seat tourer, runs well, spare engine, gearbox, etc. Must sell. £950. Phone: 033 36 270. (96763

ASTON MARTIN DB2/4. Original hardtop. Midnight blue. Fully lined. Stored 20 years. Condition as new. Offers: Box No. 5489. (96752

JAGUAR 3.4 S-Type, 1966. Automatic. Beautiful condition in gleaming cream, red upholstery and carpets. Engine a dream and driving in true Jaguar style. No vices whatsoever. It is a beauty, not to mention a collector's car and I know it, but I need cash fast, so come and have a look, pick flies off it (you won't find any) and let's haggle around £900. Knowle 5711 (Solihull, West Midlands). (96753

1971 PORSCHE 911T Sportamatic. 55,000 genuine, full history. Previous one lady owner majority of life. Original and immaculate. Finished in unique Olive Green from new. Usual refinements with 911 registration. Regretful sale £3,200 or interesting cheaper exchange. Telephone: Sheffield 669737. (96754

GOLDSEAL SPORTS CARS
253-255 NEW CROSS ROAD, LONDON SE14 5UL

WANTED QUALITY SPORTS CARS FOR CASH



£6,250. PANTHER Lima. New collection mileage only. Extras include metallic paintwork, chrome wire wheels, spoiler, tonneau etc. Available for August 1st registration (S).



£5,495. RELIANT Scimitar GTE. 1977. Manual with overdrive, radio cassette, electric aerial, Sierra with Tan cloth interior. Only 4,000 miles from new.



£4,995. BMW 3.0 CS Automatic. 1973. M Reg. Metallic Dark Blue with Beige Velour interior, fitted air conditioning. Blue Spot radio/cassette with microphone. One owner, 40,000 miles.



£3,195. LOTUS +2S 130/5, 1974. Metallic Roman Purple with Oatmeal interior, alloy wheels, tinted glass, radio stereo.



£2,895. JENSEN Interceptor. 1971. K reg. Fully equipped with air conditioning, radio stereo, tinted glass etc. Superb in metallic Havana Brown with Beige hide interior.



£1,295. LANCIA Fulvia Zagato S2. 1972. Dark Blue with White interior, fitted sun roof, radio, etc. Choice of another in White.

£4,765. BMW 3.0 CSL. 1973. Polaris Silver with Black cloth interior, electric windows, tinted glass, radio stereo and personal reg. no.

£4,495. FIAT 130 Coupe. 1974. Metallic Blue with Russett Velour interior, fitted radio stereo, electric windows, etc.

£4,095. JENSEN GT. 1976. Superb in Metallic Blue with contrasting cord cloth interior, radio stereo, tinted glass, electric windows, etc. Absolutely unmarked.

£3,645. LANCIA Beta Spyder S2. 1976. White with Tan interior, only 8,000 miles. Mint condition.

£3,495. RELIANT GTE, Automatic. 1975. Pale Green with Tan interior, tinted glass, Philips radio/stereo cassette etc.

£2,895. BMW 2002 Tii. 1974. N reg. Superb example in Metallic Sienna Brown with Beige cloth interior, B.M.W. alloy wheels, radio, etc.

£2,545. LANCIA Beta Coupe 1600. N reg. 1975. Beige with Tan interior, one owner, full service history.

£2,425. JENSEN HEALEY. 1974. N reg. Blue with Tan interior, hard and soft tops, excellent example.

£2,345. JENSEN HEALEY. 1974. N reg. Orange with Tan interior, radio, tonneau cover, etc.

£2,245. MGB. 1975. P reg. Damask Red with Black interior, fitted overdrive, radio, tonneau, head rests, etc.

£2,195. MGB GT. 1974. Blaze with Black interior, chrome bumpers, overdrive, only 13,000 miles from new.

£2,195. ALFA ROMEO 2000 GTV. 1974. White with Black cloth interior, fitted tinted glass, radio, H.R.W. etc.

£2,145. OPEL Manta Berlinetta. 1975. Metallic Gold with Beige cloth interior, 20,000 miles recorded. Philips radio/cassette, 1 owner.

£2,095. TRIUMPH Dolomite Sprint. 1974. Emerald Green with Black cloth interior, overdrive, Motorola P.B. radio.

£1,995. TRIUMPH Dolomite Sprint. 1974. Magenta with Black interior, tinted glass, stereo, 18,000 miles recorded.

£1,995. RENAULT 17TS. 1974. Metallic Blue with Black interior, fitted 5 speed gearbox, electric windows, tinted glass, radio, sports wheels etc. Only 14,000 miles from new.

£1,895. ALFA ROMEO 2000 GTV. 1973. Piper Yellow with cloth interior, radio stereo, etc.

£1,895. MGB GT. 1973. M reg. Blaze Orange with Black interior, fitted overdrive, radio cassette etc. 25,000 miles.

£1,695. TRIUMPH Dolomite Sprint. 1974. L.H.D. R reg. Dark Blue with Black interior, fitted overdrive etc.

£1,435. BMW 1602. 1972. Blue with Black interior, fitted Motorola radio, reg. no. 7 MVW.

£1,445. MG MIDGET. 1974. Damask Red with Black interior, fitted hard and soft tops, Motorola radio, tonneau, one owner, only 14,000 miles and unblemished.

£1,345. TRIUMPH Spitfire. 1973. Yellow with Black interior.

£1,295. LANCIA Fulvia Zagato S2. 1972. White with Black interior, fitted sun roof, radio, etc.

£1,195. MGB GT. 1971. Blue Royale with Black interior, fitted sunshine roof, radio.

£915. TRIUMPH Spitfire, Mk IV. 1971. Yellow with Black interior, fitted radio, etc.

Hours of business 10 am - 7 pm Monday to Friday. 10 am - 5 pm Saturday. Sunday by appointment only.

GOLDSEAL (MOTORS) LTD.

01-639 3204 - 5 - 6

FREE LIST OF STOCK ON REQUEST

FOR SALE—continued

MG 'P' TYPE single-seater racing car 1934. Extensively rebuilt and rebodied. Ideal for racing enthusiast or collector. Serious offers invited over £2,250. For sale at home or abroad. Roger Daniell, 26 Granville Rd, Winston, Leicester. (96755

MIDGET 1973, 34,000. Avon Safety wheels + Dunlop Form 20 SP Sports. Protectoled, soundproofed. £1,200 o.n.o. Ewell 01-393 5447. (96854

FERRARI 365 GTC 1969. Probably the best in the country. Red with black interior. Short chassis, five-speed gearbox. RHD. Tel: Northwood 25435. (96852

1961 MERCEDES-BENZ 220SE, manual. Stored ten months. Requiring some work, but little money, to restore. Generally good condition. No time available—moving house! Offers? Thorp, Swindon 37958/22705 (day time). (96858

MG-A MK. II COUPE Absolutely beautiful original condition. 30,300 miles. £3,000. Write: Meadow View 4 Sunningwell Village, Oxon. Tel: Oxford 730659. (96851

RILEY 1½-LITRE RMA, needs re-assembling after body/chassis renovation. Spare engines and gearboxes etc. included. Moving house, must sell. Tel: Wells (Som.) 72458. (96850

TR4 RED SURREY TOP recently completed, £750 rebuild. Offers required or will exchange for Mini. Bolton: 58087. (96845

DAIMLER SP250. Hard/soft top, many extras, new engine (3,000 miles), g/box. Will have 1 yr. MoT. £1,800 o.n.o. Glasgow (041) 633 2272. (96843

AUSTIN HEALEY 3000 Mk. I, 1960. Hard-top/soft-top/tonneau. 12,000 miles from complete rebuild. MoT Feb. 1978. Part exchange considered. HP arranged. £1,500. Te.: 061-483 8105. (96844

JAGUAR XK140 Roadster, 1954. SIC,000. Excellent mechanics. No rust ever. LHD. Stripped and repainted in red lacquer. New tan hides. Fresh chrome. Everything rewired. Silver wire wheels. Roy Hanson, 1924 Compton Ave., Los Angeles California, 90011 (213) 747-4053 days. (65212

JAGUAR XK120 drophead coupe. LHD. 1951. $8,000. Fresh engine w/ "E" head, hot cams; rebuilt gearbox, new black lacquer, new maroon hides, new top, fresh chrome. No rust ever. Steel disc wheels. Roy Hanson, 1927 Compton Ave., Los Angeles California, 90011. (213) 747-4053 days. (65212

CLASSIC E-TYPE Jaguar Series I, 1962. 3.8 FHC, wire wheels, good tyres. Mechanically good, body fair. MoT taxed. £1,650. Rufford 822 332 (Lancs.). (96849

BMW 3.0 SI, 1973. Manual, p.a.s., HRW alloy wheels, tinted glass, radio, Turkis metallic, 45,000 miles. In superb condition, exchanges. £3,450. Phone: Chesterfield 823302. (96964

FOR SALE—continued

1962 WHITE E-TYPE FHC, CWW, radio, new clutch, rebuilt rear suspension, restoration started—no time to complete, due work commitments. Very sound car, would suit enthusiast. Very reluctant sale. £850 o.n.o. 051-342 5019 (Merseyside). (96847

MG-B GT V8. Yellow, 10,000 miles. £3,500. Tel: Claverley 211. (96859

MG-A 1962 MK. II Roadster. Superb condition. New parts too numerous to mention. Full MoT. £1,150. Consider p/x MG TF. Grimsby 43963. (96860

AUSTIN HEALEY 3000 Mk. II, 1961. Very good condition. £2,200 o.n.o. 54 Temple Way, West Lydney. Phone: Timtern 425. (96855

1949 STANDARD Vanguard, fitted wireless, engine good. Requires general restoration work. Price £200 o.n.o. Box No. 5498. (96986

SCIMITAR AUTOMATIC 1975. One owner, main agent maintained. Celtic brown, tan hide seats, electric Sundym windows, laminated screen, alloy wheels, eight-track stereo. £3,400. Tel: Hitchin 4914 daytime; Potton (Beds) 260679 evenings. (96966

1750 GTV ALFA. Red/black, p/b radio, electric aerial, sump guard, some spares, XAS 'forever' tyres, police rear suspension. Has (gliding) R/T and tow-hook used occasionally for glider trailing, but not 'flogged'. Registered BMG 1H. Representative mileage but preventively maintained 'regardless' here and Milan. £850 as above—substantially less without R/T etc. Seen W. London, Thruxton or Lasham (Shobdon Airfield early August). Liked so much might retain and instead: Peugeot 504 auto. estate 'M' Special original black (elec. sunroof, stereo cassette/radio etc. £500+ extras). Smart example. £2,000—no offers. For either Tel: Fendt, 01-579 1813 except 4-14 August. (96900

LANCIA 2000 HF Sports Coupe. 1973/74 model. 'M' registration. One owner. Power steering, undersealed, stereo radio/cassette. Every extra, power windows. MoT, taxed next March. Fantastic car inside and out. Always maintained highest standard by Lancia agents. Tools unused. Perfect tyres etc. £1,400. Phone: Diss 3704 Norfolk. (96961

SUNBEAM TALBOT Mk. III, 1955. The body has been professionally repanelled where necessary and refinished in attractive 2-tone Metallic Green. This vehicle has been carefully driven and maintained by one previous owner and is excellent throughout. O/drive, twin spots, etc. Full MoT. £850. Ring: Lockerley 40404. (96959

DAIMLER SP250 DART, 1960. Recently overhauled. Excellent condition throughout. Further details 0564 824664 evenings. Offers. (96972

FOR SALE—continued

EARLY XK120 FHC. Totally restored gem. Old English White lacquer, maroon Connelly hides, Spats. Reluctant sale forced. Best offer. Private, Tonbridge, Kent 366835. (96962

1967 E-TYPE JAGUAR fixed-head Series 1½. This superb car is finished in Imperial dark blue with light grey hide upholstery. The bodywork and mechanics are excellent. A rare chance to acquire a proper E-type that regularly supplies reliable motoring. Worth at least £1,800, but I need money, so take £1,395 o.n.o. Phone: David on 01-439 2991. (96967

LANCIA APRILIA. Long MoT, new tyres, very good original condition. 'Drift' Porcupine. Par: 3388 (Cornwall). (96968

204 PEUGEOT Dec. 1973. Sunroof, Motorola, light blue, excellent condition, £1,150. Hoddesdon 63743 after 14th August. (96969

LAGONDA 2580 c.c. Saloon, LAG/50/205, registered 1951. Carefully stored since 1966. W. O. Bentley design with rack/pinion steering, all independent suspension. Original grey bodywork (aluminium). Blue leather with burr walnut trim. Bargain £850. Evenings: Southport (0704) 34048. (96970

BMW 2002Tii 1974 'N' Regd. 25,000 miles. One owner. Excellent condition. Red/black int. Tinted glass, cloth seats, radio. £2,550. 0892 32523. (96974

MG-A 1600 ROADSTER, 1960. Iris blue/black trim. This car has had a very extensive overhaul, including full re-trim (leather seats), re-spray. All steel panels plus much mechanical work. Full history available. A very fine example of this classic sports car. Willing to export. £1,595. Phone: 021-705 7813. (96975

BENTLEY 1927 6½-litre Saloon. Stored last 25 years. Complete history available. New fabric and upholstery. Offers to: Tiptree 815287. (96970

1934 AUSTIN RUBY. New upholstery, good running order. Excellent condition overall. £600 o.n.o. Tiptree 815287. (96976

1963 E-TYPE FHC, all original. Genuine 22,000 miles from new. Fantastic condition, seen Worthing or Surrey. £3,250. 01-330 2018, 9 a.m.—4.45 p.m. Monday, Thursday, Friday, Saturday. (96983

1957 MG ZB Magnette Varitone, 2-tone grey. Re-sprayed and re-upholstered. 1 year's MoT. Excellent buy at £600 o.n.o. West Hersea 3840. (96977

BENTLEY MK. VI, 1950. Black over silver. Restored coachwork and interior. Engine recently rebuilt. New exhaust, tyres, excellent. £2,950. Whitstable 263935. (96978

GINETTA G15, 1973. Yellow, factory built, sunroof, radio, alloy wheels, Kenlowe, electric washers, serviced and maintained by Ginetta. No expense spared. Full service record available. £1,250. Tel: day 01-261 3381; eve. 01-653 5866. (97089

FOR SALE—continued

JAGUAR 240, 1968. Manual, BRG, 49,300 miles. Tax 3 months, MoT, 12 months, £200 bill last 12 months. Beautiful condition. £895 o.n.o. 051-355 9670. (96985

ALFA ROMEO 1300 GT Junior, 'F' Reg. Superb condition. Immaculate bodywork. New engine, clutch, exhaust, sunroof, radio tax, MoT, £820 o.n.o. 01-373 1419. (97087

1951 WOLSELEY 6/80. 2¾-litre OHC. Body completely rust-free, interior perfect. Just fitted new valves, exhaust, tyres. Taxed, long MoT. Details and offers around £650. Ring: Warrington 66309. (97088

TRIUMPH GT6 'M'. One owner, 25,500 miles. Showroom condition. £1,575. Geoff Truscott, Telephone Fareham (Hampshire) 81563; office Fareham 6121 Ext. 29. (97090

1920 BULL-NOSE Oxford Tourer. Rare but needs finishing; also 1927 Oxford Tourer, beautiful condition, will sell or exchange both for VCC dated car, vintage sports or Rolls Tourer. Cash either way. 051-638 2154. (97091

WARWICK GT, 1961. Rare, fast and economical coupe. TR mechanics, overdrive, MoT, taxed, spares, history. £325. Offers: Barker, 0482 509944. (97092

JAGUAR XK150 S FHC 3.8, 1960. Taxed, MoT. Excellent condition. Special registration. Bargain, £3,000. 01-458 3172. (97093

XK140 D/H under restoration. All new spare parts. Ring for details, £1,200. Eversly 733404. (97094

BRISTOL 401 1953 (MTY 743). Fully restored. Fin, British Racing Green. A fine example. £3,500. Photo on request. Tel: Rochdale, Lancs 47988; 49715 night. (97096

1977 MORGAN 4/4 2-seater, 3,800 miles. Brown, stone leather, aluminium body, folding/reclining seats, wires, stereo, alarm, rust-proofed, tonneau, etc. Mint. Buying house. £4,950. Aylesbury 630166. (97098

MORGAN 4/4 2-seater. Red/black upholstery. Perfect throughout. Yorkshire Concours winner. Phone: Royston (Yorkshire) 3181 (evenings). (97099

LOTUS ELAN S4/SE DHC, 1969. Red, very good condition, new gearbox, year's MoT. £1,150 o.v.n.o. Sheringham 823903 (evenings) Norfolk. (97102

JAGUAR 3.4 MK II 1967. Automatic. Dark blue, 2 owners, full history, excellent original condition. Preston (0772) 45678. (97101

1929 AUSTIN HEAVY 12. Concours winner. £3,200. Seeking faster saloon needing less polishing. Great Mollington (024455) 362 (Chester). (971036

ALVIS 3-LITRE TE21 Saloon, 1964. 5-speed ZF, CWW, radio, tape player, 69,000 miles. Good condition throughout. Taxed and tested. £1,295 o.n.o. Phone: Chester 35819. (96980

JK SPORTSCARS

STINGRAY Corvette 74/75. Split roof, auto, pas, 454 engine. Believed 14,000 miles from new, chrome wheels, Goodrich tyres ... **£5,750**

STINGRAY Corvette 327, 68/69 Roadster convertible. Metalflake paintwork, Wolfrace wheels, sidewinder exhausts, Goodrich tyres, Munchie 4 speed gearbox ... **£3,850**

ASTON MARTIN DBS6, 68/69, Automatic. Pas, wire wheels, new shape body, special 6 cylinder model, engine just rebuilt ... **£2,775**

ELAN +2S 130/5, 73/74 'M' Regd. One owner, 35,000 miles, service bills, 5 speed gearbox, electric windows, radio ... **£2,600**

ELAN +2, 68. Red, black interior ... **£1,150**

ELAN 70/71 'J' Regd. Sprint. Modification, brilliant yellow ... **£1,395**

ELAN Convertible, 68, John Player Special ... **£1,195**

MG Midget, 1976. 6,000 miles, Supercover by BLMC April 78 **£1,965**

MGB 74. Blaze, 40,000 miles, overdrive, radio ... **£1,795**

DUTTON, 1975. 9,000 miles, brilliant yellow, looks exactly like a Lotus 7 **£1,285**

PORSCHE 911, 65/66. Black, rebuilt gearbox, decoked engine, M.o.T. 78, fantastic runner ... **£1,300**

ALFA ROMEO Spyder 1300, 69/70. Targa top, 5 speed box, very rare model ... **£1,175**

TR6, 72. Yellow, black interior, full service history from new ... **£1,575**

SPITFIRE, 74/75 'N' Regd. Sports wheels, airhorns, alarms, radio, hydrofoils ... **£1,425**

SPITFIRE, 73. Hardtop, radio, newish tyres, beauty ... **£1,225**

JENSEN HEALEY, 1973. Red, black interior, serviced ... **£1,575**

240Z DATSUN, 1972. Red, radio, 8 track stereo, 5 speed gearbox **£1,545**

MGB GT, '72. Blue, low mileage, radio, serviced ... **£1,450**

STAG, 71/72. Blue and red. Choice of 2 ... From **£1,495**

18 MONTHS' PARTS AND LABOUR WARRANTY
IMMEDIATE INSURANCE COVER – SHIPPING ARRANGED

405 GREEN LANES, LONDON N4
01-348 2221

XXX TRIPLEX

MAIN DISTRIBUTORS OF ROYAL DOULTON VINYLEX

TYNESIDE

LAMINATED WINDSCREENS

Mini ... **£12.96**	OVER 300 TYPES OF SCREEN
MGA Sports ... **£23.36**	IN STOCK. TOUGHENED AND
MGA Hardtop ... **£33.92**	LAMINATED. SAFETY GLASS
Escort I ... **£23.32**	CUT TO PATTERN FOR YOUR
Escort II ... **£25.05**	VINTAGE REBUILD.
Capri ... **£25.05**	
Elan Coupe 660N ... **£29.98**	
Europa ... **£41.88**	
Jensen Healey ... **£33.26**	
Jensen CV8 Mk III ... **£62.76**	* Prices quoted include VAT 8%

BIRMINGHAM SAFETY GLASS CO. LTD
LOWER ESSEX ST. BIRMINGHAM B5 6SS
Tel.: 021-622 2114/5

COVENTRY SAFETY GLASS CO. LTD
BAYTON ROAD, EXHALL COVENTRY CV7 9EL
Tel.: 0213 315013

WALSALL SAFETY GLASS CO. LTD
MARLOW STREET WALSALL WS2 8AQ
Tel.: WALSALL 22306

EXPORT ENQUIRIES WELCOME

PERFORMANCE CARS LTD

01-560 7011 **01-560 7011**

Great West Road (A4), Brentford, Middx.

All quoted mileages are warranted.
Unashamed and fearless, years and prices clearly stated.
This has been our policy since 1946.

Our nearest tube station is South Ealing on the Piccadilly Line, then cross road to Cock's Garage for transport.

One mile West of Chiswick roundabout and M4 Exit No. 2
Opening hours : Monday to Saturday 9 to 7.
Sunday 10 to 12 noon by appointment.

Continental Callers : Telephonez entre 18 et 19 heures. Immer Zwischen 6 und 7 anrufen.

COLLECTORS' CARS



AC Greyhound, 1961, Bristol engine, wire wheels, Webasto roof, green **£1,595**

1967 ASTON MARTIN DB6 Superleggera, one lady owner (she watched it being made), olive green/tan hide, automatic transmission, power steering, warranted mileage 37,917, usual DB6 luxury extras **£3,995**

1958 BENTLEY S1, 4,887 c.c., grey over blue, original log book, p.a.s., automatic, radio, handbook **£4,250**

1967 CADILLAC Sedan de-ville, metallic green, property of the late Paul Getty since new, recorded mileage 35,668, tinted glass, all electric **£2,500**

1960 CADILLAC Coupe de-ville, cream, owned by late Paul Getty since new, all electric **£3,000**

DOG CART, restored by William Fyke of Kieth **£750**

DAIMLER Sovereign 4.2 litre, dark blue, 4 Dec. 1968, one owner, 54,583 miles, automatic transmission, power steering, radio, original green log book **£1,495**

1962 DAIMLER Majestic Major, 4,561 c.c., black over grey, good history **£395**

1969 JAGUAR 'E' type 4.2 litre, 2 + 2, signal red/black, manual, radio, chrome wire wheels **£2,195**

1969 JAGUAR 'E' type 4.2 2 + 2 coupe, manual, chrome wires, headrests, sunroof, pale blue **£1,895**

1968 JAGUAR 340, beige/tan, automatic, p.a.s, radio, h.r.w., two owners (original log book), one since 7,600 miles, 44,061 miles **£1,295**

1965 JAGUAR 'E' type 4.2, dark blue, chrome wire wheels, radio, loose covers **£1,645**

1967 JAGUAR 420 Automatic, grey/red, Webasto roof, radio, mirrors, h.r.w. **£645**

1960 JAGUAR 2.4, metallic green, overdrive, radio, rare power steering model, rad muff, original log book **£795**

1957 JENSEN 541, green, two owners since new, one until 1976, stored after overhaul 71–76, original invoice, hand book etc., maintained same garage 12 years, all accounts kept since new, reg no. 541 AKX **£1,495**

1969 MG 'C' Roadster, red, radio, tonneau, new 'windows' in hood, lambswool covers, front 'spoiler', extra instruments, wing mirrors **£845**

1968 (Nov.) MG 'C' GT, green/black, two owners since new, one until 1975, rare automatic model, sunroof, wire wheels, loose covers, leather wheel, original green log book **£995**

1958 MG Magnette, grey **£295**

1955 MGA Roadster, suitable restoration **£345**

1952 MG TD, red, original log book, full details on request **£3,500**

1962 (Nov.) MERCEDES BENZ 190 SL Drophead Coupe, pale blue, right hand drive, radio, rather nice **£1,795**

1938 ROLLS ROYCE Ph. III, 124,000 miles, coachwork by Windover, delightful owner-driver saloon, black, engine work being carried out at this moment **£8,000**

1912 ROLLS ROYCE Silver Ghost Tourer by Regent Carriage Co. and J. Rothschild et Fils **£50,000**

1963 SUNBEAM Alpine Mk. III GT, red/black, hardtop, one owner, original log book, overdrive, 54,694 miles **£945**

SPORTS CARS



1973 BMW 3.0 S1, maroon/grey, one owner, power steering, 53,489 miles **£2,795**

1974 CITROEN 'D' Special, white, one owner, 38,073 miles **£1,145**

1973 GINETTA G15, white/black, radio, mag. wheels **£1,345**

1973 (Model) JAGUAR V12 2 + 2 'E' type, white/black, 33,195 miles, headrests **£3,950**

1972 (Model) JAGUAR V12 2 + 2, manual, p.a.s., tinted, radio, stereo, primrose/black **£2,995**

1976 JENSEN GT Fixed head Coupe, 2 + 2, black/black nylon, 14,252 miles, electric windows, 5-speed box, tinted glass, radio, alloy wheels, h.r.w., electric aerial, rear wiper **£3,995**

1971 LOTUS Elan 'Sprint' drophead, brown with white hardtop, soft top, radio, cassette, delightful example **£1,895**

1977 Model MGB GT, flamingo red/grey nylon, one Dr. owner, 1,749 miles only, as new, £120 radio/cassette **£3,395**

1976 MGB GT, red/black nylon, overdrive, Sundym, radio **£2,945**

1976 MG Midget 1,500 c.c., white, one lady owner, 9,943 miles, tonneau, hood bag **£1,845**

1975 (P) MGB V8 GT, flamingo red/black nylon, one owner, 21,530 miles, sun roof, Sundym glass, overdrive, radio **£3,150**

1974 (N) B GT, mirage/black cloth, one owner, 17,098 miles, Sundym, 'cints', overdrive, door mirrors **£2,345**

1974 MGB GT, citron/black nylon, one owner, 31,203 miles, overdrive, radio, Sundym, headrests, chrome ro-styles, underseal **£2,225**

1974 MGB GT, harvest gold, one owner, overdrive, radio, h.r.w. **£2,225**

1974 MG Midget, blaze/black, one owner, 26,395 miles, tonneau, headrests, mirrors **£1,325**

1974 MG Midget, bronze yellow, one lady owner, rack, headrests **£1,295**

1973 MGB GT Automatic, damask red, sunroof, headrests, recent tyres, two lady owners, warranted mileage 39,312.

1973 (M) MGB GT, damask red/navy, overdrive, h.r.w., fog/spot **£1,845**

1973 MGB GT, teal blue/yellow ochre, one lady owner, 38,647 miles, overdrive, wire wheels, 8 track, radio, h.r.w., leather wheel **£1,745**

1973 MGB GT, white/navy, overdrive, extra instruments, mild 'tweaking' with Weber carbs **£1,695**

1973 (Dec.) MGB GT, harvest gold/blue nylon, radio, leather wheel, one owner **£1,565**

1971 MGB, blaze, overdrive, hardtop, tonneau **£1,045**

MORGAN 4/4 1600, royal ivory, 4-seater, most factory extras, delivery mileage only.

1973 RELIANT SCIMITAR GTE, white, chrome wheels, Golde sunroof, radio, rear wiper, h.r.w., vinyl roof, fog/spot, electric windows **£2,165**

1975 TRIUMPH 1500 Spitfire, orange/tan, hard and soft tops, radio, headrests **£1,795**

1974 TRIUMPH GT6, emerald green, overdrive, tinted, h.r.w., headrests **£1,795**

1974 TRIUMPH GT6, carmine, tan cloth, 29,000 miles, overdrive, Sundym, h.r.w. **£1,745**

1974 (M) TRIUMPH Spitfire Mk. IV, magenta/black, one owner, 30,277 miles, new tyres, hardtop **£1,495**

1974 TRIUMPH Spitfire, magenta, radio, tonneau, lady owner, 33,824 miles **£1,425**

1973 TRIUMPH GT6, blue/blue nylon, Sundym glass, £250 spent engine rebuilt Dec. '76 ..... **£1,495**

1973 TRIUMPH Spitfire, magenta, 29,951 miles, Cadillac underseal, one owner **£1,295**

1973 TRIUMPH Spitfire, white, one family owner, radio, tonneau, headrests **£1,195**

1971 (K) TRIUMPH GT6, red, wire wheels .. **£1,095**

1971 VOLVO 1800 E, turquoise, engine work 29.3.77 £228, 8 track, fuel injection, overdrive, mag. wheels, very rare car **£1,695**

1961 VOLKSWAGEN Karmann-Ghia fixed head coupe, red, suitable restoration **£225**

AT THE TIME OF GOING TO PRESS WE HOPE TO HAVE THE FOLLOWING

1960 Jaguar Mk 9. 1975 Anniversay MGB GT. 1970 Vitesse convertible, one owner. **1974 GT6. 1974 MGB. 1969 Daimler V8 250. 1970 'E' type Roadster. 1967 'E' type 2 + 2.**

WE URGENTLY REQUIRE WELL MAINTAINED SPORTS CARS

01-560 7011 **Nearly New—Pre/Post War—Vintage/Veteran—please contact us before selling** **01-560 7011**

Own transporter so no problems, we collect with cash or banker's draft



Above: Morgan +4 drophead. See text for details.



The London *Morgan* Distributors

August sees us with a galaxy of white **Morgans**. Once every five years the showroom is filled with the same coloured Morgans and this time they are white!

1976 R **Morgan 4/4** 2 seater, royal ivory, wire wheels, bucket seats, 3,000 miles, as new. The previous single owner's name was "Mog" which can only be a good sign.

1973 **Morgan** 4/4 2 seater, royal ivory, 6,000 miles, one owner, exceptional condition.

1971 **Morgan** 4/4 2 seater, royal ivory, wire wheels, bucket seats, new clutch, recent repaint.

1967 **Morgan** +4 DH Coupe, royal ivory with red leather interior as new following complete renovation, can be driven, but no holes drilled for No. plates yet.

We do of course have a blinding selection of other coloured Morgans as follows:

1974 **Morgan +8**, bronze with black leather interior, many extras including reclining seats, luggage rack etc.

1974 **Morgan 4/4** 2 seater, chocolate brown with cream interior, bucket seats wire wheels, luggage rack, one owner from new.

1968 **Morgan 4/4** 2 seater, flame red, wire wheels, luggage rack.

1970 **Morgan 4/4** 2 seater, light orange, wire wheels, luggage rack.

1973 **Morgan 4/4** 4 seater, BRG, low mileage.

1969/70 **Morgan 4/4** 4 seater, BRG, spot lamps, selectaride, luggage rack.

August 27th is the Morris Stapleton Trophy Race day at Silverstone organised by the B.D.C. Our racing +8 will be there and we welcome any Morgan owners/enthusiasts to our pit.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

MG-B GT. Only 21,500 miles. September '73. Bronze yellow, navy interior o/d. Inertia reel belts, new tyres. One lady owner. £1,850. Mrs. Cottier, Woodbourne Hotel, Alexander Drive, Douglas, IoM. Tel: 0624 21766. (97097

JAGUAR 3.8S Auto. 1965. Full history, long MoT, good tyres, new battery, many extras. £380. Danbury (024541) 4117. (97104

ROLLS-ROYCE Silver Wraith. Early 1948. Excellent condition. £5,250 o.n.o. Lincoln 50228. (97105

SUPER SEVEN 1976. B/V T/C. All usual extras. Superb. Further details ring Bradford-on-Avon 6474 evenings, weekends. (97137

ALFA ROMEO 1600 Junior GT. 'M' Reg. Red, black upholstery. £1,445. Uxbridge 38972. (97139

MINI MARCOS for sale. Many new parts including radial tyres, 4½J R/R wheels, exhaust, battery, water pump, seat belts, etc, etc. Very long MoT. Economical and looks. Must sell—repeat must sell, so please ring Worcs. 840 307—keep trying. (97135

DAIMLER SP250. Completely original concours example in maroon. Low mileage since complete restoration. £1,750 inc hard-top + spares. Tel: Spennymoor (Co. Durham) 815708 after 6 p.m. (97118

MG-B GT Anniversary Model. Racing green and gold, overdrive, radio. 14,000 miles. Excellent condition. £2,800. Hickley, Bryngwy, Rhayader, Powys, Wales (Rhayader 463). (97122

ASTON DB5, Gold. Automatic. Usual Aston extras. Very good indeed, especially fine mechanically. £2,750 o.n.o. Eckington 3070, 36, Main Road, Ridgeway, Sheffield. (97124

TRIUMPH TR3. 1957. One lady owner. Absolutely original. Hard and soft tops. MoT July '78. £1,095. Ledbury 2204. (97121

ELAN SPRINT 1972. 21,000 m. Sunroof, tinted glass, HRW, White, good condition. £2,200. Phone: Egham 7561 Ext. 28, Quinlisk Day, View Guildford. (97111

ALFA ROMEO 2000 GT Veloce. 1974. One owner, 27,000 miles. Radio/cassette. Taxed Dec. Beautiful example. £2,150. Southampton 769582. (97110

1946 ROVER 16. Reg. KEH 794. Partly restored, re-chromed. Suitable for spares or repair. Offers S-o-T 657090. (97125

1938 ALVIS 12/70 Mulliner Drophead Coupe. Considerable mechanical work already completed. Body requires restoration. All sensible offers considered. Windsor 61542. (97126

XK150 FHC 1960. Blue. Immaculate, new cream leather upholstery. Very beautiful. Quite original. Serious offers over £3,000 please. Anthony Salt, Shillingstone House, Blandford, Dorset, or try 01-736 6232 week evenings. (96418

FOR SALE—continued

MUCH ADMIRED 1953 A40 Somerset, good condition, MoT for one year. Offers around £300. Tel: Cheltenham 0242 53401. (97127

JAGUAR 240 MK. II 1968 model, in BRG with black interior, 63,000 genuine miles, £1,000. Runcorn 64034. (97128

1933 STANDARD AVON 4-seat o/tourer. Engine/chassis restored. Body requires completion. Additional spares included. £750. Great Missenden 2355 (Buckinghamshire). (96419

MASERATI QUATROPORTE 1968. This superb example is a collector's dream and should please the most fastidious connoisseur. Whole car in condition to be expected for its genuine 24,100 miles. Only one owner from new. Finished in Regal Red. Usual refinements include air conditioning. Electrically operated tinted windows, radio, etc. Any inspection invited. £3,350 or would consider exchanging for R-R or Bentley SI or S2 or Mercedes 190SL or 250SL and cash adjustment. London 01-788 8566 or Norwich (0603) 898 492. (97131

LOTUS EUROPA Special 'N' Reg. '75. White/gold trim, oatmeal interior. Radio, electric windows, alloy wheels, Armourglazed, 5-speed, 7,800 miles. Immaculate. Near showroom condition. Last Europa Special made, £3,900. Tel: Kirkby Stephen 625, Cumbria. (97119

MORGAN +8, 1973. Ivory, red leather, most extras. 12,000. Immaculate, must sell. £4,250 o.n.o. 0375 71258 (Essex). (97135

MG TA 1947. Recently rebuilt. Stage II head. Very good condition. £2,500 o.n.o. After 6 p.m. and weekends. Horndean (0705) 595614. (97132

RILEY 1951 1½-litre RMA, runs nicely, good tyres, needs welding n/s/r and inner wing. Sensible offers to Box No. 5499. (97136

TRIUMPH TR4 1965. Totally rebuilt from new chassis up. All new metal panels. Surrey top, wire wheels, overdrive. Finished in Signal Red. This car has done nought mileage and is surely unique. Offers for this beautiful car around £2,000. 01-504 1898 (Woodford). (97134

VAUXHALL MAGNUM 2.3 Automatic. 1974. Taxed, new tyres (£80), cassette// radio, very nice car. £1,325. 01-508 2895. (97136

AUSTIN HEALEY 3000, 1961 model. Fine all round condition. £1,850. Gaylard, Taunton 412454. (97106

AUSTIN HEALEY 3000 Mk. III, 1966. Metallic blue, wire wheels, much work done. Good condition, £2,750. Tel: Bournemouth 50847. (97133

JAGUAR 3.8 S-TYPE, 1965. Auto., p.a.s. Finished in Carmen Red. Tested March '78. Taxed. £275. Telephone: Overton-on-Dee (Clwyd) 264. (97107

FOR SALE—continued

1930 MG BOAT-TAILED 'M' type; also 1928 Boyd Carpenter Austin 7. Superb pair of vintage sports cars. Tel: 063 77 (Crantock) 338 or view any day in Newquay Motor Museum, Wesley Road, Newquay, Cornwall. (97109

ROESCH-TALBOT 1937 Saloon. 40,000 miles, BD 105, good engine 45 p.s.i. and mechanics, exhaust, traffic clutch, preselector, sliding roof, last owner since 1960. Restoration needed. £700. 59 Colthill Circle, Milltimber, Aberdeen 732130. (97108

JAGUAR 3.8 engine and autobox complete. Can road test. £150 o.n.o. Also breaking Mk. 9 for spares 061-790 1548. (96325

SINGER GAZELLE auto, genuine mileage 30,000. Two owners. Offers. Collector's car, showroom condition. Phone Uttoxeter 3657 evenings. (96327

E-TYPE ROADSTER. Beautiful. 1965. 4.2. Red, new Cinturatos, 12 months' MoT. Genuine reason for sale. £1,800 o.n.o. Tel: Shawbury (Salop) 373 evenings/weekends. (97113

MG-C ROADSTER 1968 in immaculate Snowberry white. Genuine 51,000 miles, 2 family owners. MoT April '78. Taxed Nov. '77. Wire wheels, new tyres, overdrive, wood steering wheel. Radiomobile. Maserati air horns, anti-theft device. A handsome car to cherish and appreciate. Photo available. £925. Tel: Chesterfield 72926 (business); 78863 (home). (97114

AMPHICAR 1964. One owner. 21,000 miles, new tyres, battery. Herald engine, twin screws. £250. W.H.Y? Burscough 892996 Lancs. after 7th August. (97115

1954 RILEY RME 1.5-ltr. Excellent condition throughout. £650. Phone 0905 830805. (97116

ROLLS-ROYCE Silver Cloud III. Beautifully finished in Midnight Blue over Shell grey with matching blue grey hide interior and Wilton carpets. No expense has been spared in keeping this car in first-class condition. £7,650. Telephone Bourne End 20300 (Bucks.). (97117

1954 ROLLS-ROYCE Silver Dawn. First-class condition throughout. Black with brown interior. A very original two-owner motor car. £6,950. Telephone Bourne End 20300 (Bucks). (97117

JAGUAR XK150 FHC. Partly stripped for restoration. Wants lots of love and attention, but worthwhile project at £700. Rolls-Royce 20/25 radiator and grille. Very good condition, £250. Wantage 2317 (Oxon). (97130

L-REGD. TVR 3000M. Late 1972. Taxed, tested. Cibies, Spax shockers, Radiomobile, air horns, sunroof, usual extras. Drives faultlessly. £1,750. HP possible. 0745 32766. (96323

MORGAN 4/4 4-seater, black with white leather seats, wire wheels, luggage rack, 1974, in excellent condition. £4,000 o.n.o. 01-731 0798. (97233

FOR SALE—continued

LOTUS EUROPA twin-cam. July 1972. Unmarked electric blue, oatmeal interior, new Dunlops on Lotus alloys. 40,000 miles. £1,975 o.n.o. McMillan, 56 Harewood Avenue, Bridlington, Yorks. (96981

PORSCHE 911T. 1970. New clutch, gearbox overhauled, radio, stereo 8, 'S' wheels, front spoiler. Good all round condition. £2,450. Hatch End (Middx.) 01-428 2204. (97261

HAIRY BEAST! MG-C GT Special Limited Edition by University Motors Sept. 1970. J. A. Pearce K/O mag alloy wheels. White with black vinyl sunroof. Specially prepared Downton engine, with triple carb., mods etc. Recent gearbox rebuild etc. Much money spent. Investment. £1,295. Dorking 6100 (Surrey). (97262

THE BEST! Jaguar Mk. 2, 3.4, 1966. Carmen Red, chrome wire wheels. Winner of many concours events including Beaulieu. Fabulous example. Investment. £3,250. Dorking 6100 (Surrey). (97262

TVR VIXEN S3 Lotus twin-cam unit with twin carbs. PNP. Excellent condition. £1,300. Tel: Kidderminster 61645. (97256

ELAN S4 FHC 1970 J. Lady owner. This car is finished in Aubergine and is in superb condition. Must be one of the best in the country which is reflected in the price of £1,395. Tel: Mansfield 753912 after 7 p.m. or weekends. (97257

LOTUS ELAN +2 S130 1973 L. Only 26,000 miles. One careful owner. Very good condition. Fastidiously maintained. Stereo radio/cassette. Sunshine roof. £2,000. 01-283 1541 day; 01-888 2700 eve. (97259

AC 2-LITRE Saloon. Purchased by ast owner at 1949 Motor Show. Recent respray. Original tools etc. £1,200 o.n.o. Tel: Highcliff 5351. Evenings: Bournemouth 766621. (97258

BRISTOL 408 Saloon. Fastidiously maintained by present owner since 1974. Seychelles blue. Consider exchange Aston Martin. £1,850. Bowles Tel. business Bournemouth 764004. (97258

BENTLEY T-TYPE 1968. Fully maintained by R-R agents. Nice all extras including air conditioning. Special finish steel blue/black interior. £5,900. Ascot 23018. (97260

MG TA running, but tatty. T/C mechanics. £1,500. Also some T and J type spares. Box No. 5501 (Yorkshire). (97237

MG TF 1250 c.c. Black. March 1954. New hood/side screens. Excellent condition. MoT April 1978. £3,200. Telephone Southend (0702) 68710. (97234

MG-C ROADSTER 1968. Red, black hood. 79,000 mls, 2 owners. Good condition. Tested June 78. £625; evenings Sheffield 3742 52173. (97228

CITROEN DS19 Special. 'J' Regd. Dark green with beige leather interior. Immaculate condition. Long MoT. £690 o.n.o. Tel: Newtown (Powys) (0686) 25760. (97243

Hire a Sports Car

Morgan 4/4 & + 8s, MG Midgets, MGBs, MGB GT V8s, Triumph TR7s, Mercedes 350SLs

sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309



John Britten

Morgan

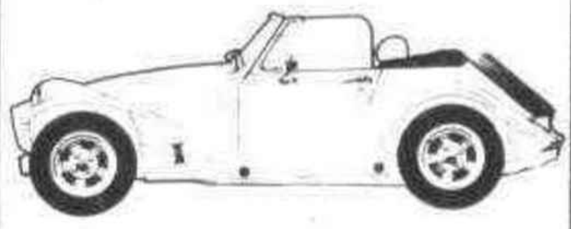
TVR

You'll find our sports cars (dead or alive), at Map Reference 222955. On Ordnance Survey 1" sheet 160, that is. **Morgan Plus 8**, 1970, orange, luggage grid, spare wheel cover, is a car we have had here before although it did not then have the reg. no. "3 GTO". This would be a nice number to put on a Ferrari. On the subject of numbers I ran my indestructible 1967 Volvo 121 into the back of someone's Citroen Dyane in Tottenham Court Road today. The Citroen, which turned out to belong to a clergyman with a karate sticker in the rear window, was somewhat damaged around the rear end, but the only thing that happened to the trusty Volvo was that the front number plate (ERO 121E) and a few flies fell off it. They tell me that they do not make them like that any more. This Plus 8 has a *chrome* luggage grid – a rather rare object these days; also a pair of those semi-circular glass affairs to keep the flies off your goggles when the windscreen has been doffed. **Morgan 4/4**, 1975P, Golden Yellow, has spent its summer holidays at the paint shop and has returned looking very resplendent; bucket seats, 1 lady owner, rear bumper, ex Motor Show car, and has just been given (in place of a "cherished" number) the combination NEW 485P, which shows a distinct sense of the appropriate down in Swansea. **Morgan 4/4 4-seater**, 1973, Indigo blue, rear bumper, outside handles; from a long-time Morgan enthusiast in the Berkshire area. **Morgan Plus 8**, 1974, red, excellent history, not bad geography and scripture. **Morgan 4/4**, 1975P, metallic green, appears on another document as Alfa blue – a case I think of colour blindness rather than a quick spray job, was owned by a young lady who has supplied us with two second-hand Morgans before; she comes from a village variously described in different editions of our ever-unreliable stock list as Breadmarley and Red Marley; fitted with bucket seats, wire wheels, Underseal, reversing lights, door pockets (normally something you only get with the extra 4 cyls.). **Morgan 4/4**, 1976, custom painted black coachwork (have you noticed that most 2nd hand cars have bodywork; "coachwork" is a word that indicates, in many cases, an extra £500 on the price), lengthy list of factory extras and options, chrome wire wheels, dual servo brakes, brown leather, reclining and folding seats etc. **Morgan 4/4 4-seater**, 1969, Racing green, has a rather interesting mottles effect on the bonnet, will shortly be visiting the paint shop to improve this, luggage grid, wire wheels. **Morgan 4/4 4-seater**, 1972, blue, wire wheels, Plus 8 spots, leather, grid, strap, headlamp stoneguards, had it before, etc. **Morgan Plus 8**, 1977, black, 5-speed gearbox, black leather, Underseal – I always think this indicates a degree of concern for the well-being of one's car that perhaps means more to the next owner than the mere film of rubbery substance (albeit a thick one) – headrests etc. etc. **Morgan 3-wheelers**: having just sold 3 in 3 days, we have nothing to offer except the memory of a demonstration drive which was "*. . . more exciting than my Lola Sports 2000*" – *C. Alford*. One of the 3 is going to the State, alas and alack. **TVR Vixen** Nov. 1971, colour unspecified but rear window is wiped. **TVR 1600M**, 1973, red, sunroof, radio, cassette player, supplied new by JBG and said to be a sought-after year and model. Seek and ye shall find. **TRV Turbo**, 1976, black with gold band, oatmeal trim (somehow this reminds me of Ryvita and margarine). Also has a beige vinyl top, one owner. **TVR 1600M**, 1975P, green (just read those last few words again), sunroof, radio, tree-wood dash; this car was sold to a Norwegian some months ago; the poor lad has had to bring it back as he was not allowed to import it into his mother country as it does not comply with their safety standards. **TVR 1600M**, 1976R, sunroof, reclining seats, vinyl roof, supplied by us to solitary owner. For those to whom the previous whereabouts of our secondhand TVRs is of interest, the '71 Vixen came from half way up the side of a Welsh mountain, the '73 car lived in Southend-on-Sea, the '76 1600M belonged to a pharmacist from Phalmers Green, and of course the '75 car has been skulking round the Scandinavian frontierland. Just arrived this very minute: a **TVR 1600M**, 1975P, brown, cream vinyl roof, radio, reclining seats, sunroof, sold by us to previous owner. And the yellow 2500M has been in Brussels (not the sprouts). **MG Midget**, 1974, Chartreuse yellow, black hardtop. **Lotus Elan Sprint**, 1974, black, radio + cassette. **Alfa Romeo Spyder GTV**, 1977. Also various cars with more seats than sense such as Mazda 818 Estate, red, 1974N, Peugeot 504 Estate, 1976, blue. **Opel Kadett** Estate, white, 1976. We have two secondhand **Arkley SS's** in the pipeline (they do of course come out a bit longer and thinner this way), but I am not quite sure whether they are supposed to be sold or not. You could enquire if interested. Normally however we sell the Arkley as a kit to fit on an undamaged or perhaps very slightly damaged MG Midget. Our brochure has been reprinted, the Autocar article reprints in leaflet form should have arrived, and sales this year have been far ahead of any previous year – about double, at a rough estimate. The picture shows the heavily modified and evidently supercharged Arkley SS campaigned in the RAC Hillclimb Championship by Russ Ward of Churchdown, Glos. Russ has been very successful this year, and is, according to my understanding of what he has written on the envelope that contained the photo, 1976 RAC Hillclimb Leaders Champion. **NEW MORGANS**: We are Morgan Agents, and if ever these almost-human cars are freely available, you will find them in our showroom. Meanwhile, we have used and demo. models, spare parts, brochures (free), posters (for sale, £1.50 I think), test drives and, even, order forms. **NEW TVRs**: Available from stock in a choice of specification and colour, or built and painted to your exact requirements in a reasonable number of weeks. We have a new 1977 Taimar demo. model awaiting your pleasure. **Books**: The two Morgan books by Gregory Houston-Bowden at £5.95 each ("Morgan" and "More Morgan"), also "The TVR Story" by Peter Filby. £5.95, £5.95 and £6.50 respectively, post free. We require: Any interesting photos to print in this advert, small reproduction fee paid. Also any Morgans you may happen to find in attic, field or barn, MGs, Austin-Healeys, TR3 thru 6, Lotus Elan and Europa etc. We have some workshop capacity for repairs and servicing; bookable 7 days ahead. We are on the A411 Barnet/Elstree Road, 1 mile East of the A1 intersection. Open to 7 pm, 6 pm Sats, closed Sundays and Bank Holidays.









JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

NTG MOTOR SERVICES LTD.
21 St. Margarets Green, Ipswich, England. Tel.: Ipswich 211240.

The INTERNATIONAL MG SPECIALISTS

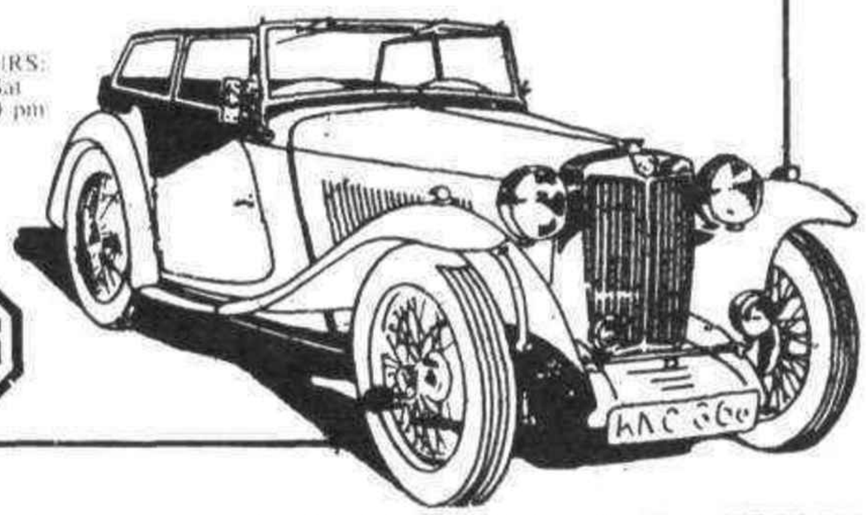
WE CAN PROVIDE THE FOLLOWING SERVICES TO THE MG ENTHUSIAST.

MAIL ORDER: From our new premises we can pack and despatch parts to any part of the world.
SHOP SALES: Our new premises enable us to hold larger and better stocks, and we are always pleased to assist customers who can call – free parking outside the front door!
WORKSHOP: We can now accept mechanical and electrical repairs and general servicing in addition to our engine and gearbox reconditioning. Bring your MG to the Specialists.

Overseas visitors — we are only 30 min from the ports of Felixstowe and Harwich and 2 hrs from London.

Our full range of parts from the MG T, Y, MGA and Z models is detailed in our catalogues. Send S.A.E. (UK) or $2 (overseas) for your copy. (Please state model.)

SHOP HOURS:
Tues to Sat
10 am 4.30 pm



ROVERS ONLY





1964 ROVER 110, 14,000 miles guaranteed. One elderly lady owner, superb condition.

1964 ROVER 110, 17,000 miles certified, almost impossible to detect from new.

1961 ROVER 80, 21,000 miles guaranteed, 1 owner, rare collector's item. Complete in every detail.

1969 ROVER 3.5, 1 lady owner, moderate mileage in extremely good condition. **£695**

1961 ROVER 100, 26,000 miles rare collectors item, as new

WE HAVE SEVERAL VERY LOW MILEAGE ROVERS, MOST OF WHICH ARE ONE OWNER EXAMPLES AND IN SUPERB ORIGINAL CONDITION. SHIPPING CAN ALSO BE ARRANGED.
ALSO SEVERAL MODELS BEING DISMANTLED FOR SPARES. WRITE OR PHONE FOR FURTHER DETAILS.

WANTED ALL LOW-MILEAGE ROVERS

MAYHEW & GREEN

(THE ORIGINAL ROVER SPECIALISTS)

ST. MARK'S HILL, SURBITON, SURREY
Phone: 01-399 4848 (24-hour)

FOR SALE—continued

1953 MG TD, Sound general condition, MGCC member, 4 year ownership, not so-called "Concours" just smart reliable neo-vintage vehicle with much work done, £2,500. No orators. Blisworth 858891 (Northampton). (97249

ASTON MARTIN DBS V8, 1972. Automatic. Finished in Imperial blue, hide interior, 49,000 miles. Air conditioning, stereo, etc., long MoT, new gearbox still under warranty, £3,995. Tel: Prestbury (Cheshire) 49509. (97250

DAIMLER SP250. One of the best restored examples in the country. £2,150 o.n.o. or would consider exchange for open car requiring attention. Evesham 831191 (97253

E-TYPE CONVERTIBLE Series II, 1969. One previous owner from new. Totally original, 55,000 miles unused last 2 years. Concours winner. £3,000. 01-455 7132 (London). (97255

E-TYPE ROADSTER Series I (closed headlamp), 1966. Pristine example in all respects. 3 owners, 72,000 miles. £2,695. 01-458 2336. (97255

1972 FERRARI 365 GTC4 V12, 5-speed. Red with tan trim, electric windows, air conditioned, KO Daytona wheels, very rare, believed only 50 made. £5,450. Dorking 6030 (Surrey). (97252

SCIMITAR "GT" (1966) "ZF" gearbox, wire wheels, air horns, radio and tape, towing attachment. Silver streak with black interior. Must be the best for sale. Accept £975. Also Sunbeam "Alpine" (Series I or II). Works hard-top. £35. Phone Lancaster 69933. (97245

SUNBEAM HARRINGTON Le Mans 1963. Some attention required. Offers invited. Telephone: Brighton 592634 evenings. (97247

ALFA GIULIA 1600 Spyder, 1963. Genuinely rust-free, must be the best in the country. 48,000 miles. Little work would make it concours. Offers round £1,000. Telephone 01-701 1035. (97246

E-TYPE 1969, Probably the best available. Truly outstanding and perfect in every quarter. Absolutely no rust. £3,350 o.n.o. Phone: 0633 420608. (97239

TRIDENT VENTURER V6 December 1970, 41,000 miles. Electric windows, 8-track Radiomobile, wire wheels, overdrive. Many extras. Immaculate. £1,600 o.n.o. Westbury, Wilts. 0373 822605. (97240

BRISTOL 406 and 401. The 406 is superb and one of the best, £2,350; the 401 good £1,000. Offers or exchanges considered. Cambridge 891964. (97242

3.8 E-TYPE ROADSTER, v.g.c., 1964, one owner, 50,000 miles. White, £2,950 o.n.o. 01-584 9397 or 0794 40266. (97253

ALVIS TD21 1961, DHC. Kowm radio/cassette, MoT, Dark blue body. Light blue interior leather by Connolly. New carpeting. Very nice restoration, rebuild includes replacements too numerous to mention from new engine to windscreen wiper motor. £2,650. Telephone: Lingfield 832132, 9—5.30 p.m. Ask for ART or JWK. (97230

ASTON MARTIN DB4 GT. Prepared for historic racing. Immaculate condition. Regular winner in Australia. £8,000 includes freight worldwide. D. Bray, 11 Waimea Avenue, Woollahra Sydney, NSW 2025, Australia. (97229

1935 MORRIS 10/4 pre-series saloon. Good condition. Used regularly. Re-upholstered and resprayed. MoT. £950. Jackson, 81, Westdale Walk, Kempston, Bedford. (97232

AUSTIN HEALEY 3000 BT7 1960. Full rebuild just completed. £1,750. Tel: 01-586 5259 (evenings). (39692

SUNBEAM TIGER, Superb condition, complete history, 19,000 miles. Genuine reason for sale. Best offer secures. Tel: Rotherham 864146. (97342

PORSCHE 914S, 2-litre fuel injected, 5 speeds. Metallic golden lime, black trim, Targa top, 29,000 miles only. Tinted windows, new mag wheels and tyres. Front and rear spoilers. £2,250. Absolutely immaculate and a really beautiful car. Capt. Butler, Colchester 71471 evenings. (97338

ASTON MARTIN DBS. Manual, Vantage 6 engine, power steering, Sundym glass. Completely rebuilt costing over £2,000. Looks and drives as new. This is the prototype DBS. Full history available. Good investment at £2,650 o.n.o. Tel: Southport 66981 evenings. (97339

LOTUS ELAN Sprint Coupe. Red over white. Citroen GS Club Estate. Yellow 'R' registered, £1,800 and £2,200. Possible exchange with +2 130/5. Box 5502. (97343

ALFETTA GTV 2000. My super black 'R' reg. GTV complete with stereo, tints, extras. £5,000 new, offered for £4,400. Genuine sale. Sunbury (76) 80210; 01-636 4863 (office). (97334

LOTUS ELITE 1962. Very original. Stage 2 engine. MG box. Peter Still, West Coker 3176. (97335

MG-B ROADSTER 'P' Reg. One lady owner, 15,000 miles. Fitted all extras, o/drive, Motorola radio, headrests and speed control. Flame red coachwork, black trim. Bargain for quick sale. £2,195. Reason for sale: arrival of new MG-B! 01-458 2336. (97333

VOLVO SPORTS 1800E, 1971. Metallic gold, 43,000 miles, new injectors, 8-track, alarm, mag. wheels, new MoT. Superb condition. Finance available. £1,650 o.v.n.o. Southampton 31091 evenings. (97330

A RELIABLE STAG. Rover 3500 engine conversion by May Engineering recently. White, automatic, low mileage from new, late 72, original owner. Genuine reason for sale. Superb car for £3,450. Exeter 67042 after 6 p.m. (97332

FOR SALE—continued

AUSTIN 8 SALOON 1939. Original, fine condition, MoT due for renewal. Original documentation in continuation log book. Many spares to go with car, plus handbook and maintenance instructions, including lubrication chart. Much potential for the enthusiast. Offers around £475. Day: 852-0793; eve. Medway 360446. (95860

ALVIS 1965 TE21. Apple green saloon. Engine rebuilt June 1977. New exhaust. 74,000 miles. Year's MoT. Excellent condition. £1,600 o.n.o. 0279 52734. (97328

DAIMLER DOUBLE SIX Vanden Plas. 1973. Distinctive registration, electric sunroof, air conditioned, quadraphonic radio/tape player, etc. 18,000 recorded miles. A very beautiful car. £3,425. Milnthorpe 3256 (Cumbria). (97329

MEADOW 4½-LITRE engine with magneto, dynamo and starter, £495. 67, Broadway, Eccleston St. Helens, Merseyside. (97323

1934 LAGONDA RAPIER, recently unearthed. Completely stripped and rebuilt with many period fittings. The much-admired touring VDP body was built by Bob Chamberlain and many pounds and hours have been spent to make this one of the most attractive small Lagondas. Genuine reason for sale. 01-399 1453. (97324

TRIUMPH TR4 Sports with hard-top, MoT, nice condition. £395. Austin Seven 1930/31 rolling chassis with log book. £100. 021-476 0721. (97326

LANCIA AURELIA B20 for restoration. Engine is new but paintwork, chrome and other details need work. No rust. Consider exchange with cash adjustment. Offers: Honington 381, Suffolk. (97325

TR6 APRIL 1975, Taxed March 1978. 19,000 miles. Emerald green, hard/soft tops, radio. £2,300. Hull 658553 after 6 p.m. (97344

MG-B GT November 1974 (N). Late chrome bumper model. Teal blue/tan interior, overdrive, brake servo, HRW, Radiomobile radio, door mirrors, one owner. Genuine reason for sale. £1,950. Phone: Chelmsford 420800. (97345

JAGUAR V12 E-Type Roadster. Manual. Hard-top with sunroof. Chrome wheels. Genuine 29,000 miles from new. Laid up every winter. Totally original and magnificent in every conceivable way. £4,950 o.n.o. Beccles (Suffolk) 0502 713241 evenings. (97346

MORGAN 4/4 competition 1966. V.g.c. British Racing Green. Wire wheels, luggage rack, radio. Complete engine/gearbox rebuild and balance 5,000 miles ago. Maintained regardless of cost over the last 5 years. Body completely rebuilt 4 years ago. Would part exchange for Gilbern Invader Mk. III. £2,500. Tel: Caerphilly 866180. (97340

MORRIS MINOR 1000 2-door saloon 1970. 30,000 miles guaranteed. One of the very last models. Only one lady owner. Finished Trafalgar blue undersealed from new in completely superb original condition throughout. £1,000. A cheap investment for the future. A car to use today. 01-399 9758. (97160

JAGUAR MK. II 3.8 Saloon, 1961. Manual overdrive, wire wheels, MoT. Drives well. Reasonable condition for year. £525. No offers. Tel: 01-940 0435. (97161

FRAZER NASH/BMW Continental. Realistic offers invited for sole example extant, V8, 2.6-litre, closed coupe manufactured 1958. Shown at 2 Motor Shows. In current use by general practitioner. Telephone Daventry 2624. (97159

PORSCHE 911E. White black leather interior, 'S' wheels, electric tinted windows, radio. Excellent condition. £3,350 o.v.n.o. Lincoln 34490 day; 30217 evenings. (97162

SCIMITAR GTE 1974. Overdrive. Ivory beige, tan leather, laminated screen, QH headlamps, new Dunlops. Very good condition. Service record. Distinctive number. Reluctant sale due to arrival of new GTE. £2,950. Tel: 01-788 5553. (97164

1935 MORRIS 10/4 pre-series saloon. Good condition. Used regularly. Re-upholstered and resprayed. MoT. £950. Jackson, 81, Westdale Walk, Kempston, Bedford. (97232

MG TF 1954 1250 c.c. Offers around £1,750. 01-642 2449 (Carshalton). (97167

SPARTAN MORGAN type appearance. Based on Vitesse. Completed 1976. Daytona yellow, black interior. Taxed, long MoT. Reg. UPG 2. First £695. Tel: Nottm. 616987. (97169

MORGAN F-SUPER 3-wheeler, 1946. Good condition. Telephone: Keyingham (09648) 3688 (N. Humberside). (97170

1936 AUSTIN Goodwood in British Racing Green. Year's MoT. Good order throughout. Bodywork needs minor restoration. 75,000 miles from new. Best offer over £1,000. Tel: Harrogate (0423) 862041. (97171

1933 RILEY LYNX. Good running order. 2-door 4-seat tourer. Also Motor Sport 64-66. Offers. Phone: Barton-under-Needwood 2075. (97172

TVR 3000M, 1973. Yellow with black interior, sunroof, HRW, one previous owner, 16,000 miles only. VHF radio/8-track, electronic ignition. Manchester area. £2,900. Box No. 5500. (97173

GINETTA G21 1725 c.c. 1975 'N' Reg. Silver with black interior. 18,000 miles. Radio, mag wheels, HRW, tinted windscreen. Excellent condition. £2,600 o.n.o. Tel: 061-428 3238 (evenings). (97181

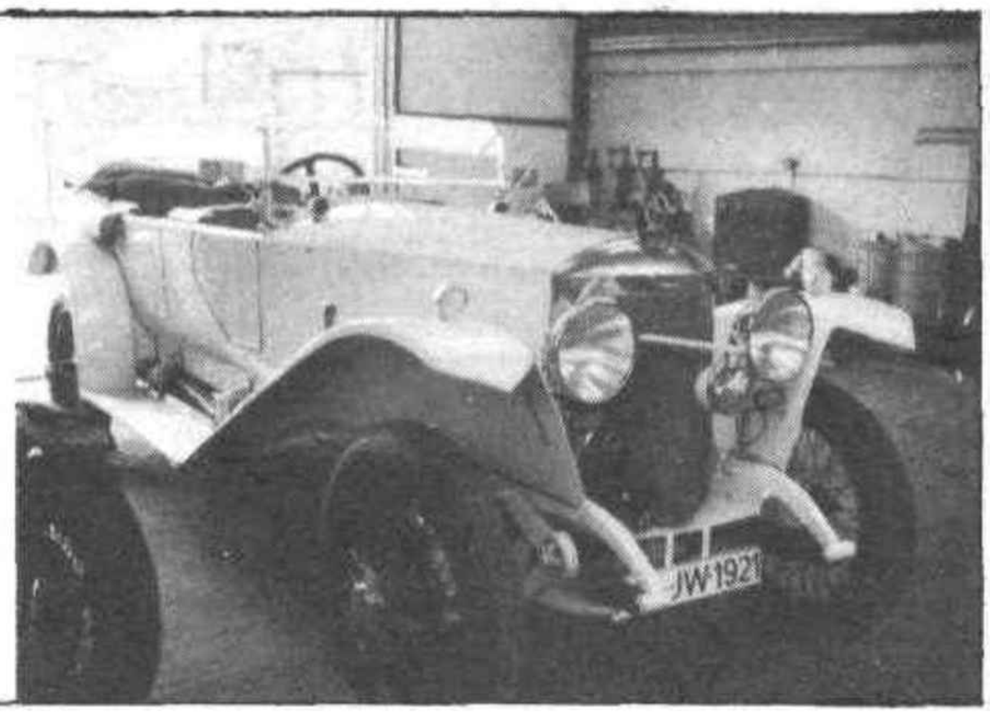
AUSTIN 8 Tourer needs restoring. Reg. No. EUJ 111, plus loads of spares. £395 o.n.o. Rover 90, 1955, long MoT. v.g.c. £195 o.n.o. Must sell. Ring: Kington 357 (Herefordshire). (97179

This A.D. 1921 motor car was sent to us late in A.D. 1976 for restoration and was returned early in A.D. 1977.

Some enthusiasts think of A.D. as AUSTRO DAIMLER, others only as TIME . . .

If you want your restoration completed on time contact us at

ANTIQUE AUTOMOBILES LIMITED
35–39 MAIN STREET, BASTON, PETERBOROUGH
Telephone: Greatford (07786) 288/488



FLEXBURY PARK MEWS



1933 S.S.2 two door Fixed Head Coupe in Ivory over dark red. An excellent example of this classic S.S. coupe.



1954 Jaguar XK 120 drophead coupe in British Racing Green with tan leather interior, body rebuilt, mechanically excellent, new leather interior, a superb example.

A fine selection of Rolls-Royce, Bentleys, M.G.s, Jaguars and Classic Cars always in stock. Cars of this type are always required.

OFFICE: LAKE HOUSE, FLEXBURY, BUDE, CORNWALL, EX23 8RS.

TEL.: BUDE 3182

WANTED ROLLS-ROYCE AND BENTLEY

All examples of Rolls-Royce and Bentley motor cars sought by serious buyer with ample cash funds.

Condition and distance immaterial.

01 - 351 1857

Evenings and Weekends



1970 Aston-Martin DB6 Mk II. Green metallic with tan hide, 51,000 miles. Factory maintained from new. Factory service just completed. Immaculate condition **£6,500**
1960 Bentley S2. Shell grey/tudor grey, 2 owners, 69,000 miles from new. All test records. **£4,750**
1964 Jaguar 3.8 E Type Roadster. Primrose, tinted glass, chrome wire wheels **£1,950**
1977 MGB Roadster, 1,000 miles **£2,650**
Brabham Formula 4. Complete **£1,495**
Kincraft Chassis (New) complete with new Chevy V8. Hewland 501 box and suitable body shell **£1,950**

061–928 2922



Probably one of the last chances to acquire an inexpensive unrestored Historic Grand Prix car – the

1949 Ex-George Abecassis Formula 1 Alta

later rebodied and re-engined as an Alta Bristol and known as the I.R.A. as raced by Joe Kelly, photographed in numerous books. The car requires restoration.

CHRIS STEWART, OLD DAIRY FARM, GREEN STREET, ELSENHAM, ESSEX.
daytime: 01–499 7133

SALE CANCELLED

The Auction Sale of VETERAN, VINTAGE AND OTHER THOROUGHBRED CARS, MOTORCYCLES, ACCESSORIES AND AGRICULTURAL MACHINERY OF INTEREST

to be held on

Thursday, 15th Sept., 1977

in

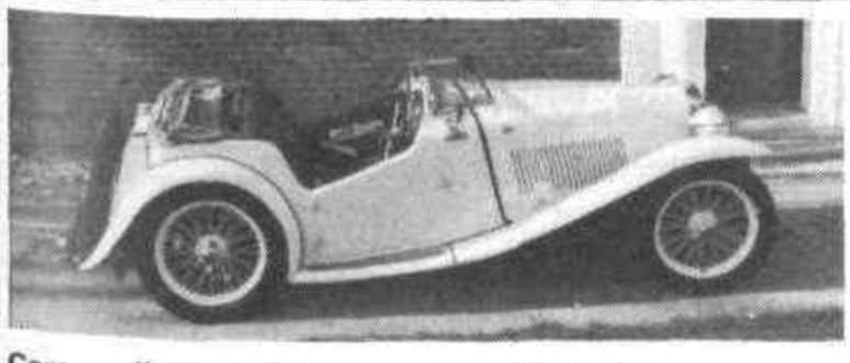
ASHFORD MARKET, Kent

has now been cancelled

HOBBS PARKER,

9 Tufton Street, Ashford, Kent
(Tel.: Ashford 22222)

OCTAGON SPORTS CARS LTD., CHART SUTTON, KENT ME17 3RX, ENGLAND



Cars available include:
1953 MG TD
1948 MG TA
1934 MG PA
1952 MG TD
1939 MG TB
1932 MG J2
1947, 1948, MG TCs.
2 MGAs, Please phone for current stock.

MG TA TB TC TD TF Spares: extensive range always in stock, despatched worldwide by mail order.



Illustrated catalogue available, s.a.e. U.K., Europe 50p, Outside Europe $2.00 (bills).

We have a large quantity of good used 'T' Type spares (many rare items) which have not seen the light of day for 10 years or more, having come to light on our recent move. Send list (with s.a.e.) with your requirements.

BY MAIL ORDER FOR THE OCTAGON LUGGAGE CARRIER



MG TA-TB-TC-TD chrome plated with all fittings, **£26.46** including carriage and VAT. For the **TF, £28.08** inc. carr. & VAT. For the **MORGAN** (in chrome), **£25.92**, (in silver enamel) **£21.60**, including carr. & VAT. **OVERSEAS CUSTOMERS.** Please add 10% to above prices for delivery outside the UK. ALL CARRIERS ARE TO ORIGINAL STYLE.

INTERESTING CLASSIC AND VINTAGE VEHICLES WANTED FOR CASH OR EXCHANGE

VIEW BY APPOINTMENT ONLY PLEASE Tel: 062-786-3445

Fine English Sportscars

Tel: WILMSLOW 32166

OVERSEAS ENQUIRIES WELCOME. COMPLETE EXPORT FACILITIES.

1961 E type Jaguar Roadster. 3.8. Carmen Red. Almost entirely new throughout – bodily and mechanically. Realistically priced at **£2,750.**

1967 E type Jaguar 2+2. 4.2. Carmen Red. New clutch. New suspension, tyres, paint. M.o.T. Very tidy at sensible price of **£1,450.**

1966 MG Midget. BRG. Wires. Rebuilt engine, new sills. Tidy summer runabout for **£295.**

1971 Austin Healey Sprite. Blaze-away for **£875.**

Rover 3.5's. Choice of four: 1968, 1969 & 1971 saloons – white, blue & green. **1970 Coupe.** White with black roof. All very tidy cars with new guaranteed gearboxes. **From £695.**

1967 Transit Transporter. Elongated chassis, sleeper cab, new V6 fitted. Winch, ramps, lockers, fully equipped, one owner from new. Offers around **£1,500.**

A varied selection of AUSTIN HEALEYS always available.

Paint and restorations work to highest standards including accident damage and mechanical work. Race preparations of shells or bodywork, from basics to detail finishing.

View by appointment

DATSUN

260Z SPORTS COUPE. 2+2

Demonstration car

£5,795

PRESTWICH MOTORS LIMITED,
Victoria Road,
Portslade, Sussex.
BN4 1YJ
Tel. Brighton 414911

Call Tipler for



FAST PRECISION MACHINING SERVICE

- Helicoils Fitted
- Reboring
- Brake Drum Skimming
- Re-metalling
- Crankshaft Grinding
- Cylinder Head Surface Grinding
- Alloy W'elding
- Dyno Electronic Balancing
- Crankshaft Balancing
- Metal Spraying

ALSO EXCHANGE ENGINES & CYLINDER HEADS

TIPLER ENGINEERING LTD. 636 OLD KENT RD
LONDON, S.E.15 1JE Telephone: 01 639 8761

DATSUN 260Z 2+2

Registration VAD 1

Copper Metallic tobacco vinyl roof.
Excellent condition.
Part exchange or Finance arranged.

DATSUN (BERKELEY PLACE) LTD.
BRISTOL 24401

DPS Car Centre

Jet Station
ILCHESTER 629

1963 Rover 95. Finished in dual grey with red leather trim, 3 owners, only 44,000 miles, superb order, original throughout, **£995.**

1975 "N" BMW 528. Manual, lt. blue/blue velour trim, electric sunroof, one owner, tinted windows, beautiful condition, **£4,995.**

1977 "R" Triumph TR7. 5 speed, finished in Brooklands green with tartan trim, registered 1st July and delivery mileage only. Offered at **£3,350.**

1973 "M" Lancia 2000 HF Coupe. 5 speed box, P.A.S., electric windows, P.B. radio, white/black trim, tinted windows, fine example, **£1,895.**

1973 "L" MGB GT. Finished in teal blue/tan cloth trim, 2 owners, low mileage, radio, sports wheels, etc., **£1,795.**

1974 "R" Range Rover. Finished in Sahara beige, tan trim, low mileage, excellent condition, **£5,150.**

1974 "M" Bedford Dormobile. Landcruiser, coach built body, under 13,000 miles, radio, many other extras, **£3,400.**

1975 Model MGB GT. Overdrive, white, tan trim, tints, sports wheels, P.B. radio, **£2,450.**

We're Off!



To: Five Hill Avenue, Amersham, Bucks. Tel.: STD (02403) 21112

Opposite station (BR & Metropolitan tube)

Where we hope to continue to improve and expand our service to enthusiast Porsche 911/912 owners. Please accept our apologies for the chaos whilst we re-organise

AUTOFARM

DEARNE VALLEY MOTORS of ROTHERHAM

Well here we are again, second time around and STILL we survive – is there no end to the tenacity of these South Yorkshire enthusiasts? Many thanks to those of you who visited us and helped change the stock around, and a special mention to the airline pilot who paid us a flying visit (by road, clot, by road!), lost his bearings and navigated himself into Sheffield – could we call it a "near miss?" We wondered just how he finds Heathrow in fog! However, to business and here's the new month's merchandise with the 18 months parts and labour warranty that goes with it ....

1972 JAGUAR 'E' TYPE 2+2 V12, Manual. Maroon with cream upholstery, radio/stereo, whitewall tyres. Excellent example with impeccable performance **£3,695**

1974 RELIANT SCIMITAR GTE, Manual. Beige with tan interior, 26,000 miles only. Executive sports car that is exceptional throughout **£2,895**

1975 MG 'B' G.T. V8. Sunroof, tints, o/drive. Superfast projectile (without those "silly bumpers"). Rustproofed when new **£2,895**

1972 FORD Mustang Grandee. Elegant American aeroplane. Equipped with 5 litre engine for low flying. Comparatively rare model with an "XJS" type rear window (NOT your common or garden Mach I!) **£1,895**

1974 MG 'B' GT Harvest gold, headrests, overdrive, tints, radio **£2,150**

1972 TRIUMPH Stag, Manual, overdrive, hard and soft tops. White **£1,995**

1970 MG 'B' GT. White, overdrive, wire wheels, radio **£995**

1973 MG 'B' Roadster, overdrive, radio, superb performer **£1,445**

1973 TRIUMPH Dolomite Sprint. Sunroof, overdrive, 31,000 miles, tints, Ziebart rustproofed. Eyecatching flyer!! **£1,795**

1969 MG 'B' GT. Overdrive, wire wheels, leather upholstery **£895**

1973 ALFA ROMEO 1600 GT Junior. 5 gears, lots of performance + economy. Recent respray by us in Alfa red **£1,395**

We buy immaculate sports cars – repeat immaculate; especially 'E' type/TR6/Stag/GT6 etc.

Situated 2 miles from M1 (junctions 33 or 34) on A630 into Rotherham. Kettle perpetually ON!!

Showroom:

BOW BRIDGE, 95 SHEFFIELD ROAD, ROTHERHAM.
Telephone: Rotherham (0709) 2966

Brooklands of Byfleet

HOME OF THE PERFORMANCE CAR

1958 Aston Martin DB Mk.3. Often mistakenly called a '2/4' this is the series prior to the DB4. Opalescent maroon, F.H.C. with 'hatchback', near concours condition, how many of 450 are left? **£4,600**

1958 Facel Vega HK500. 45,000 miles, beautiful metallic grey. Very rare manual box model, stored for the last ten years. **£2,400**

1962 Austin Healey 3000. Regd. 'Don 700' ex Mr. Healey himself, bright red, h.s top, o/d, wire wheels 2+2 variety triple SU's, original log book and history well known with the A/H fraternity. Nearly concours. **£2,650**

1974 MGB GT V8. One of the very last pre safety bumper models guaranteed only 26,000 miles. Webasto roof, toffee coloured cloth interior, radio, Ziebart rustproofing, burglar alarm, acronite, a lusty motor car for **£2,690**

1958 Mercedes 190 SL. This is a much loved car not a rusty old bucket, and it represents a gleaming collectors car that would provide practical road transport. H/s top, bright red with beige int. **£2,250**

1961 Bentley Continental SII. Two door saloon, H. J. Mulliner a most exciting and beautiful car. **$23,500**

1956 Bentley Continental SI. Two door fast-back saloon by H. J. Mulliner, very low mileage and complete history **$22,360**

1960/1/2 Bentley SII. Saloon a choice of 4 from **$7,750**

1926 Rolls Phantom I 40/50 H.P. Open sports tourer with solid teak decked canoe stern. **$34,400**

1970 Jaguar 420G Auto. 19,000 miles only from new, 1 owner, stored and unused since 1972. Warwick grey, red int. leather, a very beautiful car and a most valuable investment. **£3,500**

1962 Austin Princess. Vanden Plas 4½ litre limousine with division and face forward occasional seat, a really outstanding example of one of these most sought after motor cars. **£1,850**

HIGH ROAD, BYFLEET, SURREY.
TEL: 45588 (5 lines)

FOR SALE—continued

LOTUS EUROPA Special 5-speed. Lagoon blue, oatmeal trim. Tinted windows. Radio/cassette. Electric aerial. Polished alloy wheels, new tyres, recent head overhaul. £130 by Lotus. New front suspension just fitted. Car maintained regardless of cost. Bodywork unmarked. Low mileage, £2,950. Tel: Bath 4690. (97174

BENTLEY 1935 3½ Saloon. Rough body. Good mechanics. Part dismantled. Would swap for VW Caravanette with elevating roof. Brighton 552227. (97175

1961 MG-A 1600 Roadster. Exceptional condition throughout. Resprayed. Retrimmed. Hard/soft top, tonneau. Garaged for last 6 years. Offers around £1,800. Hungerford 2063. (97176

AC 16/80 DROPHEAD. Complete but requires completion of rebuild, £1,500. Phone Bitton 3189 evenings (Bristol). (97177

GT6 TRIUMPH 1970. Red. 12 months MoT. Bodily and mechanically excellent. Radio. RRW. 30 m.p.g. Outstanding value at £650. Telephone 061-794 8154 anytime or visit 13 Millfield Dr. Boothstown, Worsley, Manchester after 6 p.m. or at weekends. (97180

BENTLEY R-TYPE 1953. Rare automatic standard steel sports saloon. Excellent condition. MoT until March 1978. Offers over £4,500. Office 01-729 0555; evenings/weekends 01-455 6133. (97182

ROVER 12. 5-seater aluminium-bodied tourer 1947. One of 200 made. A really rare and unusual collector's piece! In original order and in daily use. Documents + spares included. Offers 01-455 6075. (97184

LOTUS ELAN Sprint 1973. Blue and gold. £400 just spent on repairs. Must sell. Offers over £2,000. Telephone: Thatcham (Berks) 63934 after 6th thirty. (97185

FERRARI 365 GTB4. Daytona chassis No. 13185. Reg. No. Jef 96. 1st registered March 1970. 23,000 miles. Finished in blue chiaro metallic with pale blue. black interior. Fitted factory air conditioning, radio, stereo combined + full tool kit. This is one of the original Daytonas with Plexiglass front panel thus making it a very rare offering. Much regretted sale of a fabulous car and a blue chip investment. £10,500. Phone 0772 58565. (97186

BRISTOL 405 2.2-litre. MoT to March 1978. 61,000 miles. First registered 1957. Dark blue with overdrive and alternator. £2,050. Telephone: Mattishall (Norfolk) 488. (97187

ROLLS SILVER WRAITH 1951. Park Ward Saloon. Original brown leather trim. repainted sand-sable and in excellent condition throughout. £6,950 o.n.o. P/X 061-427 2985. (97189

SUNBEAM 1932. 20 h.p. four-seater salmons body tourer, with good tyres, body, paint, and in excellent mechanical condition. £3,950 o.n.o. 061-427 2985. (97189

FOR SALE—continued

MORGAN RACING three-wheeler. Wide track chassis, hydraulic brakes. Beetleback in aluminium. Racing 8/80 JAP engine. All the usual mods and ready to race. £3,000. Mike Dunran, 43 Sweetpool Lane, Hagley, West Midlands. Tel: Hagley 5476. (97190

BRISTOL 408 1964. Concours winner 1973. Recent respray in Cardinal red, grey upholstery, fabulous condition, one of the best left in the UK. £2,500 o.n.o. Tel: 0783 842139 (0783 84 1882). (97540

TRIUMPH STAG. Dark blue, hard and soft tops, tinted windows, power steering, overdrive, mag wheels, radio, electronic ignition, spotless condition, 33,000 miles. New company car reason for sale. £2,250 o.n.o. Aldridge, Hawell, Orleton, Nr. Ludlow, Yarpole 498. (97535

FIAT GHIA 2300S Coupe. Immaculate. Metallic red, black interior, electric windows, radio. Reg. No. 597 TD—optional extra. Beautiful car, must be seen. £1,000. Tel: Sheffield 484275. (97537

MORGAN +8 1969. Black, 46,000 miles, new cam tappets, chassis cleaned painted and rustproofed, new sills, floors, brake pipes, etc. Re-upholstered, new hood, twin exhausts, recent suspension overhaul. Offers. Bridgnorth 5192. (97538

1930 AUSTIN 7. Romney Coupe two-seater. Coach-built body, very rare. Restored condition. Needs repainting. Offers over £2,500. Photograph, 01 644 2040. 36 Aysgarth Court, Sutton Common Rd., Sutton, Surrey. (97539

MG-A 1961 MK. II drophead coupe. Iris blue with black leather interior. Excellent mechanics and body. Bills for 8 years including respray and engine overhaul. Reluctant sale. £2,000 o.n.o. Bell, Bromsgrove 77649. (97541

1953 R-TYPE BENTLEY. Manual, blue over grey. Superbly restored to concours condition. Offers over £5,000. Telephone Basildon 710566. (97542

MG TF 1954. Black, beige leather upholstery, wire wheels, completely rebuilt professionally with original parts. 7,500 miles since rebuild. Immaculate. Offers over £4,000. Tel: Harrogate 66233. (97543

E-TYPE SERIES 1½ Roadster. 47,000 miles. White, black hood, CWW, new MoT. £2,250 o.n.o. Tel: 0684 (Glos.) 72779. (97531

FIAT 124 SPORT. 1971. 1600 c.c. 5-speed. Two owners, very good condition (none of the normal corrosion). Company car forces reluctant sale, hence only £750. Might exchange for Old Riley or similar. Kenilworth 56230 after 6th August. (97532

1952 BRISTOL 401 in very good order. Two owners. Rebuilt 85C engine, 900 miles since. Resprayed, good tyres and chrome. MoT. £1,600. Tel: Bosbury 674. (97536

SUNBEAM CONVERTIBLE 1955. 46,000 miles. Perfect mechanics, sound body, new tyres. Cambridge 76181. (97528

FOR SALE—continued

MORGAN 1959 4/4 2-seater. Series 2 with new Series 3 engine. New rear axle, sidescreens, hood. Instruments bodywork rebuilt and resprayed yellow. Rewired, rechromed, re-upholstered, wheels stove enamelled, suspension rebuilt. All work professionally done, £3,000. Ring 051-924 5280. (97533

ASTON MARTIN DBS 1971 Vantage 6 cyl. Black with black trim. Power steering. Air cond. R/stereo. Chrome wires. Tint. etc. Full history. Outstanding condition. £4,500 or best offer. 025 18 2440. (97534

SUNBEAM ALPINE Mk. IV GT. Midnight blue, matching hard top. 12 months MoT. Fitted full harness, radio, etc. Recent battery, ex cond. Must sell. Offers £465 o.n.o. 0386 792189 (Worcs./Sth. B'nam). (97524

1958 MG ZB MAGNETTE. Black, completely original, slight mechanical repairs, registration SPY 622. Offers: Darlington 64745. (97525

LOTUS SEVEN Mk. IV Ford 1600 c.c. New exhaust, clutch, reconditioned engine, 2,000 miles. Additional soft top. Good condition roll bar, 8-track stereo. Nelson, Lancs. 65084. (97526

JOWETT JAVELIN 1951. 12 months MoT. Very good condition both bodily and mechanically. Many spares included. An investment at £450 o.n.o. Tel: Leeds 601642. (97527

1937 HUDSON Terraplane 4-door saloon. Running, needs painting. £575 o.n.o. Tel: 0684 (Glos.) 72779. (97531

ASTON MARTIN DB2/4 Mk. II. FHC. 1956. 3-litre. Clean, good running order. Reluctant sale of this rare and beautiful car. Liskeard 43691 after 5th August. Will haggle. £2,200. (97517

MG-A 1600 c.c. 1960. New batteries, radials, exhaust system, hood and discs. All mechanics very good; 30 p.s.i.; low mileage; last owner 9 years. Unused since Aug. 1976. Body shabby, needs sills, etc. and paint. Fine opportunity for enthusiast. £450. W. French, 6 Sydney Terrace, Bowbridge Road, Newark, Notts. (97519

FERRARI DINO 246 GT. Collector's car being first right-hand-drive Dino made. Chassis No. 01134. 1st Oct. 1970. 24,000 miles. Recently retrimmed, new tyres, new exhaust, immaculate original example in silver. £7,000. Blandford 2358, Dorset. (97520

TR7 1977. Latest model and 5-speed. White with tan tartan. 3,000 miles. £3,150. Ware (0920) 5647. (97521

START COLLECTING NOW: 2 CV Van. 1960. Left drive, import, taxes paid. 60,000 miles only. 2 owners. Original paint. 2nd engine (good condition). Collecting purpose. Offers: Keriann, 68 Culcavin Rd., London, NW6. (97523

JAGUAR E-TYPE FHC. 2+2. Manual. 1970. Two owners. Genuine 44,000 miles. Beautiful condition. £2,685. 01-435 7614. (97484

FOR SALE—continued

MG-B ROADSTER 1965. 62,000 miles. Old English White, new red hood, tonneau, radio. Heron GT fastback hard-top, 2 owners from new. £450 o.n.o. Studer, Henley in Arden 3954. (97480

SMALL IS BEAUTIFUL. 1976 Sunbeam Imp. 11,000 miles. Red, rust-proofed radio etc. Lady owner seduced by company car. £1,100 o.v.n.o. Ring: Daventry 4230 after 6th August. (97481

ELVA COURIER 1960, tested June, taxed. BRG. Riley 1.5 Weber, £425. Eckington (Derbys) 4892. (97482

FOR SALE. MG. J2 1933. Red, cycle wings, superb condition, original engine, concours condition. £3,200. Telephone: Kegworth 3331 (between 5.30—7.30 p.m.). (97483

PORSCHE 911E. 'D' Reg. (late 1966). One owner, 36,000 genuine mileage. Full history with AFN right-hand-drive. Five speed. Fabulous car. £2,575. 01-794 8088. (97489

1972 SPITFIRE, Sienna. Hard and soft tops, tonneau, radio, undersealed, only 39,000 miles. £945. Macclesfield 24476. (97485

ARMSTRONG SIDDELEY Sapphire limousine. Reg. September 1959. Long MoT. Excellent condition throughout. One of the last made and a superb investment at £2,200. 01-937 4295 business hours. (97516

SCIMITAR GTE 1972. Ex-works publicity car. Factory repaint Beaujolais red. Black leather trim. Alloy wheels. 8-track stereo rad./p. Electric windows. Tinted glass. Laminated screen. Extra spare wheel. New engine at 17,000 now covered 27,000. A superb example. Best offer around £3,000. Tel: 021-459 1842 (evenings and weekends). (39763

1973 GILBERN INVADER Mk. III. 34,000 miles. Excellent throughout. Finished in black tulip with cream upholstery, electric windows and all usual extras. Warrington 64107 after 6 p.m. (39723

ASTON MARTIN DB6. 1966. Automatic. Good condition, usual extras. 8-track stereo, year's MoT. £2,000. 042-54-6285. (39774

LAGONDAS: Two W.O. Bentley-designed cars available. 1957 3-litre with Tickford saloon £1,250; and 1951 2.6-litre standard saloon, £1,950. Both very good condition, 1951, fully restored. Telephone 0202 700200. (39762

BULL-NOSE MORRIS 1923/4. One of five in world with this particular four-door/7 seat coachwork. Superb condition. Rover 75. 1957. Original, complete. £425. Pinefield Lodge, Burnt Green, Birmingham 45. Tel: 445 2551. (97337

MG ZA for sale. Not used since 1974. Details Cardinham (020 882) 372. (197705

JAGUAR 340 1968. Overdrive. Mechanically excellent. Eyecatching. Rustfree. Metallic Grey bodywork. Alloy wheels. A1 interior. 60,000 miles. 40 p.s.i. About £825. Also 1933 MG J2 about £1250. Cowbridge 3965 (S. Wales). (97704

RICHARDSONS-THEY'VE GOT A THING ABOUT M.G'S



WE LIKE TO BUY MG'S FROM PEOPLE WHO LIKE TO BUY MG'S. IF YOU'RE PARTING WITH ONE, ALBEIT RELUCTANTLY, DRIVE IT ALONG MOOR LANE, STAINES, UNTIL YOU COME TO THE 'MG SPECIALIST' SIGN. YOU'LL FIND US NICE PEOPLE TO DEAL WITH. **RICHARDSONS: STAINES 55388.**

MIKE DUNCAN LTD
Midlands Morgan Agent



MORGAN 4/4, 4 seater. 1975, deep brunswick Green, wire wheels. Black leather interior.

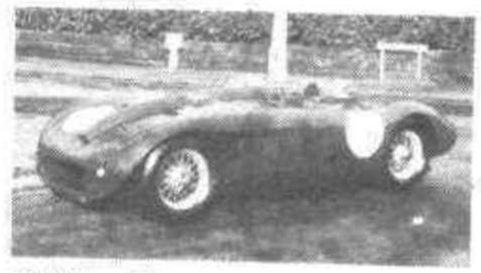
MORGAN 4/4, 2 seater. 1974, dark Blue, off White leather interior, very easy clean wheels.

MORGAN 4/4, 4 seater, 1972, signal Red, reclining seats, one owner, 25,000 miles.



MORGAN 4/4, 2 seater, 1972, imperial Crimson, bucket seats, 38,000 miles.
MORGAN 4/4, 2 seater, 1968, deep Yellow, wire wheels.
MORGAN 4/4, 2 seater, 1968, golden Yellow, leather interior.
MORGAN PLUS 4, 2 seater, nut Brown and cream, rebuilt and retrimmed.

92 WINDMILL HILL, HALESOWEN, BIRMINGHAM
TEL: CRADLEY HEATH (0384) 67675



1955 Lister Bristol sports racing car rebuilt racing engine, resprayed, beautiful car £5,000.



1952 ex-Ecune Ecosse Cooper Bristol MK1 totally rebuilt as original ready to race £10,000.

(CHEVRON B8 rebuilt engine £3,250)

Telephone: 061-980 3298 Evenings or weekend.
Telex: 669944

FOR SALE—continued

V.12 E-TYPE Roadster, late 1973, 24,000 miles. Automatic. P.A.S. Green Sand/Matching Trim. Chrome wheels, radio and stereo, immaculate throughout. Personal reg. no. 15DWT. MOT. £4,750 o.n.o. Tel. 061-330 7051 day, 061-338 4112 eves. (97697

BMW 3.0 CS. Sports coupe 'L' reg, manual, carburettor model. Beige/Black vinyl roof and interior. Stereo/Radio, recent engine overhaul. M.O.T. Very clean. £2950. Tel. 061-330-7051 day, 061-338 4112 eves. (97697

ALVIS TE21 D.H.C. 1965. P.A.S. Z.F., w/w, year's M.O.T. Mechanically excellent, fast and reliable. Tel. Burgh Heath 51407 (97698

MORGAN PLUS 8 1970. Royal ivory. 35,000 miles. Registration 43MOG. Excellent condition. Offers over £3,000. Richard Meere. Walsall 31224 (office). Burntwood 2010 (home). (97703

GROUP 1 PEUGOT 104ZS Rallye. Fia roll cage. Full length duralumin u/body guard. 9th overall in Welsh rally tarmac stage. 8 months old. Cost £3,250 plus accept £2,450 o.n.o. Tel. (Cardiff) 0222 493661. Could demonstrate London. (97693

MGC ROADSTER 1968. Blue wire wheels, overdrive, £695 o.n.o. Taunton 89460 or Southampton 448574. (97702

AUSTIN 7 1936. Sound chassis and engine. Fitted with home made aluminium body. Other spares available. Best offer secures. Campbell 01-720 7341 (97694

MGBGT, V8. 1975, yellow, vinyl sunroof, £2,750 p.ex. possible. Want Dino, Elan or 911 S. Derby 515282. (97696

DI-DION. Single cylinder, 4 wheeler, believed to be 1908 or before. Mint condition. Offers around £8,000 to Mr. Cox, 185 Bargate Rd, Belper, or Mr. Potter, 8811 W. 102nd, Pales Hills, Illonois, 60465, U.S.A. (97695

ALVIS TD 21. DHC 1961, maroon, 54,000, new lined hood, manual, wires, re-spray, year's M.O.T. £1,500. Spicer, Portsmouth 21251 (work). (97665

SUNBEAM ALPINE Mk IV. Hard/soft tops. Overdrive, new clutch, new G803 S tyres, recent engine rebuild. M.O.T. Body needs attention. £300 o.n.o. Tel. Bridgnorth 2766 (97689

RILEY 1936. Kestrel-Sprite. Restored, cross flow head. Cooksey, Wokingham (0734) 784684. (97691

RILEY RMA 1951. White with red interior, 45,000 miles from new and fully restored to concours standards. Offers to Bernard, 69 Montpellier Terrace, Cheltenham, Glos. Tel. (0242) 34491. (97687

LOTUS EUROPA S.2. 1971, rare 1650cc, only 40,000 miles, superb condition throughout, taxed and M.O.T. £1,595. Beckington 749 (Bath). (97684

1962 ASTON MARTIN DB4. Silver Birch, red leather interior, 64,000 miles, absolutely superb throughout. £2,450 or exchange for any Rolls or Bentley. Cash either way. 0695-21873. (97683

1974 LOTUS 2 "N" registration Roman Purple, stereo, alloys etc. £2,595. Genuine offers only, view after 6pm, any day. 14 Britannia Close, Barnsley, S. Yorks. (97686

300 SL MERCEDES ROADSTER. Low mileage, superb condition in original factory red paint, with black leather interior. Also red factory hardtop. Possibility immaculate gull-wing — expensive. Tel. Cheltenham 27808. (97605

FOR SALE—continued

ALFA ROMEO 1600. 2-seater Spider. 1966. Low mileage, body requires attention, sensible offers. Frensham (Surrey) 2891. (97688

CONSUL MK.II 1958. One owner from new, low mileage, mechanically and bodily excellent, long M.O.T. Investment at £275 o.n.o. Tel. Eaton Bray 221136. (97606

LANCIA FULVIA. 1600h.p. coupe, late 1972, blue/black, immaculate condition, private sale. £1,200. Tel. Billinghay (Lincs.) 603. (97666

BIG YORK SALOON. Austin 18. 1937, exceptional condition, stored last 7 years, original handbook and parts manual, mechanically restored, body needs a little work to complete. £750 or offer. Tel. Eaton Bray 221136. (97607

E TYPE JAGUAR. FHC 1964, outstanding body, no rot, finished in carmen red, new matching interior, sun roof, excellent engine and gearbox, new M.O.T. £2,650. Birmingham 021-443 1463. (97604

1924 BENTLEY 3-litre tourer, as new throughout. Concours winner owned for last twenty years, substantial offer required. Eaton Bray 221157. (97625

ALVIS TC 21. 1952, needs some bodywork, superb mechanics. £450. Tel. Otterham Station 352 (Cornwall). (97624

RARE ARMSTRONG WHITLEY. 1952. Drive away. £325. Tel. Otterham Station 352. (Cornwall). (97624

1974 TRIUMPH GT6. French blue, overdrive, sundym glass, laminated screen, immaculate throughout, with service record and M.O.T. £1,600 o.n.o. Winchester 62244 day. Brockenhurst 2059 evenings. (97608

1919 VINOT ET DEGUINGAND. Sporting 2-seater, in beautiful condition but needs tyres. Probably unique in U.K. 2.6 litre engine, similar to very early Bentley. Tel. 0253-724507 (Holiday 7th-20th). (97602

1959 UNICAR. Very rare, very cute, very little used. Must sell to make room for veteran. First £295. Tel. 0253-724507 (97602

1931 M.G.M. TYPE. Totally restored, blue fabric bodywork, black wings, black leather interior, full weather equipment, excellent showpiece. £2,950. Haddenham 291725 (Bucks.). (97603

BENTLEY 3½-LITRE. 1933, 3-position drophead coupe. Body by Mann Egerton. Complete restoration, every part rebuilt regardless of cost. New Ash frame, connolly leather, trim, hood, etc. Finished in beige and green. The perfect classic Bentley. £15,000. Newick (Sussex) 3411. (97598

LOTUS ELAN SPRINT. D.H.C. L reg. 21,000 miles, one owner from new, all bills available, immaculate throughout. £2,650. 01-651 0152 or 640 5235. (97599

MGTF 1954. 1250cc. 5,000 miles only since complete rebuild including rechrome retrim and rewire. Engine and mechanics rebuilt professionally. Offers over £3,250 will be considered. Colour white with green trim. M.O.T. June 1978. Tel. Thanet 31231, preferably after 6pm. (97601

ROVER 110. 1964. Excellent condition, low mileage, radio, spots, o/drive, all tools and handbooks etc. Undersealed from new, M.O.T. £645 o.n.o. Tel. 229-9005. (97662

FOR SALE—continued

1929 AUSTIN SEVEN. Fabric saloon, sunroof, rebuilt, offers around £1,500. Tel. Bramdean 551 (Hants.) (97661

ALVIS TD21. 1959 3-litre Park Ward saloon, engine rebuilt, resplendent interior and exterior. £1,545. Please ring 01-997 8325. (97681

OPEL MANTA 1.9SR. 1976(R), signal green, P.B. radio. Endrusted. Armaglazed. Acoustikit. Absolutely immaculate, inspection welcomed. £3,195 o.n.o. Milton Keynes 583524, evenings/weekends. (97680

JAGUAR MK.II 1963 3.8 manual, overdrive, 53,000 miles, excellent condition throughout. M.O.T. Taxed. £695 o.n.o. Tel. Chirton 245 (Wilts). (97663

ASTON MARTIN DB2/4 1957 Tickford saloon. Mechanically rebuilt. M.O.T. 1978. Taxed. £1,950 o.n.o. Tel. 094-573 234. (97627

ALVIS TE21. 1965. Rare automatic model with variable hold control. Midnight blue with blue leather interior. Totally rustfree coachwork and exceptional condition throughout. Mechanically A1. Radio, re-chromed wires, new exhausts and brakes. £1,485. Tel. 01-390 3210. (97629

LOTUS ELITE 1959. Excellent condition, 1220 Climax engine, twin SU's, new tyres, years M.O.T. £1,450 also 1935 **SINGER LE MANS.** Sound, original condition. £1,550. Farnborough (Kent) 54128 evenings. (97670

ALFA ROMEO 2000 Spyder 1974 (N). Immaculate, one owner. £2,450. Macclesfield 25094 (Cheshire). (97654

ELAN + **2S 130** 5-speed. April 1973. 24,000 miles. Tawny/Oatmeal trim, radio, Lotus alloy wheels. Outstanding. £2,500. Crosthwaite (Cumbria) 409. (97649

MG MAGNETTE ZA 1955. M.O.T. 35,000 miles. 1 lady owner before present owner. Excellent motor. £650. Tel. Chalfont St. Giles 4153. (97656

GORDON-KEEBLE 1964. In excellent condition. Exclusive to own but not extravagant to run. Parts easily available, yet only 100 made so genuine investment appeal. Having undergone much recent work—new leather interior, carpets, exhaust system, brakes overhauled. Long M.O.T. Much cheaper to purchase and run than an Aston. £2,600 o.n.o. Tel. 01-727 8254 (home) 01-236 3611 (office). (97710

MORGAN 4/4 1600 G.T. 2-seater. 65,000 miles. w/w, mechanically excellent, needs respray. £2,075 01-603 9388. (97709

JENSEN 1969 INTERCEPTOR and 1964 CV8. Both need tidying up. £1,750 the two. Canterbury 64581. (97650

MERCEDES 190 SL ROADSTER 1958. Finished in graphite grey with red interior. Fitted radio. Best example in the West Midlands. £2,450 o.n.o. Tel. Earlswood 3145. (97651

PACKARD SUPER EIGHT. One of two built with Freestone and Webb limousine body. Ex. condition. £3,850. 01-656 4704 eves. (97655

1958 LISTER JAGUAR. Original condition. Engine dismantled. £9,250. Tel. 01-761 0237. (97655

FIAT X1/9 1974 "P" reg. L.H.D. Emerald Green/Oatmeal. 23,000 r.m. Very good condition mechanically and bodily. £2,000 o.v.n.o. Tel. Great Brickhill 503 evenings. (97652

FOR SALE—continued

LOTUS ELAN + 2S 130/5 1973. Oatmeal, sunroof, sundyms, h.r.w., alloys. Dealer maintained, receipts available. M.O.T. 7.7.78. New mortgage forces sale. £2,400 o.n.o. Carter, Badminton 337. (97668

MARCOS 3L FORD 1971. Ferrari red, exceptional condition, all extras, very fast and economical. Berkswell 32247. (97658

M.G.C. GT 1969. 39,000 miles. Batteries, exhaust system, sills and tyres new in last 12 months. Sony Cassette. £595. Stourbridge 4330. (97669

LOTUS ELAN S4 SE Drophead. White. December 1970. Excellent condition throughout, recent overhaul engine, gearbox, clutch etc. Extras include spare short engine and new tonneau. Increasing family forces sale after 5 years enjoyable ownership. £1,550. Cockermouth (0900) 823253. (97678

1949 M.G. TC Completely restored, stage II head, registration MG 7150. Very original, very beautiful. £3,750. Tel. Rugby 73277. (97679

VOLVO 1800S Sports Coupe. 1965. Low mileage. Good throughout. Ten months M.O.T. £485. Bury St. Edmunds 66583. (97659

LANCIA FULVIA RALLYE 1968. Engine and brakes completely overhauled 1976. 65,000 miles. £750 o.n.o. Chichester 81848. (97660

ALFA SUD T 1975. Green. Ziebarted. Excellent condition throughout. £1,650. Wormley (Surrey) 2943. (97675

ALFA ROMEO 2600 Spider 1964. **BENTLEY** 1951 4½-litre Mk. 6. Tourer conversion. 7,000 miles since rebuild. Tel. Little Budworth 201. (97673

ARMSTRONG SIDDLEY SAPPHIRE 234 (1956). Clutch and brakes need attention — Good investment — £140 o.n.o. Tel. Garstang 3802. (97676

PORSCHE 912 1965 5-speed box, silver, red trim, surplus to requirements. £1,095 o.n.o. Wilmslow 27968. (97674

1966 DAIMLER 2.5V8. Sherwood green. Auto, p.a.s., h.r.w., radio, leather upholstery. M.O.T. Taxed. Two previous owners, 59,000 miles. Believed genuine, good condition, private sale. £495 o.v.n.o. May deliver. McAllister, Blackburn 55895 (after 6.15pm). (97677

DAIMLER 2½ LITRE 1966. Grey. Outstanding condition. For sale only due to bereavement. £1,100 o.n.o. Wadeson 01-588 2721 (business) 0277 221600 (home). (97653

PANTHER J72. Chass. No.2. Ex Works. Excellent condition. £7,250. Tel. 01-761 0237. (97586

JAGUAR XK120. One of two built by Jaguars for Lemans. All alloy. Restored to high standard. £10,500. Tel. 01-656 4704 eves. (97586

ALVIS 108G 1956. Graber original Willowbrook body. Respayed Silver Grey. Black roof. New carpets. Clutch and front suspension. Red leather interior. Alloy doors, bonnet and boot. Probably the finest of original 15 produced. Offers invited in excess of £3,000. Tel. Ken (0926) 52295. (97657

DE TOMASO PANTERA. Silver. 22,000 miles. Air conditioning, full history, private sale. £6,400. Tel. 01-727 6463. (97667

BRISTOL 405 1955. Blue. Excellent original condition. Rechromed. Discs. Present owner since 1969. M.O.T. £2,500. 90 High St., Amersham Tel. 21439. (97628

KIELY-DAVIES

MGB Roadsters. Choice of three from **£1,395**

75 TR6, o/d., finished in mimosa with brown trim, fine example **£2,490**

1133 LONDON ROAD, SOUTHEND-ON-SEA
TEL.: SOUTHEND 712511

74 (N) LOTUS 2+2 130S/5. Oatmeal trim, Sundym, h.r.w. Perfect example of the best of this *marque* **£3,595**

'M' regd. 240Z, finished in metallic green with special body decor, 22,000 miles as new **£2,650**

'M' regd. 240Z, finished in black, mag. wheels, original m/show vehicle **£2,650**

73 Series VOLVO ES Estate, automatic, finished in blue star mist, tan leather int., exceptional and rare **£2,750**

'M' regd. CLAN Crusader, s/roof, sundym, alloy wheels, low mileage **£1,595**

MGB GT's. Choice of 4 from **£1,590**

E-Type 4.2. Choice of 2 from **£1,995**

'M' regd. TRIUMPH GT6, O/d., sundym. White, with French blue trim as new condition **£1,795**

74 Series INTERCEPTOR, finished in nutmeg brown, leather and lambswool interior as new condition .. **£4,750**

'L' regd. 72 MG Midget. H/s tops, w/w, radio, blaze **£995**

sports cars

HENDON WAY MOTORS

1975 LOTUS Elite 502. Burgundy, radio/cassette, air conditioning, 15,000 miles only **£5,995**
1974 LOTUS Elite 502. Arctic White, radio/cassette, air conditioning, Sundym glass, 26,000 miles **£4,695**
1974 LOTUS Elan +2S 130/5. Roman Purple with Oatmeal trim, alloy wheels, 16,000 miles only, radio **£3,695**
1974 Series LOTUS Elan +2S 130/5. John Player Special with Oatmeal trim, Sundym glass, alloys **£2,895**
1973 LOTUS Elan +2S 130/5. Brilliant White fitted with radio, 30,000 miles **£2,595**
1973 LOTUS Elan Sprint DHC. Carnival Red/White with radio, 34,000 miles only **£2,695**
1973 LOTUS Elan Sprint FHC. Carnival Red, radio, low mileage **£2,545**
1974 Series JAGUAR E-Type V12 2+2. White, one owner, Sundym glass, radio, 26,000 miles.
1972 Series LOTUS Elan Sprint FHC. Bahama Yellow and White, radio and Sundym glass **£1,895**
1971 LOTUS Elan Sprint FHC. Bahama Yellow/White radio **£1,795**
1972 LOTUS Seven 1600 GT. Yellow, radio and anti-roll bar, 31,900 miles only.
1975 Series LOTUS Europa Special. Roman Purple, alloy wheels, Sundym glass, radio and cassette, 11,000 miles only.
1974 LOTUS Europa Special. John Player Special with Oatmeal trim, radio, alloy wheels, tints, low mileage.
1973 LOTUS Europa Special. John Player Special with Oatmeal trim, radio, alloys, radio and cassette.
1972 LOTUS Europa Twin Cam. White, 21,000 miles.
1971 LOTUS Europa Twin Cam. Lagoon Blue, alloy wheels, radio.
1976 Series MORGAN Plus 8. Coffee/Plum, extras include leather upholstery, 5,000 miles only.
1971 Series MORGAN 4/4 2-seater. Orange, wires.
1969 MORGAN Plus 8. Orange, 41,000 miles only.
1969 MORGAN 4/4 4-seater. Daytona Yellow with Black leather, wire wheels, louvred bonnet.
1975 TRIUMPH TR6 Roadster. Magenta, overdrive **£2,495**
1973 Series TRIUMPH TR6 Roadster. Sienna, o/d **£1,975**
JAGUAR E-Type V12 2+2. One owner, 14,000 miles
JAGUAR XK150 FHC. BRG, superb example throughout.
1974 Series FERRARI Dino 246 GT. Metallic Blue.
1973 FERRARI Dino 246 GT. Royal Blue, Stone leather upholstery, 19,000 miles only, radio and cassette.
1972 Series FERRARI Dino 246 GT. French Blue, radio and cassette, 43,000 miles only.
1972 FERRARI Daytona 365 GTB4. Gialo Fly, radio
1976 MGB GT V8. Black, one owner, 14,000 miles **£3,695**
1976 Series MGB Roadster. Damask Red, 11,200 miles **£2,475**
1973 Series PORSCHE 911E. Black, ESR, radio, etc. **£4,850**
PORSCHE 911 Coupe. Black, S wheels, Turbo rear wing
CHEVROLET Corvette Stingray 350. Split roof 24,000 miles.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

ALVIS FIREFLY 1933. Tidy car, runs well. £900. Tel: 0924/277221 (Wakefield). (97235

AUSTIN HEALEY 100/6, BN4, 1957. Lovely condition, MoT May '78. Taxed 5/S exhaust, Q/H h/lights, spot and fog, push-button radio, overdrive. Very sound car. No fibreglass. £1,350 o.n.o. 9 a.m.—5.30 Tel: Darlington 62736; after 6.30 p.m. and Sunday: Castle Eden 552 (97236

PORSCHE 356 C. 1965. Ball blue. Good condition throughout. MoT June 78. £1,150. Ashford, Kent 27032. (97568

MG SA TICKFORD drophead coupe. Original, but in need of restoration. Box 5510. (97529

JAGUAR 420, late 1967. Manual/overdrive, p.a.s., HRW 49,000 miles. Maintained to high standard by engineer owner. MoT July 1978. Offers around £1,200. Telephone: Alyth, Perthshire 2619. (97508

LANCIA FULVIA Zagato. Silver grey. 'K' registration. Excellent mechanics, body requires attention. £750 o.n.o. Tel: evening Sutton Courtenay (Oxon) 321. (97507

AUSTIN HEALEY 1955 100/4 BN1 Le Mans spec. Full professional restoration. Excellent condition throughout. £2,500 o.n.o. (0602) 261234. (97510

FORD B-MODEL. Tudor Saloon. Used until '68 stored since. Offers, details: Phone Basildon 44819. (97509

MG-B ROADSTER 1965. Wire wheels, overdrive, white, good hood. Excellent mechanically. Slight dinge on bonnet + grille, hence £325 o.n.o. New MoT. 01-828 1436 after 6.15 p.m. (39778

MG-B GT DEC. 72. Immaculate condition throughout. Rebuilt balanced Stage II motor; also new gearbox 3,000 miles ago. Cadillaced from new, many new parts and extras. All receipts available for inspection. Genuine reason forces sale. £1,700 o.n.o. HP arranged. 0454 773399. (97511

MORGAN 4/4 2-seater. Red with black interior and new hood, louvred bonnet with strap wire wheels, aero screens, tonneau. Recent Stage II engine with new gearbox. "Looks a peach". Price £2,650. Reg. No. 3 BON if required. Tel: home Danbury 3709 (Essex). (97514

J2 AND PA MG, good but not necessarily concours condition. Private enthusiast, only available during August. Please write with photos to H. L. Hall, "Greengates", Ainsworth St., Ulverston, Cumbria. (65316

TRIUMPH TR3A 1961. Overdrive, steel works hardtop, chrome wire wheels. Signal red, black trim. New hood, tonneau and carpets. Extensively rechromed. New tyres. Mechanically and bodily excellent, new MoT. £1,650 o.n.o. 01-581 0815. (39778

1938 AMERICAN Ford ½-ton Panel Truck (Van). Flathead V8 engine, RHD, side mounted spare. Original condition. £750 o.n.o. 01-828 1436 after 6 p.m. (39778

FOR SALE—continued

JAGUAR 3.8 Mk. II, 1961. Reg. No. 300 ABD. Manual/overdrive. Mist grey/grey upholstery, new exhaust system, nearly new tints, 12 months MoT. Nice car. Same family from new. £1,250 o.n.o. Phone: Pattishall 487 after 6.00 p.m. (97322

KARMANN GHIA. Dark green, 'E' Reg. Immaculate, 30,000, radio. Offers around £1,100. Harrogate (0423) 770077. (97515

KARMANN GHIA Convertible, 'B' registered. MoTd June, new engine, £400 o.n.o. Treval, The Rectory, Miserden, Stroud, Gloucestershire. (97374

1955 OLDSMOBILE Convertible Super 88 Rocket. Tinted glass all round. Nearly new power hood. Back body with red and white leather trim, good Whitewall tyres, electric windows, power steering. Requires repainting and minor bodywork repair. £550 o.n.o. 01-581 0815. (39778

DAIMLER V8 250, 1968. Light blue with dark blue trim. Excellent condition, well maintained. 88,000 miles in regular use. Warner, Winkleigh 343 (Devon). (97617

JAGUAR E-TYPE 1973. V12 engine. Hardtop, wire wheels, £4,000. Excellent condition. Tel: Wentworth 09904 2251. (97707

JENSEN HEALEY, June 1974. Radio, MoT 11 mths. Regularly maintained and pleasing condition. £2,155. Phone: Fleet (Hants) 29594 (day); 29120 (eves.). (97611

LAGONDA 2-LITRE low chassis 1932 tourer. BRG, MoT, taxed, very good condition. Offers: 021-308 1078. (97615

TR4A IRS 1966. Rebuild, resprayed Jaguar Carmen red. Surrey hard/soft tops. Extensive body repairs, new panels, numerous new parts. MoT 11 mths. Taxed. (Don't miss this one). £1,900 o.n.o. Phone for details after 5.30 p.m. weekdays. Weekend anytime: Adlington, Lancs. 481891. (971609

ASTON MARTIN DB6 Vantage, 1967. Olive green, p.a.s., sunroof, history, totally superb. Regrettable sale. £3,200 o.n.o. Hockley (Essex) 2858. (97635

"ULTIMATE WOLF in lamb's clothing". 1976 Triumph Dolomite Sprint. Specification includes: twin 2 in. SU carbs; free-flow exhaust system; close-ratio overdrive gearbox; adjustable shock absorbers; competition brake pads; full rust-proofing system; 5 year guarantee. Colour Honeysuckel. £3,250. Tel: Church Stretton (069 42) 2255; evenings 2934. (97613

TRIUMPH TR6, February, 1975. 17,000 miles. One lady owner from new. Hard and soft tops, overdrive, undersealed. White with black interior and coachlines. Full service history. £2,550. Burgh Heath 55468. (97634

CITROEN LIGHT 15. 1955. Sound car, needs renovating. Complete with spare engine and gearbox. £300 o.n.o. Tel: Stratton-on-the-Fosse 232779 (Somerset) after 8 p.m. (97647

FOR SALE—continued

LANCIA FULVIA S3 Coupe 'N' Reg. Excellent body, mechanics. Many extras. Must sell. £1,750 o.n.o. Details: phone Bolton 52542. (97619

MORGAN 4/4 2-seater, July 1976. Red, wire wheels, many extras. As new. Genuine reason for sale, £4,500. Postle Goring 3642. (97616

COLLECTOR SELLING several Sunbeam Alpines, 1964-65. H/S tops, require some attention. Apply: 14, Pine Drive, Thornhill, Southampton. Phone: 463551. (97621

5-TYPE 1968. Manual/overdrive. Warwick grey with dark blue trim. Unmarked bodywork, never resprayed. New MoT. £825. View London. Phone: Eardoms 373. (97631

ELAN S2 competition car 1800. Dry sump engine. Limslip BRD shafts. Numerous wheels, tyres, spares, trailer. £1,400. Wickford (03744) 62794. (97633

AUSTIN HEAVY 12/4 parts only, e.n.i. engine / gearbox / axle, etc. Offers. Tel: Stratton-on-the-Fosse 232779 (Somerset) after 8 p.m. (97647

JAGUAR E-TYPE 1970 2+2 Series 2. Manual with sunroof, in excellent condition throughout and below average mileage. Carefully maintained. £2,600. Tel: Oakhill 330 (Somerset). (97648

1930 MORRIS OXFORD Tourer. Bodywork and interior require restoration. 100% spares. £1,500. West Malling 842930. (97644

ALVIS TE21, 1965. Black, manual. One family ownership. Under 40,000 miles. Consul Mk. I 1956. Original black, red upholstery. Recorded 68,000. Two owners. MoT April 1978. Both cars in excellent condition. Tel: Great Shefford 275. (97640

1935 WOLSELEY Hornet Saloon. 12 h.p. 6 cyl. OHC engine rebuilt. Very original. Good working order. Excellent bodywork. MoT. £1,200. 01-748 3556. (97642

LAGONDA 2-LITRE 1928. High chassis tourer. Superb. Serious enquiries only please. Box No. 5513. (97639

LOTUS EUROPA SPECIAL. 'N' registration. 23,000 miles. 5-speed. Burmese brown/oatmeal trim, alloy wheels, Sundym, radio/tape player. Exceptional condition. Delivery of Elite means reluctant parting. £3,450 o.n.o. Wallingford (0491) 38457. (97637

TRIUMPH VITESSE Convertible Mk. 2. May 70. Low mileage. Overdrive. White. Cassette. Well maintained. £795. Tel: 0926 640683. (94542

FERRARI 365 GTC 4-cam, late '72. Personal Reg. No. Model that replaced Daytona. Very few in UK. All extras. Fabulous looking car. £6,750. 01-992 7689; 01-346 5674. (39796

1959 XK150 JAGUAR Sports Coupe. Hard top. FHC. Wire wheels, overdrive, BRG. Exc. condition. MoT Sept. 1977. 34,000 miles. £2,950. Letchworth 2893. (39797

FOR SALE—continued

AUSTIN BIG 7, 1938. Complete car in good condition. Body has been repainted, needs assembling. £350 o.n.o. Tel: Oakhill 330 (Somerset). (97648

CITROEN ID 1969. Good mechanically, new rear wings and very good tyres. Rest of body poor. Offers: Hebden Bridge 3416. (97643

NIPPER AEROBATIC Sport Plane, exceptional original condition, 95 m.p.h., 2½-3 gals./hour. Safe, rugged, easy to fly. £3,000 or exchange new sports car. Shrimpton, Southampton 25214/490083 evenings. (97646

E-TYPE + FERRARI, 1962. E-Type FHC. Very original. Recent bills for £350. New MoT. Ideal for collector. £1,200 o.n.o. Also 1965 330 GT Mk. I Ferrari. Bills for £1,200 on work done in last year. Details on request on both cars. £4,000 o.n.o. Telephone: office 01-602 5946; home 01-289 3051. (97645

1951 DAIMLER Consort 2½-litre Saloon. Complete and original, therefore ideal for restoration. £235 o.n.o. Tel: Bowmansgreen (Herts) 23801. (97638

4.7 V8 TRIDENT Clipper 1970. Yellow, black interior. Sunroof, electric tinted windows, heated rear window, stereo radio/cassette, Wolfrace wheels, Kenlowe fans. 41,000 miles only, new clutch. Taxed + MoT. £2,350 o.n.o. Guildford 35078. (97636

1934 AUSTIN SEVEN Saloon De Luxe (Box type). Immaculate original condition throughout. All original fitments including sunroof, beige leather seats. Finished in gleaming black. Tax, MoT. Write for details to N. G. Abbott, 12 Lindale Ave., Fixton, Manchester. Offers around £900. (97600

BMW 2002Tii 1972. Blue, good condition. Taxed Oct. MoT March 78. £1,475. Phone Naphill (024024) 3011 (evenings); 01-574 3243 (daytime). (97618

TR6 AUGUST '73. Hard and soft top. Overdrive. Good condition. One professional owner. £1,645. Telephone: Mansfield 861073. (97352

UNIQUE OPPORTUNITY: Pair Series I Jaguar E-type Roadsters, 1963 3.8-litre, 40,000 miles, Opalescent silver blue, navy trim, CWW, Factory hard-top, RS5's, Reg. No. 38 XKE. 1965 4.2-litre, 43,000 miles, Opalescent maroon, black trim, CWW, Factory hard-top, Dunlop SP radials. Reg. No. XKE 4.2. Both mint condition concours winning examples. The pair £15,000. Tel: Hertford 50197 or 54369. (97388

ROLLS-ROYCE Silver Cloud III, LWB by James Young (SCT 00). Left-hand drive. £26,500. Apply Box 5505. (97387

1957 RILEY 2.6 (Pathfinder), fully restored. Immaculate condition inside and outside. Dark blue with grey hide interior. 75,000 miles. Long MoT. In daily use with full history. £750 o.n.o. Tel: 01-643 1040 (Cheam). (97367



Lotus Elite demonstration car available
TVR demonstration car available

DERELIOTT CONVERSIONS LTD.

MAIN DEALERS FOR LOTUS AND TVR

THURSTASTON ROAD, THURSTASTON, WIRRAL, MERSEYSIDE
(Off A540 Chester to West Kirby Road)
Telephone: 051-648 5656

NEW LOTUS
ELITE 501. White, marcasite trim ..... **List**
ELITE 501. Lagoon blue, marcasite trim . **List**
ECLAT 521. Yellow, marcasite trim .... **List**

NEW TVR
TAIMAR. Onyx brown/beige ..... **List**
TAIMAR. Buff/brown ..... **List**
3000 M. Met. silver/black ..... **List**

77 (R, April) LOTUS Elite 501. Red, marcasite trim, only 2,700 miles. Our ex show and demo car. Saving of over £1,000, offered at **£8,500**
76 (R) LOTUS Eclat. White, exceptional condition throughout **£6,750**
76 TVR 3000 M. Old, special paint finish in Met. Coral, sunroof, vinyl roof, tints, radio etc. One owner, sold and serviced by us **£4,250**
74 LOTUS 502. Sable, beautiful condition with service history from ourselves **£4,750**

BUSINESS MEN, COMPANIES & PARTNERSHIPS
Why not lease your new Lotus or TVR. This system could offer some great advantages for you – or buy it on finance. We can offer 20% deposit, repayments over 3 years. **Please phone Mr. Elliott for further details.** Distance no problem, if you can't come to us we'll come to you.

Stocks constantly changing — please phone

FOR SALE—continued

JULY 1976 MORGAN 4/4 two-seater. Red. Wire wheels, very many extras, special registration 9,000 miles, £3,950 o.n.o. Tel: (office) 061-368 2707; (home) Buxton (Derbyshire) 3572. (97364

MORGAN PLUS 8, 14,000 miles. Immaculate. Aluminium body. Dark blue. Nov. 1972. £4,000. Hintlesham 285 after 6 p.m. (Suffolk). (97365

SCIMITAR 3-LITRE Coupe 1968. One owner, low mileage, very good, authentic condition, £950 o.n.o. 01-603 9665 or Box 5503. (97336

1936 LAGONDA 4½-litre tourer. Very sound, smart coachwork retrimmed plastic. Mechanically excellent. £5,850. Also 1933 Sunbeam 20 h.p. Tickford wind-up/down Cabriolet. Very handsome car, lovely new paint, generally good throughout. MoT. £3,250. Offers/exchanges something more exotic considered. 01-828 7449. (97331

LOTUS ELAN Sprint. Low mileage, 1973. Immaculate condition. £2,500. Consider part-exchange Morgan. Derby 672090. (97368

JAGUAR 3.8 1964 saloon. Overdrive, original blue, engine just thoroughly reconditioned (cost £850), with new pistons, camshafts, valves, oil pump, crankshaft, flywheel, clutch. Reconditioned radiator, new tyres. 11 months MoT. Offers wanted to clear. Tel: Wylam (Northumberland) 3264 (066 14). Could be seen in the South. (97369

JAGUAR XK150 'S' FHC. 3 owners and only 47,000 miles. Excellent example in dark blue, last owner since 1962. £3,500. Also 1954 Mk. 7, 1 owner from new. Incredible low mileage of 36,000. Last used in 1964, needs minor cosmetics, but nevertheless a real cracker. £1,200. Tel: St. Annes 726237 STD 0253. (97370

MG-B GT 1970. Yellow, black trim, overdrive, wire wheels, heated rear, oil cooler, servo, alt, etc. Immaculate condition, £1,165. Burnham-on-Sea 783221. (97371

LOTUS ELAN SPRINT 1973. DHC. Gold leaf/red over white. Sundym glass, radio/stereo unit. 33,000 miles. £2,150. 01-876 5889. (97373

XJ6 4.2 AUTO, 'K'. Grey, electric windows, 8-track, radio, red leather upholstery, p.a.s. HRW. £1,850. Tel: Lichfield 23495. (97376

LANCIA FLAVIA 2000 Farina Coupe. 'N' registered 1970. Are you expecting a new car at one eighth price? Regret can't offer that, but many thousand miles left in this smart, attractive example. Taxed, tested. Any trial. Faults declared. Probably best value on market. Reduced. Try offer on £550. Stevens "Morellas", Bagshot Rd., Sunninghill, Berks. Phone 0990 22570. (97354

FOR SALE—continued

MORGAN V-TWIN three-wheeler. Nearly complete mechanicals, some body parts and spares. Easy rebuild, body plans available. Must sell, £700. Tetbury 52488. (97356

JAGUAR 240, 1968. Beige, manual with overdrive. Genuine 55,000 miles. Excellent mechanics, body fair. £450. Cross, "Treetops", Woodlands, Brymbo, Wrexham, Clwyd. Tel: Wrexham 758049. (97355

MARCOS MANTIS 1971. Rare Sports saloon. Excellent condition throughout. £2,400. Telephone: New Oakley 959. (97358

BMW 3.0 SI, May 1973, 44,000 miles. Superbly maintained long MoT, p.a.s, HRW, LSD, tints, radio, New Klebers, exhaust. £3,000 o.n.o. Tel: 0603 51190. (97359

LOTUS 7 JULY 1976. Modified at great expense, for sale at £2,600. Mr. Kirkham, business hours: Leicester (0533) 783074. (97361

MG-B V8, Black, 1975 (P), 18,000 miles, sunroof, radio and stereo etc. £3,195 or nearest offer. Tel: Wolverhampton 738227. (97360

MG-A 1961 MK. I, Taxed and MoT. Good condition throughout, £850 o.n.o. For more information Tel: Nottingham 233567. (97357

BMW 518 1975 'N'. 37,000 miles. White, blue interior, HRW, tints, radio/cassette, full service record. New BMW arriving in August. £3,000 o.v.n.o. Phone: Leeds 50483 (office); 755808 (home). (97362

XK150 DHC for low cost renovation, 1958 3.4, O/D, wire wheels, manual box, good mechs. Body panels, Seats and hood good. £3,000 o.n.o. Tel: 0284 61200 Suffolk. Would consider E-type Roadster with cash adjustment. (97363

RILEY 1½ RMA 1952. Good tyres, runs well, body good. Complete but needs unstruffing. £325. 0243 572441 (Chichester). (97347

1963 ROVER 110. Finished black and grey with black seat covers. Radio, overdrive, new tyres, taxed, new MoT, undersealed. Fully serviced. Must be seen, £850. Ring: Swansea 41856 after 6 p.m. (97348

1935 AUSTIN 16/6 with rare Tickford open roof. Only one user for thirty years and laid up since. Even has original log book, bills of sale, guarantee worksheets. Original paintwork. Sound body and chassis but needs easy restoration. £450. Wantage 2317 (Oxon). (97349

JAGUAR 3.8 Mk. II, 1963. Metallic Burgundy, automatic. Amazing condition, £985. Godalming 28743. (97350

V12 E-TYPE 2+2. 1972. Sunroof, stereo, many sensible extras. My beautiful car for 4 years. £3,350. 01-878 0441. (97351

FOR SALE—continued

ROLLS-ROYCE Silver Wraith. Superb limousine with disappearing division. Aluminium body by Cooper. Greatly admired with two-tone blue coachwork 1948. 115,000 miles with one lady owner for 26 years. Maintained by main agents including rebuilt engine at 100,000 miles at a cost of £950 in 1967. Taxed and tested. Really excellent condition in every respect. For further details telephone Mr. Alexander, Elland 74307. (97378

E-TYPE 3.8 ROADSTER. Works top. Much money spent to include new hood/chrome/MoT. £1,895. Godalming 28743. (97350

TVR 1600M JAN. '76. 10,000 miles. Yellow, brown vinyl roof and trim. Radio, sunroof, HRW, Sundym, r/seats, Spax adjustable shocks, new job forces sale. Mint condition. £3,350. Nuneaton 329393. (97353

FIAT TOPOLINO Mode 500C, 1954. Very good condition, fully restored and in storage last two years. Reluctant sale, reasonable offers please to good home. 021-747 9617. (97379

1906 FORD MODEL-N. Roi-des-Belges style touring car, with purpose-built trailer. Good general condition with overhauled engine, etc. Brass lighting set. Instruction manual and parts lists. Kintbury 564 or Hungerford 2314. (97380

1956 FORD POPULAR E 93 A. New MoT, really good runner with above average bodywork. £425 o.n.o. Phone after six: Bristol 778833 for further details. (97382

MG SA 2-LITRE Sports Saloon. Totally original, genuine 54,000 mile example. Chauffeur-driven history. Virtually one owner since manufactured 1938. Wind-up windscreen, wire wheels. Red leather, black coachwork. No rust. £3,950. 29 South Cliff, Bexhill-on-Sea, Sussex. Tel: Bexhill 217797. (97381

MG-A 1500 ROADSTER. 1959. British Racing Green. Wire wheels rebuilt 1600 engine. New exhaust system, brake linings/pipes, etc. MoT to July 1978. Offers invited. Also numerous MG-A spares including excellent chassis. Ring: Kirkwhelpington 40237 (Northumberland) after August 1st. (97383

AUSTIN HEALEY 3000 1961. Reg. 5 DLE. Professionally rebuilt. Immac. original condition. Old English White/black. £2,500. Owner abroad. Contact: Mr. Beech, Leamington-Spa 38111. (97384

TVR 1600 M. Beautiful Alpine yellow car with walnut dash and black interior. Excellent condition and mechanically very sound. 24,000 miles in 26 months. Extras include HRW, Sundym, radio/cassette plus auto aerial, sunroof. £2,950. Berkhamsted 2860. (97586

FOR SALE—continued

VOLVO 123 GT. White. 81,000 only. £375 o.n.o. Lancia Fulvia Rallye 'S' 52,000 only. £675 o.n.o. Bailey, Gables Brightwalton, Newsbury, 04882 405 before 9 a.m. (97366

MG-B GT NOV. 73. Blue, overdrive, sunroof, stainless exhaust, tints, servo brakes, HRW, fog lamps, etc. etc. Growing family enforces reluctant sale—only £1,495. Hastings 420777. (97385

JAGUAR E-TYPE Roadster (Dec. 1970). 'J' registered. One of the last 4.2s. Manual. CWWs, new exhaust, tyres, in beautiful original condition, taxed March 1978. £2,650. 021-445 4313. (97501

ALFASUD TI. JHL 800 P. Immaculate, Alfa red. Fully rust-proofed. One owner. Cloth trim. £1,795. Sheffield 351238. (97492

JAGUAR MK. 10 3.8. The tidiest original Mk. 10 around. 1963. 33,800 miles, p.a.s. Auto. Dark green, beige hide. At £2,000 it won't disappoint. Invergowrie by Dundee 722. (97504

ISO RIVOLTA Fidia Ghia in dark brown, matching velvet interior, electric windows, 5.3 Chevrolet engine, manual gearbox. Very fast, economical 5-seater sports saloon. Top speed around 160 m.p.h. Many new parts and extras include refrigeration, electric aerial, radio/cassette. £2,150. Will take anything in part exchange. Worthing Sussex 203089/60790. (97506

GINETTA G15, 1973. 27,000. Two owners. Full instruments, special trim, sunroof, Philips cassette radio, etc. Mint condition. £1,135. Great Ayton (064 945) 3119. (97505

1934 MORRIS MINOR open two-seater. Completely rebuilt, rewired, re-upholstered, repainted and re-trimmed. MoT. Only needs wood. Many spares. £975. Orpington 28021. (97585

ASTON MARTIN DB2/4 Mk. I, 1954. Extensive professional restoration just completed on this now immaculate car. Details too numerous to list here. £3,100. Phone: P. Vincent Bramley 8188 home; or Byfleet 42266 business. (97490

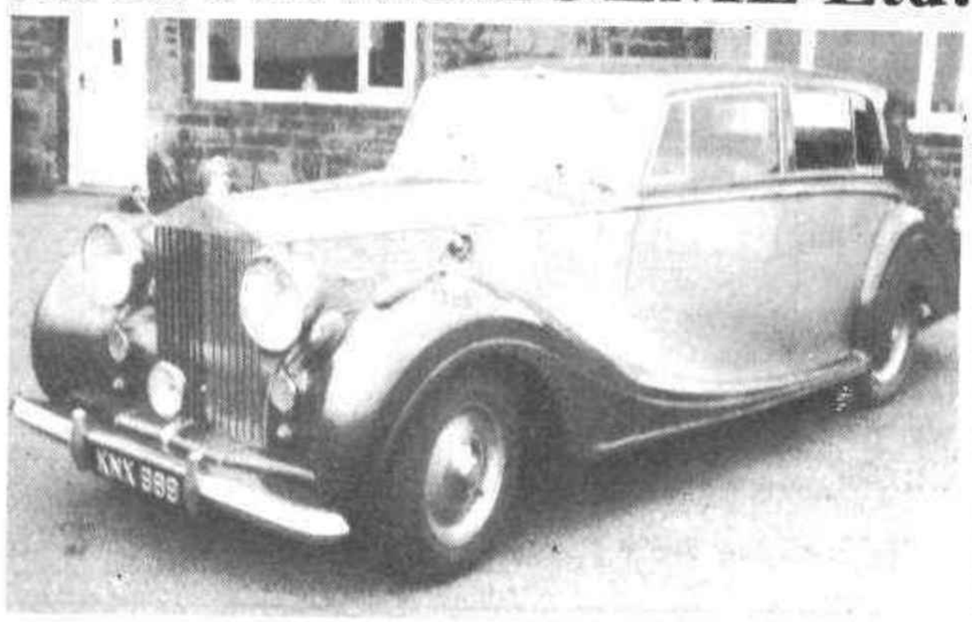
1972 MG-B GT, 41,000 miles. Teal blue, tan interior, excellent condition, HRW, O/D. £1,295. Southport 36265. (97589

ALVIS SPEED 20, 1933. 4-seater tourer by Cross and Ellis. Excellent condition throughout. Much illustrated. Present owner 9 years. Very reluctant sale £4,950. D. Walters, Tel: Bristol 23605. (97590

1936 BUICK Straight-Eight. 88,000 miles. Dark blue/brown hide, manual, RHD, mint condition, best available. £4,000. 01-794 8088. (97591

E-TYPE ROADSTER 1970/71 Series Two. Low mileage, beautiful condition. £2,675. 01-435 7614. (97591

R. J. NEWSHOLME Ltd.



1928 Austin 7 Chummy	**£2,450**
1931 Morgan. JAP engine, 2 speed	**£3,750**
1934 Morgan. JAP engine	**£3,250**
1935 Bentley 3½ litre saloon by Hooper	**£5,900**
1949 Rolls-Royce Silver Wraith by H. J. Mulliner	**£7,950**
1950 Rolls-Royce Silver Wraith by H. J. Mulliner	**£8,950**
1951 Daimler Barker drophead	**£2,750**
1964 Jensen C.V8	**£1,450**
Choice of 3 Austin Healey 3000 Mk III's, all overdrive	**From £1,950**

Ring: KEIGHLEY (0535, 65850, or write to CONEY LANE, KEIGHLEY, W. YORKS for details.

SATURDAY AFTERNOON AND SUNDAY BY APPOINTMENT PLEASE



Rolls-Royce Silver Wraith with limousine coachwork by H. J. Mulliner. Barclay engine overhaul less than 2,000 miles ago. A most elegant and sound motor car. **£7,750**

We also have available the following fine cars:

Maserati 4 CLT. Totally restored to concours condition. An excellent investment for the discerning enthusiast.

Miller 122 Indianapolis car. Built for Frank Lockhart this may well be the car used to win the 1922 500 mile race. In concours condition and mechanically perfect.

Bugatti Type 57 Atalante Coupe with folding centre section to the roof. A very rare and desirable car.

Talbot Lago Grand Sport 4½ litre with coachwork by Andre Dubos. A fine example of this classic French marque.

Lagonda V12 DHC. Excellent car just in need of a little paintwork and re plating to make perfect.

Lagonda LG45 Tourer with most unusual coachwork.

PART EXCHANGE & FINANCING FACILITIES AVAILABLE

PLEASE TELEPHONE:

NEWTON-LE-WILLOWS

(092-52) 6823

TELEX: 628207 (Attn. David Mulvaney)

OR WRITE:

DAVID MULVANEY, 10 High Street, Newton-le-Willows, Merseyside, WA12 9SN

FOR SALE—continued

JENSEN HEALEY 1975. Immaculate, bright red with black trim. 5-speed box, hard and soft tops, low mileage, excellent investment, £2,650 o.n.o. Ring: 01-622 5953 London. (97587

DB Z4 MK. I part dismantled, engine just rebuilt, plus spare engine, gearbox and other spares, £850. Tel: after 7th Aug. Hodnion 3419. (97588

AUSTIN HEALEY 3000 Mark IIA. 1963. 2 owners. 66,500 miles. Navy blue all original. £2,650. Phone: Hitchin 2775. (97593

BMW 3.0 CSL. Aluminium lightweight; beautiful Polaris silver, tinted electric windows, HRW, radio, electric aerial, stereo cassette. A most new tyres. Power-assisted steering. Consistent overall every-day consumption 20 m.p.g. using the considerable performance. Oil consumption nil. Personally maintained to exacting standards, this car is truly an investment. Asking prices are now well over £5,000, nearest offer accepted. Serious enquiries only. Sandy, Bedfordshire 0767 80293. Ring evenings if no reply daytime. Money needed for 911S Porsche 2.7. (97594

ASTON MARTIN DB 2/4 1955. XK140 engine. MoT. £799. Barnstaple 3645. (97592

Rc80 1973 MK. III. Excellent condition throughout. 29,000 miles only. MoT April 1978. Many extras. £1,095 o.n.o. Darwen, Lancs. (0254) 73991 evenings. (97595

BOND EQUIPE 2-litre four-seater convertible (Vitesse mechanics) overdrive. Long MoT and tax. Fast. £450. Low mileage, 1970. Tel: Grantham 67615. (97557

TVR 1600 54 (L) Reg. One owner. Excellent condition, under 30,000 miles, genuine. £1,395. 051-648 2867. (97559

ALFA ROMEO. Immaculate 1750 GTV. Red/black. Sept. 1970. Three owners from new, second car until March 1976. Genuine 57,000 miles. Absolutely no rust. Minilites, stereo radio/cassette. Offers over £1,000. Seen Dumfries. To view phone Edinburgh 031 556 0651 or write M. Whale, 29A Cumberland St., Edinburgh 3. (97560

LANCIA SPORTS Zagato. 1970. Sunroof, low recorded mileage. This is a beautiful Coral. Would exchange MG TF or open vintage needing work. £1,850. Tisted 439 Hants. (97561

1967 RELIANT SCIMITAR GT. White, three-litre big-valve engine, new interior, overdrive, mag alloys. A rare car offered at £1,000 o.n.o. Ring: Borthwick Tidworth 3391 after 6 p.m. (97564

PORSCHE 911S. 1969 Series. Elect. roof. Front and rear spoilers. Radio/cassette. New tyres. Taxed MoT. Superb. £2,600. Bury St. Edmunds 810411. (97565

FERRARI 308 GTB 1976. Finished in silver with black upholstery. 2,000 miles from new. £11,000. Tel: Collins, 01-828 1928. (97500

FOR SALE—continued

TR7 FIVE-SPEED. 1977. 2,000 miles. Superior specification to four-speed model, radio. £2,900. 021-357 6112. (97570

MG TD 1949. Extensively rebuilt 1969. Original engine. Extremely sound, clean, new chrome, seats unoriginal, hence low price. £2,850. Ring: 0458 250229 (Somerset). (97571

MG-C ROADSTER 1968. Very good condition bodily and mechanically. Soft top, Bermuda hard-top, radio, wire wheels. BRG. New MoT and taxed. £550 o.n.o. Tel: Peterston-super-Ely 625 evenings. (97562

FROGEYE 1959. All-steel, beautiful condition throughout. Hard and soft tops, tonneau, 1 yr. MoT. Offers. Phone: Hockliffe 646. (97566

LOTUS ELAN +2S 130, 'L' Regd. Superb condition, Blue/silver, 39,000 miles, many extras. Godstone 2974 (Surrey). (97567

RILEY RMA 1947. Good condition, current tax and MoT. 2 lady owners for 24 years. £550 o.n.o. Tel: 01-703 7406. (97569

A RARE JPS lively Lotus +2S 130. 1973. Absolutely immaculate, 38,000 miles, Oatmeal interior, Sundym, radio, alloys, etc. A beautiful car. Best offer around £2,250. Paul Northwood 22249. (97581

SUPER SAMURI 240Z. 1972. 'L' Reg. Red/bronze, 44,000, Konis, many other extras. Immaculate throughout. Enthusiast maintained, reluctant sale. £2,850. 01-995 5987 (Chiswick) after 6 p.m. or anytime weekends. (97572

ALFA ROMEO Giulia Sprint Speciale. White with red interior. Low mileage engine. £600 o.n.o. Tel: 0702 72936. (97573

ROLLS-ROYCE 1930 20/25, Ch. number GNS 22 Weymann H. J. Mulliner fabric saloon. Restored chassis. Requires interior retrim and paint to complete. Will make a valuable car due to unusual coachwork. £3,250. Tel. Gordon, Milton Abbas 880411. (97574

LANCIA APRILIA Pillarless Saloon. Excellent condition throughout. Original cloth upholstery. Tested until November. £1,250. Phone 0246 452085. (97575

JAGUAR 3.8S. Manual/overdrive. Genuine 65,000 miles with full service history and bills. Tools unused, handbook, etc. Superb throughout. £975. Offers or interesting part-exchange with cash either way considered. Phone 0246 452085. (97575

GILBERN INVADER MK. II, May 1971, automatic. Metallic silver, red Connolly interior. Ford V6, triplex, HRW, radio, electric windows, aerial, alloy wheels, in first-class condition. Just had major service, new Kenlowe fan, battery and more. Genuine reason for sale, so regretfully must sell. 47,000 miles, £1,550 o.n.o. 01-360 3034 (all day). (97577

CAPRI II GHIA 1974. 30,000 miles. Manual selection. Excellent condition. £2,500 o.n.o. Tel: Martin (0926) 632428. (97553

FOR SALE—continued

LANCIA 1.6 HF Lusso, 1972. New tyres, sunroof, very fast, good condition. £1,200. Uxbridge 34073. (97576

HEALEY 3000. Mark II, practically all rebuilt over past five years. Solid wheels, four-band radio, belts, alarm. Dependable and fun. First £1,600. Wormley (042 879) 3156 after August 12th. (97578

AUSTIN HEALEY 3000 Mk. III. 1965. Running and original. MoT, wires, radio, £1,600. Phone: Bedford 46960. (97579

A RARE OPPORTUNITY: Lotus Europa Special. 1975. Collector's car/investment. 1 owner. Cherished. Low mileage. Sundyms, elec. aerial. A really fabulous car. £3,250. Rickmansworth 78097 business; 74458 home. (97581

COMPETITION LOTUS Elite. Currently lying 3rd AFN Championship. Brand new bodyshell. Primrose/silver. Bodywork standard, engine mildly tuned (plenty of scope). Immaculate. All new parts. Most favourably described in July Club Elite Letter. With all road equipment, £2,500 (would separate). Can be seen Oulton 6th, Donington 7th. Tel: Aylesbury 25209 for specification sheet and photo. (97582

1948 AUSTIN 16. In excellent condition. Two-tone green, brown leather interior, sunroof, very good tyres, 11 months MoT. Present owner for last 23 years. £900. Tel: 061-881 3354. (97548

1954 MG TF in lovely condition after complete rebuild from shot-blasted and stove enamelled chassis up. Resprayed red with beige Connolly upholstery. Most parts rechromed. £3,750 or part exchange anything interesting. Also 1910 AC Sociable, needs restoration, but very straightforward proposition, £1,500. Tel: 043 53 2044 (Sussex). (97544

DAIMLER SOVEREIGN Auto 4.2, 1967. Blue. MoT 1978. HRW, p.a.s. radio. £450. Leeds 86 2785. (97546

1929 AUSTIN SEVEN Chummy, complete mechanical rebuild, new hood and sidescreens, excellent original body and paint. £2,500. Walsall 37232. (97545

SABRE SIX. Good sound car, wires, overdrive, triple SUs. £550. Offers: Doncaster 771001 after 6 p.m. (97547

1961 KARMANN GHIA. Red with white trim. Authenticated 5,500 mileage. Immaculate. Offers over £1,500. Phone: Maidenhead 20057. (97549

TVR GRANTURA 2A. 1961. MG-A 1622 c.c. engine. Derrington crossflow head, wire wheels. Taxed MoT. £395 o.n.o. Harpenden (058 27) 67586. (97554

BMW 3200 CS. LHD. Bertone body in Ferrari red. Rare and beautiful car in absolute top condition. Collector's item. £2,750. Tel. 04862 (Woking) 62825. (97493

A95 AUSTIN Westminster 1959. Almost showroom condition inside and out. 29,000 miles. Collector's car, £675 o.v.n.o. Brimscombe 4127 (Stroud, Glos). (97706

Len Street of Chelsea

NEW LOTUS

New Sprint Eclat. White
New 503 Elite. Blue
New 502 Elite. Yellow
Used 1976 Elite 503. Lagoon Blue, 1 owner **£7,800**

LONDON'S LOTUS CENTRE

1976 Porsche 911 T/Lux. Targa Green, radio, 12,600 miles **£10,750**
1975 Porsche 911 Coupe. White, radio/stereo, 38,500 miles **£7,750**
1976 Range Rover Special. Black stainless steel panels, white leather int. s/roof, electric windows, radio/stereo **£10,750**
1976 Range Rover. White, P.A.S., sundym windows **£7,950**
Rolls-Royce Mulliner Park-Ward saloon, olive green, cream vinyl roof, tinted glass, radio **£11,850**

01 370 4114

67/69 Drayton Gdns. Chelsea SW10 9QZ

LOTUS

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 1.30.

A quotation can be obtained by telephoning the above number or posting this coupon.

Name ..... Address .....
.....
Occupation ..... Age ..... Business / Pleasure Use
Full / Prov. Licence for ..... years. Comp. / Third Party / T.P.F. & T. cover.
Owner only / and wife / any driver / named driver, age .....
Make of car ..... Model .....
C.C. ..... Value ..... Year ..... Car Garaged / Left in open.
Present insurers ..... No claim bonus ..... years.
Age of youngest driver ..... Quote for Annual / Quarterly policy.
Details of all accidents and convictions should be enclosed, including those of additional drivers. MS 25

Fully restored MORGANS for sale.

4/4 Series I 2 str. dark blue **£3,000**
+4 Flat-rad 2 str. red **£3,700**
4/4 1600 L.H.D. 2 str. blue **£3,700**
4/4 1600 4 str. wire wheels, yellow **£4,000**

All the above cars have been totally rebuilt by us, about 700 hours having been spent on each. On most of the above new parts fitted include chassis, subframes, valances, ash body frames, all panels in aluminium, wings, radiators, brakes, batteries, trim & hoods. Engines and gearboxes fully reconditioned. Electrical systems overhauled and rewired where necessary. All cars have been sprayed in pieces and reassembled afterwards. In fact in many respects these Morgans are better than new.



If you are looking for a Morgan you intend to keep and cherish please phone:
DERBY 810862 for further details.
Also available: +8. Moss box, completely rebuilt & immaculate. **£4,500.**

RUTHERFORD BERRY, 38 HIGH STREET, CASTLE DONINGTON, LEICS.
Visits by appointment only please

ROY OWEN ENGINEERING

SALES & SERVICE

NEW ALFA ROMEOS IN STOCK FOR IMMEDIATE DELIVERY
CHOICE OF COLOURS
DEMONSTRATION MODELS AVAILABLE.

SELECTED USED CARS

1971 JENSEN Interceptor Series II. Beautifully finished in white with contrasting deep red leather upholstery. Automatic P.A.S. electric windows, sundym, stereo radio/tape deck **£3,250**
1976 TRIUMPH TR7. White with black cloth upholstery. Radiomobile **£2,825**
1973 LOTUS Elan Sprint D.H.C. Finished in black and silver. Radio **£2,095**
1973 FIAT 132. Special 1800 5-speed box. Finished in green with beige cloth upholstery **£1,295**

SOUTHERN GARAGE
HAVANT ROAD, COSHAM, PORTSMOUTH
TEL.: COSHAM 88931/2

The Viceroy Carriage Co.



Rolls-Royce Silver Wraith Sedanca de Ville by H. J. Mulliner. Fully restored at our coachworks in havana brdwn with ivory through the sides. Reupholstered in new magnolia Connolly hide with matching Wilton carpets in neear concours condition.

1964 Rolls-Royce SC III sports saloon, black over shell grey.
1961 Rolls-Royce SC II, shell over Tudor grey with matching light grey interior.
1952 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner.
1957 Rolls-Royce Silver Cloud I porcelain white with beige interior.

Many other cars available, please telephone or write for further details

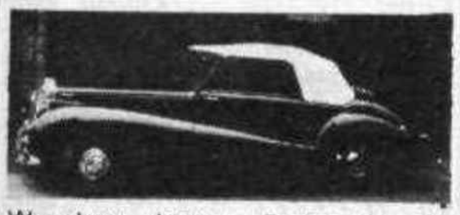
Also available from stock

1962 Bentley S2 velvet green with biscuit coloured interior.
1960 Bentley S2 porcelain white, full R-R. conversion kit fitted.
1958 Bentley S1 sand and sable with red interior.
1957 Bentley S1 2 door F.H.C. by James Young fully restored.
1965 Aston Martin DB5 convertible, fiesta red with black trim.

WINCHESTER RD., STROUD, NR., PETERSFIELD, HANTS
ST JOHN'S WOOD, LONDON NW8. TEL: 01–586 4651 or PETERSFIELD (0730) 61051

SPORTSCAR GARAGES

DAIMLERS



We show above a **Barker Special Sports** 2½-litre Aluminium Drophead Coupe, recently sold. **Another**, in progress, rebuilt engine, recellulosed Midnight Blue, rechromed, new hood, carpets.



Barker 4-seat Drophead Coupe, 2½-litre, as above. Aluminium coachwork and 3-position hood. Choice of two in process of Painting, Chroming, Hooding and Trimming.



Above, a superb **Hooper Empress** all Aluminium Razor-Edge recently sold. Another expected shortly.

WANTED: any "open" Daimler, or any Hooper Empress.

UNION WALK, SHOREDITCH, LONDON E2 8HP

(Union Walk: Off Waterson Street from the Kingsland Road at Shoreditch. Tube: Old Street.)

Tel: 01–729 1221

CLEAROUT

R-TYPE BENTLEY. 2-door Empress line all alloy body, mechanics very good, but cosmetics are another thing, few if any other 2-door Hooper Empress line bodies were built so potentially very valuable first £1,800 takes it away. Also a James Young 2-door F.H.C. needs some work but very worthwhile project. **£2,500**

1955 S.1 BENTLY S.S. Harold Radford refinements body frilled round the edges but otherwise good £2,250 retail with work done. **£3,800**

Also a MERCEDES 190 SL Roadster, new wings, paint, exhaust; wants tidying up. **£1,100**

Tel.: 0661 22807

or write

G. Porter, 193 Middle Dr., Ponteland, Northumberland.

FOR SALE—continued

DATSUN 260Z, 1975. Flame orange, only 17,000 miles. Service history. Virtually mint. Undoubtedly best available. Longhope (Glos.) 830865 evenings/weekends. (97552

'L' REGISTERED Midget. White. 37,000 miles, magnesium wheels, oil cooler, Armaglaze etc. Faultless, bargain, £850. 051-426 7742 after August 6th. (97555

AUSTIN HEALEY 3000 Mk. I. Red. 10,000 miles since complete rebuild. History available. Wire wheels. Beautiful condition. £1,795. Obviously a bargain! 061-456 3397. (97486

MG TA. In daily use and mechanically excellent. Superb original condition. Interior needs restoration. Offers over £1,500. 01-373 7948. (97487

TR6. 29,000 MILES. Feb. '73. Excellent condition. Pimento, black interior. Overdrive, tonneau, radio/cartridge player. Taxed, tested. £1,595. Dronfield 415470. (97488

LANCIA FULVIA Coupe 1973 M. Sunshine roof, radio. 27,000 miles. Excellent condition. £1,475. Tel: Wargrave 3977. (97489

LOTUS ELAN SPRINT 1971. FHC. Red/gold, 36,000. Immaculate throughout. Offers around £1,975. Filiongley 40501. (97497

ALLARD J2 SPECIAL. The famous (infamous!) "Farrallac". Potent 6-litre hill-climb/sprint car. Ex-Don Farrell. Streamlined body by Williams & Pritchard, all in fabulous condition. Engine out awaiting crank/shells. Price, complete with spare Caddy engine plus gearbox plus spare Chevvy engine and approx. 1 ton other spares £5,000. 021-745 3576. (97499

MAGNIFICENT MG-A 1500. W/W, resprayed rechromed, re-upholstered, rebuilt everything over seven years. Immaculate, above concours condition. A fortune spent. Details: Paddock Wood 2572. (97550

E-TYPE V12 1973. Manual Roadster. 25,000 miles. Immaculate in red with black trim, chrome wires, interesting reg. £4,250. Longhope (Glos.) 830865 evenings/weekends. (97552

AUSTIN SOMERSET. Immaculate condition. Low mileage. Any inspection AA-RAC. Offers invited. Cleaver, 23 King Alfred Close, Steyning, Sussex. Steyning 812119. (97491

BENTLEY MK. 6 Special. Built from bare chassis by Bentley specialist. Beautiful and fully finished. Specification and colour photographs to serious enquirers. Cost £10,000-plus to build now exchange for Bentley, Phantom R-R or Sports/Racing car such as Frazer-Nash. Cash adjustment or sell. Anderson, "Thiridene", Milnab Tce., Crieff, Perthshire, Crieff 3666. (97503

ASTON MARTIN DB4, 1960. Beautifully restored in Dubonnet red with cream hide interior. Looks and runs as new following extensive work bringing to original condition. Inspection recommended. Contact: Parbold (Lancashire) 3131. (97671

1926 3-LITRE BENTLEY completely original and in extremely good condition all round. Open coachwork by Gurney Nutting. Telephone Burnley 35658 days; Ramsbottom 3616 evenings. (97682

COLLECTOR'S ITEM: MG-A Sports 1960. Reg. 300 NEH. Tartan red. Excellent condition. Two owners. 59,000 miles genuine. Services records. Michelin XAS tyres. Rechromed, tax, MoT 1978. New soft-top, tonneau cover, chrome luggage rack. New Philips trans/port radio. Reluctant sale. Best offer over £1,500. No dealers. Stone, Staffs. 4606. (97672

CHEVRON B8	£3,250
LISTER JAGUAR	£8,750
XK 150 S. F.H.C.	£3,600
SUNBEAM TIGER	£2,000
JAGUAR MK 5	£400

P.V.R. 0242 602013

FOR SALE—continued

E-TYPE ROADSTER. August 1961. Chassis 98. Beautiful condition, needs approx. £100 spending to finish off into a £5,000 car. Bargain as is £3,000. 021-745 3576. (97499

420G JAGUAR, Taxed. MoT. P.a.s. Auto. Sable with tan interior. Beautiful condition. £875. 3.8 S-Type. Auto. MoT. Pillarbox red, full sunroof and wire wheels. Superb condition and a real eye-catcher. £975. 051-648 2939. (96846

AUSTIN PRINCESS 1957. Beautiful condition. £450. Daimler V8 250, requires slight amount of work. Full documented history. Black. £350. Phone: Bakewell 2253. (96856

WANTED

FERRARI CONVERTIBLE. Will exchange 250 Lusso or purchase outright. Box 5512. (97597

ENTHUSIAST with limited funds seeks interesting pre-war or pre-war style sports car: i.e. MG, Morgan, Singer, Riley. Tel. 01-979 1290 or Box 5512. (97597

WANTED: Old catalogues on Daimler, Ford, BMC, Vauxhall, Rolls-Royce, Rover, Triumph and Rootes cars. Please ring: Hull 799967. (97604

GINETTA G15 wanted, 1970/72, good condition. Tel: Stoke-on-Trent 535392. (97701

MODEL RAILWAY in 'O' gauge and larger gauges. Also tinplate cars, buses, trams, boats, submarines, airships, aeroplanes, Meccano constructor cars and aircraft, plus early Dinkies and clockwork toys. Any condition even if only suitable for spares. I will pay top collector cash prices and travel to collect. Tony White, 22 Ivy Bank Park, Entry Hill, Bath, Avon. Tel: 0225-83-7077 evenings please. (97699

MORRIS 8 TOURER or similar car wanted, running or for restoration. Tore Lie, Brattvollveien 271, Oslo 11, Norway. (97708

WANTED: FERRARI 275 GTB or Daytona. Will buy outright or exchange immaculate 1969 Rolls-Royce MPW 2-door coupe, FSS. Dark blue. 0742 340852 after 6.30 p.m.; 07416 2466 daytime. (39694

WANTED—continued

NEW SEAT TRIM (036B0135A) and tunnel top (036B0811A) for Series 3 Lotus Elan. J. Wohlslagel, 151 Pine Bluff Dr., Dayton, Ohio 45440 USA. (65286

BULK STOCKS of obsolete car tyres (new and/or secondhand) purchased for cash. Tel: Mamhead (062 688) 253. (39693

GRAND PRIX BUGATTI. Hispano or similar. Also large Edwardian preferably tourer, Landaulet, open-drive limousine. Box No. 5504. (97331

WANTED PRIVATELY by enthusiast: Good price paid for any of the following cars in original condition, low mileage, preferably one-owner in excellent condition: 2½-litre Riley 4-door DHC; Alvis TA14 DHC; MG Midget TC or TD; 1½ or 2½-litre Jaguar Saloon; Armstrong Siddeley Hurricane. Write: Taylor, 30 Carus Ave., Hoddlesden, Nr. Darwen, Lancs., or ring Darwen 73551. (97375

FORD ENTHUSIAST would like to purchase Model A Tourer, Coupe or Roadster in any condition. Would accept a basket case or bodyshell in any condition. Cash or trade from my collection. Also spares for pre-war Fords for any models, particularly new parts or sheet metal in restorable or new condition. Belcher, Rickinghall, Diss, Botesdale 258. (39767

MERCEDES 280 SEC 3.5 Coupe wanted. Top price paid for excellent original, low mileage example. 0302/63388; 0302/57799 evenings. (97341

BENTLEY 3/4½, Rolls 20 Tourer Lagonda M45 Tourer or Talbot 105, by private collector in restored or excellent condition. Cash settlement. Bull 01-626 8851; or 01-736 6052 evenings. (97231

WANTED: LOTUS Elan +2 or S4 pre-1972. Immediate cash available. Please telephone: Hertford 57473. (97244

WANTED: MORGAN +8 by private buyer. Telephone: 0983 64575. (97178

AUSTIN HEALEY 3000 wanted for restoration. Must be Mk. III. Condition immaterial. No stupid prices. Ring: North Shields 79221 Extn. 49 office hours or write: 17 Crawford Place, Monkseaton, Whitley Bay, Tyne & Wear. (95705



ENFIELD ELECTRIC CAR.

Model 8000 Chassis No. 0001. Chassis No. 1 of the first British production electric car, as supplied to the Electricity Council and of which some 120 have been built to date. This car, which is complete with domestic mains recharge system, was first registered in 1970, has covered only 4,544 miles and is still registered in the name of the manufacturers being Enfield Automotive. An opportunity to acquire a unique and historic car which provides silent and practical transport whilst representing a sound investment. **£1,000.**

Keith C. Brading, Winton Street, Ryde, Isle of Wight.
Tel.: Ryde 64444 or 67349.

Due to leaving UK, my two famous Hobby cars are for sale.



Morgan +8, 111 RKE, 7,500 miles from new, 200+ BHP, 150 mph, blue printed 3.5 Rover engine, dual exhaust, Wholly carbs, Offenhauser manifold, 5 speed box, modified suspension and brakes, 7 inch Wolfrace wheels, superb trim and metallic purple paintwork, many other distinct extras. During three years, this car has been built with attention to detail and perfection, a concours winner, simply ... "the ultimate Morgan, one of the most beautiful ever seen ..." (Motor). **£8,250.**



Marcos 3 litre Volvo, AAF 996K, tangerine, 23,000 miles, ... "absolutely immaculate in every detail ..." (Hot Car), Alexandra Palace Show Car, International Marcos Rallye overall Concours winner in 1975, '76 and overall winner (Concours/Driving combined) in '77. Mods include rear/front spoiler, flared arches, oil cooler, electronic ignition, dual exhaust, 7 inch Wolfrace wheels, 195 x 13 rallye tyres, all usual options such as electric windows, sunshine roof etc. **£4,885.**

Both cars are absolutely mint throughout and represent a fast appreciating asset.

Phone: Brentwood (0277) 210226 or Ingatestone (02775) 3194.

ROLA

ROLA SHIPPING LTD
INTERNATIONAL CAR SHIPPERS
offer their usual fast, efficient service at extremely competitive rates. Immediate quotations given.
4a Deodar Rd, Putney, London SW15. 'Phone 01-789 7205/7481

WANTED—continued

MG T-TYPE wanted, post-war in good order. Could perhaps part-exchange Chummy or Vintage Cowley Van. Please telephone: 04932736 evenings. (97163

CORVETTE STINGRAY, split roof model wanted. Must be exceptionally low mileage and as new condition in all respects. Totally standard in body and mechanics. Prefer 350 engine, automatic, metallic paint and RHD if available; however consider all options. Please forward full details (photo if possible) and price required to: David Morris, 66 Fordwich Rise, Hertford, Herts. Tel: 50197. All replies will be answered promptly. (97120

BENTLEY MARK VI/R, immediate cash for incomplete or rough example. Distance no problem. Please write with price required to: 3 Canford House, Cliff Drive, Canford Cliffs, Poole, Dorset. (39762

SILVER GHOST Dunlop wire wheels, hubs or axle wanted. Must be 1912-14. Condition immaterial. High cash price paid. Or exchange. Coys of Kensington, 2-31 Queens Gate Mews, London, SW7. 01-584 7444. (39759

FROGEYED SPRITE wanted by retired private buyer, must be concours, immaculate. Cash. No dealers. Full details: Box 5508. (97494

INVICTA 4½-LITRE 100 m.p.h., low chassis. Preferably restored, but not essential. 01-626 8851; or 01-736 6052 (evenings). (97513

MINI COOPER 1275 S wanted. Prefer immaculate, original early model. Must be reasonable. Price, description to Box 5509. (97551

WANTED BY COLLECTOR: Brooklands Track and Air, odd copies to complete a run. Also The Car Illustrated and pre-war Motor Sport. 01-581 0815. (39778

BUGANTICS WANTED: Volume 19 Nos. 1, 3 & 4. Volume 20 Nos. 3 & 4. Volume 21 No. 1. Volume 28 Nos. 1, 3 & 4. Volume 29 No. 1. Volume 39 No. 1. I have spare copies of Volume 14 No. 3; Volume 16 No. 3 and Volume 30 No. 1 for exchange. 27 Dateham Mews, London, NW3. Tel: 01-794 5634. (97556

RILEY 1½, 2½ or Roadster, must be in excellent condition. Top cash price paid by private enthusiast. Will travel anywhere. Phone 078-18-2525 anytime. (97495

WANTED: AC ACE or Healey Silverstone or anything similar. Mr. E. Podmore, 01-486 5353. (97512

PRIVATE CASH BUYER requires Bentley Mk. 6 or R-type, any condition considered. Tel: Warwick 42166. (97479

PRE-WAR ROLLS or Bentley wanted, any model or condition considered. Cash paid. Tel: Warwick 42166. (97479

MG YA/B, MORRIS 'E' or similar family saloon required, preferably running order. 49, Winchester Road, Blaby, Leicester. Tel: 773301. (97584

ALVIS, LAGONDA, Frazer-Nash, Aston, or similar post-war sports car. Consider vintage or very elegant 30s saloon, drophead sedanca, landaulette. Must be lovely condition. 01-274 2972. (38699

WANTED: MG TC-TD-TF-MG-A or any good pre-1939 MG or good +4 4/4 or V-Twin Morgan. Price no object for the right car. Please phone 062-786 3445 (Kent). (94706

MG OWNERS' CLUB requires MGs for spares and TC, TD or TF for restoration. The Secretary MG Owners' Club, 108 Pomfret Avenue, Luton, Bedfordshire. (38359

VINTAGE OR PVT car, preferably open, in any condition, including very dilapidated, incomplete, bodyless for rebuild by enthusiast. A post-war classic would also be considered. 043-53-2044 (Sussex). (97544

AUSTIN HEALEY 3000 Mk. III, suitable restoration. Must have blue or black interior, wires, overdrive. Phone: Bedford 44888. (97579

XK140 DHC WANTED. Must be sound, complete, running. Could p/exchange immaculate MG TD2. Helensburgh 4858. (96032

JAGUAR SS 100 wanted. Consider SS90 good example, but any considered. £10,000 available. Also require good Riley MPH or Imp Sports or Lynx. Please Phone 062-786 3445 (Kent). (94154

COLLECTOR WISHES to purchase Dinky Toys, Corgi, Spot On etc. Also trains. Preferably mint boxed but anything considered. Any amount, even broken. Write/phone Armstrong, 38 Stockwell Park Crescent, London, SW9. 01-733 9964. (95968

ALVIS TE 21 Convertible. Must be immaculate and have p.a.s. Wire wheels. ZF gearbox. Preferably one previous owner. Please give colours of interior and exterior. Top price for right car. For personal use. Box 5476. (39175

IMPORTANT NOTICE to owners of really fine vintage cars. Mike Carter's next auction is November 18th, and early entries worth £10,000 plus can be accepted at only 4% commission, 3% over £25,000. Europe's leading auctions, partly because of the very modest commission rates. 01-834 9225 for details. (39172

WANTED: PAY CASH: Left-hand-drive interesting car in any condition; distance no object; write with picture or phone to Henry Kempkes 4224 Hunxe-Drevenack Neikenstr. 17 BRD. Tel: 02858/6231. (65191

WELL-ESTABLISHED firm expanding activities wishes to purchase an interest in a business able to undertake prototype and special purpose bodywork on high grade chassis. A. B. Price Ltd., Studley, Warks. Phone: Studley 2377. (39449

WANTED BY PRIVATE cash buyer: 1969 or 1970 Aston Martin DB6 Mark II. Must be in good condition. Tel: 01-949 0444. (96321

JAGUAR XK150, 150S or 120, wanted, private buyer, good condition preferred. Phone: 01-834 6890 day. (96326

PRE-WAR TOYS of any kind wanted by collector who will travel to collect. Box No. 5487. (65139

SALES LITERATURE on Bugatti/Facel Vega / Ferrari / Lamborghini / Maserati / Pegaso and pre-war cars wanted by collector. Box No. 5400. (92603

MG TC COMPETITION PARTS: Extractor exhaust system, supercharger, 16 in. wheels, Laystall-Lucas head, magneto, Alfin drums, cycle fenders, etc. Also need directional signals, tank end covers with good chrome. Send price and condition to: David Brown, 41 Hollywood Ave., Rochester, New York, 14618 United States. (96417

1931-34 AUSTIN TEN Saloon, tourer or van. Must be runner and reasonably tidy. Cash waiting. Please phone Worcester 52248 after 6 p.m. (96196

LOTUS 7 or early Elan or +2 wanted, any condition. Phone: Rufford (Lancs.) 822 332. (96194

ASTON DB4/5/6/S, preferably in good mechanical condition by AMOC member. Please Tel: 0491 36390 (Oxon). (96220

FERRARI V12 1967 and earlier. Clean with good bodywork, mechanics. Send details, price: S. Cabibbo, 345 Summit Avenue, Hackensack, NJ 07601 USA. (65114

MASERATI CONVERTIBLE wanted. General condition not important. Send full details. Box No. 5488. (96362

ANGLIA 1949 "sit-up-and-beg" mudguards and sills. 12 Wood Street, Wollaston, Stourbridge, DY8 4NW. Tel: 5915. (96361

ANYTHING BUGATTI wanted. Advertising material, parts, literature etc. Will travel to collect. Box No. 5487. (65139

WANTED: CHEVRON B16 or B8 in good condition. Send details, price and photos: Box No. 5496. (96960

WANTED: ROLLS-ROYCE Bentley, MG 'T' Series, or any good quality older motor car. Fair cash price paid. Willing to travel. Call 061-928 2922 or write: Fox Farm, Brook Lane, Timperley, Cheshire, WA15 6RS. (96971

ROLLS-ROYCE and Bentley motor cars. Enthusiast requires a Rolls or Bentley, loves vintage cars. All examples of Rolls-Royce and Bentley motor cars sought by serious private buyer with ample funds. Condition and distance immaterial. Prefer private owner's cars. Please call or write at once to: Donald R. Lockhart, 4 Saxon Way, Saffron Walden, Essex, CB11 4EG. Telephone: 0799 22423. (39491

BENTLEY MK. VI or 'R' Bodywork unimportant, even non-runner. Immediate cash. Tel: 0202 700200 or write Box No. 5493. (96853

ALVIS 3-LITRE DHC in reliable order. Also any pre-war Alvis under £1,500. Tel: Rhoose 710223. (96864

WANTED BY JDC member: immaculate 4.2 or V12 E-type, roadster preferred. Immediate cash for right car. Ring: 021-354 5829 daytime; 021-373 3246 evenings. (96866

WANTED: ROLLS-ROYCE open car or other quality tourer. Any condition providing complete. Box 5492. (96857

GARAGE PREMISES, back street or country area, 25 mile radius Poole, Dorset. Cash purchase or rent. Box No. 5493. (96853

WANTED: ROLLS-ROYCE Silver Shadow spare parts catalogue or copies thereof, for Jaguar C-Type; exhaust cam cover C6723, oil filler adapter C6010, breather on inlet cam cover C6654, bonnet handles BD7727. Jim Kirk 26050 Mulholland Hwy, Calabasas, California 91302 USA or Jaguar Drivers' Club, Norfolk Hotel, London in September. (96764

FERRARIS WANTED, all models, 1958/72, any condition, instant cash payment. Phone: Lapworth 2322. (96765

EDWARDIAN TOURER 4-seater, pre-1918. Preferably original. Part-restored car considered. Realistic cash sum offered. Tel: Scunthorpe 720204. (95890

MAGNIFICENT PRE-WAR car wanted, up to £20,000 cash. Mercedes, Rolls Bentley, SS, Invicta, Alfa, twin-cam Sunbeam etc. Would consider anything worth £8,000 plus. Box 5480. (39147

WANTED: SS100 SPORTS for private collector. Alan Dobson, Gilthrigg, Levens, Kendal. Tel: Sedgwick 0448 60833 day; 60437 night. (38809

1933 MAGNA MG four-seater for family man. Reliable runner preferred (finance no problem). Mount Place, North Chailey, E. Sussex. (94821

JENSEN HEALEY, Soft-top and frame to fit Mk. II. Must be modified type and good condition. Phone: Pelsall 682011. (96868

WANTED: TYPE 35B Bugatti. Preferably for restoration. Cash waiting. Tel: East Knowle (074-783) 365/323/389 or write: Church Green Engineering, Semley, Nr. Shaftesbury, Dorset. (96891

WANTED BY ENTHUSIAST: Interesting pre-war car for restoration, whole or dismantled, distance and collection no problem. Reply Box No. 5494. (96889

SUNBEAM TALBOT Alpine Coupe or Saloon wanted. Car in very good condition preferred, but will consider any offer. Phone (0203) 314771; evenings 315600. (968907

WANTED: MERCEDES-BENZ 300SL "Gull Wing" any condition. Pay cash. Send price, details, photos to: W. Frank, Steppichweg 3, 7562 Garnsbach, W. Germany. (39078

WANTED: Set of new chrome wires for Jaguar E-Type Series I. Walsall 614492 (work); 22345 (home). (96979

MISCELLANEOUS

AUTOJUMBLE: St. James's Church Hall, Hertford Road, Nr. Green Street, Enfield, October 1st, 10-5. Stalls £3. Entrance 25p. Refreshments. EDVVS: G. Baker, 103, St. Joseph's Road, Edmonton, N9. 01-804 2113. (97641

TRANSPORTER SERVICES: Cars, spares, maximum 3 tons. Delivered safely and professionally anywhere in UK and Europe. Charville Transporters, Leeds 667429. (97614

SILVER WRAITH engine, fully reconditioned new parts fitted where necessary, now "as new". Surplus to requirements, sold at parts costs only £950. Tel: St. Annes-on-Sea 726237 STD 0253. (97622

MG M-TYPE KIT, Complete rolling chassis + radiator, engine, £325. Also Dunlop Racing 5.50 x 15; one R6 half-worn; one R1, new. Owen, 01-994 0325. (97630

BUGATTI TYPE 35 ⅛-scale model, produced "Art Collection Auto", now defunct. Appreciating item, £950. Box 5512. (97597

CAR TRANSPORT: Anywhere, anytime. Land-Rover and trailer. Personal, efficient service. Race meetings attended. 01-874 6752. (97623

MASERATI QUATTROPORTE bodyshell, complete with doors, bonnet, boot lid and glass and many other items, £195 to clear. Tel: Bagshot (0276) 71010. (97626

PEUGEOT 403 all spares, including complete car, tested and taxed (just!), manuals, rack, etc. Good radials. About £50 the lot! Alnwick (0665) 3468. (97632

BOOKS: ROLLS-ROYCE Reviews, Bugantics, Ferrari; mags., Autosports, Vanwall Story, FIA handbooks, Complete Motorist, Filson Young, Torquay 65157. (97700

JAGUAR CHROME wire wheels, five new, £85. Also Healey 3000 and Morgan chrome wire wheels, £90 set. Bilston 45140. (97692

AUTOCAR: 20 volumes, bound and indexed, 1955 to 1964, £100. 01-330 5656 (Surrey). (97685

HEADLAMPS: Pair of electric 10 in. Willocq-Bottin Supralux (bottom mounting), good condition, offers. 01-449 1209 (Barnet) evenings/weekends. (95796

Colin Grant West One

ALFA Montreal, 1976. Silver blue, cloth trim, air con., stereo, 9,000 miles **£6,850**
PORSCHE Carrera coupe, 1975. Yellow, 17,000 miles, spoilers, stereo, mint **£9,850**
PORSCHE Carrera, 1974. Brown, e/roof, 7 in. and 9 in. wheels, 43,000 miles **£8,650**
PORSCHE 911S, 1970 model, 2.2-litre. Black, tints, elec. roof and windows, spoilers, cassette **£3,850**
PORSCHE 924, 1976 (P). L.h.d., black, all extras, 4,000 miles as new **£6,550**
PORSCHE 911S Coupe, 1972. Havana brown, Recaro seats, electric tinted windows, stereo, radio, 56,000 miles **£4,950**
PORSCHE 914, 2-litre. Targa Coupe 75, silver, 20,000 miles **£2,950**
FERRARI Boxer, 1974. Blue, two owners, 29,000 miles, perfect cond. **£13,500**
FERRARI 246 GT Dino, 1973 (M). White, 38,000 miles **£5,950**
FERRARI 308 GT4, 1976. 11,000 miles, met. silver **£9,950**
FERRARI 246 GT. L.h.d., black, 36,000 miles, service history **£7,995**
LAMBORGHINI Espada, 1975. Orange, Regd. VC10, history, 22,000 miles **£10,950**
ISO LELE, 1974. Silver, air cond., 2 owners **£5,950**
MASERATI Merak, 1975 November. Met. blue, 16,000 miles, radio cassette **£7,750**
RANGE ROVER, Aug. 76. Sahara dust c/trim, vinyl s/roof, option pack, 9,000 m., radio telephone **£8,750**

CLASSIC CARS CURRENTLY AVAILABLE
Mulliner Park Ward **Cloud III, 1964,** two owners, 31,000 miles, full history, perfect specimen, 1 of 35 made. Price on application.
XK150 3.8S, 1960, two owners, blue, history, concours **£5,950**
XK150 3.4, 1961, open 2-seater, red, four owners, 74,000 miles, 1 of 40 made **£6,950**
XK120, 1955, open 2-seater, light blue, 27,000 miles, needs retrimming. Offers over **£6,000**

Choice of 3 **MINI COOPERS,** black, white, or red from **£950** to **£1,500**

136-138 FINCHLEY ROAD, LONDON, NW3 01-794 0030/0039 567-571 WATFORD WAY, MILL HILL, NW7 01-959 0933/4

PORSCHE Ferrari

MISCELLANEOUS—continued

BENTLEY 3-LITRE gearbox with gear lever and gate. Offers around £350. Tel: West Wellow 22861. Also saloon body for LG45 Lagonda. (97522

MG-A TWIN-CAM! One road wheel wanted! Also engine, or parts thereof. For sale: MG-A catalogues, six twin-cam 6J x 15 in. wheels, Mr. Staal, 25, Shenley Road, Heston, Middlesex. (97536

BUGATTI PRINT by Geo. Ham, coloured, of three Type 35s racing, £65. 01-581 0815. (39778

INTERNATIONAL TR DAY, Donington Park, Sunday, August 21st. The largest annual gathering of TRs in the world. Autotests, Concours, Autojumble and much more! All TR2-6 enthusiasts welcome. Organised by the TR Register. Membership details from Alan Robinson, 38 Hithermoor Rd., Stanwell Moor, Middx. (97558

1947 ROVER 16 h.p. less engine, suit major restoration. Offers. PVT supercharger, M&S 2-3-litres, £17.50. Tel: Avonside 2177 (Warwickshire). (97498

4-WHEEL CAR transporter trailer with winch 2 ton gross, £450. Telephone: 058-82-3345. (97496

SUNBEAM 1,000 HP, 1927 land-speed record breaker. Large cast aluminium model believed presented to team members. Isotta-Fraschini Tipo 8 model limousine 1/15th-scale. Maserati 4 CLT GP car. Electric model 1/12th-scale. Prefer to sell together. 01-581 0815. (39778

TWO EDWARDIAN motor canoes, originally fitted electric motors, one 27 feet long fitted c1926 Watermota two-stroke engine. Clinker-built of mahogany, seats seven elegantly, £850. Second: 25 ft. 6 in. long, varnished mahogany, copper sheathed, fitted Marinised Austin Seven engine and gearbox. Surrey fringed awning with camping covers for either end. £1,150. 1923 Brookes motor Launch seats six, needs varnishing and engine refitting and stern gear, as is £350. Would take an offer for all three or might exchange. 01-581 0815 or Box No. 5507. (39778

MOTOR SPORT 1933 to date (5 missing). Speed complete, all loose copies, not mint. Autosport No. 1 to 1973 complete. Motor Racing No. 1 to 1973 complete. Most Speed International, Classic Car, all early copies. £1,000 or best offer by August 31st. Might split. Box 5511 Motor Sport. (97518

CAMPER AND NICHOLSON 50 foot British registered motor yacht, built 1930 as fast tender to 'J' class racing yacht; single screw Perkins diesel. Recent good survey, all recommendations carried out. Much money spent. Elegant traditional vessel, built of mahogany, sleeps six. Sea toilet and galley echo sounder tender with outboard. Searchlight warps, fonders, flares, etc. Fast and economical. Her narrow beam makes her suitable for river and coastal cruising. Owner has no time to use her. Will sell £5,500 or exchange interesting car(s), Range Rover, etc. Seen lying on the Hamble. 01-581 0815. (39778

MONTAUT AND GAMY motoring and aeronautical lithographs for sale by collector reducing collection. Also a number of motoring poster prints, mascots, etc. 01-581 0815. (39778

AUTOCAR AND MOTOR magazines, 1899 1902/03/04/05/06/07/08/09/10. Some 20s virtually complete, post-war to date for sale as one lot. 01-581 0815. (39778

CONTI FERRARI models, hand-built 1/11th-scale by Michel Conti of Turin. Ferrari Dino 206/SP. Ferrari P4 Ferrari 512S. All in perfect condition with certificates of authenticity. Substantial price required or interesting exchange. 01-581 0815 or Box No. 5507. (39778

FORD SALES, sares, service. For specialised service on all Fords from Model-T to Pops. Vintage Fords bought and sold. Counter or postal spares service; service exchange engines, gearboxes, steering boxes, etc. Parts made. Replica running boards, Model-T truck cabs. We have customers all over the world. Stanton Sports Car Centre, Shepherd's Grove Service Station, Stanton 50289, Suffolk. (39767

CAR COLLECTOR'S dream home. Fine period 4-bedroomed residence, set in park-like surroundings. Brick and tiled construction, facing south over attractive walled garden, with imposing 18th century stable block with lovely tower clock (1767) and gardener's cottage. Ample room for car collection and workshops. Beautiful elevated site near golf course. 3 miles Stowmarket and London main line (90 miles). £35,000 freehold. Consider desirable car in part exchange. Serious enquiries only please. Belcher, Rickinghall, Diss, Botesdale 258. (39767

NEW TYRES available ex-stock: 31 x 4 £30 ea.; 700 x 21 £35 ea.; 33 x 4½ £35 ea.; 32 x 4 £35 ea.; 33 x 4 £35 ea.; 30 x 3½ £35 ea., 710 x 90 £25 ea.; 760 x 90 £30 ea.; 765 x 105 £40 ea.; 810 x 90 £30 ea.; 895 x 135 £50 ea.; 400 x 19 £10 ea.; 500 x 19 £18 ea.; 650 x 18 £30 ea.; 450 x 18 £15 ea.; 650 x 17 £18 ea.; 600 x 17 £15 ea.; 550 x 17 £15 ea. Also many good secondhand rare sizes at reduced prices, including early commercials. Tel: Exeter (0392) 56359 (evenings), or write with requirements (SAE please) to: G. C. Greenwell, 109 Cowick Hill, Exeter. (39693

BULLETINS: VSCC Spring '68—Winter '74; RREC, 38 copies; 1965-72. Set aluminium wheel discs 19 in. off 1938 Bentley. Offers: Box No. 5506. (97386

COMPLETE MOTORING library, including approx. 50 books; and 300 Motor Sports, Classic Car, etc, for sale as one lot. £100. For list phone 01-657 1893. (97327

MISCELLANEOUS—continued

MOTOR SPORT 1956-1962, not complete; 1969-1977, couple missing. Classic Car 1973-1977. Offers: 01-586 5259 (evenings). (39692

DUST SHEETS: Heavy, soft quality, cotton twill. Semi-fitted cover or rectangle sheets. Prices on request. Trade supplied. Write: Hornby Smith, 2, Heads Mews, London W11. 01-262 3964. (97377

1905—1976: Over 200 motoring books, catalogues, manuals etc., and over 1,400 magazines for sale. £500 o.n.o. Lists, SAE: Oliver, 33 Sutherland Avenue, Glasgow, G41 4HG. (97165

MORRIS OXFORD and Cowley car manual 1927, £25. Morris Minor (Series II) operational manual £5. Chelmsford (0245) 83572. (97168

"MOTOR SPORT" 1956 to 1966, complete, £15. 1969 to 1974, complete, £10. Buyer collects. Phone: Worthing 38176. (97188

NORTHAMPTONSHIRE: For sale, A general garage business in an accessible village close to several large towns. Excellent modern accommodation including well-equipped workshops, spacious two-bedroomed flat, external display area etc. Price £42,500, for the freehold, goodwill, fixtures and fittings. Full details from Bartram & Co., 8, George Row, Northampton. Tel: 32145/6. (39684

LOUIS VUITTON'S Motor Trunk supplied by Lacre Motor Co. Good condition. Offers to: Mrs. Beavis, 4 Ronald Rd., Halstead, Essex. (97248

"MOTOR SPORT" Vol. 33 to 52 incl. "Classic Car" complete, "Veteran & Vintage" Vol. 9 No. 4 to 12; Vol. 10 to 18 complete. Sensible offers. Forrester, 55, Market St., Draycott, Derby. (97241

TEN BOUND VOLUMES "Autocar" from 1933. Other motor books. SAE list. Wanted: a Riley Nine. Box 5497. (96984

12/40 LEA-FRANCIS engine, ideal for spares, 19 in. wire wheel; also artillery wheel with six studs, 450 x 21, 4 and 6 cylinder mags, for sale. Vintage and Veteran magazines, Oct. 1956-Sept. 1967 inclusive. Motor Sport, 1955-72, 4 missing. Offers: J. Tilley, 110, Lower Thrift Street, Northampton. (96965

FOR SALE: 28 copies Speed Vols. 1-4; 29 copies Motor Sport Vols. 14, 15, 17, 18. Offers to: Cameron, 35, Mill St., Ochiltree, Cumnock, Ayrshire. Phone: Ochiltree 301. (97100

LORRAINE DIETRICH believed 1926, 6 cyl. engine, front axle complete with hubs and steering. Complete rear axle and torque tube. Unmarked radiator. Offers. Ledbury 2204. (97121

SPORTSPARES LTD., the country's leading sports car dismantlers: We are currently breaking '76 Spitfire 1500, '74 Scimitar GTE, '73 MG-B GT, '72 Midget, '69 Bond 2-litre, '68 Elan S3, plus a huge stock of spares off the shelf for most popular sports cars. We also supply new shockers, brake pads/shoes, steel sills, hardtops, fibre panels, wide steel wheels, chrome air filters, reconditioned Midget wishbones and much more. Call at our new shop at 143, Rochdale Road, Bury, Lancs. Write or telephone 061-761 2006. Postal service available. (97095

YEOVIL FESTIVAL of Transport, August 13th/14th. Cars, commercials, motorcycles, fire engines, tractors, military, autojumble, trade stands, etc. Details from: Festival Administrator, 38, Kenmore Drive, Yeovil, Somerset. Tel: Yeovil 4630. (37049

VINTAGE TRANSPORT CLUB. Unique service to old car owners. SAE details. If you've something for sale from a tatty Austin 7 to a magnificent Silver Ghost, or even spares, literature, etc., write/telephone and we'll help. 14 Broadway, SW1. 01-834 9225. (38699

HISTORIC SPORTS CAR CLUB for owners and enthusiasts of original post-war Sports GT and Sports Racers. RAC recognised. Full racing, hill-climb/sprint and social calendar. Quarterly magazine and monthly newsletter. SAE for further details and application form to: B. M. Edbrook, 26 Lower Hey Lane, Dysart, Mossley, Lancashire, England. (36991

VINTAGE MOTORSHOP buys and sells motoring literature. Open Thursday, Friday, Saturday. 500 Bradford Road, Batley, Yorkshire. Telephone: Batley 470773. (92614

JUBILEE ISSUE of Old Motor Magazine (limited 3,500) — cars, buses, lorries of 1950s, etc. £1.95 inc. post to Old Motor Magazine, 17 Air St., London, W1. (95453

JAGUAR ENTHUSIASTS shouldn't miss the Jubilee Issue of Old Motor Magazine. £1.95 inc. post. Old Motor Magazine, 17 Air St., London, W1. (95453

MG OWNERS' CLUB for MG-B, MG-B GT, MG-C, MG-C GT, Midget, MG-A, ZA, ZB, T-Series. The largest source of secondhand spares in the world. Quarterly magazine, Enjoying MG and Monthly Newsletters carrying technical information, advice, cheap spares, new and secondhand, social news. Directory of "local" recommended suppliers. Special Group Insurance Scheme. Subscription £4 per year plus £1 joining fee. For full details, SAE to The Secretary, MG Owners' Club, 108 Pomfret Avenue, Luton, Bedfordshire, Luton (0582) 20271 (24-hr. phone). (38350

CAR RECOVERY and delivery by trailer. Local, national, continental. A personal and competitive service. Cartrek, Esher 62785 anytime. (38632

STAG ENGINE rebuilding service. Full overhaul including machining and fitting. Average cost £550 + VAT. Charterhouse Garage, Birmingham. 021-643 0191 and 1470. (97238

MISCELLANEOUS—continued

LOTUS ELITE Specialists. All spares, complete bodywork and mechanical rebuilds. Full retrimming. Fibreglass Services, Chichester 86265 before 9 a.m. or evenings. (87648

NATIONWIDE CARTRANSPORT. Any vehicle, any time. Personal, efficient service. Long/short term storage, full insurance, RAC appointed. Tel: 01-393 4715 (24-hour Ansafone). (34650

AMERICAN CAR SPARES. Also service manuals. Personal location service. Send full description and sketch or photo. Classic or late models. Precision Enterprises, 807 Bluelake Cir. Richardson, TX 75080. (95043

CARS TRANSPORTED by Range Rovers and trailers anywhere—anytime UK and Continent. Veteran, Vintage and Race meetings attended by appointment. 01-864 6389 (Harrow); 01-904 0430 (Wembley). (39015

VINTAGE TRANSPORT CLUB. A unique service to enthusiasts of all vehicles over 15 years old. SAE details: 14 Broadway, SW1. (39147

IF YOU HAVE a car worth £10,000 plus read Wanted Section. (39172

JENSEN OWNERS' CLUB. Owners and enthusiasts are invited to apply for membership to the Club that caters for all models bearing the Jensen badge. Comprehensive spares service, technical information, nationwide social calendar. 42 page magazine published bi-monthly. For further details write to: Membership Secretary, 63, Northands Avenue, Orpington, Kent. (35522

DERBY BENTLEY spares for sale. Gearbox, steering column, box, wheels, tyres, discs, screens, seats, doors, horns, coils, water pumps, etc. Details from Kingston Blount 51316 after 7th. (96861

RETIRED GARAGE MANAGER, life-long experience, VSCC member and owner, offers advice on service and parts etc. Nominal fees. John Strangewick, 15 Lawrence Street, Mill Hill, London, NW7 4JJ. Telephone 01-959 5902. (96848

BUGATTI: Notice de Conduite et Entretien, Type 40, 4 cylinder. Type 38, 8 cylinders, 1926-27 handbook. Also: Bugatti chassis plate bearing No. 4664 Moteur 11 which I found in my father's effects. He worked on a great many Bugattis and was a great friend of Jack Lawrence. I am looking for Morgan two-speeder parts to swap, but would sell. Ivan Dutton. Tel. 01-578 3810. (96200

VINTAGE AND PVT body frames, restoration and repairs. Replicas and "one-off" Specials designed and built to order. Sensible prices. Bolton 592061. (96215

TWO GENUINE Leaping Jaguar Mascots on wood bases. Best offer secures. Atherstone 3687 (Warwicks). (96324

ON SITE BLASTING specialise in sand-blasting vintage cars, chassis, boats etc for restorers. Ivan Dutton. Tel: 01-578 3810. (96357

GARAGE BUSINESS for sale. Alternatively substantial interest in. Petrol sales currently 5,000 galls./week. Supply load-over-load. Storage 12,000 galls. Established tyre trade. Huge potential for person with strong capability on high-class cars and carburation. Modern main road premises rent free (for considerations). Bristol District. Box No. 5490. (96761

MAPS, GUIDES, BOOKS on outdoor leisure. The world's largest map shop offers the widest range of maps in the country—stockists of all principal series British and foreign; agents for many official surveys. Write for free lists stating area/interest—or better still come to see us. Stanfords, 12-14 Long Acre, London, WC2E 9LP. (38938

VARIED FLYING displays will be held at the Shuttleworth Collection, Old Warden Aerodrome, off the A1 near Biggleswade, Beds., on Sunday 28th August and Bank Holiday Monday 29th August. Entry on each day: adult £1; child 50p; parking £1. Gates open 11 a.m. Flying 2 p.m. Come early. (96618

SEPTEMBER 1974 Motor Sport—best price paid for perfect copy. Phone Shaftesbury (0747) 3538 evenings. (96617

MG-A CENTRE. All spares available. New body parts. Simon Robinson, Burns Farm, Dacre, Harrogate. Tel: (0423) 780519. MG-As wanted. (96756

BOLTON AUTOJUMBLE and Fleamarket, Saturday, Aug. 13th, in the Drill Hall, Silverwell Street, Bolton. Vintage vehicles, spare parts and literature, as well as antiques, coins, old toys, militaria, railwayana, etc. Largest event of its type in the country. Admission 20p. Children and OAPs 5p. 10 a.m. to 5 p.m. Refreshments all day. Stalls available £5, from Alan Whitehead, Pool Fold Farm, Church Rd., Bolton. Phone: Bolton 491763. (96540

REGISTRATION NUMBERS CLUB invites all owners of vehicles with cherished or retained number plates and veteran, vintage and collectors vehicles to a rally at Harewood House, near Leeds, Yorkshire, on Sunday 11th September 1977 to celebrate 73 years of UK registration numbers. Details from 81 Station Parade, Harrogate. Tel: 55430 Mon.-Sat. 10 a.m.—6 p.m. inc. (96538

TO LET: Private garage for 6/8 cars. Hampstead NW3. Telephone: 01-730 4722. (96542

THE LANCIA MOTOR CLUB welcomes owners of Lancias old and new. Technical advisory service, newsheets, journals and social programme. Details of membership from The Secretary, New Grass, Down Ampney, Cirencester, Glos. GL7 5QW. (39339

MISCELLANEOUS—continued

COLLECTION MOTOR MASCOTS, badges, books for sale, £800. Dawson, Casa Nuestro, Sussex Rd., New Romney, Kent. (95685

THE BRISTOL Owners' Club will meet at Lingfield July 17th, Wisley August 7th, Brockwell Park August 14th, Weston Park August 21st and will hold the largest ever gathering of Bristols anywhere world-wide at Warwick Castle 11th September. Any owner of a Bristol or a Bristol-engined car is invited to attend with no obligation to join the Club. Full particulars from 112, Hempstead Road, Watford, Herts. (37783

CAR TRANSPORT. Specialised low cost car transport, expert care, full insurance. Ring for a return load quotation; North Rode (02603) 440. (89312

COLLECTOR BUYS motor mascots, badges, books and photos of old motors. Tel: Motor Mascots 067 93 3327. (92570

CAR TRANSPORTATION and recovery. Specialised service nationwide. Immediate quotation. Personal attention. C. E. Ltd., Crick, Northants (Junction 18 M1/M6), 0788 815981. (36081

CAR STORAGE in our secure premises, Ralph, 458 Station Road, Dorridge, Warwickshire. Knowle 6452 after 13th August. (96894

SUPERCHARGERS ex-Mod surplus. Various types 50/335 CFM at 1/10 PSI £75 upwards. Staravia Limited, Kings Ride, Ascot, Berkshire. Telephone Ascot 23422. Telex 848266. (39527

LOTUS EUROPA S2 maintenance manual and new clutch cable. £8 for both. Phone: Pelsall 682011. (96888

LUCAS REAR 'D' lamps, black, £16 pair. Windscreen mounted wiper motors, £16. BTH magneto, £20. All new. Tel: Doncaster 57801. (96689

MOTOR SPORT 1952-76, several missing. £30. Buyer collects. Pole, 5 Mason's Drive, Necton, Swaffham, Norfolk. (96319

EXCHANGES

SCOTT 1919 motorcycle, concours with side-car, sell or exchange for Citroen Clover Leaf or similar car. Telephone: Rhodes, Kirkcaldy 62190. (97372

MORGAN 4/4 two-seater. Red brand new arrives July/August. Exchange for earlier 2-seater Morgan plus cash. White, 84 Mount Road, Hinckley, Leics., giving details of exchange car. All replies answered. (96227

SITUATIONS WANTED

YOUNG MAN 24 years requires interesting position in vintage car restoration firm. Knowledge of all aspects of restoration work. Have completed three rebuilds to date. Willing to travel. Tel: 021-554 2609. (97502

SITUATIONS VACANT

PANEL BEATER required urgently by small expanding company in Gloucestershire for vintage car restoration. Must be experienced in all traditional sheet metal work, and be capable of working unsupervised. Top skills will be rewarded with good wage. Ring 0242 36663. (96973

TONY ROBINSON (vintage car restorer) requires skilled crafts persons of all trades. Tel: Steventon (Oxon) 7153. (97183

HOUSES AVAILABLE for time served mechanic and body repairer top rates of pay. Apply in writing to: Ray Fielding Esq., P. S. Nicholson (Forres) Ltd., Forres, Moray. (39695

SERVICE Administrator/Receptionist wanted for North Surrey high performance car specialists. Salary negotiable. Send details of past work experience, etc. to Box No. 5495. (96892

WELL-ESTABLISHED firm require experienced panel beaters and painters for interesting new projects. Substantial remuneration for suitably skilled applicants. Apply for further details to: A. B. Price Ltd., Studley, Warks. Phone: Studley 2377. (39449

Rolls-Royce & Bentley Specialists

Opportunity occurs for EXPERIENCED person to prepare cars for the showroom, over 25 years – clean licence – excellent working conditions – drive all models, a varied and interesting position, £60 weekly, permanent position – no amateurs, please write or telephone

Mr John Gordon
FRANK DALE LTD.
101 Farm Lane, Fulham, SW6 1QH.
01–385 9724 for appointment

CHARLES MORTIMER

and helpers

will be at the Beaulieu auto-jumble on Sunday Sept. 11 in the big marquee to **buy and sell** motoring books, magazines and all items of motoring literature and miscellanea.

We hope once again to be able to offer the largest and most comprehensive stock of the day.

CORNER HOUSE, BULLS GREEN, EWHURST, SURREY

Tel.: 897 (day), 687 (eves)

Classic British Racing Twin is back



G45 MATCHLESS

Build a finely detailed cast metal 1:8 scale model of the 1959 Matchless G45 production racer. More than 225 parts including heavily finned barrels, heads and rocker boxes, twin carbs, megaphone exhausts, etc. Send postcard for free details.

Black Kite Kits, 37 Dorset Road, London SW8

PROTECT YOUR PRICELESS LICENCE WITH OUR RADARSPOTTER!! (Maximum fine now £100)



DON'T COLLECT AN ENDORSEMENT.
BE SAFE NOT SORRY. Details please send S.A.E.
FOR PROTECTION BY RETURN **SEND £27.00** including Surface Mail (O/seas Air Mail £2 extra.)
NEW 12 Volt High Sensitivity Model 7 *runs from INTERIOR Light £31.00. 12v power pack (fits in battery box) £4.50. From sole manufacturers.*

AUDAX INTERNATIONAL MARKETING, (Box 10), 45 GREEN LANE, PURLEY, SURREY, U.K. Tel: 01-660 2896

Motor Insurance at competitive rates
Premiums by instalments if required.

HYDE-EAST & CO., LTD.

Institute Buildings, Ward Street (opposite Public Library) Guildford. Telephone: Guildford 64545/6/7

David & Charles MOTORING BOOKS

Any color so long as it's black

PETER ROBERTS
£5.95 150 illustrations inc full colour



Here is the best and worst of 50 years of international motor advertising presented in large format, beautifully reproduced colour and black and white. From the early open landau Fiat advertisement of 1899 to Pirelli, Peugot and Pierce-Arrow — a retrospective look at how motor advertising affects the demand and taste of an era.

'The captions to the hundreds of reproductions are wonderful — funny and at times very cutting . . . thoroughly readable and informative.' — *Autocar*

'. . . remarkably good value for money . . . entertaining and just the right length to make this a good read as well as a visual delight.' — *Autosport*

NOW IN CHEAP EDITION—

BODIES BEAUTIFUL
JOHN McLELLAN *£2.50 83 illustrations*

PASSION FOR CARS
ANTHONY GIBBS *£1.50 24pp illustrations*

DAVID & CHARLES
BRUNEL HOUSE · NEWTON ABBOT · DEVON

That Finishing Touch



No matter what your choice in cars, a craftsman built steering wheel from Astrali will add that finishing touch.
Available in a range of styles and sizes from Halfords, Long Life and all good motor accessory stores.

astrali

ASTRALI ACCESSORIES (MIDLANDS) LIMITED
Anglian Road, Aldridge, Walsall, West Midlands WS9 [illegible]P. Telephone: Aldridge 54815.

LOTUS FORD VEGANTUNE LOTUS FORD

The following selection of LOTUS CARS are being fully restored, fitted with new rust proofed chassis. Zinc Plated suspension, new upholstery and trim. Rebuilt engine and transmission. Left hand or right hand drive.

Prices on application.

2 off S1 Elan Convertible.
2 off S2 Elan Convertible.
1 off S3 Elan Convertible.
1 off S4 Elan Convertible.
1 off S3 Elan Coupe.
1 off Europa T.C. Special.
1 off Vengatune Elan Special.

ELAN COMPETITION
RUST PROOFED ZINC PLATED
CHASSIS FRAMES
ELAN **£230** +2 **£245**
SHOCK ABSORBERS FOR ALL MODELS

DRIVE COUPLINGS
STANDARD **£5.80**
+2 & SPRINT **£9.50**
ALL SUSPENSION PARTS
ALL ENGINE PARTS
LOTUS STEEL CRANKSHAFTS **£150**
WHEEL ARCHES & SPOILERS
WORLD WIDE POST SERVICE

LOTUS EXCHANGE
ENGINE
FULLY RECONDITIONED
STANDARD/SE/SPRINT
SPRINT SPECIAL/RALLY SPECIAL
FROM **£275**

X FLOW EXCHANGE ENGINES
SPRINT SPECIAL RALLY SPECIAL
RALLY SPECIAL PLUS
FROM **£193**

SAME DAY FITTING

ALL PRICES + VAT P&P EXTRA

SERVICES
TWIN CAM CYLINDER HEADS REPAIRED & OVERHAULED
CAMSHAFT REPROFILING
ENGINE BALANCING
ROLLING ROAD TUNING
ENGINE DYNOMOMISTER TESTING
CYLINDER BORING
CRANKSHAFT GRINDING
CRACK DETECTION
BODY & CHASSIS REPAIRS

CRADGE BANK, SPALDING, LINCS Tel.: 0775 4846/7

SPECIAL V6 ESCORT, built at a cost in excess of £2,500 offered at **£2,175.**



VOLKSWAGEN 1600 SPECIAL. Extensive modifications finished in black **£1,695.**



LARGEST SELECTION OF USED DAIMLERS AND JAGUARS IN THE AREA

Crowstone Auto Sales
543 LONDON ROAD, WESTCLIFF-ON-SEA, ESSEX
TEL: SOUTHEND-ON-SEA 354478

COMPREHENSIVE SELECTION INCLUDING STAG ● BMW ● ROVER ● MERCEDES



JPS COLOURS LOTUS ELAN. A superb example in every aspect. **£1,795.**



J SERIES JENSEN. Royal blue beige interior. Cherished plate **£4,150.**



1938 LANCIA APRILIA

Arguably the finest light car ever made. Independent suspension, V4 engine, fabulous roadholding, 38 mpg. Fully restored, new tyres and battery. One year's M.o.T., original 1938 registration. Sold with another complete car for spares or restoration, **£2,000.**

Compton (Sussex) 233.

HEXAGON



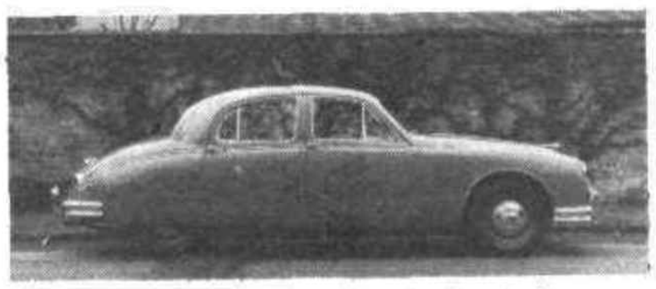
1976 Mini Innocenti 1275 GT. Unique right hand drive version. 3000 miles only. This beautiful little car has cloth trim throughout, electric windows, Wolfrace wheels, radio and metallic gold paint.



1960 XK150 convertible with history. White with what at the time was optional black elephant hide trim. 3.8 engine with overdrive and chrome wire wheels. Superb. **£5,995.**



1960 Daimler Dart. 50,000 miles. White with tan leather. Two owners. Full history **£2,495**



1956 Jaguar 2.4 Mk. 1. 21,000 miles. Indigo grey with blue trim. Disc brakes **£2,395**



1976 450SL. Alloy wheels, electric windows. **£12,995**

COLLECTORS CARS
1962 Bentley Continental. Full history and magnificent. **£12,950**
1958 Jaguar Mk 1, 21,000 miles. **£2,995**
1959 Jaguar Mk 1, 7,000 miles. **£2,995**
Choice of several other low mileage **Mk. 1 Jaguars**

1967 Daimler V8 auto. 22,000 miles. **£1,495**
1956 Citroen Light 15, £795
1971K Mini 1275S Mk. III by Wood & Pickett. Absolute full conversion. 27,000 miles. Milanese brown with tan hide trim. **£2,995**

We are agents for **ALFA ROMEO** and have over 40 new cars for immediate delivery. We also sell **NEW BMWs** and have a 7 series demonstration car available for inspection, plus all the rest of the range on display for immediate delivery. **NEW GTEs** – two cars for immediate delivery.

Huge stock of used BMW, Alfa Romeo, Mercedes and E type Jaguars.

26 NORTH HILL, HIGHGATE, LONDON N6. Telephone 01-348 5151.

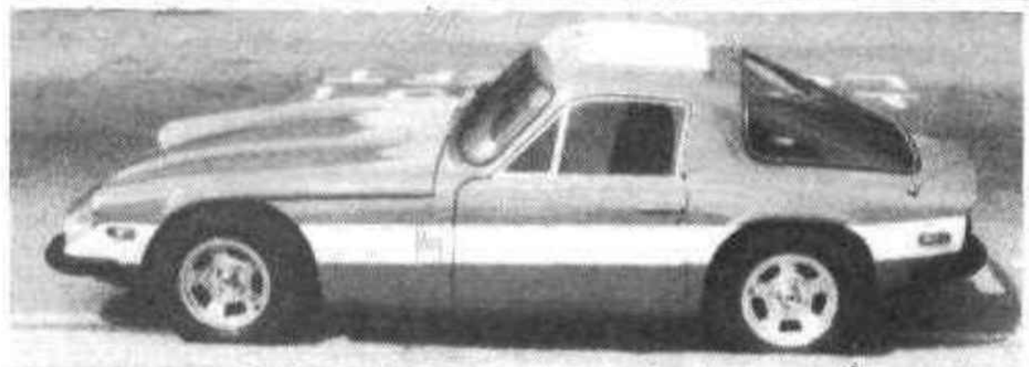
Frederick Charles (Cars) Ltd.

Gulson Road Garage, Gulson Road, Coventry. Tel: 0203 27518 & 25051

Scimitar and TVR Distributors

TVR





SCIMITARS

NEW GTE in Russett Red with Tan interior, manual with overdrive, tinted glass.
NEW GTE in April Yellow with Tan interior, manual with overdrive, tinted glass.
NEW GTE in Dolphin Grey with Blue interior, manual with overdrive, tinted glass.
NEW GTE in Celtic Brown with Tan interior, manual with overdrive, tinted glass.
NEW GTE in White, Blue trim, manual with overdrive, tinted glass.
1975 P SCIMITAR GTE in Beaujolais with Black interior, manual with overdrive, Chrome alloy wheels, 12,000 miles **£3,695**
1971 (Dec. 'K') SCIMITAR GTE, auto, White, Tan interior, 27,000 miles. Absolutely immaculate **£1,995**

TVRs

NEW TAIMAR in Onyx Brown and Neutral sun roof and coachband, Oatmeal trim.
NEW TAIMAR in Monza Red with White sun roof and coachband, Oatmeal trim.
NEW TAIMAR in White with Brown coachband and sun roof, Oatmeal trim.
NEW 3000 M in Onyx Brown with Neutral sun and vinyl roof, Oatmeal trim.
1977 April R TVR 3000M in Monza Red with White sun roof and coachband, Oatmeal trim, overdrive, Wolfrace wheels, 2,000 miles **£4,795**
1975 P TVR 3000M in French Blue, matching trim, fitted sun roof, 8 track, radio, 16,000 miles **£3,595**



TR6s

1977 (April) R TR6 Roadster, Pimento, Black interior, L/H/D, Federal specification, 4,000 miles **£3,695**
1975 N TR6, Hard top in Pimento with Black interior, overdrive, radio, Ziebart, 4,000 miles, one lady owner **£3,495**
1975 N TR6 Roadster, Magenta with Black interior, fitted overdrive, radio, underseal, 5,000 miles, one owner **£3,495**
1975 P TR6 Roadster, Mimosa with Black interior, overdrive, radio, headrests, 19,000 miles **£2,995**
1975 N TR6, Hard top, French Blue, Black interior, fitted overdrive, stereo, headrests, underseal, 22,000 miles **£2,895**
1975 N TR6 Roadster, Magenta with Black interior, fitted overdrive, underseal, headrests, 16,000 miles **£2,795**
1975 N TR6 Roadster, Mimosa with Black interior, fitted overdrive, radio, headrests, 19,000 miles **£2,795**
1975 N TR6 Roadster, Emerald Green with Black interior, fitted overdrive, radio, underseal, 19,000 miles **£2,795**
1975 N TR6 Roadster, White, Black interior, fitted overdrive, stereo, underseal, 24,000 miles **£2,695**
1975 N TR6 Roadster, Maple with Tan interior, fitted overdrive, radio, Ziebart, 25,000 miles **£2,695**
1974 (Nov.) N TR6, Hard top, Mimosa with Black interior, fitted overdrive, radio, headrests, 26,000 miles **£2,495**
1974 (Dec.) N TR6 Roadster, White with Blue interior, fitted overdrive, radio, headrests, 22,000 miles **£2,495**
1974 (Aug.) N TR6 Roadster, White with Black interior, fitted overdrive, radio, 27,000 miles **£2,495**
1974 (Aug.) N TR6 Roadster, Carmine with Black interior, fitted overdrive, radio, headrests, 17,000 miles, one owner **£2,596**
1974 M TR6, Hard top in Magenta with Black interior, fitted overdrive, radio, underseal, 20,000 miles **£2,295**
1974 M TR6 Roadster in Pimento with Tan interior, fitted overdrive, stereo, headrests, 29,000 miles **£2,195**
1974 M TR6 Roadster in Sapphire Blue with Black interior, fitted overdrive, radio, 34,000 miles **£2,195**
1974 M TR6 Roadster in Emerald Green, with Black interior, fitted overdrive, headrests, underseal **£2,195**
1974 M TR6 Roadster in Mimosa with Black interior, fitted stereo, headrests, 37,000 miles **£1,995**
1973 (Nov.) TR6, Hard top in Magenta with Black interior, fitted radio, stereo, headrests, 27,000 miles **£1,995**
1973 L TR6, Hard top in Sapphire Blue with Black interior, fitted overdrive, radio, 39,000 miles **£1,895**
1973 L TR6 Roadster in White with Black interior, fitted overdrive, headrests, radio, 44,000 miles **£1,845**
1972 L TR6, Hard top in Saffron with Black interior, fitted overdrive, headrests, 52,000 miles **£1,595**
1972 K TR6 Roadster in Damson with Black interior, fitted overdrive, radio, 46,000 miles **£1,495**
1969 G TR6 Roadster in White with Black interior, fitted overdrive, 59,000 miles **£895**

MGBs

MGB Roadster 1975 (Oct.) P, White with Blue interior, fitted overdrive, radio, 14,000 miles, one owner **£2,295**
MGB GT 1974 M, Blaze with matching interior, fitted overdrive, stereo, 22,000 miles, one owner **£2,195**
MGB Roadster, 1974 M, Light Blue with matching interior, fitted overdrive, radio, 29,000 miles **£1,895**
MGB GT 1972 K, Blaze with matching interior, fitted overdrive, radio, 44,000 miles **£1,575**

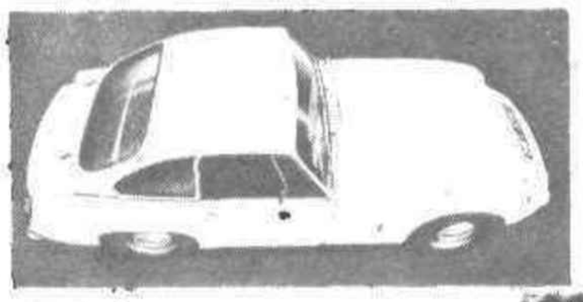
Cooper Climax Formula One, 1961. Immaculate condition.
Manx Norton 350, 1960. Original and Immaculate.

WE URGENTLY REQUIRE EXCEPTIONAL TR6s, TVRs, MORGANS AND SIMILAR SPORTS CARS AND WILL TRAVEL ANY DISTANCE: IMMEDIATE PAYMENT IN CASH.
SHIPPING ARRANGED TO ANY PART OF THE WORLD.

Fibresports

present

SEBRING HARDTOPS



SPRITE/MIDGET
£125 + VAT

Full length fastback superbly finished inside and easily removable.

MGB/C TARGA
£135 + VAT

This is truly a hardtop for all seasons – featuring two easily removable top panels which conveniently store in the boot. Tinted rear screen optional extra.



SPITFIRE
MK.4 £130 + VAT
MK.1-3 £120 + VAT



Fastback hardtops also available for **MGB/C** and **E-Type**. Superbly trimmed interior, top quality finish in any standard colour and easily removable. Roof and tinted windows optional. Quiet luxury.

Works-type hardtops from **£78 + VAT** for **Herald/Vitesse Alpine, MGB, Spitfire, TR4-6**. Kindly send sae. for leaflets. Please enquire about our vast range of Sports Car and Saloon Glass Fibre panels. Overseas trade enquiries welcome.

FIBRESPORTS, 34/36 BOWLERS CROFT, BASILDON, ESSEX. BASILDON 282723/27331

BUY DIRECT FROM THE MANUFACTURER WITH 100%
SATISFACTION OR MONEY BACK, NO QUIBBLE GUARANTEE

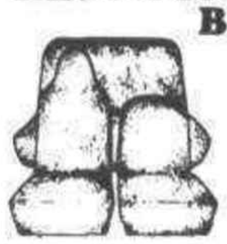
QUALITY TUFTED PILE CARPET AS USED BY LEADING MOTOR MANUFACTURERS

SUPERIOR QUALITY
CAR CARPETS



FOR ANY CAR BRITISH OR FOREIGN, OLD OR NEW
WE SUPPLY WHOLE OF CAR CARPET – NOT JUST FLOOR!!!
Direct from the maker, increases your car's value.
LEADING CAR MANUFACTURERS QUALITY PILE CARPET, bound edges, side trimmings, wheel arches, gear box, tunnel, heel pad. Cut to manufacturers originals. Escort, Mini, Imp, 1100, Minor 1000, Viva, Spitfire, M.G's, Midgets, Sprites "B"s, T.R.'s 4,5,6,7,Toledo, 1300, 1800, Cortina, Corsair, Victor Capri, Avenger, Hunter Marina, Herald, Healey, Ford, BLMC, Vauxhall, Chrysler, Renault, Citroen, Fiat, Alfa, Volvo, Toyota, Datsun, Honda, VW, BMW, Audi, Simca, Daf, Lada – **FULL SET £11.50, FRONT ONLY £7.95.** Jags, Rovers, Rolls, Bentley, Mercs, Stag, Range Rover, Jensen, Lotus, Scimitar – **FULL SET £12.50, FRONT ONLY £8.50. Many vintage and collectors cars. – FULL SET £15-£20.** Colours – Black, Blue, Red, Green, Brown, Tan, Beige, Gold. Carpet fixing studs, 10 for 50p. Prompt despatch. 100's more patterns.
If your car is not listed, or you've been let down by others give us a try!!!
THE FOLLOWING MOULDED MANUFACTURERS ORIGINAL CARPETS IN STOCK FOR SAME DAY DESPATCH: (most colours phone for details)
Escort, Capri, Cortina, Mk. 3/4, Consul/Granada, Mini, Marina, 1800, Spitfire, Toledo/1500, Avenger, Hunter, Chevette, Viva, Victor, Range Rover, 2000, 3500, 3.5 Fiat 124, Lada, Allegro etc. **FULL SET £12 - £17.50.**
Callers and trade enquiries welcome.
We also have an expert fitting service. If you are in the area please call in, or state model, year and colour of carpet. Phone or enclose cheque/P.O. (C.O.D. 50p extra.) Send large S.A.E. for carpet samples.

NEW BE DIFFERENT FROM ALL THE REST! FIT SIMULATED BEAVERSKIN CAR SEAT COVERS



IMMEDIATE DESPATCH
TREMENDOUS VALUE

Bucket Seats 2 for £7.50 Full set £13.50
High backs 2 for £8.50 Full set £14.50
Original Dark Brown or Silver Grey Beaver
Rear & Bench seat £7.50

With the luxurious feel of warmth and comfort. Easy care – requires less washing. Full seat cover with snug fitting back and sides for a perfect fit. Fully washable.
Also – Super Quality Deep Pile 15 oz Courtaulds Courtelle. Only the Best materials available are used. No skimping to cut cost.

SIMULATED
SHEEPSKIN
in natural, Black, Tan, Navy, Brown, Red.



Bucket Seats 2 for £6.50 High Backs 2 for £7.50
Full set £13.00 Full set £14.00 Rear & Bench Seat £7.00
Tartans – Red/Black, Grey/White, Yellow/Brown
Animal Skins – Leopard, Pinto, Mink
Send large S.A.E. for sample and price list.
All seat covers are tailored to fit your cars specifications.
Big Trade and quantity discounts. Callers welcome.
BUY DIRECT FROM THE MANUFACTURER WITH 100% SATISFACTION OR MONEY BACK GUARANTEE
Please state make of car, year, model, type of seat.
Enclose cheque/P.O. (c.o.d. 50p extra)

world wide postal service

Earlwood Motor Products Ltd.

VISA

ALL PRICES INCLUDE VAT & P&P UK

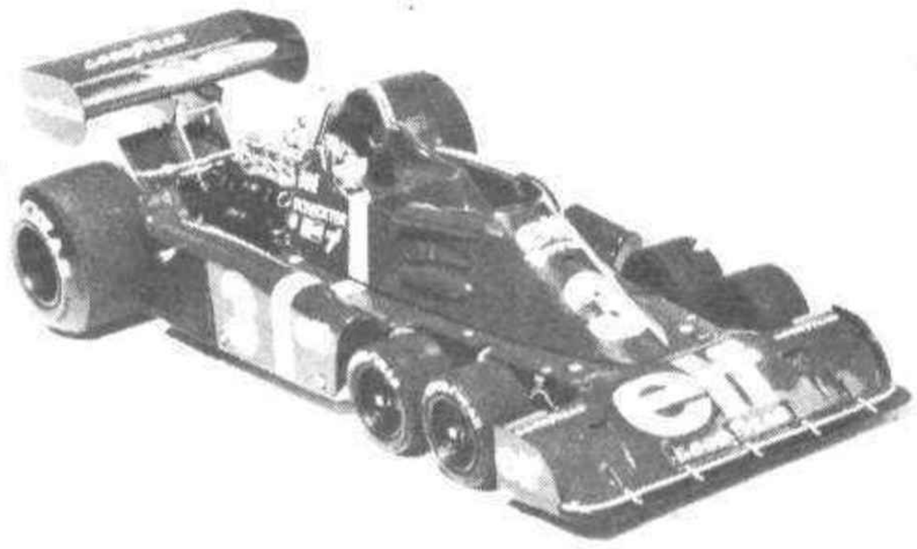
INDEPENDENT COMPANY
No connection with any other in the same field

56, Norfolk Street, Liverpool L1 0BE. Tel: 051 - 708 8881

LARGEST EVER PORSCHE MODEL



Pictured above is the largest and most exciting model of a Porsche ever made. At 600mm long (around 23") it is also the most detailed. The car modelled is the famous RSR Turbo Martini as it ran at Le Mans and the Brands Hatch BOAC 1,000kms. The very fine kit features fully detailed working suspension and steering, incredibly detailed engine that can be displayed separately from the model, fully equipped cockpit, separate screw-together chassis, fine sheet of transfers to make any one of three versions and instructions that make sure you don't make a hash of the whole operation. Owing to its size, we can't post it to you but you can call and collect one any day of the week by merely telephoning first to make sure that we (1) haven't sold out, and (2) gone fishing. Price is, for its size and fine detail, a modest £33.



When Team Tyrrell saw the 1:12th scale P34 model above they commented that if it was a little larger they could use it for wind-tunnel tests! Without a doubt it is the racing car model of the year featuring just everything from the full size car bar working plugs and a tank you can fill. The suspension works, so does the steering on all four fronts. The cockpit is fully detailed, body panels remove to show exact radiator detail even to one mistake the lads at Ripley made when they put the full size one this is modelled from together! All parts are self-coloured meaning that you don't have to paint it, there are very good illustrated instructions and above all a guarantee from Ken Tyrrell that the model is completely accurate – it cost £80,000 to tool up to make so the price to you of £11 including postage – or £9.99 if you call in for it is something of a bargain . . . meanwhile – this is one of the most exciting times of the year for new big-scale plastic car kit models and standards of production and accuracy are this year better than ever – listed below are a few of the recent new arrivals–order from the list, add £1 post per model or send 50p for full kit listing.

Citroen "Traction" giant kit (callers only) £39.99
Jaguar XJ "S" £8.95
Porsche 924 £8.95
Alpine Renault 1976 Monte £8.95
BMW 2002 Turbo (road or race) £8.95
VW "Beetle" 1300 £8.95
BMW 3.5 CSL winged race car £19.31
Mercedes 300SL "Gullwing" £9.75
Ford Model "A" 1931 £8.95
Ford Model "A" van 1931 £8.95
Lotus Europa Special £16.95
Honda Civic 1500GL £5.40
Porsche 934 Jagermeister £19.99

SMALLER SCALE DETAILED PLASTIC KITS
Texaco McLaren M23 £3.75
Porsche Carrera RSR Martini £3.75
BMW 3.5 CSL £3.75
Tyrrell 007 £3.75
Ferrari 512 "S" £3.99
Porsche 917K Gulf £3.99

BRIAN HARVEY'S
GRAND PRIX MODELS
173/175 Watling Street (A5 road)
Radlett, Herts, UK.
Tel: Radlett 7898

Buy it with your BRITAXCARD

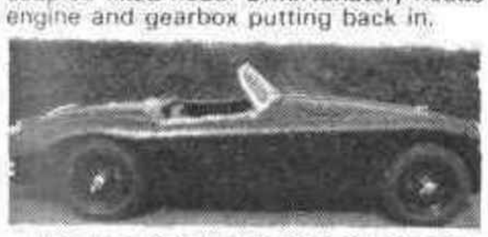
Weekdays – Open to callers by appointment. Saturdays to everyone – 10 am to 6 pm.
Mail order dept. open 6 days each week – by phone!



1929 HISPANO SUIZA H6B TOURER
Body by the Carlton Carriage Company. Excellent example of a fine quality vintage tourer of great rarity.



INVICTA BLACK PRINCE
Extremely rare and possibly the only one with this body, a very imposing close coupled fixed head. Unfortunately needs engine and gearbox putting back in.



JAGUAR XK 150 'S' ROADSTER
A rare and superb example in British Racing Green.



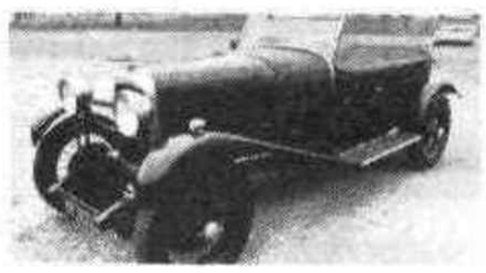
£7,500 ROLLS 20 TOURER
With most elegant replica coachwork. Magnificent.



£2,450 TALBOT 90 TOURER
A very attractive example of an early thirties tourer.



LIGHTWEIGHT 'E' Type
Full works competition 'E' Type. Ex. Briggs Cunningham. Alloy everything. Concours rebuild costing £7,000 just completed.



LAGONDA 2 Litre SPEED MODEL
Totally original, exceptional condition throughout.



1962 PORSCHE 356'B'
Slate grey, low mileage, exceptional condition.



£3,500 ASTON MARTIN DB6 Mk II
Two owners. Ex. David Brown. Nutmeg metallic brown, brown leather interior. 60,000 miles, exceptional.



'BULLNOSE' MORRIS
Concours condition. A very pretty little car.



1953 SUNBEAM ALPINE
Louvred bonnet, centre mounted floor gear change. Perhaps the best available.



£4,650 FERRARI 365 GT 2+2
Red, immaculate, full history. Maranello engine rebuild recently.

VINTAGE AND CLASSIC CARS SIMILAR TO THE ABOVE URGENTLY REQUIRED

£3,300 ASTON MARTIN DB6 Mk I
£2,000 ASTON MARTIN DB5
£2,500 PORSCHE 911E 'R' Reg. LHD
£1,850 JENSEN CV8
£3,150 MORGAN +8
£3,500 BMW 3.0 Csl Coupe
1930 AUSTIN Swallow
1963 ALVIS TD21 Drophead
1949 LANCIA Aprilia D.H.C.
1950 LANCIA Aurelia 3rd series
1949 ALLARD 'M' Type Drophead
1953 JOWETT Jupiter
£795 SUNBEAM Tiger LHD
£1,000 BRISTOL 401
£1,250 ALVIS TD21
BENTLEY Mk 6 Special
TERRIER Sports racing car
SCHNEIDER Orlebar
ALFA ROMEO 1900 Pininfarina Coupe
ALFA ROMEO Guilia SS
1967 TRIUMPH TR4A Surrey Top
JAGUAR MK 5
MERCEDES 190SL
TRIUMPH Roadster

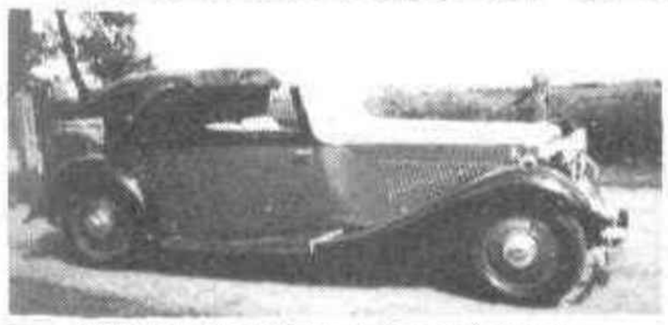
BRIAN CLASSIC LTD.

N.B. It is absolutely essential to telephone for an appointment to view the above cars.
BUCKLOW HILL 830423 (Cheshire)

Roland Duce Ltd.

VINTAGE & SPECIALIST CARS
Enquiries to: RESTORATION WORKSHOP, THISTLETON RD., MARKET OVERTON, Nr. OAKHAM, LEICS. Tel: Thistleton (057-283) 261/262 & 232

Hours of Business: 9.30 a.m.—12.30 p.m. 2.00 p.m.—5.30 p.m. Monday to Saturday. Sundays—Appointments only.



1934 Bentley 3½ H. R. Owen Sedanca Coupe by Gurney Nutting.



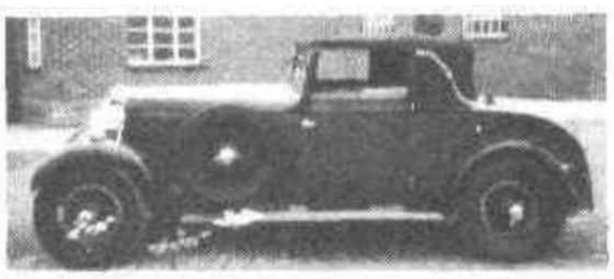
1930 Sunbeam.



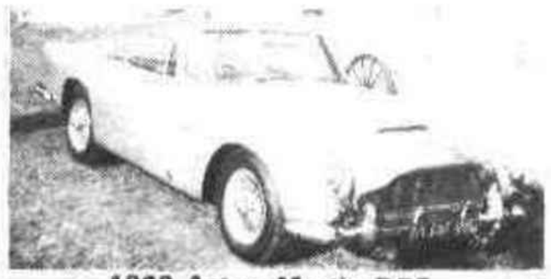
1930 Standard Avon. £3,850



1964 Alvis TE21 D/H. **£4,350**



1930 M.G. 18/80 Mk 2.



1968 Aston Martin DB6 Volante. £6,750



1963 Morgan 4/4. £2,850



1934 Morgan MX2. Choice of three From **£2,700**



1954 MG TF 1500. £3,850

ALSO IN STOCK:
Three Austin Healeys.

Ferrari Dino and Daytona.

Seven Jaguars from SS 2½ to 20,000 mile 420 G.

PART EXCHANGE. LOW RATE FINANCE ARRANGED. MINT DESIRABLE CARS REQUIRED.
30+ motor cars from 1912 Model-T Ford to Rolls-Royce Silver Wraith L.W.B.
1/3 CAR TRANSPORT. CUSTOMER RESTORATION UNDERTAKEN.



1917 FRANKLIN, a large immaculate 4 seater, 6 cylinder, air cooled, tourer, L.H.D. **£7,500.**



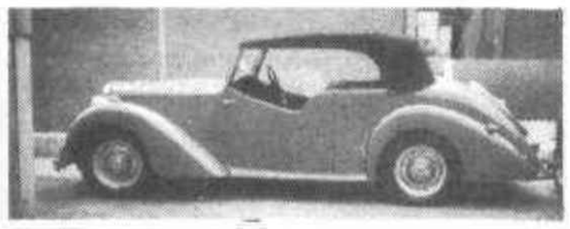
LAGONDA SINGLE SEATER, ex Daniel Richmond 1½ litre, twin-cam with 2 stage blower. A famous vintage hill climb racing car, pointed tail, twin rear wheels. **£7,500.**



Curved dash Jubilee **SURREY OLDSMOBILE** tiller steering. Real show stopper, **£3,500.**
1967 T-Type BENTLEY. 99,000 miles. Very original. **£5,950.**
1936 AUSTIN NIPPY. 2 seater very pretty. **£2,250.**
1965 FERRARI 275 G.T.B. 2 cam, short nose. **£7,950.**

GRANGE
Tel.: Wilmslow 27968.

DON KENDALL LIMITED



ALVIS. Now repainted and looking beautiful in red with a new black hood this one-off Alvis is now for sale.

1949 James Young Mk 6 for restoration, recent engine work, M.o.T. **£1,450.**
1974(N) Reliant Scimitar automatic. Electric windows, tinted glass, stereo and radio. Blue with beige interior, 19,000 miles **£2,995.**
1972 Reliant Scimitar, automatic. Stereo radio, stereo, adjustable suspension, electronic ignition, **£1,895.**

1972 Jensen Interceptor Mk 3, red with beige trim, usual extras but with small engine **£2,995.**



1970 Reliant Scimitar, overdrive. White, black interior, radio, new engine, shockers, recent tyres, excellent **£1,345.**
Porsche Cabriolet, excellent mechanically, new carpets, hood, white but poor finish **£1,000.**
1968 M.G.C. Roadster, absolutely no rust. Hard and soft tops **£795.**
1972 504 Peugeot. Red. Injection, sun roof, cosmic wheels, radio, electric aerial **£1,495.**
1975 Alfasud. Blue, one owner, 19,000 miles, excellent **£1,795.**

WE ARE ALWAYS LOOKING FOR BENTLEY AND ROLLS-ROYCE CARS, OR ANYTHING SPORTY OR UNUSUAL – GIVE US A RING.

Apem Works 114 St Albans Road
Watford Herts Telephone Watford 29645





1951 BENTLEY 4½ litre. Regal red over silver, grey leather.

1958 BENTLEY S. Continental fast back, black, beige leather.

1961 ROLLS-ROYCE Silver Cloud II. Sage and smoke green, one owner.

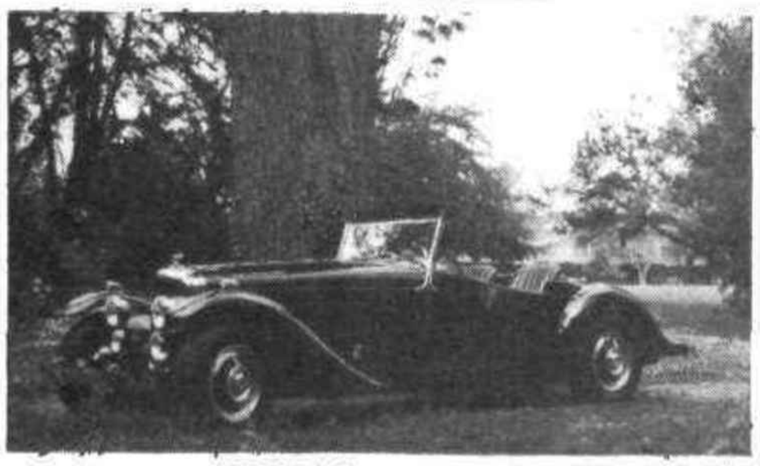
Paddon Brothers
of Knightsbridge

ROLLS-ROYCE SPECIALIST FOR 70 YEARS.
SPECIALISED SERVICE FOR ALL MODELS OF ROLLS-ROYCE & BENTLEY.

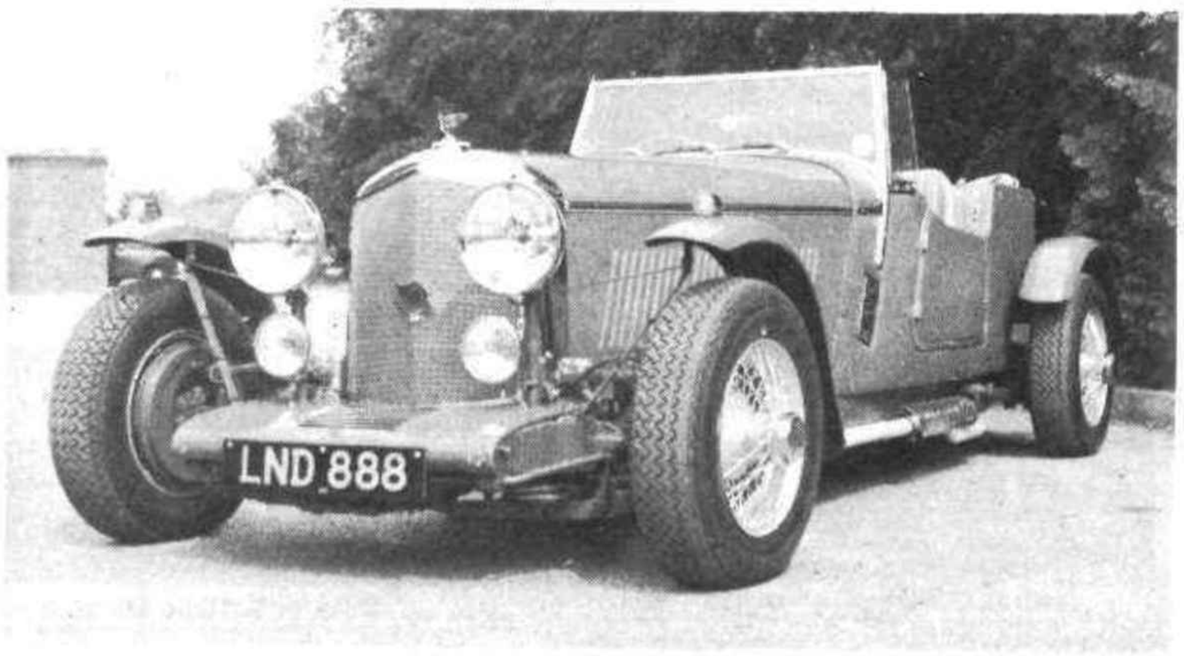
60 CHEVAL PLACE
LONDON, S.W.7
01-589 9477/8

MALLALIEU ENGINEERING LTD.

THE DERRY MALLALIEU BENTLEY BARCHETTA AND MERCIA



MERCIA

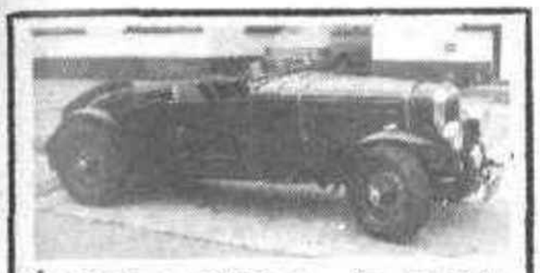


BARCHETTA

This fine motor car, designed by Derry F. Mallalieu, winner of its class in the 1976 Bentley Drivers Club Concours D'elegance at Kensington, is an example of the classic hand-built models which we produce: The BARCHETTA is a quality, high performance, individually designed motor car based on the Mark 6 Bentley, retaining all the original mechanical parts and features, rebuilt to suit the taste of the connoisseur with a limited production to guarantee the owner exclusivity together with exceptional joys of motoring. We also produce the MERCIA a two seater based on the Bentley Mk VI. One example of each car is now available for sale in right-hand drive. Left-hand drive cars are available to order.

DETAILS ARE AVAILABLE ON REQUEST FROM:

MALLALIEU ENGINEERING LTD. STATION ROAD, ABINGDON, OXON OX3 3LD
TELEPHONE: ABINGDON (0235) 22374



1938 Alvis 12/70 Special. **£2,500**
1925 Buick convertible, 2 owners, 67,000 miles. **£5,500**
1932 Morris 10 prototype, very good condition. **£1,250**
1939 Wolseley 12 saloon, concours. **£1,250**
1959 Alvis TD21 drophead. **£1,250**
1960 MGA d.h.c., good all round condition. **£1,250**
1962 Jaguar Mk.2, 3.8 manual, wires. £1,600
1966 Sunbeam Tiger, '260', mint condition, all extras, 2 owners, 20,000 miles, no comp. work. **£3,250**
1968 Jensen Interceptor, a very good example. **£1,750**
1973 Costello 'B', d.h.c., the very last to be built, only 6,000 miles since conversion. **£3,500**
1973 Reliant Scimitar GTE, manual, one owner, all extras, 30,000 miles, with valuable Reg. No. **£2,850**
1960 Jaguar XK150, for restoration. **£250**

WANTED: 1920/30's, cars, vans, light commercials, motor cycles, petrol pumps, signs, etc. Will view and collect anywhere UK.

MURRAY JACOBSEN
UNIT C
OAKCROFT ROAD
CHESSINGTON
01–391–0088 OFFICE
0306–86609 EVENING

VIEW ONLY BY APPOINTMENT

Linden Alcock & Co

chartered surveyors, fine art and vintage transport auctioneers

ANNOUNCE THEIR THIRD INTERNATIONAL

AUCTION SALE:

Vintage & Classic Motor Cars

MOTOR CYCLES & COMMERCIALS
HORSE-DRAWN VEHICLES & OLD FARM IMPLEMENTS
Motorbillia, early accessories, spares and accoutrements, books and prints of allied interest

PARK HALL, WORMELOW, HEREFORD

Tuesday, Sept. 27th 1977

Premises include vast ballroom, marquee, bars, airstrip. 89% of entries were sold at our last sale and we already have substantial entries in all sections.

FURTHER ENTRIES INVITED

for inclusion in international advertising. No restoration projects please!

Our European clients may care to note that we are appointing a representative in the Netherlands.

Further information from the Chartered Auctioneers, (V.C.A. Dept.) 8/9/10 Bridge Street, Hereford. Tel: 68600

LIDDELL AND HORNER

QUALITY MOTOR CARS

1938 Bentley 4¼ litre saloon by Park Ward, sunshine roof, recently restored bodily **£4,500**
1937 Rolls-Royce 25/30 touring limousine by Thrupp and Maberley, very nice and original .. **£4,500**
1957 Bentley S1 saloon automatic, P.A.S., well maintained and original car **£4,250**
1929 Citroen C4 Farmer's tourer, very original, in need of restoration **£850**

SELECTION OF USED RANGE ROVERS

1972 Range Rover ... **£3,500**
1975 Range Rover ... **£6,250**

MOTOR CYCLES

1930 New Imperial 500 cc S.V. **£315**
1930 Model Sunbeam Model 7, 600 cc, flat tank, 4 speed, needs restoration **£425**
1934 Matchless 500 cc, super sports **£440**
1936 BSA 350 cc OHV, needs restoration **£180**

Westover Farm, Goodworth Clatford, Andover, Hampshire
Telephone: ANDOVER 3643

NOSTALGIA

CALIFORNIA – HERE WE COME!

OK! I know that many Motor Sport readers hop backwards and forwards across the Atlantic as if it were a cowpat in a grassy field, but for someone (i.e. like me) whose sole overseas experience is 2 weeks of Cuba Libros in Lloret de Mar, the prospect of a 9,000 mile leap to the U.S.A. West Coast is tremendously exciting!

The date of departure is AUGUST 21st, and the trip is specifically timed to coincide with the **HISTORIC CAR RACES AT LAGUNA SECA, MONTEREY, ON Aug. 27/28.** (It is just possible that **'NOSTALGIA'** will be entering a car or two there, so look out for our emblem on cars, T shirts etc.) **Obviously I am very keen to promote more trade in the sort of cars I sell, between the two countries, so during my 3–4 week stay I hope I shall be able to meet other people with similar interests in California and elsewhere. PLEASE COMMUNICATE WITH ME NOW SO I CAN PLAN AN ITINERARY.**

PLEASE NOTE: You may still telephone for prices etc. between August 21st and Sept. 12th; either my wife will help where possible, or the Answering m/c will take messages.











1953 JAGUAR 'C' TYPE – RAU 450; Production Car No. 49, but was, and still is, the quickest 'C' type in the U.K. (lap records held by John Woolfe at all major circuits in 1958); more recently it was driven to Silverstone by my wife (previous experience Renault 6TL!) and there proved its capabilities of lapping in 1 min. 10 secs.; apart from this, it has already won a JDC Concours event, and is an absolute showpiece throughout; fully documented history from new (traced by Truman, Tyrer, Scott Brown, Woolfe etc.), and extremely original in detail. – 100 pts. *(Photo.)*

1955 ASTON MARTIN DB3S – UUY 504; I was delighted that the complete restoration of this famous and unique car (ex-team single seater 3S reconverted back to 2-str. spec. with the body from 3S/105) was finished in time for me to drive the car to Silverstone on June 25th (no problem with the 'C' Type above); the spec. of the car's mechanics – proper 12 plug engine, needle bearing g/box, discs etc. – make it an extremely quick 3S indeed; the condition is as new in all respects, with fully trimmed and carpeted interior and polished suspension/engine etc. – 100 pts. *(Photo.)*

1955 EX WORKS JAGUAR XK 120/140 ROADSTER – 78 JGH; Jaguar Cars' own prototype 140 Roadster, originally and still fitted with XK120 bumpers etc. (written confirmation); totally restored from the bare chassis. – 98/100 pts. *(Photo.)*

1966 FERRARI 500 SUPERFAST RHD – HCY 700D; 1 of approx. 6 RHD examples of the fastest, most expensive, most luxurious and some say, the most beautiful touring Ferrari ever built; 40,000 m., original and superb throughout. (colour photo of similar car in July's Thoroughbred and Classic Car). – 98/100 pts. *(Photo.)*

1967 EX WORKS PORSCHE 911 S/R – YBF 847J; a most 'historic' Porsche, being entered for the Rand Nine Hours, Targa Florio (Class Winner), Le Mans etc., etc.; specially built by the works originally for McNally Lucas, full 200+ bhp engine (906 bottom end), special gears, brakes, suspension etc., but fully trimmed and taxed, and driven to and raced in HSCC Group IV events (BAT Championship); 21,000 m., and absolutely immaculate in Porsche Metallic Silver (original colour). – 99/100 pts. *(Photo.)*



1970 FERRARI 365 GTC RHD; One of the very last of the prettiest production Ferrari (and very rare in RHD form), 18,000 m. only and F.O.C. Class Award winner at the Goodwood Concours; probably the best example in the U.K., history at Greypaul. – 100 pts. *(Photo.)*

1964 EX WORKS TRIUMPH SPITFIRE ALLOY GT – ADU 8B; Definitely not to be confused with the 'production' version, this is beleived to be the only example left of the nine extremely potent sports racing cars built by the Works for Le Mans etc.; full Le Mans spec. for the 1964 Tour de France with 8 port alloy head + Webers (105 bhp engine), fast back h/top, faired in lights, Le Mans wheels, alloy panels etc.; HSCC Group 2 Registered (AFN Classic Car Champ.); road registered, 2 spare work engines etc. – 95/98 pts.

1952 MGTD – 689 WJH; The restoration of this superb example was total from the bare chassis, but used all the original parts, such items as the trim still being in the original (1952) leather; polished and painted engine etc. – 99/100 pts.

1956 JAGUAR XK 140 S/E DHC – JTK 826; One of the two founder-members' cars of the XK Register (JDC), and the Class winner at International XK Day both 1975 and '76; O/D, 'C' Type head, and wires; totally original save the respray (original colour). – 99/100pts.

1956 JAGUAR 2.4 MK. 1 S/E SALOON; Winner of many JDC and other Concours awards; like the MG Magnette, this is totally original with the engine compartment being particularly magnificent; simply the best of its type in the UK. – 100 pts.

1955 MG MAGNETTE ZA SALOON; Having beaten previous winners in the process of winning 1st prize at the major MGCC Concours at Silverstone last June, this astonishing example has established itself as probably the finest Magnette anywhere; 36,000 m., 3 owners, total originality and the most beautifully prepared engine compartment etc. – 100 pts.

NEXT OUTINGS: AUGUST 3rd THE GOAT (Hertford Heath) 7 pm; AUGUST 6th OULTON PARK; AUGUST 7th DONINGTON; AUGUST 12th-14th NURBURGRING; AUGUST 27th/28th LAGUNA SECA (Monterey) SEE INTRODUCTION.

ROD LEACH

TEL.: HERTFORD 58891 (STD. DIAL 0992 58891)
9 a.m. - 10 p.m., 7 days per week.
24-HOUR ANSWERING MACHINE FOR OTHER TIMES
WRITE: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RL.
VISIT STRICTLY BY APPOINTMENT ONLY.

DONINGTON PARK

CASTLE DONINGTON,
NEAR DERBY
TEL.: 0332 810048

SUNDAY, SEPT. 4

GIANT AUTOJUMBLE & CAR-SWOP

500 SITES. STALLS AVAILABLE
£4 & £2.50

VINTAGE AND MODERN SPARES

PLUS!

"CAR-SWOP" – NOT AN AUCTION OR SALE BUT **YOUR** CHANCE TO EXCHANGE YOUR CAR FOR ANOTHER. ENTRY £5 PER CAR.

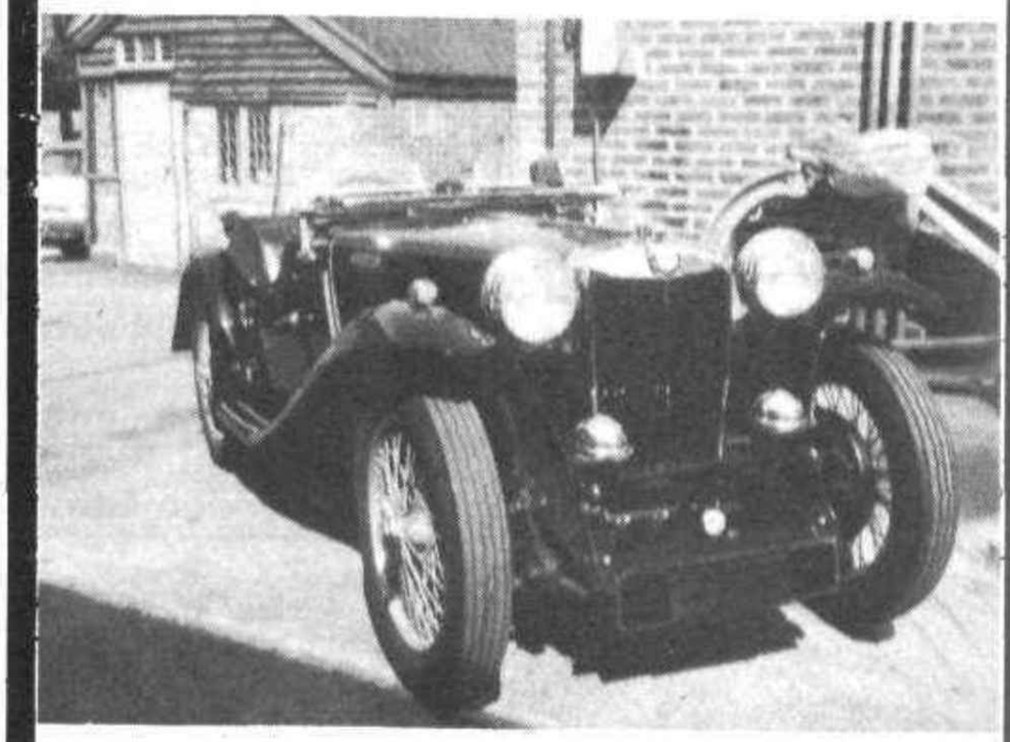
AND

THE FABULOUS DONINGTON COLLECTION, RESTAURANT, LICENSED BAR PLUS SPECIAL ATTRACTIONS!
ADMISSION ON THE DAY £1

RESERVE YOUR SPACE NOW.

Trojan Limited (Vintage Car Division)
The Square, Forest Row, Sussex.
Telephone : Forest Row 3677 Telex : 95363 Trojan G

Trojan collectors piece of the month



1935 MG 'P' type in perfect restored condition. One of the finest investment cars of today and the future. Very expensive.
1912 Rolls-Royce Silver Ghost with London-Edinburgh Open Tourer Replica body. Magnificent condition, resulting from ground-up restoration. The perfect long term investment.
1939 MG VA 4-seater tourer. A beautiful example in red with black interior. This car was restored two years ago and has done little mileage since.
1951 MG TD in black with red upholstery. Mechanically and bodily excellent and a sound investment.
1959 Jaguar XK150 drophead coupe. Overdrive and radio. Very low mileage and ready for your round the world tour.

Although our stock is constantly changing, we always have a selection of pre and post war MGs, Jaguars, Aston Martins etc.

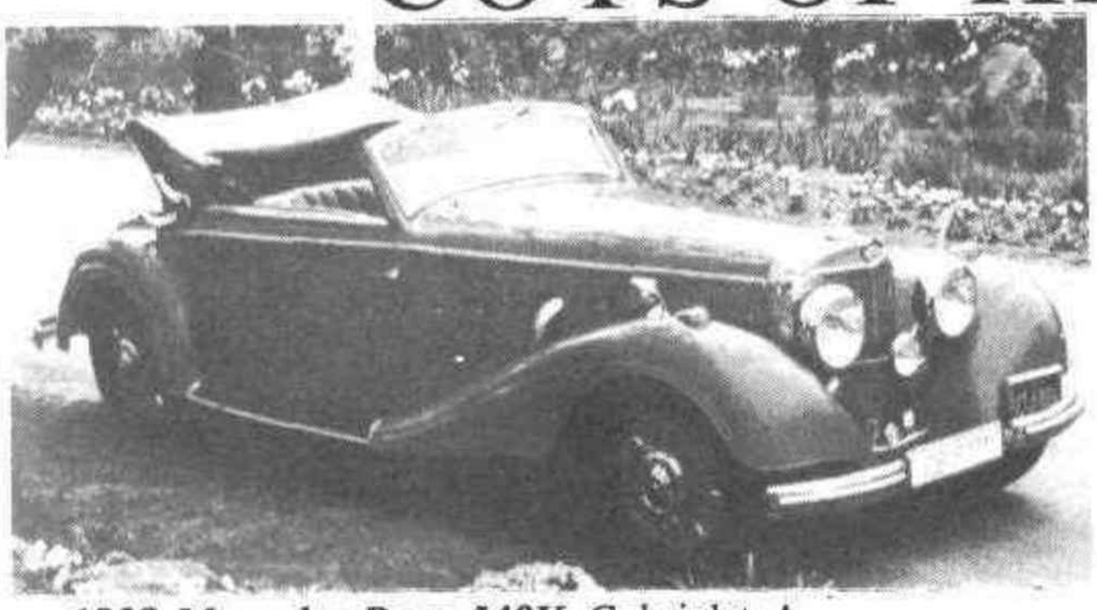
Cars undergoing restoration
1928 Rolls-Royce Phantom 1 Tourer
1929 4½ Litre Invicta
1931 Magna MG 3 seater body by Stiles
1921 Silver Ghost Landaulette to 100% Concours

Motor Cycles
1936 Rudge 250 Sports Model
1923 A.B.C. scooter in original condition
1939 600 c.c. Aerial Square 4

Wanted
All fine cars and motor cycles
K Type C Cabriolet Mercedes engine complete

TROJAN

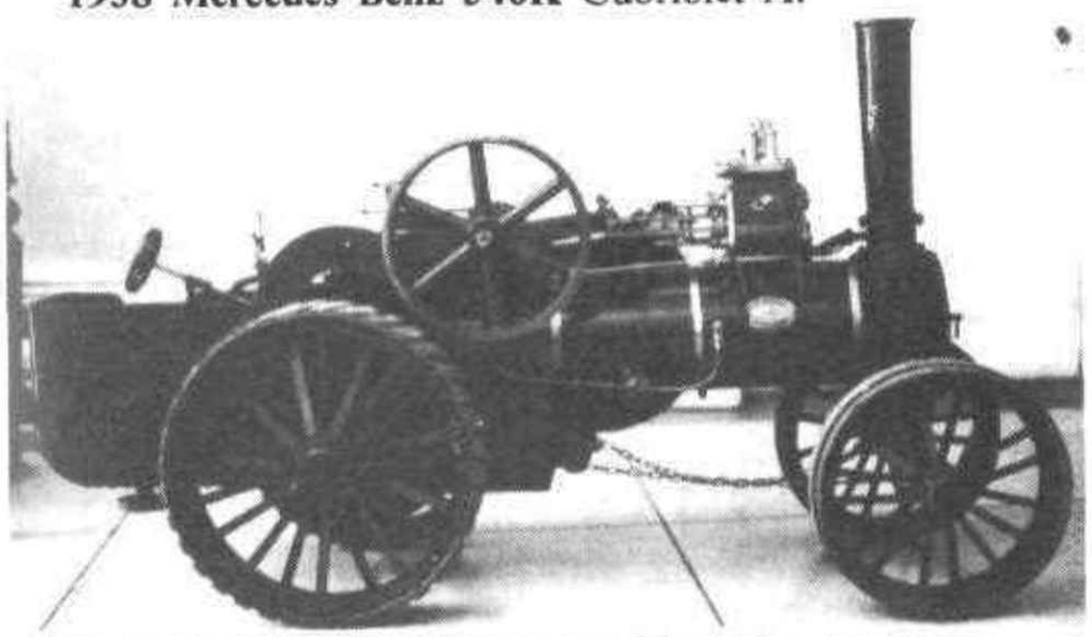
COYS OF KENSINGTON



1938 Mercedes Benz 540K Cabriolet A.



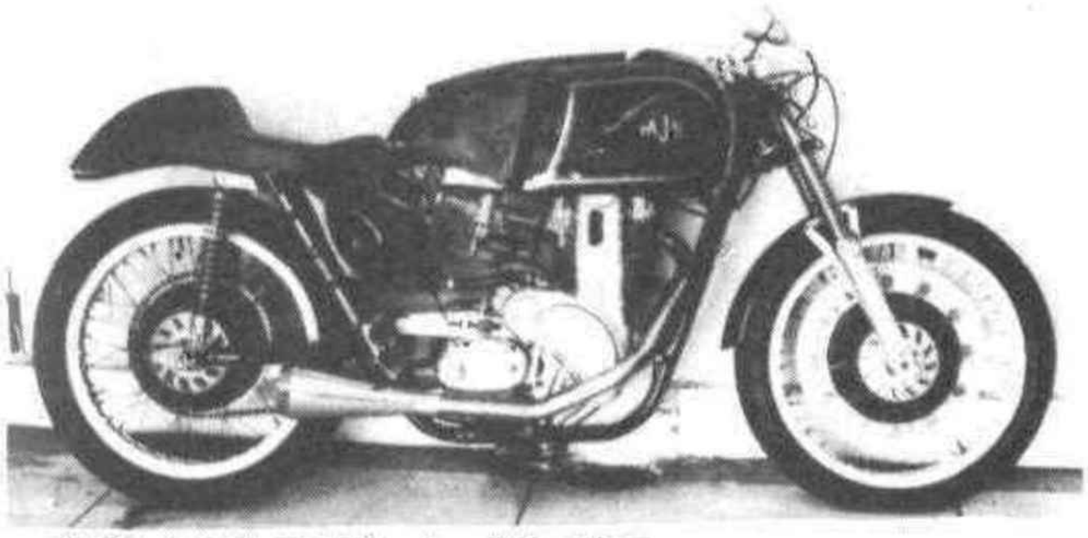
1914 Mercedes 28/95 Tourer.



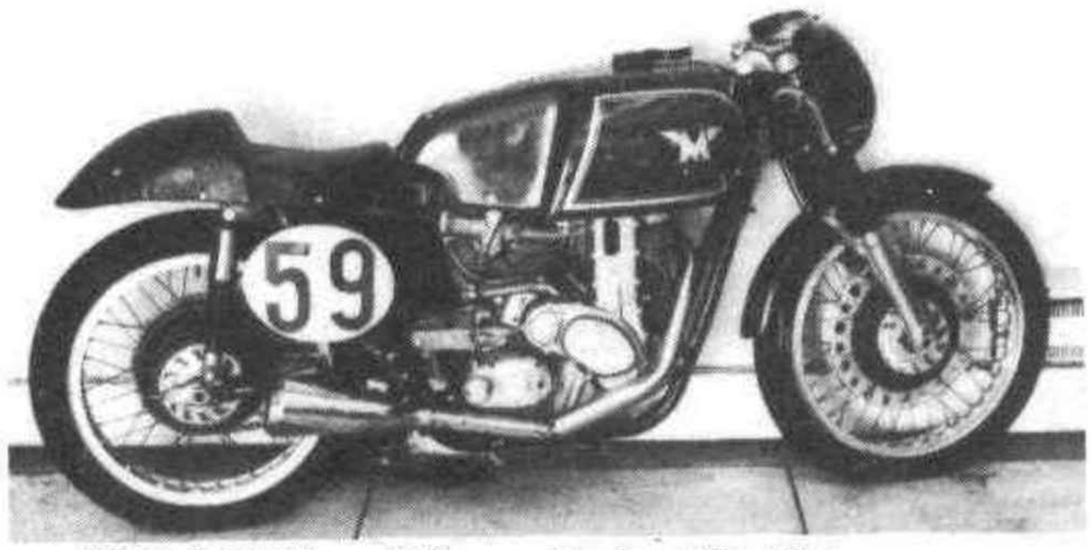
3" scale Model Burrell Steam Ploughing Engine.



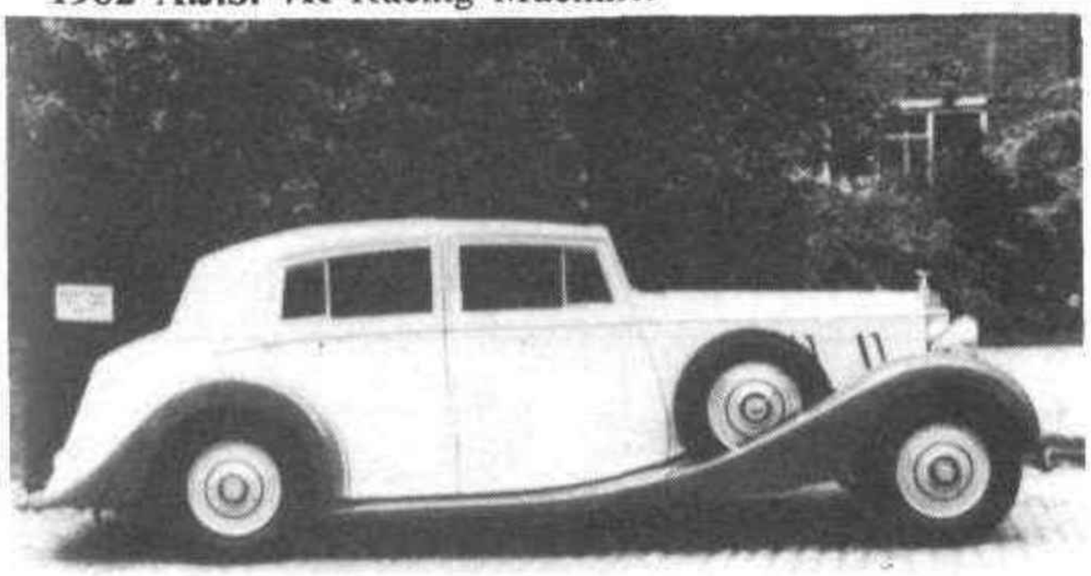
1948 Ford V8 "Woody" Wagon.



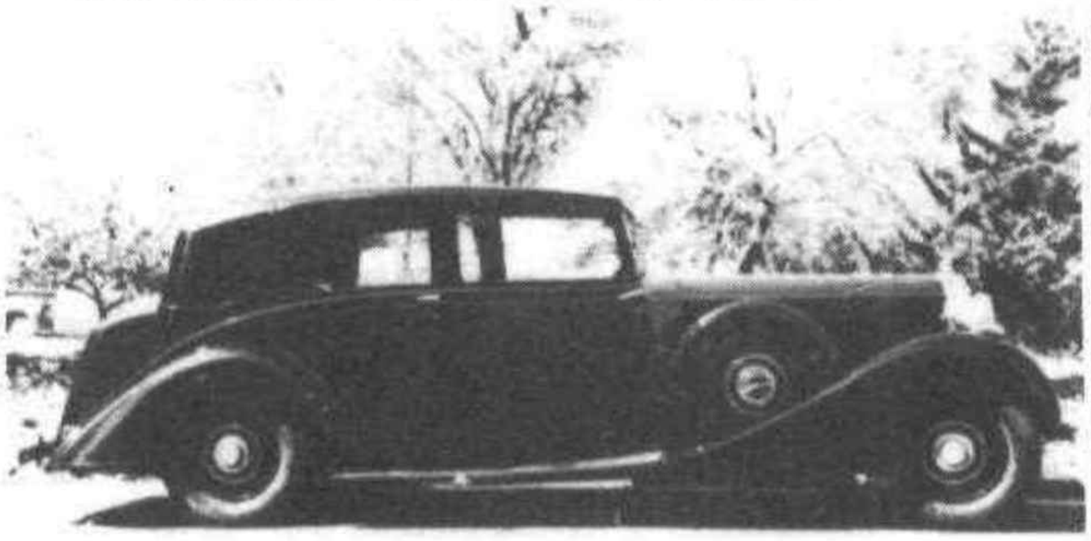
1962 A.J.S. 7R Racing Machine.



1959 Matchless 500 c.c. Racing Machine.



1937 Rolls-Royce PIII Divided Saloon by Hooper.



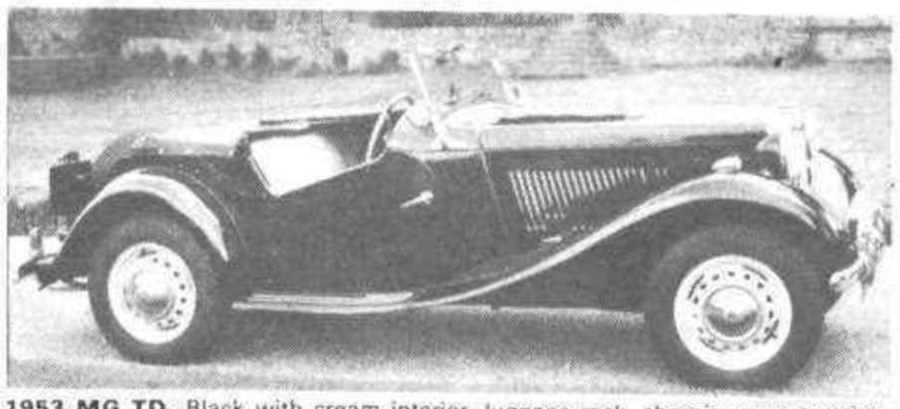
1937 Rolls-Royce PIII Sedanca de Ville by Hooper.

Coys Historic Cars Brochure £3.50 post paid. Coys Stock List (illus.) Annual Subscription (UK/Europe £2. World airmail edn. £10). Coys Motoring Antiques: on display mascots, bronzes, models, toys, literature.

COYS OF KENSINGTON (SALES) LIMITED
2-31 QUEENS GATE MEWS LONDON SW7 ENGLAND TELEPHONE 01-584 7444
TELEX 28604 Mono Ref. 1765



1971 AC 428. Fixed head coupe. Two owners, 35,000 miles.



1953 MG TD. Black with cream interior, luggage rack, chassis-up restoration, 3,000 miles covered from then.

ALSO AVAILABLE:

1976 MERCEDES 600 Saloon L.H.D. Silver with tan leather interior, fitted air-conditioning; tinted windows, electrically operated sun-roof, cocktail cabinet with fridge.
1960 ASTON MARTIN DB4. L.H.D. Red with white leather interior, engine re-built.
1948 MG TC. Blue with red interior. Excellent condition.

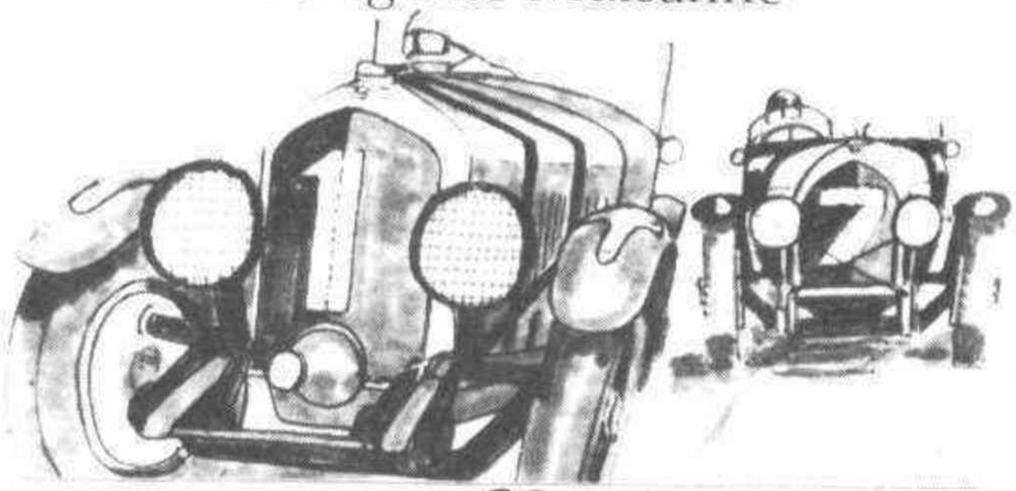
WANTED MG TF/D/C IN ANY CONDITION
CARS OF THE ABOVE TYPE ALWAYS BOUGHT AND FOR SALE

John Spero at Morris Stapleton Motors
London, S.W.7

01-589 5259 **01-589 6894**

Green Thunder
as
Bentleys race again

If you are not old enough
to recall these Chariots of the Gods
racing into Mulsanne



–you can't afford to miss–

THE BENTLEY DRIVERS CLUB
Silverstone Race Meeting
Saturday August 27th First race 12.45

DUNCAN HAMILTON & CO., LTD.
PROUDLY OFFER



1935 ASTON MARTIN Mk. II, 1½-litre OHC open 4-seater sports tourer, finished in British Racing Green and renovated to a very high standard.



1954 JAGUAR XK120 d.h.c. White with Pale Blue leather trim. Total genuine mileage is only 53,000. Complete with original handbook and all tools.

Grand Summer Clearance Sale



FOR HIRE
This magnificent **Superior 2200 Motor Home** is available for hire throughout 1977. Sleeps six people. Equipment includes air-conditioning, hot and cold water, deep freeze and refrigerator, and 'loo' and shower, etc. Ideal for Continental touring and all sporting events. For further details please call us.



1932 CITROEN COLVERLEAF boat-tailed tourer. Finished in bright Yellow with Black. A practical and usable little motor car, complete with full weather equipment.



1964 FORD THUNDERBIRD, 28,000 miles only, from new. Flame Red with White interior. Air conditioning and full power equipment. Quite magnificent.

N.B. CURRENTLY WE ARE LOOKING FOR A YOUNG, DYNAMIC SALESMAN TO JOIN OUR STAFF WHO MUST HAVE KNOWLEDGE OF AND EXPERIENCE IN SELLING MODERN AND VINTAGE MOTOR CARS. PLEASE CALL OR WRITE TO MR. ADRIAN HAMILTON.

AS SPECIALISTS IN JAGUAR AND CLASSIC MOTOR CARS FOR THE LAST 28 YEARS WE ARE ALWAYS INTERESTED IN PURCHASING DESIRABLE AND OUTSTANDING VEHICLES.

THE SQUARE
TELEX 28905

BAGSHOT

SURREY
TEL: BAGSHOT (0276) 71010

The Investment Motoring Company and Associates

ROLLS-ROYCE EXCLUSIVELY BENTLEY

1951 BENTLEY MARK VI standard steel saloon, 4,566 cc engine; 71,800 miles recorded; black, lined gold, with brown leather; two previous owners; original throughout.

1954 ROLLS-ROYCE SILVER DAWN six-light razor-edged saloon by Freestone & Webb, the only one built; automatic transmission; 95,500 miles recorded; blue-grey, lined red, over dove grey with red leather; two previous owners; original throughout.

1960 ROLLS-ROYCE SILVER CLOUD II standard steel saloon; (1)36,000 miles recorded; spode blue, lined gold, with beige trim.

1963 BENTLEY S3 CONTINENTAL saloon by James Young, one of about twenty built; (1)05,000 miles recorded; tudor grey, lined white, with light grey trim; sun-roof, stereo, electric windows.

1969 BENTLEY T-TYPE convertible by H. J. Mulliner, Park Ward, F.S.S. specification; 48,000 miles recorded; dark cloud green, lined red, with maroon hide; two previous owners; original throughout; air-conditioning, tinted glass, lambswool over-rugs.

1970 ROLLS-ROYCE SILVER SHADOW standard steel saloon, F.S.S. specification; 45,800 miles recorded; Brewster green, lined gold, with green hide; three previous owners; original throughout; air-conditioning, lambswool over-rugs.

1971 ROLLS-ROYCE SILVER SHADOW LWB saloon without division, 6,750 cc engine; 77,800 miles recorded; silver mink, lined white and dark blue, with blue hide piped sky blue and dark blue Everflex roof; one previous owner; original throughout; air-conditioning, lambswool over-rugs, stereo, central locking.

We are always keen to purchase good used Rolls-Royce and Bentley cars 1950–1972.

667-669a Fulham Road · London SW6 5PZ · 01-736 3878

LAURENCE KAYNE & CO

ROLLS-ROYCE
20 OTHER MODELS AVAILABLE BOTH PRE & POST WAR



BENTLEYS
MOST MODELS IN STOCK INCLUDING R TYPES S1s, 2s & 3 CONTINENTALS & CONVERTIBLES

1967 Rolls Royce Silver Shadow 2 door fixed head coupe coachwork by Mulliner Park Ward. Absolutely pristine condition throughout with a genuine mileage of only 31,000 miles, and one owner from new. This motor car has the most detailed full service history we have ever seen.



Rolls Royce Silver Cloud III. Finished in midnight blue over shell grey. A fine example.



1954 Rolls Royce Silver Dawn, in black and shell grey completely restored.



1962 Rolls Royce Silver Cloud II. Finished in dawn blue over shell grey, fitted with electric windows and power assisted steering.

WE HAVE A 24 HOUR ANSWERING SERVICE AVAILABLE FOR CUSTOMERS CALLING OUTSIDE BUSINESS HOURS

Tel: 01–584 8567/8/9

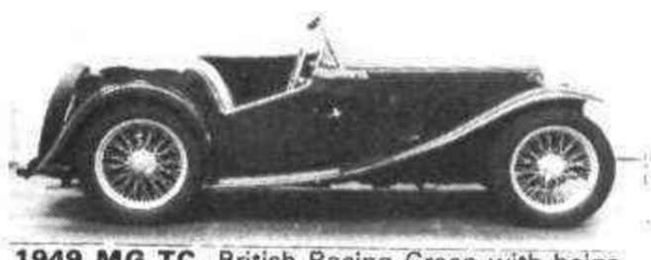
29/31 ELVASTON MEWS, QUEENSGATE, LONDON,SW7

Paradise Garage

specialists in Classic and Thoroughbred cars. Heathmans Road Parsons Green London SW6 01-736 2302



ALLARD RED RAM – A unique car in superb condition.



1949 MG TC. British Racing Green with beige hide interior. In restored condition, fitted with Shorrock super-charger.



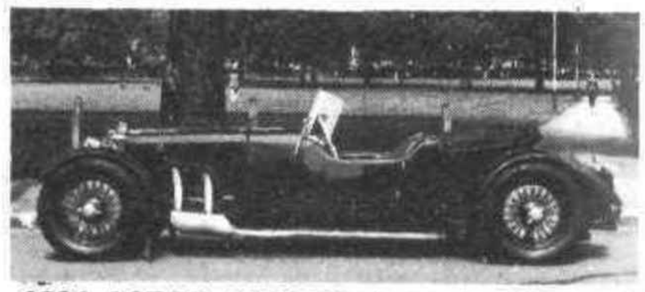
1966 MASERATI SEBRING. Cream hide interior, Italian Racing Red paintwork. Right hand drive. Recorded mileage believed accurate at 34,000 miles.



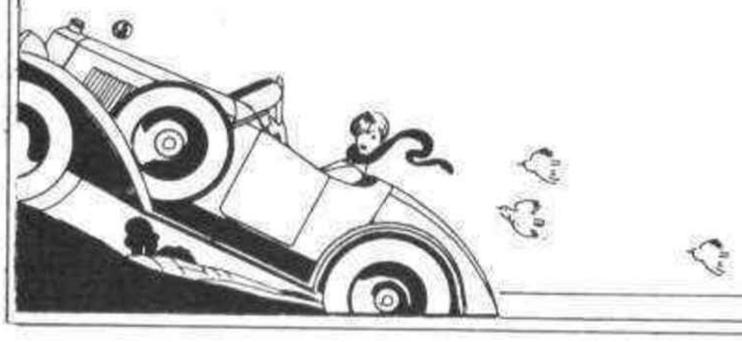
1960 MERCEDES 190 SL. Finished in black with a red interior. Excellent mechanically.



1956 JAGUAR XK 140. An attractive car in excellent mechanical condition. Finished in white with blue interior.



1934 ASTON MARTIN. Long Wheelbase Le Mans body in magnificent original condition. British Racing Green with red hide upholstery.



A FEW OF THE CARS WE ALSO HAVE IN STOCK ARE:

1965 E Type JAGUAR L.H.D.
1961 E Type JAGUAR D/H Roadster
1966 E Type JAGUAR 2 + 2
1955/6 JAGUAR XK 140 (Two)
1966 JAGUAR 3.8 S Overdrive W/W
JAGUAR XK 150
ASTON MARTIN DB2 L.H.D.
ASTON MARTIN DB2/4, DB4, DB6
AUSTIN HEALEY 3000 (Choice of 5)
1964 MERCEDES 230SL
BUGATTI Type 57 SC
1934 MG PA
1954 MG TF
ALVIS TD 21, TE 21

We will purchase all models of Pre and Post-War Classic Cars.

01-235 4613 (OFFICE)

MIKE R. BERRY (LONDON)

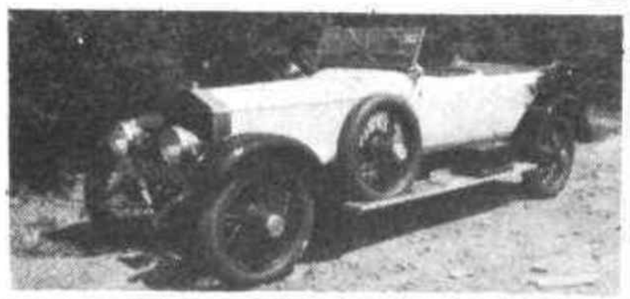
ROLLS ROYCE & BENTLEY SPECIALIST

2 CHESTER CL. CHESTER ST. LONDON SW1

01-445 1869 (EVENINGS)



ROLLS-ROYCE, 1964, Silver Cloud III. Superb Standard 4 door sports saloon, another one owner specimen with under 69,000 miles recorded, elegantly finished in shell grey over astral blue with magnificent plum hide trim and carpeting, all tools, fully serviced, an outstanding example throughout.



ROLLS-ROYCE, 1921, Silver Ghost, A.G. Series, open touring car with rare and magnificent 4 door coachwork by Haywards, twin side-mounted spares, original bell shaped head and side lamps, split windshield, rear auster screen, elegantly painted in champagne beige with ebony wings, trimmed in contrasting plum buttoned hide, full weather equipment including tonneau and side curtains, mechanically excellent, good tyres, currently taxed and M.o.T. tested, this car was featured in the recent T.V. series "Wings".



ROLLS-ROYCE, 1961, Silver Cloud II standard 4 door sports saloon, an exceptionally nice example with only 77,000 miles recorded, finished in shell grey over caribbean blue with all original plum coloured trim and carpet, just fully serviced, M.o.T. tested and taxed.



BENTLEY, 1956, S I standard 4 door sports saloon, a three owner specimen with only 76,000 miles recorded, sedately finished in midnight blue with contrasting plum hide trim and carpet, a really outstanding example of this 6 cylinder economical series.



BENTLEY, 1970, T series 4 door sports saloon with standard coachwork finished in tudor grey with plum hide trim and carpet, full refrigeration, Sundym glass, stereo, etc.



BENTLEY, 1960, S II. Another first class example of this classic series, 2 owners, agent maintained, excellent history, finished in duo-tone silver grey with grey hide trim, mechanically first class, just fully serviced and M.o.T. tested.

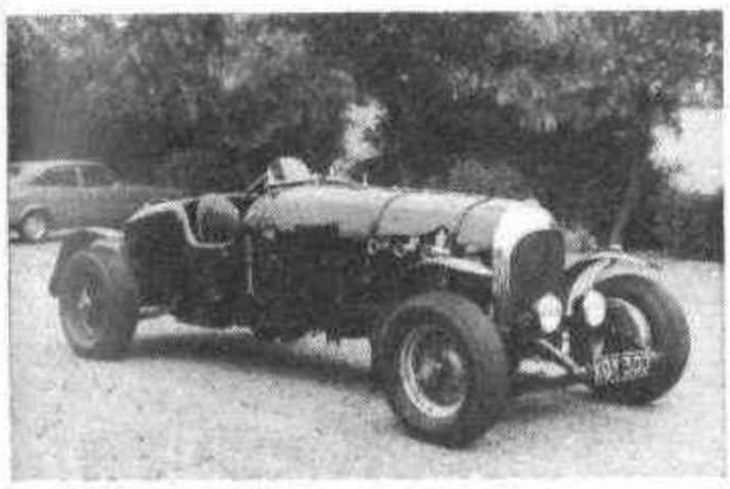
ROLLS-ROYCE, 1960, Silver Cloud II standard 4 door sports saloon finished in sand over sable with champagne coloured trim and carpet, electric windows, factory refrigeration, excellent history, mechanically superb, a truly outstanding specimen throughout, just fully serviced, taxed and tested.

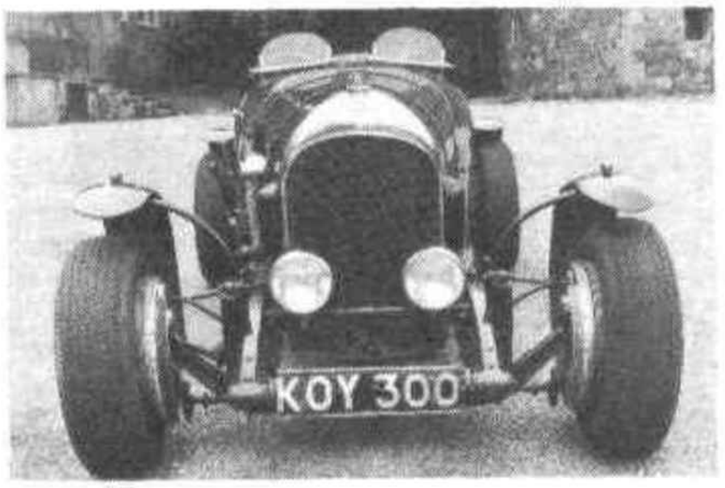
BENTLEY, 1950, Mk VI 4 door sun roof sports saloon, a truly exceptional example in black over silver grey, trimmed in beige hide, new headlining and carpet, all fillets repolished, mechanically first class, an outstanding example of this small compact economical series.

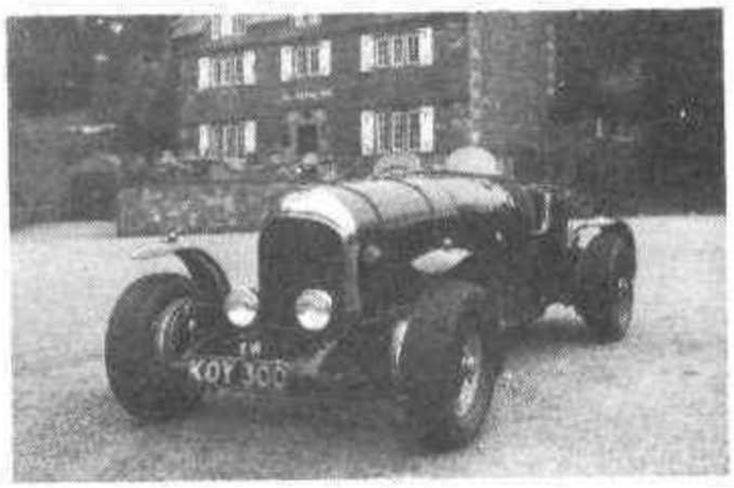
URGENTLY WANTED, ALL TYPES OF CLASSIC, VINTAGE AND THOROUGHBRED CARS

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927







As well as our usual wide and varied selection of Rolls-Royce and Bentley Cars, by the most incredible luck we are able to offer the ex-Don MacKenzie 3 litre Bentley, one of the half dozen most famous Bentleys in the world. We don't have to quote performance figures, the lap times in the many races in which it has competed speak for themselves. Many unique features including BRM brakes. Engine still to be run in after overhaul. Seaman Trophy winner. Unrepeatable at £12,750.

SEND FOR FREE STOCK LIST

We are open all week and until 1.00 p.m. Saturdays

SHOWROOM & OFFICE:
2 Macclesfield Road,
Leek, Staffs., ST13 8LA.
Telephone: 0538 384300
or 0583 384020

WORKSHOPS:
West Street,
Leek, Staffs.
Telephone: Leek 384020

If closed telephone:
Churnet Side (STD 0538) 360300
Cables: 'Buntycars, Leek, Staffs'.
Telex: 36440 Rolcar G

Estimates are given free for Rolls-Royce and Bentley repairs and trim work undertaken in our own workshops.

ROBBINS OF PUTNEY LTD.

Celebrate fifty-six years of selling superb cars. The family business you can trust.

BUSINESS HOURS: MONDAY TO FRIDAY 9.0 am - 5.0 pm. SATURDAYS — BY APPOINTMENT



BENTLEY S1 Continental 1959 H. J. Mulliner sports saloon, 2-door, 5-seater. Chassis no: BC27GN. Finished in Shell Grey with Grey hide upholstery. Total mileage since new 59,000. One of only six built to this specification. Fully documented service history. Superlative condition.

BENTLEY MARK VI 4¼ litre full flow oil conversion chassis fitted with James Young all aluminium coachwork. Continental 4- door saloon, finished in two tone Grey with light Blue leather upholstery. Recorded mileage 106,000. A very rare model in excellent condition. First registered 1952.

ROLLS-ROYCE SILVER CLOUD III 1964 series 4-door sports saloon, finished in Dark Blue with Blue Grey leather upholstery. An exceptionally fine car with documented service history. Equipment includes electrically operated windows, walnut picnic tables etc. A fine investment.

ROLLS-ROYCE 20/25 chassis no: GFT74. First registered 1932. Finished in Blue with Maroon hide upholstery. A most superlative example of this most desirable model. Replica body.

BENTLEY S3 Continental Mulliner/Park Ward 2-door saloon. First registered April 1965. Finished in Blue with Grey leather upholstery. Recorded mileage 68,000. Electrically operated windows, radio, etc. Last of the series. A truly superb example of the model.

ROLLS-ROYCE SILVER WRAITH, chassis no: WDF54. First registered 1952. Fitted with Freestone & Webb 2-door 4L fixed head coupe. Finished in Green with beige Bedford Cord upholstery. Equipment includes P100 headlamps. Believed to be the only one ever built to this exact specification, and illustrated on page 46 of "Rolls Royce – Elegance Continues". Total mileage 79,000. A unique car in totally concours condition. All tools, instruction book etc., as new. An oustanding investment.

BENTLEY S3 6.2 litre engine, continental chassis Mulliner/Park Ward 2-door 5-seater saloon, finished in Midnight Blue with Grey leather upholstery. Superb car in excellent condition throughout. First registered July 1964. Recorded mileage 125,000.

ROLLS-ROYCE SILVER CLOUD II, chassis no: SZD305. First registered September 1961. 4-door sports saloon, finished in Shell Grey with Red leather upholstery. Complete with walnut picnic tables, electrically operated windows, doors, etc. Fully recorded service history with Jack Barclay Ltd. An exceptionally fine example of the Cloud II Rolls-Royce. Complete with tool kit, owner's instruction manual, etc. 116,000 miles recorded.

BENTLEY 4.5 litre R-type, chassis no: B218WH. Fitted with H. J. Mulliner Lightweight 4-door saloon coachwork. Body design no: 5687. Finished in Circassian Blue with Grey leather upholstery. Manual gearbox. The chassis was built to a special order for the original owner, and has some R-type Continental features. High ratio rear axle. Continental springs and shock absorbers, steering column extended 2". Instrumentation includes rev counter. Total recorded mileage 55,000. A unique car, and to our knowledge the only one ever built to this exact specification.



ROLLS-ROYCE SILVER WRAITH 4½ litre, chassis no: WSG5. First commissioned in March 1952. The chassis was fitted with Hooper Teviot II limousine, body design no: 8283, finished in Regal Red with Beige interior. Fitted with walnut picnic tables, cocktail cabinets with all the original cut-glass decanters and wine glasses. Guaranteed total mileage 31,700 since new. The car has been chauffeur driven and maintained, and in one private ownership since new. Totally original, and in outstanding condition.

ROLLS-ROYCE SILVER CLOUD I, 1956 standard 4-door saloon, finished in Steel Blue over Shell Grey, with Blue Grey leather upholstery. A superbly maintained and serviced car, with documented history. 133,000 miles.

ROLLS-ROYCE SILVER SHADOW 4-door sports saloon, finished in Golden Sand with Beige hide upholstery. First registered 1967. Fully recorded service history, new automatic gearbox recently fitted. Recorded mileage 92,000. A superb example.

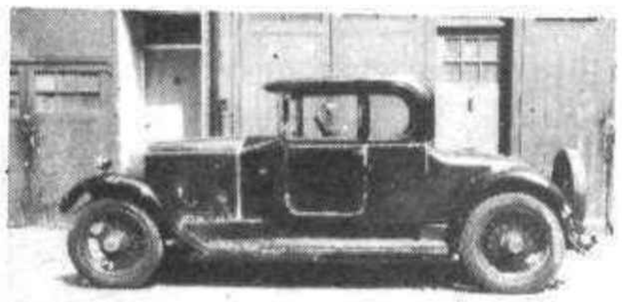
ROLLS-ROYCE SILVER SHADOW 4-door saloon, finished in Caribbean Blue with Black hide upholstery. First registered 1968, chassis no: SRH4003. Refrigerated air conditioning, sundym glass. Recorded mileage 71,000. Equipment includes picnic tables, electrically operated seats, aerial, etc. Fitted with 1971 wheel trims and almost new tyres.

NOW EXCLUSIVELY ROLLS-ROYCE AND BENTLEY CARS

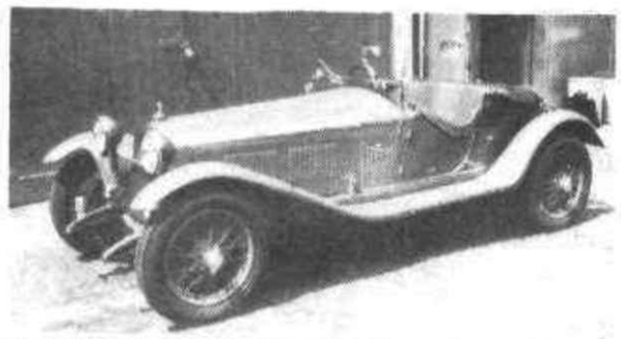
96-98 UPPER RICHMOND ROAD, PUTNEY SW15 2SR Telephone: 01-788 7881 24-hour Answering Service Telex No. 929525

DAN MARGULIES

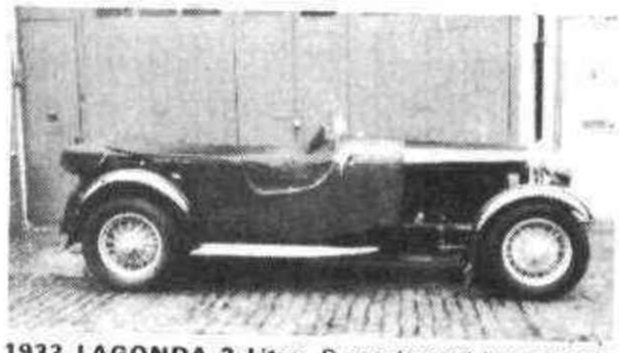
12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



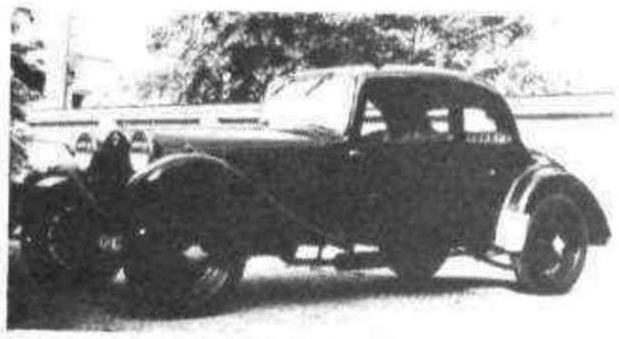
1928 ROLLS-ROYCE 20. Doctor's Coupe by Park Ward, fitted 20/25 engine and gearbox.



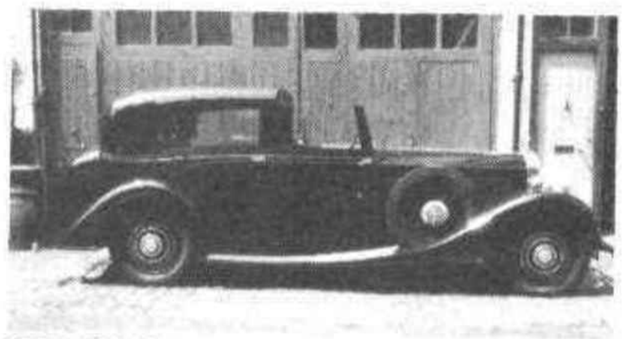
1931 ALFA ROMEO 1750 6c. Supercharged Zagato type two seater.



1932 LAGONDA 2-Litre. Supercharged low chassis tourer, running unblown. Supercharger available.



1928 LANCIA LAMBDA 8th Series with original fixed head coupe of advanced styling.



1936 ROLLS-ROYCE 25/30 razor edged Sedanca de Ville by Hooper.



1952 BENTLEY Mark VI 4½-Litre coach-built saloon by H. J. Mulliner.

1924 BUGATTI Type 35 Grand Prix car, 2-litre roller bearing engine, alloy wheels; an original car in final stages of restoration.

1958 FERRARI 250 GT Competition car by Scaglietti
1936 SS 2½-Litre four seater tourer (overhead valve model)
1936 Aston Martin 1½-litre Mark II long chassis tourer
1936 ALTA 2-litre supercharged sports racing car
1928 AC "Acedes" 6c. 2 seater with dickey

1938 ROLLS-ROYCE 25/30 sports saloon by H. J. Mulliner
1938 ROLLS-ROYCE Phantom III high vision saloon by H. J. Mulliner
1935 BENTLEY 3½-litre drophead coupe by Gurney Nutting
1937 RILEY 1½-litre Kestral saloon, exceptionally low mileage example

HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

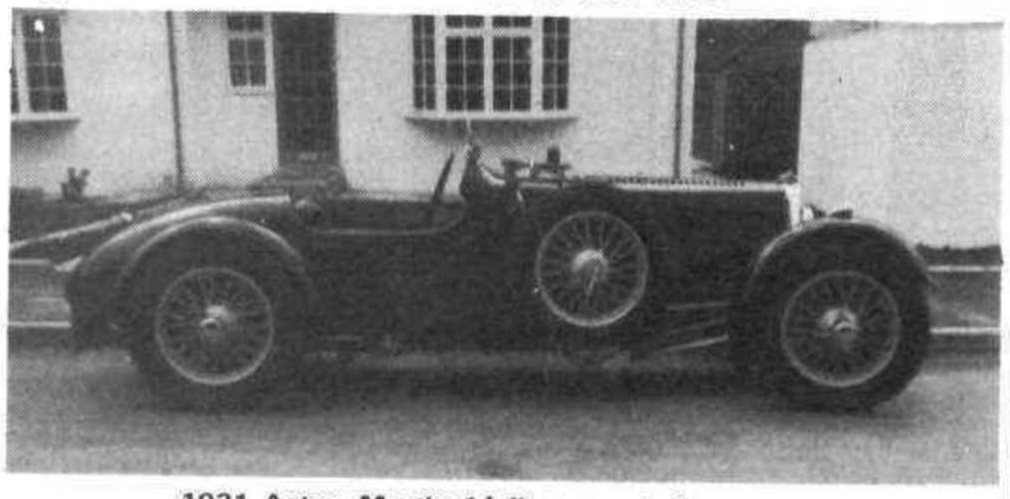
01-723 2731 **Vintage Autos Ltd.** *01-723 2731*

Managing Director : J. BOND, A.M.Inst.B.E.
ESTABLISHED OVER 30 YEARS.

The ORIGINAL Specialists in Restored Vintage, Veteran and Classic Cars.
Acknowledged throughout the world as having the finest condition cars in the U.K.



1938 Lagonda LG6 4½ litre drophead coupe.



1931 Aston Martin 1½ litre sports 2 seater.

Both of the above cars have had little use since being completely rebuilt in mechanics and coachwork etc., and are in new concours condition.

The following cars are now being fully restored (Mechanics and Coachwork etc., etc.) and each one is possibly the finest example of its type on offer. Some (with luck) should be completed by the time this advert appears.

1924 BENTLEY 3 litre, short chassis Le Mans 2 seater.
1925 BUGATTI 2 litre straight eight boat-tailed sports 4 seater by Gangloff.
1930 ALFA ROMEO 17/50 twin cam drophead coupe by Carlton.
1930 ALVIS SILVER EAGLE sports 2 seater Beetleback.
1933 AUSTIN 7 sun roof saloon.
1934 LAGONDA M45 4½ litre drophead coupe.
1935 BENTLEY 3½ litre 2 seater sports roadster.
1938 BROUGH SUPERIOR 3½ litre drophead coupe.
1938 TALBOT LAGO 4 litre drophead coupe.
1939 ALVIS SPEED 25 sports 2 seater boat-tailed speedster.
1949 ROLLS Silver Wraith drophead coupe.
1960 AUSTIN HEALEY 3000 sports 2 seater.
1954 XK 120 drophead coupe.
1965 BENTLEY SIII Saloon.

ALWAYS OTHER CARS IN STOCK OR BEING RESTORED THAT ARE NOT ADVERTISED

I REQUIRE FOR A CLIENT A GOOD TRIUMPH 2000 ROADSTER

I ONLY SELL CARS THAT ARE FULLY RESTORED, AND MY STOCK OF RESTORED CLASSICS ARE CONSIDERED THE FINEST EXAMPLES OF THEIR TYPE IN THE U K

AS I DO NOT INFLATE MY PRICES TO ALLOW FOR LOWER OFFERS, ALL MY PRICES ARE FIRM AND LOWER OFFERS WILL NOT BE ACCEPTED.

Hours of Opening : Monday - Friday, 9 a.m. - 5.30 p.m. Saturdays and other times by appointment only.
Telegraphic address : Concourcar, London, W.2.

20 BROOK MEWS NORTH - LANCASTER GATE - HYDE PARK W2 3BW

Clarendons

THE CLARENDON CARRIAGE COMPANY LIMITED, BELGRAVIA GARAGE, 28A CAROLINE TERRACE, LONDON SW1W 8JT TEL. 01-730 9811/4. TELEX 21792. CABLES CLASSICAR LONDON SW1

Specialists in Vintage and Classic Rolls-Royce and Bentley Motor Cars offer the following selection from a large stock of Pre-War and Post-War Automobiles



1961 BENTLEY S II Drophead Coupe by MULLINER PARK WARD (with modification to S III specifications). Black coachwork and interior in fine order throughout.



1962 ROLLS-ROYCE SILVER CLOUD II standard steel saloon. Coachwork finished in Golden Sand with Beige hide upholstery. A superb example.



1960 BENTLEY S II Continental Flying Spur by H. J. MULLINER. Regal Red coachwork with beige hide upholstery. Recent engine rebuild completed. Excellent.



1960 BENTLEY S II Continental Flying Spur 2 door by H. J. MULLINER. Velvet Green coachwork with Beige hide interior. A fine example of this highly desirable model.



1958 BENTLEY S I saloon with slab-sided HOOPER coachwork. Two tone blue coachwork with Beige hide upholstery. Excellent condition. (Two available.)



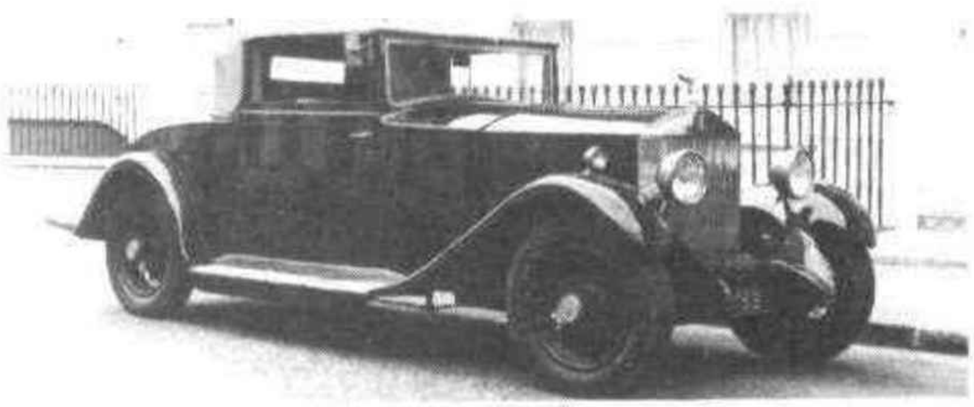
1961 ROLLS-ROYCE PHANTOM V Limousine by MULLINER PARK WARD. LEFT HAND DRIVE. Coachwork finished in Black over Cream. Cocktail cabinet fitted.



1953 BENTLEY R-Type standard steel saloon. Black coachwork with Biscuit hide trim. Superb all round condition.



1957 ROLLS-ROYCE SILVER WRAITH by JAMES YOUNG. Owner driver coachwork finished in Shell and Tudor Grey. LEFT HAND DRIVE. Power assisted steering and automatic transmission. First class condition.



1930 ROLLS-ROYCE 20/50 Doctors Drophead Coupe by BARKER. Burgundy coachwork with Magnolia hide trim. Fitted with dickie seat. First class mechanical condition.



1954 BENTLEY R-Type Lightweight saloon by H. J. MULLINER. Superb condition in all respects. Black coachwork with Tan hide.

We have a further selection of over 50 fine examples of pre and post-war Rolls-Royce and Bentley motor cars.

For further information please telephone 01-730 9811/4. Our sales staff will be very pleased to assist you in locating the vehicle of your choice.

Worldwide Shipping Arrangements Made.

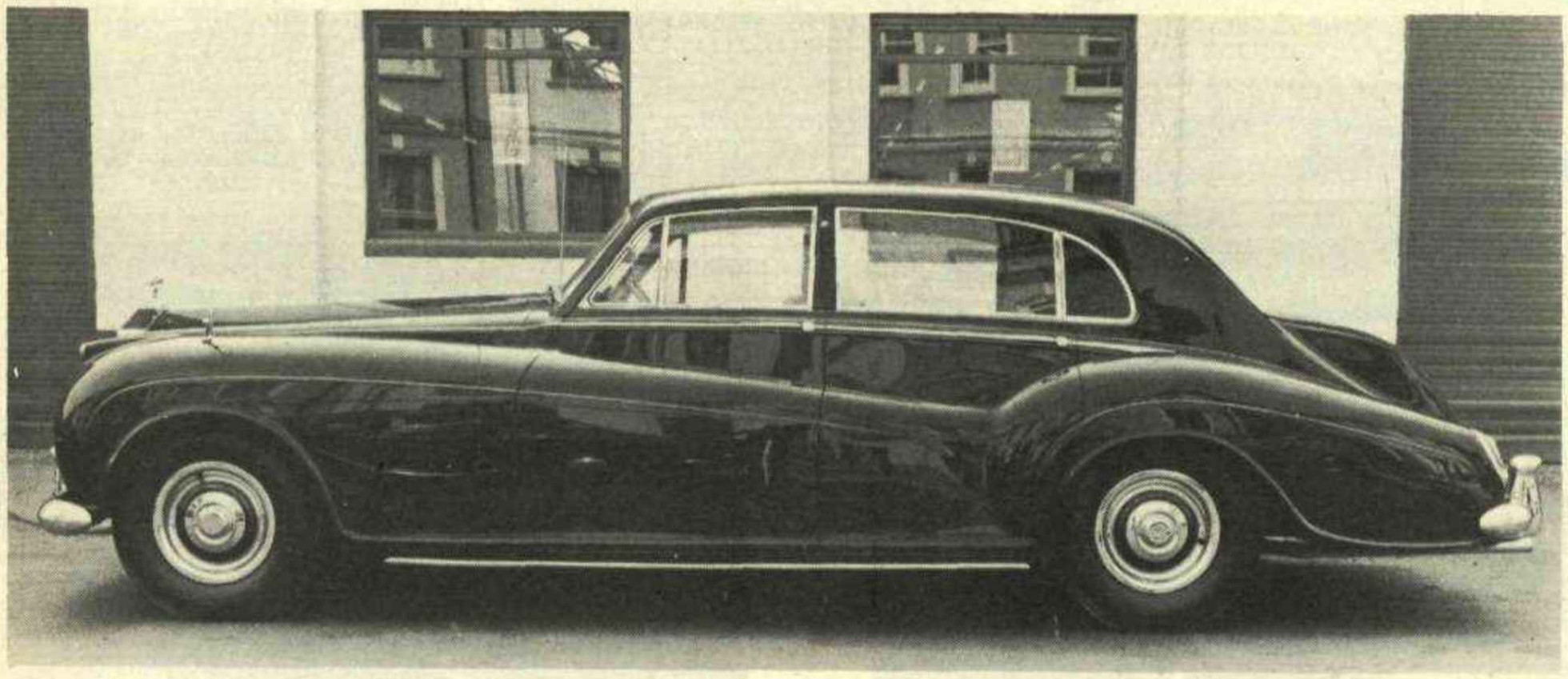
Please contact us if you wish to sell your pre-1966 Rolls-Royce or Bentley.

TELEPHONE:
01-385 9724/5/6/7
TELEX
885983 EFDALE G

FRANK DALE & STEPSONS

(Member of the Frank Dale Group)

CABLES:
EFFDALE,
LONDON, SW6



1961 Rolls-Royce Silver Cloud II long wheelbase divided touring saloon by James Young. Midnight blue with smoke blue hide interior, equipped with the invariable small luxuries. Extensive renovations by the original coachbuilders.



1963 Bentley Continental S3 "Flying Spur" by H. J. Mulliner. This is one of a strictly limited edition, having the shortened rear windows and no wrap-round to the rear light: An enhancement of an already outstanding style of coachwork. Finished in black with beige hide, the car has a good recorded servicing history.

OPENING HOURS 9 am-6 pm. SATURDAY BY APPOINTMENT ONLY.

We have a 24-hour message-recording service for the benefit of those who call out of business hours. If calling from overseas please authorise us to telephone "collect".

101 FARM LANE, FULHAM, LONDON SW6 1QH

E & OE

Printed by Tee & Whiten and J. Mead Ltd., and associated companies, 21 City Road, London, E.C.1, for the publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

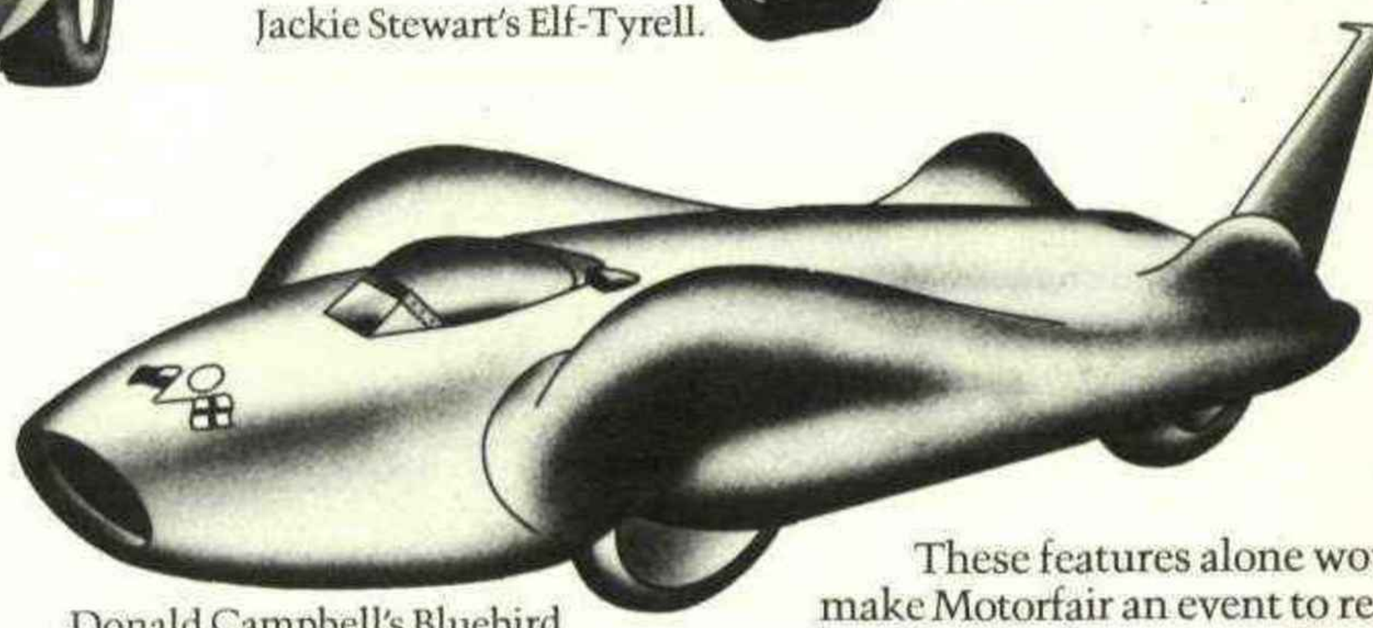
Much, much more than just another motor show.



Rally-winning Escort RS 2000.



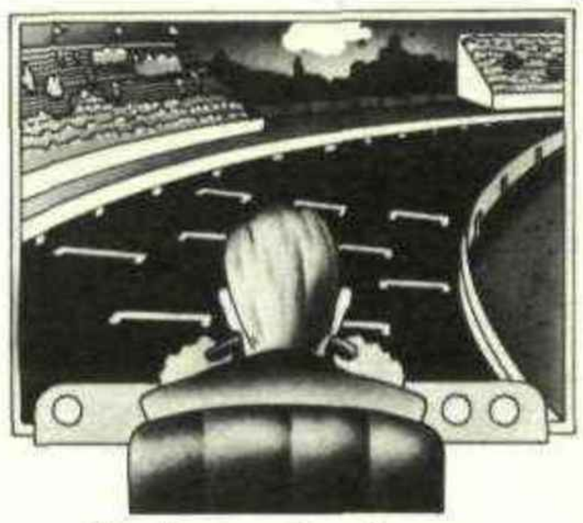
Jackie Stewart's Elf-Tyrell.



Donald Campbell's Bluebird



Three fashion cabarets a day.



Racing car simulators.

These features alone would make Motorfair an event to remember. But there's more, much more: vintage and veteran cars, some actually being restored on the stand during the course of the show, and others waiting for the auctioneer's hammer on the final day; a 'pit-stop' competition, with heats three times a day; new cars and second hand models you can actually buy; DIY demonstrations; and if you want to bring the whole family, there are fashion shows three times a day and a large children's playground area to keep the children happy. All this and much, much more to do, to see and enjoy; and all centred round the exciting and colourful setting of Monte Carlo, right here in Earls Court. That's Motorfair – make it a date.

Daily Express

Motorfair

In collaboration with the Motor Agents Association

Earls Court. October 19-30

10.00am – 9.00pm weekdays, 10.00am – 7.00pm Saturdays and Sundays.
Admission: adults £1, children and senior citizens 50p, except 19th and 26th £3 and 50p respectively.



WN19

MIDDLE TAR As defined by H.M.Government

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING