September 1980 Vol. LVI No. 9 50p

MOTOR SPORT

Founded in the year nineteen twenty-four





When you choose Duckhams, you can be sure you're choosing a truly remarkable oil.

Duckhams are oil specialists – with over 80 years experience of creating the world's finest oils.

Duckhams' unique formulation goes on protecting your engine when other oils are past their best.

Quite simply, Duckhams won't break down as quickly as other oils.

That's why every pure, green drop gives your engine extra protection, in all conditions, from one oil change right through to the next.

Make sure you choose the right oil: pure, green protective Duckhams.

Duckhams: the utmost care.

Pure, green protection.

Caterham Cars

DISTRIBUTORS SUPER SEVEN



NEW SUPER SEVEN
We have been building the Super Seven under licence since 1973. The Seven was first introduced by Lotus 23 years ago. The Super Seven Series III has a tubular steel chassis covered with aluminium panels and pre-coloured fibre glass nose and wings. As a result being light yet very strong the car provides shattering performance and roadholding. The Ford 1600 GT engined car accelerates from 0-60 mph in 7.7 seconds the Big Valve Twin Cam in 6 seconds.
Available in the UK in component form only but part assembled with all difficult operations completed at the works. The 1600 GT engined car is available for early delivery at £5,046, the Big Valve Twin Cam version is 6-9 months at £5,909, (both prices include VAT and Car Tax). We can also offer early delivery on Rolling Chassis from £3,559 (inc. VAT) plus Car Tax. Send 35p for details or visit Caterham for a test drive.

EXPORT
The Super Seven can be supplied with left or right hand steering. Tax free for personal collection or shipment but please check your national legislation or contact us for advice. Send 50p or equivalent for details and address of agent or club member.

Parts Dept. Tel.: 42382
We offer a worldwide spares service.
Lotus Seven, Lotus Twin Cam engines, Lotus Cortina, TVR 'M' Series.
Super Seven 'T' Shirts. White, Yellow, Blue, Red. All adult sizes at £2.30 inc. P&P. Childrens at £2.00 inc. P&P. State size. Super Seven Sweat-Shirts. Navy, Green. All adult sizes at £7.70 inc. P&P. Childrens at £6.80 inc. P&P. State size.

SERVICE DEPT. Tel.: 42381
We can undertake service and renovation work to Lotus Seven, Lotus Twin Cam Engines, TVR 'M' Series.

LOTUS SEVEN CLUB
Next meeting Thursday 4th September. Red Lion, Margaretting, Essex.

MOTOR RACING
Why not watch our own **and** Rob Cox's car compete in their respective championships.
Prodsports Events: Sept. 6th/7th Silverstone : Sept. 21st Croft : Sept. 28th Mallory Park.
Modsports Events : Sept. 28th Thruxton.



USED SEVENS
Below is a small selection of fully serviced models.
1978 Series III with B.V.T. Cam engine. Yellow/aluminium, immaculate.
1978 Series IV with B.V.T. Cam engine. Genuine low mileage, Yellow.
1977 Series 111 with 1600 GT. Black/Aluminium.

USED CARS
Our stock of used cars is ever changing so please contact us for details of your requirements, for used Super Sevens, Lotus and TVR/M.
Used cars are fully serviced in our workshops and carry a 12 month Car Care Plan warranty. Leasing, HP and insurance facilities available.

WANTED
We ***pay cash*** for good examples of Sevens. Please phone us with details and price required.
Also required for existing customers are:—
1976/77 Elite or Eclat, 1976/78 Esprit, 1974 Europa +2S 130/5.
1976/77 TVR 'M' Series.
Must be good condition and average mileage for year.

Photo by Moniter. Courtesy of Brighton Marina

STOP PRESS

SUPER SEVEN 'SPRINT'
To alleviate the long delivery period for a Twin Cam engined car we have recently developed a new power unit option (lurking under the bonnet of the car pictured below). The unit consists of a brand new Ford 1600 GT engine which we strip and fully balance. At this stage we fit a 'fast-road' camshaft specially developed for us. The cylinder head is reworked, and Holbay inlet manifolds with two twin-choke Weber carburettors are fitted. Distinguished by a tubular four branch exhaust manifold and special rocker cover the unit produces 110 bhp (DIN) and 97 lb/ft (DIN).
This provides the car with virtually the same performance as the Big Valve Twin Cam with the advantages of ease of maintenance as well as a big cost saving.
The **Super Seven 'Sprint'** costs £5,416 (inc. taxes) in component form. Fully built export models can be supplied.



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

When you buy a great Zenith Make sure there's a great team behind it



Zenith TTL with through-the-lens metering.

Zenith EM 35mm reflex camera with automatic diaphragm.

It costs less than you might expect to equip yourself for really exciting photography – when you choose the award-winning Zenith.

But make sure you buy it from a photo dealer recognised and appointed by us. Because...

- We are the only company authorised to import Zenith cameras directly from the makers and distribute them in the UK.
- We have in London a team of skilled technicians who inspect every Zenith before it is passed for sale.
- We maintain our own fully equipped and experienced servicing department.
- We give a truly meaningful guarantee – the 'Passport to Service'.
- We offer the superb Helios interchangeable lenses and other accessories, which make Zeniths full 'system' cameras.

Ask us to send you our new comprehensive colour brochure and list of appointed stockists.
Zenith Cameras and Helios Photographic and Optical Equipment, Distributed and Guaranteed by the Sole Authorised UK Importers: Technical & Optical Equipment (London) Ltd, Zenith House, The Hyde, Edgware Road, London NW9 6EE. Telephone: 01-200 6505.

You can trust us. We keep in close touch with photo dealers, who can offer you a Zenith, complete with leather case, at a very reasonable price.

'Look for this Appointed Dealer Sticker

Zenith & Helios CAMERAS AND ACCESSORIES Authorised Stockist



Look for the distinctive Zenith packaging.

Check that you're given the 'Passport to Service' Guarantee.

– and then you can trust your Zenith to widen your photographic horizons.

When you study the facts

THERE'S ONLY ONE DO-IT-YOURSELF RUSTPROOFING TREATMENT GOOD ENOUGH FOR YOUR CAR

BLACK KNIGHT UNIVERSAL RUST-STOP

the one with the BIG GUN!



MAXI-SPRAY

REAL ENGINEERING—TOP QUALITY EQUIPMENT

The equipment some companies offer you is—quite frankly—a joke. Black Knight provide gear that professionals would be proud to use. The new MAXI SPRAY is constructed from tough durable parts engineered to give precise yet easy one-hand operation to pump through large quantities of RUST STOP to make the job quick and effective. Feed tube screws direct to RUST STOP can. Switches to BLACK WAX instantly—no washing up.

HERE'S HOW RUST-STOP PROTECTS

Penetrates every minute crevice, even **microscopic** indentations invisible to naked eyes. 360° spray emits **super-atomised** high-power mist—millions of tiny droplets soak every hidden part of the most inaccessible interior box section. **Kills** existing rust—prevents its return even if treated when wet, even with fresh road salts already on your car. Nothing can stop RUST STOP working. **Repels** attack from any further corrosive elements, natural or man-made by forming a smooth, flexible, tough skin that won't oxidise or disintegrate over the years. **Once RUST STOP IS ON; RUST HAS GONE!**

—AND NOW BLACKWAX UNDERBODY COATING!

Another major advance—Black Knight introduce Black Wax—a heavy bituminised wax-based underbody coating for use on NEW CARS OR USED CARS WITH NO UNDERBODY CORROSION. Dries to a smooth, flexible, super abrasion-resistant finish.

HOW BLACK WAX IS APPLIED NOT by brushing—just attach our Maxi-Spray direct to the Black Wax can and pump away. Black Wax has been introduced for those motorists who prefer the traditional dry-surface black underbody coating. Order the NEW CAR RUST STOP KIT—this contains 5 litres of Black Wax for the underbody. **Remember**, Black Wax is a rust preventative, not a rust killer like RUST STOP, so it is only for use on new cars or used cars with no underbody corrosion.

TRY THIS SENSATIONAL TEST Take a piece of heavily rusted metal, immerse it completely in strong brine, then without allowing it to dry dip it into Black Knight RUST STOP and hang it outside to face the worst conditions. Even years later you will not find any further rusting. **WE KNOW—WE'VE DONE IT!**

SAVE £5

Black Knight Double Special Order a complete rustproofing kit and get a large economy Glossguard for only £6.95. Total £24.90. This offer will treat two small cars.

HOT LINE! FOR CUSTOMERS IN A HURRY— If you want RUST STOP FAST use your ACCESS/BARCLAYCARD number and order by hot line phoning HEMEL HEMPSTEAD 41477—90% of orders will be received by customers within 7 working days.

Black Knight RUST.STOP is simply the most advanced rustproofing treatment you can get. Produced by **professionals** with years and years of practical experience in every kind of vehicle rustproofing, the RUST.STOP kit gives you **this guarantee**: used in accordance with the simple step-by-step instructions for most makes and models of car, RUST.STOP will **kill existing rust** completely, **prevent** further corrosion, **repel** any attack from the elements or man-made corrosives such as road-salts, and **hold your car in prime condition** for that all-important time when you decide to sell. Then the Black Knight RUST.STOP **window sticker** will tell the lucky purchaser that your car is **rust-free** and worth the **maximum price** for its year, mileage and **all-round condition.**





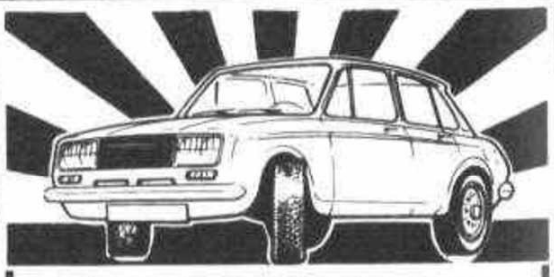
360° SPRAY HEAD

The spray head is **precision engineered**—not an assembly of bits and pieces—to give a **genuine all-round spray** of fine mist under great pressure covering a **true 360°** spherical area to ensure **total penetration** of RUST.STOP into every crevice.

COMPLETE D-I-Y KIT SPECIAL PRICE only £17.95

KIT INCLUDES: **10 litres RUST.STOP—enough for most cars. (NEW CAR KIT has 5 litres Rust Stop and 5 litres Black Wax) MAXI-SPRAY airless Hand Pump Applicator. 360° Spray Head. Flexible 6ft. extension wand. Hood. Face Mask. 20 PVC Plugs. Full Colour step-by-step instruction Manual.**

NEW CAR KIT £19.95 carriage free. Hood, mask and plugs free of charge.



GLOSSGUARD YOUR CAR

ONCE ONLY— NO MORE WAXING OR BUFFING—EVER

Restores original shine—even on used cars. Protects car paint-work and chrome against snow, hail, sun, road salts, bird droppings, acid pollution, etc.

The brilliant showroom shine your car once had is still there—hidden by grease and dulling road film. It can be restored even on old cars with no effort using the revolutionary new Glossguard Treatment. **Wipe away the veil** of dirt and grease in minutes, **restore "new-car" shine** with the wipe of a cloth, **lock in the brilliance** without rubbing or buffing, **protect paint and chrome** with a bonded lamination of **glass-like polymerised sealed coating** that defies everything that man or nature can throw at it, including flying stones. **So easy to apply—makes future cleaning child's play—no waxing, no hard rubbing.** Glossguard uses modern developments such as silicones and polymers to make it easy to apply, effortless to achieve a truly sparkling finish. And they form the basis of the glass hard coating that protects this new found brilliance for years—brilliance that is easy to maintain with an occasional warm wash.

Ideal for metallic paints, chrome, etc.

Glossguard works on both standard paintwork and metallic finishes, on chrome and other brightwork, satinised surfaces, etc. It cleans off oxidisation and surface rusting, and prevents their return by providing a completely watertight and airtight bonded lamination of glass-hard toughness. Also recommended for caravans and boats.

NO-RISK GUARANTEE

Glossguard will do everything we claim for it and we offer you this no-risk opportunity. Order Glossguard and try it out on a small area of your car. If the results don't delight you simply return the unused portion and we'll refund your money—no quibbles. With winter getting its teeth into your car you can't afford to miss this great new protective product. Use the order form below.

STANDARD KIT for small cars £8.95

LARGE ECONOMY KIT £11.95

To: BLACK KNIGHT RUSTPROOFING LTD, MS9, 559 LONDON RD, HEMEL HEMPSTEAD, HERTS.

Coupon prices all carriage free

- ☐ RUST.STOP KIT complete with instructions £17.95
- ☐ NEW CAR RUST.STOP KIT with 5 litres Black Wax £19.95
- ☐ 5 litres RUST.STOP £8.25
- ☐ 10 litres RUST.STOP £13.95
- ☐ 20 litres RUST.STOP £23.25
- ☐ DOUBLE SPECIAL £24.90
- ☐ 5 litres BLACK WAX £9.45
- ☐ TRIAL OFFER 500ml £1.95
- ☐ GLOSSGUARD STANDARD KIT (small cars) complete with instructions £8.95
- ☐ LARGE ECONOMY KIT (large cars) £11.95

All orders despatched within 24 hours

Enclosed CH/PO/MO/Cash £.....

Access/Barclaycard/Trustcard No .....

Signature .....

NAME .....

ADDRESS .....

.....

BOOKS! NEW TITLES SALE OFFERS THE BEST IN PRINT

Connoisseur Carbooks

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

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

BOOK OF THE MONTH!

MOGGIE: THE PURCHASE, MAINTENANCE AND ENJOYMENT OF MORGAN SPORTS CARS. Colin Musgrove. Written by a long time Morgan owner and restorer, this new book will be essential reading for anyone who owns or plans to own an example of the marque. Following an opening chapter on buying a Morgan, the author explains the maintenance and restoration of all components, provides a "guided tour" of Morgan clubs throughout the world and discusses the entering of Morgans in competition. Also included are technical data on all models from 1951 to 1979, a directory of suppliers and services and a fine collection of previously unpublished photos. 112 pages, 72 illus., 24 colour. **£8.95**

THE "COLLECTOR'S GUIDE" SERIES.

Published by our associate company, Motor Racing Publications. A range of carefully researched, generously illustrated books devoted to cars of outstanding interest. Each book includes production and competition history, technical data and advice on buying and maintenance. Casebound, approximately 130 pages and 130 illustrations each title. Choose from:

The T-Series MGs. Robson. **£7.95**
The Porsche 911 And Derivatives. Cotton. **£6.95**
The Lotus Elan And Europa. Bolster. **£6.95**
The Jaguar E-Type. Skilleter. **£6.95**
The MGA, MGB And MGC. Robson. **£6.95**
The Triumph TRs. Robson. **£6.95**

MORE ONE-MAKE BOOKS

Alfissimo! 304 pp, 225 b/w illus., 12 colour. **£12.95**
Alfa Romeo: All The Cars From 1910. 874 pp. **£24.50**
Allard. The Inside Story. Lush. 208 pp, 129 illus. **£7.95**
Aston Martin & Lagonda. 245 pp, 283 illus. **£17.95**
The Power Behind Aston Martin. 128 pp, 126 illus. **£5.95**
Aston Martin & Lagonda. Dalton Watson. 400 illus. **£10.00**
The Aston Martin 1948-1959. 80 pp, 143 illus. **£5.50**
Aston Martin 1959-1969. 144 pp, 200 illus. **£10.00**
Austin Healey Yearbook 1979-80. Skilleter. 120pp, 200 illus. **£7.50**
Austin-Healey: The Story Of The Big Healeys. Geoffrey Healey. 256 pp. **£8.95**
More Healeys: Frogeyes, Sprites & Midgets. Healey. 114 pp. **£8.95**
Healey: The Handsome Brute. 256 pp, many illus. **£12.95**
BMW: A History. 380 pp, over 1000 illus. **£24.95**
Unbeatable BMW. Racing history 1959-1979. 224 pp. **£9.95**
The New BMW Guide. 222 pp, 173 illus. **£3.60**
Bristol Cars And Engines. **£4.50**
Bugatti. 279 pp, 131 b/w illus., 159 colour. **£29.50**
Bugatti: Thoroughbreds From Molsheim. 520 pp. **£14.95**
70 Years Of Buick. 352 pp, 2000 illus. **£12.00**
Cadillac: 70 Years History. 416 pp, 500 illus. **£17.95**
60 Years Of Chevrolet. **£12.00**
70 Years Of Chrysler. 384 pp, 2200 illus. **£15.00**
Citroen: The Great Marque Of France. 550 pp, over 500 illus. **£19.95**
Shelby's Wildlife: The Cobras & Mustangs. 224 pp. **£9.60**
Ferrari: The Sports & Gran Turismo Cars. 264 pp, 660 illus. **£19.95**
Dino: The Little Ferrari. 328 pp, 300 illus. **£13.95**
Ferrari Testa Rossa V-12. 256 pp, 300 illus. **£14.95**
Ferrari. Tanner & Nye. 542 pp, 600 illus. **24.00**
Ferrari: The Man, The Machines. 348 pp. **£16.50**
The Ferrari Legend: The 250GT Competition Berlinetta. 382 pp. **£24.95**
Ferrari: The Early Berlinettas & Competition Coupes. **£7.95**
Ferrari: The Early Spyders & Competition Roadsters. **£7.95**
Illustrated History Of Ford 1903-1970. 1400 illus. **£11.40**
Frazer Nash. 208 pp. **£6.50**
The Legendary Hispano-Suiza. 400 illus. **£10.00**
Jaguar Driver's Yearbook 1979-80. Skilleter. 120pp, 233 illus. **£7.00**
Jaguar Sports Cars. Skilleter. 360 pp, 200 illus. **£13.75**
E-Type: End Of An Era. 248 pp, 124 illus. **£15.00**
Jaguar XK. 256 pp, 150 b/w illus., some colour. **£15.00**
Jaguars In Competition. 208 pp. **£7.95**
The Jaguar Tradition. **£10.00**
Jaguar V-12 Engine: Design & Background. **95p**
Lagonda: A History Of The Marque. 497 pp. **£15.00**
La Lancia. 303 pp, over 500 illus. **£19.95**
Lancia Fulvia. 76 pp. **£2.95**
The Lea-Francis Story. 144 pp, 108 illus. **£6.95**
Theme Lotus. Nye. 200 pp, 200 illus. **£7.95**
The Original Lotus Elite. 136 pp, 180 illus. **£7.95**
Maserati Road Cars: The Postwar Production Cars 1946-1979. 240 pp, 450 illus. **£14.95**
Maserati Sports Racing & GT Cars 1926-1975. 300 pp. **£8.50**
Mercedes-Benz Production Models 1946-1975. 175 pp. **£9.00**
Three-Pointed Star. 448 pp, 150 illus. **£14.95**
Mercedes-Benz: A History. 228 pp, 316 illus. **£12.00**
MG By McComb. 300 pp, 200 illus. **£9.95**
The Magic Of MG. **£10.00**
MG Sports Cars. 120pp. **£6.95**
MG: The A, B & C. 256 pp, 200 illus. **£14.95**
Mini. 208 pp, 180 illus. **£6.95**
Morgan: First & Last Of The Real Sports Cars. **£8.95**
Morgan Sweeps The Board. 3-wheeler history. 256 pp, 200 illus. **£9.95**
The Bullnose & Flatnose Morris. 264 pp. **£7.00**
Morris Cars: The First 35 Years. 104 pp. **£3.20**
Pontiac: The Complete History. 303pp, 517 illus. **£15.95**
Porsche: Excellence Was Expected. 875 pp. **£35.00**
The Porsche Book. 472 pp, 690 illus. **£13.95**
Porsche 911 Guide. 120 pp. **£2.60**
Porsche SAE Papers. 41 pp, 70 illus. **£5.40**
Riley Production & Competition History, Pre-1939. **£5.95**
Those Elegant Rolls-Royce. 650 illus. **£14.50**
Coachwork On Rolls-Royce 1906-1939. 700 illus. **£14.50**
Bentley: 50 Years Of The Marque. 600 illus. **£14.50**
The Rolls-Royce Motor Car. Bird & Hallows. 344 pp. **£17.50**
Rolls-Royce: The Story Of The Best Car In The World. 256 pp, 100s of illus. **£8.95**
Rolls-Royce: 75 Years of Motoring Excellence. 208 pp, 250 illus., 150 colour. **£7.95**
Bentley 1919-1931. 138 pp, many illus. **£3.00**
A Pride Of Bentleys. 224 pp, 420 illus., most colour. **£19.95**
W. O. Bentley, Engineer. 366 pp. **£19.95**
The Range Rover/Land-Rover. 192 pp, 66 illus. **£7.50**
Land-Rover 1948-1973. **£2.75**
The Standard Car 1903-1963. 143 pp, 121 illus. **£3.50**
Tiger: The Making Of A Sports Car. 224 pp. **£9.95**
Georges Roesch & The Invincible Talbot. 496 pp. **£8.75**
Triumph Cars: The Complete 75-Year History. 312 pp, over 400 illus. **£14.95**
Triumph Sports. 132 pp, many illus. **£2.25**
Volkswagen: Beetle & Derivatives. 367 illus. **£8.00**

BOOK BARGAINS!

The Rolls-Royce Alpine Compendium 1913 & 1973. 146 pp, 110 illus. Was £3.50. **£1.95**
John Cooper, Grand Prix Carpet-Bagger. 230 pp, 56 illus. Was £6.50. **£3.25**
The Ferrari Formula 1 Cars 1948-1976. Thompson. An amazing bargain! 192 large pages, with 445 illus., 16 colour. Was £15.95. **£8.95**
Isotta Fraschini. Anselmi. 353 pp, 455 illus., 16 colour. Was £17.95. **£12.95**
The Book Of The Silver Ghost. Ullyett. 114 pp, 213 illus. Was £5.95. **£2.50**
Great Motor Sport Of The Thirties. Dugdale. 256 pp, 150 illus. Was £8.95. **£5.95**
The Berlinetta Lusso. Miska. 99 large pp, 99 illus. Was £12.95. **£8.50**
My Motoring Reminiscences. Edge. 272 pp, 35 illus. Was £3.50. **£2.50**
An MG Experience. Jacobs. 192pp, 82 illus. Was £3.95. **£1.95**

OLYSLAGER AUTO LIBRARY

World famous photographic reference volumes. Choose from:

British Cars Of The Late 50s. £3.95
British Cars Early 50s. £3.95
British Cars Late 40s. £3.95
British Cars Early 40s. £3.95
British Cars Late 30s. £3.95
British Cars Early 30s. £3.95
American Cars 1960s. £4.25
American Cars 1950s. £3.95
American Cars 1940s. £3.95
American Cars 1930s. £3.95

RESTORATION

The Restoration & Preservation Of Vintage & Classic Cars. 297 pp, 200 illus. **£9.50**
Postwar British Thoroughbreds: Purchase & Restoration. 182 pp. **£7.95**
Rust & Rot. 140 pp. **£3.95**
Panel Beating & Body Repairing. 370 pp, 207 illus. **£6.95**
Bodywork Maintenance & Repairs Including Interiors. 117 pp. **£4.95**
Car Interior Restoration. 128 pp, 53 illus. **£2.60**
The Restoration Of Vintage & Thoroughbred Cars. 192 pp. **£6.95**
The Maintenance & Driving Of Vintage Cars. 168 pp. **£7.95**
Auto Restoration Tips & Techniques. 256 pp, 100s of illus. **£3.10**
Auto Body Repair For The Do-It-Yourselfer. 96 pp. **£3.90**
Restoration Of Postwar Cars. 168 pp. **£5.95**

RACING AND RALLYING

Photo Formula 1. 160 pp, 110 b/w illus., 56 colour. **£17.50**
Mario Andretti: World Champion. 176 pp, 113 illus. **£6.00**
For The Record: My Years With Ferrari. Lauda. 224 pp. **£4.95**
The History Of Motor Racing. Boddy. 316 pp, 382 illus., 203 colour. **£7.95**
The Le Mans 24-Hour Race 1978. 342 illus., many colour. **£14.95**
A Story Of Formula 1. Jenkinson. 159 pp. **£1.25**
Brooklands: A Pictorial History. 227 illus. **£6.00**
Ronnie Peterson: Super Swede. 200 pp. **£2.95**
Ferrari's Drivers. 200 pp, 36 illus. **£5.95**
The Guinness Guide To Grand Prix Motor Racing. 264 pp, 140 illus. **£11.95**

HISTORY AND GENERAL

World Cars 1980. 440 pp, 1100 illus. **£15.75**
The Guinness Book Of Car Facts & Feats. 288 pp. **£6.95**
Vanden Plas: Coachbuilder. 481 illus. **£14.50**

NEW, RECENT AND SPECIAL INTEREST

Lotus Elan 1962-1973. New in the "Brooklands Books" series — a collection of 27 articles from contemporary motoring journals, including 9 road tests. As with the other books in the series, this one is well illustrated and will be an invaluable reference guide for the historian and restorer. 100 large pages, about 150 illus. **£3.75**

The "Great Marques" Series. A new series of one-make histories. Each book has 96 large pages and as well as lively text contains close to 100 superb colour photos which alone make these books quite remarkable value. Choose from: **Ferrari; Mercedes-Benz; Porsche. EACH £3.95**

The Ferrari Legend: The Road Cars. Prunet. With some 100,000 words of text and close to 600 photos, this lavish new book covers all Ferrari road cars from 1947 to date. Many of the older models are now all but forgotten; this book documents both them and the more famous ones in unprecedented detail. 448 pages, 560 illus., 100 colour. (October '80). **£19.95**

Jaguar: The History Of A Great British Car. Whyte. A detailed account of the Jaguar company and its cars, written "from the inside" by an author who spent most of his working life directly associated with them. A well illustrated book that contains a mass of information. 248 pages, 150 illus. (October '80). **£9.95**

Jaguar Sports. From the pages of "Autocar" — a comprehensive collection of road tests, technical articles and competition reports which span a period of over 40 years. A pleasing and informative addition to the Jaguar library. 160 large pages, 338 illus., 28 colour. **£6.95**

MGA 1955-1962. Another new title in the Brooklands Series of reprinted road tests and feature articles. 100 large pages, many illus. **£3.75**

MG — Just For The Record. A 12" long playing record featuring MG car sounds, factory tour, MG racing, interviews with John Thornley and others. An unusual and interesting item for the MG devotee. **£4.99**

Happy Wheels: An Appreciation Of The Metropolitan. Reiman. An affectionate and informal collection of articles about the Nash Metropolitan, with some nice photos. 48 large pages, 46 illus., 5 colour. **£5.95**

The Automotive Photography Of Peter Coltrin. The best racing photographs of one of the masters of modern motor racing photo journalism. The period covered is 1957 to 1965 and the photos are, quite simply, superb. 120 large pages, about 100 illus. **£7.95**

The Rolls-Royce Phantom II Continental. Gentile. An outstanding new title in the Dalton Watson series of high quality motoring books. A comprehensive study of the PII from its inception in the late 1920s to its demise in 1935. 271 large pages, over 200 illus. **£14.50**

The VW Story. Sloniger. Compiled with full company co-operation, this book traces the development of Volkswagen from earliest days to date and will appeal to all who have fallen under the spell of the "Beetle" and its successors. 160 pages, about 150 illus. (October '80). **£9.50**

Panters & Mangusta 1969-1974. Collection of 19 articles taken from contemporary motoring journals. A Brooklands Series book. 70 large pages, about 100 illus. **£2.75**

Porsche 911 Story. Frere. Revised edition of this well-known and authoritative work, now updated to cover all models up to 3.3 litre turbocharged Carrera. 200 pages, over 100 illus., 7 colour. (October '80). **£10.95**

The Morgan Cartoon Book. Quirk. 52 cartoons and poems about Morgan cars and Morgan "types". An amusing book, supplied in a presentation box and with a foreword by Peter Morgan. **£8.95**

Brooklands Road Test Reprints. Four more titles in this series of collected road tests and feature articles. Each has over 100 pages and 100s of photos and drawings. Choose from: **MG MGB 1970-1980; MG MGB GT 1965-1980; Lamborghini Cars 1970-1975; Porsche Cars 1972-1975. Each £3.75**

The Four-Wheeled Morgan Vol 2: The Cowled-Radiator Models. Ken Hill. Sequel to author's first volume on Flat-Radiator Models (£5.45), covering specifications and data on all production models, competition history, the Morgan club scene and much more. 144 pages, approx. 135 illus. **£7.95**

Maserati Birdcage. Finn. A car-by-car history of the marvellous Tipo 60 and 61. A well illustrated book written by a Maserati expert who blends factual information with lively anecdote. 208 pages, over 150 illus. **£9.95**

Connoisseur Carbooks Catalogue 1980/81. A 96 page descriptive guide to current motoring literature. Over 1300 titles included, under 12 subject headings. A must for the serious book collector. **75p**

Lancia: The Shield & Flag. Trow. Biography of Vincenzo Lancia and survey of all cars from Alpha to Flaminia. 270 pages, 67 illus. **£12.50**

The Le Mans 24-Hour Race 1979. A lavish, comprehensive and heavily illustrated book which covers the '79 race in immense detail. Includes hour by hour race report, results, feature articles and truly superb photography. 160 large pages, 352 illus., 76 colour. **£15.95**

Racing With The David Brown Aston Martins, Volume 1. Wyer & Nixon. A copiously illustrated book in which the racing achievements of Aston Martin are vividly recalled. Even the most knowledgeable enthusiast will find much in this book that is new and will find the photos enthralling. Approx. 260 large pages, 300 illus. **£14.95**

Racing With The David Brown Aston Martins, Volume 2. Nixon. Series of almost 30 interviews with the designers, drivers, mechanics, engineers and others who contributed to Aston Martin racing. Like volume 1, a large, well illustrated book which will provide a mine of information. Approx. 260 large pages, 300 illus. **£14.95**

The Daimler Tradition. Re-issue of Brian Smith's widely acclaimed history of Daimler. A meticulously researched volume which has been out of print for too long! 334 large pages, 370 illus. **£12.95**

Classic Sports Cars. Posthumus. An in-depth and marvellously well illustrated study of some 40 models from 1920s to date. An important book by an author of high standing. 160 large pages, 240 illus. including colour plates and detail drawings. **£6.95**

Jaguar Saloon Cars. Skilleter. Long-awaited successor to the same author's 'Jaguar Sports Cars'. A book of immense detail with nothing of importance omitted and with a staggering array of illustrations. 608 pages, 767 b/w illus., 21 colour. **£24.00**

Porsche 356. Jenkinson. One of three new titles in the Osprey AutoHistory series. Includes technical data, competition history, and the story of the author's own 356 which he continually updated and modified. 136 pages, about 90 illus., 8 pages in colour. **£5.95**

Jaguar XJ. Harvey. Osprey AutoHistory series. Covers the complete XJ range from XJ-6 to XJ-S. 136 pages, about 90 illus., 8 colour pages. **£5.95**

Ferrari Dino 206GT, 246GT & GTS. Webb. In Osprey AutoHistory series. 136 pages, about 90 illus., 8 colour pages. **£5.95**

The History Of Brooklands Motor Course. Boddy. Re-issue of this classic motor racing book which has been out of print for some time but for which demand has remained consistently high. Approx. 368 pages, 200 illus. **£15.90**

Lotus: A Competition Survey Of The Sports, GT And Touring Cars. Harvey. Competition survey of all non-single-seater Lotus cars from first Austin 7 used in trials in 1948 up to Esprit and Talbot Sunbeam Lotus. 208 pages, 180 illus. **£8.95**

Racing Mechanic. Walton. The story of famous F1 mechanic Ermanno Cuoghi. Dwells mainly on his 7-year stay with Ferrari and relationship with Niki Lauda, but does not neglect the other cars with which he was involved. 176 pages, 120 illus. **£7.95**

Postwar MG And Morgan. In the 'Survivors' series, a lavish landscape format book in which a dozen MG and Morgan models are photographed in breathtaking colour, with more photos in black and white and accompanying text. A book of outstanding quality. 128 large pages, 217 illus., 115 colour. **£19.95**

Picture A Ford. In the 'Autocar Special' series, a photo-and-caption history of American and European Fords which covers the company's 75 years of production. Excellent value. 132 large pages, 374 illus. **£3.50**

Brooklands Road Test Reprints. Three more titles in this series of collected road tests and feature articles. Each book has 100 large pages with numerous photos and drawings. Choose from: **Morgan 1969-1979; Morris Minor 1948-1970; Porsche 914 1969-1975. EACH £3.75**

British Diecasts: A Collector's Guide To 'Toy' Cars, Vans And Trucks. A detailed guide to the buying, selling, storage, display etc. of diecast models. A useful book on a subject more complicated than many aspiring collectors realise. Approx. 208 pages, 200 illus. (some colour). **£8.50**

Ferrari Berlinetta Boxer: 365 & 512 Series. Mel Nichol. This book and the two immediately below are the first 3 titles in the Osprey AutoHistory series. Each book has 136 pages plus about 80 photos including 8 pages in colour. More titles are coming in 1980 and thereafter, so why not start your collection now! **£4.95**

Mercedes-Benz Roadsters: 230, 250, 280, 350, 450SL & SLC. L. J. K. Setright. In series with above. **£4.95**

Rolls-Royce Silver Shadow, Corniche, Camargue, Silver Wraith II & Bentley T. John Bolster. In series with above. **£4.95**

The Rolls-Royce Twenty. Fasal. Massive compilation of text and photos on the Rolls-Royce 20 hp. Of superb quality, this is the definitive reference work on these cars and belongs in every Rolls-Royce enthusiast's library. 584 large pages, 595 illus., 13 colour. **£36.95**

Coachwork Of Erdmann & Rossi. 363 illus. **£14.50**
The Illustrated Encyclopaedia Of Automobiles. 352 pp, over 1000 illus. **£7.95**
Cars Of The Thirties And Forties. 240 pp, over 450 illus., 200 colour. **£12.50**
Bike Cars. 96 pp, 175 col. illus. **£2.40**
Motoring Mascots Of The World. 192 pp, 789 illus. **£14.95**
Automobile Year 27, 1979/80. **£17.50**

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

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

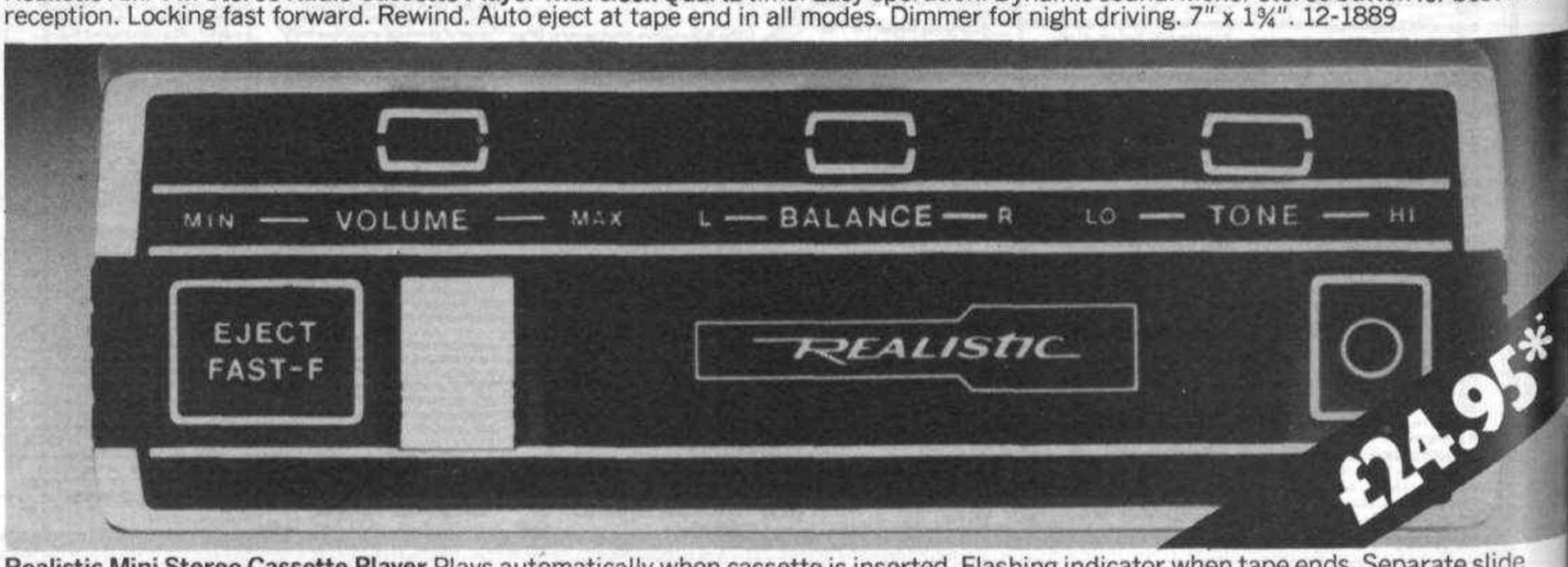
Pure ind



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

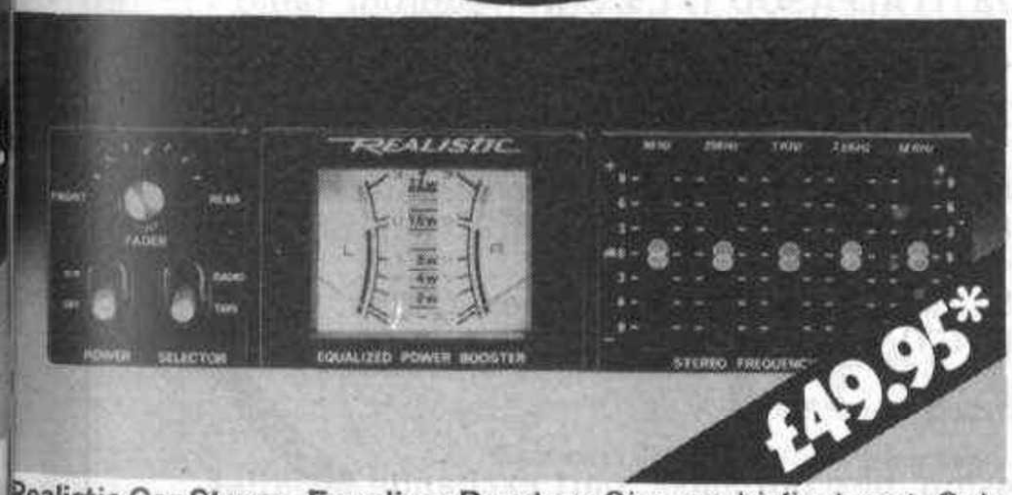


Realistic AM/FM Stereo Radio Cassette Player with clock Quartz time. Easy operation. Dynamic sound. Mono/stereo button for best FM reception. Locking fast forward. Rewind. Auto eject at tape end in all modes. Dimmer for night driving. 7" x 1¾". 12-1889

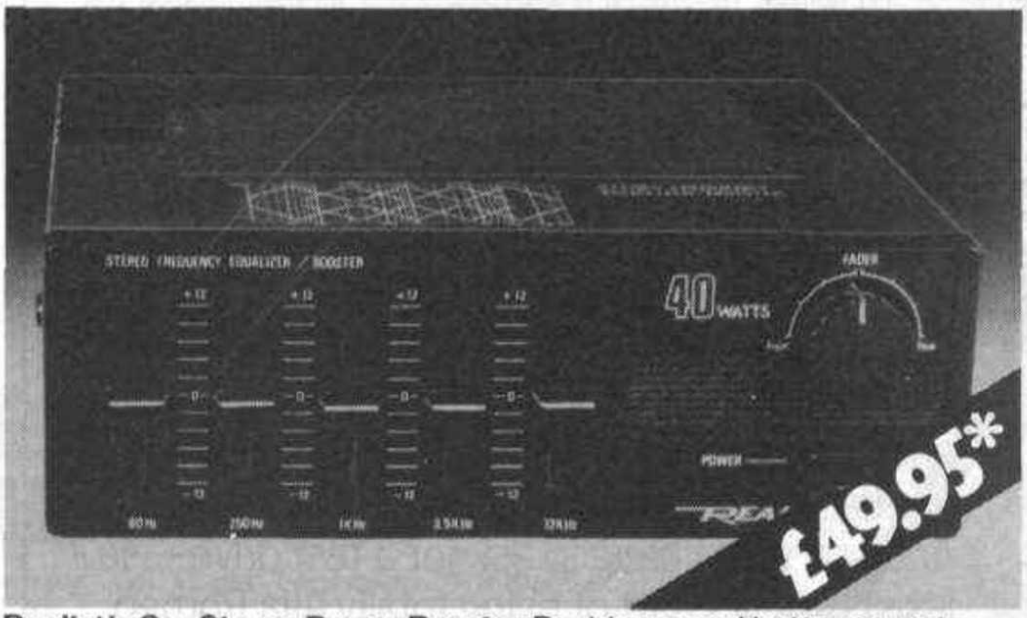


Realistic Mini Stereo Cassette Player Plays automatically when cassette is inserted. Flashing indicator when tape ends. Separate slide action tone, balance and volume. 12v neg. earth. 12-1803

ulgence.



Realistic Car Stereo, Equalizer Boosters Give car hi-fi a boost. Only 1% total harmonic distortion at 30 watts. Equalizer lets you adapt frequencies to your taste. Fade control balances 4 speaker systems. Works with tape or radio. 12-1861



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



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

£34.95*



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

£69.95*

ACCRINGTON
17 Union Street
ALDRIDGE
5 Central Area Development
BARNSLEY
Market Street
BASINGSTOKE
2 London Street
BIRKENHEAD
Kwik Save Cantre, Prenton
BRADFORD COMPUTER CENTRE
1/4, Forster Square.

BIRMINGHAM AREA
BULL RING
28 Bridge Link
Shopping Centre
CAPE HILL
44-46, Cape Hill
CITY CENTRE
57-58, Dale End
CORPORATION STREET
10, Corporation Street.
DALE END
57-58, Dale End
EDGBASTON COMPUTER CENTRE
Edgbaston Shopping Centre.
ERDINGTON
116 High Street
HALESOWEN
27 Queensway
NORTHFIELD
459 Bristol Road South

PERRY BARR
20 Lynton Square
SHELDON
2268 Coventry Road
SMETHWICK
44-46 Cape Hill
WARD END
887 Washwood Heath Road
WEDNESBURY
Bilston Road

BOLTON
5 Nelson Square
BOSCOMBE
548 Christchurch Road
BOURNEMOUTH
132/4 Commercial Road
BRADFORD
9 Petergate
BRIGHTON
70 London Road

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

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

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

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

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

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

STREATHAM
254 Streatham High Road
TOTTENHAM
455 High Road
WALTHAMSTOW
123 High Street
WALWORTH
239 Walworth Road
WANDSWORTH
107/9 High Street
WELLING
7 Embassy Court
WIMBLEDON
124/6 The Broadway

LUTON
157 Dunstable Road

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

CITY CENTRE
Arndale Centre
STRETFORD
Arndale Centre

NEWBURY
14 Bartholomew Street
NORTHAMPTON
Weston Favel Shopping Centre

NOTTINGHAM AREA
ARNOLD
126/8 Front Street
BEESTON
30 The Square

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

SHREWSBURY
20 Shop Latch
SITTINGBOURNE
20 The Forum Shopping Centre
SLOUGH
293 High Street
SOUTHAMPTON
East St. Centre
STAFFORD
6 Sheridan Shopping Centre
ST. HELENS
Fingerpost Centre
STOKE-ON-TRENT
Hanley 16 Charles Street
SUNDERLAND
4 Fawcett Street
SURREY
206 High Street
SUTTON (Surrey)
206 High Street
TORQUAY
134 Union Street

TYNE AND WEAR AREA
NEWGATE
23 Newgate Centre
SHEFFIELD
14-20, Hillsborough Shopping Centre.
SHIELDS ROAD
184/6 Shields Road
WASHINGTON NEW TOWN
Galleries
SHOPPING CENTRE

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

Offers subject to availability. Instant credit available in most cases.
Prices may vary in individual stores.
Access, Barclaycard and Trustcard welcome.
Most items also available at Tandy Dealers. Look for this sign in your area.

TANDY DEALER

*All prices include VAT.

IT'S POSSIBLE, ONLY AT Tandy

Better Equipment. Lower Prices. No Middlemen.

ALFA ROMEO LONDON SALES



Direct Line to Alfa Romeo
Tel: 01-452 8661

There's one place in London that's totally Alfa Romeo – Alfa Romeo London Sales. And that means we know everything there is to know about Alfa Romeo.

We stock Alfas, we sell Alfas, we finance and lease Alfas, we service Alfas, we even export Alfas. In fact, you name it – and if it's Alfa we do it.

Our showroom positively sparkles with the entire range from Alfasuds, Giuliettas and Alfettas to the outrageously chic GTV Coupe. And you won't have to ask for a test drive – we'll insist on it. It's part of being totally Alfa Romeo.

We offer the following guaranteed used cars

1979 ALFASUD SUPER 1.5. Red, radio **£2,850**
1979 ALFASUD SUPER 1.5. Blue, radio **£2,700**
1978 (T) ALFASUD Ti 1.5. Silver, sunroof, radio **£2,950**
1979 ALFASUD Ti 1.5. White, radio **£3,100**
1979 GIULIETTA 1.8. Met. blue, radio/cassette **£3,425**
1980 GIULIETTA 1.8. Red, radio/cassette ... **£4,395**
1980 2000L SALOON. Electric sunroof, radio/cassette **£4,895**
1980 2000L SALOON. Met. green, radio **£4,550**
1980 GTV SE. Red **£6,250**

Leasing, hire purchase, part exchange facilities

Edgware Road (Nr. Staples Corner), London NW2 6LX.

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

M.G.

1980 Midget 1500, 3,000 miles, one owner, radio, Black. **£3,395**
1979 Midget 1500, 11,000 miles, radio cassette, Russet. **£2,995**
1978 Midget 1500, 15,000 mls., headrests, tonneau cover. **£2,525**
1979 BGT, 8,000 miles, one lady owner, overdrive, rustproofed. **£4,495**
1978 BGT, overdrive, tinted glass, radio, etc., White. **£3,845**
1977 Series BGT, overdrive, sunroof, tinted glass, Chartreuse. **£3,195**
1975 BGT, Anniversary model, low mileage, o drive, etc., **£2,895**
1975 BGT, low mileage, overdrive, Bracken Black interior. **£2,645**
1974 BGT, low mileage, radio, overdrive, Green Mallard. **£2,445**
1978 B Rdstr., 12,000 miles, overdrive, hard soft tops. **£3,695**
1978 B Rdstr., overdrive, radio, distinctive in Black. **£3,295**
1977 B Rdstr., overdrive, radio, S-Reg., one owner. **£2,845**
1976 B Rdstr., radio, overdrive, tonneau, Red Black. **£2,595**
1976 BGT V8, low mileage, overdrive, radio, serv. history. **£3,995**

RELIANT

1978 Scimitar GTE, overdrive, p.a.s., elec. windows. **£5,145**
1977 Scimitar GTE, p.a.s., overdrive, sunroof, White. **£4,195**
1976 Scimitar GTE Auto., tinted elec. windows, radio. **£3,495**
1975 Scimitar GTE, P-Reg., overdrive, chrome wheels, etc. **£2,795**

LOTUS

1977 Eclat, 5-speed, sunroof, radio cassette, Red Tan. **£5,695**
1973 +2S. 130 5-speed, M-Reg., radio, Metallic Tawny. **£3,495**
1972 Europa Twin Cam, low mileage, recent engine rebuild. **£2,995**
1973 Elan Sprint D.H. Coupe, M-Reg., radio, Lagoon Blue. **£3,495**

JAGUAR

1973 V.12 E2+2, Auto., chrome wires, tinted glass, Sable. **£5,495**
1973 V.12 E 2+2, manual, sunroof, radio, M-Registered. **£5,395**
1972 V.12 E 2+2 Auto., rustproofed, w wall tyres, Regency. **£4,495**
1971 V.12 E 2+2, manual, sunroof, chrome wires, radio. **£4,395**
1974 V.12 Rdstr., manual, chrome wheels, radio cassette. **£6,995**
1973 V.12 Rdstr., manual, radio, Primrose Black interior. **£5,995**
1972 V.12 Rdstr., auto., chrome wheels, Sundym, White Black. **£4,995**

TRIUMPH

1980 Spitfire 1500, overdrive, hard top, 5,000 miles. **£3,695**
1978 Spitfire 1500, one owner, hard soft tops, radio. **£2,595**
1977 Spitfire 1500, S-Reg., one owner, overdrive, h s tops. **£2,345**
1976 Spitfire 1500, overdrive, tonneau, White Black trim. **£2,195**
1979 TR7, 5-speed, sunfoof, radio, Red, one owner. **£3,895**
1977 TR7, one owner, service history, alloy wheels. **£2,445**
1975 TR6, overdrive, hard soft tops, Pimento Black trim. **£2,995**
1973 TR6, overdrive, radio, rustproofed, M-Registered. **£2,295**
1973 GT6, overdrive, sunroof, low mileage from new. **£1,845**

OTHER MAKES

1980 Renault Gordini, one owner, 8,000 miles, Black Red. **£3,995**
1979 Datsun 180B Bluebird, V-Reg., one owner, Yellow. **£3,045**
1979 Fiat X1/9 1500, one owner, Metallic Gold Cream interior. **£4,295**
1978 Mercedes 230 Auto., p.a.s., radio, one owner, 18,000 mls. **£6,995**
1978 Honda Accord, 4-door, T-Reg., one owner, 21,000 miles. **£3,295**
1977 Lancia Beta 2000ES, sunroof, elec. windows, alloy wheels. **£1,895**
1978 Ford Cortina 16000GI, 4-door, one owner, Metallic Brown. **£2,595**
1978 Ford Escort Sport, T-Reg., 5,000 mls., one owner, radio. **£2,895**
1977 Peugeot 504GL, low mileage, S-Reg., sunroof, Cream Tan. **£2,095**

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.

Open 7pm Weekdays, 6pm Saturdays. Closed Wednesday afternoons & Sundays.

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

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

1980 Lotus Elite 503. Carnival red, champagne hide, air con., PAS, 1,000 miles, one owner.
1979 Lotus Elite 503. Black, champagne hide, 18,000 miles, one owner, supplied and serviced by ourselves.
1978 Lotus Elite 503. Dark blue, champagne hide, supplied and serviced by us, one owner.
1978 Lotus Eclat 521. White, marcasite interior, 13,000 miles, one owner, supplied and serviced by us.
1980 Lotus Esprit SII. White, champagne hide, air cond., 1,500 miles, one owner, supplied and serviced by us.
1979 Lotus Esprit SII. White, champagne hide, 7,000 miles, one owner.
1978 Lotus Esprit SII. Red, black marcasite, 18,000 miles, one owner, radio/cassette player.
1972 Lotus Elan Sprint DHC. Finished in tangerine over white, 44,000 miles.
1973 Lotus Elan FHC. Metallic blue, 24,000 miles only from new, supplied and serviced by ourselves.

1977 Maserati Merak SS. Yellow, velour interior, 13,000 miles, supplied and serviced by us from new.
1979 Ferrari 400 2-door Coupé GT Auto. Red, tan leather, full air con., 13,000 miles, one owner.
1970 Jensen Interceptor. Petrol blue, leather trim.
1977 Lancia Monte Carlo. Metallic silver, 25,000 miles, one owner.
1979 Lancia 1600 HPE. Dark blue, cloth upholstery, 7,000 miles, one owner.
1978 Ford Cortina Savage V6 3000 c.c. Metallic silver, black leather, 15,000 miles, one ower.
1977 MG-B GT. Primrose yellow, cloth upholstery, 42,000 miles, one owner.

ENQUIRIES INVITED FOR OUR EXCLUSIVE ALFA ROMEO 2000 GTV TURBO — PRICES FROM £10,595.

BELL & COLVILL LTD

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

ADVANTAGEOUS LEASING AND FINANCE FACILITIES

NEW VEHICLES FOR IMMEDIATE DELIVERY

LOTUS

SERIES 2 ELITE in white, cloth trim, PAS, radio/cassette ... **List**
SERIES 2 ESPRIT lagoon blue, champagne leather trim .... **List**
Various other models and specifications available on request
Orders now being taken for the fabulous LOTUS ESSEX ESPRIT TURBO. 0-60 mph in 5.5 secs.

TVR

TVR TASMIN sapphire blue, electric windows, radio/cassette, all standard equipment 24 to 30 m.p.g. ..... **List**

Scimitar

ONLY ONE LEFT
SCIMITAR GTE 3 LITRES (details of our special deal on request)
SCIMITAR GTC CONVERTIBLE overdrive, olympic blue, tan trim, Wolfrace wheels, PAS, **List £11,360**

Suzuki

We are now Suzuki dealers, cars, commercials and 4WD for Staffordshire, contact our sales for information.

tim & zöe Randles

THE Sports and Performance Specialists of the Midlands

CAMPBELL ROAD, STOKE-ON-TRENT

TVR

☎ (0782) 48361/47623 (OPEN 7 DAYS A WEEK) **1½ MILE OFF M6 EXIT 15**

1977 TVR Taimar. In white, black trim, model band, sunroof, one owner, 32,000 miles **£5,395**
1978 Fiat X19 In metallic red, pyjama trim, Spots, radio, one owner, 17,000 miles **£3,395**
1978 MG-B GT. Overdrive, in red, striped seats, one owner, 18,000 miles **£3,895**
1978 Ford Capri 2-litre GL. In metallic blue, black trim, radio, one owner, low mileage **£2,695**
1979 Datsun 280 ZX 2+2 metallic black, tan trim, electric windows, 11,500 miles **£7,995**
1980 TVR Taimar. In gold, tan trim, brown model band, sunroof **£8,250**
1980 Reliant Scimitar GTC Convertible in red, tan leather trim, PAS, Wolfrace wheels, 1,200 miles **£10,995**
1979 Lotus Elite 501 in red with black leather trim, cassette/radio, one owner **£9,295**
1976 Lotus Seven Series III dry sump, in red with black trim, roll bar, alipys, full history, 17,000 miles only **£4,295**
1979 (V) Lotus Esprit S2 in bronze with champagne leather trim, one owner, 9,000 miles **£10,295**
Alfa Romeo 2000 Spyder S-Reg, white with black trim, radio, 28,000 miles **£4,295**
1972 Lotus Europa Twin-Cam metallic blue with black trim, 45,000 miles, an excellent example **£2,895**
1978 (T) BMW 518 malaga with tan trim, one owner, 38,000 miles **£3,795**
1978 Lotus Elite 501 lagoon blue with beige marcasite trim, one owner, 21,000 miles **£8,995**
1979 MGB GT. White, striped seats, one owner, 14,000 miles **£4,495**
1977 (S) Lotus Elite 501 In white, marcasite trim, 21,000 miles **£7,395**
1979 Triumph TR7. Inca yellow, air horns, spots, 8,000 miles **£4,295**
1977 Volkswagen Scirocco. Gunmetal, black trim, tints, 31,000 miles **£3,195**
1980 Lotus Esprit S2 championship gold, champagne leather trim, 1,000 miles **£13,995**
1978 Datsun 260 Z 2+2 Yellow with black trim, cassette/radio, 14,000 miles **£5,595**
1980 Scimitar GTE. Overdrive, in mulberry, champagne model band, black trim, Wolfrace wheels, tints, PAS **£8,995**

ALL MAKES OF CARS TAKEN IN PART EXCHANGE/CARS BOUGHT FOR CASH

SALES DEPARTMENT

Our sales staff are available to assist you with your purchase, with expert advice on leasing, **Lease purchase low rate finance** and variable **charge agreements.**
For personal attention, details and demos without obligation, contact Phil, Zöe or Dave.
Tel.: 0782 48361/47623

SALES BACKUP DEPARTMENT

Factory trained technicians available for the care and repair of your vehicle. Vast selection of parts. COD and air freight, glass fibre specialist, skilled technicians. Contact Dave Willott on 0782 45691.

The Multitube



Available from Halfords, Woolco, major Woolworth stores and leading motor accessory shops.

In the car, on the boat, all around the home, there's no end to the uses you'll find for a tube of Hermetite 'CLEAR SEALER'.

This super silicone rubber adhesive bonds, waterproofs, caulks and insulates metal, glass, vinyl, leather, rubber, fabric and wood. It stays flexible, withstands vibration and high or low temperatures (−60°C to +250°C). Use it to seal house or car windows, mend a cracked car lamp, repair a vinyl roof. You'll find more uses for Clear Sealer than we could ever mention, so get to grips with a tube soon, and clear up a few problems of your own.

Hermetite

CLEAR SEALER

THE MULTI-PURPOSE SILICONE RUBBER

Hermetite Products Limited, West Drayton, Middlesex.

DEVELOP YOUR DRIVING SKILLS

-BSM's High Performance Course

If you want to be more than just an ordinary driver, then BSM has the course for you.

Our unique high performance course involves seventeen hours of intensive training taught in three separate stages.

Starting on ordinary city and country roads, you'll progress to a skid road, then a motor-racing circuit as your driving skills are developed to your maximum potential.

Under the guidance of our experts, you will develop and improve your cornering and braking, acceleration and judgement of speed – all under completely safe and controlled conditions.

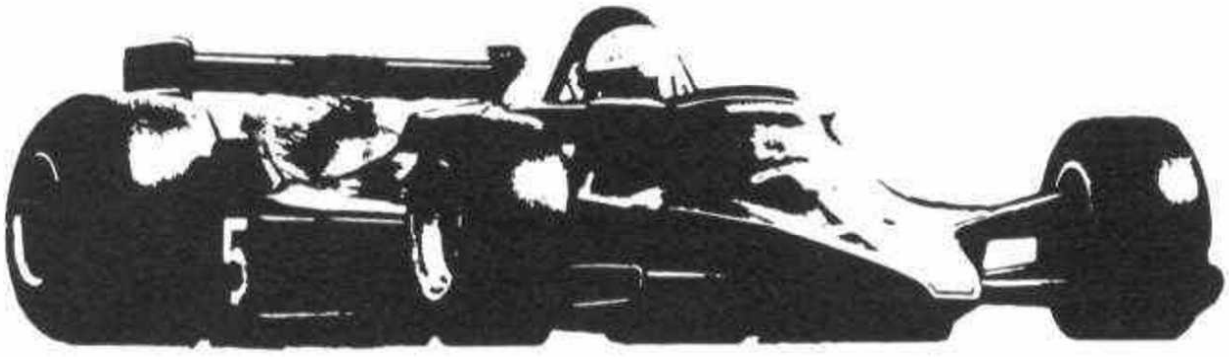
Training is carried out in either a standard TR7 or a TR7 with a V8 engine (this is a prototype model specifically provided for our high performance course by British Leyland). Or if you prefer, you can take the course in your own car.

By the time the course is over, you will be a safer, more confident driver. You will have learnt to deal with extreme situations and be much better equipped to cope with the growing demands of todays driving conditions.

BSM 102 Sydney Street, London SW3 Telephone: 01-352 1014.

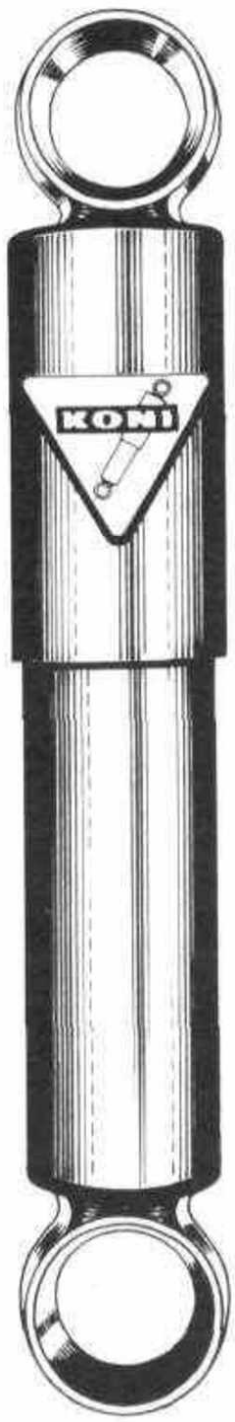


HISTORY HAS A HABIT OF REPEATING ITSELF.



KONI

fitted cars have won the Formula 1 World Championship every year since 1970



Year after year Koni shock absorbers are an essential part of successful Grand Prix racing *and* an essential part of safe, comfortable day to day motoring. Koni are available for *your* car at the local garage or accessory shop. Or write to the sole concessionaires: J. W. E. Banks & Sons Ltd., Dept K6, Crowland, Peterborough PE6 0JP. Tel: 0733 210316.

The new two litre Al
There's really

1 The Giulietta's performance.
With 130bhp (DIN) on tap, our new Giulietta has huge reserves of overtaking power. Its top speed of over 114mph and standing start kilometre in 30.5 seconds is among the very fastest in its class.

2 The Giulietta straightens out bends.
A combination of wide low profile tyres, de Dion rear suspension and rack and pinion steering helps give our Giulietta its legendary road-holding. So even the twistiest road feels no more than a straight.

3 The Giulietta's perfect balance.
Unlike almost every other car, a Giulietta's front engine/rear gearbox layout gives perfect 50-50 weight distribution. This pays off in terms of agile handling and outstanding traction in slippery conditions.



4 The Giulietta flies through space.
The aerodynamic coefficient of the Giulietta's 'flying-wedge' shape is truly amazing. This, plus carefully placed spoilers front and rear give the Giulietta exceptionally low wind resistance – and correspondingly high economy.

5 The Giulietta's stopping power.
Unlike many 2 litre saloons, a Giulietta has servo assisted disc brakes on all 4 wheels. Plus a genuine dual circuit system which really will get you out of trouble safely. Just the system you'd expect in fact, from a race-bred car like an Alfa.

6 The Giulietta's fuel efficiency.
Along with twin overhead cams, the Giulietta has two double choke carburettors for greater fuel efficiency. And its 5 speed gearbox allows high speed cruising at low engine revs.

fa Romeo Giulietta. no comparison.



7 The Giulietta is a luxury saloon.
Inside, the Giulietta is one of the most spacious 2 litre cars you can buy. There's also a 14.5 cubic foot boot space. And on top of everything, you'll find tinted windows, adjustable steering, 3 speed fan, cloth seats, heated rear window, digital clock, a full set of non-reflective instruments, inertia reel seatbelts, and an expensively thorough anti-corrosion programme.

8 The Giulietta comes with AlfaPlus.
In common with all Alfas, the new Giulietta comes complete with AlfaPlus. This includes a 12 month unlimited mileage guarantee, 27,000 miles worth of free routine service parts, and full recovery and car hire should you need it.

9 The Giulietta is a range.
As well as our new 2 litre Giulietta, you also have the choice of 1.6 and 1.8 litre versions from £5,100. They're all fast, they're all economical – and they all offer the very special style which is unique to Alfa Romeo.

10 The Giulietta is an Alfa Romeo.
Finally, the new Giulietta comes complete with a priceless extra – *our name.*

For more details of the new 2 litre Giulietta – or any of the Alfa Romeo range – turn the page for your nearest Alfa dealer. Alternatively, write to Alfa Romeo, Customer Information, Freepost, Greenford, Middlesex UB6 9BR.

Also available now:
the new Alfasud 1.5 Ti, 1.3 and 1.5 saloons.

Alfa Romeo

Giuliettas start at £5,100, go on to 114mph, and are waiting below.

GREATER LONDON
ALFA ROMEO LONDON SALES
Edgware Road (Nr Staples Corner) London NW2 6LX
Tel Sales 01 452 8661 Service 01 450 8641
BURLINGTON CAMDEN LTD
27 Camden Road NW1 Tel 01 485 9333
COLLIVER FISHER (NORTHWOOD) LTD
1 Eastbury Road Northwood HA6 3AH Tel (65) 24111/5
C R G ENFIELD
274 Baker Street Enfield EN1 3LF Tel 01 367 2111
HEXAGON OF HIGHGATE LTD
26 North Hill Highgate N6 4QB Tel 01 348 5151
P KINGHAM (SALES) LTD
39-41 South End Croydon CR0 1BE Tel 01 680 0922
LONDON SPORTS CAR CENTRE
Gemini House High Street Edgware HA8 7EY Tel 01 952 6171
M T C CARS LTD
The Italian Car Centre Beavor Lane
Hammersmith W6 Tel 01 741 0772
M T C CARS LTD
21-22 Chepstow Mansions Chepstow Villas W2 4XA
Tel 01 727 8249
PORTMAN GARAGES LTD
92 George Street Baker Street W1M 5PB Tel 01 935 5418
SHEEN GATE GARAGE
410-416 Upper Richmond Road West East Sheen SW14 7JX
Tel 01 876 7636
STEPHEN VICTOR LTD
29-31 Battersea Rise SW11 Tel 01 228 2698
T & B GARAGE (WIMBLEDON) LTD
39 Hartfield Road Wimbledon SW19 Tel 01 540 3325

AVON
IAN D SWIFT GARAGES LTD
54-56 Redcliffe Street Bristol BS1 6LS Tel (0272) 277166
WELLSWAY MOTORS
Wellsway Bath Tel (0225) 29187

BEDFORDSHIRE
ALEC NORMAN (GARAGES) LTD
Shuttleworth Road Goldington Bedford MK41 0EP
Tel (0234) 60412
DUNSTABLE DOWNS GARAGE LTD
3 Tring Road Dunstable Tel (0582) 63231/609605

BERKSHIRE
BLACK & WHITE GARAGE
Hermitage Road Cold Ash Newbury RG18 9JN
Tel (0635) 200444
KENNET MOTOR SERVICES LTD
786-794 Oxford Road Reading Tel (0734) 584957
STATION GARAGE
Station Road Taplow Maidenhead SL6 0NT
Tel (06286) 5353/64044

BUCKINGHAMSHIRE
AMERSHAM MOTORS LTD
Chesham Road Amersham Tel (02403) 2191
PORTMAN GARAGES (DENHAM) LTD
North Orbital Road Denham Green UB9 5EY
Tel (0895) 833577
THE RIVER GARAGE
14 London Road Old Stratford Milton Keynes MK19 6AA
Tel (0908) 562194

CAMBRIDGESHIRE
BENSTEAD & PEACOCK CO 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
London Road (A50) Allostock Nr Knutsford WA16 9NW
Tel (056588) 2899

CLEVELAND
B THORMAN
1a Norton Avenue Norton Stockton-on-Tees TS20 2JH
Tel (0642) 531127

CORNWALL
IVAN KESSELL (ST ERTH) LTD
St Erth Station Hayle Tel (0736) 753103

CUMBRIA
STAVELEY MOTORS LTD
Ings Garage Ings Kendal LA8 9QB Tel (0539) 821442
STAN WHARTON
Kingstown Broadway Carlisle Tel (0228) 38444

DERBYSHIRE
INGLES MOTORS (DERBY) LTD
145 Walbrook Road Derby DE3 8SF Tel (0332) 767920
WOODLEIGH MOTOR SALES LTD
300 North Wingfield Road Grassmoor Chesterfield
Tel (0246) 850686

DEVON
GOOSE GREEN GARAGE
Hennock Road Marsh Barton Exeter EX2 8RU
Tel (0392) 37337
GOOSE GREEN GARAGE
The Square Torrington EX38 8HN Tel (08052) 2555/6
LANG'S (PLYMOUTH) LTD
Weston Park Road Peverell Plymouth PL3 4NS
Tel (0752) 67529/266099
SEYMOUR HORWELL GARAGE
Wolborough Street Newton Abbot TQ12 1JW
Tel (0626) 2545/2626

DORSET
AUTO SERVICE GARAGE (FRIARS CLIFF) LTD
120 Mudeford Christchurch BH23 4AX
Tel (04252) 5351
CAFFYNS LTD (WESSEX)
Trinity Street Dorchester DT1 1TU Tel (0305) 44941/6
CHILDS GARAGES (SHERBORNE) LTD
Long Street Sherborne DT9 3EX
Tel (093 581) 3262

ESSEX
BRIDGE MOTORS (BOCKING) LTD
Bridge House Bocking Braintree CM7 5JU
Tel (0376) 41179/26604
BRIDGE MOTORS (COLCHESTER) LTD
Bridge House 4 Mooreside Eastgate Industrial Estate
Colchester Tel (0206) 866242
BYFORD BROS MOTORS
114-116 Arterial Road Leigh-on-Sea SS9 4DG
Tel (0702) 525128
GRANGE MOTORS (BRENTWOOD) LTD
Brook Street Brentwood CM14 5LU Tel (0277) 216161

GLOUCESTERSHIRE
BAYTREE GARAGE (CHELTENHAM SPA) LTD
High Street Prestbury Cheltenham Spa GL52 3AY
Tel (0242) 44247
G R FURLEY & CO LTD
Lansdown Motors Lansdown Road Stroud GL5 1BY
Tel (0453 6) 4845/2364
H P J GARAGES LTD
Oddington Service Station Moreton-in-Marsh GL56 0XW
Tel (0451) 30132

HAMPSHIRE
CLOVER LEAF CARS LTD
Salisbury Road Andover SP10 2LH Tel (0264) 61166
ROY OWEN ENGINEERING
Southern Garage 111-113 Havant Road Cosham
Tel (0705) 388931/383451
WIGGINS GARAGES LTD
14 Park Street Shirley Southampton Tel (0703) 783622

HERTFORDSHIRE
CAMBRIDGE ROAD GARAGE
120 Cambridge Road Sawbridgeworth CM21 9BU
Tel (0279) 724817
WATERS (CONTINENTAL CARS) LTD
Apex Garage Queensway Hemel Hempstead HP2 5HD
Tel (0442) 51466
WATERS (CONTINENTAL CARS) LTD
On the A1 Hatfield AL10 9TD Tel (30) 64521/71470

HUMBERSIDE
TERRY BURGESS (MOTORS) LTD
Alexandra Road Grimsby DN31 1RW Tel (0472) 58625
WYKE MOTORS
718 Hessle Road Hull HU4 6JA Tel (0482) 52010/52141

ISLE OF MAN
EUROCARS LTD
Highlander Garage Kingswood Grove Douglas
Tel (0624) 24114

ISLE OF WIGHT
HODGE & CHILDS (SANDOWN) LTD
Station Avenue Sandown PO36 8HL Tel (0983) 402552

KENT
JENNERS GARAGES LTD
Westonville Garage Canterbury Road Margate CT9 5BG
Tel (0843) 20672
MOTORWAY SPORTS CARS LTD
224-232 The Street Boughton Nr Faversham ME13 9AE
Tel (022 775) 223/475
RAWSONS M S LTD
Speedway House Quarry Hill Parade Tonbridge TN9 2HN
Tel (0732) 350288
SUNDRIDGE PARK MOTORS LTD
146 Burnt Ash Lane Bromley BR1 5BZ Tel 01 857 2283/4

LANCASHIRE
HARGREAVES & BAILEY LTD
Cherry Tree Road Marton Blackpool FY4 4EJ
Tel (0253) 66122
WHALLEY BROS LTD
Montague Street Blackburn BB2 1EH Tel (0254) 53885

LEICESTERSHIRE
ROGER CLARK (CARS) LTD
45-49 Coventry Road Narborough LE9 5GE
Tel (0533) 848270
THE GLEBE GARAGE (LEICESTER) LTD
2 Saxby Street Leicester LE2 0NB Tel (0533) 541300

LINCOLNSHIRE
D R M MOTORS
Beresford Avenue Skegness PE25 3JD Tel (0754) 67131
MALTBY GARAGE LTD
Horncastle Road Boston PE21 9BN Tel (0205) 64708
F K SHARPE LTD
233 Newark Road Lincoln LN5 8PA Tel (0522) 22379

GREATER MANCHESTER
BAUER MILLETT & CO LTD
5-17 Peter Street Manchester M2 5QR Tel (061) 831 7447
SPORTS MOTORS (MANCHESTER) LTD
250 Plymouth Grove Manchester M13 0BG Tel (061) 225 3434
WESTUNE LTD
Crown Lane Horwich Bolton BL6 5HW Tel (0204) 68621

MERSEYSIDE
CUBLEY'S OF AINSDALE
609-615 Liverpool Road Ainsdale Southport PR8 3NG
Tel (0704) 74114/5/6
NEW BRIGHTON GARAGES
12 Waterloo Road Wallasey L45 2JU Tel (051) 6301844

NORFOLK
ROBINSONS AUTOSTAR GARAGE LTD
Heigham Causeway Heigham Street Norwich NR2 4LX
Tel (0603) 612111
JIM RUSSELL
London Road Downham Market PE38 0DF Tel (03663) 3397

NORTHAMPTONSHIRE
DOVE OF NORTHAMPTON LTD
78 St Michael's Road Northampton NN1 3JU
Tel (0604) 38411
PARKWAY GARAGE
Croughton Brackley NN13 5LX Tel (0869) 810253

NORTHUMBERLAND
FAWDINGTON S GARAGES LTD
Stagshaw Corbridge NE45 5QB Tel (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) 553334

STAFFORDSHIRE
STRETTON CARS
Main Street Stretton Burton-on-Trent Tel (0283) 42410

SUFFOLK
ANGLIA GARAGE
Derby Road Ipswich Tel (0473) 7010
WOODSIDE GARAGE
Thetford Road Ingham Bury St Edmunds
Tel (028 484) 855

SURREY
BELL & COLVILL CATERHAM
119-123 Croydon Road Caterham CR3 6PE Tel (22) 49137
BELL & COLVILL LTD
Epsom Road West Horsley Nr Leatherhead KT24 6AU
Tel (04865) 4671
PAGET AUTOS (CHEAM) LTD
Paget House Upper Mulgrave Road Cheam SM2 7AJ
Tel 01 642 0188
PENTA CHERTSEY
Bridge Road Chertsey KT16 8JX Tel (09328) 66821
ROADTUNE CARS LTD
5 Park Street Camberley Tel (0276) 26050
THOMSON & TAYLOR (BROOKLANDS) LTD
42 Portsmouth Road Cobham KT11 1JB Tel (09326) 4493

SUSSEX - East
BRIGHTON CAR CONCESSIONAIRES
126 St James's Street Brighton BN2 1TH Tel (0273) 698411
THE NEWICK GARAGE LTD
Church Road Newick BN8 4JU Tel (082 572) 2233
STRAND GARAGE
The Strand Winchelsea TN36 4JT Tel (079 76) 207

SUSSEX - West
ROGATE GARAGE LTD
Rogate Petersfield GU31 5EP Tel (073 080) 489
WADES OF WORTHING
Chatsworth House 31 Chatsworth Road
Worthing BN11 1LY Tel (0903) 37711

TYNE & WEAR
FAWDINGTON S GARAGES LTD
West Jesmond Avenue Jesmond Newcastle upon Tyne
NE2 3ET Tel (0632) 813274/5
FULWELL HOUSE
11 Station Road Fulwell Sunderland SR6 9AA
Tel (0783) 76938
BRIAN LYLE CAR SALES LTD
Diana Street Newcastle upon Tyne NE4 6BQ
Tel (0632) 730700

WARWICKSHIRE
CHEYLESMORE GARAGE (COVENTRY) LTD
138 Sutherland Avenue Coventry CV5 7NJ Tel (0203) 461441

WEST MIDLANDS
E L BOUTS MOTORS LTD
Merridale Lane Wolverhampton WV3 9RG Tel (0902) 23295
MARIO DEL (OTT) LTD
683-687 Stratford Road Birmingham B11 4DX
Tel (021) 778 1295/6
HAWTHORN GARAGE (STREETLY) LTD
62 Chester Road North Streetly Sutton Coldfield
Birmingham B73 6SP Tel (021) 353 1345

WILTSHIRE
BRUNEL MOTOR COMPANY (SALISBURY) LTD
Brunel House Mitchell Road Churchfields Salisbury SP2 7PY
Tel (0722) 25111
ROGER SIMPSON LTD
Swindon Road Highworth Swindon SN6 7DE
Tel (0793) 762234

WORCESTERSHIRE
JACK HUMPHRIES & CO LTD
Mill Bank Garage Mill Street Kidderminster DY11 6XJ
Tel (0562) 3708
NORTH WORCESTERSHIRE MOTORS LTD
127-135 Hagley Road Old Swinford Stourbridge DY8 2JA
Tel (038 43) 3031
STOULTON MOTOR SERVICES LTD
Stoulton Worcester WR7 4RD Tel (0905) 840661

YORKSHIRE NORTH
ALWYN KERSHAW
Leeman Road York YO2 4XB Tel (0904) 22772
TEWIT PARK GARAGES LTD
23 Station Parade Harrogate HG1 1UF Tel (0423) 67396

YORKSHIRE SOUTH
CENTRAL MOTORS OF SCOTLAND STREET LTD
Scotland Street Sheffield S3 7BZ Tel (0742) 760567/731836
TRINITY GARAGE CO LTD
Northgate Huddersfield HD1 6AB Tel (0484) 20822

YORKSHIRE WEST
K T GREEN LTD
77 Otley Road Shipley Nr Bradford BD18 2BJ
Tel (0274) 586165
THE WHITE GARAGE
Wharfedale Motor Co Ltd Leeds-Otley Road Pool-in-
Wharfedale Leeds LS21 3DA Tel (0532) 842606/842613
YORK ROAD GARAGE
(Galway Smith Ltd) 401 York Road Leeds LS9 6TA
Tel (0532) 480093

NORTH WALES
REDMOND RHOSTYLLEN
Wrexham Road Rhostyllen Nr Wrexham LL14 4DX
Tel (0978) 262338
SUTHERLAND MOTOR COMPANY LTD
Marineland Garage Conway Road Llandudno Junction
Gwynedd LL31 9BA Tel (0492) 82417

SOUTH WALES
ERIC ASHMOLE LTD
10 Wyndham Street Swansea West Glamorgan SA1 3HZ
Tel (0792) 53232
PONTHIR ROAD SERVICE STATION
Caerleon Gwent NP6 1XL Tel (0633) 420563
S L GARAGES LTD
325 Penarth Road Cardiff CF1 7TT Tel (0222) 23122

SCOTLAND
AUTOCROSS
7 Minerva Way Finnieston Glasgow G3 8AU Tel (041) 226 4481
BRAEHEAD GARAGE (AYR) LTD
Galloway Avenue Ayr KA8 9NT Tel (0292) 60416
EUROSCOT AUTOPOINT MOTOR SERVICES
Main Street Cairneyhill Nr Dunfermline Tel (0383) 880344
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) 228 5561
GRAHAM & MORTON LTD
Kerse Road Stirling FK9 5EL Tel (0786) 62618/9
GRAHAM & MORTON LTD
McFarlane Crescent Falkirk Tel (0324) 22642
GEORGE STRATHDEE JNR
541 Great Western Road Aberdeen AB1 7PB Tel (0224) 30181
HAMILTON BROS LTD
Raraton Garage 255 Glasgow Road Paisley PA1 3EP
Tel (041) 882 9901
THE S M T CO LTD
112 Academy Street Inverness Tel (0463) 34311
WEST END GARAGE (BROTY) LTD
Queen Street Broughty Ferry Nr Dundee DD5 1AN
Tel (0382) 77257
WHITECRAIGS MOTOR CO LTD
60 Tantallon Road Glasgow G41 3BX Tel (041) 649 6281
VICTOR WILSON LTD
78-82 Haymarket Terrace Edinburgh EH12 5LQ
Tel (031) 337 8518

NORTHERN IRELAND
FARLEY & REID MOTORS
Park Avenue Cookstown Co Tyrone Tel (06487) 62184
MALCOLM TEMPLETON (BELFAST) LTD
53-57 York Street Belfast BT15 1AA Tel (0232) 20773
MALCOLM TEMPLETON
Broadway Avenue Ballymena BT43 7AA Tel (0266) 2161/2/3

CHANNEL ISLANDS
LUXICARS (C I) LTD
Forest Road St Martins Guernsey Tel (0481) 36320
MELBOURNE GARAGE LTD
Route Des Issues St John Jersey Tel (0534) 62709

EIRE
THE ALFA MOTOR CO LTD
Old Naas Road Bluebell Inchicore Dublin 12
Tel Dublin 503227/503636

Authorised dealers for

Alfa Romeo

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

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

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

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

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

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

Premium Instalment Plan Available

Name. Mr., Mrs., Miss _____ Married/Single*

Address _____

_____

Date of birth _____ Occupation _____

Full/Prov.* Licence for ____years ____months. UK resident for ____years.

Make/Model _____ cc _____

Year_____ Value _____Garaged Yes/No. On Road/off Road

Comprehensive/Third party,fire, theft/third party only*

I will pay the first £25/£50/£100* of any claim. Annual mileage _____

I have _____years no claim bonus with _____ Ins. Co. Ltd. myself only to drive/myself and spouse only/named drivers* age of additional/youngest driver _____full/prov.* lic. _____years. Use: social, domestic, pleasure only, yes/no.* Including/excluding* travelling to and from work. (enclose details of any business use.)
Have you had any accidents or convictions, yes/no (if yes enclose full details).*

*delete not applicable *enclose details of any helpful information

Post to Dept. MS10

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

The smart watch for every occasion...



TISSOT TWIN TIME

only £16.50 down

MODEL NO. Z96003

...Interest Free!

Parry's of Church Street, Malvern, offer you this smart quartz Tissot watch which combines the elegance of a conventional watch with the electronic precision of a miniaturized multifunctional time measuring system. On command you can get a day/date/second read out; 3 time zones; alarm; electronic chime and Chronomeasurement in 1/100th seconds up to 1 hour, then in seconds up to 24 hours. 2 year battery life. Digital display illumination. Smart stainless steel bracelet case, and 12 months full Tissot guarantee. Send only £16.50 plus 9 monthly payments of £16.50. Cash price £165.00. Access, Barclaycard and Diners Club accepted. Money refunded if not delighted. Allow 14 days for delivery by registered post. Same day despatch if purchased by credit card.

PARRYS OF MALVERN

OMEGA TISSOT SEIKO

Parrys Jewellers Limited, Dept. MS9, Malvern, Worcs. WR14 2AJ
Tel. Malvern (06845) 4077 Reg No. 2368179

Please send Tissot Z96003 Twin Time

I enclose £16.50 deposit ☐ or

Please debit by Access/Barclaycard/Diners Club(for £165.00.

Membership No. _____

Please send brochure showing complete range of watches. ☐

Signature _____

Name _____

Address _____

_____

24 HOUR DIAL-A-BROCHURE CALL 06845 63977 NOW!

demon tweeks

THE HOME OF SHOCK ABSORBERS
Shock Absorber and Suspension Specialists for road and competition

FAST MAIL ORDER



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

ARMSTRONG SUPER DEAL



MACPHERSON STRUTS
Brand new factory built to EUSAMA* standard
All one price
FORDS, TALBOTS, TRIUMPHS, ROVERS
£18.25 each exchange
Add £11.50 per unit returnable deposit
Post & packing £2.95 per pair



MACPHERSON STRUT INSERTS
£17.95 each outright (no exchange)
Standard Original Equipment
Uprated Heavy Duty inserts by Monroe **22.95** each Outright
Lotus Elan new inserts (R) each **19.95**
Post/Packing £1.50 per pair



LEVER ARM SHOCK ABSORBERS

Factory built to EUSAMA* standard	
Marina front	£19.50
MGB front	£24.20
MGB rear	£15.85
SAAB Estate rear	£15.85
Sprite F&R	£15.85
Other single arm	£15.85
Other double arm	£24.20

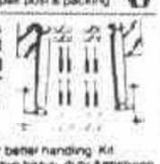


these are Standard as New Units!

Prices are per single unit exchange
Add £11.50 per unit returnable deposit.
Post & packing £2.95 per pair.
*European Shock Absorber Manufacturers Association

TELESCOPICS £9.95 each
BRAND NEW UNITS AT CASH & CARRY PRICES
For Cortina Mk 3/4 (F&R), Avenger (R), Marina (R), Escort Mk1 (R), Viva HC (F&R), Hunter/Mars (R), Cavalier (F&R), Granada (F&R), Escort Mk2 (R) PLUS MORE including Minis (F&R) **£8.25** each (RRP £19.29)
SPRING PAN UNITS
TELESCOPICS (IE) DOLOMITES 1300 1500 AND SPRINT (F&R) TRIUMPH GT6 (F), HERALD & VITESSE (F) **14.25** EACH
Add £1.50 per pair post & packing

MARINA CONVERSION KIT



Converts front axle to telescopics/suspension for better handling. Kit complete with two heavy duty Armstrong telescopics and full instructions
£32.50 per kit (RRP £50.60)
Post & packing £2.95 per kit

COMPETITION STRUTS



700 STRUTS IN STOCK!

(All prices each)		
Demon Tweek heavy duty road strut		17.85
30% Uprated strut		18.85
Super Tweek road strut		20.85
"Eppynt" wedged/thick rod		22.95
"Schneider" Club strut		36.95
Schneider National strut		49.50
Schneider International strut		61.00
Bilstein World Cup strut		65.85
Bilstein Group I strut		65.00
Bilstein Porsche strut		105.00

We are now SACHS SPORTING distributors (and offer the following)
SACHS INTERNATIONAL RALLY STRUTS

	Front Strut	Rear Telescopic
Escort RS2000 (Mk1)	49.95	25.95
Escort RS2000 (Mk2)	51.52	25.95

Escort RS2000 Mk2 c/w adjustable spring pan/wedged/roller top mount	134.55	29.95
Escort 1300 & 1600 Sport Mk2	51.52	25.95
Escort 1300 GT & Sport to 1973	48.30	25.25
Capri all to 1972	49.95	26.05
Scirocco/Golf (incl GTI)	44.85	34.45

All struts are exchange and carry an £11.50 per unit returnable deposit
Strut rubber gaiters (protect rod) **2.85** each
Strut brace bars **18.45** to **24.15**
Spring clamps to remove springs **6.95** a pair
Strut top plates & top mounts available
Carriage Struts £2.95 a pair 48 hours delivery

LEAF SPRINGS

WE ARE SPRING & SUSPENSION SPECIALISTS!

	each
Escort H/Duty 1968-Nov 73	25.13
Escort H/Duty 1967-1968	18.96
Escort Sport (Nov 1973-Dec 1974	30.03
Cortina Mk II 1600E 1968/9	25.20
Cortina Mk II H/Duty 1968/9	23.40
Capri 3000 1969-73	22.95
Cortina Mk I H/Duty 1962-66	23.71
Cortina Mk II 1600E 1967-68	25.08
Cortina Mk II Estate 1968-69	28.95
Cortina Mk II GT H/Duty 1968-69	25.53
Corsair/Cortina GT H/Duty 1964-67	24.60
Healey Sprite Mk III & Midget Mk IV	23.40
Midget Mk I H/Duty 1961-64	24.00
MGB 1974-5	21.69
MGB 1962-74	24.00
Marina Estate H/Duty 1972-74	28.41
Marina Estate 1974-Oct 75	23.85
Marina Saloon 1971-74	18.45
Hunter/Mini H/Duty 1969/70	24.93
MG TD 1950-52	22.88
Morris 1000 1947-71	15.64
Triumph Spitfire Mk 1, 2 & 3	32.71
Austin A60 1962-69	23.28
Austin Healey 3000 Mk III	26.66
Land Rover 86 - 88	Our
Full range available	catalogue
Ring for details	has the
Carriage £2.95 per pair	full range



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

LEVER ARM SHOCKS



QUALITY RECONDITIONED UNITS
LEVER ARM SHOCK ABSORBERS 30% UP-RATED

Single arm units (excl Marina (F))	10.95
Double arm units	13.95
Marina front units	15.75

(50% uprated unit circuit race add £2.30 per unit to above price)
STANDARD LEVERS RECONDITIONED

Single arm	9.55*
Double arm	12.25*

Marina (F)	14.50*

*All standard levers carry a 12 month guarantee

ADJUSTABLE NEW LEVERS (Limited stock)

Cortina Mk 1 & 2 (rear)	25.95 each
Sprite (rear)	25.95 each

All levers are exchange and carry a £11.50 per unit returnable deposit
Telescopic conversion kits convert rear lever suspension to telescopics
Kits consist of brackets & 2 spax adjustable shocks

M G B (rear)	43.50
Sprite (rear)	41.25

*We have connecting lever links in stock **8.50** each
Carriage levers £2.95 pair

Mail Order

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



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

Dept ARM High Street, Tattenhall, Nr Chester, Cheshire. CH3 9PX
Tel: 0829-70625 (24 hr Ansafone Service). Telex: 61496 TWEEKS
OPEN 9am-5pm Mon to Sat Sun 11am-1pm. MAP REF 114 474602
ACCESS BARCLAY CARD AMERICAN EXPRESS

BY APPOINTMENT TO H.M. QUEEN ELIZABETH THE QUEEN MOTHER SUPPLIERS OF MOTOR CARS COOMBS & SONS (GUILDFORD) LTD. GUILDFORD

COOMBS of Guildford

1977 BMW 733i Auto. Arctic blue, elec. S/R alloy wheels, R/C elec aerial, 1 owner, 17,000 miles. **£9,495**
1980 BMW 732i manual, 5-speed overdrive gearbox, Sapphire blue, elec S/R, Mahle wheels, ABS braking, R/C, 4 speakers, 1 owner, 5,000 miles. **£13,750**
1980 BMW 635 csi Auto. sapphire blue, blue leather, air cond. headlamp wash/wipe, Mahle wheels, R/C, 4 speakers, 1 owner, 11,000 miles. **£15,495**
1980 BMW 528i, Sapphire blue, e/roof, t/glass, c/locking, R/E aerial, 7,000 miles, ex-dem. **£9,750**
1980 BMW 528i, Ascot grey, S/R, T/G, R/C, c/locking, wheel trims, 1 owner, 11,000 miles. **£9,495**
1980 BMW 528i, Sapphire blue, manual, S/R, R/C, 8,200 miles, 1 owner. **£9,350**
1979 (V-Reg) BMW 525 Auto. Reseda green, AC860, R/C, 1 owner, 14,000 miles. **£8,250**
1980 BMW 520, Auto. Ascot metallic, PAS, R/C, 10,000 miles, 1 owner. **£7,495**
1980 BMW 520, Cyprus green metallic, PAS, R/C, 4 speakers, balanced control, sports steering wheel, coach lines, 8,000 miles, 1 owner. **£7,250**
1979 (V-Reg) BMW 520 Reseda green, R/C, 9,000 miles, 1 owner. **£6,995**
1980 BMW 520, Arctic blue, R/C, T/G, 15,000 miles, 1 owner. **£6,995**
1980 BMW 520, Biskay blue, R/C, owner, 10,000 miles. **£6,995**
1979 (V-Reg) BMW 520, Cashmere, tachometer, PAS, T/G, R/C, 1 owner, 9,000 miles. **£7,250**
1979 (V-Reg) BMW 520 Cashmere, R/C, tailored floormats, 1 owner, 8,000 miles. **£6,995**
1979 (V-Reg) BMW 520, Polaris, T/G, R/C, 1 owner, 12,000 miles. **£6,995**
1978 1977 model) BMW 520, Arctic blue, S/R, PAS, T/G, radio, 35,000 miles. **£4,750**
1980 BMW 323i, Auto. Ascot metallic, manual, S/R, coach lines, R/C, 1 owner, 5,000 miles. **£7,995**
1980 BMW 323i, manual, Reseda green, R/C, 1 owner, 11,000 miles. **£7,495**
1979 BMW 320 Auto. Camelia red met. T/G, 1 owner, 6,000 miles. **£6,995**
1978 BMW 320 Auto. Reseda green, T/G, R/elec, aerial, 1 owner, 15,000 miles. **£5,995**
1977 BMW 320 Topaz, T/G, radio, 1 owner, 12,000 miles. **£4,995**
1979 BMW 316, Polaris, R/C, T/G, side stripes, 13,000 miles, 1 owner. **£4,995**
1979 BMW, 316, Sepia brown, T/G, 9,000 miles, 1 owner. **£4,995**
1972 Ferrari Daytona, red, black leather int. 38,000 miles. **£21,495**
1956 Bentley S1 Straight 6: shell grey 9 black/red leather int., 1 owner from new, 19,700 miles. **£13,995**
1978 Jaguar 4.2 Coupe, finished in special opalescent silver grey, black vinyl roof, cinnamon leather trim, elec. S/R, 1 owner, 16,000 miles. **£7,750**
1962 Jaguar 3.8 E Type, 21,000 miles, Opalescent blue, AG3 reg. **£14,995**
1960 Jaguar 2.4, light grey/red leather int., 9,800 miles by original owner, an immaculate car. **£7,495**
1968 Daimler 250 V8, Black/beige leather int., Auto. PAS. 1 owner, 21,000 miles. **£4,495**
1978 Mercedes 450 SEL, met blue/beige leather, elec S/R A/W, immaculate, 18,000 miles. **£13,995**
1979 Rover 35000 Auto, Brazilia brown, R/C, 1 owner, 14,000 miles. **£6,250**
1979 MGB yellow, full length sunshine roof, black vinyl over, R/C, 1 owner, 12,000 miles. **£4,650**
1978 Rover 2300 Auto. white, PAS, radio, 1 owner, 19,000 miles. **£4,250**
1979 Volkswagen Passat GLS silver, T/G, 1 owner, 19,000 miles. **£4,150**
1979 Volkswagen Derby LS, silver/black cloth int., T/G, 1 owner, 7,500 miles. **£3,195**
1978 Volkswagen Scirocco, met grey, R/C, low mileage. **£3,650**
1979 Honda Accord, 4 door Hondamatic transmission, silver met, radio, 1 owner, 13,000 miles. **£3,850**
1978 Opel Manta, red, 1 owner, 17,000 miles. **£3,495**
1979 Ford Cortina 2000 GL, Auto, met. brown, radio, 1 owner, 4,000 miles. **£4,150**
1979 Marina 1.7 HL, Pageant blue/beige, vinyl roof, push button radio, ex-company dem. **£2,895**
1980 Citroen Vista Club, 1 owner, 5,000 miles. **£2,850**
1977 Toyota Cressida, yellow, R/C, S/R, 22,000 miles. **£2,495**
1978 Chrysler Sunbeam 1.6 GI Gold met, 23,000 miles, radio. **£2,495**
1977 Austin Princess 2200 HLS Auto, white, radio, 23,000 miles. **£2,395**
1977 Austin Princess 2200 HL, Auto., red, 32,000 miles. **£1,995**

PLEASE CALL NOW FOR AN EARLY DELIVERY FORECAST ON ALL NEW BMW'S

COOMBS OF GUILDFORD
PORTSMOUTH ROAD GUILDFORD SURREY GU2 5DU TEL (0483) 62907/69944
AND AT BRIDGE HOUSE TEL (0483) 65310
SERVICE AND PARTS SLYFIELD INDUSTRIAL ESTATE GUILDFORD GU1 1RD
TEL (0483) 502211

BMW

DCM



E-Type drophead coupé 1967 Series 1½. Gunmetal metallic silver with red interior, in truly mint condition, cadmium plated suspension. Rebuilt by us to our Lynx Replica standards. **£11,950**



Aston Martin DB2/4 Vantage 3-litre. One of five cars built with Vantage engine, twin exhaust system and Borrani wheels. Several recent AMOC Concours awards. **£7,950**



MG-B Costello convertible (no bonnet bulge). 1974. Fitted 180 b.h.p. engine, special axle, finished in white with black hard top/soft top. Absolutely mint. **£4,950**

THE TR WORKSHOP

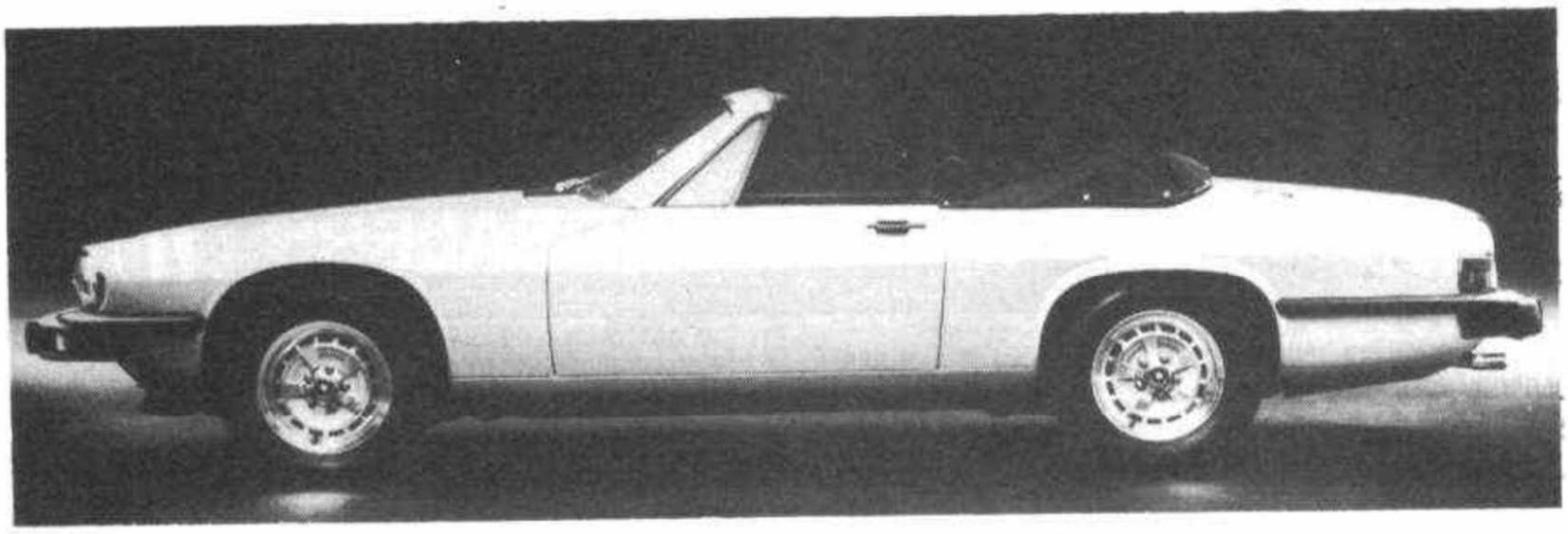
Our workshops, now situated at 16, Lexham Mews, W8 are able to take on any sort of work on your TR, from routine servicing to complete rebuilds. We carry a large number of spares in stock including all fuel injection equipment. **Please phone Allan Wadley on 01-937-4393 for an appointment or just good advice, backed up by fifteen years experience with TRs.**



TR6	1975	Mimosa	27,000	**£3,850**
TR6	1975	White	30,000	**£3,750**
TR6	1975	Carmine	32,000	**£3,650**
TR6	1975	Red	38,000	**£3,650**
TR6	1975	Blue	41,000	**£3,550**
TR6	1974	Pimento	32,000	**£3,350**
TR6	1974	White	35,000	**£3,150**
TR6	1974	Blue	39,000	**£2,850**
TR6	1974	Sable	41,000	**£2,850**
TR6	1973	White	31,000	**£2,750**
TR6	1973	Sapphire	38,000	**£2,450**
TR6	1973	Carmine	39,000	**£2,650**
TR6	1971	Carmine	54,000	**£2,350**

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

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



The Lynx XJS "Spyder" Convertible



This new convertible, based on the Jaguar XJS, has been developed over the last two years by Lynx Engineering, and is now available as a conversion to both new and used XJS cars. The fully lined Mohair hood is electrically operated and can be raised or lowered without the driver leaving his, or her, seat. The rear windows are also electric and disappear completely into the rear wings. There is no reduction either in headroom, or cockpit volume. The price of converting a customers car is £6,950 plus VAT. Alternatively, Lynx can supply a new or used car converted to order. We have a demonstration car available at our Lexham Mews premises. Please telephone for an appointment.



LYNX REPLICA SALES LTD, 21 LEXHAM MEWS, LONDON W8
01-937 1410

Porsche | Colin Grant International | Ferrari



R Reg, Porsche Turbo, 3.0 Met. silver/beige leather, elec. s/roof, radio/stereo. **£14,950**



1974 V12 E-Type Roadster Automatic, blue/beige leather, chrome wheels, h/top, also, 4.2 Roadster, carmen red. **£5,450/£7,950**



Jensen Interceptor Convertible, P-Reg, yellow/black hide upholstery. Good example. 44,000 miles. **£12,950**



Porsche 911 SC Sport coupe. V-reg. 6,000 miles, met. silver. Also 911 SC coupe. Red '79 model. **£13,250/£16,950**



1974 Ferrari 365 GT 2+2. Met. bronze/beige hide upholstery, 43,000 miles. Complete history. **£11,950**



Porsche 911 E. 1973. Choice of 2: blue Targa Sportmatic and met. blue manual coupe. **£5,500/£5,950**



Lamborghini Espada M-Reg, met. bronze, 45,000 miles approx, history, special Reg. No. available. **£8,950**



Mercedes Benz 450 SL S-Reg. Fire engine red, elec. tinted windows. 21,000 miles. History. **£12,950**



De Tomaso Deauville 1978. T-Reg. met. beige, 25,000 miles, full history, air cond. p.a.s. Twin elec. door mirrors. Cruise control. **P.O.A.**



Lotus Elite 503. 10,000 miles, met. gold/red leather trim, air cond. p.a.s., radio/stereo. **£9,750**



Maserati Merak SS, 1976. Met. silver/blue velour. Air cond. 22,000 miles approx. **£7,495**



Ferrari 308 GTB. Red, 1977, air cond. wide wheels, also, Ferrari 308 GT4. Red, 1978, 14,000 miles, air cond., wide wheels and leather interior. **£9,950/£11,750**

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

Camden Motors

LOTUS & RELIANT DEALERS

1974	**ALFA ROMEO 1.6 GT JUNIOR.** Red, black trim.	**£1,299**
1978	**BMW 520 AUTO.** Red, black trim.	**£5,449**
1979	**BMW 2500 AUTO.** Silver, black trim.	**£4,199**
1979	**DATSUN 289 ZX.** Yellow, black trim, 1,100 miles.	**£7,999**
1977	**JAGUAR XJS AUTO.** Red, black trim.	**£7,999**
1979	**LOTUS ESPRIT SII.** White, champagne leather.	**£9,799**
1978	**LOTUS ESPRIT.** Red, marcasite trim.	**£7,499**
1980	**LOTUS ECLAT 523.** Yellow, black trim.	**£11,499**
1979	**LOTUS ECLAT 521.** Yellow, oatmeal trim.	**£8,499**
1978	**LOTUS ELITE 504.** Red, black marcasite.	**£9,999**

1977 TRIUMPH STAG. Auto., in white/black trim, power steering, radio/tape. **£4,999**

WE HAVE OVER 200 NEW AND USED CARS AVAILABLE
WRITE OR PHONE FOR OUR STOCK LIST
CLEAN CARS BOUGHT FOR CASH

1977 ALFA ROMEO 2000 GTV. Red with grey trim, radio/tape, alloy wheels. **£2,699**

1978	**LOTUS ELITE 504.** White, marcasite trim.	**£9,499**
1977	**LOTUS ELITE 503.** Lotus yellow.	**£7,499**
1978	**MG-B GT.** White, black/grey trim.	**£3,849**
1977	**MG-B GT.** Blue, check upholstery.	**£3,349**
1977	**MG-B GT.** White, tan trim.	**£3,299**
1977	**MG-B GT.** Green, black trim.	**£3,249**
1979	**RELIANT SCIMITAR GTE AUTO.** Red.	**£6,499**
1978	**RELIANT SCIMITAR GTE AUTO.** Celtic brown.	**£5,299**
1978	**TOYOTA CELICA** Five speed, green, tan trim.	**£2,999**
1975	**TRIUMPH SPITFIRE 1500.** Orange.	**£1,699**

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

Lake St., Leighton Buzzard, Beds. Tel. Leighton Buzzard 372041.
OPEN DAILY 9·8 SUNDAY 10·6

SGT

LOTUS SCIMITAR MORGAN ALFA ROMEO

New & Used car sales Service Parts Accident Repairs Car Hire Valeting

ALFA ROMEO



1977 ALFETTA 1.6 GT. Black/beige interior, black fabric sunroof, alloy wheels ... **£2,995**



1979 'V'-REG. SUD SPRINT VELOCE. Cilento brown/beige cloth interior, alloy wheels, stereo, coachlines, mudflaps, we have run this car since new. **£4,795**



1980 SUD 1.5 Ti. Alfa red/grey cloth interior, glass sunroof, alloy wheels, radio, coachlines, we have run this car since new **£3,995**



1977 2000 SPIDER. White/black interior, stereo **£4,995**



1978 NOV. ALFETTA 2000L SALOON. White/grey cloth interior, radio, alloy wheels, 10,000 recorded miles, we have run this car since new, saving of approximately £2,500 on new price. **£3,995**



1978 SUD SPRINT 1.5. Dark blue/grey cloth interior, alloy wheels, supplied and maintained by us since new, 19,000 recorded miles. **£3,795**



1978 SUD SPRINT 1.3. Dark blue/tartan cloth interior, radio, one owner, just 13,000 recorded miles. **£3,395**



1980 GIULIETTA 1.8 SALOON. Metallic silver/grey cloth interior, stereo, we have run this car since new **£4,995**

LOTUS



1978 LOTUS ECLAT 523. Red with black marcasite interior, 1 owner, supplied & serviced by us **£7,995**



1979 ESPRIT S2. Metallic silver/red leather interior, stereo, supplied and maintained by us, 3,000 recorded miles **£10,995**



1979 ECLAT 524. Metallic gold/black leather interior, 14,000 recorded miles, automatic, power steering, air conditioning, stereo, run by us since new. **£11,995**



1979 ECLAT 521. Yellow/black cloth interior, glass sunroof, one owner, 10,000 recorded mileage **£9,995**



1979 ESPRIT S2. Metallic gold/black leather interior, stereo, 8,000 recorded mileage, supplied and maintained by us **£9,995**

The cars illustrated are those actually for sale — they have been fully inspected and serviced by our experienced workshops — all have 12 month parts and labour warranty and are available for demonstrations at your convenience.

Station Garage Taplow
Station Road Taplow Maidehead
Berks

Telephone: Burnham (06286) 5353/64044



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

SCIMITAR



1974 GTE AUTOMATIC. Ivory beige/black leather interior, electric windows, tinted glass, spot lamps, tow bar. **£2,795**



1980 GTE AUTOMATIC. Carmen red/black cloth, PAS, elec windows, alloys, stereo. A saving of approx £2,500 on new price, 5,000 rec. miles **£9,995**

MORGAN



1980 4/4. Four-seater, metallic silver/black leather interior, aluminium body, underseal, bonnet strap, delivery mileage only **£8,295**

PLUS



New unregistered unique ALFASUD SGT 1.5. Conversion carried out by Wood & Pickett, Special paintwork, leather interior, electric glass sunroof, electric windows. Telephone for complete specification. **£9,995**

we sell freedom

WE KEEP A COOL CUSTOMER!

Air conditioning in your car will turn dull motoring into a refreshing and alive new experience.

Car heating and ventilating systems are inadequate in coping with muggy days, high humidity with your shirt sticking to your back, summer days when even with the windows open you boil in your seat and winter days when the windows steam up.

Real Car Air Conditioning will cool hot air, dry wet air and solve all problems of noise, fumes and dirt. Systems to suit almost any make and model of car, installation is quick and prices probably less than you would expect.

SALMON DIAVIA ARTICO are the largest manufacturers and distributors of Air Conditioning units for cars in the U.K., with the system fitted as standard to some of the world's luxury cars.

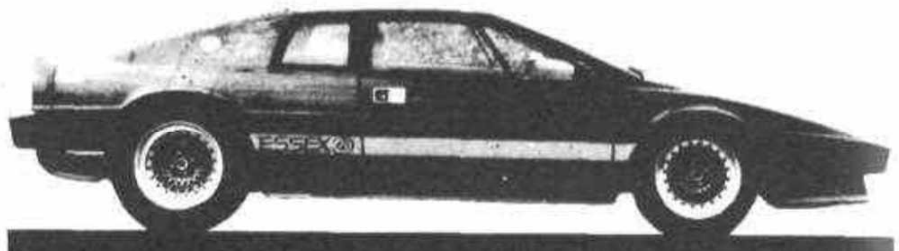


OUR LOCAL DEALER WILL WELCOME YOUR ENQUIRY.

GUY SALMON KINGSTON LTD., Kingston House Estate, Portsmouth Road, Thames Ditton, Surrey, England.
Tel: 01 398 7641 Telex: 929826.
Trade and export terms available. Delivery and collection service

Salmon Diavia Artico

The Automotive Air Conditioning Division of Guy Salmon Group



The high performance dream from Kent's only Lotus Dealer

Motorway Sports Cars bring you the high performance dream – Lotus, the full range of models are available – Lotus, the ultimate in performance and driving pleasure. We are happy to demonstrate our Lotus to you and feel our service is second to none – take us out for a demo. Our fully equipped service bays, accessories and spares are at your disposal. For the company we operate a leasing scheme, and the full range is in stock. Our part exchange is more than generous and a selection of Lotus Cars available at Motorway Sports Cars are listed below:–

USED

Elite 503 (W Reg.) Delivery mileage, p.a.s., air cond., stereo, metallic blue. **£14,250**

Eclat 521 (W Reg.) Delivery mileage, p.a.s., white with black hide. **£12,250**

Eclat 521 (V Reg.) 1979, Under 6,000 miles, yellow with black hide. **£10,250**

Eclat 521 (S Reg.) 1978. One owner, 20,000 miles, gun metal. **£7,995**

AC 3000 ME 1980. Only 2,000 miles, stereo, met. blue with tan hide. **£9,750**

Lotus

Enquires welcome for delivery and demonstration on the new Series II Elite/Eclat/Esprit Range.

Motorway Sports Cars

Motorway Sports Cars Limited, 224-232 The Street, Boughton, Kent ME13 9AL
(1 mile from M2-A2 junction) Tel: (022775) 223/475/528

A HIGH PERFORMANCE DRIVING COURSE WITH A PRICE THAT WON'T SEND YOU THROUGH THE ROOF!



Two days with a professional instructor on the road, the circuit and the skid pan will give you skills and expertise not availabe to the average driver.
Fuel and performance car supplied, we pick you up at your door up to 50 miles, over that we will still come a long way to meet you. Certificates given to successful drivers. Badges available. The two days do not have to be taken successively.
All at a price that's unbeatable.

SKID PREVENTION AND CONTROL COURSES AT THRUXTON

Standard, advanced and A.D.I. Instructors courses. Learn about skid prevention, causes, types and cures plus cadence braking and emergency procedures.
Training cars supplied. Highly qualified instruction. *Demonstrations. All courses begin with a briefing. We even give you a cup of coffee.*

SKID PREVENTION AND CONTROL COURSES

	FEES
Standard course three hours group instruction	£15.00
Advanced course four hours group instruction	£20.00
A.D.I. Instructors course 6 hours group instruction	£21.50

HIGH PERFORMANCE ROAD, CIRCUIT AND SKID PAN. ONE DAY INDIVIDUAL INSTRUCTION, ONE DAY GROUP INSTRUCTION. £135.00 Or easy terms

SUBSTANTIAL REDUCTIONS FOR CLUBS AND ORGANISED GROUPS.
BIG DISCOUNTS FOR COMPANY CONTRACTS.
TALKS FOR CLUBS AND GROUPS. TIME TRIALS. SECURITY/ANTI HI-JACK TRAINING.
SPECIAL COURSES DESIGNED BY ARRANGEMENT.
Telephone or write to
MIKE REED, AUDUBON, BRADCUTTS LANE, COOKHAM DEAN, BERKSHIRE SL6 9AA
Telephone: Bourne End (06285) 27387
"We use and recommend Duckham's oil and Avon tyres"

SOUTHERN SKID PANS THRUXTON

as seen on T.V.

MOTOBOOKS

NEW AND RECOMMENDED

In Stock at last:

...**THE ROLLS ROYCE PHANTOM II CONTINENTAL**. New Dalton Watson book, usual high standard. 272pp, 100's of illls. **£14.50**

...**AUTOMOBILE QUARTERLY VOL 18/01** — Dodge Wayfarer; Studebaker Presidents; Dirt Track Racers; Aston-Martin New Volante; Panhard. **£5.95**

...**VINTAGE LORRY ANNUAL**. Excellent pictorial book, featuring Guy, Thorneycroft, WSG, Douglas, Sheppee, S & D, Advertising Vans, Early Halftrcks. 96 large pages, over 200 photos. **£5.95**

...**THE FOUR WHEELED MORGAN Vol. 2**. The Cowled Radiator Models. Brings History of Morgans up to 1980. Covers also Morgan Clubs worldwide, memorabilia, comp. results to 1979. Essential for Morgan owners. 144pp, nearly 200 ill. **£7.95**

...**MASERATI** — Una Storia Nella Storia. The first volume of the most comprehensive Maserati history, from origins to 1945. Complete model by model coverage, also race results, production figures etc. 405pp, 100's of photos and drawings. Italian text, but essential reference for all Maserati fans. Hardb. **£24.50**

...**THE VW BEETLE** — by Robin Fry. *The complete history of this famous* car, incl. chapters on Beetles in the UK and the USA. 208pp, hardb, well ill. **£7.95**

...**PIT AND PADDOCK** — A Background to Motor Racing 1894-1978 by Michael Frostick. Interesting photo album about what is going on behind the scenes of motor racing. 122pp, 227 photos, hardb. **£7.95**

...**ALLE AUDI AUTOMOBILE 1910-1980** by Werner Oswald German pictorial history of this famous make, with 260 illustr., 136pp, hardb. Only reference book on AUDI. **£13.95**

...**Great Marques FERRARI** by G. Eaton. Foreword by Jody Scheckter. The first volume in a new series of all colour marque books from famous publishers Octopus. The colour content is superb, with particularly good shots of exotics like the 500 Mondial, 166 Barchetta, 512M, 400. Unbeatable value for money: 96 large pages, 90 colour plates, hardbound. **£3.95**

...**Great Marques: PORSCHE** by Chris Harvey. Foreword by Ferdinand Porsche. Another spectacular volume in the Octopus new marque series. Super colour photography. Out in August. **£3.95**

...**Great Marques: MERCEDES BENZ** by Roger Bell. Foreword by Juan Manual Fangio. This third volume in the Octopus colour series covers the passenger cars from 1880 to today. 96pp, 90 colour, hardbound. **£3.95**

...**Ferrari Drivers** by Michele Fenu. The story of the drivers from Ascari to Jody, covering over 50 years of Italian motor racing. With all technical data on F1, race results and exclusive contribution by Enzo Ferrari. 200pp, illustrated, hardbound. **£5.95**

...**Lancia — The Shield and Flag** by Nigel Trow. Very detailed company history; certainly the most comprehensive book for anyone who wants to read a lot about Lancia. 270pp, tables, data, 48 photographs, hardbound. **£12.50**

...**The T-Series MG's: A Collector's Guide** by Graham Robson. New volume in this successful series covering these cars in great detail. Model by model analysis 1936-55. Chapters on buying, restoration, maintenance, plus race records, spec, chassis nos. A MUST for every T-Series owner. 128pp, 131 illustrations, hardbound. **£7.95**

...***Lotus*: A Competition Survey of the Sports, GT and Touring Cars** by Chris Harvey. Complete comp. survey of all non single seater models, from first A7 to present Talbot. 210pp, over 185 illustrations, hardbound. Cortina, Elan, Elite, etc. **£8.95**

...***MASERATI BIRDCAGE*** — *Joel E.* Finn. A sports racing car phenomenon — the marvellous Tipo 60 and 61. Complete car by car history. Fascinating personal anecdotes. Magnificently illustrated — over 150 black and white illustrations. **£9.95**

...***La Storia Della Formula 1* — The Formula One Story**. This new Italian work comes in four massive volumes, in a slip case, with over 2,000 pages and a similar number of b/w and colour photos. Volume contents as follows: Vol. 1, Championships 1950-1969. Vol. 2, Championships 1970-1978; Racing Car Development 1950-1978. Vol. 3, The Drivers — Profiles A-Z with all results, biographies, teams, etc. Vol. 4, The Marques — A-Z of the racing marques, with *full data*, drawings, results. The Circuits — A-Z of F1 circuits, with maps, result tables and other information. An excellent racing reference for the serious enthusiast and well worth having, despite the Italian text. Volumes cannot be sold individually. (09) set of 4 volumes. **£69.50**

...**Electronic Fuel Injection Systems Shop Manual**. Covers Audi, BMW, Cadillac, Datsun, Mercedes, Opel, Porsche, Renault, Saab, VW and Volvo systems to 1977. The only available book on this subject. Over 150 ill. **£5.95**

...**Cadillac workshop manual**. For all 68-74 models, except El Dorado. **£5.95**

...**Le Mans 1979 — The 24 Hour Race**. Popular Yearbook giving Class by Class coverage of the 1979 season at Le Mans, with full results and statistics. 160 large pages, well illustrated with much colour. Hardbound. **£15.95**

...**An Encyclopedia of European Sports & GT Cars from 1961 by Graham Robson**. A unique reference work covering all the cars from AC to Warwick that can be called Sports or GT, including specials and many hardly known vehicles. 480pp, over 250 ill., colour, hardbound. **£16.50**

...***Picture a Ford***. 75 years of Ford history in photographs. An Autocar special, 132pp, 374 pictures, b/w and colour. **£3.50**

SPECIAL OFFER (Mail Order only)

...**Le Ferrari** — by Gianni Rogliatti. This Italian, lavishly illustrated book was praised by Ferrari himself as one of the finest books on his cars. 28 production and competition models are treated separately with a beautiful, large colour *plate (suitable for framing)*. A large book with 163pp, 200 photos, 28 plates 40 x 30 cm. This book has been long out of print, and copies now fetch over £25. We have, however, found a stock of these books with broken bindings, but otherwise in perfect condition, and we offer these at the special price of **£6.95**

...**Carrozzeria Italiana** — advancing the art and science of Automobile design. Edited by Tito Anselmi, with contributions by Gregotti, Alfieri, Michael Frostick. A complete house-by-house study and history of Italian coachbuilding from the beginning to the future. Large format hardback with over 600 illustrations, b/w and colour. A must for every styling enthusiast. **£15.95**

...**Osprey Autohistory: Porsche 356** by Denis Jenkinson. Covers all Coupé, Cabriolet, Roadster, Speedster and Carrera models in a well illustrated, fascinating story. 136pp, over 80 b/w and many colour photos, hardb. **£5.95**

...**Osprey Autohistory: Jaguar XJ** by Chris Harvey. Covers all 6 & 12 cyl. models. Daimler, Vanden Plas and the XJ-S sports cars. Full production history. 136pp, over 80 b/w and many *colour photos, hardbound*. **£5.95**

...**Osprey Autohistory: Ferrari Dino 208GT, 246GT & GTS** by Ian Webb. Full development, production and performance history of the Pininfarina V6 road cars. 136pp, over 80 b/w and many colour photos, hard. **£5.95**

...**Guinness Guide to Grand Prix Motor Racing** by E. Dymock. In typical Guinness style this complete Grand Prix Fact book is *the* complete reference from 1906 to 1980. It contains just everything one can know. 246pp, over 140 b/w and colour photos, results tables, hardb. **£11.95**

...**Automobile Quarterly Vol. 17-04**. Forghieri designed Ferraris; Ford Falcon 1963-64; Bugatti Type 10; 1980 Lincolns; Bucciali History. **£5.95**

...**Andre Citroën: Les Cevrons De La Cloire**. The 3rd Citroën volume in the EPA series deals largely with the man, and is full of the most unusual and rare photos. Superb production, 320 large pages, 100s of photos, some colour. Includes record of Citroën's voice. **£19.95**

...***New Motobook Catalogue***, with the help of an American computer we have compiled what must be the UK's most comprehensive catalogue of motoring books, manuals and publications. Over 2,500 entries, fully described, sorted by subjects, many books illustrated. On 48 large pages. A MUST for every motorist. Send for it immediately £1 inc. postage (or equivalent bank note for foreign customers). The catalogue is sent FREE with every order from this *advertisement*.

...**Classic Sports Cars** by Cyril Posthumus. Alfa, MG, Aston-Martin, Jaguar, BMW, Bugatti, many others. Large format hardback by Hamlyn with over 190 photos, many in colour, cutaway and detail drawings. **£6.00**

...**Famous Automobile Museums Vol. 03: The Porsche Museum**. Covers every car exhibited, brief Porsche history, production Porsches, technical data, 160pp, 242 b/w, 38 colour ill. **£6.95**

Collector's Guides Series. The most popular reference books for owners and restorers of Sports Cars:

...**New — The Lotus Elan & Europa Collector's Guide** by John Bolster. 128pp, over 130 illus. Also covers full production and comp. history. **£6.95**

...**New — The Porsche 911 Collectors Guide**. **£6.95**

...**The MGA, MGB, MBC Collectors Guide**, by Graham Robson. **£6.95**

...**The Triumph TR's Collectors Guide** by Graham Robson. **£6.95**

...**The Jaguar E-Type Collectors Guide** by Paul Skilleter. **£6.95**

RESTORATION

...**Antique Auto Body — Vintage Craft Series**. Each volume written and illustrated in graphical detail, **ea £3.95**

...**Brass Work for the Restorer**. 127 pages, over 300 illustrations.

...**Decoration for the Restorer**. 128 pages, over 200 illustrations.

...**Accessories for the Restorer**. 128 pages, over 400 illustrations.

...**Metal Work for the Restorer**. 128 pages, 150 line illustrations.

...**Wood Work for the Restorer**. 128 pages, 180 line illustrations.

...**Leather Work for the Restorer**. 128 pages, 150 photos and drawings.

...**Top Work for the Restorer**. 128 *pages, 160 illustrations*.

...**Car Interior Restoration**. Complete guide to completely restoring the inside of any car, antique or modern, convertible or hard top. Ideal for the man who wants to do it himself. Well illustrated. **£2.95**

...**Do Your Own Car Body Repairs**. By Paul Revere. Using step by step photographs and layman's language, it will enable you to carry out a body repair that is safe and virtually undetectable. Heavily illustrated. **£2.75**

...**New Glassfibre Book**. A practical book for repairing just about anything made from fibreglass. **£1.75**

...**Restoration & Preservation of Vintage & Classic Cars**. 304 pages, emphasis is on cars from the 20's to the 60's. **£9.50**

Jaguar Saloon Cars by Paul Skilleter. This is the companion volume to Skilleter's very successful and acclaimed "JAGUAR SPORTS CARS". The book covers the entire history of all Jag Saloons, plus a competition section. A MUST for the Jaguar owner, collector, fan. 400 pp, over 400 *b/w and 25 colour ill., hardbound* **£24.00**

...**The Restoration of Post-War Cars**. All the techniques needed just to get a car roadworthy and presentable, or to rebuild it completely from the chassis upwards, are carefully set out. 254 x 190 mm. 166pp, 37 b/w photographs, 57 line illustrations. **£5.95**

...**Auto Body Repairs and Painting made easy**. By Consumer Guide, over 140 illus. **£2.50**

...**Jaguar Sports** — from the Archives of Autocar. Material reproduced from *AUTOCAR as published over nearly* 50 years, incl. driving impressions, full road tests, technical articles, competition reports. With many drawings, cutaways, photos, colour plates. Hardback. **£6.95**

Original Driver/Service Handbooks (Year in *brackets is year of issue*)

...**Morris Oxford** Series II **£2.50**
...**Austin A99 & 105** (1961) **£3.50**
...**Morris Ten-Four** Series M **£5.50**
...**Austin A90 Six & A105** (1956) **£3.50**
...**Austin Sixteen** (1957) **£4.50**
...**Austin A40-A50** Cambridge (1956) **£3.50**
...**Austin A40** (1954) **£4.50**
...**Austin A99** Westminster **£3.50**
...**Austin A110** Westminster **£2.50**
...**Wolseley 6/99** **£3.50**
...**MGB (1969)** **£2.50**
...**Morris Cowley 1500 & Oxford (111)** **£2.50**
...**Austin A30 & A35** **£2.50**
...**Vauxhall** Wywern **£4.50**
...**Vauxhall 14** **£4.80**
...**Vanden Plas Princes 4-ltr 'R'** **£2.50**

Original Workshop Manuals (year in brackets is year of publication)

...**Austin** Westminster A99 **£7.50**
...**Austin A30 & A35** **£4.50**
...**Austin A40 Mk I & II** (1969) **£4.50**
...**Austin A40 Models** (1952) **£18.00**
...**Austin A55 Mk 2, A60** **£7.50**
...**Morris Oxford V & VI** **£7.50**
...**Wolseley 15/60; 16/60** **£7.50**
...**Citroën DS 21 & 21M, DS19A & 19MA** **£7.50**
...**Daimler V8 2.5-litre** **£25.00***
...**Jaguar Saloons 1946-1948** **£8.50***
...**Riley 1.5** (1967) **£7.50**
...**MGA Twin Cam** **£8.50***
...**MG Magnette M 3 &4** (1969) **£7.50**
...**Wolseley 1500 (WHS 2)** 1967 **£7.50**
...**Mercedes Benz Parts list for 190c, 190Dc, 200, 200D, 230** **£9.50**
...**Riley 4/68 and 4/72** (1969) **£7.50**
...**Rolls-Royce Silver Cloud, Cloud II, Phantom V; Bentley S & S2** **£18.50***
...**Austin-Healey 100/4** **£10.95***
...**MGC** **£10.95***
...**MGA** **£8.50***
...**Humber 1.6; Singer Vogue I & II; Minx I-IIIc; Super Minx I & II** (1958-66) **£8.50***
...**Sunbeam Tiger** 260-289 **£10.50***
...**Citroën AMI 8** (3 volume set) **£7.50**
...**MG TD/TF** **£8.50***
...**Austin** 3-litre **£8.50***
...**Austin Healey 100/6 & 3000** **£8.50***

(* indicates reprint of original publication)

FROM OUR VAST STOCKS OF MARQUE BOOKS

...**Citroën**, by R. Broad **£4.95**
...**L'Album de la Traction** **£14.95**
...**Citroën** — Quai de Javel Quai Andre Citroën Vol. 2 **£19.95**
...**Citroën** — The Great Marque of France **£19.95**
...**Climax in Coventry** **£5.25**
...**Shelby's Wildlife** — The Cobras and Mustangs **£9.95**
...**Shelby-American Guide** **£6.95**
...**Faza Fiat-Abarth-Lancia Bible** **£4.95**
...**AC** Minimarque series **£3.50**
...**Alfa Romeo** **£3.95**
...**Viva! Alfa Romeo** **£8.95**
...**Alfissimo!** **£12.95**
...**Museo Alfa Romeo** — The Alfa Romeo Museum **£6.95**
...**Alfa Romeo** — All cars from 1910, by *Fusi* **£24.50**
...**Alfa Romeo** — A complete history by Evan Green **£4.95**
...**Allard** **£5.95**
...**Allard** — The inside story **£7.95**
...**Aston Martin & Lagonda** **£10.00**
...**The Power Behind Aston Martin**, by Chris Harvey **£5.95**
...**Aston Martin and Lagonda** **£17.95**
...**The Aston Martin Competition Cars** — 1921-1967 **£4.50**
...**Aston Martin Guide** **£1.50**
...**The Aston Martin 1½-litre International** **£8.50**
...**Aston Martin 1914-1940** — A pictorial review **£4.95**
...**The Aston Martin** — 1921-42 **£4.50**
...**The Aston Martin** — 1948-59 **£5.50**
...**Von Horch z.u. Audi** **£3.95**
...**Austin Healey** — Story of the Big Healeys **£8.95**
...**Healey** — The Handsome Brute, by Harvey **£12.95**
...**The Austin Seven** **£8.95**
...**Austin 7 Specials** **£3.50**
...**Sonographic No. 2** — Vintage Bentley **£19.95**
...**Motoring My Way** **£8.95**
...**W. O. Bentley** — Engineer **£19.95**
...**An Index to Rolls-Royce and Bentley Periodicals** **£1.40**
...**Bentley R Type Continental** **£4.95**
...**Bentley** — Fifty years of the marque **£10.50**
...**Bentley** — 1919-1931 **£3.00**
...**Alle BMW Automobile 1928-1978** **£13.95**
...**Cobra Story** **£6.95**
...**Ferrari** — Spyder California **£7.50**
...**The Berlinetta Lusso** — A Ferrari of unusual elegance **£7.95**
...**Dino** — The Little Ferrari **£12.95**
...**Ferrari** — by Tanner **£24.50**
...**Ferrari** Minimarque series **£3.95**
...**Ferrari** — early Berlinettas & Competition Coupés **£8.95**
...**Ferrari** — early Spyders & Competition Roadsters **£8.95**
...**Ferrari** — The Gran Turismo and Competiton Berlinettas **£8.95**
...**Ferrari** — The Sports and Gran Turismo Cars **£22.50**
...**Ferrari** — 25 Years of Formula One **£11.50**
...**Ferrari Berlinetta Boxer** **£4.95**
...**Ferrari Formula 1 Cars 1948-1976** **£15.95**
...**Ferrari Guide** — A Selection of cars from 1959-1977 **£1.50**
...**The Ferrari Legend** — The Competition 250 GT Berlinetta **£24.95**
...**Ferrari Legende Vol. 2** — Sport et Prototypes was £24.50 only **£19.95**
...**Ferrari Mondiale** **£1.95**
...**Ferrari Owners Survival Manual** **£1.50**
...**Ferrari Parts Book** **£5.50**
...**Ferrari V12 Sports Cars 1946-56** **£2.95**
...**Ferrari Brochures 1946-1967** **£15.95**
...**Frazer Nash** **£6.50**
...**Healeys & Austin Healeys** — An illustrated history of the marque **£7.95**
...**The SS Jaguar 100** **£10.95**
...**The Jaguar NEKO Series** **£5.95**
...***E-Type*** — *End of an Era* **£15.00**
...**Jaguar** — by Lord Montagu **£12.50**
...**Jaguar** — Minimarque Series **£3.95**
...**Jaguar Motor Racing and the Manufacturer** **£3.95**
...**The Jaguar E-Type** — A Collector's Guide **£6.95**
...**Jaguars in Competition** **£7.95**
...**Jaguar Sports Cars** **£13.75**

MAIL ORDER

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

NAME ..... (BLOCK LETTERS PLEASE)

ADDRESS .....

.....

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

Credit Card No. .....

☐ Barclaycard ☐ Access (Tick Appropriate Box) MS 8/80

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

Signature .....

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

.....

.....

To order by mail: Send orders accompanied by remittance. **Cheques and postal orders should be made payable to *Albion Scott Ltd.*** Postage and packing: UK £1.00 all orders. Overseas: £1.50 all orders (surface mail only). Overseas customers: Please pay in pounds (£) sterling, by bank draft or international money order. If you send Euro *or Dollar cheques add £1.00 for* bank charges. Telephone and mail orders accepted on ACCESS, BARCLAYCARD (VISA), MASTERCHARGE.

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

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

Peter Townsend (Winchmore Hill) Limited

PHT

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



TVR 3000 CONVERTIBLE 1979. Finished in metallic charcoal with beige velour, radio, 8,000 miles. As new example of this rare roadster. **£6,950**



ROLLS-ROYCE SILVER SHADOW, 1971. A fastidiously maintained one owner vehicle finished in Tudor grey over silver chalice with red hide. **£11,950**



LOTUS ESPRIT S2 COMMEMORATIVE 1979. Black with gold velour trim. Radio, electric aerial, 8,000 miles, number 72 of only 100 built. **£9,950**

PORSCHE 911 SC COUPÉ 1979. Immaculate example in grand prix white with black and red tartan trim. Expensive radio/cassette. P7 tyres, electric sunroof **£14,950**

MERCEDES BENZ 350 SE 1977. Citrus metallic green with very attractive parchment velour. Fitted with air conditioning, electric sunroof and radio cassette player **£9,950**

JAGUAR XJS 1977. Outstanding example in royal blue with biscuit hide interior, fitted with tinted glass, air conditioning and radio cassette player. 28,000 miles **£6,950**

DATSUN 260Z 1978. Daytona yellow with black cloth interior, well kept example with alloy wheels, radio stereo, tinted glass, electric aerial, 25,000 miles from new **£4,450**

TRIUMPH STAG 1974. Automatic, very pretty car in mimosa yellow with black interior, radio stereo, hard and soft tops, fast becoming a collector's item **£2,450**

ASTON MARTIN V8 MANUAL. 1977. Attractively finished in storm red with black hide interior. 28,000 miles from new and in immaculate condition throughout **£12,950**

BMW 323i 1979. Incredibly quick little car, finished in sepia with beige velour trim, steel sliding sunroof, tinted glass, radio/cassette stereo, 8,000 miles from new. **£7,950**

BMW 733i 1978. Reseeda green metallic with olive velour interior, fitted with alloy wheels, radio/stereo, electric windows, one owner from new and fully documented history. **£6,950**

JEEP RENEGADE 1978. Mediterranean blue with orange bonnet decals, tan denim seats. Pioneer radio stereo, Mathwall engineering V8 engine, 9,000 miles from new **£4,450**

SCIMITAR GTE 1974. Finished in black with black hide sunroof, radio, chrome pressed steel wheels, automatic transmission, electric windows **£2,450**

POLARIS

LANCIA SAAB TVR

NEW LANCIA, SAAB AND COLT

Most models available for IMMEDIATE DELIVERY

Demonstration cars available

USED LANCIA

1978 (T) GAMMA BERLINA. Maroon, sunroof, RM 17,000. **£3,950**

1979 LANCIA BETA 2000 ES, met. blue, RM 22,000. **£2,965**

1977 (S) LANCIA BETA 2.0 Sedan, met. blue, RM 19,000. **£2,485**

1980 BETA 1.6 SEDAN. Low mileage, choice of red or maroon, outstanding value at. **£4,150**

1978 BETA 1600 HPE. Silver, RM 19,000. **£3,650**

1976 BETA 1.6 HPE. Blue, RM 18,000. **£2,950**

1976 SPYDER 1.6. Red, RM 30,000. **£2,750**

1975 (P) SPYDER 1.6. White, RM 50,000. **£2,350**

1970 FULVIA S2 RALLYE COUPE. Silver, RM 33,000. **£1,195**

USED CARS

1975 ALFETTA GT. Blue, RM 34,000. **£2,475**

1978 ALFASUD SPRINT 1.3. Blue, sunroof, radio, RM 13,000. **£3,375**



THE NEW TVR TASMIN with 2.8 injection engine, superb performance from. **£12,800**

TVR CONVERTIBLE. Red. **List**



1968 ASTON MARTIN DB6. Red, 5-speed, low mileage. **£5,350**

1974 ASTON MARTIN V8. Met. red, RM 56,000. **£7,450**

1978 (T) ALFASUD Ti 1.3. Silver, RM 12,000. **£2,750**

1960 ALVIS TD21. Outstanding example. **£2,750**

1963 BRISTOL 407. Gold, fine condition. **£3,250**

1977 (S) FERRARI 308 GT4. Met. blue, one owner, air cond., leather trim, RM 16,000. **£9,865**

1978 FORD CAPRI 1600L Mk. II. Beige, RM 14,000. **£3,350**

1974 JENSEN INTERCEPTOR MK. III. Met. blue, black vinyl roof, louvred bonnet, air cond. **£4,775**

1970 JENSEN FF MK. I. Excellent example of this rare model. **£3,950**

1976 (SERIES) JENSEN HEALEY GT, met. blue, RM 40,000. **£3,465**

1956 LAGONDA TICKFORD SALOON. Blue, beige trim. **£3,450**

1976 (R) OPEL COMMODORE 2.8 COUPE, white, automatic, P.A.S., RM. 40,000 **£2,475**

1974 (N) RELIANT SCIMITAR GTE Automatic, beige, sunroof, RM 60,000. **£2,575**

1980 SAAB 900 GLS. Red, p.a.s., RM 2,000. **£6,450**

1980 SAAB 900 GLS, blue, P.A.S., S/R, radio, RM 4,000. **£6,450**

1970 TRIUMPH TR6, o/d, maroon, 16,000 miles only. **£3,475**

1975 VW SCIROCCO. Met. green, RM 47,000 **£2,485**

1975 VW SCIROCCO. Met. green, RM 47,000 **£2,485**

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

Silence your car with an Acoustikit

The sound insulation system that gives up to **50%** more coverage

HERE'S HOW!

A Bonnet lid – Treated Acoustiseal to prevent drumming and absorb noise

B Holes around control cables etc – Sealsound

C Toe board and transmission tunnel – Treated Acoustiseal

D Sides of Engine compartment – Treated Acoustiseal to absorb noise and prevent amplification

E Rear parcel shelf – Untreated Acoustiseal

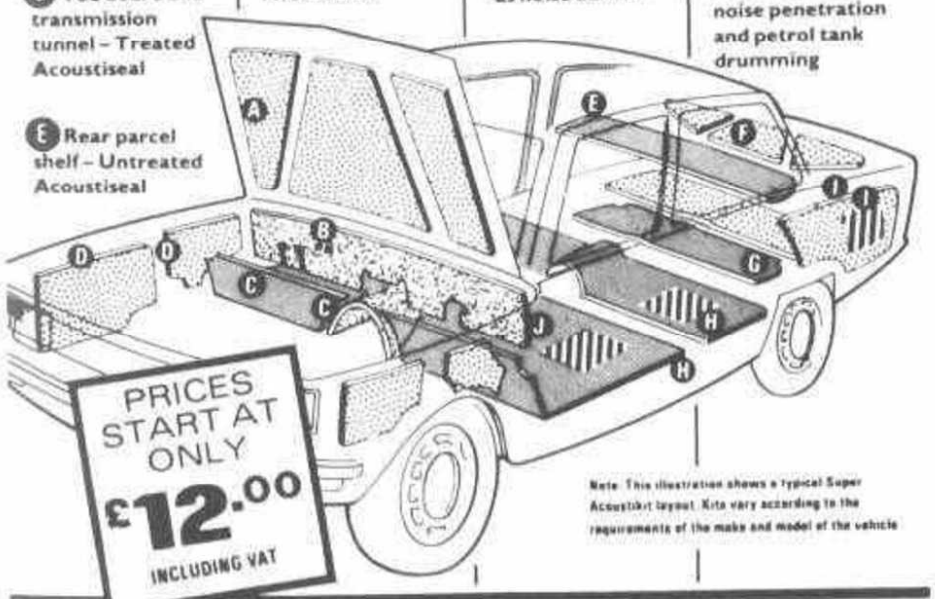
F Boot lid – Treated Acoustiseal

G Under rear seat – Untreated Acoustiseal to absorb drive train noises

H Front and rear floor – Vibra Pads to prevent drumming – Untreated Acoustiseal to absorb noise

I Boot sides & floor – Treated Acoustiseal and Vibra Pads to muffle exhaust noise penetration and petrol tank drumming

J Bulkhead – Treated Acoustiseal to act as noise barrier



Note: This illustration shows a typical Super Acoustikit layout. Kits vary according to the requirements of the make and model of the vehicle

Stamp out noise pollution in your car! Drive better, safer and boost its resale value! It's easy with an Acoustikit, the sound insulation system that gives all-round protection against nerve-wracking noise from engine, gears, road etc. Now even more effective, using a completely new combination of materials.

WHY ARE ACOUSTIKITS THE BEST BUY?
A typical Super Acoustikit consists of no less than four different materials, each specially selected as the most suitable for insulating a particular part of your car.

Two types to choose from: Acoustikits are supplied in two types

1 SUPER ACOUSTIKITS. These insulate the entire car, give you the ultimate in sound insulation

2 UNDERBONNET ACOUSTIKITS. To insulate the engine compartment only. (We can also supply basic materials, which can be cut to fit any model not included in the standard range)

EASY TO FIT. Acoustikits are ready cut and specially designed for the ordinary motorist. Simple to fit. Complete, easy to follow instructions provided

MONEY BACK ASSURANCE.

LOOK HERE FOR YOUR CAR. IF YOUR CAR IS NOT LISTED, WRITE OR TELEPHONE

Superkit prices are listed here. All underbonnet kits cost £8.75. Please add part carriage of £1.80 for Underbonnet kits and £2.80 for Super Acoustikits (mainland charges, others subject to quotation)

ALFA ROMEO		G.S. Club Sal Est	£34	1000HB	£29	Corolla	£26
Alfasud	£28	**COLT**		1300HB	£29	**TRIUMPH**	
Alfetta	£29	Lancer Saloon	£28	818 Sal Cou Est	£29	TR7	£26
AUDI		Galant Sal Est	£28	818	£29	Dol Sprint 1500	£29
80 Sal Est	£34	Celeste 78	£34	819 Sal Cou Est	£29	Toledo	£28
100 Sal Est	£34	Sigma 78	£34	**OPEL**		Spitfire IV	£28
BRITISH LEYLAND		**DATSUN**		Manta GTE	£29	GT6 Mk III	£29
Mini Pick up	£12	Cherry	£29	**PEUGEOT**		2000 Mk I / II	£34
Mini Club Sal	£28	F11	£29	104 Sal Est	£34	**VAUXHALL**	
Mini Est Club	£28	120Y	£29	304 Sal Est	£34	Chevette	£28
Mini Van	£28	140-160 Mk I / II	£34	305 Sal Est	£34	Firenza Magnum	£29
Allegro Sal Est	£29	1600-1800 Sal Est	£34	504 Sal Est	£34	Viva HB HC Sal Est	£34
1100 1300	£29	**FIAT**		505 Sal	£34	Victor FE Sal Est	£34
MG Midget B BGT	£29	126	£29	**POLSKI FIAT**	£34	Cavalier Sal Cou	£34
Maxi	£34	126 126 3P	£29	**RENAULT**		Bedford HA Van	£34
Marina Sal Est Cou	£34	124-127 Sal	£34	4 5 6 16	£29	**V W**	
Princess	£34	131 Saloon	£34	12 14 Sal Est	£34	Golf (Boot & Bonnet only)	£12
Sherpa Van	£50	**FORD**		15 16 17 20 30	£34	Polo (Boot & Bonnet only)	£12
Land Rover	£50	Fiesta Ghia	£26	**SAAB**		Derby (Boot & Bonnet only)	£12
Range Rover	£50	Escort 1 3 Ghia Est	£34	95 96 99	£34	Passat Sal Est	£34
Marina Van	£50	Escort Van	£34	**SIMCA**		**VOLVO DAF**	
CHRYSLER		Capri (remodel)	£34	1000 1100	£28	33 44 66	£29
Sunbeam	£29	Cortina Mk I V Sal Est	£34	1301 1501 Sal Est	£29	140 240 Sal Est	£34
Avenger Sal Est	£34	Granada Mk I Sal Est Ghia	£34	**SUBARU**			
Hunter 67 on	£34	**HONDA**		1600 Sal Cou Est	£34		
Alpine 75 77	£34	Civic	£29	**TOYOTA** (Boot & Bonnet only)			
CITROEN		Accord	£28	1000 Saloon	£28		
2CV6	£28	Prelude	£29	30 Sal Cou Est HB	£26		
Dyane 6 Sal	£34	**LADA**	£29	Carina	£26		
Ami 8 Sal	£34	**MAZDA** (78 on)		Celeste	£26		

ALL UNDERBONNET KITS £8.75

Acoustikit, Hammond Ave, Stockport SK4 1PQ.

To: Acoustikit, Dept. 18
Hammond Avenue, Whitehill Industrial Estate, Stockport SK4 1PQ.
Tel: 061 480 3791

Please send me Super Acoustikit/Underbonnet Acoustikit. Details of basic materials* for my car
Make _____ Model _____ Year _____
I enclose cheque/PO* (payable to Acoustikit)
for £ _____ (cost of kit plus part carriage charge).
Please charge my Access*/Barclaycard* account. My account no. is:
*Delete as appropriate
Name _____
Address _____

ACCESS/BARCLAYCARD orders please phone 061 480 3791

Wear this superb Ω OMEGA for only £16·90

using PRESTONS INTEREST-FREE CREDIT OFFER



It's the new multi-function Memomaster

. . . and it can be on your wrist for only £16.90 deposit. You then complete the balance in 9 monthly payments of £16.90. Remember, your total payment is just £169 - **the same as the cash price because Prestons do not charge a penny extra for credit spread over a deposit and 9 months.**

Quartz Accuracy plus OMEGA Freeze and Shock Tests

Quartz action gives accuracy to around 60 seconds a year - and OMEGA Quartz timers are subjected to extra sample testing that includes freezing them to 10°C below freezing point and battering them with shocks 5,000 times the force of gravity. So why buy a Quartz when you can buy an OMEGA Quartz?

Super-Clear Read-Out plus Total Calendar Function

The Liquid Crystal Display gives you a crisp, clear 6-digit read-out with screen illumination so you can see it in the dark. The multiple calendar function displays hour, minute, second as well as the date and day of the week. And the battery normally lasts for 2 years!

Interval Timing and Audible Alarm Signal

Your Memomaster can be preset to count down any interval between 1 minute and 12 hours. It's signalled by the alarm which can also be preset for any time in 24 hours. The alarm sounds for 30 seconds.

It even reminds you of your wife's birthday!

You can preset any date and when it is reached the arrow display will flash a reminder. So you don't have to worry about forgetting that business appointment or family occasion.

All these superb advantages in one beautiful watch set in a stainless steel case with matching bracelet!

Direct to you from one of Britain's Biggest Jewellers

Your OMEGA comes to you from the direct mail division of one of Britain's biggest jewellers. What's more, Prestons have been authorised OMEGA suppliers for over 30 years. And every watch carries the full OMEGA Guarantee.

Why pay Cash or Interest Charges up to 50% when you can enjoy Credit at Cash Prices?

Take advantage of Prestons Interest-Free Credit and enjoy the privilege of spreading your payments while at the same time paying only the cash price. It's the fastest, easiest way to own one of today's finest watches.

ORDER YOUR MEMOMASTER NOW OR SEND FOR FREE FOLIO OF OMEGA TIMERS.

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

FREEPOST TODAY. NO STAMP NEEDED

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

☐ Please send me ST 3820801 (Memomaster). I enclose cheque/postal order crossed and made payable to Prestons Timer Division, value £16.90 (1/10th of full purchase price) as deposit. Allow 21 days for delivery.

☐ Please send me FREE full colour folio, replicas and details of INTEREST-FREE CREDIT, without obligation.

Tick as applicable.

Mr/Mrs/Miss _____
(Block capitals please)
Address _____
Post code _____

Prestons TIMER DIVISION
Telephone: Bolton (0204) 23188

MS/09/80

5 Hill Avenue,
Amersham,
Bucks.

02403·21112



AUTOFARM
PORSCHE SPECIALISTS



OUR 911SC DEMONSTRATOR
A Sport Spec. Car, fitted with our 935 style front, otherwise retaining standard bodywork. Fitted with our 3.0-litre Carrera R.S. engine conversion, it will be hopefully quick enough for us to have some fun before the season ends!

PROJECTS
We are currently building a 935 style front end on a 1975 911 coupe, and contemplating building our 3.0-litre turbo engine/transmission into a Targa bodyshell, detail spec. not yet finalised.

AVAILABLE FROM STOCK
Good used 2.7 Carrera RS. Carrera 3.0 and 911 SC engines, guaranteed if we install. L.S.D. competition transmission, 3.3 turbo complete suspension/brake kit. Plus we are currently dismantling a 1978 911 SC Targa.

SPORTOMATIC
If you want one it's hard to find one. If you've got one to sell it's difficult to find one a good home. We can always convert it, using a good used 5 speed transmission. Prices from £1200 +VAT.

CARRERA 3.0/911SC UPRATING
With new pistons and cams. A cylinder head mod., a recon. mechanical injection system plus a bit of know how, we can update standard 3.0-litre engines to the 3.0-litre Carrera RS 230 B.H.P. Din spec. with their much wider power band.

FREE!
1970 VW Porsche 914/6. R.H.D. Fitted 916 style bodywork, 8" Porsche wheels with P7's, 2.7-litre engine, special gearbox with L.S.D. all in beautiful opalescent white. This vehicle offered free when you purchase Reg. No. MIA 914, for £7,500 or offers?

CARS FOR SALE
1974 CARRERA TARGA, black, black trim, 57,000, very clean and original **£9,250.00**

1973 911 E, blue, black trim, late alloys, '74-Reg'd Lux, interior trim. **£4,950.00**

1973 911S TARGA, L.H.D. signal orange, W-regd **£4,750.00**

1973 911 T LUX, TARGA, Glasur blue/black int., "M" Reg'd. 60,000 miles, full history. **£5,450.00**

1973 991 T LUX Bahia red/tan trim, 69,000 miles, ESR, electric windows, well above average con. **£5,450.00**

1972 911 S green/black trim, ESR, elec. windows, Recaros, much history. **£4,950.00**

1972 991 T Lux, silver, ESR electric windows, good mech. **£3,500.00**

Plus special turbo bodied 911 in guards red, fitted 934 type spoilers, 2.7 Carrera eng., fully rebuilt 3,000 miles ago, Carrera transmission, new Bilstein shock absorbers. Lightweight trim, Recaro seats etc. **£8,250.00**

OPEL GM
OPEL

B&H Motors (Est.1943)
1460 High Road, Whetstone, London N20 01-445 6671
London's Leading Opel & Subaru Agents

SUBARU
THE ECONOMIC MIRACLE

LARGE SELECTION OF NEW AND USED OPELS. SUBARUS FOR IMMEDIATE DELIVERY

Opels at pre-increase price*
New Monza & Senators with factory air conditioning.

SELECTION FROM OUR USED STOCK

Monza Auto. 79	**£8,295**
Monza Auto., December 78.	**£7,975**
Senator Auto. 80. Black	**£9,475**
Senator Auto. 80. Red	**£9,975**
Manta Auto. 80 Sunroof, alloys, stereo	**£5,895**
Manta Auto. 79	**£4,395**
Manta Auto. 78T.	**£3,975**
Ascona Auto. 78. Sunroof, alloys	**£3,795**
Mantas and Asconas from	**£2,195**

4 WHEEL DRIVE SUBARUS
The car for all seasons.
Estates £5,232 4wd
Saloons £4,983 4wd
Pick-up £3,600 + VAT
Two wheel drive saloons, estates & coupé from £3,986.
Demo cars always available. Used Subarus wanted and for sale.

1980 Model 4wd saloons	**£3,975**
1980 Pick Up. Alloys	**£3,295 + VAT**

Customising/wheels/accessories





INVESTMENT DEPT

NSU Ro80s from £895. Must go up in value. New Rotary engines **£895** ½ price.

1973 Jaguar Mk. 10. 53,000 miles, one owner	**£2,295**
1965 VW Karmann Ghia. 5,600 miles	**£1,495**

THE NEW SUPERSPEED AIR PUMP... A tough Mini Compressor for Only £14.95.

(plus p&p)



Quite simply plug the Super Speed Air Pump into your car's cigarette lighter socket or connect it to the 12 volt DC battery in your car or boat. Then this compact little workhorse with its high speed motor gearbox and piston compressor will inflate airbeds, dinghys, bicycle tyres or footballs in next to no time. Even flat car tyres can be inflated in minutes.

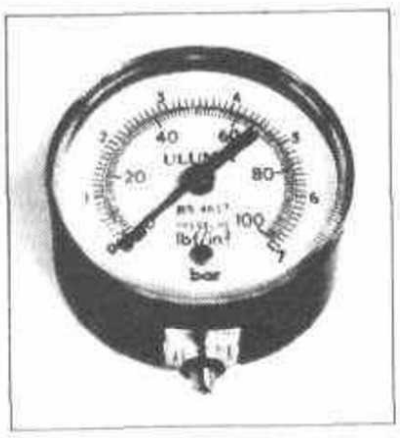
It comes complete with rubber hose and locking valve connector, high pressure and cone adaptors plus a 12 volt power lead and plug – all stowed neatly inside an attractive and durable case measuring only 8½in x 5in x 2½in and weighing only 1.5 kilos.

At this super low direct purchase price every family can afford its own mini-compressor.

Buy the New Super Speed Air Pump and take the puff out of pumping. Inflates up to 45p.s.i!

SPECIAL OFFER Pressure Gauge

This tough nylon screw-in tyre gauge designed to fit the Super Speed and produced by England's leading manufacturer of pressure gauges has an easy to read 2in dial. Made to stringent British Standards it can measure pressures up to 100 p.s.i. (6 in Bar) with an accuracy of over 99%.



Remember, correct tyre pressures are a legal requirement and they increase miles per gallon too!

Only £3.20

(plus p&p)

Credit Card Holders may telephone 24 hours a day on ☎ 0962 65996 and place orders immediately without completing the coupon.

And if you're not completely satisfied we shall be pleased to refund your money if you return your Super Speed or Pressure Gauge in good condition within 14 days.

FREEPOST

No stamp required just complete and send this coupon to:- NEW CONCEPT, DEPT. MS/9/80M FREEPOST, WINCHESTER SO23 8BR.

Please send me ___ Super Speed Air Pump(s) at £16.15 inc. £1.20 p & p and insurance.

Please send me ___ Pressure Gauge(s) at £3.45 inc. £0.25 p & p and insurance.

I enclose cheque/postal order for £_____ or please charge my Access/Barclaycard

No. _____ BARCLAYCARD

Signature _____

Name _____ Access

Address _____

_____

_____

New Concept

NEW CONCEPT, A Division of Ulundi Ltd., 14 St. Georges St., Winchester SO23 8BR. Registered England No. 1321067.

This wheel is fitted with CN36 SM tyres.



Grab the wheel of a Porsche 924 and feel the responsive handling and leech-like road holding that the remarkable Pirelli CN36 SM tyres give it. The low profile CN36 SM tyres have been selected as a standard fitment for this incredibly successful high performance car, because they can stand the pace of Porsche engineering.

Change to low profile Pirelli CN36 SM and you will really notice the difference.

CN36 SM tyres will dramatically improve the road holding, handling and, of course, the looks of almost any car. Because, even if we do say it ourselves, the low, wide CN36 SM is a very handsome tyre indeed.

Enjoy the advantages that Porsche owners enjoy with Pirelli CN36 SM tyres fitted to your wheel.



PIRELLI CN36 SM

The low profile tyre for the performance car.

VOL LVI No. 9 SEPTEMBER 1980

MOTOR SPORT

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

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

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

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

CONTENTS

	Page
Matters of Moment	1305
Fixtures for September	1306
The Austrian Grand Prix	1307
The German Grand Prix	1311
Notes on the Cars at Hockenheim-ring	1312
Air	1314
Wartime Diaries of an RFC Officer	1318
Air Mail	1319
Shelsley Walsh Photographs from the Archives	1322
Book Reviews	1324
V-E-V	1326
VSCC Hawthorn Trophy Meeting	1327
Vintage Postbag	1328
VSCC Prescott Hillclimb	1330
More About Books	1332
The Lancia Delta 1500	1334
Racing Car Development	1335
Rally Review — Codasur Rally	1336
Maserati — the 250 F	1337
Spa 24 Hours	1338
Formula One Trend of Design — Anti-roll Bar Controls	1340
Driving the Fiat Mirafiori Sport	1341
75 Years of Shelsley Walsh	1341
A New Emergency Service	1342
Tax Folly	1344
The Audi 200 5T Turbo	1350
The German Grand Prix in colour	1358
Motoring News Rally Championship Review	1364
Formula Two Review	1368
Letters From Readers	1378

FRONT COVER PICTURE: Brian Henton, leader of the BP Toleman Team, being followed by Teo Fabi and Andrea de Cesaris (March drivers) and team-mate Derek Warwick. Henton's second place at Rimini gave him an unassailable lead in the European Formula Two Championship.

ANNUAL SUBSCRIPTION RATES

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

MATTERS OF MOMENT

MINISTERIAL MADNESS

"I am a gentleman, I live by robbing the poor" (car-owner)
— Bernard Shaw, "Man and Superman", Act 3

It seems absolutely astonishing that any Government, and especially the Conservative Government, can be so stupid and unfair as to try to impose a tax on all motor vehicles whether these are in use or not in use, on the public road or off it. But that is just what Transport Minister Norman Fowler, hiding behind the fact that a great many cars go out on the road untaxed, is considering, and may soon make Law. It is a preposterous plan!

The days are over when it was regarded by some as a fairly harmless lark to run a car with a beer-bottle label on its windscreen, in lieu of a tax disc. We have no sympathy for those who use unlicensed vehicles on public roads. If the Police are perhaps too busy to spot all the offenders, that is a pity. But to suggest that the solution to recovering this lost revenue is to tax *all* motor vehicles, irrespective of whether they are in use or not, is utter folly. If this snide scheme comes into being it could well result in the fall of the present Government, on the grounds that not only would such biased legislation be disliked by an influential proportion of the voters, but also because such soft thinking reflects on the Tory Party in its entirety. It may be that the "Iron Lady", who until now has been doing so magnificently, is more tired than is apparent and wishes to bring her Party to a discreet halt at the next Election, seeing in Fowler's Folly a means of doing so without her main issues being held responsible. If this is not the case, we can only advise Mrs. Thatcher to get Norman to one side, tear him off a sizeable strip, and tell him to drop it. . . .

It has been illegal for some time for any licenceless motor vehicle to be so much as parked on the public highway. This applies even to a vehicle being dismantled outside someone's house. Quite justifiably; but once that vehicle has been taken into a private garden or garage, what possible right has the Treasury to insist that it still has to be taxed, presumably at the full £60 a year? If the owner of the property likes to fill his or her garage, or garden even, with old furniture, a model railway, cages of budgerigars, or whatever, possibly Mr. Fowler will generously leave them alone. So why single out the car-owning section of the community (heavy goods-vehicles are exempt) for such savage treatment?

It is illegal not only to park a mechanically propelled vehicle on the road, it is also illegal to tow even a disabled, untaxed, uninsured motor vehicle behind another one. Such action is right and proper, for a Government has to extract revenue as much as it can in return for a service — in this case the provision of roads on which to run our motor vehicles; although this thinking has worn rather thin since Mr. Churchill "raided the Road Fund" a very long time ago and since an ever-growing petrol tax was added to the always-inflating car tax. But to try to grab used motor vehicles in private storage into the tax mesh can be termed criminal legalised robbery, applied in this case to just one section of the community. Those who tend their plants in the greenhouse, who read their books in the library or run their model-railways in the attic or whatever, will not be so taxed, unless other bureaucrats become afflicted with Fowler avarice. This is not only a Wealth Tax inflicted on one part of the community, it is one imposed not only on the rich, for many people own old cars of no value until they are restored, and such retention over a period of years will by Fowler's Law cost a restorer thousands of pounds!

It is also very woolly thinking on Mr. Fowler's part for the following reasons. Taxing cars not on the road will deter buyers of "second cars," at a time when the Motor Industry is facing a grave recession, for a second family car is often off the road for part of the year, or is something the owner enjoys using alternately with another vehicle — but no longer, if it is to incur an unjust tax while in the garage, many will consider Fowler's Law would be a law of discrimination, for presumably even if tempted by the £15 million or so that taxing every idle vehicle might raise, the Transport Minister will be obliged to exempt vehicles owned by musuems? To talk of special arrangements for historic vehicles, or for those laid-up for long enough periods, indicates that Norman Fowler has got into it up to his neck. How will such legislation be fairly applied? What of cars in dealers' showrooms? Maggy Thatcher MUST make him drop it. . . .

We, the motor-vehicle owners, have been taken for a very expensive ride over the DVLC at Swansea, in so many ways. One of these is that we were promised *short-term licensing* as soon as those millions of pounds-worth of frenzied computers were functioning. Now Fowler has swung completely the other way, and is hoping that Britain's millions of car owners will meekly accept a tax on every vehicle, whether it moves or not. Our guess is that they won't!

MOTOR SPORT has already sent a letter to the Minister about the matter — see page 1344. Not surprisingly, Mr. Fowler has doubts himself. He has asked for comments to reach him by September 15th. Make sure he gets them!

Otherwise, you will find yourself paying tax on all your cars, no matter how little you use them or whether you use them at all — which applies to cars being worked on, cars laid up for much of the year, as with most

Continued overleaf

Motor Sport Fixture List for September

★ 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
Sept. 4th/6th	**ADAC Schleswig-Holstein e.v.**	—	**Germany**	**Sachs Baltic Rally (European Rally Championship) (*INT*)**	—
Sept. 6th	Hastings 1066 East Sussex CC	Bodiam	Nr. Hastings, Sussex	Speed Hill-Climb	14.00
Sept. 6th	Sporting Owners DC & Telford Auto Club	Newtown	Powys, Mid-Wales	Telford Forestry Stages (*R*)	09.00
Sept. 6th	Lanarkshire CC	Lorne Street, Lochgilphead	55/862880	Rally Meeting (*N*)	10.31
Sept. 6th	BRSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire.	Race Meeting (*R*)	14.00
Sept. 6th	500 MRC	Kirkistown Circuit	Belfast, Ireland	Race Meeting (*C*)	—
Sept. 6th/7th	Potteries & Newcastle MC	Hanley	Stoke-On-Trent	Rally Meeting (*R*)	23.00
Sept. 6th/7th	East Berks MC	Aylesbury Central Car Park	165/817135½	Oakleaf Rally (*R*)	23.00
Sept. 6th/7th	West Cumberland MC	Whitehaven Civic Hall	89/975½179½	Peak Revs Rally (*R*)	23.46
Sept. 6th/7th	**BRDC**	**Silverstone Circuit**	**Nr. Towcester, Northants**	**European Formula 3 Championship (*INT*)**	**12.45**
Sept. 6th/7th	Bugatti OC	Prescott	Cheltenham	Hill Climb Round of RAC/Midland (*N*)	11.00
Sept. 6th/8th	**Automobile et Touring Club de Grece**	—	**Greece**	**Rally Halkidikis (European Rally Championship) (*INT*)**	—
Sept. 7th	**BARC**	**Thruxton Circuit**	**Nr. Andover, Hants.**	**Aurora AFX British Formula 1 Championship (*INT*)**	**14.00**
Sept. 7th	BRSCC	Mallory Park Circuit	Kirkby Mallory, Leicester	Race Meeting (*R*)	14.30
Sept. 7th	BRSCC	Cadwell Park Circuit	Louth, Lincs.	Race Meeting (*R*)	14.00
Sept. 7th	BARC	Croft Autodrome	Nr. Darlington, Co. Durham.	Race Meeting (*R*)	14.45
Sept. 7th	BARC	Lydden Hill Circuit	Nr. Dover, Kent	Race Meeting (*R*)	14.30
Sept. 7th	**Vallelunga SPA**	**Vallelunga**	**Italy**	**World Championship for Makes (*INT*)**	—
Sept. 11th/13th	**Manx Auto Sport Ltd.**	**Douglas**	**Isle of Man**	**Manx Trophy Rally (European Rally Championship) (*INT*)**	**09.00**
Sept. 12th/17th	**NZIGP (AUCK) Inc**	—	**New Zealand**	**Motogard Rally (World Rally Championship) (*INT*)**	—
Sept. 13th/14th	Borough 18 MC	Halfway Cafeteria, Harrietsham	189/878528	Rally (*R*)	23.01
Sept. 13th/14th	**BRDC**	**Silverstone Circuit**	**Nr. Towcester, Northants**	**European Touring Car Championship (*INT*)**	—
Sept. 14th	**AC Bologna**	**Imola**	**Italy**	**Italian Grand Prix (World Championship Round) (*INT*)**	—
Sept. 14th	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*C*)	14.30
Sept. 14th	SMRC	Ingliston Circuit	Duns, Berwicks.	Race Meeting (*R*)	14.00
Sept. 14th	VSCC	Donington Park Circuit	Castle Donington, Derby.	Race Meeting (*C*)	13.00
Sept. 14th	MGCC	Brands Hatch Circuit	Nr. Dartford, Kent	Race Meeting (*R*)	14.00
Sept. 14th	AMC	Lydden Hill Circuit	Nr. Dover, Kent	Race Meeting (*R*)	—
Sept. 14th	Singer OC & Invaders MC	Royal Naval Air Yard, Wroughton	Nr. Swindon, Wilts	Sprint Meeting (*R*)	13.00
Sept. 14th/21st	**ASA Tour de France**	—	**France**	**Tour de France (European Rally Championship) (*INT*)**	—
Sept. 19th/20th	**BARC**	**Oulton Park Circuit**	**Nr. Tarporley, Cheshire**	**Aurora AFX British Formula 1 Championship (*INT*)**	**14.00**
Sept. 20th	BARC	Harewood Hillclimb, Stockton Farm	Harewood Avenue, Nr. Leeds	Hillclimb (Round Guyson Trophy) (*N*)	14.15
Sept. 20th/21st	East Kilbride MC	Civic Centre Car Park	East Kilbride 64/636542	March West Rally (*R*)	—
Sept. 20th	SUNBAC	Silverstone Circuit	Nr. Towcester, Northants	Race Meeting (*R*)	14.00
Sept. 21st	DRC	Donington Park Circuit	Castle Donington, Derby	Race Meeting (*R*)	14.00
Sept. 21st	BRSCC	Croft Autodrome	Nr. Darlington, Co. Durham	Race Meeting (*R*)	14.45
Sept. 21st	750 MC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	14.00
Sept. 21st	Lindholme MSC	Doncaster Racecourse	Leger Way, Doncaster, 111/593 030	Stages Rally (*R*)	08.31
Sept 21st	**Real Automovil Club de Espana**	**Jarama**	**Spain**	**European Formula 3 Championship (*INT*)**	—
Sept. 26th/28th	**Cyprus Automobile Association**	—	**Cyprus**	**Cyprus Rally (European Rally Championship) (*INT*)**	—
Sept. 27th	500 MRC	Kirkistown	Belfast	Race meeting (*C*)	—
Sept. 27th	David Brown S & SC	Wykeham Forest	101/941879	Elcar Forest Rally (*R*)	11.01
Sept. 27th/28th	Haldon MC	Palmers Garage, Exmouth	192/012½821	Bow & Arrow Rally (*R*)	23.31
Sept. 27th/28th	SWL MC	Battle	Sussex	Senlac Rally (*R*)	23.01
Sept. 28th	**ADAC Wurttemberg e.V.**	**Hockenheim**	**Germany**	**European Formula 2 Championship (*INT*)**	—
Sept. 28th	**OTO Klub Koers**	**Zolder**	**Belgium**	**European Touring Car Championship (INT)**	—
Sept. 28th	**SCCA**	**Watkins Glen**	**USA**	**USA East Grand Prix (World Championship Round) (*INT*)**	—
Sept. 28th	BRDC	Mallory Park Circuit	Kirkby Mallory, Leicester	Vandervell British Formula 3 Championship (*N/R*)	14.15
Sept. 28th	BARC	Thruxton Circuit	Nr. Andover, Hants	Race Meeting (*R*)	14.00
Sept 28th	750 MC	Donington Park Circuit	Castle Donington, Derby	Race Meeting	—
Oct. 3rd/5th	**Association du Rally du Vin**	—	**Switzerland**	**Rally du Vin (European Rally Championship) (*INT*)**	—
Oct. 4th/5th	2300 Club	Main Street, Tobermory	Mull	Tour of Mull (Motoring News Rally Championship Round) (*R*)	14.30
Oct. 4th/5th	**BRDC**	**Silverstone Circuit**	**Nr. Towcester, Northants**	**Pentax Trophy Meeting (*INT/R*)**	**13.40**
Oct. 5th	BARC	Brands Hatch	Dartford, Kent	Race Meeting (*C*)	14.00
Oct. 5th	**CASC**	**Montreal**	**Canada**	**Canadian Grand Prix (World Championship Round) (*INT*)**	—

MATTERS OF MOMENT
Continued from previous page

veteran, vintage and classic cars etc., and even the ones kept for personal pleasure or sentiment, but never ever taken out on public roads. We are convinced that no other section of the community has been so shabbily thought of by a Government Department, which would rely on the Swansea records to levy this unjust tax that the ailing Motor Industry cannot afford the sales-loss the proposed new tax would provoke (and never mind those copers who will probably benefit from the wholesale panic disposal of aged cars), and that it is dismal that a Conservative Government is so biased against us. So tell it so, NOW.

That 1.25 million vehicle users apparently drive about taxless, costing the country £75 million, annually, is unfortunate. But this is the concern of the Police, overworked as they are, and with more important matters to attend to. Law-abiding car-owners should not be expected to pay tax on unused, even derelict, vehicles in an attempt to bring the dishonest into the net. As the *Daily Telegraph* so rightly says: "The road tax . . . should not apply to someone who is already paying rent and rates for a garage specifically to keep a car off the road." It is as unfair as taxing everyone on the "use" of tobacco or beer, on the grounds that one day non-smokers or non-beer-drinkers may change their minds! THIS STUPID IDEA MUST NOT BECOME LAW.

* * *

The Lakeland Motor Museum has recently acquired from the BBC the full sized replica of Sir Malcolm Campbell's "Bluebird", built for the television play *Speed King*. They plan to use this replica as the centre piece in an exhibition devoted to the exploits of Sir Malcolm and his equally famous son, Donald, and are keen to obtain further Campbell-related items for inclusion in the exhibition. Louise Sidebottom of 21 Oldfield Carr Lane, Poulton-le-Fylde, Blackpool would be delighted to hear from anyone able to help.

VSCC at Donington Park

THE LAST VSCC race meeting of the 1980 season will be taking place at Donington Park on Sunday, September 14th and it is here that the last round in the MOTOR SPORT Brooklands Memorial Trophy competition will be played before the presentation of the trophy at the end of the meeting. The programme will include the usual handicap races for pre-war sports and racing cars and the main races will be the John Holland Trophy Race (for vintagé racing cars) and the Shuttleworth and Nuffield Trophies Race (for pre-war racing cars).

Lloyds and Scottish Championship

UNFORTUNATELY clashing with the VSCC Donington Park Race Meeting, the final round of this historic car championship will be taking place at Silverstone on Sunday, 14th September at the Tourist Trophy meeting.

* * *

The Dellow Register

ENTHUSIASTS for this very successful trials car are well catered for by the Dellow Register, an organisation founded in 1969 by John Temple and Mark Hayward. In addition to organising a number of gatherings, offering historical information and technical advice to members, a quarterly newsletter is published. The Dellow Register may be contacted by writing to Peter Seabrook-Harris, c/o Douglas Temple Studios Ltd., 104b Old Christchurch Road, Bournemouth, Poole, Dorset.

* * *

Edinburgh Trial

THE MCC will be running their 58th Edinburgh Trial on October 4th and 5th. The action will be taking place in the Peak District, contrary to the name of the event which stems from earlier, less restricted times, and the entry list will include both motorcycles and a variety of cars. The entry list will have closed by the time this issue is published, but the organisers would be delighted to hear from anyone wishing to marshal — the man to contact is J. Walker, 51 Little Bushey Lane, Bushey, Watford, Herts.

* * *

A Range-Rover Plus

SCHULER PRESSES have been offering various options for Range-Rovers for some time, varying from superior interior trim to uprated suspensions, from quad-lamps to alloy wheels. Now they offer what must be the ultimate in transmissions, combined with the option of a very effective anti-skid device. Heart of the conversion is the transfer box, made by FF Developments Ltd. of Coventry, which replaces the standard Rover unit and completely eliminates the "snatch" so familiar to Range-Rover drivers. This is achieved by using a Morse chain drive, instead of gears, together with an ingenious viscous coupling which absorbs any sudden torque reactions, as well as providing the effect of a limited slip differential. Either a JRT five-speed manual box or a Chrysler Torqueflite automatic can be used. The viscous coupling makes it possible to fit an anti-locking device to the brake system — a sensor is installed at the input to the viscous coupling, which monitors the relative speeds of the shafts, senses immediately if a wheel is tending to lock on, and *via* electronics produced by Mullard Ltd., releases the brakes momentarily to prevent lock-up. The resulting vehicle was very impressive to drive on a test track at a recent press day, and I hope to be able to try the vehicle at greater length and on more testing terrain later in the autumn. — P.H.J.W.

THE AUSTRIAN GRAND PRIX

Renault all the way

Knittelfeld, August 17th

FOLLOWING one week after the German GP most teams arrived at *Osterreichring* with the same cars they had used at *Hockenheimring*, but Ferrari went home to Maranello and returned with two different cars, 044 (Scheckter) and 043 (Villeneuve) but retaining the same spare car (045). Tyrrell had a shuffle and put Jarier in their new one (010/5) which had been built in the paddock at *Hockenheimring*, Daly back into his usual car (010/2) and the original car (010/1) was back to being the T-car. Brabham, McLaren and ATS were unchanged, but Lotus added to their work-programme by entering Nigel Mansell, the F3 driver, in the 81/B that was built-up in Germany, in addition to Andretti and de Angelis. The Renault team had spent the brief intervening time investigating their valve-spring breakages, and Emerson Fittipaldi swapped cars with his Finnish team-mate. In the entry list there was a second Alfa Romeo listed for Brambilla, but neither driver nor car materialised; the Ligier team came direct from Germany, feeling more confident as they had done some worthwhile testing on the *Osterreichring* and the Williams team had given Reutemann the spare car, which just failed to start in Germany and the one he was disenchanted with became the spare for Alan Jones. Otherwise all was fairly orderly when testing on Friday morning under clear blue skies on the fast and spectacular *Osterreichring*, except that Laffite was still messing about film making with a camera on the spare Ligier.

The hour and a half from 10 a.m. to 11.30 a.m. was supposed to be testing-time, preparatory to the one hour of qualifying time in the afternoon, but by midday the paddock looked like a battlefield and you would have thought the most cut-throat Grand Prix had just finished. It all started just after 10.30 a.m. when Andretti's Lotus ran out of fuel and came to rest in the chicane at the top of the hill after the pits. The idea of the organisers was to stop practice briefly while the Lotus 81/1 was retrieved, but they held out a black flag and a red flag, and nobody knew what it meant, so they all went pounding on. Then the race director held out the red flag, and still some of the drivers went flashing past. Eventually practice was stopped and the miscreants Patrese, Cheever, Rebaque, Pironi, Fittipaldi and Arnoux were all fined 5,000 Austrian Schillings for failing to stop on the red flag. We got going again only for Daly's engine in his Tyrrell to go bang in a big way, and already Jabouille's Renault engine had gone sick and he had gone out in the T-car. Then Piquet went off in the Bosch curve and really crumpled BT49/8 so practice stopped once more while the wreckage was cleared up, no-one being hurt. In addition de Angelis had been off the track in Lotus 81/3 and ripped all the skirts, and hardly had practice begun again, for the third time, than Prost went off on a patch of oil and disappeared in the mud and grass. While he was doing this Mass was forced to dodge and also went off into the mud and grass and the Arrows turned upside down. The burly German was unscathed, but had tweaked his neck. Testing now finished! But the paddock was a hive of activity as cars were repaired or dismantled.

Such is the fortitude and devotion to duty of the racing mechanic that come 2 p.m. everyone was more or less ready to start again, except that Mass was away having a check-over and an X-ray. The sun was beating down and the heat was beginning to become oppressive and for the teams working out on the concrete pit road it was no fun at all. Drivers and timekeepers were being sheltered by umbrellas and tyres, engines, gearboxes and brakes were running very hot. Almost at once a pattern took shape, with the two Renaults of Arnoux and Jabouille so much faster than everyone else that the competition among the Cosworth-powered brigade was to see who could be third overall, and as usual it was a battle between the Ligier drivers, Pironi and Laffite, the Williams drivers Jones and Reutemann and Nelson Piquet in the leading Brabham. It was not long before practice was stopped. Villeneuve's Ferrari engine had blown up and Andretti had gone off the road and had to be retrieved by the breakdown gang, the only damage being to the sliding skirts which were replaced when the car was brought back to the pits.

Arnoux lapped in 1 min. 30.39 sec. (average 146.9 m.p.h.) and could almost repeat it to order, while Jabouille was nearly a second slower on his best lap, but it had included passing four cars in the process. Alan Jones was the fastest of the Cosworth brigade, with 1 min. 33.08 sec., nearly *two and a half seconds* slower than Arnoux and at an average speed of over 146 m.p.h. that represented a very long distance on one lap. Alain Prost was "best of the rest" and for a moment it looked as though the McLarens were improving

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Jody Scheckter	ZA	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
2	Gilles Villeneuve	CND	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
3	Jean-Pierre Jarier	F	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
4	Derek Daly	IRL	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
5	Nelson Piquet	BR	Brabham	BT49	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	M29C	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
8	Alain Prost	F	McLaren	M29C	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
9	Marc Surer	CH	ATS	D4	Yellow	Cosworth V8	Goodyear	ATS Wheels
11	Mario Andretti	USA	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
12	Elio de Angelis	I	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
14	Jan Lammers	NL	Ensign	N180	Red/White/Blue	Cosworth V8	Goodyear	Unipart
15	Jean-Pierre Jabouille	F	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	Rene Arnoux	F	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
20	Emerson Fittipaldi	BR	Fittipaldi	F8	Yellow	Cosworth V8	Goodyear	Skol Brazil
21	Keijo Rosberg	FIN	Fittipaldi	F8	Yellow	Cosworth V8	Goodyear	Skol Brazil
23	Bruno Giacomelli	I	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
25	Didier Pironi	F	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
26	Jacques Laffite	F	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
27	Alan Jones	AUS	Williams	FW07B	White/Green	Cosworth V8	Goodyear	Saudi Arabia/Leyland
28	Carlos Reutemann	ARG	Williams	FW07B	White/Green	Cosworth V8	Goodyear	Saudi Arabia/Leyland
29	Riccardo Patrese	I	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
30	Jochen Mass	D	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
31	Eddie Cheever	USA	Osella	FA1	White/Black	Cosworth V8	Goodyear	Denim Aftershave
43	Nigel Mansell	GB	Lotus	81B	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
50	Rupert Keegan	GB	Ram Williams	FW07B	Gold/Black	Cosworth V8	Goodyear	Penthouse/Rizzla



"Gently does it, fuel is expensive . . ."

until you realised he was *over four seconds* slower than Arnoux. Down at the back of the list were Lammers (Ensign), Cheever (Osella), Mansell (Lotus), Keegan (Williams), Andretti (Lotus) and Scheckter (Ferrari), some for want of experience, some for an uncompetitive car, and some for want of trying! Late into Friday night the paddock was as busy as ever as the Brabham mechanics built up another car around monocoque number 3, using the engine/gearbox unit off number 7, which in turn was rebuilt with a new engine/gearbox unit. The Arrows mechanics did a total rebuild on the car that Mass crashed and all along the line the ravages of the day were being put right.

On Saturday morning testing and preparation began again with everything more or less in order, Villeneuve and Daly being back in their own cars, Piquet using number 7, with the newly built number 3 Brabham as spare, Rebaque was still using the Weismann gearbox Brabham and Jones was in Williams number 5, which Reutemann had discarded as useless! On the previous day Jones had made his best time with the car and was very happy with it. Mansell was far from happy with the Lotus 81/B, which had a longer wheelbase than the other three Team Lotus cars and incorporated all the development improvements tried out on the previous Lotus 81 cars. As it was the Midlander's first attempt at Formula One, and the daunting *Osterreichring*, it was difficult to say whether the car or the driver was the limitation. The courageous and tough Jochen Mass did a couple of laps in the spare Arrows car, but decided that the pains in his neck and back were too much, and officially withdrew from the event. If Jochen Mass could not stand the pains they must have been bad. Cosworth engines were still failing under the strain of the high speed and both Pironi and Cheever suffered failures, their mechanics immediately getting stuck into complete engine changes before the afternoon session began.

At 1 p.m. the heat was beginning to get oppressive again, but not as bad as the day before, and once again it was Arnoux who set the pace, going even faster than before with a lap at over 147 m.p.h. Jabouille's engine went wrong and he had to take the spare Renault and was not so fast, but his Friday time still stood him in good stead for second place on the grid. Those "hard-chargers" Jones, Pironi, Laffite, Reutemann and Piquet were all desperately trying to get a lap in at *under* 1 min. 33.00 sec., not that it would make them competitive with the Renaults, but it would boost their morale. Reutemann was closest with 1 min. 33.07 sec. and Jones was not far away still driving the T-car. Both Ligier drivers were right there with the Williams drivers, as was Piquet, but Laffite was unhappy with his rear suspension. In Team Lotus Andretti was mediocre, but de Angelis had changed over to the T-car, number 81/2 and found it handled much better than his own car 81/3. He promptly got in among the upper-echelon along with Giacomelli who was quietly and effectively getting on with things in the Alfa Romeo V12, these two new young men being at the back of the "hard-charger" group and well ahead of the "mid-field greyness". At this point Mansell looked as if he was going to be the odd man out, for with Mass withdrawing it left 25 drivers for 24 places on the grid. In desperation Team Lotus put the British driver into Lotus 81/3, which de Angelis had abandoned, and he promptly scraped onto the grid with a time of 1 min. 35.71 sec. relegating Lammers with the Ensign to

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	J. Scheckter	1.36.01	1.35.61
2	G. Villeneuve	1.34.93 (T)	1.34.87
3	J-P. Jarier	1.34.63	1.35.12
4	D. Daly	1.35.04 (T)	1.34.17
5	N. Piquet	1.33.88 (T)	1.33.39
6	H. Rebaque	1.35.67	1.34.86
7	J. Watson	1.35.56	1.36.22
8	A. Prost	1.34.50	1.34.35
9	M. Surer	1.35.53	1.35.10
11	M. Andretti	1.36.07 (T)	1.35.21
12	E. de Angelis	1.34.57	1.33.76**
14	J. Lammers	1.37.42 (T)	1.36.04
15	J-P. Jabouille	1.31.48	1.33.32 (T)
16	R. Arnoux	**1.30.39**	**1.30.27**
20	E. Fittipaldi	1.35.67	1.36.00
21	K. Rosberg	1.34.57	1.34.33
23	B. Giacomelli	1.34.55	1.33.64
25	D. Pironi	1.33.27	1.33.22
26	J. Laffite	1.33.43	1.33.16
27	A. Jones	1.33.08 (T)	1.32.95
28	C. Reutemann	1.33.77	1.33.07
29	R. Patrese	1.35.69	1.35.29
30	J. Mass	No practice	No practice
31	E. Cheever	1.36.56	1.35.40
35	V. Brambilla	Entry	Withdrawn
43	N. Mansell	1.36.20	1.35.71*
50	R. Keegan	1.36.08	1.35.53

(T) means spare car used to record time.
* time recorded in Lotus 81/3
** time recorded in Lotus 81/2

STARTING GRID

15
J-P. Jabouille
(Renault V6 t/c)
RE23
1 min. 31.48 sec.
54 (1 min. 33.58 sec.)

28
C. Reutemann
(Williams-Cosworth V8)
FW07B/8
1 min. 33.07 sec.
35 (1 min. 34.80 sec.)

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/02
1 min. 33.22 sec.
11 (1 min. 37.27 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
179/03
1 min. 33.64 sec.

4
D. Daly
(Tyrrell-Cosworth V8)
010/2
1 min. 34.17 sec.
6 (1 min. 38.48 sec.)

8
A. Prost
(McLaren-Cosworth V8)
M29C/5
1 min. 34.35 sec.
46 (1 min. 35.88 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
BT49/6
1 min. 34.86 sec.
50 (1 min. 35.93 sec.)

9
M. Surer
(ATS-Cosworth V8)
D4/03
1 min. 35.10 sec.
45 (1 min. 37.10 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
A3/5
1 min. 35.29 sec.
22 (1 min. 36.46 sec.)

50
R. Keegan
(Williams-Cosworth V8)
FW07B/2
1 min. 35.53 sec.
46 (1 min. 38.51 sec.)

1
J. Scheckter
(Ferrari flat-12)
312T5/044
1 min 35.61 sec.
52 (1 min. 35.14 sec.)

43
*** N. Mansell
(Lotus-Cosworth V8)
81/B
1 min. 35.71 sec.
22 (1 min. 36.61 sec.)

16
R. Arnoux
(Renault V6 t/c)
RE25
1 min. 30.27 sec.
50 (1 min. 32.53 sec.)

27
A. Jones
(Williams-Cosworth V8)
FW07B/9
1 min. 32.59 sec.
54 (1 min. 33.42 sec.)

26
J. Laffite
(Ligier-Cosworth V8)
JS11/15/03
1 min. 33.16 sec.
46 (1 min. 34.55 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
BT49/7
1 min. 33.39 sec.
48 (1 min. 35.45 sec.)

12
E. de Angelis*
(Lotus-Cosworth V8)
81/3
1 min. 33.76 sec.
43 (1 min. 35.54 sec.)

21
K. Rosberg
(Fittipaldi-Cosworth V8)
F8/1
1 min. 34.33 sec.
44 (1 min. 36.02 sec.)

3
J-P Jarier
(Tyrrell-Cosworth V8)
010/5
1 min. 34.63 sec.
22 (1 min. 38.12 sec.)

2
G. Villeneuve
(Ferrari-flat 12)
312T5/043
1 min. 34.87 sec.
45 (1 min. 35.74 sec.)

11
M. Andretti
(Lotus-Cosworth V8)
81/1
1 min. 35.21 sec.
6 (1 min. 40.72 sec.)

31
E. Cheever
(Osella-Cosworth V8)
FA1/1
1min. 35.40 sec.
13 (1 min. 38.05 sec.)

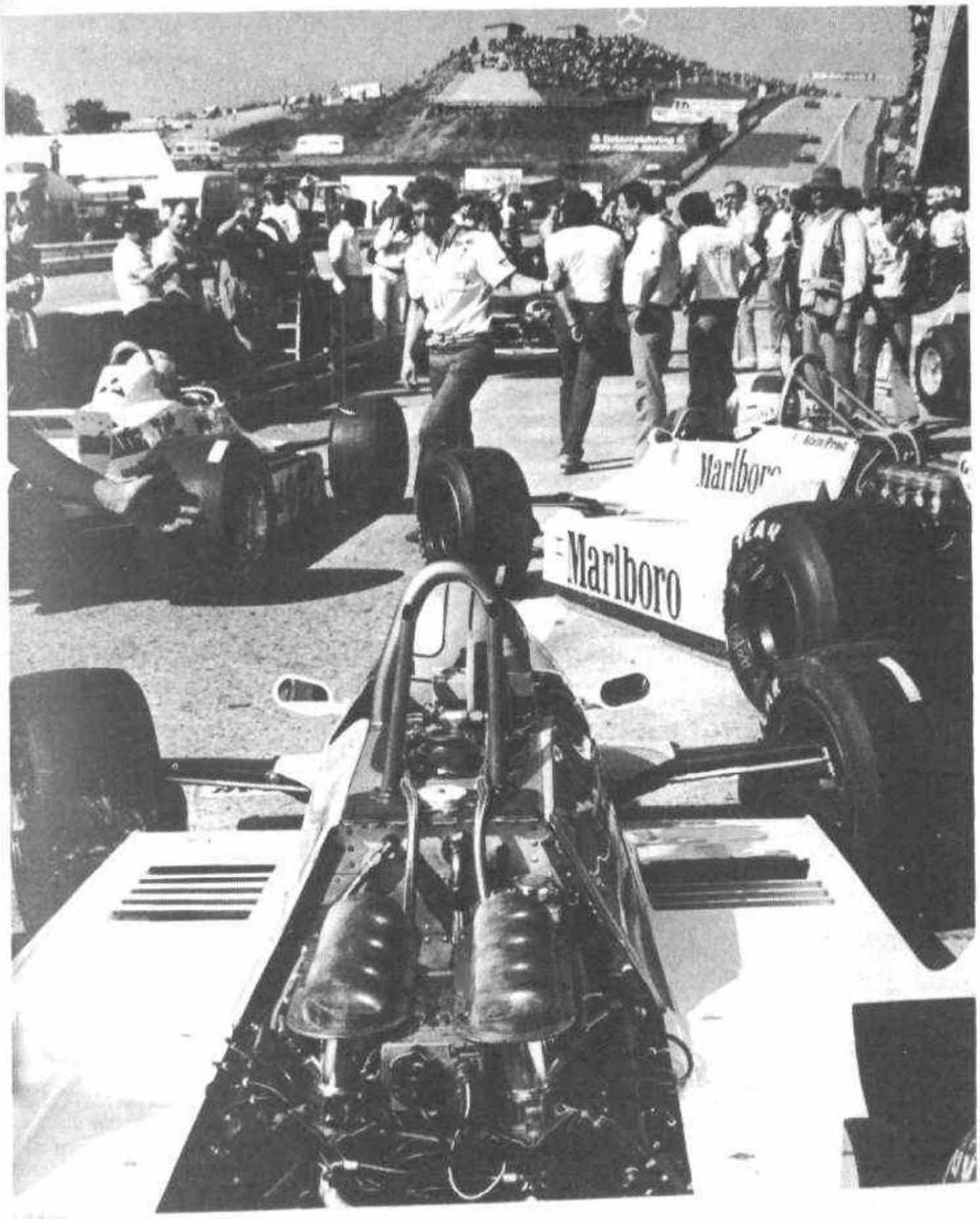
7
J. Watson **
(McLaren-Cosworth V8)
M29C/3 (T)
1 min. 35.56
20 (1 min. 37.09 sec.)

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F8/2
1 min. 35.67 sec.
50 (1 min. 35.95 sec.)

* Practice time recorded in Lotus 81/2
** Practice time in McLaren M29C/2
*** Practice time recorded in Lotus 81/3

Did not qualify:
14 J. Jammers (Ensign MN14) 1 min. 36.04 sec. 30 J. Mass (Arrows A3/3) withdrawn after accident.

N.B. Times in brackets are best race lap and number in bold is lap on which it was achieved.



A typical pit scene.

odd-man-out. In the closing minutes of practice Jones had brake failure on Williams FW07B/5 and went straight on at the chicane at the top of the hill and thumped the tyre barrier, bending the front end. He returned to the pits, a bit "wound-up", got into his first-line car, number 9, and promply recorded 1 min. 32.95 sec., the only non-Renault driver to break 1 min. 33 sec.

While everyone had been playing "chase the Renaults" the Michelin people had quietly announced that they had supplied the French team with some special new construction tyres which were not intended for the race. They emphasised that they were not "short-life" qualifying tyres and that they would be used for races, but not just yet. There was no mention of the Ferrari team having been supplied with them! Before the end of the day the oppressive heat disappeared and heavy clouds took over and "donner und blitzen" thundered around the mountains as the rain poured down.

Sunday morning was heavy and sticky with a good chance of more rain, and this, added to a lack of an Austrian driver in the race, probably was the main reason for the crowd being comparatively small; 55,000 instead of the usual 100,000 plus. The warm-up half-hour was pretty uneventful, but most drivers settled on which car they intended to race. There was then a two-hour break for final preparation and at 2.30 p.m. the pit lane began to stir in readiness for the 54-lap race scheduled to start at 3 p.m. One by one the cars left the pit lane and were driven round to the assembly grid in front of the pits, and all 24 cars were ready. The weather was cool and grey and the sun was fighting a winning battle with the gloom. Arnoux led them all round on the parade lap and they lined up on the grid in alternate positions. Arnoux had had new turbo chargers fitted to his Renault engine during the lunch break, Jones was in the latest Williams, Piquet was in the Brabham number 7 which had started out as the spare, the Lotus drivers had all reverted to their original cars, Watson had switched to the spare McLaren and Giacomelli was driving the Alfa Romeo with the smaller and lower engine.

The red light glowed, cars began to creep forward, the green light glowed and the field roared off past the pits and up the hill to the chicane. Alan Jones had his Williams between the Renaults and he sat it out with Arnoux wheel-to-wheel and took the lead. He knew full well that both Renaults could power past him on the straight, but Jones is a racer and he was out to make the frogs work. For two glorious laps he led, but then Arnoux powered past and then Jabouille did the same. Renaults were a comfortable 1-2, but Jones was not giving up and the three of them left the rest of the field behind. When the rest were sorted out it was seen that Giacomelli was leading Reutemann and Piquet, followed by Pironi and de Angelis, but Laffite had made a poor start and was engulfed in mid-field. Cheever had come to rest at the end of the pits after the start and had got going again long after everyone else was well away on the opening lap.

At five laps the two Renaults and Jones were well away on their own, and the Renault plan had been to sacrifice Jabouille for the benefit of Arnoux, had Jones been troublesome. Jabouille's car had been set-up on soft tyres to enable him to play the hare, while Arnoux was on harder tyres to settle in and consolidate the Renault position. It was soon clear that these tactics were unnecessary for though Jones was hanging on he could not challenge the Renaults so they set the pace. The rest were pounding along in their wake and everyone was still going. The first casualty was Andretti who dropped out from an inconspicuous 17th place and then Scheckter dived into the pits from an equally obscure 15th place to change his tyres, though quite why he bothered was not clear.

At 10 laps the two Renaults were pulling away and try as he might Jones could no longer stay with them, but he was so far ahead of the rest of the field that he was in a different race. Giacomelli was doing a courageous drive with the Alfa Romeo, holding on to fourth place, but he was overstressing his tyres too early in the race. As they deteriorated he was forced to let Piquet by and then Reutemann. In seventh place came de Angelis ahead of the two Ligiers and Villeneuve, but down the field trouble was beginning; Daly had a front brake disc shear off the hub as he braked for a left-hander and the other front brake which worked pulled him off the road and away into the fields. Cheever had his left-rear tyre fail and limped back to the pits, but though the Osella set off again it was not for long as a hub-bearing was breaking up. Pironi was never in the picture from the start as his Ligier was handling in a peculiar manner and though he tried a different set of tyres it made no difference and he was forced to give up with something not right in the rear suspension.

It had looked as though the Renaults were going to cruise away to a convincing 1-2 sweep, but on lap 21 Jabouille went by into the lead and Arnoux slowed right down with a front tyre deflating. Jones went by before the ailing Renault got to the pits and when Arnoux rejoined the race with four new tyres he was down in tenth place, but proceeded to go like a bat out of hell. The engine in Jarier's Tyrrell went sick as he passed the pits and we didn't see him again, and then Giacomelli brought the lone Alfa Romeo in for a tyre change from his brave sixth place. In his excitement he shot out of the pits before one of the rear wheel nuts was tightened and hadn't gone many yards before the wheel fell off! (Remember Alan Jones and the Williams team in Watkins Glen last year?) While Arnoux was making up time Jabouille was firmly in the lead and Jones had eased off slightly, secure in second place. Reutemann had passed Piquet so now the Williams team were second and third and Laffite had worked his way past de Angelis to take sixth place. While Jabouille was cruising along in the lead at an average speed of nearly 140 m.p.h.,

From now on this could be the only gasket you'll ever need.

Straight from the tube – fast and easy gaskets any time you want them. Any shape, any size, Hermetite Instant Gasket forms a perfect seal every time. All you do is cut the nozzle to the required bead size, squeeze out onto one surface, putting a thin film of oil or grease onto the other, then re-assemble. Don't worry about close tolerances, Instant Gasket stays flexible enough to fill any gap between the two surfaces. It peels off in seconds too, when you want to strip down.

Apart from gaskets with pre-determined tolerances, this one tube of silicone rubber replaces fiddly cork, felt, paper, rubber and asbestos gaskets with one simple squeeze, and resists oil, transmission fluid, water and anti-freeze. So next time you need a gasket, just remember – it's easier by tube!

Available from Halfords, Longlife, Motorists' Discount Centres, Woolco, major Woolworth stores and leading motor accessory shops.



Hermetite

Instant Gasket

"The Gasket in a tube"

Hermetite Products Limited, West Drayton, Middlesex.

THE GERMAN GRAND PRIX

The unlucky get the luck

Hockenheimring, August 10th

WITH a four-week break since the British Grand Prix the 1980 season seemed to be starting all over again and this feeling was magnified upon entering the vast concrete stadium of the *Hockenheimring* early on Friday morning to find everything comparatively still and quiet and the vast tiers of grandstand seats empty and deserted. The whole scene was one of greyness, not improved by the knowledge that Patrick Depailler had been killed while testing on the circuit the week before. The one-car Alfa Romeo team had an unhappy grey atmosphere over them. If there was not an uneasy atmosphere of guilt hanging over some parts of the Arrows team, there should have been, in view of recent disclosures by the police regarding drugs and arms smuggling. The Williams team were counting themselves lucky they had not lost their number one driver in an almighty testing accident at Donington Park, the only damage being a sore wrist for their rugged Australian driver, Alan Jones, and a written-off test car. The Ferrari team were looking for a new driver for 1981 since Scheckter announced he was giving up racing at the end of the season, and they were hoping he would give them good service for the remainder of his contract. Renault had got to the bottom of their piston failures, and were hoping for good results on the fast "ring", and Ligier had convinced everyone that their tyre troubles at Brands Hatch had been caused by new wheels and that the problem had been solved. This "unreal" atmosphere was broken by the bark of the first Cosworth V8 being started up, followed by the flat-sounding turbocharged Renaults, the harsh bark of the Alfa Romeo V12 and the sound of the Ferraris. Instantly all was well with the world and the morning test-session was about to get under way.

There were one or two changes in the familiar scene, Hector Rebaque was still replacing Ricardo Zunino on Bernie Ecclestone's "paying" roll, and had been given the B-spec. car with the Weismann gearbox. Alain Prost had a new McLaren M29C, Harald Ertl was driving the second ATS, the Lotus mechanics were making an 81B out in the paddock, Renault had made a new car for Arnoux, Fittipaldi had the second of their new cars for Rosberg, the Williams team had a new car for Alan Jones, his regular one being moved away to replace the wrecked test-car, and Rupert Keegan had joined the list of hopefuls with an ex-works Williams.

On the Goodyear tyre front everyone was on 15" diameter front tyres and some new narrower rear tyres were being used in view of the high-speed characteristics of the *Hockenheimring* these new tyres presenting a lot less frontal area without loss of cornering power. Michelin were doing their best with Renault and Ferrari and hoping they had made up some of the leeway lost recently, making it pretty clear that they had enough problems to solve without worrying about FOCA/FISA suggestions as to what they should do about tyres for the future.

The weather was very grey and cloudy and there were a few ominous rain spots as the first cars set off. It was not long before Watson was seen walking in from one end of the pits and Rosberg from the other. Watson's trouble was terminal, his Cosworth V8 had blown-up in a big way; Rosberg was soon back in the car again, with the help of his mechanics to restart his engine.

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Jody Scheckter	ZA	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
2	Gilles Villeneuve	CDN	Ferrari	312T5	Red/White	Ferrari flat-12	Michelin	Fiat/Agip
3	Jean-Pierre Jarier	FR	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
4	Derek Daly	IRL	Tyrrell	010	Blue/Red	Cosworth V8	Goodyear	Candy Appliances
5	Nelson Piquet	BR	Brabham	BT49	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	M29C	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
8	Alain Prost	FR	McLaren	M29C	White/Red	Cosworth V8	Goodyear	Marlboro/Castrol
9	Marc Surer	CH	ATS	D4	Yellow	Cosworth V8	Goodyear	ATS Wheels
10	Harald Ertl	D	ATS	D4	Yellow	Cosworth V8	Goodyear	Steinbock
11	Mario Andretti	USA	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
12	Elio de Angelis	I	Lotus	81	Blue/Red/Silver	Cosworth V8	Goodyear	Essex/Tissot
14	Jan Lammers	NL	Ensign	N180	Red/White/Blue	Cosworth V8	Goodyear	Unipart
15	Jean-Pierre Jabouille	FR	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	Rene Arnoux	FR	Renault	RE	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Entry Withdrawn							
18	Entry Withdrawn							
20	Emerson Fittipaldi	BR	Fittipaldi	F8	Yellow	Cosworth V8	Goodyear	Skol Brasil
21	Keijo Rosberg	FIN	Fittipaldi	F8	Yellow	Cosworth V8	Goodyear	Skol Brasil
22	Entry Withdrawn							
23	Bruno Giacomelli	I	Alfa Romeo	179	Red/White	Alfa Romeo V12	Goodyear	Marlboro
25	Didier Pironi	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
26	Jacques Laffite	FR	Ligier	JS11/15	Blue/White	Cosworth V8	Goodyear	Gitanes/ELF
27	Alan Jones	AUS	Williams	FW07B	White/Green	Cosworth V8	Goodyear	Saudi Arabia/Leyland
28	*Carlos Reutemann*	*ARG*	*Williams*	*FW07B*	*White/Green*	*Cosworth V8*	*Goodyear*	*Saudi Arabia/Leyland*
29	Riccardo Patrese	I	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
30	Jochen Mass	D	Arrows	A3	Gold	Cosworth V8	Goodyear	Warsteiner Beer
31	Eddie Cheever	USA	Osella	FA1	White/Black	Cosworth V8	Goodyear	Denim Aftershave
50	Rupert Keegan	GB	Ram Williams	FW07B	Gold/Black	Cosworth V8	Goodyear	Penthouse

AUSTRIAN GRAND PRIX — continued

Arnoux was setting up new lap records but his Michelins were not up to the strain and after passing the two McLarens and moving up to eighth place he was forced to stop again for a change of rear tyres. He was soon back in the race going as fast as ever, but now a lap behind his team-leader who was conscious of his own tyres being doubtful of lasting the race. In consequence Jabouille was altering his driving technique and conserving his tyres, especially the front left one which does the majority of the work round the *Osterreichring*. His plan was to nurse things along and still keep a comfortable distance ahead of Jones, but saving something in reserve in case the Williams driver put the pressure on in the closing stages of the race. As Jabouille was playing it remarkably cool out in front Arnoux was flashing past the tail enders, but to no avail for he was driving harder than the Michelins could stand and on lap 38 he was in again for another set of tyres, but still he didn't give up.

In the closing stages of the race, as Jabouille had anticipated, Jones began to pile on the pressure, but the wily Frenchman had the situation well in hand and let Jones close the gap dramatically without getting flustered. After such a long time in the doldrums with retirement after retirement, Jabouille was not going to throw this one away and he carefully and skilfully matched the pace of the Williams, always with something in reserve providing his left-front tyre held out. His pit staff were keeping him fully informed and you could see him searching in his mirror for a sight of the Williams as he went down the pits straight. Driving with beautiful precision and judgement he matched Jones' pace to a nicety and they both recorded their fastest laps on the last lap of the race and a jubilant Jabouille crossed the line three-quarters of a second ahead of the Williams. Reutemann cruised home a comfortable third, followed by Laffite, Piquet, de Angelis and Prost all on the same lap as the leader. The courageous Arnoux finished ninth and set yet another lap record on his 50th lap and the finishers list was very good, only Watson and Mansell joining the retirements list in the closing stages, both with Cosworth engine failure. Rebaque finished in tenth place with the Weismann gearbox Brabham after a non-stop run and would have been higher up had he not had an almighty spin in the early part of the race; the new gearbox had performed perfectly. Patrese was lucky to finish as the engine in his Arrows was sounding very rough and Scheckter actually passed him on his last lap.

Delighted as they were with Jabouille's long overdue victory and with Arnoux's new lap record, the Renault team's real satisfaction lay in the way the V6 turbocharged engines had performed. After a bad bout of engine troubles the powerful little 1½-litres had performed faultlessly. — D.S.J.

Results

THE AUSTRIAN GRAND PRIX — Formula One — 54 laps — Osterreichring — 5.942 Kilometres per lap — 320.9 kilometres — Warm and Dry

1st: Jean-Pierre Jabouille (Renault RE23) ..... 1 hr. 26 min. 15.73 sec. — 223.196 k.p.h.
2nd: Alan Jones (Williams FW07B/9) ..... 1 hr. 26 min. 16.55 sec.
3rd: Carlos Reutemann (Williams FW07B/8) ..... 1 hr. 26 min. 35.09 sec.
4th: Jacques Laffite (Ligier JS11/15/03) ..... 1 hr. 26 min. 57.75 sec.
5th: Nelson Piquet (Brabham BT49/7) ..... 1 hr. 27 min. 18.54 sec.
6th: Elio de Angelis (Lotus 81/3) ..... 1 hr. 27 min. 30.70 sec.
7th: Alain Prost (McLaren M29C/5) ..... 1 hr. 27 min. 49.14 sec.
8th: Gilles Villeneuve (Ferrari 312T5/043) ..... 1 lap behind
9th: René Arnoux (Renault RE25) ..... 1 lap behind
10th: *Hector Rebaque (Brabham BT49/6)* ..... *1 lap behind*
11th: Emerson Fittipaldi (Fittipaldi F8/2) ..... 1 lap behind
12th: Marc Surer (ATS D4/03) ..... 1 lap behind
13th: Jody Scheckter (Ferrari 312T5/044) ..... 1 lap behind
14th: Riccardo Patrese (Arrows A3/5) ..... 1 lap behind
15th: Rupert Keegan (Williams FW07B/2) ..... 2 laps behind
16th: Keijo Rosberg (Fittipaldi F8/1) ..... 2 laps behind

Fastest lap: René Arnoux (Renault RE25) in 1 min. 32.53 sec. on lap 50 — 231.197 k.p.h. (new record)

Retirements: Mario Andretti (Lotus 81/1) engine failure, on lap 7; Derek Daly (Tyrrell 010/2) brake failure, on lap 13; Eddie Cheever (Osella FA1/1) wheel bearing, on lap 24; Didier Pironi (Ligier JS11/15/02) suspension trouble, on lap 26; Jean-Pierre Jarier (Tyrrell 010/5) electrics, on lap 26; Bruno Giacomelli (Alfa Romeo 179/03) wheel off, on lap 29; John Watson (McLaren M29C/3) engine failure, on lap 35; Nigel Mansell (Lotus 81/B) engine failure, on lap 41.

24 starters — 16 finishers

While Piquet's mechanics changed the brake master cylinders on his Brabham he went out in the spare car, but Ertl had to wait while the ATS mechanics sorted out injection problems. Andretti soon swapped from his "new spec." Lotus 81/2 to his old spec. Lotus 81/1 and before the session ended the rain began. Jarier went off in a big way and crumpled the monocoque of his Tyrrell 010/4 and the Tyrrell mechanics started making a new car out in the paddock.

Before the one hour session of timed practice began at 1 p.m. the rain was beginning to fall and the great concrete stadium presented a foreboding atmosphere. Many of the teams sent their drivers out on "slick" tyres in the hope that the rain would stop, but instead it got worse and within 20 minutes it was bucketing down. As everyone had made re-adjustments for the narrower rear Goodyear dry-tyres, some of them were in trouble fitting wet weather tyres as they only came in wide-tread form. A team like Williams who had been forewarned of having to accommodate "narrow" dry-tyres and "wide" wet-tyres had made provision with suitable wheels with different hub-offset. For a time while it was just pouring down a lot of drivers went on splashing round, and it was noticeable that the two Ferraris were suddenly well up the list, but when it really began to p—— down the whole practice session stopped for want of visibility more than anything else. By 1.30 p.m. it began to ease off and eventually the rain stopped, but it was still very wet. The best lap times possible were about 15 sec. slower than in the dry, and it was a contest to see if anyone could break two minutes. Arnoux came very close, with 2 min. 00.15 sec. and Piquet wasn't far off with 2 min. 01.71 sec., but for the rest anything under 2 min. 05 sec. was exciting. At one point a burly Brabham mechanic strode through the water carrying what looked like an enormous rag-doll! It was Nelson Piquet being delivered to the dry ground, to keep his racing boots dry. Following the morning troubles Jarier had taken over the spare Tyrrell and Watson had taken over the spare McLaren. Although practice was not significant should it subsequently prove to be dry, there was always the uneasy feeling that the wet weather could go on.

On Saturday morning the skies were still grey and a short sharp shower of rain fell just before the 10 a.m. test-session began, but the track soon dried and then everything was under way properly. The ambiance in the great concrete stadium changed completely, for many of the stands filled up with spectators and a pretty sizeable crowd turned up to watch. The existing lap record of 1 min. 51.89 sec. set up in last year's race by Villeneuve (Ferrari T4) was almost instantly beaten and it was soon obvious that if you could not beat it you would not even qualify for this year's race. The front runners had last year's pole-position time to aim at, which was 1 min. 48.48 sec. set up by Jabouille with the Renault. Everyone was getting into the swing of things, some more than others, and Rosberg spun off and damaged the skirts on his new Fittipaldi, while Watson ground to a halt with electrical trouble and had to take over the spare McLaren again. Villeneuve was in the spare Ferrari as his own car sprang a fuel leak in its rubber-bag fuel tank and Pironi took over the spare Ligier when his own car had engine trouble. Piquet's car had the clutch go wrong and he transferred to the spare car, but Rebaque seemed to be getting on all right with the Weismann gearbox. The usual fast

GERMAN GRAND PRIX
continued on page 1358

Notes on the Cars at Hockenheimring

WITH FOUR weeks between the British GP and the German GP, due to the latter event being moved from August 3rd to August 10th so that it did not clash with the Olympic games on television space, most of the teams spent the time consolidating their positions rather than embarking on any new projects. Due to the change in dates it meant that the German GP was now the week before the Austrian GP, so that there was no time for the teams to return to base between events, as is normal. In consequence most of them arrived in Germany prepared for two races and either brought sufficient cars or sufficient parts to build new cars if necessary.

Ferrari: The 126C turbo-charged 1½-litre is uppermost in the minds of the Ferrari team and most of their testing time on their private track at Fiorano is spent developing the new car and engine, though it is still not raceworthy. Three normal T models were in Germany, 046 for Scheckter, 048 for Villeneuve and 045 as the spare, which Villeneuve used on Saturday morning when his own car sprung a fuel leak in its central bag tank.

Tyrrell: Detail changes in the endless search for the illusive "down-force" which is supposed to be the secret of the speed of the front running cars, occupied the Tyrrell team. Jarier started practice with 010/4 but crashed it severely on Friday morning. The monocoque was crumpled in front of the cockpit so he transferred to 010/1, the spare car, and the salvageable bits off his wrecked car were used to build up 010/5 around a brand new monocoque. Daly used 010/2, as in the previous two races, but transferred to 010/5 on Sunday morning.

Brabham: A lot of detail changes to suspension and wheel movement geometry both front and rear to the usual BT49 cars. Piquet in BT49/7, with Hewland gearbox, Rebaque still replacing Zunino, with BT49/6 using the Weismann gearbox and C-specification rear suspension with the spring units mounted behind the gearbox, and BT49/8 as the team spare to Hewland B-spec. This last car had an ingenious indicator on the instrument panel, worked by Bowden cables and rubber bands, which showed what the right-hand side-skirt was doing on the long right-hand sweep of the East Curve of the far end of the circuit. There were two arrow-heads, one for the front of the skirt and the other for the rear, and they indicated whether the skirt was rising or falling parallel as it followed the ground, or whether the front was higher than the rear or vice-versa. Piquet used both his own car and the spare during practice, while Rebaque stuck to the Weismann gearbox car, and finally Piquet raced the spare car.

McLaren: As at Brands Hatch the cars from Colnbrook had their Marlboro cigarette advertising blanked out. Frenchman Alain Prost had a brand new car number M29C/5, while Watson continued use M29C/2 and M29C/3 was the spare, all three cars being to the same specification.

ATS: The British-based German team of industrialist Gunther Schmid were persuaded to run two cars for their home event. Their latest car for their own driver Marc Surer, and the earlier car for the German sportsman Harald Ertl. With the Austrian GP due to follow a week later the team brought a spare monocoque with them and enough bits and pieces to build up a new car if a catastrophe overtook one of the existing ones. Surer had to take the older car for the race.

Lotus: Colin Chapman's team brought sufficient material with them to make a fourth car, and this was assembled in the paddock by those mechanics not engaged with the active team cars. Two of the cars had a redesigned rear suspension layout, using a different system of transverse alloy mounting plates and different rocker arms. Both these cars had the modified monocoques with the built-up cockpit sides for greater beam-strength and torsional rigidity. These were 81/2 (Andretti's spare car) and 81/3 (de Angelis), but Andretti used 81/1 for the race, this being to the old specification and with unbraced cockpit sides. The new car being built was 81/B which used the basic monocoque, from 81/4 totally rebuilt and incorporated all the successful modification made to the Type 81 over the past few months. This car was not used.

Ensign: Numerous detail modifications had been made to the two Ensign cars, notably a stiffening of the monocoque in the cockpit area by means of double-skinning and gusseting in the area between the back of the driver's seat and the fuel tank. MN14 was used for qualifying and the race, MN12 was the spare car.

Renault: A new car, number RE25, was built to replace the badly damaged RE24 in Brands Hatch practice, and Arnoux took this one. Jabouille remained with RE23 but it was noticeable that the spare car RE22 was now set-up and numbered as spare for Arnoux. Strange that a team as big as Renault do not have two spare cars.

Fittipaldi: The Reading-based team completed their second F8, which was for Rosberg with Emerson Fittipaldi remaining with F8/1. In trying out the new car at Snetterton prior to leaving for Germany the Finn managed to have an accident in the pit lane! In reserve they had F7/1.

Alfa Romeo: The decision to compete in the German GP after the fatal accident to Patrick Depailler, was left to Bruno Giacomelli and he felt they should go on. 179/03 had the smaller and lower engine, which is the car that was raced. The spare was 179/01.

Ligier: The French team arrived with three complete cars, JS11/15/02 (Pironi), JS11/15/04 (Laffite) and JS11/15/03 (spare). They also bought along sufficient bits to build up a fourth car and this was done during practice and after the race, but it was not used. During practice they had a fair amount of engine trouble. For the race Laffite used the spare car JS11/15/03.

Williams: A brand new car for Alan Jones, FW07B/9, to the normal specification and FW07B/8 as his spare car. Reutemann had FW07B/5 as usual and it was fitted with an experimental layout of double anti-roll bars for the rear suspension, two soft bars instead of one hard one. All three cars had the neater gear linkage that passes over the rear drive shaft instead of under it, as was first seen in public at Brands Hatch on FW07B/8. The test-car FW07/4 which Jones raced last year, was virtually destroyed at Donington Park in a high-speed accident, due to a tyre failure, so FW07B/7 which Jones has been racing this year has become the test-car.

Arrows: No changes. A3/5 for Patrese, A3/4 for Mass and A3/1 the spare.

Osella: The usual two cars, with FA1/1 being raced and FA1/2 the spare. — D.S.J.

Two highly tuned deliveries.



Here they are. The new racing team from Datapost, the overnight delivery service. The drivers are no strangers – Longman and Curnow, both champions in their own right, now driving new Ford Fiestas. Altogether, a highly tuned team to look out for this year.

And a team that reflects the qualities which have made Datapost famous – speed and reliability. A delivery service for spares that is equally highly tuned to meet the demands of all our customers. Like pick-up at an agreed time. Like the "On-demand" facility for those unexpected items. Like overnight assured delivery to the right address.

A great service if you deal within the U.K. A great service if you deal world-wide. Because International Datapost will deliver your business papers (often spares and samples as well) to 16 countries throughout the world.

If you feel your deliveries could do with a bit of fine tuning, here's the answer – contact Datapost on 01-432 1919/1920 or fill in the coupon.

To: Datapost Manager, FREEPOST*, Room 319,
Postal Headquarters, St. Martin's-le-Grand,
LONDON EC1B 1HQ *(*No stamp required)*
Please send me information on Datapost.

Name

Position

Company

Address

Postcode Tel. No.

datapost
A ROYAL MAIL SERVICE
MS 9

Datapost is a Post Office trade mark

AIR

[Before the war regular aviation articles were published in MOTOR SPORT and in view of the interest still shown in vintage and later light aeroplanes we intend to resume this feature, although not necessarily every month. We commence with an interesting memory of owning a £50 Austin Whippet, by Air-Commodore H. M. Pearson, CBE, for the contact with whom we are indebted to Phillip Gordon-Marshall. — Ed.]

Memories of the Austin Whippet



AIR-COMMODORE PEARSON'S Austin Whippet.

I WAS commissioned at RAF Cadet College, Cranwell, at the end of 1928. With five other ex-Flight Cadets I was posted to the Flying Boat Course at RAF Calshot, for which all six of us had applied. It was the year of the Schneider Trophy race and Calshot was the place to be! At the same time, our course on Flying Boats and our Navigation Exercises were of abundant interest; alighting for lunch at Plymouth one day, the Scillies another, Guernsey another, and now and then longer two-day trips to the Firth of Forth *via* Felixstowe.

Those days, when no war was on the horizon, may in retrospect have been irresponsible. But what else was there for us to do but improve our knowledge and our friendship. We still had many friends from Cranwell who took great interest in the flying, which went on in the UK and also Overseas. One of these friends was "Girly" Leach who was in a Fighter Squadron based at Tangmere. He was a year senior to me at Cranwell and flew his small aeroplane from Hamble, just across Southampton Water from Calshot. On his recommendation I became a member of the Hamble Flying Club. "Girly's" aeroplane is one I cannot identify. It was obviously of pre-Moth vintage, powered by a four-cylinder ADC (Cirrus) engine. It had one cockpit with two seats in tandem, so the passenger sat as if riding pillion on a motorcycle, clinging to the belly of the pilot. His favourite pastime was to approach Hamble from under the trees and bob up over the airfield. He stopped this when someone explained to him that there was a road under the trees along which a double-decker 'bus passed every 15 minutes! Sad to relate, my good friend died in hospital from a kidney ailment towards the end of the year. It was at Hamble that I qualified for my Civil Pilot's Licence (No. 1879) dated 25th May 1929, which I still hold; but I doubt whether it is still valid.

And so to my Austin Whippet. Although I had no money beyond my Pilot Officer's pay of £34 a month, I was determined to buy a light aeroplane of my own. First, I explored the rejects from the 1923 Lympne Light Aeroplane competition, without success. Then someone told me that an Austin Whippet was for sale at Castle Bromwich. I had not heard of this make of aeroplane before, but off I went one weekend to Birmingham.

It was just what I wanted — folding wings, single-seater, and tubular steel frame. It looked a bit grubby, but I was sure I could put that right once I got it to Calshot. The owner was an actor comedian (I think it was Tommy Handley, but am not sure). I dealt with a Flying Club representative there. We agreed a price of £50, to be paid at £5 a month for ten months. He explained to me that the previous engine was a 45 h.p. Anzani but as it was underpowered a 60 h.p. Anzani engine had been installed. Both these engines had suction inlet valves, hence the oil which sprayed over the fuselage. He gave me the oil pump from the previous 45 h.p. engine and suggested that it might reduce the excessive oil flow. I flew round one circuit, landed, and then took off and headed south. I found that 70 m.p.h. was the best cruising speed.

My first stop was at Upper Heyford near Oxford and the second at Worthydown near Winchester. I had telephoned friends at both these RAF stations in advance so, although a weekend, they arranged for fuel to be available. From Worthydown, I set course for Calshot. There was a small field just behind the Officers' Mess and the farmer had agreed that I could land there once. So that is what I did. I had alerted "Red" Scarlett who owned an Austin Seven Gordon England Cup Model. He was one of my Cranwell contemporaries. His father was a very senior RAF (ex-RNAS) Officer still serving at that time. "Red" himself later had a brilliant wartime career in Coastal Command. As an Air Vice Marshal he was missing, assumed dead, on attack on Enemy shipping off Norway.

"Red" met me on the field and we found no difficulty in fixing the tail-skid of the Austin Whippet into the boot of the Austin Seven, and so we towed the aircraft to the car park of the Officers' Mess, where it stayed until the following weekend. During the week, and whenever I had any spare time, I looked for more permanent accommodation, where I could work on my new acquisition and rejuvenate it. I found an empty shed which was an annexe to one of the flying-boat hangars, and the following weekend "Red" and I towed the Whippet down the spit to its new headquarters. One morning, during the following week, I was summoned to the presence of the Flight Commander and received a mild rebuke for planting my aeroplane on property under his jurisdiction, without his permission or indeed any permission whatsoever. However, Bill Staton agreed, after my apology, that I could continue the temporary occupation of these desirable premises. I now had to concentrate on the task of rejuvenation.

My first impulse was to have the old and oil-stained fabric replaced. There was a fabric section at Calshot, where they could have made a highly professional job of refabricking the wings and fuselage, but the Officer in charge, although sympathetic, needed approval from higher authority, and that was not forthcoming. Next I needed a length of "bungie" for the undercarriage. I found in the stores a stock of this, which although unused and unsoiled, had been condemned and classified as scrap. I helped myself to what I needed. In short, I cleaned and painted where I could, took bits apart and put them together again as best I could, and washed the fabric where I could. What is more, I changed the oil pump to the one given to me at Castle Bromwich, which had come off the 45 h.p. engine.

While I was doing all this in the evenings and during the weekends, life was hotting up at Calshot with the advent of the High Speed Flight, commanded by Squadron Leader Orlebar. It seems to me, in retrospect, that the selection of the six officers destined to win the Schneider Trophy outright was made not only on account of their brilliant airmanship, but also on their personality and sense of humour! No doubt the few NCOs and airmen in the flight were selected on these merits also, but most of the maintenance was done by engineers from the manufacturers of the airframes, engines and components. Nevertheless, these and their Italian counterparts appeared to enjoy the atmosphere which prevailed at Calshot at that time. The Italians from Macchi on Lake Varese were slightly bewildered at first, but soon made close friends at Calshot which continued even after the war.

We, the Pilot Officers on the Flying Boat Course, were three or four years junior to those in the High Speed Flight. We admired their skill and we giggled at their pranks but we took no active part in them. I will record a few anecdotes.

First the High Speed Pole — the aquatic sports

at Calshot were a serious annual event and one of the races was the pole race. Each Flight detailed eight stalwart men to propel one telegraph pole and having lined-up the swimmers with their poles on the slipway, under starter's orders, the race began. The object was to push or paddle the pole round a buoy about 100 yards and back to the slipway. Of course the High Speed Flight had their own High Speed Pole! This had been kept under a tarpaulin just where the sentry paced up and down in front of the High Speed hangar. None of us knew what was under the tarpaulin until the big day came. All the four other competitors were there with naked poles and the High Speed Flight also with their pole still under the tarpaulin. The starter shouted "ready", "steady", and fired his pistol. Then the High Speed Flight discarded secrecy and revealed all. A bracket held a small propeller and further back was a second bracket to which a length of bungie was secured. Probably the bungie came from the same stock as from which I had acquired mine for my Austin Whippet. The propeller seemed to be well primed and the bungie knotted into contortions like so many sparrows' kneecaps. We could all be certain that the High Speed Pole would take a bold leap forward on entering the water, and with the acknowledged physique of the crew, would win the race. Sad to relate, whoever wound the propeller did so anti-clockwise instead of clockwise, and on entering the water the High Speed Pole shot backwards onto the slipway. They finished last in the race, if at all.

Next, there was the .22 pistol. Its charge was a blank cartridge, its bullet was a masticated chewing gum pellet, and its target was the bottom of someone senior, pompous and fat. Having decided on the victim, the object was to induce him to bend over and then, "ping". There were plenty of potential targets about, but one of the planning principles was that nobody should know "who done it". So, one day, a potential victim arrived in the Flight Commander's office and a half-crown was there on the floor in front of the desk. The pilots were studying a chart of Southampton Water, the CO was at his desk, the victim bent down to pick up the half-crown saying "someone has been throwing his money about". "Ping" went the pistol, "Ouch" went the victim, "Lovely weather we are having" said the pilots, now looking with even more interest at the chart of Southampton Water than ever before.

There was to be a guest night and a sing-song around the piano in the Officers' Mess. The music was selected from popular tunes of the day. The score was there for the pianist to play. The lyric was in very small print. The victim, who was enjoying his part in the singing, bent down lower and lower to read the words. He presented a fabulous target, so, "ping"! The carpet on which he had been standing was pulled away so he rolled over still rubbing his behind. Naturally the High Speed Flight was full of sympathy for the victim and offered him another drink. . . .

During my evenings and weekends I was at work on my Austin Whippet, I was visited several times by Dick Atcherley ("Batchy"), who was always interested in light aeroplanes and was a prominent member of the High Speed Flight. He offered to take me into Southampton in his car — the very car his colleagues had given him as a birthday joke. It was a Bean, but he called it his "Has Been", so off we went. About half-way to Southampton the car refused to turn right, although to turn left presented no problem. There seemed to be no future in continuing, so we both got out to diagnose the problem. It was soon apparent that the front axle had become detached from a spring. Dick thereupon gave the off-side wheel several sharp kicks, to even things up, and dived into his tool chest, from which he produced a large coil of copper wire. He then wired the axle to the spring and off we went. It seems that in his fertile mind, a coil of copper wire was the solution to many engineering problems. He told me on the way back that he intended to enter the "Has-Been" for the London-Exeter Trial, copper wire and all, but whether he did, I do not know. . . .

The following is a letter written by Lord Kings Norton to Air Commodore H. M. Pearson in 1975 and reproduced with his permission.

In the summer of 1913, when I was just 16 years old, I managed to get into the aeroplane drawing office of the Austin Motor Company and in a few months was engaged in stressing and simple design work. The Austin Motor Company, in fact, built a number of prototype areroplanes — earlier ones under the direction of J. D. North, subsequently of Boulton Paul, and latterly under John Kenworthy, who arrived from the Royal Aircraft Establishment in, I think, 1916. Kenworthy's first aeroplane, which flew I suppose in the spring of 1919, was a two-seater fighter bomber with a 320 horsepower ABC engine, intended as a Bristol Fighter replacement. The War ended before this machine, or any of its competitors, could go into production.

Kenworthy's second machine was the Austin Whippet. I did some of the stressing under the direction of T. H. Jones who was the chief stress man, and, believe it or not, I carried out the detailed design of the tail unit.

It really was a splendid little aeroplane with its simple steel tube fuselage and its folding wings. It was, however, and I am quite sure you feel the same, under-engined. It could have done with another 20 horsepower. We built six of them, at least one of which went to South America, and I wish one had been preserved for the Shuttleworth Collection: I do wish you had been able to hang on to yours.

We used to fly the Whippet from a small air-field which we created at Longbridge by cutting off the top of a small hill. You certainly could, with skill, get it in and out of quite small spaces.

I do not know when the design competitions for civil aircraft were announced by the government, but I imagine it was in 1919. There were competitions for two or three classes at least — one for marine aircraft and one for commercial aircraft. At Austin's we designed a beautiful aeroplane called the Kestrel, which was a side-by-side two seater and entered it for the appropriate competition. We were ready and flying on the due date, but none of the other competitors were and they — the bigger boys — persuaded the government to keep the competition open for another 12 months. We could have done a bigger if not better job had we known that the time was to be extended, but there was no time for us to do another complete machine. We were the only people ready on the original competition closing date, and even at the extended date we got 3rd prize.

And that was the end of aircraft design at Longbridge. We had a good design team and deserved a better fate than being shut-down, but the only thing to do in the immediate post-war period was to concentrate on very short-term projects and Austin concentrated on motor cars, not without success.

Peterborough was, of course, wrong in referring to the Whippet as a two-seater. I am so glad you liked it so much; there cannot be many people who remember it. I have some photographs of it somewhere and one day they will turn up: when they do I will see that you get copies. The test pilot was a Flight Lieutenant called Nares, and we even had a Publicity Manager with the incredible name of C. Newman Gudgeon.

You mentioned in your letter two people whom I knew well — F. G. Miles and Tom Chapman. It is certainly a pity that you did not ask Mr. Chapman for a Genet.

After the aeroplane design office closed down, I had one or two years in the Austin shops. Having got an external degree I went to the University and there became enamoured of airships. In 1924 I was one of the first of the design team which made R101 but in the end found my way to Farnborough, on aeroplanes again.

At last my Austin Whippet, now painted light green and silver, was ready to fly again, but from where? The spit which connected Calshot Castle, with its hangar workshops and slipways, to the living accommodation, was over a mile long. It was only wide enough to take the road and miniature railway. On one side was the sea and on the other mud flats. I noticed a small patch of grass on the mud flats where a farmer had, at some time, tried to reclaim the land. It was near the road and had a hard dry surface. I reckoned it

THE GORDON-ENGLAND Cup model Austin pressed into service for towing the Austin Whippet at Calshot.



would allow 75 yards for take-off. Dick and Red were there to help. We towed and then manhandled the aeroplane to its point of departure. They waved goodbye and I was airborne with yards to spare. Ten minutes later I landed at Hamble. Here, several problems arose. There was to be a fee for hangarage and I would not be allowed to use Hamble as a base until the Certificate of Airworthiness was renewed. The Club Flying Instructor, Captain Swaffer, said he would like to test my aeroplane, to which I readily agreed. When he was taxiing out for the take-off, the undercarriage collapsed. It seems that the bungie which I had scrounged from scrap at Calshot was defective after all! Captain Swaffer was not amused and told me in no uncertain terms that if the undercarriage had collapsed on take-off, he might have been hurt. Of course, he was right. It became obvious to me that the sooner I took my Austin Whippet away from Hamble, the better it would be for all concerned.

The nearest place to go was the small aircraft engineering firm of F. G. Miles at Shoreham, near Brighton. I contacted him and he agreed to take my Austin Whippet, examine it, and report on the work needed to be done in order to get a C of A. Consequently, I bought some new bungie and repaired the undercarriage. Then, on a fine weekend, I left Hamble for Shoreham. All went well for about 20 miles, then the engine laboured and lost power. There was no alternative but to land on a convenient field. It was somewhat upsetting to find myself with no money in the bank, only a few shillings in my pocket, sitting in an immobile aeroplane in a field belonging to some farmer or landlord whom I did not know and now, after a few minutes, surrounded by schoolchildren asking awkward questions. I must have sat there for half an hour in desperation. Then, still in despair, I decided to have a go at getting airborne again. No chocks and no brakes, so I had to be careful in swinging the prop.; but



THE AUSTIN WHIPPET ready to fly.

she started first time and so I was off. The engine lost power again after another 15 minutes, but by then I was very near Tangmere so was able to put in there. My RAF friends came to my aid and agreed to "fix it" with the CO for me to leave the Austin Whippet there until the following weekend. They also undertook to fit the larger oil pump, which fortunately I had brought with me. They arranged my journey back to Calshot. Next weekend I arrived at Shoreham without incident.

Mr. F. G. Miles was then interested primarily in his prototype Martlet light aeroplane which was already flying. He gave me a very cordial reception and we agreed to keep in touch. Back at Calshot, the Flying Boat Course over, I was told that I had been posted to 202 Squadron in Malta. A posting which I have never regretted. Mr. Miles wrote to me in Malta and told me the naked truth. Two cylinders of the engine had cracked, due to overheating. The Civil Aviation Authority required that at least two of the steel tubes be sawn through and examined to see whether there was rust within. He also recommended that the fabric on the wings, fuselage, and tailplane be renewed. The inevitable had come, and without any funds to ensure its future, I had to bow to it.

On my behalf, Mr. Miles sold the aeroplane, which I believe was the last Austin Whippet still flying, for £15. It was hung outside a cinema in Brighton to advertise "Hell's Angels" and I assume it went to a scrapyard after that. If only I could have afforded £100 to obtain the C of A and better still if I could have fitted a Genet engine, then in production by Armstrong Siddeley in Coventry, the machine would have been in service for several years longer and may have finished its life in a museum instead of the scrapyard.

I flew it for only a short time, not more than 20 hours, but was impressed by its ability to land and take-off from very restricted places, the ease of handling, and the feeling of sturdiness in its construction. I never tried aerobatics, but am sure that it would have mastered them with alacrity. In short, it was a most remarkable aeroplane designed and built ten years before its time.

Air Commodore H. M. Pearson, CBE.

Shobdon Air Display

I LIKE to see one Air Display a year and what better than the one at Shobdon, run by the Herefordshire Aero Club? This year, in spite of much low cloud and torrential rain at times, it was run off almost to schedule, on July 20th. The Display was preceded by the NJR-Brian Herefordshire Air Race, one of a series which culminates with the King's Cup. It was run to individual handicap, over five laps of a square circuit, for a total distance of 18 miles. The 1980 race had 21 entries, with Philip Mann's DH Hornet Moth flown by Dr. Dalziel and the Auster of Ron Hatter, the limit machines, leading until the last lap. Then the back-markers came up, and Geoffrey Richardson, who used to test ERAs on the Shobdon runway many years ago, won in his Monson (taking the Strongbow Trophy and £165), from Graves' Siai Marchetti and Crispe's Cessna 337. Also in the money were Pursglove's Piper Aztec, Smith's Piper Arrow, and Carding's Fuji. Richardson had been unable to take-off from his own strip because it was water-logged, so he had folded the Monson's wings and brought it on a trailer. The Hornet Moth was last but two but contrived to hold off a Twin Comanche and a Cessna 150. No speeds were announced by the Aircraft Owners & Pilots Association. An interesting competitor was the odd-looking fibreglass Varieze flown by John O'Hara, appropriately registered G-LASS.

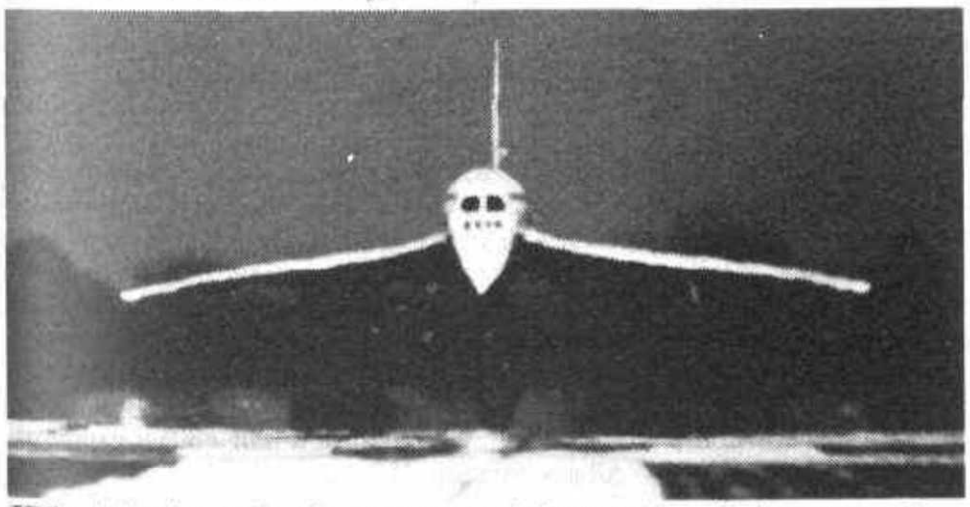
After a pause for passenger flights in a Navaroo and for visiting aeroplanes to land, the Display started. It included all the usual aerobatics, parachute jumps, and demonstrations, and Shobdon had managed to provide a wide variety of flying machines for the visitors to watch and photograph, including their own Club's Cessna 152s, Cessna 172J, and the DH Chipmunk thrown about the sky by Brian Webster. Parachutists of the Herts Parachute Club ascended jointly in an Auster to 5,000 feet, and descended singly, safely, dodging the lowering, menacing clouds. The Piper Super Cub then towed the Blanik glider off and the Falke motor-glider provided a memory of Lypmne, 1923. The 1947 Chipmunk then had its own aerobatics display, flown by a past Chairman of the Club who is a Director of Bulmer's Cider, and who showed us barrel-rolls, loops, and stall turns, etc., the engine stopping as expected when the little monoplane was inverted. The best aerobatics of the day were those of Richard Goode in the Super Pitts, who even had the tiny biplane slipping backwards in a tail slide. Later the Rothmans Pitts S2S did similar stunts, which ended with David Perrin flying sideways along the enclosure, so that his sponsors' name was prominently displayed. The half-ton, 150-foot span, 130-knot Austure glider contributed engine-less aerobatics and the local Model Aero Club, which has its own aerodrome nearby and which has increased its membership from 17 to 80 in eleven years, showed that real aeroplanes have nothing on these miniatures, some of whose engines run at 22,000 r.p.m. and develop nearly two b.h.p. The fully-aerobatic Virtigo, for instance, will do 80 m.p.h., and the twin-tail Beta Models of Hereford Viper is based on the Tomkat jet-fighter.

Space restrictions preclude more than a brief reference to a very full programme, but the Red Arrows British Aerospace Hawks were the chief attraction, the Battle of Britain Memorial Flight brought in a Spitfire and a Hurricane spot on time and aerobatted them, a nostalgic sight for many of us, including the Display Organiser T. M. Kain, who was a Battle of Britain Spitfire pilot. Other ancient aeroplanes flown were the North American Harvard IIB and a very nice Miles Gemini restored by the BPPU with SAC sponsorship, which made a flaps-down slow fly-past before landing. A VW-powered 70 b.h.p. Girocopter was flown, hands off at one point, the Super Pitts circled a parachutist (who jumped from a Cessna 206) for the first time in the UK, both trailing smoke, the RAF helicopters did their piece, a Beechcraft Duchess gave a dignified display, the Piper Pawnee cropsprayer sprayed what was said to be whisky(!), the micro light aeroplanes looked a bit like big hang-gliders about to be dismantled by the wind, and there was even a take-off by the Rayne Parascending Club, as well as drops by the Strongbow Skydivers. The beautiful Siai Marchetti was described by the commentator as the Ferrari of the air. A very varied show, at this pleasantly "rural" aerodrome — watch for next year's date. This year there was a small display of stationary engines puffing out paraffin fumes, although one of the big ones was said to run on any fuel, even old sump-oil, which must be what we may all soon need for our cars, and Moffatt's GP Bugatti was in a prominent position, stripped as if for a race. — W.B.

Kléber tyres. If we didn't test so much, we wouldn't win so often.

To the average British High Street motorist, Kléber is hardly the first tyre name that springs to mind.

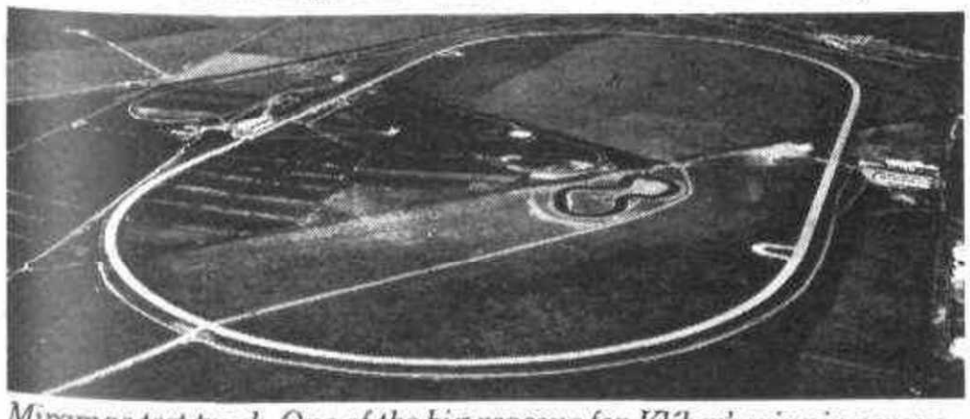
But ask a motorsport enthusiast, a progressive farmer or an aircraft maintenance expert, and each could extol the virtues of a name they know is synonymous with very high quality.



Kléber's in the air. It takes a very special tyre to handle the power of Concorde's take off . . . and landing.

Better still, ask any motorist on the continent. In mainland Europe Kléber is one of the biggest tyre names around.

For over seventy years, Kléber have built a reputation on innovation and painstaking research. And have kept that reputation with a system of quality control and testing second to none in the industry.



Miramas test track. One of the big reasons for Kléber's winning ways.

Today's advanced Kléber radials are tested on one of Europe's largest test track complexes – at Miramas, near Marseilles. Unrivalled for the sheer number and variety of its circuits, types of road surfaces and scale of measuring facilities.

It's this sort of pedigree which has led to a road-going radial that's right up the enthusiast's street.

Let's face it, for anyone whose ears prick up at the sound of a high performance engine, the ultimate test of a tyre is in motor sport.

And Kléber passes this test with flying colours.

In races or rallies Europe wide, Kléber is fast becoming the choice of those in the know.

In Britain, the Production Sports Car Championship has been won on Kléber in four out of the last five years.

You can fit precisely the same Kléber radials to your car. And expect the same kind of performance.



Another winner. Chris Meek (TVR), Production Sports Cars Champion four times in the last five years.

There's a Kléber stockist in your area. Seek him out next time you need a change. You'll notice the difference –very quickly.

RECENT SUCCESSES

Perrier/Carmillet (Porsche 911) win Group 4 at 24 hours of Le Mans.

Group 1 wins at every International rally in U.K. this season.

Production Sports – every class at every round won on Kléber tyres.

kléber

Research bred, race proved.

For further information contact:
Kléber Tyres Limited, Pump Lane, Hayes, Middx.
Tel: 01-848 3451

The Wartime Diaries of an RFC Officer

Continued from the August issue

TOWARDS THE end of May 1917, as was recorded last month, X, as I am calling the writer of the diaries, was leading his usual social whirl in London, lunching for instance with Dewis of Mercedes and Count Zborowski, and was using a trusty Fiat tourer. For this car he picked up six cans of petrol (12 gallons, presumably) and drove in it from London to Newmarket in three hours, being met by his fiancee in the aforesaid Bébé Peugeot he had bought her, and by her parents in their Calthorpe. At this time, after relaxing by watching tennis and going on the river, X went off to tow Lord Wilton's Austro-Daimler back to Newmarket, getting in just before dusk. Then there was a bathing party at Southwold, to which they went in the Fiat and the Calthorpe, changing round several times on the way, and the latter car carrying three people, which suggests that it may have been one of the larger models, perhaps a 12/15 b.h.p. or the 80 × 150 mm. 15.9 h.p. model. On the return run they called in at Scole, "but missed Ronnie" who was the owner of the big Itala.

The following day the Fiat was driven over to Norwich for a dinner party at the Royal Hotel and this time the Itala's owner was contacted at Scole, and later they went to a show at the Hippodrome, being joined by "old Smith", who had been in X's Flight at Netheravon. X was under the doctor again, so was able to take a holiday, and he would "get the car out" — a somewhat period description — for drives to Southwold, Lowestoft, Oulton and Norwich, seeing a performance of "The Three Musketeers" one night, written off by X as "a very poor show indeed". The diary for 1917 continues in this vein for a time, about local runs, X using the Bébé Peugeot to go into Newmarket on one of them, and generally "messing about with the cars". To get back to London was a simple evening journey in the Fiat.

A more war-like note is sounded after X's return to London, because after seeing Col. Warner to get some more leave he was interviewed by Col. Hogg and sent on a job to Portsmouth, although this lasted only for a couple of days, X travelling down by train with a Capt. Foot. Even in Portsmouth he was able to dine with friends, as his father was there doing something at the hospital until he left for France. X certainly seems to have had things nicely tied up; only days later he motored down to Maidenhead in his Fiat with Col. Hogg and they stayed the night "at Mrs. P's house by the river" and went out in an electric launch. The day after that they got up early, leaving at 7.30 in the Fiat so that Col. Hogg could be at the War Office by 9.15 — the war was still going on! X, the indefatigable motorist, simply went home, "packed up some more toggs", and drove to Cricklewood to pick up an uncle and aunt and drive them to Cambridge, collecting his fiancée at Shelford and lunching at the University Arms, all by 1.30 p.m. They then drove on to Newmarket in time for tea.

What I take to have been X's fiancée's birthday was cause for "a great Birthday dinner party", after tennis and trying to "punt a half tub round the moat — Olga and I both tippled in, after tea" — the house was, I believe, called "The Moat" and presumably the moat was full . . . Even on that day there is a motoring flavour to the diaries: ". . . put speedometer on Peugeot for Jane . . .". Many more local runs took place in the early summer of 1917 before X drove back to London, taking 2¾ hours, where he went to Eastern Group and later reported to the War Office, at 5 p.m. There was a scheme to be got out, at the office, before lunching with Col. Hogg and Mrs. Platt at the United Services Club, seeing Ernest Pollack at the House of Commons, dining at Princes with Barrington-White (of the big Fiat) and seeing a show at the Chelsea Palace.

The entry for June 13th refers to a big air raid on London, by 15 machines; several bombs dropped in East End. This did not deter X from trying every source to find Tollerton, who was required to report to X, and having lunch at the Ritz with Col. Mills — "a wonderful lunch" — prior to going to Hendon with General Pitcher to "work on transport", after which X was driven home by General Caddell in time for a dinner party and visit to "Within the Lines". It appears that X's new task was to inspect Squadron transport, as one day he lunched with Reggie Mills and then went down to Hounslow with him "and did a Squadron there", which still left time to motor on down to Amersham to dine with Col. Hogg and Mrs. Platt and go to the Clancarty's dance — "Quite good fun, but dud dance". The following day X went down to London Colney "and did a Squadron there", with a Capt. Rowe. After lunch at home he then took Tollerton to Cobham to fetch a 16/20 h.p. Wolseley touring car, which he worked on after dinner.

Skipping the eternal social round that these nevertheless fascinating wartime diaries recount, and noting that thunder and rain prevented X from visiting Squadrons one Saturday in June, so that he saw "Chu Chin Chou" again instead, we find that he was able to take his girl with him when inspecting a Squadron at Shoreham, to which he motored, in time to lunch at the Metropole, getting back at about 8.30 in the evening. So much motoring! Indeed, after a morning at the office our tenacious Flying Officer set off for Cambridge with his fiancée in the afternoon, burst two tyres, went back to get two spares, and set out again at 8.30 p.m., arriving at 10.45 p.m. This tyre trouble persisted the next day, after X had mended one puncture, on a miserable run to Hunstanton. At this time X was paying visits to Hounslow, Northolt and Croydon, but with time for the habitual parties, at one of which he cut his hand on a glass, requiring a visit to the doctor before dining with Lord and Lady Middleton at Portland Place — I am including names to set the scene and see if they refresh any memories. . . .

After acting as best-man at a London wedding X was off again to Newmarket, this time in a Rolls-Royce. This car was used for Squadron inspections in Norfolk, but there was time for a bathing party with Major and Mrs. Orton and friends, after lunch at the Bell at Thetford, from whence the Rolls got back to London from Cambridge in 2½ hours. Back in town, X went to Cummings' sale and bought a Sizaire for £8 10/-. Squadron inspections still occupied much of X's time, both in the London area, when he lunched with the Wing Engineer Officer Sinclair and his wife and saw Jillings of the Wing, and at Sedgford and at Narborough, where there were three Squadrons to do. It appears that X was now using a Rolls-Royce two-seater for which Dewis wanted £550. X gave a number of trial runs on it to possible customers, including a Major Williams. It looks as if X, who had spent a week-end bathing on the Isle of Wight, had no car for a time, because he took trains when inspecting Squadrons at Dover and at Wye, near Ashford, where he lunched with the Squadron Commander. There is a note indicating that London was short of taxis in 1917, and a mention of lunching at her house with Gaby Deslys and the blind Cecil Langton.

In spite of these repetitive entries in X's diaries, I find it interesting that 63 years ago his cars proved so dependable. For instance, using the 20/30 h.p. Fiat again, he was able to leave his beloved Newmarket after picking roses for his mother and having breakfast and drop an elderly aunt at Selfridges comfortably in time for lunch, after which X went off to Croydon on duty, returning to Kensington by 6.30 p.m., although admittedly he then worked on the car for 2½ hours and it also seems to have been at Litchfield's, possibly for servicing. The Belgian Minister in London was given a trial run in the Rolls-Royce by Tollerton at this time, and then the Fiat was off again to Norfolk, where X filled it with 16 gallons of petrol at the aerodrome and was lent an Air-Mechanic to supplement Tollerton's work on the Austro, which was "getting on well". The Fiat was then employed for Squadron inspections at Wyton and Scampton. In London, in his motor trade hat, X lunched with Phil Paddon, went to the Mercedes Company to fix up a La Buire for Hedges, saw Harrods about the Bébé Peugeot, and took a Singer light-car on trial from Dewis, selling the latter to Cummings for £240 and buying a New Herbert light car for £275, a discount of £25.

This entry is very interesting, because the New Herbert was a rare car at anytime. It is not to be confused with the H.E., made by the Herbert Engineering Co. of Reading, which did not make its debut until 1920. The Herbert was a car assembled by Herbert Smith in a mews garage off Albany Street in NW London. He used 11.9 h.p. Stirling engines, but the prototype apparently had an SUP engine, and this could well be the car X had obtained. It was courageous of Mr. Smith to start making cars during the war! But his venture appears to have lasted only from 1916 to 1917. X was obviously well placed to have heard of the little concern, in his dealings about London. After the purchase of this unusual car Tollerton drove it up to Newmarket the same day, X going up to Cambridge by the 4.50 train to collect the Fiat. His girl met him and they motored to Shelford to get a Triumph motorcycle from Crissold's, which X rode home while his young bride-to-be drove the Fiat.

After inspection of a Squadron at Norwich, X had ten gallons of petrol put in the Fiat (petrol was now, it seems, sufficiently scarce to warrant such diary entries!), and the next day he left it at Sedgford aerodrome to have the "engine taken down, and the carbon cleaned out and the valves ground-in." More bathing parties, a meeting with Major Jackson who had been at the Central Flying School with X, and it was time to drive the Fiat and the Austro-Daimler down to London, where the latter was sold for £300. There is now mention of an "old Fiat racer" which was shown to someone called Bumble but sold soon afterwards to Litchfield's, for £80. (Could this be the famous "Mephistophiles", discovered under a dust sheet in London after the war by John Duff?) Between leaving his girl at the Hyde Park Hotel and "doing" three Squadrons at Northolt, X would be back in time to dine at Prince's and go on to the Coliseum afterwards.

During that wet early August of 1917, X sold Barrington-White an Hispano Suiza for £600 and he immediately went to Plantes and bought his girl a £320 pearl necklace. — W.B.

AIR MAIL

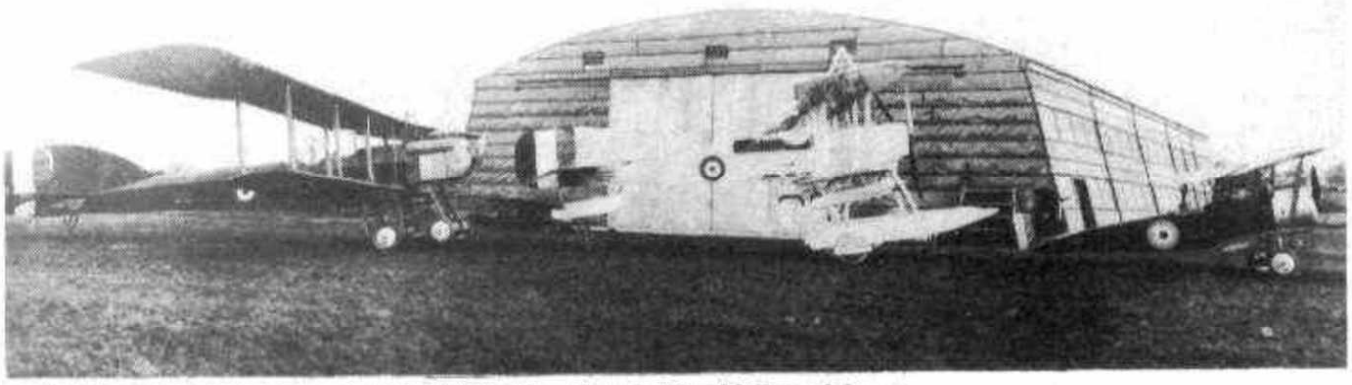
A Pioneer Air Fleet

Sir,

In view of your most interesting series "Wartime Diaries of an RFC officer", I wonder if your readership can throw light on why Mann & Egerton at Bury St. Edmunds ran an aeroplane fleet?

I have a photo of two Shorts and a Sopwith which belonged to the firm.

London, NW DAVID C. M. BURNS



THE TWO SHORTS and a Sopwith referred to in David Burns' letter.

"The War-Time Diaries of an RFC Officer"

Sir,

In connection with the Recollections of an RFC Officer, I wondered if you would be interested in the two enclosed photographs. The Henry Farman photograph is copied from a postcard sent by my late father who was a driver in the RFC. It says "We are travelling in convoy from London to Edinburgh and we are about half-way". The squadron was engaged in pilot training in the early stages of the war when pilot training was rudimentary and the average life of a pilot was only a few weeks.

The lorries were Maudslays with overhead camshafts which could be swung out of the way to permit cylinder head removal. They were very fast but if they were driven fast the valves became burnt.

My father was later transferred to the squadron office in charge of petrol supplies. As an interesting sidelight on life in the RFC in those days, he recalled that the young officers had been using aviation petrol in their private cars, with the result that an unexpected visit by the Auditors promised to be major disaster. My father worked on the records over and over again to make absolutely sure that every fraction of a gallon added up correctly and every cash sum added to the last farthing, finally including in the records a single entry for a large quantity of petrol entitled "visiting squadron refuelling". The auditors checked the records meticulously and signed them without a word.

The other photograph, of the shell-scarred Austin ambulance, is contemporary with the RFC officer's recollections but shows a completely different aspect of the war.

Brentwood D. F. WARD

1914/18 Aeroplanes

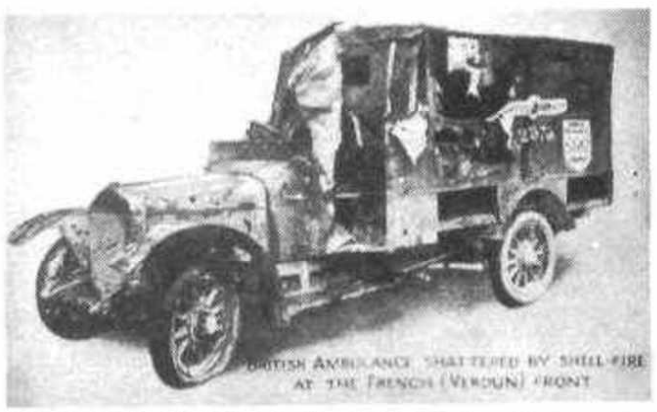
Sir,

I am sure many readers, both young and old, have been fascinated by the unfolding saga of the "Wartime Diaries of an RFC Officer". Recently I have been avidly reading a copy of "Aces High" by Alan Clark, published by Fontana and currently on offer in W. H. Smiths for the princely sum of 35p!

This, mainly pictorial, treatment of the war in the air 1914-1918 comes strongly recommended and car only enthusiasts are treated to an excellent picture of a circa 1916 Rolls-Royce on page 155. The tragic story of its owner Charles Nungesser does, however, detract from the aura it conveys. Also, on page 138 the German Ace Werner Voss is shown with his favoured motorcycle — make unspecified.

I have enjoyed my monthly copy of MOTOR SPORT for several years now and I hope the above few lines might be of interest to other like minded enthusiasts. Keep up the good work.

Cardiff J. R. ELLIS

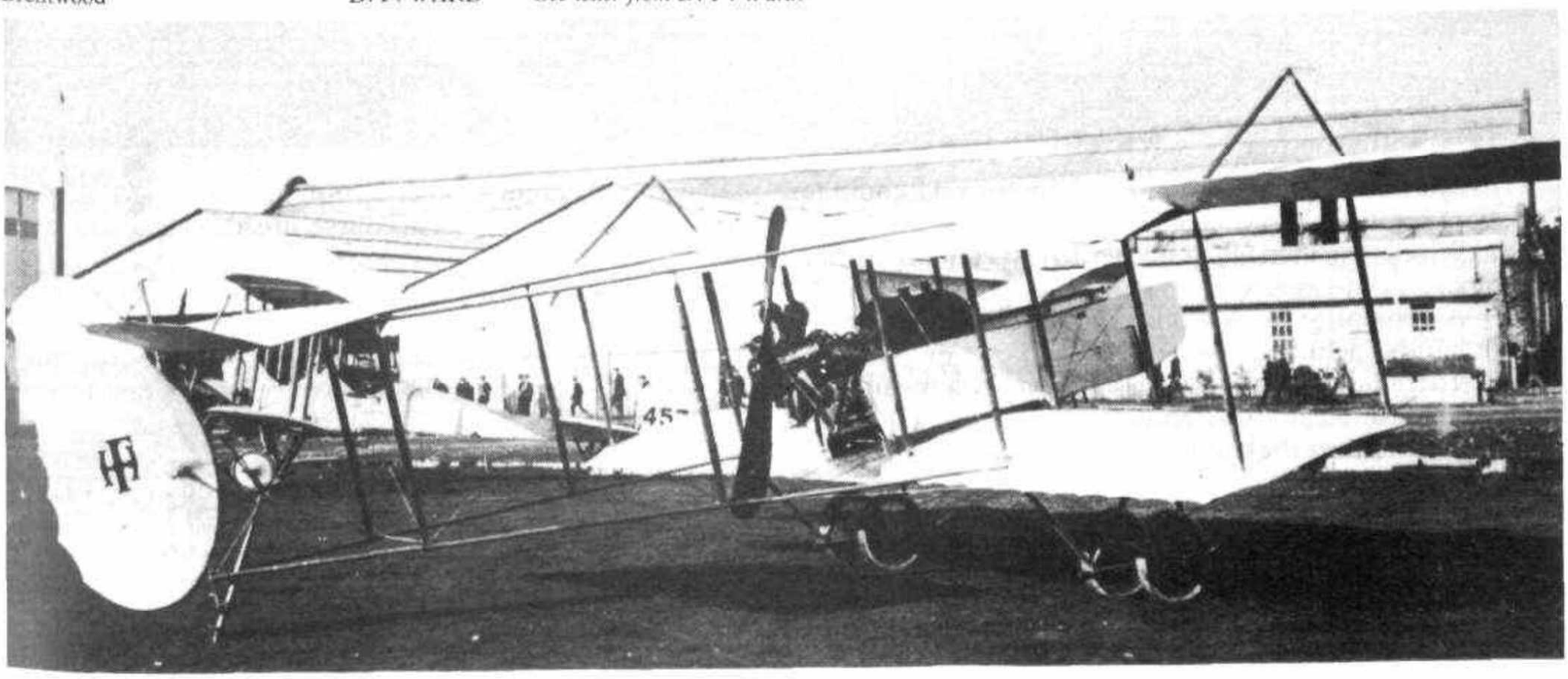


THE AUSTIN AMBULANCE (above) demonstrates an aspect of the war which "X" seems to have been lucky enough to miss. The aircraft pictured below is described as the "Henry Farman Biplane New Type 32". See letter from D. F. Ward.

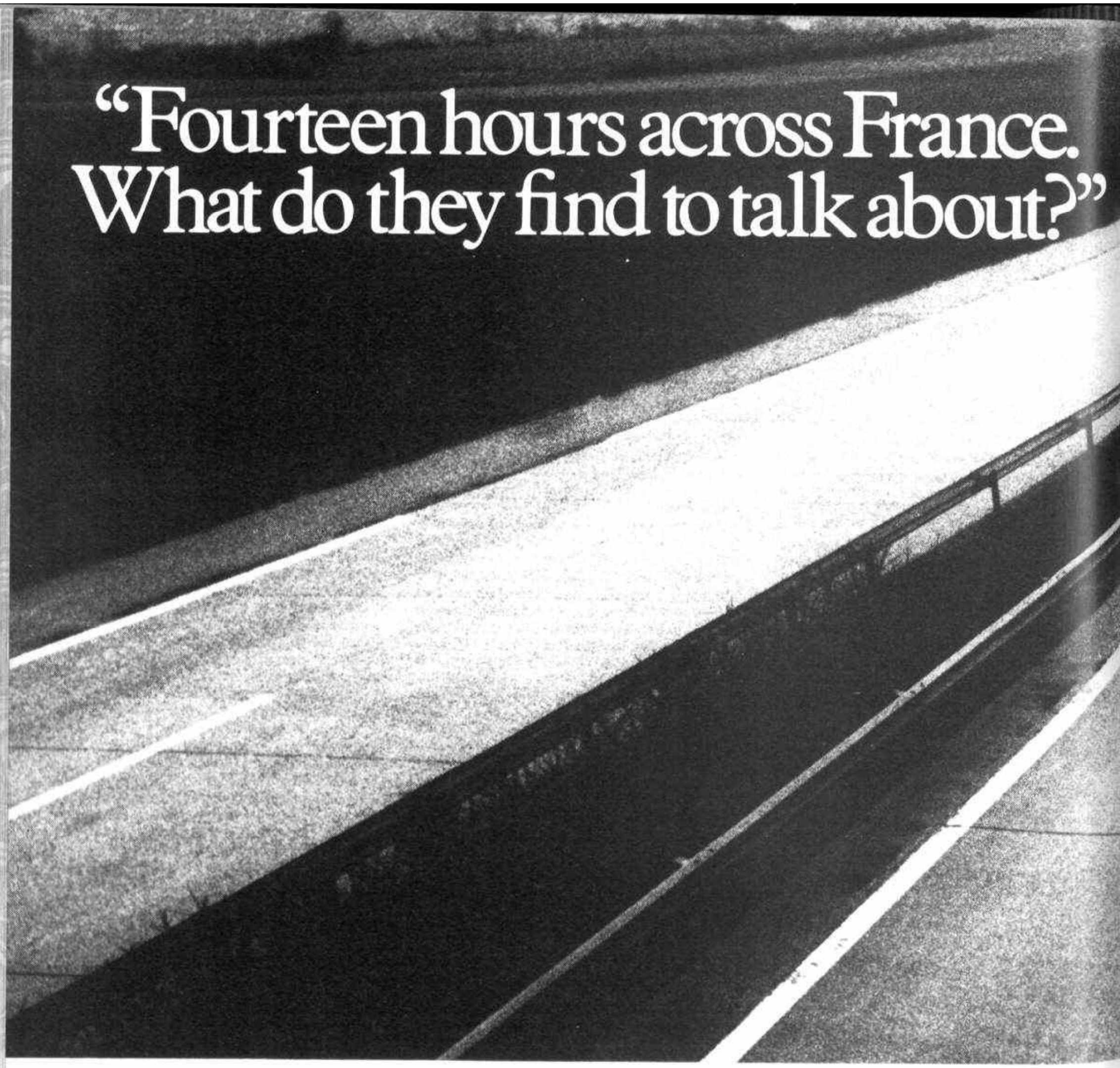
* * *

Rotorcraft Competition

AMONG industries suffering from a lack of skilled manpower, the helicopter industry, according to the Royal Aeronautical Society, is a particular case, and the society's Rotorcraft Section Committee is planning a national contest to stimulate the interest of young people in the helicopter and attract them to become future designers, manufacturers, operators, pilots and engineers. The competition is to design and build small (up to 5 kg. gross) pilotless rotorcraft and a prize of the order of £1,000 will go to the individual or group that produces the machine capable of remaining airborne for the longest time without refuelling. A secondary prize of the order of £500 will go to the entrant who displays the greatest ingenuity. It is expected that the contest will be held in HM Airship Sheds at Cardington in July, 1982. Entrants, and those prepared to contribute to the prize fund, are invited to write to the secretary, Rotorcraft Committee, Royal Aeronautical Society, 4 Hamilton Place, London W1V 0BQ. — G.P.



"Fourteen hours across France. What do they find to talk about?"



Frankly, a few hours on French motorways could tax the conversational powers of Oscar Wilde.

Wise is the man who chooses to travel in the company of Panasonic in-car stereo.

All our latest models offer you the choice of three wave-bands, including FM.

To minimise traffic interference, we've come up with something called an EIA circuit.

So whatever the traffic's like outside, it won't ruin your enjoyment inside.

We've also taken pains to make knob-twiddling a thing of the past.

No less than three of our new models are fitted with pre-settable, push-button tuning.

All our radios, of course, are also excellent stereo cassette players.

Should the French DJs start to grate on your nerves simply slip a tape into the cassette slot.

No problems about finding your favourite tracks, either. All our cassette decks have lock-in fast-forward and re-wind controls.

If you're driving against the clock, better get our CQ-863 with its digital quartz clock and green LED read-out.

Apart from being very restful on the eyes, you should find it keeps better time than your watch.

CQ-863: 9 pre-settable stations and Auto-Seek tuning/Digital Quartz Clock/Auto-Replay stereo cassette £199.95

CQ-663: 5 stations pre-set, push-button tuning/3-band tuner/Auto-Replay stereo cassette £119.95. **CQ-463:** 3-band tuner/FM stereo

The products sold by National Panasonic (UK) Ltd., comply with the British Safety Regulations and are accompanied by our warranty card. Only our Au



For those who like a little power at their elbow, we have our CQ-673 with 20 watts per channel output.

It's more than enough to wake up the odd sleepy French village.

So by all means polish up your conversation for the long drive south.

But there's really nothing like a Panasonic radio cassette player for making the miles slip by.



To: National Panasonic (UK) Ltd., Sales Promotion Department, 308/318 Bath Road, Slough, Berks SL1 6JB. Tel: Slough 34522.

Name _____

Address _____

Panasonic

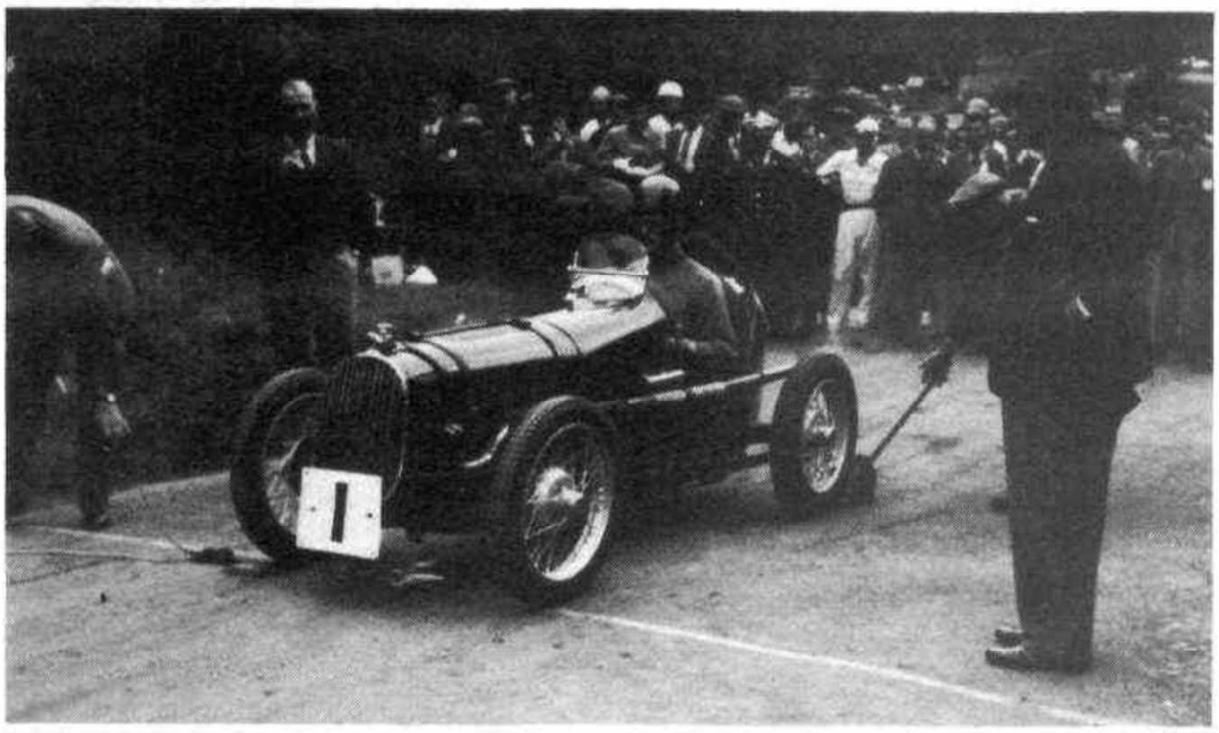
Just slightly ahead of our time.

MS1

wn here. **CQ-673:** 20 watts per channel/6 stations pre-set, push-button tuning/Auto-Reverse stereo cassette £165.95.
ator/Auto-Replay stereo cassette £99.95. Recommended retail price (excluding speakers) including VAT correct at time of going to press.

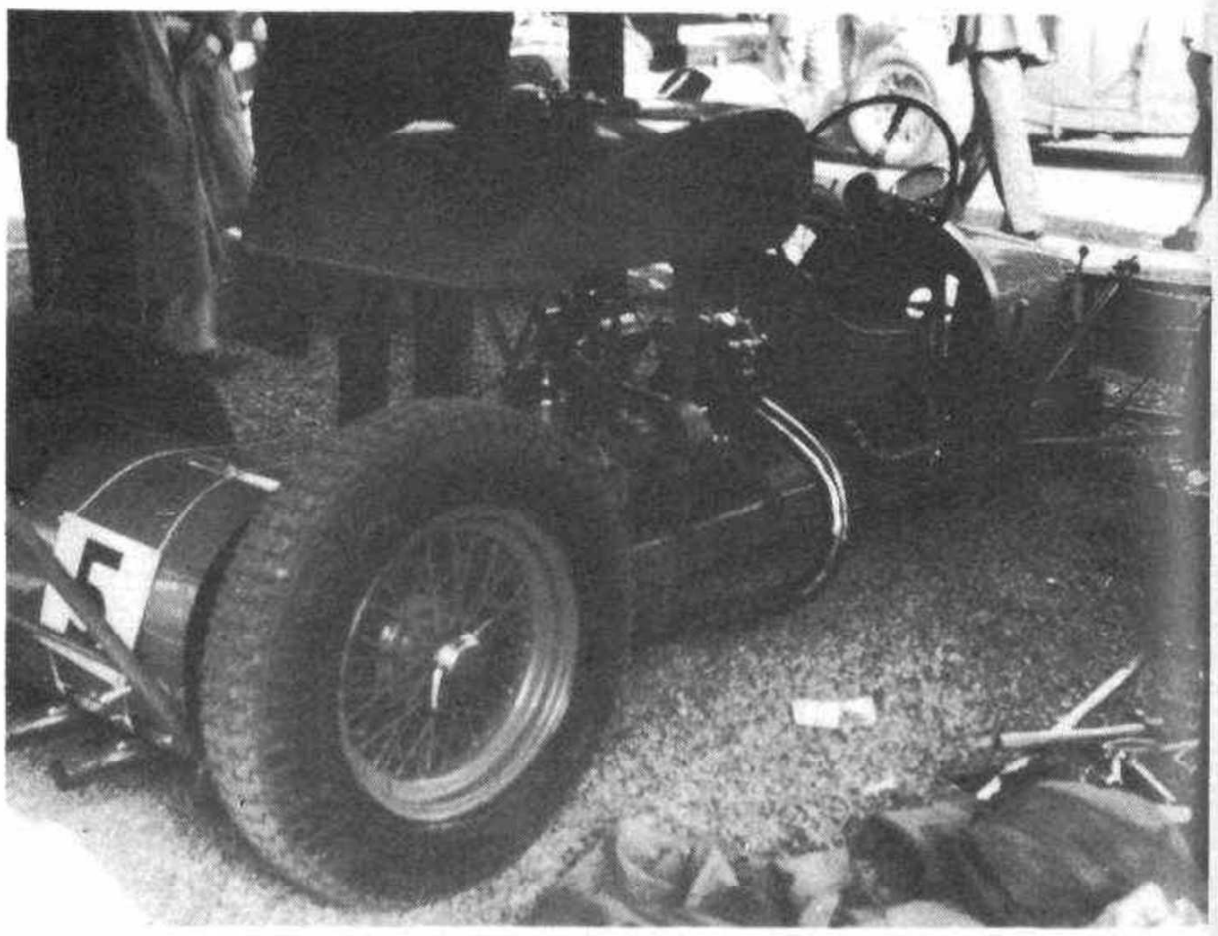
ised Dealers can offer you all the advantages of our after-sales service support. When you buy, ask to see our warranty card – it is your guarantee of protection.

SHELSLEY WALSH



THIS YEAR has seen the 75th Anniversary of the famous Worcestershire Hill Climb, and little of the atmosphere has changed, either for spectators or competitors. When a French competitor drove up the hill for the first time, a year or two ago, he was delighted to recognise everything from photographs he had studied of past events, back to the early 1920s. "Fantastique" he said "Shelsley Walsh has stayed Shelsley Walsh". This is true of the atmosphere in the paddock and of the competitors' machinery; a roam around the paddock with a camera will always produce interesting things, and we reproduce here a selection of photographs from our archives of the mid-1930s that give the flavour of the Shelsley Walsh scene of the times. — D.S.J.

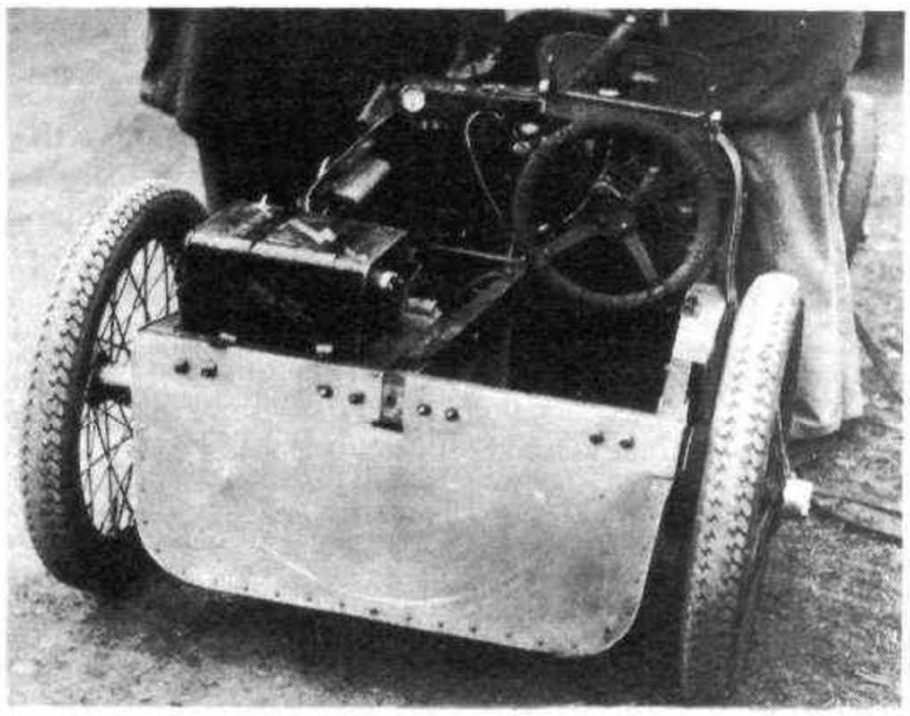
ABOVE: The very neat supercharged 750 c.c. sidevalve Austin 7 Special of A. N. L. Maclachlan on the starting line.

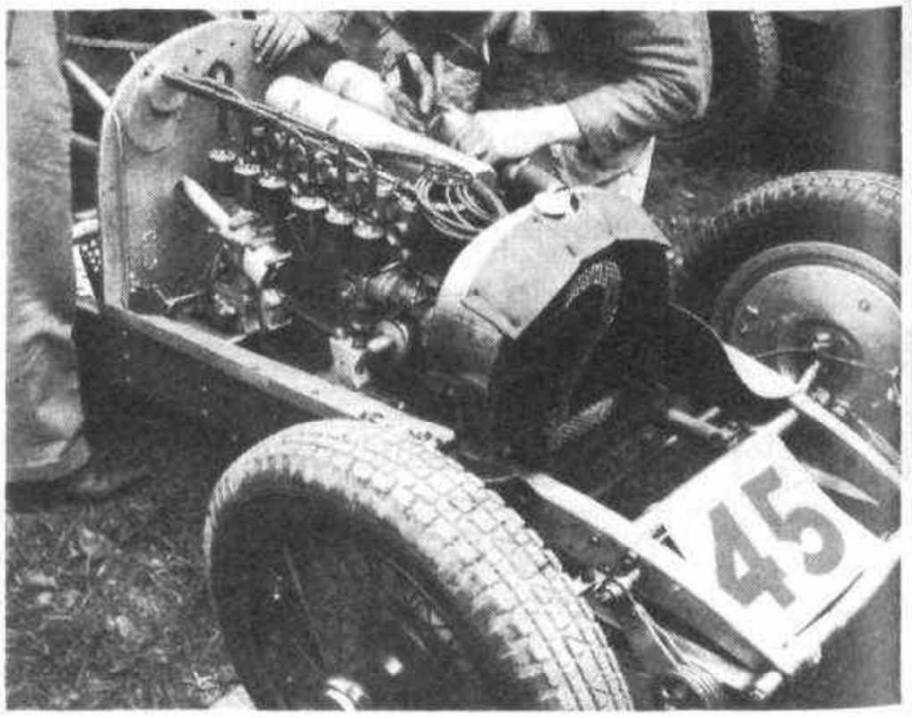


RIGHT: The Freikaiserwagen with transverse mounted supercharged V-twin Blackburne engine mounted behind the driver and with an aircraft fuel tank above.

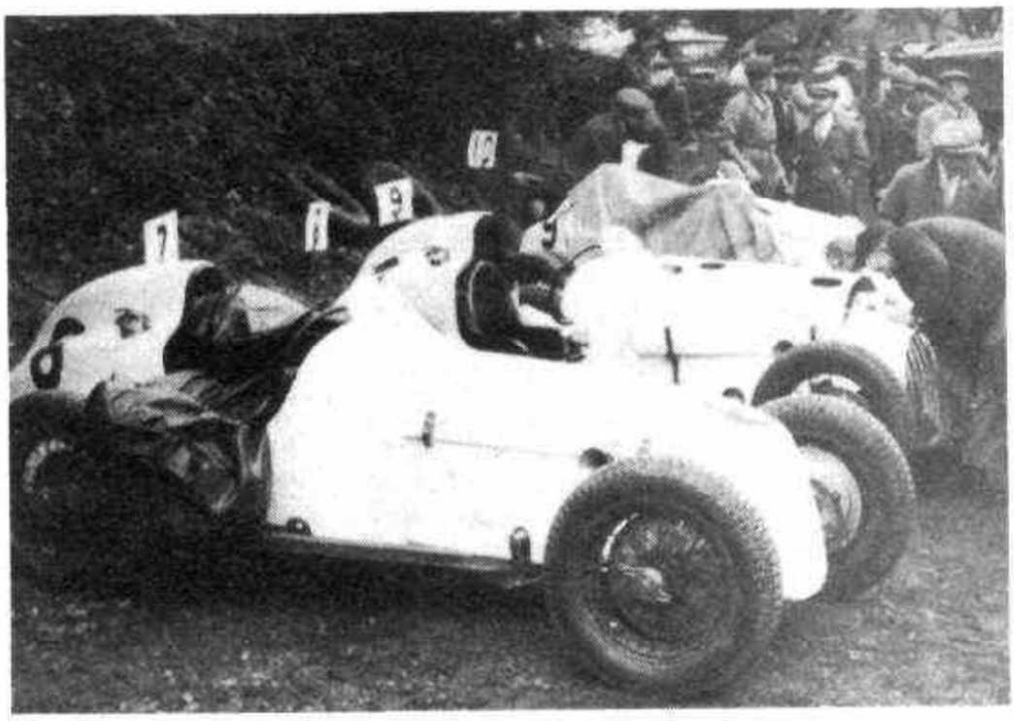
BELOW LEFT: John Bolster's famous special "Bloody Mary" in its early stages of development. Note the 2 gallon can acting as a fuel tank.

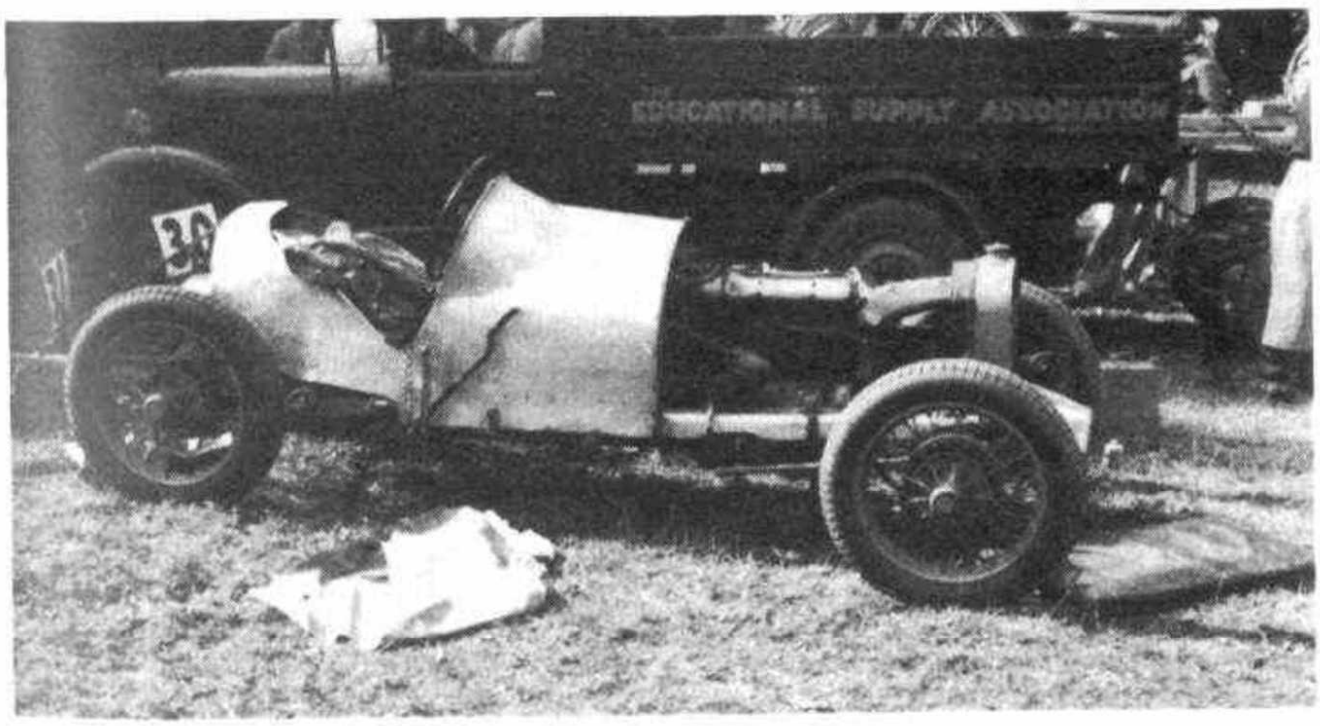
BELOW RIGHT: The 2-litre Riley 6-cylinder engine of H. G. Dobbs showing its six Amal motorcycle carburetters and the special radiator.









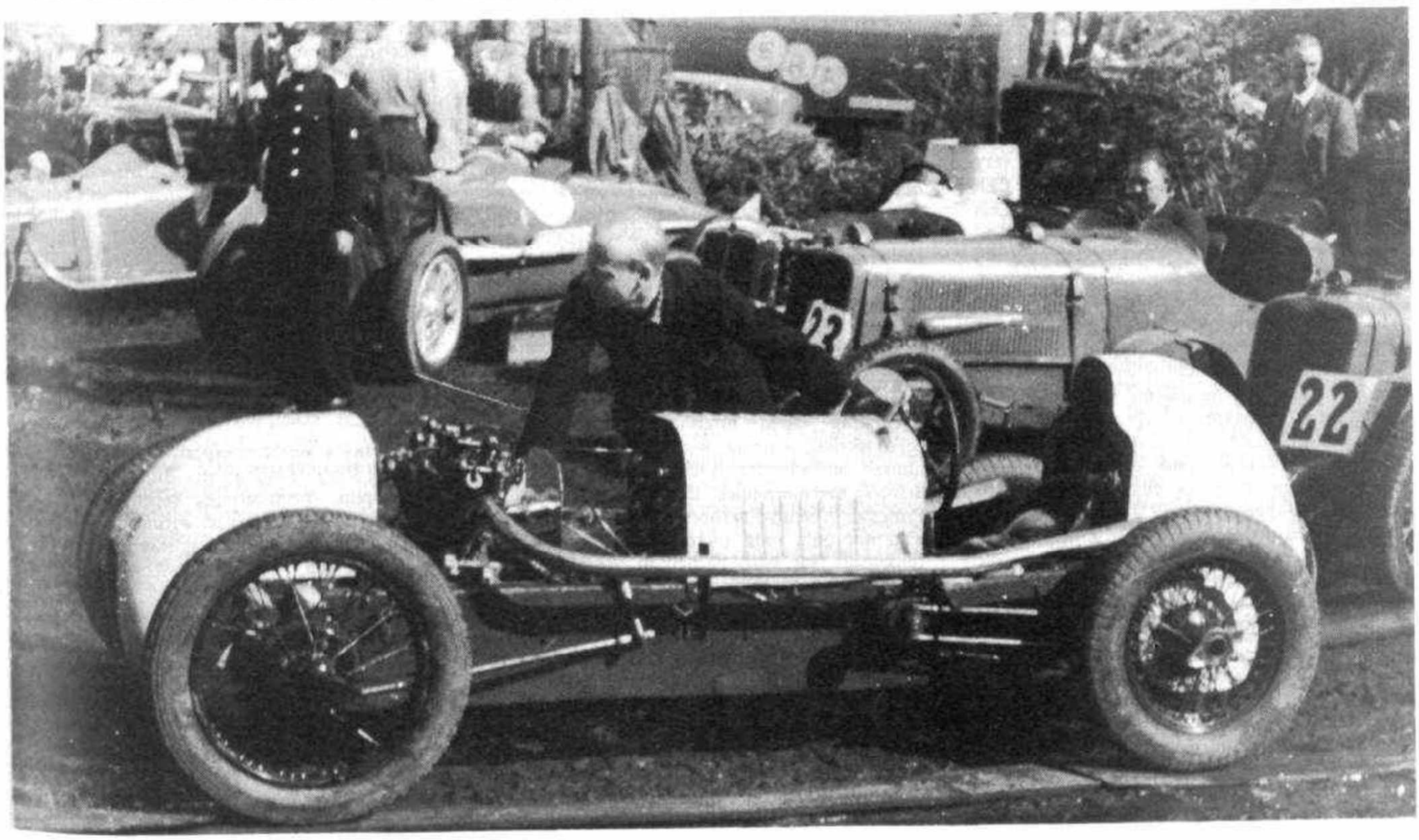


ABOVE LEFT: Carlmark's GN Special with V-twin JAP engine receiving attention in the paddock.

ABOVE RIGHT: The works team of supercharged sidevalve 750 c.c. single seaters.

LEFT: The LMN Special of C. W. Moss. A 4-cylinder supercharged 1,100 c.c. car built from vintage components.

BELOW: The Glegg brothers' special, Dorcas, with V-twin JAP engine and front-wheel drive — note the ERA transporter in the background.



Book Reviews

"Brooklands Bikes in the Twenties" by Peter Hartley. 244 pp. 8½" × 5" *(Argus Books Ltd, Argus House, 14 St. James Road, Watford, Herts.* £6.95)

After Peter Hartley had written and published his pre-1916 Brooklands motorcycle racing history and had promised us the post-war story as its sequel, there was an unhappy delay due to difficulties for Goose, his publisher, and we feared that the full history might never appear. So it is excellent news that Argus Books have now released more of this race-by-race BMRMC history, in a neat, soft-cover publication. It is not a book for the casual follower, who would probably find it very dull indeed. But to those who love Brooklands memories and consider that there should be a motorcycle record to go alongside the car history of the old Track, this is not only worthwhile but essential material.

There are, as far as I can see, practically no points of difference that other experts will want to raise with the author on general Brooklands aspects, except that I disagree that the BARC recognised ¼-mile records, although it did issue official Certificates for speeds timed over the distance, the shortest record distances in the early days being the ½-mile, kilo., and ten miles. I was unaware that, apart from the local residents' complaints about noise that came up in 1907 and 1924, there was another outbreak in 1911, nor that this was the reason why the 1921 500 Mile Motorcycle Race, for the A. G. Miller 200-guinea Cup, intended to be resumed in 1922, was never repeated — but one never stops learning interesting fresh facts about the old Track, even though it has not been raced over for 41 years.

Hartley describes every race at every race meeting, even the motorcycle races at mixed meetings and those of the smaller clubs, and if this is repetitive reporting, based probably mainly on the Press reports of the time, it does cover all that anyone should need to know about this aspect of Brooklands and the chaps who rode motorcycles there, for which there had been very little published beforehand until I tackled the task for Lord Montagu's now-defunct magazine. This book also includes all the motorcycle and three-wheeler records established from 1920-1929. Hartley found so much to write about, inspite of quite brief accounts of these races, that he has stopped at the end of the 1929 season, with the promise of a third book to bring his coverage up to the end of Brooklands as we knew it. I think it rather a pity that he did not continue to the close of the vintage years, as represented by 1930. However, we have his first book covering BMCRC racing from 1908 to 1915, and his present offering gives us chapters relating to 1919-1920 and thence from 1921-1929, a period in which, as he says, speeds rose from a little over 70 mph to well over 90 mph, and the motorcycle lap-record went to over 118 mph.

He includes just enough of the technical aspects of the more outstanding machines and their riders to leven the inevitably tedious race-by-race reporting and he had the aid of a few of the experts to help with the contents. The pictures, chosen on the advice of Dr. Joseph Bailey, are clear but small and not particularly exciting, but adequate to convey the atmosphere of the days when riders such as Rex Judd, O'Donovan, Marchant, Bert Le Vack, Emerson, Claude Temple, Tony Vorters, Chris Staniland, Baragwanath, Baldwin, and Riddoch were among the household names at the Track, especially on those "Bemsee" afternoons centred around the outer-circuit and the Fork paddock.

Reading all this past history, it is surprising how very few accidents occurred (no fatalities in this intense ten years) and how the public was attracted by much the same racing — apart from the one 500 Mile Race and the later 200 Mile solo and sidecar races — between mostly the same "names". If Hartley has produced a book which must seem dull to the uninitiated, who could be misled by its title to expect more about the machinery than the races, what a treat it is for Brooklands fanatics to have all the motorcycle history properly set out. I, for one, am grateful, and am avidly awaiting the third volume. The present one has appendices giving the full results of that 1921 500 Mile marathon won by Le Vack's 998 c.c. vee-twin Indian at 70.42 m.p.h. from Freddie Dixon's 989 c.c. vee-twin Harley-Davidson, great stuff for those far-away days and a dramatic finish, and a list of holders of BMCRC Gold Stars for a lap at 100 m.p.h. or over, to the end of 1929, but it is a pity it is not uniform with volume one. There is also a useful Index. Well done, Hartley. — W.B.

"Racing With The David Brown Aston Martins" by John Wyer and Chris Nixon. Two volumes, 249 pp each, 11" × 8¼". *(Transport Bookman Publications Ltd., 8 South Street, Isleworth, Middesex, TW7 7B.* £14.95 each volume).

A great deal of concentrated Aston Martin history was already with us when these two big new books appeared, with a great wealth of pictorial support for the text. It has to be said, however, that a recent offering covering the make is said to be so full of inaccuracies that we have heard of a purchaser asking for his money back, and of course more is known today about the inside story of such racing than was the case when it was pieced together just after the war. In any case, Chris Nixon has had John Wyer to write his first volume and nothing could be a better insurance of accuracy than that. Wyer, the Neaubauer of Britain, joined Aston Martin in 1950 to run their racing and became General Manager of Aston Martin and Lagonda Ltd. in 1957, Reg Parnell then taking over the team management of David Brown's Company, and later Wyer left to run racing for Ford.

So here we have in much detail Wyer's own account of Aston Martin racing from 1947 onwards, supported by many fine illustrations of almost every aspect of the game and of the Aston Martin competition cars. To go hand in hand with this, in his second volume Nixon provides us with fascinating taped interviews with 29 AM personalities, starting with Sir David Brown himself, and allowing us to chat, as it were, to the drivers, the mechanics, the engineers including Professor Eberan-Eberhorst, Louis Klemantaski who not only took pictures but did a Denis Jenkinson ride with Parnell in the 1953 Mille Miglia, in a DB3, and other important personalities, but forgetting the girls, Paulin Clayton and Gillian Harris, who kept it altogether in the background and who contribute as much as any of the others to this very complete AM look-back.

There are tabulated race results, technical details, including those of "project" cars, and reproductions of technical reports made after the races, in volume one, but it is the quantity and quality of the pictures, many of them informal, that bind this long story together. It must form essential study for every AM buff and I shouldn't be surprised if members of the AMOC are not queing-up for their copies. From a purely personal viewpoint I could have done without the flavour of journalese that Nixon, late of *Autosport*, has worked into his recipe, such as the many questions posed on the back end of each dust-jacket which the books will then answer, and the heavy type used for the chapter headings by a publisher who seems to have plenty of paper to spare — but perhaps this was out of Nixon's hands. It does seem rather ungrateful to John Wyer, however, to print on the volume two dust-jacket the statement: "You've read John Wyer's official version in volume one — now find out what really happened!" That apart, it can be said that these two books do for DB Aston Martin enthusiasts something of what the Nagle book of interviews with Bentley personnel did for followers of W. O. Bentley racing. — W.B.

"Aircraft Alive — Aviation And Air Traffic For Enthusiasts" by Chris McAllister. 143 pp. 10" × 7½" *(B. T. Batsford Ltd., 4 Fitzhardinge Street, London W1H 0AH.* £6.95).

This Batsford book will be useful to all who wish to know more about how Airports function and how the arrival and departure of modern air-liners is controlled. It is a subject about which previously all too little had been revealed to aviation enthusiasts and Chris McAllister has done them a good service, especially as the book, which is well illustrated, contains charts, cards, diagrams and tabulated data explaining the finer points of the text. It also covers the growing interest in air-band radio, with VHF frequencies, which, however, it emphasises is illegal. There is a chapter on military flying. — W.B.

"Maserati Birdcage" by Joel E. Finn. 207 pp. 9" × 9". *(Osprey Publishing Ltd., 12-14 Long Acre, London WC2E 9LP.* £9.95)

Here is the story of those "Birdcage" or space-frame Maseratis, the Marvelous Tipo 60 and 61 Sports-Racing Cars as the book's sub-title has it, which the author, who has raced them, refers to as "Mean, purposeful and potent, but somehow almost friendly". He tells us in his Introduction how he first saw a Maserati of this type in New York in 1961, when he was running "a tired old Jaguar XK120 roadster" and after explaining about these "Birdcage" cars with the aid of James Allington cut-away drawing, of what is thought to be the original Tipo 61, chassis no. 2452, he gets us enthusing with chapters about the development and background to these cars, their technical make-up, their racing career in America and Internationally in the years 1960 and 1961, and how it went from then to the present.

I am not a Maserati expert, so cannot say how accurate Finn's findings are. But if you want the story, plus specifications, reproduced factory data-sheets, power-curves, wiring diagram, etc., which form the appendices, this is the place to find all the gen. — W.B.

"Pit & Paddock — A Background To Motor Racing, 1894-1978" by Michael Frostick. 122 pp, 10" × 7¼". *(Moorland Publishing Co., PO Box 2, Ashbourne, Derbyshire.* £7.95).

I am inclined to write this one off as a pot-boiler, from an expert in the scissors-and-paste technique, except that it does take us through our motor racing history in pictures rather entertainingly. Against that, the photographs are mostly chestnuts, many from manufacturers'

archives, and don't ask me why the book ends with the racing of 1978. The author is a bit weak on some of his captions, too, identifying for us only two out of seven racing cars in a Brooklands' line-up in plate 54, being rude to the Vale Special in plate 61, and mistaking a quite-normal-looking Salmson for an Amilcar Six in the wordage under plate 62. But if you have money to spare and like looking at pictures. . . . — W.B.

"BSA Twins & Triples" by Roy Bacon. 191pp. 8½" ×7½" (*Osprey Publishing Ltd., 12-14 Long Acre, London WC2E 9LP*. £6.95).

Those prolific publishers of motoring books, Osprey Ltd., have branched off into the world of motorcycles with a book on twin-cylinder and three-cylinder BSA motorcycles by Roy Bacon, a man well respected in the two-wheeled world when it comes to nuts & bolts and workshop advice. This book is the first of a series under the title Osprey Collectors Library, more will follow, and it covers everything BSA with more than one cylinder, from the 250 c.c. twin-cylinder Scooter to the 750 c.c. BSA Rocket 3 road-racing machine. — D.S.J.

"Racing Mechanic — Ermanno Cuoghi mechanic to a World Champion" 175 pp. 10" × 8" by Jeremy Walton. (*Osprey Publishing Ltd., 12-14, Long Acre, London WC2E 9LP* £7.95).

In 1970 I had an amusing trip to the Watkins Glen 6-hour race with the John Wyer Gulf Racing team, travelling with David Yorke and the mechanics. They were a very happy band and their "ring-leader" was a little, rugged Italian who spoke broken English with a very deep "gravel" voice. While David Yorke was organising tickets, luggage, taxis, etc., it was Ermanno who organised the beer, coffee, sandwiches etc., for the lads. On the BAC 1-11 from New York to Elmira it was Ermanno who organised the seats and produced the playing cards for a Pontoon school (he took a lot of money off me on that flight!). At the 6-hour race, with the Gulf 917 Porsches, it was Ermanno who organised the pit stops, "You OK Richie, 'orlright Peter, OK David" seldom more than the odd word as the car was due in. The Gulf pit-stops were a feature of long-distance racing in those days; they were memorable, and it was the little gravel-voiced Italian who seemed to inspire everyone.

Jeremy Walton has spent a lot of time talking with and tape-recording Ermanno Cuoghi's experiences from the time he grew up in Modena, through his various jobs to his seven years with the Ferrari works team and now with Alfa Romeo. You can read all about Cuoghi (pronounced Quogee with a hard 'g') and his life as a racing mechanic as well as a lot about the racing of the sixties and seventies but more interesting are the tit-bits of "inside" information throughout the book about the various people he has been involved with and especially Enzo Ferrari and the personnel at Maranello. There are a lot of words in the 175 pages and occasionally the narrative drags or becomes repetitious, but then Cuoghi's gravel-voice comes through with a chuckle and his mischievous grin appears over the page and he slips in a little gem of information from the "inside". The end of the book is devoted to a fascinating run-down by Ermanno on all the drivers he has worked with, from Andretti to Watson. For example, Jacky Ickx "he was so young looking that you wondered if he should be driving a car at all!" and Mike Hailwood, "To know a man like Mike was an honour. His big advantage was a big 'eart; if he made a mistake it was a big one, but his courage . . ." and Regazzoni, "In sports cars you could make Clay a team man any time. He has a funny temper, but that does not affect the job; a real professional, not a player." Above all it was Pedro Rodriguez who endeared himself to Ermanno Cuoghi, "Simply the greatest. . . ."

When you've read this book you should know a lot more about why Italians are so passionate about motor racing. For Englishmen motor racing is an enthusiasm, for Italians it is a passion.

D.S.J.

"The Rolls-Royce Phantom II Continental" by Raymond Gentile. 272 pp, 10" × 7¼". (*Dalton Watson Ltd., 76, Wardour Street, London, W1V 4AN*. £14.50).

The title of this book is misleading, because the author covers all the Phantom II Rolls-Royce cars made for that short six-year run, not the fine Continental model only. You could say that enough books, and more, have been written about Rolls-Royce. The answer to that is that "The Best Car in the World" has irresistible appeal to a great many people and that as this is a Dalton Watson art-paper publication, the presentation is itself to R-R standards.

While this is really a picture book of most of the PII cars, the author takes us in some considerable minutae through the development of this Rolls-Royce model, which was for many the finest of all the between-wars Royces, the last, as it were, of the truly dignified, long-bonneted vintage chassis before the even more complicated Phantom III V12 took over.

Gentile has gently used experts to help him with this comprehensive coverage of one model of the Royce family of great motor cars and while some of what he presents is known data, it is good to have it all between two covers, backed up by those excellent pictures, with a colour frontispiece of the author's own 1934 Phantom II Continental 201 RY, and clever little drawings of technical items, switch-gear arrangements, etc. The ploy of reproducing from relevant catalogues, advertisement material etc., is used to good effect, there is a list of all the PIIs make with information about the original owner and his or her location, bodywork, etc., and different chapters cover the pre-GX, GX, JS, AJS, MS, AMS, MY, MW, PY, RY, SK, TK and UK P2s, separately, so that the entire development story of this Rolls-Royce model is easy to follow. All very nicely done, too.

A "must" for all owners of Phantom II Rolls-Royces, I would think. It has been left to an American author and PII Continental owner to write the most comprehensive one-model book to date.—W.B.

"British Aviation — Ominous Skies,1935-1939" by Harald Penrose. 318 pp, 8¾" × 5½". (*Her Majesty's Stationery Office, 49 High Holborn, London, WC1V 6HB*. £7.95).

With this volume of history-cum-reminiscences the experienced and word-fluent Harald Penrose has seen his great task completed — a full account of how British Aviation in all its aspects developed from the Pioneer Years of 1903-1914, through the Great War and Armistice running from 1915 to 1919, on along the Advancing Years 1920-1929, to the Widening Horizons of 1930 to 1934; I use the titles under which the other four volumes were published. And now, with Ominous Skies the fifth and final volume has appeared, having weathered some difficult publishing set-backs that nearly killed off this definitive history of flying in this little Island, and one-time Empire.

No-one is infallible and Penrose has made a few mistakes. But no-one could have more thoroughly, yet more entertainingly, put the many and diverse factors on paper than he has done, a man who was a very capable test-pilot and who knew from the inside most of the rest of what made the Aircraft Industry tick. He is warm with praise for the dedication of the pioneer manufacturers and, as he says, "their quietly devoted teams which enabled this country to have the power of defeating aerial attack". This is largely what the final volume in this comprehensive study of British Aviation is about, yet the sporting and commercial flying of the last five years before the outbreak of war are given the same space as in the previous books. Because Vol. V is about comparatively recent flying, with the drama of another World-war approaching, it may well command a bigger readership than the previous ones — and it might be noted that with the encouragement of the Royal Air Force Museum and HMSO its price is very competitive, against that of commercial publishers' books.

Penrose describes many of the leading figures of the day in a few, crisp phrases — "tall, fair-complexioned John Tranum, the 35-year-old Dane", "the eccentric, mysterious 44-year-old T. E. Lawrence, one-time leader of the Arab Revolt against the Turkish rule. . . ." and so on. He quotes frequently the sayings of C. G. Grey, then-Editor of *The Aeroplane*, for the enjoyment and edification of his readers and he breaks into pure historical reporting to tell personal anecdotes about flying new Westland aeroplanes, and so on. Sporting flying was by no means dead in the years 1935 to 1939 and the achievements of Jean Batten, Campbell-Black, H. L. Brook and others made this a book about adventure as well as commercialism, science and politics.

There is a great deal in it, what might appear a dull subject has been set down so that I read on and on, enthralled, and there is a good Index and an adequate supply of small but glossy pictures. The whole of the text has a ring of authority — but it is a pity Penrose says Bill Guinness was ". . . known throughout the motor-racing world as instrumental in the success of Bentley racing cars in the famous team which included Malcolm Campbell and Henry Segrave. . . ." He means, of course, Sunbeam and Talbot-Darracq. Nevertheless, highly recommended. — W.B.

"Moggie" by Colin Musgrove. 112 pp, 9½" × 7½". (*Quills Publishing, marketed by Melvyn Rutter Specialist Services, 27, Brunswick Street, Walthamstow, London, E17*. £8.95).

Colin Musgrove is an industrial chemist by training, a Morgan enthusiast by inclination and now, by profession, a rebuilder of 4-wheel Morgan cars. *Moggie* does not set out to be a history, but is an entertaining book of hints, tips and anecdotes from the author's own experience. As such, the book mainly deals with the post-war cars, and starts with a chapter, for the prospective owner, containing much useful information about what to look for in the second-hand Morgan. The main section gives valuable advice for the enthusiast who has embarked on a rebuild of his car and includes some tips about seeking second-hand spares, which must be of great benefit to the inexperienced Morgan owner. The book ends with a couple of chapters on how to enjoy Morgan motoring in all its aspects, followed by three appendices giving technical specification, lists of specialist suppliers and recommended further reading. Written well, with plenty of photographs and illustrations, the book is nicely presented and is a must for the Morgan enthusiast, even if the man with a more general motoring interest may find it expensive.

P.H.J.W.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

Mascots

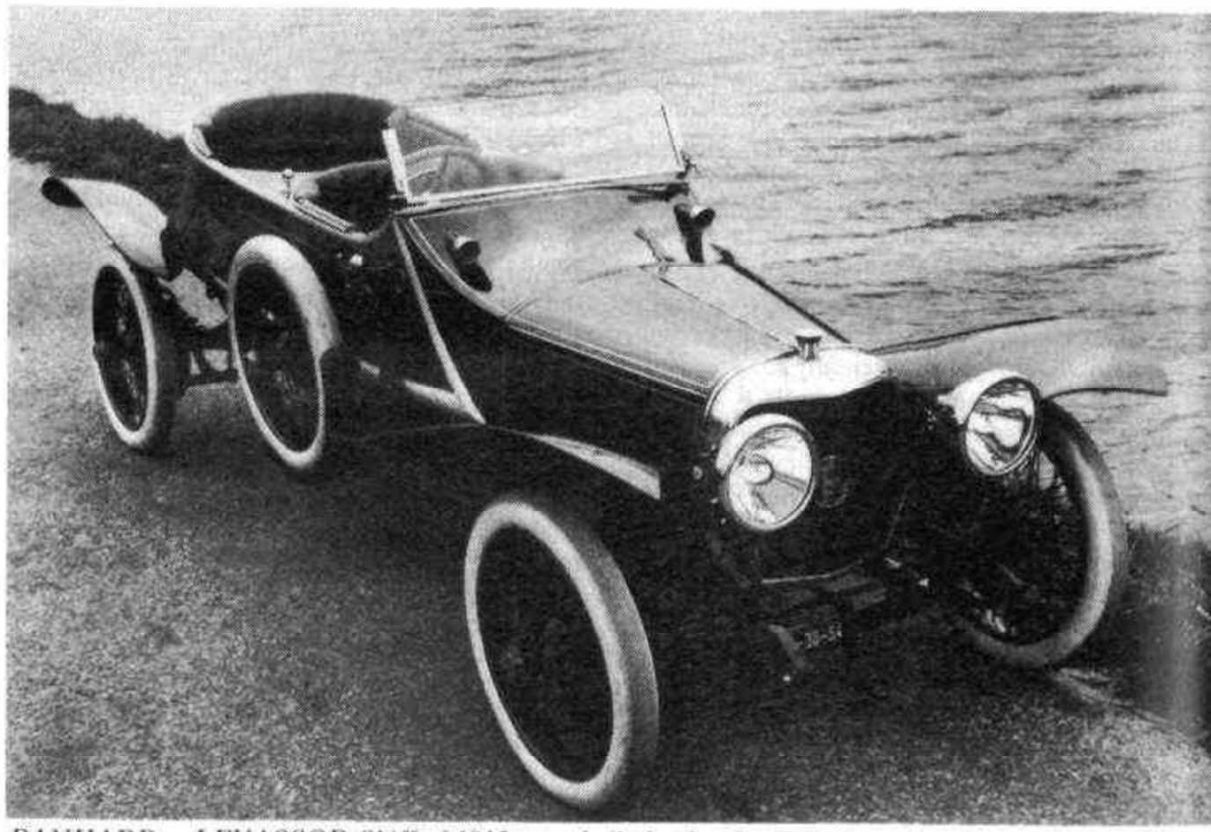
ANOTHER reason for visiting Mr. Lowndes (see page 1179, last month) was to look at the splendid collection of car mascots amassed originally by his late father. They total 109, all maker's mascots, not those of accessory makers or from personal sources. It is impossible to describe them all, so I will take a quick look at those that impressed me. Incidentally, many of these carefully-preserved mascots were photographed for the book "Motoring Mascots of the World" by William C. Williams (Motorbooks International) which was reviewed in MOTOR SPORT last April. Looking at them in the metal is to appreciate the very high quality of the better of these car manufacturers' mascots, and the surprising wealth of detail some of them display. These are art-forms, some later degenerating into art-noveau. The great thing about the Lowndes' collection is that it is almost entirely original; very few of the mascots in it have been repaired and apart from a Bugatti Royale Elephant, almost none are replicas, or even modern reproductions.

So what did I admire particularly? An Alvis Silver Eagle mascot showing signs that these were originally silver-plated, and an early Pierce-Arrow bowman with helmet and much fine detail, this later becoming a pot-metal mascot with the bowman's helmet and other aspects deleted. The Bianchi mascot of an Eagle swallowing a poisonous snake was interesting, as this was apparently based on Milanese heraldry, hence the similarity to that of the Alfa Romeo badge. In contrast, Lorraine-Dietrich preferred to parody an eagle. . . .

Very rare is the Will St. Clair pewter goose — wings up, indicating post 1923. The magnificent Cadillac Herald is there, in highly-polished pewter, a silver wedding present from Mr. Williams, and as you examine these collective heirlooms from motoring's past it seems apparent that the better American makes found competition through fine mascots, Lincoln against Cadillac against Packard, for example. This was also, perhaps, a means of identity in a country of similar-looking automobiles. The mascot from the Invicta "Black Prince" is there, with the knight's shield carrying the correct coat-of-arms for Canterbury Cathedral. Very interesting is the Riley ski-er mascot, from Frank Lowndes' Riley days, still with the flimsy skis and ski-sticks intact, a rare item indeed, looking very "1930-ish". Arrol-Johnston had the thistle in bronze but this was reproduced in mere aluminium for the less-expensive Galloway car — both mascots are in the collection. One can also see here the change in style of Minerva mascots and I was shown a Roesch Talbot sail, the uncommon Standard's Roman Standard above a motormeter, and the great Lincoln Greyhound mascot, made as an integral part of the big radiator filler-cap and with even the hound's paws fully detailed.

So we went through them — Cadillac Heron, the Pierce-Arrow arrow and wheel with the car's front end inset, and Chevrolet's elaborate mascot, dated October 1927, of Lindberg's Ryan trans-Atlantic monoplane, "Spirit of St. Louis." The Falcon-Knight mascot incorporated a very solid cross-bar for releasing the radiator filler-cap, called by the irreverant the "dog's bone", and it was fascinating to see that whereas Dodge Bros. had a wheel-motif at the base of their American mascots, this was not used on Dodge cars sold in Britain. Nor did I know until then that the beak of the Humber Snipe Mascots of rubber to comply with some safety law, was kept pointing straight ahead by a tiny hidden spring! They were almost all there, Trojan, Buick, who displayed very high mascot standards, the Apperson jack-rabbit, Bayliss Thomas and Ford radiator-scripts, a JCC badge and mascots from Bentley, Rolls-Royce, SS, Austin, Rover, Bean and others too numerous to list, the detailed Vulcan and Ballot mascots, the Vauxhall Wyvern, Voisin's aluminium-winged bird, Guy's Indian's head ("Feathers in our Cap"), the naked Packard Adonis, the Briscoe Crown, Moon's crescent-moon, and of course a Rolls-Royce "Spirit of Ecstasy," two different-sized Mercedes Benz triple-pointed stars, Farman's Icarus, Wanderer's harp, the Peugeot Lion, etc. Very rare is a dashboard plate issued by Parry Thomas & Chamberlain Ltd., of Great Portland Street, for the very brief time that the great Welsh racing driver traded with this gentleman; one wonders on what car it penetrated into Wales? There is a similarly-interesting dash-plaque issued by Freddie Dixon, and numbered 99 to show he chose the car, which was fitted to a Riley Sprite (BTB963) that Frank Lowndes bought from Blakes of Liverpool. All this may seem very elementary to rabid collectors of motoring art, but to me it was quite fascinating. . . .

This collection of genuine car-manufacturers' mascots is so refreshing, different from the fake or copy mascots which non scrupulous people now try to pass off as the originals. The Lowndes' collection was formed before such fakes came to be marketed. — W.B.



PANHARD et LEVASSOR Skiff of 1912, as rebuilt for the National Automobielmuseum Leidschendam.

* * *

Cars at the Royal Welsh

NOT ONLY did Mercedes-Benz, Renault, Toyota, Saab and Volvo have large displays at this year's Royal Welsh Show at Builth Wells, but the usual display of historic vehicles, organised by the Rhayader MC, again gave us another aspect of such motoring in Wales. Missing were a Rochet motor-tricycle that seems to think the RAC Brighton Run is a race and the same owner's 1915 Rolls-Royce Alpine Eagle. But the pre-1931 class had a somewhat modified 1901 Locomobile steamer, John Carter's, 1908/9 20/30 h.p. Fiat with Rothschild touring body and a little outrider-seat, night motoring being done behind L'Autoroche headlamps ("Lots of brass, old boy"), Reg Worthing's locally registered 1915 Model-T Ford tourer, the Auto Palace's 1925 Austin 12 Windsor saloon (when will they replate its radiator and get rid of those brass sidelamps?), a red Type 40 Bugatti which was made the object of motoring big-headedness by the programme telling us that it is "the record-holder at Prescott," which the commentator repeated(!), a 1928 Morris-Oxford two-seater with trunk up behind, a nice Brecon-registered 1925 aluminium-bonneted 3-litre Bentley, Seymour Price's unfinished Austin 7 and the Editorial 1924 Calthorpe, which was very surprised to find that it had become a "Champion" (award winner) overnight. . . .

The Post-Vintage class was dominated by a splendid 8-litre Bentley saloon, said to be an ex-Bentley Motors' demonstration car, a neat 1932 Morris 8 side-valve coupé, a very presentable 1932 Singer Nine saloon, David Filsell's Austin Ruby, notably clean Austin 10/4 and Cambridge saloons, a 1955 Daimler Conquest Century d.h. coupé with power-operated hood, these exhibits being supplemented by a good array of old motorcycles. A large crowd watched the Parade round the Show ring, after which the Ford's 65-year-old radiator boiled and the big Fiat, which had covered some 900 miles the previous week-end, shed a rear wheel-rim.—W.B.

A Wet VSCC Hawthorn Trophy Meeting

TOO LATE to report in last month's issue, the VSCC Hawthorn Trophy Meeting at Silverstone was well water-logged, torrential rain falling for much of the afternoon. Under the circumstances, it is creditable that no drivers were hurt in the few incidents and that, under Grant Peterkin, the racing ended not too much down on a flexible schedule.

Miserable as conditions were, competitors in the 6-lap Bill Phillips Trophy race got away about half-an-hour later than intended, Nickalls' Lagonda Rapier leading until the last lap, when Seber's smart and rapid Wolseley Hornet swept by, having achieved a fastest lap of 63.82 m.p.h. Third place went to Brydon's Alvis Speed-20 that came round Woodcote sideways on. The trophy was won by Taylor's Aston Martin, as it was last year. Benfield's 200-Mile Alvis didn't like the conditions and was almost overtaken by the fire-fighting Jaguar . . . Credit laps rendered the first 5-lap Handicap difficult to follow but without this help Wilkinson in Warne's imitation K3 MG won, from Davney's MG/Riley which was closely pursued over the finish-line by Stretton in the Frazer Nash which had led laps 2 to 4 but then jumped out of top-cog, apparently. An Austin Swallow Special had a few alarming moments on the wet track, and Loveday's Alvis Speed-20 made best lap, at 68.10 m.p.h.

That brought the damp spectators (apart from those who only go to Silverstone for the booze) to the Boulogne Trophy Race, over 10 laps from scratch. Hamish Moffatt had no difficulty in winning this, in Wall's single-seater Type 35B Bugatti, driving very neatly, a fact not overlooked by the observers, for he was later given the Crompton "Driver of the Day" Award. Ron Footitt could not quite get Hamish in his grasp but the Cognac came in a good second. Russell's 8-litre single-seater Bentley with the 4-litre chassis held onto third place for six laps, when it ran wide and over the grass at Woodcote, a nasty incident which the driver coped with. He then settled for fourth position, perhaps lacking brakes. Morley had the 24-litre Bentley-Napier in third place, a very fine show on the wet track, his skill shown up only by the irrepressible Harper, whose Morgan three-wheeler had overtaken Peter at Woodcote on the first lap and tucked in in front of him. Alas, it didn't last, as one of the Moggie's chains came adrift after one more lap, but I hope our photographer got a shot of the 1,100 c.c. tricycle leading 24-litres of aero-engined monster. . . . Hamish did his fastest lap at 74.22 m.p.h. The other class winners were Farquhar's Riley 9, the notably quick Norris Special of Stirling and the Bentley Napier. Schellenberg lost two con-rods out of the Barnato Hassan's 8-litre Bentley engine and Majzub Senr. seemed unhappy in the Pacey-Hassan, which was lapped twice by Liddell's Straker-Squire, although at Brooklands before the war the fastest laps by the two cars were respectively 129.03 m.p.h. and 103.76 m.p.h.!

That excitement over, we saw a big field come out for another 5-lap Handicap, including, in the absence of the 1908 Itala, two Edwardians, the Straker-Squire and Carter's 10-litre touring Locomobile, a chain-driven, bolster tank monster with a more Fiat-like radiator than "old No. 7" and its accelerator well divorced from the other two pedals. Liddell had no difficulty in finishing ahead of it and winning the Edwardian Trophy with a lap at 61.52 m.p.h., less than one m.p.h. slower than that of the race winner, Davney's MG/Riley, no mean achievement from a rear-braked car in the rain. Cooksey's Montlhéry MG Midget was second, Stretton third.

The 8-lap Pre-War Allcomers' race should have been won by Lindsay, form suggested, but as he left the start "Remus" broke a tooth on the crown-wheel and trying to decide what the noise was, Pat let Donald Day's ERA go by and he was obliged to stop at the end of the lap. Bill Morris in "Romulus" got past Day by lap two and led to the finish, with Day giving him a good race, the blue-and-yellow "Bira" car lapping at 74.98 m.p.h. Some way back Sir John Venables-Llewelyn was holding a slidy third place in his ERA, keeping ahead of Black's 8CM Maserati and Marsh's ERA, with Margulies' 4CL Maserati, Cameron Millar's 8CTF Maserati (now with its magneto trouble cured) and Ben Morris in the ERA "Hanuman" in a tight bunch behind. Incidentally, whereas "Romulus" arrived snugly in a van, "Hanuman" came on Roger Richmond's Rolls-Royce Phantom II truck, which was once a landaulette, then a hearse, and now has a body which its owner describes as "by a chicker-farmer in Aylesbury". Merrick had a back brake lock-on in the ERA on lap two and he motored off the course to the left at Woodcote, past the ambulance, but turned round without stalling his engine and resumed, only to retire on the next lap. Martin Dean held a high-speed slide at Woodcote in his Type 51 Bugatti.

The rain had stopped for the "Fox & Nicholl" Trophy race, for road-equipped large sports cars in the VSCC tradition. With no Lagonda support the race lost some of the "Kingston By-Pass" tradition and it was made complex by the awarding of one and two credit laps for some of the competitors. In fact, with two laps less than the full eight, Black's 1922 3-litre Bentley two-seater managed to beat them all, although averaging only 53.56 m.p.h. A single credit lap saw Walker's nice 1924 3-litre Bentley finish second, ahead of Duly's Alfa Romeo, it being left to Felton to make fastest lap, in his Alfa Romeo, at 70.68 m.p.h. Burrell spun the Bentley-Royce and Parker's p.v.t. 7.3-litre Bentley Special had been excluded after shedding oil in practice.

So to the Hawthorn Race, reduced to 10 laps. Halford led all the way, his Lotus 16 doing a lap at 80.29 m.p.h. His 1979 best lap was at 91.59 m.p.h. (before he retired), which shows how slippery it was this year, for Chapman in the Lister-Jaguar appeared to give him little chance to back off, although I gather that Halford had the race well in his grasp, with plenty in hand. For six laps Macpherson (who won the Ashley Memorial Trophy) had his Cooper-Bristol in third position but John Harper, who had brought the 1954 "Toothpaste Tube" B-type Connaught out of retirement — it has the Tasman 3.4-litre Jaguar engine — got past, a good show on this first outing. The two Talbot-Lagos fought a race-long duel with Pilkinton's in front, and Day's ERA R14B was the first pre-war car home. Chris Mann cornered very securely in Wessells' P3 Alfa Romeo. Lindsay had entered his ERA-Delage in case "Remus" should default, as it had, but gear selection problems caused him to spectate instead of drive.

Black was in limit position for the next race, a five-lap Handicap and the old Bentley won it from a tight packed bunch in the order: Hudson (Ulster Aston Martin), Stapleton (Alvis Speed-20), Taylor (Aston Martin) and Walker (1924 Bentley). Then, as a nice finale on this dismal July day, John Howells in that incredible supercharged 3-litre twin-cam Sunbeam of his, driving splendidly, lost everyone, from the five second mark, to win the last race, a further 5-lap Handicap. A lot later Felton's Alfa Romeo, finished, followed by Woodley's Alvis Special consisting of a Firefly chassis containing a Speed-25 engine. A lap at 76.27 m.p.h. availed nothing better than 19th place, and unfortunately a suddenly locked differential caused Paul Grist to put the Talbot-Lago head-on into the bank at Woodcote, which did it no good but he escaped injury. Of course, the sun came out to shine in our eyes on the run back to Wales, which the Rover 3500 did very quickly indeed, after it had followed a big vintage Humber tourer at 30 m.p.h., and 25 m.p.h. up hills, from Brackley almost to Banbury, which makes me think that perhaps old light cars are not so pedestrian after all. — W.B.

Results:

Hawthorn Trophy Race:
1st. B. H. Halford (Lotus), 78.16 m.p.h.
2nd. G. J. Chapman (Lister Jaguar)
3rd. J. Harper (Connaught)

Boulogne Trophy Race:
1st. H. Moffatt (Bugatti), 72.85 m.p.h.
2nd. G. R. Footitt (Cognac)
3rd. F. P. Morley (Bentley-Napier)

Allcomers' Pre-War Race:
1st. W. R. G. Morris (ERA), 73.91 m.p.h.
2nd. D. H. Day (ERA).
3rd. Sir J. Venables-Llewelyn (ERA)

Bill Phillips Trophy:
D. M. Taylor (Aston Martin), 59.77 m.p.h.

"Fox & Nicholl" Trophy Race:
R. Black (Bentley), 53.56 m.p.h.

First 5-lap Handicap: J. C. Wilkinson (MG), 60.79 m.p.h.
Second 5-lap Handicap: P. E. Davney (MG/Riley), 57.46 m.p.h.
Third 5-lap Handicap: R. Black (Bentley), 54.35 m.p.h.
Fourth 5-lap Handicap: J. Howell (Sunbeam), 66.90 m.p.h.
Fastest lap of the day: B. H. Halford (Lotus), 80.29 m.p.h.

1980 MOTOR SPORT Brooklands Memorial Trophy Contest: There is no purpose in giving the result, as further points will have been earned at the VSCC Cadwell Park Meeting by the time this report is published. The final round is at Donington Park on September 14th.

* * *

V-E-V Miscellany.— A reader recalls a rare Austin fabric-bodied 1930 saloon the official type-name of which was the Watford — but not many people, even those authorities in British Leyland or at museums, seem to remember this. Do any Austin Watfords still exist, or indeed, is this all a leg-pull? For the record, the results of the STD's annual Wolverhampton Rally of last June were that the Pride of Ownership award went to Martin Scott's 1919 Sunbeam Sixteen, the Rootes Trophy for age/distance to Major Collings' 1929 Sunbeam Twenty that came from Germany *via* Southampton, the D'Arcy Clarke Trophy for best underbonnet condition to Bill Barrott's 1930 Sunbeam Sixteen, and the Walter Coombes Trophy for the best service to the STD Register was awarded to Bob and Margaret Frost. A reader is anxious to know what became of the big sleeve-valve Daimler, once owned by Lady Fitch but damaged by bombs at her Wandsworth home during the war, a dismantled Carrow light car, two late-1920s Stars, a Morris Eight and a rusty Austin 7 that he saw at Cold Norton Garage in Essex in 1959. He went there in his Bond Minicar but, returning in a Bristol 401 in the mid-1960s, all had changed and the cars had apparently vanished. . . .

A reader has sent us some pages from *The Bystander* of 1906, which contain the "Automobile Topics" edited by Douglas Miller. Pride of place goes to the Renault that had won the "Motor Grand Prix". There was a piece about Lord Montagu of Beaulieu opening the new Argyll factory at Alexandria, where they were cagy about intended weekly output but had assembled 111 of the "blue bonneted" cars for the visitors to see. There was also an interesting story about how Lord Montagu of Beaulieu (the present Lord

Vintage Postbag

Desert Ghosts

Sir,

You enquire in your July issue what became of the "Allenby" Silver Ghost which featured in the film "Lawrence of Arabia". In the immediate post-war years there was a splendid character called Wade Palmer, an ex-pilot, who lived in the New Forest, he specialised in Silver Ghosts. He erected this car, with a mock-up body, specially for the film and got it back when filming was finished. I tried to buy it from him, but we could not agree on a price for the mock-up body. So we bought the chassis which was an extremely good one and put on another open four-seater. The result was an extremely handsome car which we sold to a farmer at Great Cornard in Essex. I believe he still owns it.

I am hoping that some reader of MOTOR SPORT may help me with a problem. It looks very much as if the revived Peking-Paris race may become a reality. I am entering a 1924 Silver Ghost. There could be no more suitable car for this, nor can I think of a better way of spending my 75th birthday. For this course, an air cleaner is eminently desirable. But one look at a Silver Ghost carburetter shows the apparent impossibility of fitting an air filter. Can someone conversant with the Rolls Silver Ghost armoured cars, used so much in desert warfare, relate how this problem was overcome?

Leek DAVID SCOTT-MONCRIEFF

The Biggest One-make Gathering?

Sir,

While not wishing to detract from your comprehensive editorial this month (July 1980), I would question whether your statement that the Rolls Royce Battle of Britain Commemoration Day was the "greatest assembly of one-make products ever held by a single Motor Club" is a little too dogmatic. The last two Morris Owners Club rallies before the war were held at Donington Park, and the 1939 event was reported as "undoubtedly the largest gathering of one-make cars — over 2000 were counted — and counting passengers, there must have been fully 6000 people present". A similar number were reported at the 1938 rally. Previously the rallies were held at Lilleshall Hall near Newport, Salop. Although these events were factory sponsored, they must rank as club events by virtue of the enthusiasm they engendered.

Although the *Morris Owner* magazine continued through the war years, no more events were held. I am fortunate to own a Series II 10/4 which was placed second in its class in 1938 and 1939, and the then owner, Mr. H. C. Beasley, still has the trophy. Another class winner in 1938 and 1939, Mr. B. Randle, is still the proud holder of his trophy. We would be interested to learn the fate of any more of these trophies, or the cars that won them. The Jensen bodied Morris 8 now owned by our club Historian, Harry Edwards, won the balloon bursting competition at one of the Lilleshall rallies!

TOM BOURNE
Public Relations Officer,
Morris Register

[I quoted from an official RREC source. — Ed.]

Jean Bugatti's Shelsley Prang

Sir,

I trust I am not writing too often to you, but would say you are covering territory which I like to think is my subject.

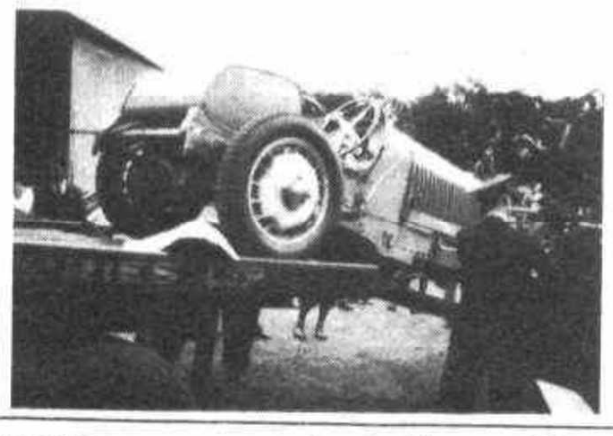
On page 1010, July issue, you question "what collected the 4.9 four-wheel-drive Bugatti which Jean Bugatti crashed". Well I was there with my T37A Bugatti and No 0 VPK camera, both of which my Dad gave me.

Enclosed are the pictures, from which you can see LEP Transport took the 4.9 away and the Ford crane was suspending the damaged front end, during loading.

Jean crashed into the iron fence on the left, soon after the start. So I recovered the painted aluminium which was impacted at the time of the crash. These bits are in my album still and must give the answer to "what is Bugatti blue"?

London, NW J. LEMON BURTON

[If unable to find the answer, ask MOTOR SPORT'S readers! — Ed.]



FTD at Shelsley Walsh

Sir,

I feel impelled to write once again after reading your wonderful article on Shelsley Walsh which brought back to me so vividly those great days of old and the many famous names that went with them. I remember so well my first visit there in the early 20s when Segrave won from Glen Kidston in his Bugatti; f.t.d., in spite of a very severe thunderstorm midway though the afternoon. Kidston made a tremendous effort and we all waited with baited breath for his arrival (I was in the stand just below the bend). We heard him rev up and leave the line but on that slight bend soon after the start he overdid it and clouted the bank and we could see great sods of turf flying in all directions. I shall always believe that this cost him the day. Archie Frazer Nash was also there and Paul in a Beardmore, whose beautiful gear changing I remember even now. I think I have the programme somewhere still. I went there some years ago, after the war, but somehow it did not seem so good and it was an awful fag walking up the hill!

Your article on the VW works at Milton Keynes interested me very much. I am still a great Beetle enthusiast and have had a 1966 1300 for the last two years. I sold the good old '58 in a weak moment one day and they neglected the poor old girl and rumour has it she has now been broken up!

Charlton Kings. HAROLD K. G. GARLAND

Shelsley — Further Memories

Sir,

I read with deepest pleasure your memories of Shelsley Walsh, where I spent many happy hours as a push-starter, "6/- a gallon fuel" carrier and general hanger-on to the *Scuderia* Bolster.

On page 1010 you pose the question how was Stuck's Auto Union brought from Austria. Well, Sir, I can answer that one, as I watched it being *driven* both off and on to a normal height covered lorry. I'm afraid I didn't note the make, but I recollect it as about the size of a Bedford 3-tonner.

I well remember my astonishment at the flexibility of the 12-cylinder engine, which made a noise reminiscent of someone tearing-up rotten seating.

Stuck, whose correct name by the way was Hans Stuck von Villiez, used his Horch a good deal; I saw him several times in Davos, together with Rudolph Caracciola and Louis Chiron, all doughty skiers.

Malta GERALD RUSHTON

V-E-V MISCELLANY — continued

Montagu's father) had lent his grounds at Ditton for a fête in aid of Police charities and how he had been caught in a speed trap two days later outside his lodge gates, by men concealed on his own lawn. On receiving a speeding summons His Lordship responded by a Notice of Action to the Police for trespassing.

Brooklands has at last achieved mortality — it was referred to in a Flook cartoon in the *Daily Mail* recently, Trog making one of his characters say "Takes me back to pre-war days at Brooklands!" In a vintage run in Zimbabwe Rhodesia last June, that attracted 26 runners, one of the cars was a 1927 Brocklebank owned and driven by Gordon Brocklebank, son of the car's creator. An old German U-boat engine was found in the same area, driving plant at a tea-estate. Reverting to the Run, the entries included no fewer than eight Model-A Fords, a Frazer Nash, two Rolls-Royces, two Bentleys and a Willys Whippet. Returning to England, can anyone tell us what car or cars were involved in an accident between Stanford Bridge, near Shelsley Walsh, and Great Whitley, on February 19th, 1906, as commemorated, as a warning, by a sign at the roadside? Prices of pre-war cars, like those applying to so many other things, seem to be taking a tumble — for instance, we saw a 1934 Standard Little Nine, said to have been used regularly until nine years ago and stored since then in a dry garage, and 100% complete, priced at £375 last June. The Royal Automobile Club of Queensland celebrated its 75th anniversary last June, with the State's oldest car, a 1904 single-cylinder 8 h.p. Rambler, being driven over part of Queensland's first official car rally, from the Club's headquarters to the City Plaza. The old Horstman factory in Bath was demolished not long ago. It is appropriate, in view of the article on car mascots elsewhere in this issue, that a note has been received relating to a similar collection in a public house in Zimbabwe. Associated with our recent comments about early motoring in Wales, the Llandrindod Wells Museum has been displaying a framed photographic display of cars available for hire from Tom Norton Ltd. (The Automobile Palace) in Llandrindod Wells, in the 1920s, featuring a 15.9 h.p. Arrol Johnston tourer, an English-bodied black-radiator Model-T Ford saloon, a Buick Six tourer and an Oakland Six landaulette. The advertisement announced that the "Golf car" (a Chevrolet char-a-banc I believe) would leave the Automobile Palace for the Golf Links every half-hour, commencing at 9.15 a.m. Another photograph in this museum shows a Mr. Lewis Wilding looking through the golf course periscope to see whether it was safe to drive off(!) with Mr. Tom Norton in attendance and a fine brass-radiator Model-T Ford two-seater with furled hood and side-curtains in the foreground, the picture being dated 1915, while another photograph, too far back in its display case to be seen easily, shows Mr. Norton with an even earlier car, probably a Panhard-Levassor.

W.B.

The Guy North Special

Sir,

Some 30 to 40 years ago we corresponded on the subject of the 30/98 and 3-litre Vauxhalls. Your archives are very complete, so could you fill in some details regarding the Guy North Special, basically a 30/98. A reference was made to a North Special in *Veteran and Vintage* magazine of July 1978.

The Guy North Special was well known to me, being owned by a co-apprentice at Austin Motor Company, by name Mr. D. Campbell. We were both transferred from Longbridge to Holland Park in 1933, and travelled down in this car.

During the journey, oil pressure was low resulting in a very slow journey to a mews garage in London. The engine was stripped by Campbell and myself — so, I suppose we learned something of the "F" type.

What became of this car, I don't know, apart from the fact that I believe the rolling chassis (horrible term) went to Quartermaine. As for the power unit — only Mr. Campbell could say to where it was disposed. Any history concerning the Guy North Special and its engine would be most interesting.

Good luck to your monthly paper.

Brighton GEORGE SANDERS

[If any readers have information, we will forward letters — Ed.]

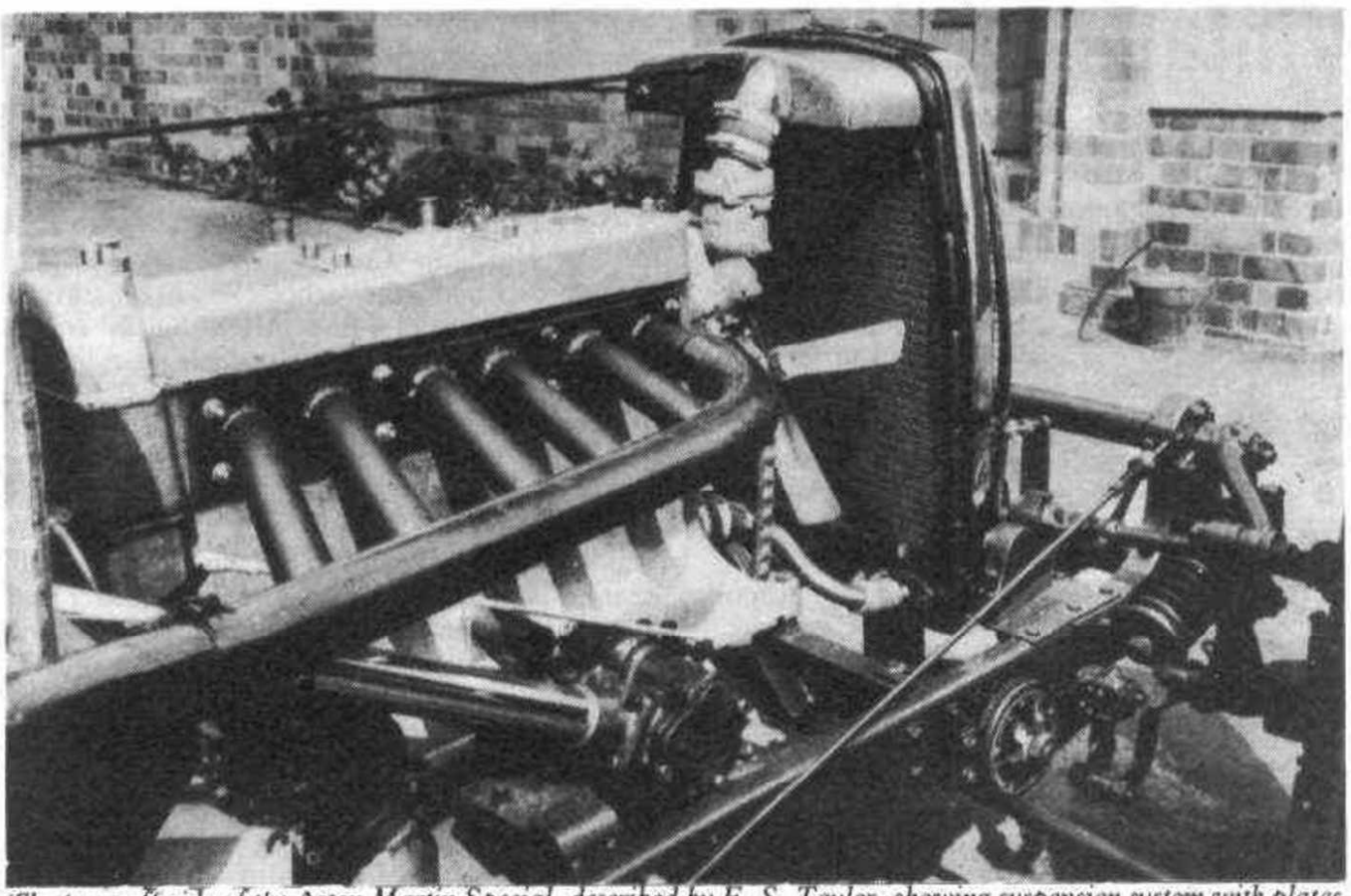
An Aston Martin Special

Sir,

I was most interested in the description of the 1931 Aston Martin team cars in your May issue and the letter from Mr. Rivers Fletcher in the issue for July as in 1938 I began building a "special" which incorporated a very similar long-tailed body.

The project began with the purchase for £5, from a colleague at Bristol Aero Engines where we both worked, of a variety of AM bits and pieces including what purported to be a much bent TT chassis, a long chassis, two gearboxes and rear axles, brake assemblies, etc. He had got as far as fitting an Armstrong (Gordon Marshall?) trailing link independent suspension unit, ex-Singer 11, to the long chassis, when he moved from the district — hence the sale. He had been informed that the body was an ex-TT one and that only four were made. This is obviously incorrect as the TT bodies had no doors and two petrol fillers so I presume my body was one of the replicas, but did *they* have doors? I should be glad to have confirmation of what type of body this was. The enclosed photographs show (1) the body in its original state just placed on the chassis and (2) how it looked on completion.

Perhaps a few words on the car will be of interest as "specials" nowadays seem few and far between. I cut down the long chassis to give a wheelbase of 8′ 6″ and widened the front track by 4″ by welding plates to the Singer king-pin bosses to give a track of 4′ 4″. A 2-litre AC engine was obtained from the late Dick Caesar, of "Frykaiserwagen" fame for £1.50 and installed in the frame, initially with three SU carburetters but these were subsequently replaced by a No. 9 Cozette blower giving 8 p.s.i. boost at 4,000 r.p.m. The engine was completely overhauled and new pistons fitted giving a CR of 6:1, in place of the original ones giving 4.9:1, ports and valves enlarged, head polished, etc. The close ratio box and high ratio axle were used and the body repaired by fitting sheet metal panels over the door apertures and a new bonnet constructed. Cutting and forming the louvres in this was a major operation for the tyro tin-basher!



The front off-side of the Aston Martin Special, described by E. S. Taylor, showing suspension system with plates to extend track, fabricated engine bearers, shock absorber mounting and steering column. The latter was fitted upside down due to the fitting of a bell crank for the divided track rod.

Acceleration was very good and one could leave satisfying black marks on the getaway but maximum speed was restricted due to the axle ratio being too low (4.75:1). AC's told me that 4,000 r.p.m. should not be materially exceeded but I occasionally went to 5,000 r.p.m., which gave a road speed of 92 m.p.h. and nothing flew out!

The car was run at the very first speed event after the war (in August 1945 I think) held on one of the perimeter tracks of Filton aerodrome and subsequently at the first hill-climb at Naish in 1946. If I remember rightly I was about four seconds slower than Bob Gerard in his ERA as I had to run in the racing class by virtue of the blower. Most of the hill was grassy, so wheelspin was a problem, and I used second gear all the way as the straights were so short it was not feasible to change up.

The car was then used on the road for about 4,000 miles with practically no trouble but eventually I disposed of it when my elder daughter became too large to sit on her mother's lap in the rather restricted cockpit.

The new owner was John Moffat of Yeovil, son of Bert Moffat whose brother Percy was a works trials rider for Douglas motorcycles before the first war. They will be remembered by older readers for their kind provision of early morning coffee for London-Exeter competitors between the wars. The car eventually went, I believe, to Lancashire and a few years ago John told me he had seen an account of it in a contemporary magazine and that the AC engine had been removed and an AM one substituted.

The car in its original form was described in *Autocar's* "Talking of Sports Cars" dated 28-5-43 and its final form in TOSC dated 6-2-48. If anyone knows of its present whereabouts, if still existing, I should be glad to have details.

Lyme Regis, Dorset E. S. TAYLOR

Cotton Car

Sir,

I was intrigued by John R. Bateman's letter under the heading *An Australian Small Car* (page 1182). Back in 1975 I wrote an article for *The Scots Magazine* entitled "Sidelights on Scottish Motor History" and I recorded therein the Cotton car built by Rennie & Prosser Ltd. of 93-95 Mitchell Street, Glasgow from 1911 until *circa* 1915. Powered by a 24 h.p. White & Poppe four cylinder overhead valve engine, *these cars were specially designed for the Australian outback*, had a 15″ ground clearance and were fitted with a winch for pulling the car out of soft sand or mud. Apparently some 12 or 15 cars were built and exported.

The name Cotton and the connection with Australia coupled with the date would appear to tie in with the vehicles designed by Sidney Cotton. But, surely, if the car was built in Glasgow and powered by an English engine it was hardly the first *Australian* light car. And a 24 h.p. engine is hardly "light" either. I would have thought that the twin cylinder 10/26 h.p. Roo built in its entirety in Sydney in 1917-1919 had a better claim as the *first all*-Australian light car.

Final belt drive would hardly seem to be a suitable transmission for the rigorous country to be found in Australia in 1914 (and in some places, still) and it would appear that the Rennie & Prosser car was a far more substantial production than the Queensland-built version. It would be interesting, however if a connection could be proved.

MICHAEL WORTHINGTON-WILLIAMS

Capel Ifan

Shaft or Chain Drive?

Sir,

With regard to the chain drive on the 1908 GP Panhard-Levassor, I quite agree that the ability to change the gear ratio by merely fitting different sprockets must have been a great advantage. The question is why did P-L, having previously enjoyed it, deny themselves this advantage in the years 1904-1907 when they used shaft drive? Until 1906, when the weight limit ended, they were trying in this period to accommodate larger and larger engines within the 1,000 kg. limit and I suspect that they found that shaft drive (as generally used on light cars) was lighter than side chains. But as I don't know whether this is so (and cannot see any obvious reason why it should be) I was hoping that someone else would say so.

S. Molton KENT KARSLAKE

Vintage Prescott

Sunday, August 3rd

IN CONTRAST to the last three years, the VSCC's annual pilgrimage to the Cotswolds for their Prescott Hillclimb was blessed with good weather, resulting in some fine climbs and a number of new records for the short course. The very full entry list encompassed cars from 1903 to 1939 (or 1957 if one includes the solitary post-war competitor) from 747 c.c. to nearly 13-litres and was divided into ten classes: four for sports cars, four for racing cars, one for pre-1919 cars and one for post war historics.

Proceedings started with the sports cars, beginning with the under 1,100 c.c. class, where Martin Eyre managed to break the record set in 1971 by Jack French by 0.2 sec. to win the class from Brian Weeks' Aero Morgan, which appeared to be none the worse for a roll at Oulton Park earlier in the season. Tony Jones had the vintage section of the 1,500 c.c. class sewn-up with his Frazer Nash "Patience", with a personal best time of 50.7 sec., but this was not enough to break the record set by John Grice in 1957. John Murch was running a very pretty 1921 Anzani engined AC tourer, and Wolf Zeuner drove his Type 37 Bugatti, suitably road equippped for this occasion. Roger Howard, whose Type 37A lacked the mandatory headlamps, found himself transferred to the racing class, leaving the field open to Tom Threlfall's Lancia to secure best vintage time among the up to three litre cars, the class being won overall by Chris Jones' very effective Riley special. Alfa Romeos should have dominated the unlimited capacity class, but Bruce Spollon managed to squeeze his 4¼ Bentley special into second place between the Alfas of Rodney Felton and Keith Duly. A free weekend in the Hillclimb Championship enabled Joy Rainey to take the wheel of her father's supercharged 8c 2.6-litre Alfa Romeo, while Rainey senior took a turn with Joy's six-cylinder car, to record a faster time. The vintage section of this class went to "Rusty" Russ-Turner with his two-seater "blower" Bentley.

The Edwardian Class was magnificent. Nigel Arnold-Foster at last had dry conditions and smashed the class record: it had long been realised that his 5-litre Bugatti should be able to better the time set by Sam Clutton with the Itala in 1973, but poor weather at this meeting over the past few years had prevented this achievement. Nick Ridley brought the 1905 Gordon Bennett Star to make its début in VSCC competition and made a fine showing, although the gearing on this 10-litre car is totally unsuitable for Prescott, and it was quite painful to watch Nick coaxing the giant away from the line. In contrast, the other two over 10-litre cars, Sam Clutton and the 1908 Itala and John Walker with his 1908 Panhard romped away, rear tyres smoking. Roger Collings was at the wheel of John Rowley's Th. Schneider, thus releasing his well known 1903 Mercedes 60 for his son, Craig, to drive, while daughter, Mandy, had the 1913 Züst Tourer with which to make her first competitive appearance, having passed her driving test only a couple of months previously. Michael Ware won the handicap section of the class with the National Motor Museum's Coupe de l'Auto Sunbeam. To end the class, making brave attempts in the face of their multi-litred brethren, were two Edwardian Light Cars — a De Dion of 1911 driven by John Harrison and Richard Penman's 1911 Super, a weird fore-and-aft two seater, driven by apparently very floppy side belts.

And so to the racing cars where Brian Gray's Hardy Special just managed to keep ahead of Chris Dowson's Lightweight Special in the small capacity class, but was not up to record breaking form following an engine disaster earlier in the season. Bill Morris reduced the record in the 1,500 c.c. class by 0.4 sec. with ERA "Hanuman", after making quite the most impressive start of the day. Competition in the large capacity class was very hot, Hamish Moffatt breaking the existing Vintage record by a whisker on his first run in his Type 35B Bugatti, only to have Ron Footitt with the Cognac Special reduce this time by half a second later in the afternoon to win the class.

There was but one competitor in the post-war Historic Racing Car Class — Martyn Chapman with the Monza Lister Jaguar although another post-war car had been entered. With no competition Martyn had no trouble in achieving the fastest time of the day. It is a great pity that the post-war fraternity have lost interest in Prescott — a few years ago, the competition in this class was extremely interesting, and provided some spectacular climbs. — P.H.J.W.

V-E-V Odds & Ends. — Another issue of the Armstrong Siddeley OC's magazine *Sphinx* has appeared. It carries a splendid photograph of a big Armstrong Siddeley tourer, almost certainly a 30 h.p., taken before 1925 and showing a chauffeur behind the wheel, American tourists in the back and an untidily furled hood, the car being used by Harrods, for their hire-service. The National Automobielmuseum Leidschendam, remembering that when the Chevalier René de Knyff wanted a lightweight sporting car around 1912 he ordered a body from Jean Henri Labourdette, the result being the skiff styling, the first such body being of mahogany without doors and with sweeping mudguards, decided in the 1970s to construct a replica of this body on a 1912 Panhard et Levassor chassis they had in store. M. Labourdette, who had made other skiff-stype bodies, was then still alive (he died in 1972, aged 84) and encouraged the idea. The body has since been completed and the Museum refers to it as the Skiff Labourdette II. It follows the original of such bodies and is red-brown with green leather upholstery and black bonnet and wings. The Museum is reopening at Raamsdonksveer in 1981, where this Panhard with the replica body will be on show. A 1936 Talbot Corsica-bodied tourer has completed a 3,500-mile round trip, in the hands of its owner D. Lambert, in aid of the Gunnar Nilsson Cancer Fund, which benefited to the tune of £2,000. The car was driven from Bergen to Alta Fjord and back through Finland, Sweden and Norway. The only trouble being a blocked carburetter from scale dislodged from the petrol tank. The Roesch Talbot gave 24 m.p.g. over the strenuous 15 days' journey. The present Talbot Company provided a modern Talbot Horizon as an unneeded tender car. An article about lifelong family ownership of Jowett cars, commencing with a 1923 model, by the late Rev. Howard Bell, appears in the Jowett CC's *Newsletter* for last June and the Amilcar Register is publishing the Amilcar reminiscences of Harold Powell in its *Newsletter*.

The National Traction Engine Club's beautifully-produced journal *Steaming* continues to publish articles of historical interest to steam-minded persons and lists of approved traction-engine rallies, the former including, in the current issue, the first part of the Club's Silver Jubile Lecture on "John Fowler and the Company he Founded". The Secretary is G. R. Beck, 127 Greensted Road, Loughton, Essex, IG10 3DJ. Vauxhall Motors tested their 1909 Vauxhall with a fifth-wheel at MIRA before the recent VCC Jubilee Rally. Shoreham Airport had a 70th anniversary air-display in July, which prompted *The West Sussex Gazette* to publish some nostalgic 1930s' photographs of aviation there. The airfield apparently dates back to the day in 1910 when Harold Piffard, a Lancing College boy, made a short hop that July on his home-built biplane in the meadows below the College, on the west side of the river Adur, winning a bet he had with the landlord of the "Sussex Pad". The new Shoreham Airport was founded in June, 1936. Among the vintage aeroplanes performing at this year's display was a Robinson Redwing, said to be featured in a forthcoming TV serial.

The class winners in the Riley Register Coventry Rally were J. Guest's 1929 Monaco, J. Holder's 1933 Lynx, D. Davidson's 1933 Merlin, I. Hall's 1936 Sprite and P. Reed's 1935 Special, in the Concours d'Elegance, while the Clifford Stanley class was won by Barbara and Leslie Davis' 1932 Ascot and the Burville Trophy (most original car) went to D. Daly's 1937 Lynx-Sprite, the Muller Trophy (best novice) to J. Holder's 1933 Lynx, the Gibson Trophy (best Monaco not in Concours) to G. Revell's 1932 car, the Theobald Trophy to G. M. Cole's 1929 tourer and the R. M. Trophy to R. Hanson's 1935 1½-litre. The driving tests were won by M. Dyekieff's 1932 Monaco and best lady was Mrs. Irwin (1933 Monaco). The MG CC has issued its 1980 Triple-M Register Year Book; details from I. Davidson, Hawthorn Cottage, Orchards, Munstead Heath, Godalming, Surrey. Derek Stoneham has been appointed PR to Montagu Ventures Ltd., which embraces the NMM and last year had over 700,000 visitors and an annual turnover of some £3 million. A 1916 Peerless lorry is being restored in Cornwall, after being buried in sand for 28 years. What sounds like a small side-valve vintage Renault engine, once used to drive farm machinery, cooled by a Talbot-Darracq radiator, was for sale in Hampshire. *The Singer Owner* for June, official magazine of the Singer CC, had a reprint of an article by the late Tommy Wisdom about Singers in the 1934 Le Mans race. Eighteen Railtons lined up at the Railton OC National Rally, 14 of which were open or convertible cars. — W.B.

* * *

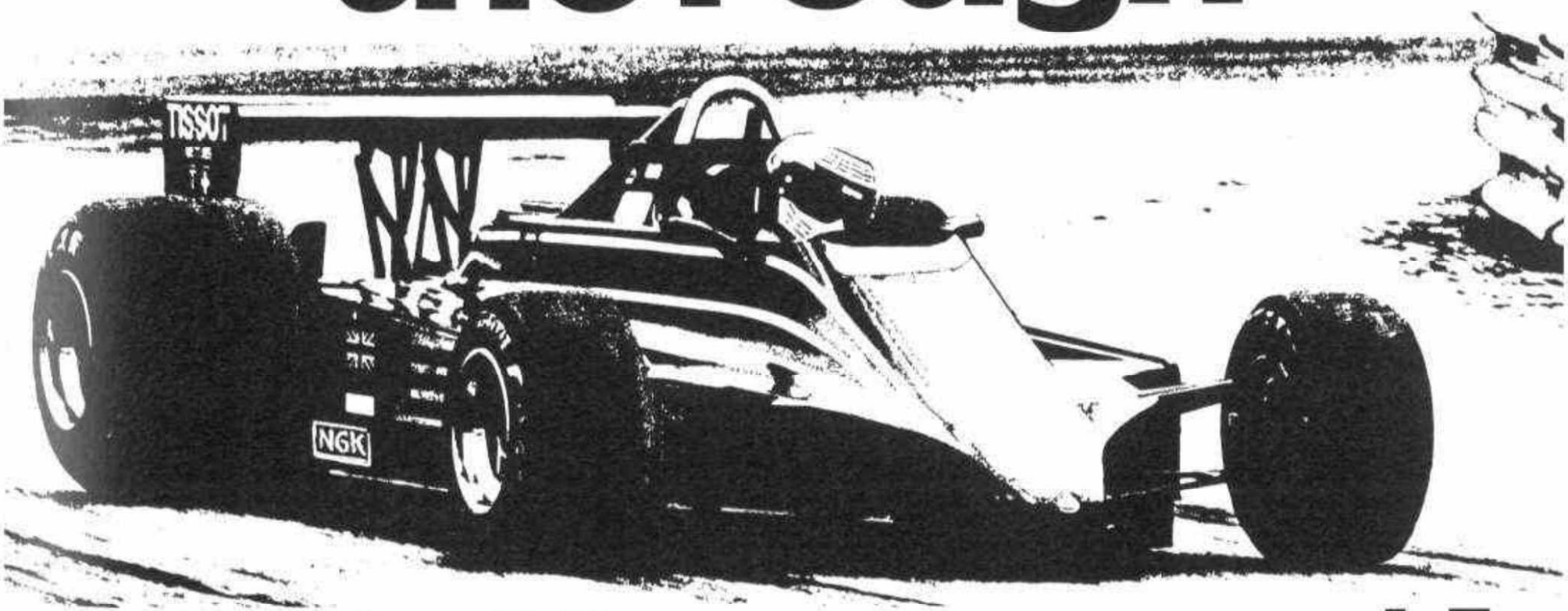
WAS IT A VAUXHALL?

The revival of the TV series about the abdication of His Majesty King Edward VIII in 1936, has reminded me to ask if anyone knows whether the Producer was right on the ball in having the Prime Minister, Stanley Baldwin, driven to Fort Belvedere to meet His Majesty the King in a Vauxhall, which looks like a twelve or fourteen saloon. I recall that in his memoires the Duke of Windsor refered to Baldwin arriving in an ugly little black motor-car, or words to that effect. Ever since I have wondered whether anyone could tell us its make. The newsreels should confirm it and maybe the Producer of the abdication film noted them, and Baldwin's car was in fact, a small Vauxhall? — W.B.

NGK. Takes



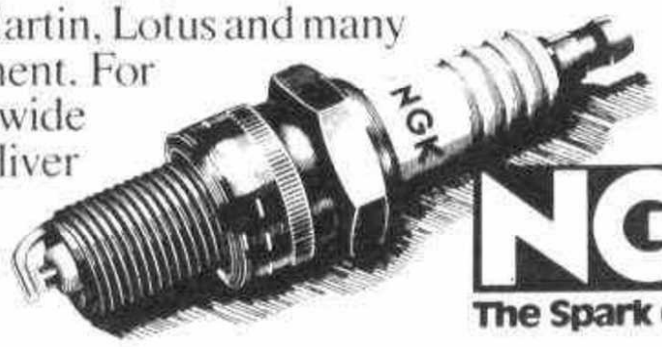
the rough



with the smooth

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

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



NGK
The Spark of Genius

MORE ABOUT BOOKS

"The Flight of the Mew Gull" by Alex Henshaw. 310 pp. 8¾" × 5½". (*John Murray Ltd., 50, Albemarle Street, London, W1X 4RB*. £9.50).

This is an absolutely splendid book and a pleasant surprise, coming so soon after that other Alex Henshaw "winner", "Sigh for a Merlin". This one is all about the famous pilot's sporting flying, from the beginning. He learnt to fly at Skegness in a DH Gipsy 1 Moth, and subsequently flew his own Gipsy 1 Moth, followed by a Comper Swift, a DH Leopard Moth, a Percival Vega Gull and his well-remembered Percival New Gull G-AEXF. Henshaw raced his aeroplanes in most of the more important races in this country, notably in the 1933-1938 King's Cup, and with the Mew Gull in 1939 he broke the England-Cape Town-England record by a very big margin.

He tells in great detail what it was like to do all this exciting flying, a fascinating story. He flew mostly with his father, who was also a pilot, and to whom he refers simply as "Dad". The joys and frustrations of competing in handicap races, the tricks and the techniques, the modifying of light aeroplanes for speed contests, all this comes over remarkably well. Perhaps pilots remember better than motorists, with Log Book entries to refresh their memories; but Henshaw wrote much of the text for his family, before the war, anyway. It certainly misses out almost nothing of interest or importance, yet it comes over with no trace of exaggeration. The forced landings, the close-calls, the engine-failures, the dicey take-offs, were all part of pre-war flying. Henshaw's fine account of flying on holiday with his father to the Cape and back, from England in the Vega Gull is a startling reminder of how very much a light-aeroplane, devoid of radio and blind-flying aids, was in those days at the mercy of the weather, which could change with frightening rapidity on a long flight of this kind. Henshaw's racing Mew Gull was tuned to fly at over 270 m.p.h. on a nominal 225 h.p and it could cruise at 240 m.p.h. at 7,000 feet. What it was like for one man to fly this tiny aeroplane, without radio and with very poor vision forward, the 12,754 miles of its 1939 Gravesend-Cape Town-Gravesend record at an average speed of well over 200 m.p.h. is graphically told by the photograph of Henshaw being lifted unconscious out of the cockpit after that punishing four days and ten hours; the pilot's account of what he experienced must rank as an epic of aviation writing. . . .

I enjoyed every word of this book. It describes how Henshaw flew out to the desert to rescue the Clouston Ricketts DH racing Comet that had damaged an undercarriage leg in a heavy landing, using a borrowed Vega Gull, how he and his father flew about Europe before the war in the DH Leopard Moth, how he jumped in 1935 from his burning Arrow Active biplane — another of his racing aeroplanes — how he met "Mad Jack" Shuttleworth, and so on. It is all about fairly recent flying, so will interest many who find the pioneering days of aviation too far distant to interest them and it is also a valuable insight into air-racing, about which so few books have been written. Henshaw pays warm tribute to Jack Cross and his team, of Essex Aero Ltd., who tuned and modified his competition aeroplanes, and he has dedicated the book to his father, "to whom I owe everything".

The photographs are good (if out of sequence in one instance), there are *Aeroplane* drawings and *Aeroplane Monthly* plans of the famous Mew Gull, a tabulated record of its career, and the stages of its Cape records, a useful Index, and the enthralling reading concludes with an account of how G-AEXF has been restored by Story and Barraclough for permanent display and what F. D. Bradbrook of *The Aeroplane* thought of it when Alex let him fly it in 1939. The book also has maps of the Cape route and of the race-circuits.

Henshaw puts the performance of his pre-war racing Percival Mew Gull into perspective when he remarks on how it was able "to overtake military and other private aeroplanes", and he paints a picture of the King's Cup race that shows its similarity to pre-war motor-racing . . . " it was an atmosphere charged with excitement, challenge and expectation mingled with the smell of cellulose, petrol and oil as you walked down the line of England's finest light aircraft as they prepared for the test to come."

The only mild grumble I have is that the long account of breaking those Cape records, while fascinating, is somewhat over-dramatic in parts — but then it was a dramatic flight, and perhaps is unedited since it was written soon after that great flight, by the young pilot, who collapsed in the cockpit on landing at Gravesend after leaving Cape Town just over 39½ hours earlier. In one place Henshaw says that a forced-landing between any of the African aerodromes "is entirely out of the question"; I would have thought that a pilot has no choice in the matter in most forced landings! But that is niggardly criticism of a writer who gets over so very well the strain of flying for endless hours over interminable stretches of sand, in cloud or fog, maybe with falling oil-pressure. . . . The book includes plenty of technical detail, such as how Cross contrived to fit a Ratier v.p. propeller to the undrilled crankshaft of the Gipsy Six R-type engine, and of how the Mew was prepared for racing and made to carry as much fuel as possible for the Cape flight, etc., etc. Incidentally, this is yet another book that mentions Brooklands, and of motoring interest there is the tiny Citroën that met Henshaw at Gao on the Cape flight (although it was 1939 the car had running boards, so may have been a vintage model) and the new MG given to Henshaw by his father. Incidentally, Henshaw had his first flight, at Brooklands, a joy-ride in what he thinks may have been a DH9 flown by Capt. Barnard.

This is the best book about sporting flying since Clouston's ("The Dangerous Skies", Cassell, 1954). The colour front cover of the dust-jacket of "The Flight of the Mew Gull", by Michael Turner, may give the impression that this is fiction. It isn't. Henshaw's story beats any flying novel to a frazzle! I recommend all who are at all intrigued by pre-war air-racing and record-breaking to get a copy at once. . . . — W.B.

* * *

THE GUINNESS Book of Records is a best-seller. The publishers, Guinness Superlatives Ltd., 2 Cecil Court, London Road, Enfield, Middlesex, also publish "The Guinness Book of Car Facts & Feats", edited by Anthony Harding. This has recently been completely revised and up-dated. Historians, writers, publicity copy-writers, TV producers and all the rest are, it seems, frequently in need of historical motoring information and data these days. This book, inexpensive at £6.95, is just the job. It is now in its third edition, having been available to researchers since 1971. Apart from all the infallible motoring information it dispenses, this is an attractive, art-paper reference and browsing book, very well illustrated. It contains 288 pages full of fascinating answers to those illusive queries that tend to haunt many of us!

Harding made his name as editor of the now-regrettably-defunct "Profiles" and he has ensured accuracy in this "Facts & Feats" volume by enlisting such authorities as the late Anthony Bird, David Hodges, Cyril Posthumus, F. Wilson McComb, John Davenport, Bill Boddy and Michael Sedgwick as his team of contributors. The answers are spread over chapters that enlighten the reader on such subjects as road travel from 1769 to 1919, road-racing, sprints, hill-climbs and rallies, track-racing and record-breaking, and everyday motoring.

If you want to know who first used trafficators, an oil-pressure warning light, safety glass and the like, which drivers and cars were the first to record 100 m.p.h. in the various capacity-classes, when car-heaters were originally used, which is the smallest-ever car to win a European Rally, and countless more, here is your source. Drivers' potted-biographies abound, there are colour pictures, and over 300 pictures all told. This edition of this invaluable Guinness tome has been in the book sellers since July 1st, so hurry if you need it.

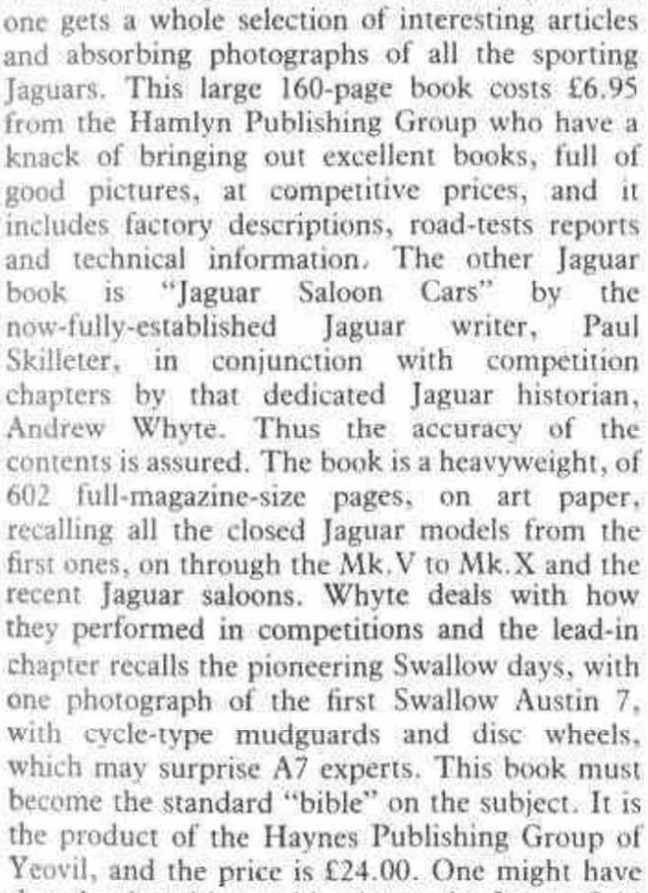
* * *

A great deal has become available about the immortal Austin Seven, and I did a book of all the more important articles about it that have appeared in MOTOR SPORT. This book is now out-of-print and anyway, thre is never enough in one publication to satisfy everyone. So note that the 750 MC has now issued "The Austin 7 Companion", which is a 286-page book simply packed with Austin 7 allure. Not just history, but tuning tips, overhaul data, maintenance information and the like, much of it reproduced from the Club's magazines, but much again that is new. The classic Birkett and Mallock articles are there again, and I see that what I wrote about the origins of the flourishing 750 MC are included. This is a great collection for A7 folk to have. It can be ordered from Dave Bradley of the 750 MC, at 16, Woodstock Road, Witney, Oxon, OX8 6DT, the price being £8, plus £1 for postage and packing.

* * *

Volume Two of Ken Hill's book about "The four-Wheeled Morgans", covering the cowled-radiator cars, has now been published by Motor Racing Publications Ltd., 28 Devonshire Road, London, W4 2HD at £7.95, this following the landscape style of his earlier book and being packed with technical and historical Morgan-lore including a remarkable list of major (Club) competition successes by these cars from 1954-1979 and notes on World-Morgan Clubs, Morgan personalities etc. The price is £7.95 and companion to this book is Graham Robson's coverage of the T-Series MGs, in the same publisher's "Collector's Guide" series, at the same price. The pictorial side of both these books makes them of the greatest appeal to Morgan and MG fanatics.

JAGUAR followers, users and those who need to know all about the evolution of these cars professionally are well catered for, especially as two new Jaguar titles have appeared recently. The first is "Jaguar Sports", compiled by Peter Garnier, FRSC, from Autocar archives, so that one gets a whole selection of interesting articles and absorbing photographs of all the sporting Jaguars. This large 160-page book costs £6.95 from the Hamlyn Publishing Group who have a knack of bringing out excellent books, full of good pictures, at competitive prices, and it includes factory descriptions, road-tests reports and technical information. The other Jaguar book is "Jaguar Saloon Cars" by the now-fully-established Jaguar writer, Paul Skilleter, in conjunction with competition chapters by that dedicated Jaguar historian, Andrew Whyte. Thus the accuracy of the contents is assured. The book is a heavyweight, of 602 full-magazine-size pages, on art paper, recalling all the closed Jaguar models from the first ones, on through the Mk.V to Mk.X and the recent Jaguar saloons. Whyte deals with how they performed in competitions and the lead-in chapter recalls the pioneering Swallow days, with one photograph of the first Swallow Austin 7, with cycle-type mudguards and disc wheels, which may surprise A7 experts. This book must become the standard "bible" on the subject. It is the product of the Haynes Publishing Group of Yeovil, and the price is £24.00. One might have thought that this would exhaust the Jaguar field but I believe MRP have a book about Jaguar power units in the pipeline.



* * *

That standard Daimler history, "Daimler Tradition" by Brian Smith, first published in 1972, has been revised and brought up to date, with new pictures, in an edition that is produced to the same high quality as the first edition. This has become a sought-after item, but it may be less expensive to invest in the 1980 edition, a 334-page, art-paper, copiously-illustrated edition priced at £12.95. Also revised, but not to any great extent, is "History of Lamborghini" by Rob de la Rive Box and Richard Crump, this 173-page book costing £9.95. It first came out in 1954. The publishers of both these worthwhile histories are Transport Bookman Publications Ltd., 8, South Street, Isleworth, Middlesex. — W.B.

Customer-Help from VAG

WE ATTENDED a Press Conference in July promoted by Volkswagen (GB) Ltd. to explain its new schemes for helping its customers and that from the first of next month it and its VW-Audi dealers will be known as VAGs. It is simply that they consider, in this age of abbreviations, that VAG (UK) Ltd. is less clumsy than the old VW-Audi name.

They also are trying very hard to win back business from the "quick-fit" boys, in respect of exhaust system replacements, new batteries, brake replacements and the like, by trying to persuade VW-Audi (sorry VAG) users to come to them for such servicing. To this end they have introduced an ambitious scheme whereby you can ring any VAG dealer and be quoted a standard price for any of 100 such jobs, which will not vary between dealer and dealer. In addition, there will be strong attempts to please such customers, by permitting them to talk in the workshops with the mechanics who are to work on their cars, by recruiting fully-qualified mechanics (ERIC awards and the Eric statuette are made as high accolades for After Sales Staff at VW-Audi dealerships), by introducing a VAG budget-card scheme, by using a new generation of service equipment, the VAG 2000, and by pouring at least £8 million in improved customer service.

We were particularly glad to have sat-in on this Conference, because the Rover 3500 in which we drove to Milton Keynes to take away a road-test Audi 200 5T Turbo provided a sharp reminder of the need for better servicing. The Rover had recently blown a cylinder head gasket, following overheating caused by a silted-up cross-flow radiator, and it had been taken to a prominent Welsh British Leyland agent to have its cylinder head studs tightened up, after the faulty gasket had been replaced by our own workforce. The charge for this job, taking perhaps an hour, was £13.58 with VAT; this included 56p for "sundry materials," although none was required! As this seemed an exorbitant charge we queried it with Sir Michael Edwardes, only to be informed that Leyland leave such costing to the garage concerned.

So in respect of standard charges for repairs and servicing the new VAG scheme is commendable, even though we are not convinced it will work in every respect — for instance, will customers be charged for their cosy little chats with the mechanics, will these "Erics" be deflected by their information-imparting to the car-owners, and what will Service Managers think of it all? (We were informed, however, that there is no intention of down-playing the service men). VAG also propose to list everything on a customer's car that renders it unroadworthy in their view, asking the owner to sign the statement, to clear the "Eric" concerned, which is unlikely to be acceptable, we think, a list of defects needing attention being sufficient, surely? However, any attempt to improve repair services is to be welcomed now that motoring costs so much, providing the intended improvements do not disguise inflated charges. We can but hope that VAG will do better than Leyland did on the occasion of the aforesaid Rover nut-tightening exercise — in doing this little, but very expensive, job the break-servo pipe was knocked off, unnoticed, and when replaced was not wired on. . . .

Incidentally, VAG are dead against the inducements to buy new cars now being operated by agents for leading makes. They say this is bound to result in increased prices eventually, pointing out that VW-Audi prices have increased only twice since January 1979, whereas other manufacturers have increased prices three, four and even five times. VW stated that their prices rose in this period by 14%, against Leyland's 17%, Fiat's 21%, and the 22% of Chrysler and Renault, and that whereas the owner of a year-old VW Golf can expect to get 72% of the new price, a Ford Escort owner can look for 68%, a Ford Cortina owner for 64%, a Morris Marina owner for 61%, a Fiat Mirafiori owner for 59% and a Renault 20 owner for only 56%. We assume that Michael Heeles of VW-Audi would like us to conclude by saying: *"Verbum sapientisat!"* W.B.

* * *

New from Chloride

IN RESPONSE to market demands, Chloride Automotive Batteries Limited have produced a sealed battery which has long shelf life, will not spill acid if upset, needs no maintenance or topping up and is covered by a two tier guarantee for four years — free replacement if the battery fails in the first two years of service and the opportunity to buy a replacement at half price if failure takes place in the second two years.

Available from October 1st under both the *Exide* and *Dagenite* brand names, the range of ten batteries with "Sealed for Life" cells will suit the majority of cars and light commercial vehicles fitted with alternators and the scope will be extended to cover virtually all such vehicles.

"Sealed for Life" cells have been made possible by significant advances in two aspects of battery design — first, in the alloy used for the electrodes and second, in the construction of the cell vents. Lead of itself is not strong enough for battery plates as it is soft and tends to warp. Most manufacturers employ a lead/antimony alloy, but the presence of antimony tends to cause gassing with a consequent loss of electrolyte and performance. The "Low Maintenance" range of batteries produced by Chloride last year were the first to employ plates with a significantly reduced antimony content and the new range has gone one step further in doing away with antimony altogether. The alloy now used is made from lead with calcium to provide rigidity and tin to provide resistance to damage due to overcharging. Used with a properly regulated *alternator* charging system, gassing has been virtually eliminated and shelf storage life considerably increased. (These batteries are not compatible with dynamo systems because the rather higher voltages experienced from this form of charging system tend to cause gassing, even with the new alloy.)

The other step forward is in the design of the cell vents. It is essential to have some form of ventilation to enable any small amount of gas which may be produced to escape. The problem in the past has been that the electrolyte has been able to evaporate, and the water vapour to escape through the vents, thus making relatively frequent topping up necessary. Chloride's new design employs "Vyonguard Vents" which have spray arresters to condense most of the water vapour, returning it to the electrolyte, and a special microporous disc, made of "Vyon" (sintered polypropylene), which acts as a filter preventing any remaining moisture from leaving the cell while allowing any gases given off during charging to escape. "Vyonguard Vents" are able to cope with any temperatures likely to be experienced in Europe and other temperate areas, but are not recommended for service in very hot conditions. — P.H.J.W.



The Lancia Delta 1500

BECAUSE I was unable to try the much-publicised ("Car of the Year, 1980") Lancia Delta when Andrew Andersz, the British PRO, first found one for me, due to other business commitments, I had the advantage of being able to read what some of the other critics had said about this new car, which is so important to Lancia. The odd thing is how performance seems to differ between different Deltas. Most writers seem, however, to have enthused more than I do over the little package.

I tried to approach the new top-small-car of the Fiat/Lancia empire without thinking too much about other Lancias I have enjoyed — the marvellous little pre-war Aprilia, the splendid B20 Aurelia 2500 GT, the so-restful Flavia and the excellent Fulvia, and the present-day Gamma, which has "character". Would the Delta be the 1980's equivalent of the Ardia or Appia? I found in fact, the Delta to be just another little Eurobox. But it is a very nice, decently refined, quick little Eurobox, notably-pleasant to drive. But "Car of the Year"? That makes me wonder how far the "jury" drove their test-Deltas, before coming to this decision. . . .

There are so many very good economy-cars about these days that personal choice must be a nightmare, or the cause of sleepless nights! the charming little Ford Fiesta, the well-mannered Vauxhall Astra, the funny Fiat Strada, and those practical Renault 5s, for a start. And MOTOR SPORT has tried hard to direct you towards the VW Golf GTi, while finding it very hard to resist the "different" Alfa Romeo Alfasud. And now there is the Lancia Delta. . . .

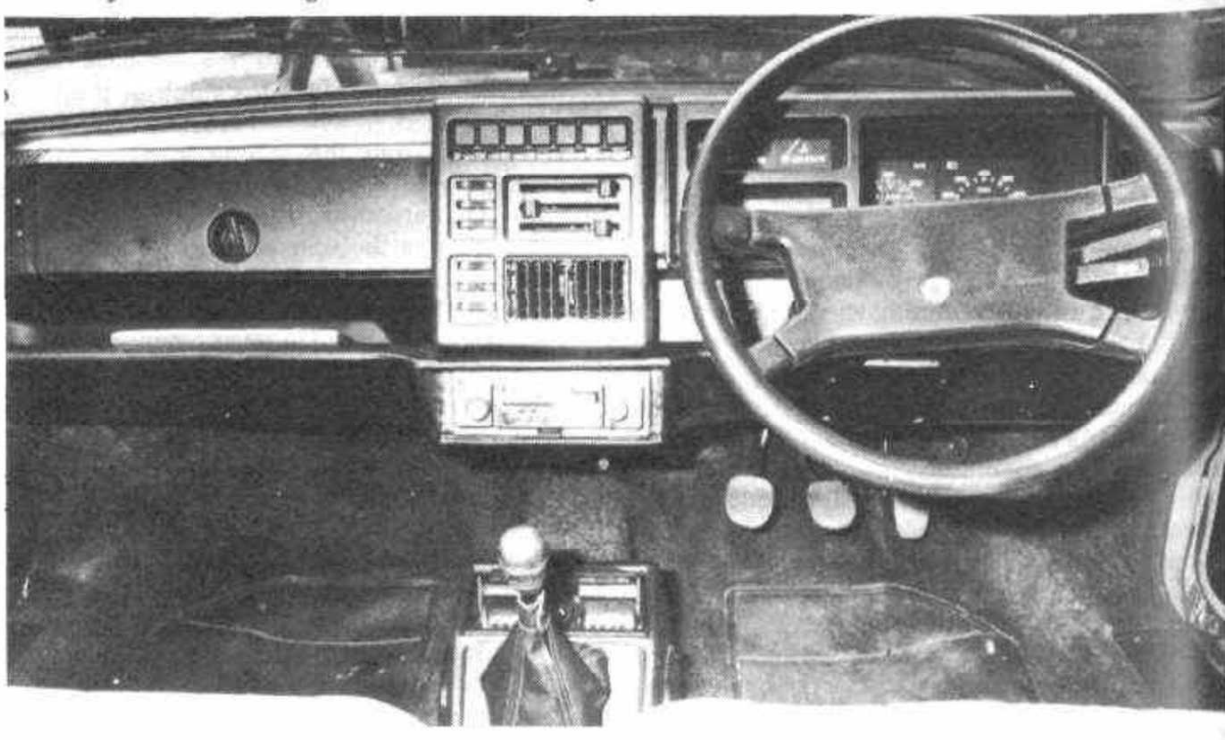
So what do we find? Beatifully light and smooth rack and pinion steering, a trifle too low geared at times, (3.8 turns lock-to-lock) with lack of feel around the straight ahead position, but possessing almost too-powerful castor return action. Good all-independent coil-and-strut suspension, working very well but apt to be choppy at low speeds. Cornering? As you would expect from a compact, front-driver with transverse engine — eventual slight understeer, just a trace of softness at the rear-end under some conditions, but tenacious road clinging from a wheel at each corner of a short 12' 9" long wheelbase car on alloy wheels shod with Michelin 13" ZX tyres. The noise level is very commendably low, and general refinement very good, unless you want to scream the overhead-camshaft 85 (DIN) b.h.p. five-bearing very "over-square" 1,498 c.c. Strada-based engine round at 6,000 or more r.p.m. It peaks at 6,200 r.p.m. but doesn't call for such revs for obtaining some quite brisk performance.

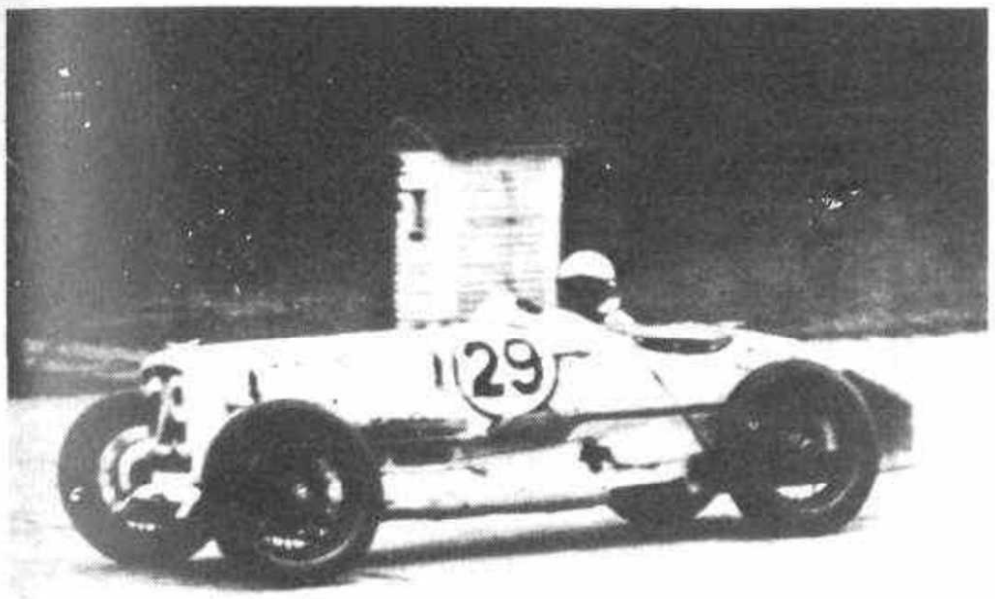
Some commentators have remarked that the gearing from the five-speed box is well spaced for good performance. On the contrary, I thought the Lancia Delta rather under-geared, inasmuch as it is as nice in fifth-speed as in fourth and it picks up surprisingly well and is flexible and docile in this highest gear. There is from 97 to over 100 m.p.h., if that is of any interest, available from a Delta, depending on which one you pick, and a 0-60 m.p.h. speed increase in about 12 seconds. The light clutch is a little "sudden", the gear change is moderately good after the narrow gate has been accepted and also the slight "round-the-corner" action needed for smooth shifts between fourth and fifth. It is a rubbery gear-change, but smooth. The disc-drum brakes are effective, the central handbrake well placed.

The seats are comfortable, and have velour upholstery. The back-seat squabs fold down individually to increase luggage space in the five-door hatchback body. The styling is by Giorgio Giugiaro's Ital Design Draughtsmen. It is in the decor, control details, and appearance that I began to doubt the validity of that "Car of the Year" accolade. The Delta's interior is rather drab, although nicely arranged and the square boxes that house the instruments are no nicer than those of a Rover 3500. The Delta's appearance, too, is so ordinary that twice I walked past it after parking it, when my mind was dwelling on being back in a Lancia again! The biggish, oblong-shaped, pad in the steering-wheel centre sounds the horn but isn't there when you want it. The triple "boxes" or binnacles carry the two deeply-recessed instrument dials (speedo and Veglia Tach), with four smaller dials for oil-pressure, water-heat, fuel-level and Voltage reading in the next binnacle, and then in the next "box" six recessed knurled knobs (covering heater/ventilator controls), seven square push-buttons for fog light, reversing-light, rear wash/wipe, rear-window demisting, hazard warning, switches, spare switch and a check switch), fresh air vents and triple heater-quadrant levers. There are further vents with rather-complex knobbery at the facia's extremities. There are plenty of explanatory facia symbols and warning lights. The minor controls stalks are also in triplicate, with the unusual plan of having to turn the strip-type dipper stalk to get the side/head lamps to light. I disliked the fact that the lamps and wipers stalks move *up* to stop things happening, which seems to me an illogical movement; but at least the small stalk for the turn-indicators is on the right. Below the block-matt facia the test car had a Voxson stereo-radio.

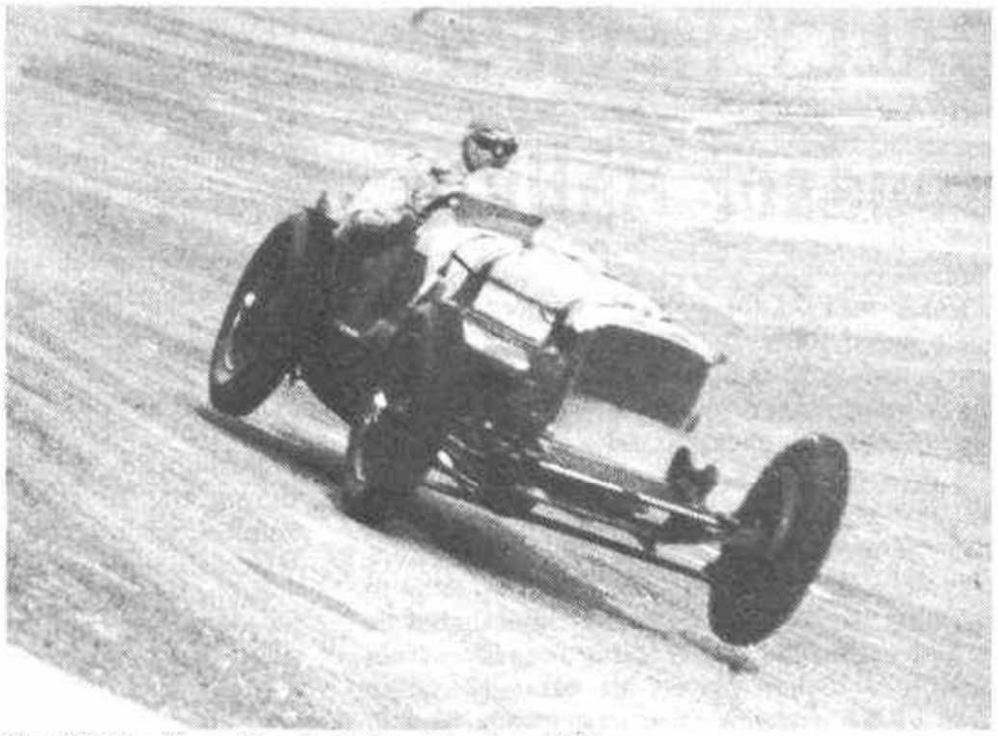
The pedals are not biased to the left as on some f.w.d. cars, and the driving stance can be comfortable, steering-column rake being adjustable. The deep screen-pillars obstruct sideways vision a bit and the Delta isn't an easy car to reverse. The neat interior door handles are set far forward, within the long door pulls.

The neatly laid out switch gear and minor controls of the new Lancia Delta.





The V12 Sunbeam at Brooklands in 1929.



The V12 Sunbeam Special at Brooklands in 1936.

Racing Car Development

The Sunbeam Tiger

WHEN the Sunbeam company withdrew from Grand Prix racing in 1925, after racing their 2-litre supercharged six cylinder cars they turned their thoughts to the Land Speed Record with a car developed from the Grand Prix car. This was a 4-litre V12 using two Grand Prix cylinder blocks on a single crankcase with a large supercharger driven off the front of the crankshaft. A chassis and body were built on similar lines to the 1924 Grand Prix cars, but big enough to take the power of the 4-litre engine. In 1926 Major Henry Segrave drove this V12 car, called "Ladybird", and took the Land Speed Record at 152.33 m.p.h. on Southport sands in March of that year. The design of the car was on Grand Prix lines, so that it was also used in Formula Libre road races and was a pretty impressive vehicle for its time. In 1927 a second one was built and subsequently Kaye Don acquired them and raced them very successfully at the Brooklands track. He named them Tiger and Tigress and raced them up to the end of 1930, sometimes using one, sometimes the other and occasionally running both of them, so that exactly which car was which became a bit muddled, but nonetheless they were the two ex-works V12 Sunbeams.

By the time he gave up racing them he had pushed the Brooklands lap record up to 137.58 m.p.h. and had been timed over the flying kilometre at 140.95 m.p.h., so it can be appreciated that for their time the V12 Sunbeams were pretty potent machines. The engines ran on a 60/40 mixture of petrol-benzol and developed 305 b.h.p. at 5,000 r.p.m. with a supercharger pressure of 8 psi. Running on straight petrol the engines gave 291 b.h.p. at 5,000 r.p.m. and in this state they could be driven on the road from the Wolverhampton factory down to the Brooklands track in Surrey.

At the time that Kaye Don gave up racing them another of the Speed Kings of the day was Malcolm Campbell and he was engaged on a "Buy British" campaign to support the flagging economy (sounds like 1980, but it was actually 1931!). At the time he was racing Delage, Mercedes-Benz and Bugatti cars, and in support of his "Buy British" campaign he sold his foreign cars and bought the two Sunbeam V12 cars, while he was also at work on new British Land Speed Record cars. He had Thomson & Taylor, the Brooklands engineers, rebuild one of them into virtually a new car, with the other being re-built as spares. It was Tiger that emerged in 1932 as a Campbell Special, though it was still called a Sunbeam V12. T & T's made a new chassis frame, a new front axle assembly, new hydraulic brakes and installed a pre-selector gearbox. The engine and rear axle were unchanged. The body was more or less unchanged, so that the outward appearance was still that of the original V12 Sunbeam, but it was virtually a new car.

It should have made its first appearance at the Brooklands August Bank Holiday meeting of 1932, but it was not ready; it did appear the following month when Malcolm Campbell won the Brooklands Mountain Championship race with it. That same month it ran in the Brighton Speed Trials where it was matched against the 10½-litre V12 Delage, which it beat, covering the standing start half-mile in 23.6 seconds to the 24.0 seconds of the big Delage. It lived at Brooklands for the rest of its competition life, being raced by Campbell and Staniland in the International Trophy and Campbell in Mountain races. In 1936 John Cobb raced it on the outer circuit, winning one race at 125.61 m.p.h. with a lap at 130.72 m.p.h. In 1937 Charles Brackenbury and Anthony Powys-Lybbe drove it in the BRDC 500 kilometre race and lapped at 132.8 m.p.h., and today Powys-Lybbe recalls it as being ". . .a very nice car . . ." Just before the war put a stop to Brooklands racing Charles Mortimer bought the car, but never raced it, and after the war it appeared in club racing at Silverstone and then passed into the VSCC scene of historic racing, a regular competitor for many years, remaining virtually unaltered from its Campbell days.

Today it resides in the Midlands Motor Museum at Bridgenorth, looking the same as ever, which is to Campbell specification, with hydraulic brakes and pre-selector gearbox, with the T & T front axle and chassis frame. The 1926 Wolverhampton Sunbeam version disappeared during the rebuild in 1931/32. — D.S.J.

There should really be no grumbles about winter driving in a Delta, because Saab have planned its heating. But for a "Car of the Year", apart from the foresaid flaws, how can the fuel-gauge be so casually calibrated, as are the other small dials, the low-fuel-content light allowed to flash so soon when two gallons or more remain? Nor did I like the wipers that don't park properly, or self-park when switched off.

The Delta's rear-hinged bonnet lid props automatically but has to be hand-lowered; this is if you can find the illusive release control which is, however, placed under the o/s of the facia, correctly for a r.h.d. car. Some exposed wiring-loom and the universal joint of the steering column reveal themselves, as you search. The engine showed no thirst for oil, the oil-filler cap was stiff to unscrew, though.

That, then is the Lancia Delta, another of a growing family of very good small cars, which are able to stand-in for bigger, more thirsty, ones, inasmuch as they run quietly, have quite a good performance, and will cruise effortlessly at well over our legal speeds. It has styling much like that of other Euroboxes; The four-stud wheels look a trifle naked. The Delta is a commendable example of this trend, average-priced at £4,995, and with several good features that lift it out of the rut. To overcome their sad reputation for rusting, Fiat offer two-year or 20,000-mile "Delta Deal" free servicing, if you buy one before the end of the month, and Lancia a six-year anti-corrosion warranty, in conjunction with Cadulac Chemicals Ltd. A nice little car, the Delta. But no more entitled, in my opinion, to carry the Lancia-of-Turin insignia than is a Beta. However, it could well be your personal car of the year if you are economy minded. — W.B.



RALLY REVIEW

Codasur Rally

EARLY in 1979 the FISA announced that the 1980 World Rally Championship would include four rounds outside Europe, one of them either in Brazil or in the Argentine, and that began a controversy with South America at its centre.

To give the World Championship a character in keeping with what its title suggests was a fine ideal, but to choose qualifying events from geographically selected short lists was akin to insisting that 15 different rugby clubs should be represented in the Welsh team, one player from each. The 15 best players are naturally chosen from *all* the available talent collectively, and so the World Rally Championship should be made up of the world's best and most varied events, no matter where they take place.

We are all in favour of variety, but to sacrifice quality merely to increase the international span of the series is not the ideal way to achieve it. After all — and the examples are hypothetical — the best rally in North America may not be as good as a third rate event in Europe, or even vice versa, and to ignore the consequences of this obvious defect in the selection system is to risk weakening the calibre of the series as a whole and damaging its reputation.

Of the four non-European events, one was to be in North America, one in Africa, one in the Pacific region and one in South America. The North American qualifier, Canada's Critérium de Québec, was found to be no longer suitable and was dropped, numbers being made up by having two rounds in Africa, the Safari and the Bandama Rally.

Of the South American possibles, the favourite was in Brazil, but when that took place for the first time in 1979 it was nowhere near the standard required for the championship. It is unfair to castigate new organisers running new rallies, for all beginners make mistakes, but this was a dress rehearsal for probable championship status in 1980 and viewed in that light it just didn't make the grade.

Next on the list was an event in the Argentine called the Codasur Rally, and it was this, held in late July, which was the South American qualifier in the 1980 World Rally Championship. There was misgivings that it would turn out the same way as the Brazilian event, and various little administrative matters such as the late publication of pre-event bulletins for competitors, all in Spanish, tended to reinforce these. However, even with marshals who could hardly be called experienced, the event itself turned out to be very successful indeed, earning the praise of those who took part in it.

The organisation was in the hands of the Automovil Club Argentino, but the national clubs of countries around Argentina were also very much involved. Indeed, the name Codasur is related to such an amalgamation and the emblem of the rally included no less than ten different flags. There were to have been six starting points, the non-competitive route from each leading to a converging point at the town of San Miguel de Tucumán in Northern Argentina. Two of these starting points, in Bolivia and Chile, were cancelled due to snow on high mountain passes, leaving one at Buenos Aires, where all the pre-event administration was based, one at Asunçion in Paraguay, one at Uruguayana in Brazil and one at Fray Bentos in Uruguay.

The competitive legs of the rally ran in loops, each starting and finishing at Tucumán. There were only 14 special stages in the whole event, but these were on the long side and totalled nearly 1,200 kilometres, all but some 60 km. on dirt roads of varying roughness. Dust was quite a problem, particularly as long stages create far more opportunities for overtaking than short ones, and there was even the odd case of non-competing vehicles moving on stages, more during the runs of back-markers than front runners, again a risk associated with long stages which are not always easy to seal off and police.

Main contenders in Argentina were the teams of Mercedes, Fiat, Datsun and Peugeot, with four, four, two and three cars respectively. Having discovered the hard way that it takes more than sheer weight of resources to win rallies, the Mercedes people now have no illusions about what they are capable of winning and what they are not. The 450SLC is by no means a lightweight, and although power/weight ratio is all-important it does not follow that 300 b.h.p. can propel a ton with the same agility as 150 b.h.p. can propel half a ton.

Weight is certainly one of Mercedes' disadvantages, but there have also been serious problems with brakes and transmissions. Failures have occurred time and time again, especially on twisty roads when both are made to work hard and when there is little chance for brakes to be given a cooling rest, nor for transmissions to be given a break from sudden, hard acceleration.

The Codasur was a rally which Mercedes considered could result in a win, and they took four cars from Buenos Airies. One was an old 280CE which didn't run at all well from the start. After losing oil all the way, it eventually expired beneath Andrew Cowan with a blown cylinder head gasket.

The other cars were 500SLCs, now homologated in Group 2 rather than Group 4, with five-litre engine, four ratio automatic gearbox and a revised model number. Two of them broke half shafts, those of Jorge Recalde and Björn Waldegård, and there was the most unusual situation at one point when the former was towing the latter when each had just one working shaft.

The remaining 500SLC, driven by Hannu Mikkola, got to the finish in second place, but all of 16 minutes behind the winners Walter Röhrl and Christian Geistdörfer in their Fiat 131 Abarth.

The Fiat team was by no means enjoying a trouble-free rally, although their four cars filled the first four places after the two largely tarmac stages which formed a prelude to the event. On one stage there were several water crossings and all four Fiats stopped at one time or another with drowned engines. All of them got going, although Carlos Reutemann, engaged to drive for the Fiat team on this one occasion, had to call for help on his radio. The Fiat helicopter brought a mechanic to the spot and the car got away after a delay of some 15 minutes. Both Fiat and Mercedes were using helicopters to back up their service fleets.

Problems tended to be repetitive throughout the event, and whilst the same defect put out two of the Mercedes, two of the Fiats succumbed for the same reasons. On one stage there was an incredibly long straight of some 30 kilometres, but it was by no means smooth and there were many dips and jumps. The terrain was also featureless, and the combination was the worst possible kind for "fixing" pace notes accurately. Pace notes run from one bend to the next, from one crest to the next and so on, but without any bends and with no landmarks to positively locate the various surface hazards many had to resort to the less satisfactory method of relating the hazards to tripmeter readings.

Several cars came to grief on that long straight by hitting bumps too hard, among them two of the works Fiats. First Alen then Bettega stopped when their cars hit holes with tremendous bangs, destroying not only sump guards but sumps as well. Alen called for help, and with an oil-supplying helicopter dancing attendance, he did actually make it to the end of the stage — but no further.

Helicopters are fine aircraft, and certainly not the risky contraptions which some unenlightened people (including some fixed-wing pilots) believe them to be, but they are costly to operate and only the most well-heeled of teams can afford to hire them for use as extremely efficient service vehicles. Indeed, we have heard suggestions that their use for service should be forbidden on the grounds that they give unfair advantages to the wealthy. That is quite ridiculous, for there are countless aids which can be employed by rally teams if they have the budget to employ them and where can one draw a reasonable line between one piece of equipment and another? It's an old story in both racing and rallying; if you have the money and can afford the best, then that's your good fortune.

Timo Mäkinen lost a wheel from his Peugeot, blocked the road for a short time as he struggled to get mobile and finally got away with studs rather shorter than they should have been. Alas, the nuts were only engaged on a few turns of thread and it wasn't long before the wheel came off again and he was out. Team-mate Lefèbvre broke his gear lever off, whilst the similar car driven by local man Carlos Garro rattled to a stop with a dropped valve.

The Datsuns started badly, having no racing tyres available for the two opening stages on tarmac. Start order for the rest of the rally depended on the results of these two stages, and consequently both Harry Källström and Shekhar Mehta had to put up with far more dust than they might. Both had very trying moments indeed during overtaking manoeuvres in almost zero visibility, but Mehta managed to carry on to fourth place, ably assisted by his wife Yvonne reading the notes.

Källström was not as lucky. His gearbox jammed in second after only five kilometres of a 123 km. stage. He tried to continue but after some ten kilometres the engine became dangerously hot and would obviously not last the distance. He found a place to wait until the whole rally had passed, then drove, or coasted with clutch disengaged, back down the hill to the stage start.

The result was disappointing for Mercedes, but the company is going ahead with its rally programme so that experience will continue to be built up until the "small car", as it is called, appears in 1981 or 1982 and provides the team with much more agility.

Walter Röhrl's win puts him a commanding World Championship lead, with Fiat leading the manufacturers' category, and it was decided after the Codasur to send one car to New Zealand in September to keep up the chase for points in both categories. The Motogard Rally, this time to be held in the South Island, will have four Mercedes, one Fiat, two Datsuns, a team of Chevettes and various Escorts, one of them driven by Pentti Airikkala. — G.P.

MASERATI

The 250F

THE 250F Maserati was built for the Grand Prix Formula of 1954-58 which specified a maximum engine capacity of 2,500 c.c. if unsupercharged. The previous Formula had been for 2-litre cars, so an increase to 2½-litres was very popular and allowed Maserati to develop a new car using knowledge gained in 1952/3. They retained the six cylinders in-line with two overhead camshafts layout, using three double-choke Weber carburetters and designed a new tubular space-frame chassis. The independent front suspension came direct from the 1952/3 cars, using double wishbones and coil springs, but the rear suspension was entirely new and on the de Dion principle whereby the wheel hub carriers are joined by a large diameter cross-tube which is located fore-and-aft at its ends by radius rods running forwards to the chassis frame, and laterally by a ball and slider in the centre. This means that the cross-tube can move up or down and it can rock sideways about the pivot point, but otherwise it is located in all directions. The differential unit is mounted on the chassis and universally jointed drive-shafts take the drive out to the wheels. This layout gave the big advantage of the major mass of the rear axle assembly being on the chassis, and therefore sprung, so that the all-important (in those days) spring-to-unsprung weight ratio was good. In the 250F the Maserati designers took advantage of this layout to design the four-speed gearbox in unit with the differential/final-drive unit, and were very advanced in that the gearbox shafts were transverse to the centre-line of the car, with input bevels from the prop-shaft and spur gears to the differential unit.

The days of the 250F Maserati were before the trend went to rear or mid-engine layout, so the 2½-litre six-cylinder engine was mounted at the front. The integral gearbox/final-drive unit helped to keep the weight distribution reasonable. A transverse leaf-spring was attached to the frame above the gearbox unit and the ends were joined to the hub carriers by vertical links. A large fuel tank was mounted over and behind the axle unit, and a dry-sump oil tank was hung on the back of the fuel tank. Bodywork was hand-beaten aluminium, but the fuel tank itself formed the major part of the tail.

While the Maserati factory ran a team of works cars, they also produced the car for sale and in this they were very successful, some Grand Prix races having as many as ten or eleven 250F Maseratis on the starting grid. Development on the factory team cars was continuous and most of it was passed on to the customers in due course, so that a car bought early in 1954 changed considerably over the next two or three years. The engine was continually improved, with new camshafts, new cylinder heads, new oiling system, bigger carburetters and so on. A five-speed gearbox replaced the original four-speed, bigger brakes appeared and the brake drums were always being replaced by improved versions. The body shape and details changed drastically and by 1957 the 250F was a very sleek shape compared to the original 1954 shape, though the parentage was unmistakeable.

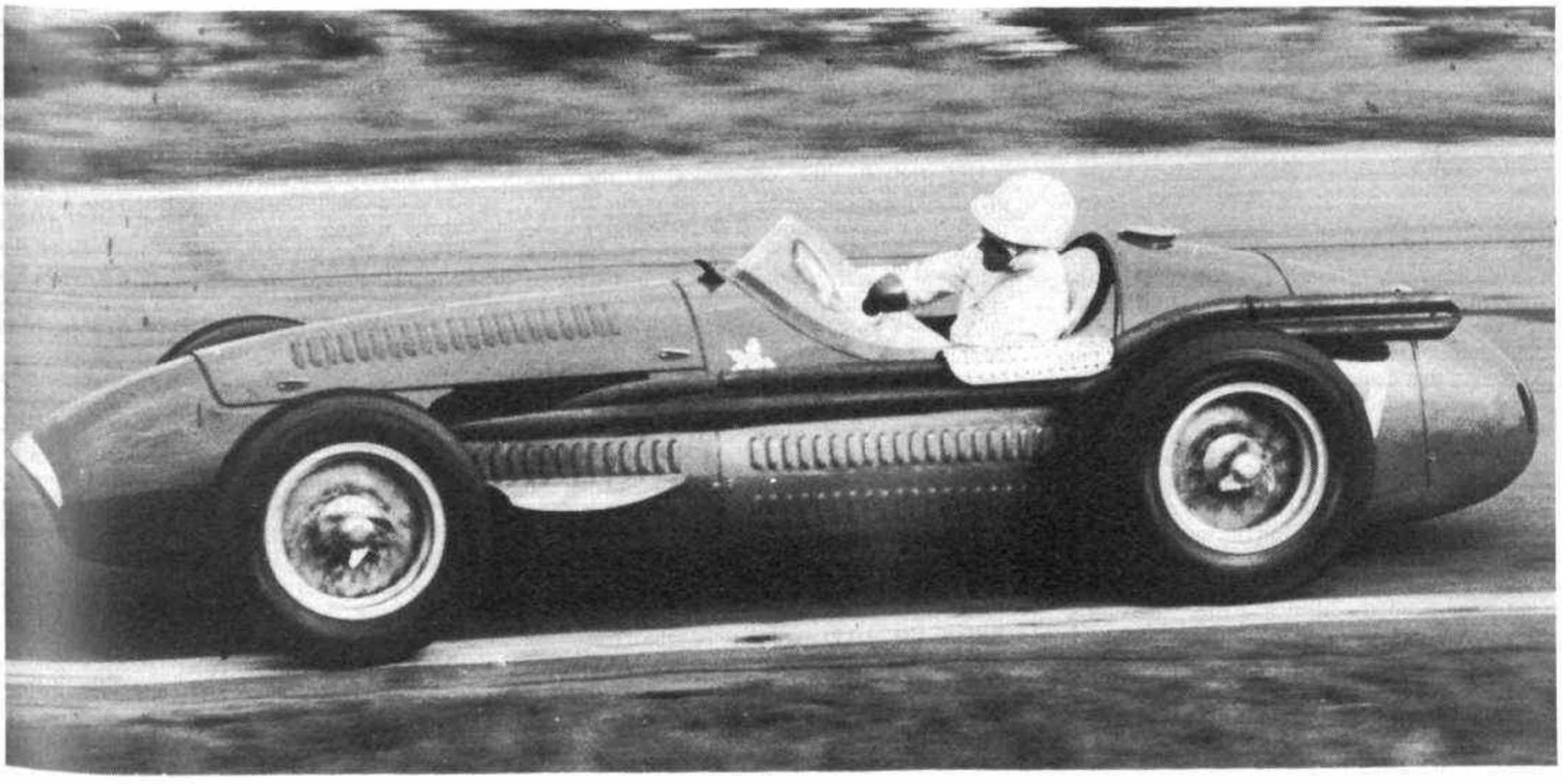
The first car built was 2501 and the last one was 2534, though not all the intervening numbers were actually built, but it is safe to say that 32 cars were constructed; two of them were built with V12-cylinder engines in place of the standard six-cylinder engine. When the Grand Prix Formula was extended for the years 1959 and 1960 Maserati had withdrawn their factory team and the production of the 250F had ceased for the basic design was out-dated. The firm had no reserves of finance to progess to a new car for the remaining two years and such Maseratis that appeared in Formula One events were obsolete.

For a number of years all the 250F Maseratis went to ground, either in private collections, in museums, or in the "second-hand" trade, but when Historic racing caught on the 250F had a new lease of life and they were unearthed from all manner of obscure places. Some were in good fettle and more or less ready to race again, others needed complete rebuilding, while some had virtually disappeared having been broken down into their component parts.

With only a limited number of cars having been built between 1954 and 1958 it was inevitable that "new" ones would be constructed, especially as some of the original ones were almost beyond repair and needed replacement components such as chassis frames and suspension units. With money to be made from constructing "new" historic cars it was no surprise that when the first "new" 250F Maserati was built by Cameron Millar. Many of the components were original 1954-58 Maserati parts, made at the time as spares for the current cars, but as the history of all the cars built by the Maserati factory is well documented this "new" car could not be given an identity, nor a place in Maserati history.

Since that first "fake" 250F Maserati was built, using an English-built chassis frame, bodywork, tanks etc., a second one has been completed and is raced in VSCC events by Peter Martin. A third one is nearing completion for Christopher Mann, Ray Fielding is building the fourth one and Cameron Millar the fifth one. While many of the components in these cars were made by the Maserati factory in 1954-58, we are now reaching the state where new castings and forgings are being made for major components, so that "fake" number six could be totally 1981 and none of the bits ever have been near Italy let alone Modena. In that case can it really be a 250F Maserati? To sell such a car as a 250F Maserati would not only make the Trade Descriptions Act people raise an eyebrow, but it could invoke infringement of Maserati patents, which the parent company in Modena still own. — D.S.J.

The real thing — Stirling Moss driving 250F Maserati number 2508.



SPA-FRANCORCHAMPS 24 HOURS

Déjà vu

Francorchamps, July 26th/27th

LATE July and the Ardennes forest echoes once again to the night and day chatter of 80-100,000 Europeans watching the survivors of 50 starters in the 32nd annual 24-hour saloon car race. It is an event that has changed a great deal in the last three years, but the result in 1980 is the same as 1979. The same marque, prepared by the same British specialists, also triumphed in 1978.

Thus there are few surprises as less than 30 travel-stained cars and half the original number of starters make it to Sunday morning. Even less surprise when it is recorded that two black BMW 530i four-door saloons, prepared for the Joosen racing team in Belgium, are taking on a trio of 3.0S Capris constructed in Britain by CC Racing of Kirbymoorside up on the Yorkshire moors. At the finish Belgian brothers Jean Michel and Phillipe Martin were winners again, as last year, but this time it was a much closer-run affair. . . .

Back to basics. Regular readers will know that the original 8 miles plus of the Spa-Francorchamps track was constructed entirely from public roads. The last time the 24-hour race was run on the original "long" track was 1978, the year that Gordon Spice became the first Briton to win the event since it has been for saloon cars (it was a sports car event until 1963).

Since the Staines-based accessory businessman had Belgian Teddy Pilette with him, it was a victory received with great enthusiasm by both host country and the British "invaders".

Last year the track emerged from extensive alterations at virtually half length. The trademarks of the circuit from a popular photographic viewpoint — *La Source* hairpin, the downhill start and finish and the climb up to *Les Combes* — were intact. A stranger could be forgiven for wondering what all the mystique was about — and where the high average lap speeds went! A winning average was around 110 m.p.h. in 1978, this including a first gear hairpin in a 220 b.h.p. Group 1+ Capri racing saloon! Now the figure is closer to 70 m.p.h. and the Capri has risen to over 250 b.h.p. as regulations on engine tuning in Britain have become more liberal.

Naturally the reason lies in that new circuit. Last year's version simply provided a variety of mainly downhill swinging curves that included two really quick corners almost in the old Spa Burneville, Malmedy and Stavelot league. Those corners were just as challenging in 1980, but the double apex Dublin and Londres, plus the long hard right that mates new circuit to old, known as Liège, were joined by a new feature for the 1980 season. What else could it be in today's speed-conscious climate? Yes, a chicane on the run into *La Source* hairpin.

We were privileged to have long pre-race chat with new circuit administration manager Jacky Ickx. He understood that some of the drivers were unhappy with the new obstacle (the British contingent soon named the unnamed, high-kerbed complex, "The Bus Stop!") but felt that a number of factors forced the circuit management to adopt a chicane. Ickx insisted it was not just a question of Formula One safety. "We run with the chicane for *all* categories of racing this year," Ickx assured our reporter before furnishing names such as Fittipaldi, Laffite (who was driving a BMW at this event) and Jarier as having approved, or having been involved in consultations, to produce the best possible chicane.

Ickx also strongly made the point that he felt Spa, the new Spa, was one of the few circuits in the world (he nominated Brands Hatch as the other) to primarily consider the needs of the spectator. "I would rather have 5,000 people happy and safe watching the slow speed cornering fun at the chicane than please a few drivers", was his outspoken summary.

However, that was not the end of the matter, for the other influencing factor in the design of that Spa chicane is a simple fact. The road down to La Source is still used heavily by normal road traffic. They didn't want the *camions* lunging through the chicane, so they were virtually forced to build it off to one side of the road. This left the straight run unaffected (but rather tempting to those who left it too late to attempt the chicane!), with the chicane really as a short sharp layby to that main road.

Hard to compete

Since its revival the Spa 24 hours for saloons has seen some great rivalries and some unlikely competition machinery. In the early days BMW and Mercedes fought some largely unnoticed duels for outright supremacy.

Through the sixties and seventies big American cars like the Chevrolet Camaro or Ford Mustang would be wheeled out to take pole position, probably leading for a couple of laps before steaming into the pits . . . literally!

The real battles moved onto the era of Group 2 Ford versus BMW factory battles. At their height lap speeds in the 130 m.p.h. bracket were being recorded with maximum in the 160-170 m.p.h. region. Fabulous to watch, especially at Masta kink, where drivers like Hans Stuck and Jochen Mass could be seen putting the big saloons up on two wheels at speeds not far short of their maximum. Heady stuff. . . .

Unfortunately the economics of the race dictated that the growing interest in the slower, production based Group 1 cars, could not be ignored. The result was a 24-hour race around Europe's fastest road circuit which mixed everyone from the raw amateur in his 87 m.p.h. unlit Simca Rapide De Luxe to the full factory machines, howling through conditions that inevitably included a characteristic Ardennes downpour.

Tragedies were routine. The first year I reported the race — nearly a decade ago — a refuelled BMW turned over just after leaving the pits and went into a spectator enclosure. The driver died, but a major crowd incident was happily averted. In subsequent years there were at least two cases of marshals being killed and, in 1973, three drivers ultimately lost their lives during the night section of the race: the combination of difficult conditions, sustained high speeds, heavy traffic and widely differing driver abilities was not going to go away.

So, for 1974, a new formula was introduced to cater for heavily modified production cars, originally drawn from Group 1. A couple of factory Capri IIs, the only ones ever constructed so far as we are aware, appeared. As Ford lost their German competition department that year the days of official fights between Ford and BMW were over, but the private teams gradually brought things back to the boil.

In Europe the 3-litre fuel injection six that BMW only put into USA-bound 5-series saloons was installed and homologated for competition. This made a very successful competition car — particularly in countries that, like Britain, had a 3-litre overall limit for engine capacity.

This supremacy has now been successfully challenged by the 3-litre Capri. In Belgium and France the Capri seems to just the hold the edge, while in Britain the Rover 3500 has now shown winning form in the Capri-dominated races of the Tricentrol RAC British Saloon Car Championship. Unfortunately we had no Rovers at Spa to cheer for, though they were originally scheduled to make the trip. Showing sensible judgement BL management kept the Bracey Price *Motorsport* Rovers in England to be fully developed in their first season of racing, rather than risk a fiasco in Belgium: incidentally there is also a Rover 3500 in France (for former Dolomite Sprint driver René Metge) that is now showing midfield form.

So the Spa battle was essentially distilled over the final races of the seventies, and in the entry for this 1980 contribution, to the 5-series BMWs versus Capris from Belgium and Britain. This year the 132 prospective entries found themselves whittled down to 65 for practice and 50 for the race: Capris accounted for 17 entries and the BMWs eight. General Motors had some influence to bear for last year's third place car was an astonishingly standard-looking Opel Monza 3.0E. This year two such cars were fielded, with Russelsheim sports boss Tony Fall (he of works Mini fame in the sixties) looking on with interest. Unfortunately the result was not so good — the same crew were tenth, but once again demonstrated an admirable balance for fast, wet weather laps.

These days GM hopes really rest convincingly on the shoulders of former BMW Group 2 preparation specialist Luigi Cimarosti, who now runs a pair of monstrous red and white 5.7 Camaro Z28s, backed by the Belgian cigarette company Bastos. They are driven by men like former Lotus GP conductor Reine Wisell and Luigi's talented brother-in-law Jean Xhenceval. This is very much the local team and the Belgian saloon car championship this season has seen the Capri's greater ascendancy over the BMWs unexpectedly hard-challenged by the Luigi Camaros, particularly that of Wisell, who has driven the Chevrolets with verve and enthusiasm for many of the seasons since he disappeared from the public eye.

The 1980 entry was notable for a larger content of current GP drivers than normal. Celebrities have always been a feature of the Belgian 24 hours, with an eye to emulating the fame of its French progenator, but this time cigarette money had brought Didier Pironi and Jacques Laffite together in one of the French Benoit-prepared BMW 530s.

Also in Gitanes colours — the race is also a battle of the cigarette companies — was the pole position-earning Benoit 530i of sometime rallyman Guy Frequelin. After a hectic 7½ hours of "practice" (for a 24 hour race!) the Benoit BMWs had consumed the most engines and set fastest times, split by one Capri. Frequelin managed 2m. 56.50s. (142.103 km./h.); Jean

Pierre Jaussaud managed 2m. 56.88s. in the Team Willeme Capri he shared with French rallyman Jean Luc Therier, and Laffite was credited with 2m.56.92s. in the BMW.

Jochen Mass was also drawn from the current GP scene, but his race in an Audi managed by Vic Elford was curtailed by losing a wheel, shortly after he had taken command of the 1600 c.c. class.

Rain on cue

The race did not take long to produce a familiar Spa pattern. Rain fell almost exactly one hour into the race. By then Frequelin's opening lap burst of glory racing with Wisell's Camaro was a memory, though recollection was not hard as the Benoit crew replaced the ruptured head gasket and the BMW rejoined. It was not to play a significant part in the race, a major internal failure, probably a piston damaged during the gasket failure, eliminated it.

Just before rain, at the conclusion of the opening hour, the order was headed by the two Luigi Camaros with the rather more familiar British "Caprists" of Messrs. Spice, Graham and Rouse: BMWs occupied places six to eight. Laffite was in the back of the BMW procession, Capris completing the top ten. They included the Ford of the eventual winners, who were obviously pacing themselves for 24 hours, not a club sprint. As four o'clock passed and the skies darkened on schedule, the hard basic lesson of water flow across the track, after the Spa pits, was learned the hard way by a good dozen competitors.

Some of the more enterprising took advantage of the revised *Eau Rouge/Raidillon* crash barriers—now well back from the circuit edge. Such drivers simply didn't move the steering when they felt water lift the front wheels clear of tarmac. The result was a minor bump as they hit the kerb, a spell of loose surface motoring and then a rather bumpy and messy flight back onto the track after the challenge of Raidillon was over!

So far as influencing race order was concerned we lost Laffite/Pironi in this changeable second hour. At one moment there would be lightning and the next one would be looking for the rainbow formed by the sun chasing another rapid down-pour. Such conditions led to Laffite being trapped out on slicks in the Spa slipperiness and he succumbed with what rallyists might term "a fairly minor off." Unfortunately it took over ten minutes to limp the battered BMW back to the pits, and another nine minutes or so to reunite exhaust and manifolding, and tidy the front body panels. Pironi then took the car out and, just into the third hour, set the fastest lap of the race at 2m. 58.5s. (87.26.h.). Just a matter of laps later that Benoit BMW engine expired steamily too. Now we could get back to Spa 24 hour reality.

By the third hour the race pattern was set. The night would be primarily dry and the race contenders had spread out so that only two, instead of the first hour's 22, contenders were on the same lap! Former 24 hour winners for BMW, Eddy Joosen and driver-cum-journalist Pierre Dieudonne, were fighting for supremacy with Spice and Alain Semoulin's Capri. Average speed was now around 76 m.p.h., instead of the opening hour's 86 m.p.h. Rouse was third, Wisell fourth, the Martin brothers were up to fifth and another British Capri combination — Vince Woodman/Jonathan Buncombe/Peter Clark — were sixth, this despite an opening lap incident that had bent a steering arm.

In former years we might have shuffled off at this point, possibly to Burnenville or Stavelot, there to consume liberally sauced Pommes Frites and contemplate what pleasure drivers were getting from those long, swooping, curves. There are still some good watching points on the new track, but the pit dramas brought about by the mechanically more demanding new layout, make one want to stay in and around the pits. It was worth it, if only to see the next driver arrive waving arms and trying to communicate with a baffled crew through layers of balaclava fire protection and a full face helmet.

In between times you could contemplate the pine trees disappearing into the dusk, the pain inflicted by Mazda RX-7 exhausts and the gradual switch-on of powerful overhead arc lights, their swirling moth attendants bent on suicide.

The race itself was a good one through the night this year.Though the Joosen/Dieudonne BMW dominated the hours of darkness. In fact Joosen did not drive at all during the night — owing to what was described as a heart condition by one of my contemporaries (which means the RACB must be a little more lenient that the RAC Medical!) — but returned to put in his normal capable performance in daylight.

Thus Dieudonne had the job of surviving their nocturnal problems with the alternator at 1 a.m., a problem that also manifested itself for the sister BMW of Dirk Vermeesch/Daniel Herregods and Daniel Rombauts.

The Capris had an eventful night too. Rouse suffered a major fuel tank leak that required a replacement long range (25 gallons plus) unit be fitted in nearly 40 minutes, while Spice's co-driver Semoulin lost 7 minutes off course, and also broke the gear lever in the excitement.

However, at 2 a.m., the Martin brothers were leading for the first time: this by the enormous margin of 8.9s.

The Fords found that halfshafts were a problem on the tighter course and changes were made on all three of the quickest CC Racing/Belga Capris, including that of the winners. Vince Woodman's team ran reliably save for a mysterious electrical fault that flattened the battery out on the track. They lost over 25 minutes but CC Racing founder/partner Clark eventually got the car back to the pits: the team did extremely well to recover fifth position by the finish, while Rouse's rugged night resulted in seventh overall with Belgianle seater hope for the future Thierry Tassin.

Traditionally the Sunday morning run into the 3 p.m. finish can be sleep inducing, especially if you've survived the inevitable pre-dawn showers and are thinking it would be nice to pack up nearly a decade's attendance at the same race and take up a sensible sport like speedway, where the distances are not excessive, either for competitors or spectators intent on reaching creature comforts.

Spa on Sunday provided ample proof that the BMWs were also running into structural problems on the tighter course. Both the Joosen 530s had to come in for front strut repairs, the stub axle nominated as the weak link. This was at 10 a.m., but you could also have spent some happy minutes watching, and sympathising with, the dirty and exhausted Spice team pit crew as they coped with a gearbox change on Gordon's car in under half an hour (made more difficult by the wire-locking of securing nuts and bolts for extra security), and the 11 a.m. Sunday halfshaft change for the Martin brothers.

After that things did settle down a bit at the front. The fight remained between the Joosen BMW, abetted by the similar cars of French rallyists Claude Ballot-Lena/Jean Claude Andruet and Lucien Guitteny/Guy Bleynie, versus the British Capris. A constant interloper — and one that had run embarrassingly high in the overall order at odd occasions — was a German-crewed Escort RS2000, which eventually finished sixth to split the best British Capri driver placings.

The prestigious Coupe du Roi team prize went this year to the VW club of Belgium, but I confess I don't know why as the three British-prepared CC/Belga Capris were first, seventh and ninth! There must be a mathematical equation complicating such a result, for the VWs were well back amongst the 22 survivors. — J.W.

The changeable conditions at Spa meant that the pits were kept busy with mechanics changing from dry to wet tyres and vice versa: here the winning car is having slicks put on as the track dries out.



The 32nd Spa-Francorchamps 24 Hours — 1980 24 hours, July 26/27

1st:	J. M. Martin/P. Martin (3.0 Ford Capri S)	2952.318 kms (123.01 kph)
2nd:	E. Joosen/P. Dieudonne/D. Vermeesch (3.0 BMW 530i)	2946.177 kms
3rd:	C. Ballot Lena/J. C. Andruet (3.0 BMW 530i)	2930.681 kms
4th:	L. Guitteny/G. Bleynie (3.0 BMW 530i)	2904.792 kms
5th:	V. Woodman/J. Buncombe/P. Clark (3.0 Ford Capri S)	2899.365 kms
6th:	D. Mauer/H. Kummle/M. Ketterer (2.0 Ford Escort RS2000)	2888.189 kms*
7th:	A. Rouse/T. Tassin (3.0 Ford Capri S)	2887.841 kms
8th:	D. Vermeesch/D. Herregods/D. Rombauts (3.0 BMW 530i)	2878 kms
9th:	G. Spice/A. Semoulin (3.0 Ford Capri S)	2832.124 kms
10th:	J. Weisheidinger/D. Hackner/A. Sonntag (3.0 Opel Monza E)	2828.848 kms

Class winners: Martin/Martin (Ford Capri), as above; Kummle/Mauer/Ketterer (Ford Escort), as above; R. Martin/E. Cerutti/T. Gillet (1.6 VW Scirocco), 2633.727 kms (109.739 kph/68.148 mph). 22 finishers in three classes only.

Fastest lap: D. Pironi (3.0 BMW 530i-Benoit), 2m 58.5s (87.257 mph). Fastest lap by a finisher: J. Xhenceval (5.7 Chevrolet Camaro-Luigi), 2m 59.6s (86.72 mph).

* Class winner, average speed, 120.341 kph/74.743 mph. Winning distance, 1833.389 miles.

FORMULA ONE TREND OF DESIGN

Anti-roll bar controls

THERE IS a surprising divergence of opinion on the use and function of the suspension anti-roll bar. Everyone is agreed that suspensions front and rear need the operation of a subsidiary torsion bar to control the degree of roll when cornering, but the difference of opinion comes in whether the driver should have any control over the operation of the torsion bar and, if so, how it should be done. The anti-roll bar, which is a steel bar being used in torsion, or twist, has the effect of controlling the amount of roll that the car undergoes due to weight transfer, side-to-side, when cornering. The resultant effect is the roll-stiffness and this affects the characteristics of a tyre following the undulations in the road and the loads on the tyre when cornering. A total lack of roll-stiffness would mean that the car would flop over towards the outside of a corner due to centrifugal force acting on the centre-of-gravity of the car. Because racing cars have different suspension systems and geometry front and rear, each end of the car needs its own anti-roll bar, and because there is more weight at the rear of a Formula One car than at the front the rear anti-roll bar has to be stronger than the front one. The amount that the steel bar resists twisting is dependent on its length, diameter and the leverage applied to either end to twist it. Consequently anti-roll bars can be effectively altered by using a variety of differing diameters, or by altering the lengths of the operating arms.

Exactly how much roll-stiffness is considered desirable depends on a number of variables and the choice is almost infinitely variable, so that an optimum setting is chosen, dependent largely on the whim of the driver or the choice of the designer. As the roll-stiffness can affect the cornering characteristics of the car you can play about with the anti-roll bars until the cows come home! Mario Andretti and Colin Chapman developed the fully adjustable anti-roll bar with the Lotus 78, in which a system of cables and levers enabled the driver to adjust the roll-stiffness from the cockpit, ranging from virtually no roll-stiffness at all to being virtually solid. This was done by the ingenious expedient of coupling the ends of torsion bar to the suspensions by two arms approximately eight inches long, one of these arms being in the form of a blade of steel which could be rotated about its longitudinal axis. In one plane this blade presented a rigid beam which did not bend, but when rotated at right angles it presented a thin blade that was virtually a spring leaf with no rigidity at all. These two extremes were imparted to the torsion bar so that in one position the suspension movement twisted the bar to the maximum and in the other position it twisted the bar hardly at all, and the amount of twist reacted against suspension movement when one side was trying to go up and the other side down, as when cornering. Over a straight line bump both operating arms rise or fall together and there is no twist on the torsion bar.

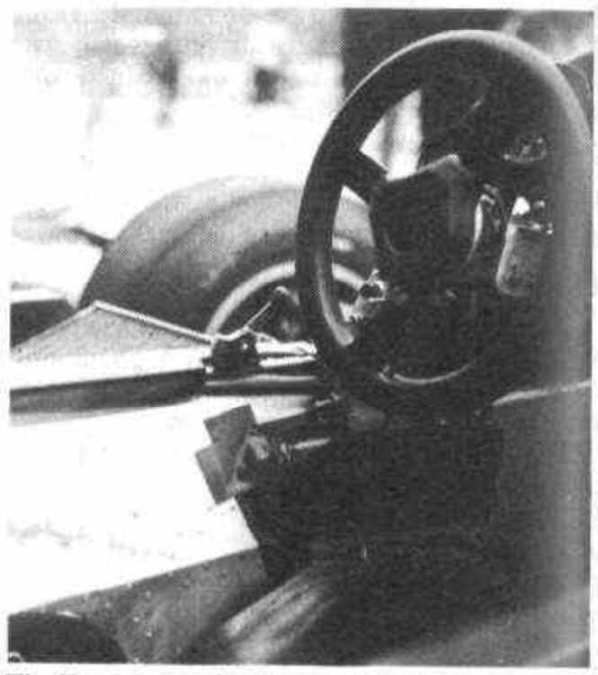
It was a simple matter to couple the movable arm or blade to a cockpit control by means of links and a long cable and Lotus still use the same principle of a push-pull control on the left of the instrument panel for the front anti-roll bar and a fore-and-aft sliding lever, with seven notched positions, on the left of the cockpit for the rear anti-roll bar. This set off a popular trend and most designers used similar controls at some time or another, but as the effectiveness depended to a large extent on the sensibility of the driver, many of them soon disappeared and any changes in roll-stiffness were effected by the designer in known steps, either by changing the actual torsion bar or altering the lengths of the operating arms along known graduations.

A rundown on the various teams at the German Grand Prix produced a surprising variety of opinions. McLaren, ATS, Ensign, Alfa Romeo, Arrows and Osella provide no controls at all for the driver, any changes that are deemed necessary are effected by the mechanics in the pits under the direction of the engineer in charge. These changes are made either by substituting a different diameter bar into the mechanism, as with McLaren, or altering the lengths of the operating arms by movement of a clamp, as with Osella.

Tyrrell, Brabham, Fittipaldi and Lotus all provide the driver with cockpit controls for both front and rear. As already mentioned Lotus use a push/pull control for the front, push the knob in for maximum roll-stiffness, pull it out for minimum and Tyrrell use a similar system. The Lotus rear control is a slider knob on the side of the monocoque, and this has seven positions, Tyrrell use a similar system but with only five positions. Brabham control their front one by a knob on the right of the instrument panel which you turn either clockwise or anti-clockwise. This turns a quick-start threaded rod on which a collar moves, the collar being coupled to a push/pull cable that runs to the anti-roll bar movable link. The rear control on the Brabham is similar to the Lotus, with a slider knob on the left side of the monocoque and a cable running to the rear. Like the Tyrrell there are five positions for this knob along the slider, and forward gives maximum roll-stiffness, or hard, and rearwards gives minimum, or soft. Fittipaldi have a unique system of a slider-control on each side of the monocoque, the right-hand one, coloured blue, for the front and left-hand one, coloured red, for the rear.

Renault, Ligier and Williams only give the driver control over one anti-roll bar. In the case of Renault and Ligier it is the front one and with Williams it is the rear one; Williams used to use a front control, but have now abandoned it, and are in the process of abandoning the rear one as well. Renault provide control of their front anti-roll bar with a slider-knob on the left which has five positions, while Ligier control their front one by a knob on the left of the instrument panel, which you turn either way, utilising a quick-start thread like Brabham. Instead of rotating a blade-shaped operating arm on one end of the torsion bar, as most people do, theirs moves the bottom of a vertical operating link to and fro thus altering the effective length of the operating arm. Williams use a simple cable system like Lotus, with a slider-knob on the left of the cockpit, with seven positions.

Never a slave to fashion, no matter how good it may seem, Ferrari are unique in using a system that couples the front anti-roll system to the rear system by means of rods and cables. Where this control rod passes the cockpit on the left a short lever is introduced that operates on a rack and pinion principle and movement of the lever forwards or backwards has the effect of softening the front and stiffening the back and vice-versa. This system comes directly from that used a few years ago in which the front and the rear anti-roll systems were coupled together hydraulically with



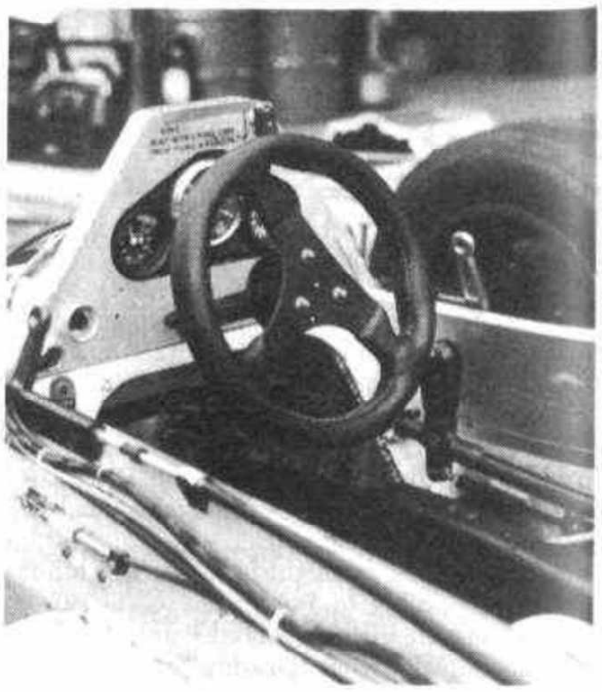
The Ferrari control affects the whole system. As the front is stiffened the rear is softened. The control lever is the small one to the left of the steering wheel.

an over-riding mechanical control to the rear one.

Although most designers have experimented with driver-controlled anti-roll bars, the fashion is dying out as they discover that their drivers are insensitive to changes or are unable to make suitable changes relative to the requirements. A driver like Andretti, when he was on top of his form in the Lotus 78 could alter the roll-stiffness front and rear a number of times in a lap, which made delicate control of the car that much easier. His team-mate at the time was Ronnie Peterson, who never understood the finer points of chassis and suspension tuning or balance, and merely drove fast by animal instinct. After both drivers had recorded identical practice laps you could look at the controls and find Andretti had his at one end of their movement and Peterson would have his at the opposite ends! Andretti refused to describe exactly how he "trimmed" the car with these controls. Peterson was very straightforward; he left them the way he found them when he got into the car. While Peterson's super-fast lap would be an inspired "one-off", Andretti could guarantee to repeat his to order and for any number of laps.

Cockpit control of the anti-roll bars would seem to be an idea that is fast going out of fashion. — D.S.J.

The new Fittipaldi F8 has two separate levers, the right-hand one for the front anti-roll bar, the left-hand one for the rear anti-roll bar.



Driving the Fiat Mirafiori Sport

HAVING referred to the Fiat Mirafiori Sport in last month's Editorial, in connection with Fiat of Turin's supercharging experiments, I felt I should drive one again, which Richard Seth-Smith soon arranged. The Mirafiori range is now becoming somewhat dated, having been introduced in the UK five years ago. Nevertheless, these cars still have an appeal to those who like a good, honest conception of family saloon with the engine driving the rear wheels, incidentally through a five-speed gearbox. The 2-litre Sport version, the Fiat 131 2000TC to give it its full title, has the added attraction of the classic twin-cam engine, in a two-door bodyshell, to give it considerable performance. Fiat claim that the Mirafiori Sport is directly descended from the successful Tipo 131 Abarth Rally cars. Its 84 × 90 mm. (1,995 c.c.) racing-type engine produces 115 (DIN) b.h.p. at 5,800 r.p.m., which is sufficient to increase acceleration by 2½ seconds in the 0-60 m.p.h. band, to 10.3 sec., and to lift top speed by some eight m.p.h., to over 106 m.p.h., compared to that of the 1600SL four-door Mirafiori saloon.

I found the driving position, that is higher than normal, quite satisfactory, even rather pleasant, the big seats being comfortable even if their cushions are a trifle thin. The steering wheel is very thick rimmed and the gears are changed with a big-knobbed stubby lever that engages them with a clonky, sometimes baulky, precision. The fifth-speed is for fast cruising, a drop into fourth being desirable in town driving. Yet the competition-bred engine is smooth and docile, although noisy when opened up. Indeed the noise level at speed of the Mirafiori Sport reminds one of its design-age, as does the lively action of the suspension. Yet this is a good car in which to cover the ground, its acceleration being decidedly useful, and the somewhat ragged cornering made very safe and impressive, from the grip aspect, by Pirelli P6 low-profile tubeless tyres.



The Fiat Sport is a rather sombre car, with its black bumpers, and on the test-car, charcoal upholstery. It is recognisable by its front air-dam and side rubbing strips, the o/s one of which had shifted slightly. It is a fine "wolf-in-sheep's-clothing", a family saloon that belies by its appearance the effective manner in which a keen owner can wind it up. The brakes may be slightly over-servo-ed but stop this brisk roomy saloon well, the instruments are generally easy to read although the fuel gauge is insufficiently calibrated to reassure a person strange to the Mirafiori's driving-seat, and the boot is of large capacity and unobstructed. There are minor irritations, like the wide doors lacking "keeps" and the twin halogen headlamps being very poor when dipped, although otherwise excellent. The facia incorporates an unusual pair of stowages, in the form of two illuminated wells covered by sliding, unlockable lids, and Fiat's expected triple stalk-controls and three keys are part of the Mirafiori make-up.

The steering is light, the screw-type fuel filler can be locked, and although I did not have an opportunity to check petrol consumption as accurately as usual, this fast Fiat gave about 28¾ m.p.g. on a long run and around 25 m.p.g. of 4-star on harder going. As the tank holds nearly 11 gallons, refuelling is not called for at too-frequent intervals. The engine commenced from cold satisfactorily if not first time, on the automatic choke. The wipers have only a single speed apart from intermittent action and the washers work independently of the blades. Two neat Californian external mirrors are fitted, and instrumentation includes a Veglia electronic tachometer and a clock. The switchgear, heater/ventilation controls, and door handles are well-contrived, but apart from pockets in the backs of the front-seat squabs there is not much oddments stowage, except in the aforementioned facia "roll-top desk". The bonnet is front-hinged and self-supporting, the dipstick easily used — no oil was needed in 600 miles.

Although some critics will discount the twin-cam Fiat Mirafiori as old-fashioned, do not be put off by this. It is a rather good return to the one-time sports-saloon. The price is £5,448 but although the offer of £300-worth of free fuel or holiday with every Mirafiori sold has ceased, no doubt a deal can still be done with Fiat vendors over a quick sale of these long-established Fiat Mirafioris. — W.B.

Seventy-Five Years of SHELSLEY WALSH

ALTHOUGH it was at the VSCC Shelsley Walsh hill-climb that the 75th Anniversary of this famous speed venue was celebrated by a special parade of historic cars, as described in last month's issue, the Midland AC did not overlook the occasion at its RAC Hill-climb Championship meeting on August 10th, which fell just two days earlier than the first meeting in 1905. In the programme there were 16 congratulatory messages, and other material relating to that first-ever Shelsley and a number of celebrities who had competed there before the war were present, including Rupert Instone, and Eddie Hall all the way from Monaco, who was taken up the course in a Jaguar. There were also demonstrations by a number of motorcycles, to commemorate the last time these ran in anger at Shelsley, such as pre-war Triumph, Norton, Ariel and Velocette, joined by Brindley's Triumph sidecar outfit and Cyril Hale's racing Morgan-JAP which overcame some gear-selection difficulty in time for its ascent.

Besides this, the Coventry Museum 35 h.p. Daimler that I described fully in MOTOR SPORT last November was present, as well as the 1980 Lea-Francis and someone's pre-war Rolls-Royce saloon, and there were classes for historic racing and sports cars, the former featuring Ron Sant with the GN Spider, that was in great form, Freddie Giles' GN/Morgan Salome, Ian Preston's Type 35B Bugatti, Guy Smith's 3½-litre Alvis-Frazer Nash, and Ron Footitt's Cognac, while it was splendid to see Anthony Brooke driving the Vauxhall Villiers and Secretary Mark Joseland taking deck-time off at the wheel of his Frazer Nash Terror III. The start-line officials wore period costume for the occasion.

You cannot see another Shelsley Walsh hill-climb this year by the MAC intends to open the 1981 season on May 30th/31st. — W.B.



GN SPIDER photographed in the early fifties with constructor Basil Davenport at the wheel.

A New Emergency Service

THE MOTOR AGENTS ASSOCIATION held one of its rare press conferences recently to announce a new emergency service for motorists, with the accent on *service*. Called the MAA Gold Star Emergency Service, it will give the motorist extremely valuable help and financial assistance in just about any kind of motoring disaster taking place more than a mile from home.

The cost is £30 for the first year, which includes a £2.50 enrolment fee, and owners of cars, motorised caravans, light commercial vehicles and mini-buses up to five years old are eligible to join. They may renew their membership annually until the vehicle is nine years old, regardless of the mileage it has covered. The scheme covers the vehicle and not the driver (our only criticism), but once the service is under way, it is possible that cover may be extended to include the owner when driving another car less than nine years old.

Those who have been rescued from the road-side and taken home complete with family, dog, caravan and pre-war car by one of the existing services may be upset that the new scheme has no place for them, but when the range of assistance offered by Gold Star is considered, the MAA can be forgiven for limiting eligibility to recent models. The philosophy behind Gold Star has been to provide the motorist with help whenever he might need it, for whatever reason, when he is travelling anywhere in the UK or Western Europe — and, it is claimed, that includes turning off the gas for the absent-minded holiday maker.

In addition to helping the motorist (and all his passengers) whenever he might be stranded, up to the level shown on the table, below, the scheme provides for substantial legal aid — up to £5,000 per occasion — in the event of having to defend a motoring prosecution or having to make a claim for personal injury or uninsured loss following an accident.

The first priority will be to help a motorist back onto the road after breakdown or accident, although repairs will not be carried out at the roadside, unless of a very minor nature. Gold Star will operate round the clock, and the service is being run by *Mondial Assistance* and the *National Breakdown Recovery Club*, with back-up bein provided by the 16,000 strong MAA. The lega side will also operate round the clock providin advice as and when needed, and will be run b IRPC. The scheme has been put together b Lumley Insurance Consultants (who already ru the MAA Motorist Protection Plan of mechanica breakdown insurance) and will be administere by the Excess Insurance Group in Worthing Motorists with eligible cars (i.e. those less tha five years old) will be able to join at MAA an SMTA garages. — P.H.J.W.

MAA GOLD STAR EMERGENCY SERVICE

Cover in the event of accident, theft, fire or breakdown.

	UK	EUROPE
Towing:	£75	£75
Garage Storage:	£25	£60
Car Hire:	£75	£300
Hotel Expenses:	A total of £50 per person up to 2 nights stay.	A total of £15 per person up t 7 nights stay.
Vehicle Appraisal:	No costs in UK	£60
Spare parts delivery:	As incurred	As incurred
European Customs duty:	As incurred	As incurred
Vehicle Repatriation:	As incurred up to current value o vehicle if major repair more than seve days.	
Get-you-home costs:	Tourist air fare or 1st class rail fare.	
Legal costs:	Up to £5,000.	

The Side Valve Small Fords

JUST AS the 750 MC has come up with a comprehensive book all about the Austin 7, so the Ford Side-Valve Club has brought out a nice little book about those indestructible s.v. Fords, from Model-Y to the 100E, to celebrate its 10th Anniversary. Thus are the one-make clubs challenging the established book publishers! The "Ford History" was designed by Bill Cooper, written by Dave Turner and illustrated by Bruce Palmer from Ford and National Motor Museum archives. It is very nicely done, on glossy art-paper, with lots of good illustrations, from Edsel Ford cutting the first sod at the Dagenham site in 1928, through the many model alternatives in the small-car s.v. range, including Ford vans, to the last production Ford Popular of 1962, with several now-amusing publicity shots of these modest cars and the then-modest model-girls. European and special-bodied Fords feature. Although a skilled writer or photographer can make even mediocre, not necessarily nice-to-drive cars seem alluring, this little publication should be useful in sorting out the smaller Fords for historians and those seeking them out, and it will interest those still using such Fords, whether Club members or not.

The book is available for £3.50 inclusive of packing and postage, from John Skinner, 58, Willow Crescent, Worthing, BN13 2SX, who can also enrol members in the Ford SVOC, which incorporates the Ford 100E OC. — W.B.

THE SHUTTLEWORTH Collection of aircraft will host a spectacular display at Old Warden Aerodrome on Sunday, September 28th, with many exhibits which have not been seen there before, including Sepecat Jaguar, Edgeley Optica, Fairey Flycatcher, Gloster Meteor and de Havilland Vampire. Many of the Collection's resident aircraft will be flying, and the admission charges are the same as for a normal "Flying Day" — £5 per car and all occupants, or £1 each for those arriving by other means.

MINIATURE NEWS

WE have received from Lawrence Designs & Models, 194 Stoneleigh Avenue, Worcester Park, Surrey KT4 8YA a white metal kit for making up into a model of the Percival Mew Gull monoplane. This should be of interest to those who read Alex Henshaw's latest book, "The Flight of the Mew Gull" which is reviewed elsewhere in this issue of MOTOR SPORT, because in it this well-known racing and test pilot had a great deal to say about his famous Mew Gull, G-AEXF. Indeed, his book is largely about how he raced this great little aeroplane, which he acquired in 1937, and then broke, by a big margin, the England-Cape-England record with it, in 1939. The point is that the LDM kit, which costs £10.90, makes up into a nice little miniature to 1:4-scale of this aeroplane — which is still in existence, incidentally, in the form in which it is today, as it was raced in the King's Cup in 1938, or in the Capetown-record rig. With the kit come instructions for assembling the model, which goes together with soft-soldered or glued joints, for making it up in the three forms just referred to, and there is also a history of the Mew Gull, which was in production from 1934 but of which only five were built. The instructions include colou notes and the kit has lettering transfers, etc. Th model has a wing-span of 6¼".

The makers say their's are about the only mode aircraft white-metal kits, at least of this size. They are quite honest about the Mew, saying that while no special skills are needed to assemble it the Mew Gull is probably the most difficult kit t make up if wanted in racing form, because quite a lot of metal has to be removed from the rea fuselage decking, as this was cut down to reduce drag in the real aeroplane. Their other kits, all t the same scale, are of the Pitts Special S2A, Cierva C30A autogiro, Comper Swift (a racing contemporary of the Mew Gull), the Chilton DE light-'plane, and the LeVier Cosmic Wind. Prices run from £9.60 for each kit. Incidentally, this actual Percival Mew Gull was flight-tested for MOTOR SPORT by David Ogilvy in 1952, and if you want to know more about G-AEXF and what another pilot thought of this exciting little 210 b.h.p., 250 m.p.h. all-wood aeroplane, reprints of the story are available from us, as they are of all past MOTOR SPORT articles. — W.B.

BRITISH LEYLAND's Heritage Collection has moved to its new home at Syon Park, Brentford, and is now open to the public once more. The collection, which was housed at Donington Park, spans the whole of motoring history, right from the earliest days with exhibits from the various companies which have merged over the years into the British Leyland we now know.

* * *

Standard/Triumph International Rally

THE FIFTH Standard/Triumph International Rally by the relevant clubs and registers, which incorporates the 21st Anniversary Rally of the Standard Register, takes place at Charlecote Park, Nr. Stratford on Avon, Warks., on September 6th/7th. Admission is 75p per person. — W.B.

Racing Car Display

JIM COWLES, proprietor of the *Bull and Butcher* at Turville near Henley-on-Thames, has organised a fine display of some 50 racing cars and a number of racing motorcycles to be staged at his pub on Sunday, September 21st. Many of the contenders in the Lloyds and Scottish Historic Car Championship will be there together with Jaguar XJ13 and the Vanwall which was used as a testbed for Vandervell bearings. Jim has also managed to obtain promises from the Williams, Fittipaldi and McLaren teams to bring examples of their current Formula One cars, while many Aurora series cars and some Formula Two cars should also be present. Weather permitting, there will be a flying display at some stage during the day to cap what promises to be a fine show. Open from mid-day onwards.



PORSCHE in announcing their range for 1981, claim more power for the 911 SC, with a remarkable high 21% improvement in fuel economy. They also make similar claims for the 924 Turbo, and have increased their anti-corrosion warranty for the entire body structure to seven years. The Porsche range starts with the 924 at £9,103 — this price being unchanged from 1980.



MERCEDES have been experimenting with a variety of alternative fuels and now have a sizeable test fleet in operation running on fuels other than petrol and diesel. Some good results are claimed, and we wonder if Mercedes will be able to produce a commercially viable hydrogen engine — the fuel being stored in metal hydride units. Such engines must be of considerable interest to the pollution conscious, as the product of combustion is simply water.

OBITUARIES

Bob Shepherd

I was very grieved to hear that Bob Shepherd died last March, after a short illness, at the age of 67. He was a Founder Member of the VSCC of Australia and his immaculate drawings and paintings of the older motor cars are well known. They have appeared not only in the Club's magazine but in several books. Shepherd became keen on cars from an early age and he attended every meeting at Maroubra Speedway, which was built close to his home when he was 12 years of age. He was apprenticed to a die-maker and engraver and worked all his life, until his retirement, at Davis Geletine. Bob never actually owned a car or held a driving licence but he and his family took a very active part in VSCC of A affairs, until his two daughters grew up. Shepherd was a great Bugatti enthusiast and received a letter from Ettore himself, and he had shares in a number of vintage cars owned by friends. I have hanging in a prominent place in my house the beautiful painting he did, of a Type 55 Bugatti, which was presented to me by the VSCC of A in September 1945 as a mark of their appreciation for my part in keeping MOTOR SPORT going for the duration of the war. In that great country Bob *was* the background of the vintage movement; he influenced greatly and in the best possible way. To his wife and daughters, our heartfelt sympathy. — W.B.

Charles Van Eugen, MBE

Mr. Van Eugen, a Dutchman who left Holland in 1911, came to Coventry in 1913, after two years in Berlin, and joined the Daimler Company. He joined Clyno in 1921 and then became well known for his design work at the Lea-Francis Company. His greatest achievement was the creation of the V8 Autovia for the Riley Motor Company in 1938. The war killed a promising product and Mr. Van Eugen then joined the Wolseley Company and was absorbed into British Leyland, retiring in 1955. A Council Member of the Automobile Division of the IME, Mr. Van Eugen died earlier this year at his daughter's home in Bedfordshire, at the age of 90. — W.B.

Louis Giron

LOUIS GIRON, who was very much part of the National Motor Museum for many years, died on Friday 25th July.

Louis served his apprenticeship with Bugatti at Molsheim and it is actually known that he helped to build the 1924 Grand Prix Bugatti which is at present on show in the National Motor Museum.

He came to England in 1930 and worked on cars — mainly Bugatti — in and around Brooklands. After the war he went into partnership with Rodney Clarke in a firm called Continental Car Sales which stood on the site of Connaught Garages outside Guildford — again specialising in Bugattis.

He later went to work for Duncan Hamilton when he was racing 5 CLT Maseratis and then later D-Type Jaguars. After this he went into business on his own again in Weybridge, restoring and rebuilding historic sports cars.

In 1963 he came to Beaulieu to head the staff of the Restoration Department of A. C. Marvin & Son Ltd. Four years later, in 1967, he came to run the new Workshops attached to the then Montagu Motor Museum.

In his mid 70s he left the National Motor Museum Workshops but carried on his restoration work on the cars of a few special friends. However, he still retained a close working relationship with the Motor Museum as a Consultant.

Over the years Louis had built up in his head possibly the greatest knowledge that anybody could have on a very wide range of older vehicles.

He will be sadly missed by all his friends and colleages at Beaulieu. — Montagu of Beaulieu.

Mini Seven Racing Club

JIM MANCEY has retired from his position as secretary of this club, handing over his duties to Alyson Reed, 73, Aberdare Gardens, London, NW6.

The South Yorkshire Transport Rally

THIS large gathering of all types of historic vehicles, preceded by a run through South Yorkshire, takes place at Norfolk Park, Sheffield, on Sunday, September 28th. In addition to the spectacle of the participating vehicles, there will be a full programme of supporting events, such as a free-fall parachuting display and a motorcycle display team. The event starts at 1.00 p.m. and further details may be obtained from Ian Suttle, 840 Barnsley Road, Sheffield.

* * *

Chislet Grand Prix

A GRAND PRIX with a considerable difference, which may appeal to some of our readers, is that to be held at Chislet Cricket Ground, Herne Bay, Kent, on September 20th, starting at 10.30 a.m. The difference? The competitive machinery consists entirely of lawn-mower.

Whatever next?

* * *

Correction

I DO NOT propose to have an "Oh Dear . . ." Department this month, because most of the slip-ups in last month's issue were typographical errors, easily understood, one hopes. But John Rowley has reminded me that when I paid tribute (in the July issue) to the excellent showing made by Willie Green in the 1927 1½-litre GP Delage at the 1980 VSCC Oulton Park Meeting "on its first appearance" in such an event, I should have qualified this by saying "since its restoration for Anthony Bamford". The car was, in fact, raced before this in VSCC events, R. Habershon winning the 1949 Itala trophy Race with, I think, this same car, while John Rowley won that race in a 1½-litre GP Delage in 1950 lapping at 78.69 m.p.h. I do not, however, wish to become embroiled in arguments as to which of the team-cars these Delages are, or who their owners were after Louis Delage disposed of them!

W.B.

Tax Folly

ON THE day that the August issue went to press, the Minister of Transport announced proposals to amend the basis on which Vehicle Excise Duty is levied from use to possession. We have now had the opportunity to study Mr. Fowler's ideas, and our opinion is set out in *Matters of Moment* (page 1305). We have, of course, sent our own letter to Mr. Fowler making our position clear to him, but feel it worthwhile publishing a small selection from the hundreds of letters we have received on this subject. We urge readers who feel strongly about this ridiculous proposal to lobby their MP's and to make their opinions known to the Government by writing directly to the Department of Transport at 2, Marsham Street, London, SW1P 3EB.

Motives Questioned

Sir,

The replacement of the vehicle excise licence by a tax on possession of a car came a step nearer today with the announcement of a so-called "discussion paper" on the subject by the Minister of Transport. The Minister claims that this proposal is a means to counter tax-evasion; I believe that he is lying, and that it may be profitable to consider the real motives behind this unpleasant attack on the motoring community.

Three recent events in the sphere of vehicle taxation deserve attention:

a) The last Labour government put forward a proposal to scrap the excise licence and to replace the revenue thus lost by raising the tax on petrol. When the present administration came to power this proposal was killed very smartly indeed.

b) In the last Budget the Chancellor announced proposals to replace the former four month minimum licence period with one of six months.

c) The current proposals will tax stored and unused vehicles on the same basis as those actually in use.

There seems, at first glance, to be very little in common between these three events, but I suggest that considered in the context of prolonged and severe fuel shortages (such as we are increasingly being led to expect), the common factor becomes only too clear; that factor, sir, is the safeguarding of the Treasury's revenues.

For example, assume that vehicle taxes are raised by increased petrol taxes. Petrol becomes difficult or impossible to obtain, therefore people buy less, therefore the Treasury gets less money. Can't have that, can we? Or consider the same situation but with the present licence system still in operation. Motorists will tend to tax their cars for the summer only, maybe even take them off the road altogether. *More* loss of revenue. And whatever the economic situation, whatever is happening to your cash flow, and mine, and everyone else's, the flow of money through the Treasury door must never, *never* be allowed to decrease. Remember 1973? Remember the suggestions (from the AA and RAC, I think), when petrol rationing seemed so likely that coupons were issued, that there should, perhaps, be a reduction in the licence fee to compensate for restrictions in use? Remember the short, sharp answer, the official language equivalent of "No Way"? Remember how, in fact, Treasury demanded an increase in petrol tax to compensate them for the loss in revenue when everyone obeyed official exhortations to use less?

Whether or not such a fuel shortage will happen, only time can tell; the Treasury, however, is obviously taking no chances. I wonder how long it will be before some Civil Service gnome has the bright idea of safeguarding the petrol tax the same way? Pay the tax on a year's fuel in advance — no refunds — whether or not you intend to use it.

The Minister wants to hear views on the proposals by mid-September. He will most certainly hear mine, and I suggest that other readers make sure that he hears theirs as well.

Birmingham BOB WATT

Further Implications

Sir,

I wonder if the readers of this magazine are aware of the implication in the new Motor Tax proposals.

The Minister for Transport, Mr. Norman Fowler, intends that we should pay, not for the privilege of using our roads, but for the privilege of owning something we have already bought. This, in spite of the fact that we have already paid two taxes, VAT and income tax, before we take possession. In spite of the fact that we already pay another tax (rates) on the garages which house them.

Over a period of years I have built up a small collection of old vehicles. In my opinion, they are irreplaceable like the Art treasures the Government have recently purchased for the nation. There should be some encouragement, if not incentive, for the owners of such vehicles, to retain them in this country and use them on its roads. After all, one only needs to glance at the faces of onlookers as one drives past to know that the vehicle is appreciated.

How far will this new act go? How will it affect Beaulieu and the Midland Motor Museum, Peter Black's collection at Keighley and a host of other dotted about the country? What about non-road vehicles? If a McLaren M23 is exempt, then so is an MX Morgan with its lights removed. When is a vehicle a vehicle? If spares are exempt then so is a 35B without seats, bonnet and wheels. Not only will we have to tax our vehicles indefinitely, we will have to MoT and insure them in order to obtain the tax. Therefore they will have to be kept in road-going condition *ad infinitum* expense, expense.

I think we should all worry about the precedent of this proposal. For long enough the Damoclean Sword of Possession Tax has swung over us. It will not end with motor cars, even though they appear to be the symbols of selfish greed.

I sincerely hope that your excellent magazine, unlike the apathetic ditherings of the motor organisations, will make a firm stand on behalf of its readers, against this unjust and preposterous tax.

MICHAEL J. METCALFE

Skipton in Craven, York

Fuel Tax Supported

Sir,

The Minister of Transport, Mr. Fowler has just announced that he is considering a tax on car ownership to replace the present system of motor taxation. I urge you and your readers to protest against this proposed measure, which if enacted will result in motorists having to pay for the privilege of keeping their own cars in the garage.

If the Minister is really genuinely worried about tax evasion then he should tax fuel. Nobody would be able to avoid this, and it would have the merit that those who use the roads most would have to pay most for the privilege, and that the old, and the poor, who travel least would no longer be called on to subsidise the business motorist. (Or doesn't the last idea appeal to a Tory Government?)

If the ownership of motor vehicles for fun (and surely that is partly why so many MOTOR SPORT readers own cars) is to continue unfettered by the hands of the politicians we must strive to get this latest proposal nipped in the bud. The only way to do this is if all interested parties act now. Write to your MP and protest, before it is too late.

Swindon, Wilts. MICHAEL TRICKETT

Tax on Fuel Fairer

Sir,

The proposed changes in vehicle taxation prompts me to write to express my utter indignation.

I feel sure you and your staff will agree with my view that the idea of taxing mere ownership of a vehicle is deplorable and should be opposed on principle.

The reason given for these changes is that an estimated 10% of vehicles in use are not licensed, and indeed this is borne out by personal observation. A law which is disregarded in this way is a bad law and certainly needs reviewing. But it must be improved in a fair and balanced way, not merely converted to yet another convenient (for the tax man) blanket tax.

Surely an extra tax on fuel must be the fairest system yet devised and the simplest to collect. Such a levy would encourage enonomy and thrift, qualities which we are constantly being reminded by the self-same administration are so holy.

As I understand them, the proposals would require me to pay a tax on my 20-year-old Aerial Leader which I have owned since my youth but seldom used since. No stretch of imagination could call this a vintage machine (supposedly to be exempt) but it is of great sentimental value and I have no intention of disposing of it.

It is with this in mind that I will vigorously oppose the proposals as a blatant attack on our freedom of choice. I have written letters to the Minister of Transport Norman Fowler and to my local Member of Parliament.

I urge all of those of similar mind to do likewise without delay.

Addlestone, Surrey S. R. EDMONDSON

A Cautionary View

Sir,

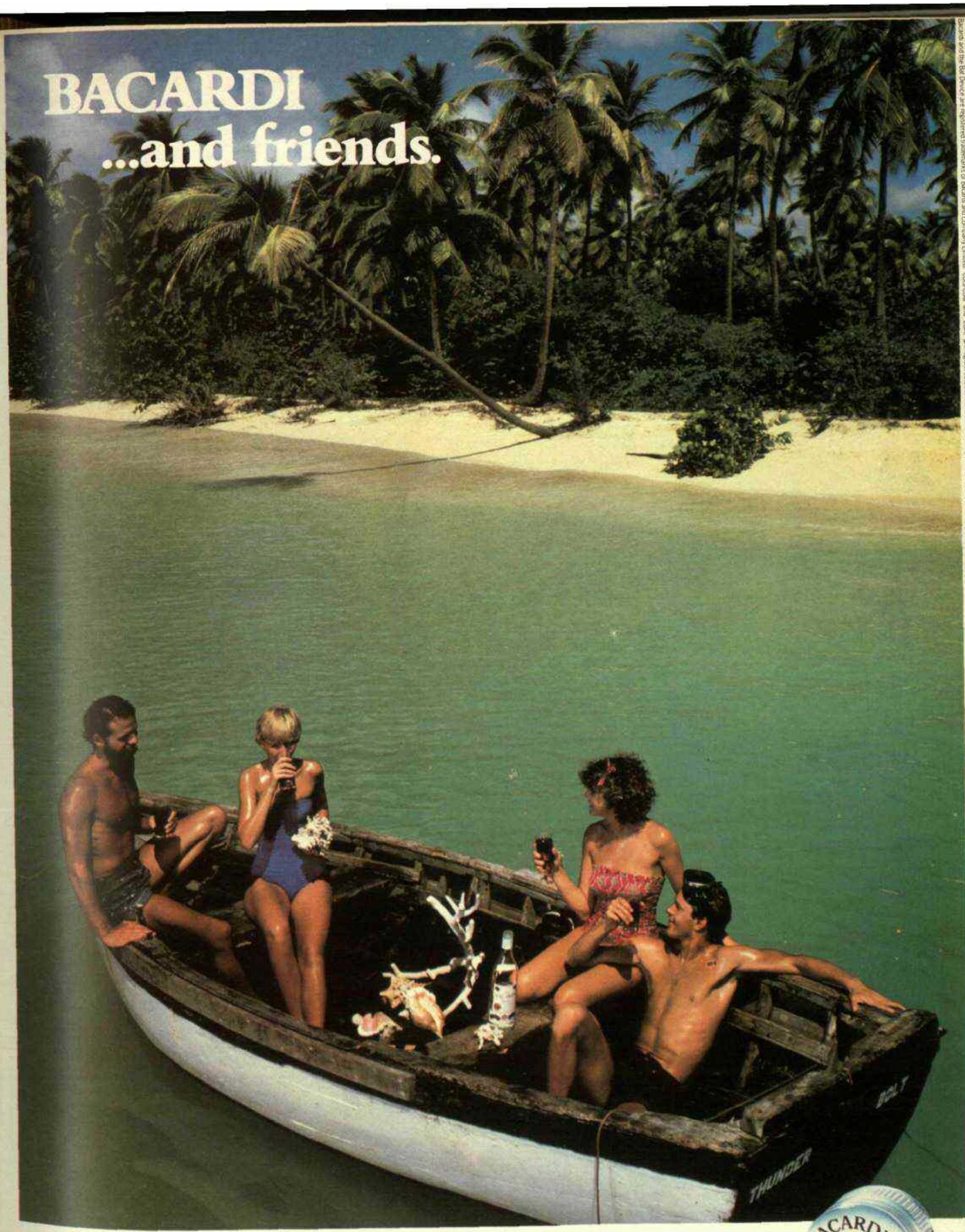
There has been much talk lately of the possibility of the present annual car tax being replaced by a tax on petrol.

Whether you are in favour of this or against it will depend largely upon how many cars you run and how much you use them but there is one aspect which appears to have gone unnoticed.

Should such a petrol-tax materialise the Government has already made it clear that cars will continue to be registered, for identification purposes, but that only a small nominal annual fee would be made for this. This cannot therefore result in any saving in costs — it requires just as many civil servants to collect one pound from every car owner as it does to collect 50 pounds.

However, I think that the potential danger to motorists is this — having once added a whacking great increase on petrol tax, and having sorted out this "nominal" registration fee, how long would it be before the registration fee was increased, year by year until, in a few years time we find that not only are we paying for using the roads through our petrol, but that our nominal registration fee has reached what is now the normal annual taxation figure. I am quite sure that the Government already has this in mind, so I am not putting ideas into their head!

Meysey Hampton E. D. WOOLLEY



Bacardi and Coke? Of course. Bacardi and lemonade? By all means. Bacardi and tonic? Why not? Bacardi rum on the rocks? Naturally. Bacardi and friends? Every time.

BACARDI RUM.



Bacardi and the Bat Device are registered trademarks of Bacardi and Company Limited. "Coca-Cola" and "Coke" are registered trademarks which identify the same product of The Coca-Cola Company.

Win or lose, it's back to the drawing board.

Chris Cramer. Ambitious architect and BARC Hill Climb champion, 1979. A man who enjoys designing houses almost as much as motor racing. What's his blueprint for success?

Hard work—and the oil that winners keep under their bonnets.

Shell Motor Oils



When only the best will do.

VSCC

Hawthorn Trophy Meeting

Silverstone 26th July



TWO WELL KNOWN Brooklands cars rounding Woodcote together. Although some ten years older and lacking front wheel brakes, Adrian Liddell's much used Straker Squire overtook Fuad Majzub's recently rebuilt Pacey Hassan shortly after this photograph was taken.



MIKE CARTER conducts the 10-litre Locomobile of 1908.

ROMULUS, the ERA raced by "Bira" in the thirties and by Bill Morris in recent years, but never even driven by anyone else, was a popular winner in the pre-war Allcomers' Race.

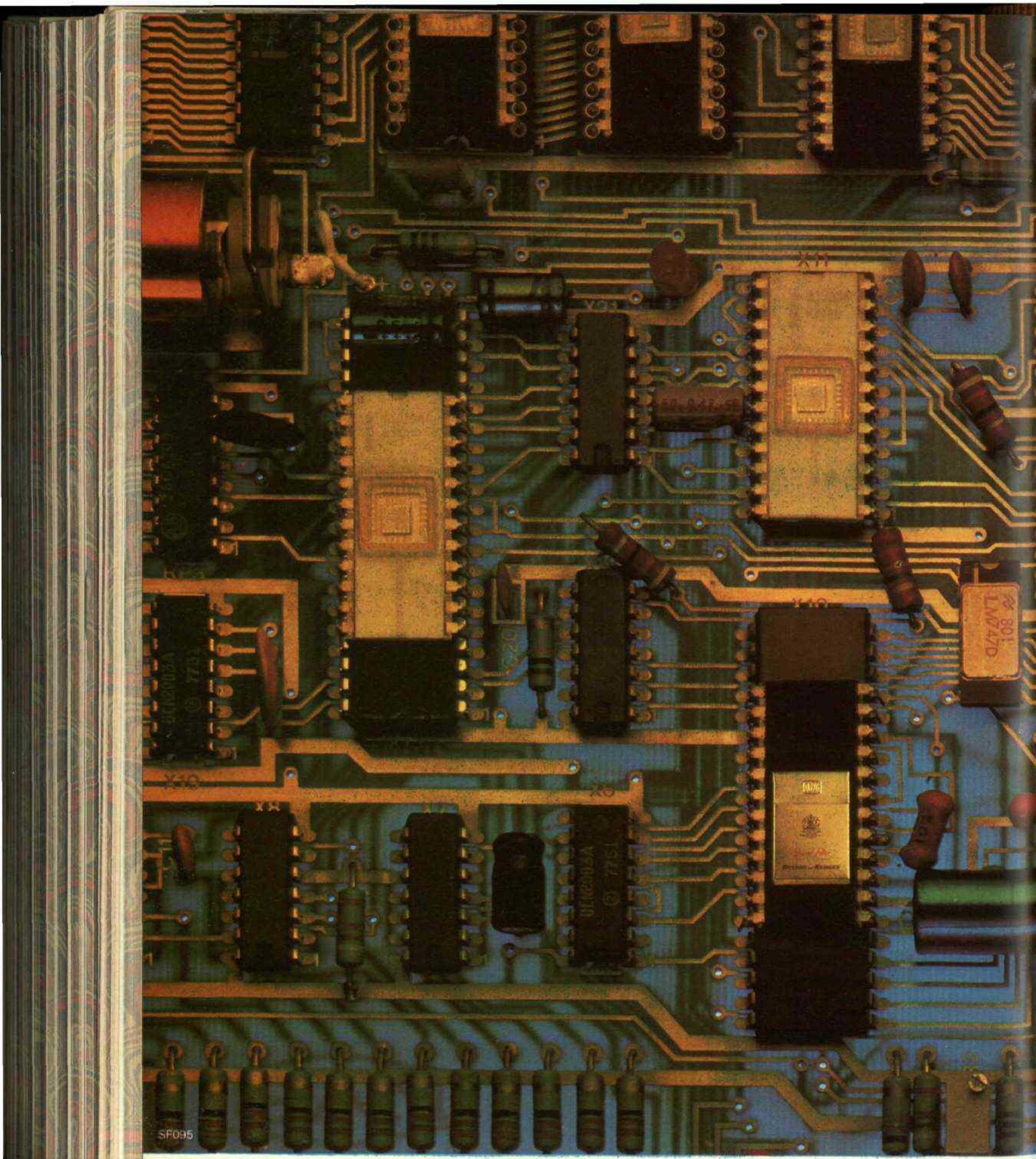


THE LOTUS 16 driven by Bruce Halford was never seriously challenged throughout the Hawthorn Trophy Race, although second man Martyn Chapman managed to keep his Monza Lister Jaguar close behind.

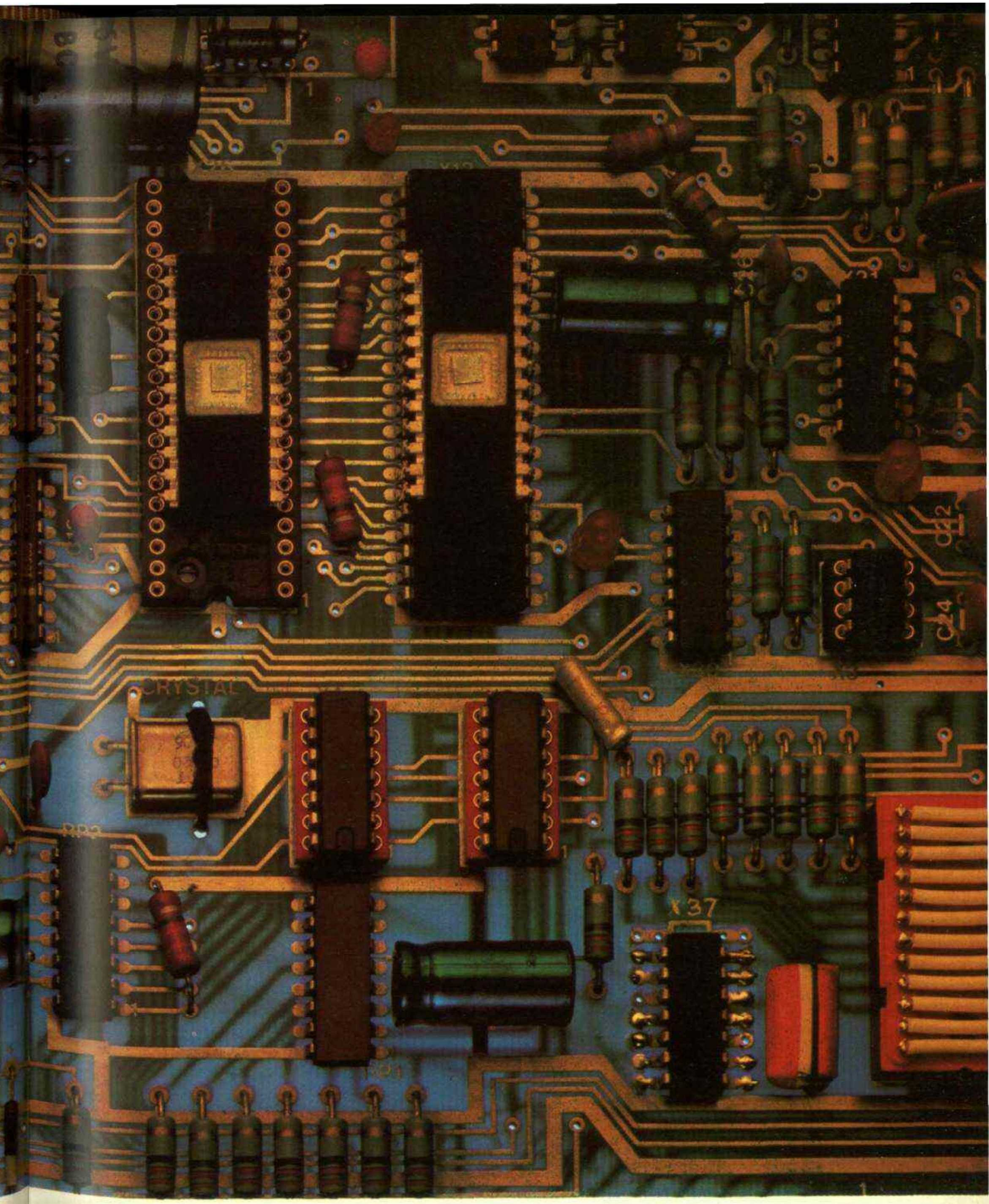
A WOODCOTE SCENE typical of a VSCC handicap race.







MIDDLE TAR As defined by H.M. Government H.M. Government Health Departme



nts' WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

The Audi 200 5T Turbo



TOP MODEL of the VW-Audi range, the Turbo 200 5T is an impressive car. It is very fully equipped, for maximum comfort, it has a most impressive performance, and it is clearly a move up-market, into the BMW and Mercedes-Benz area. Turbocharging may be the lazy engineer's way of obtaining greatly increased acceleration and speed from an existing power unit without doing much other than lowering the compression ratio and tacking on the turbocharger. However, if this improves the performance and torque of a well-proven piece of machinery, no-one should complain.

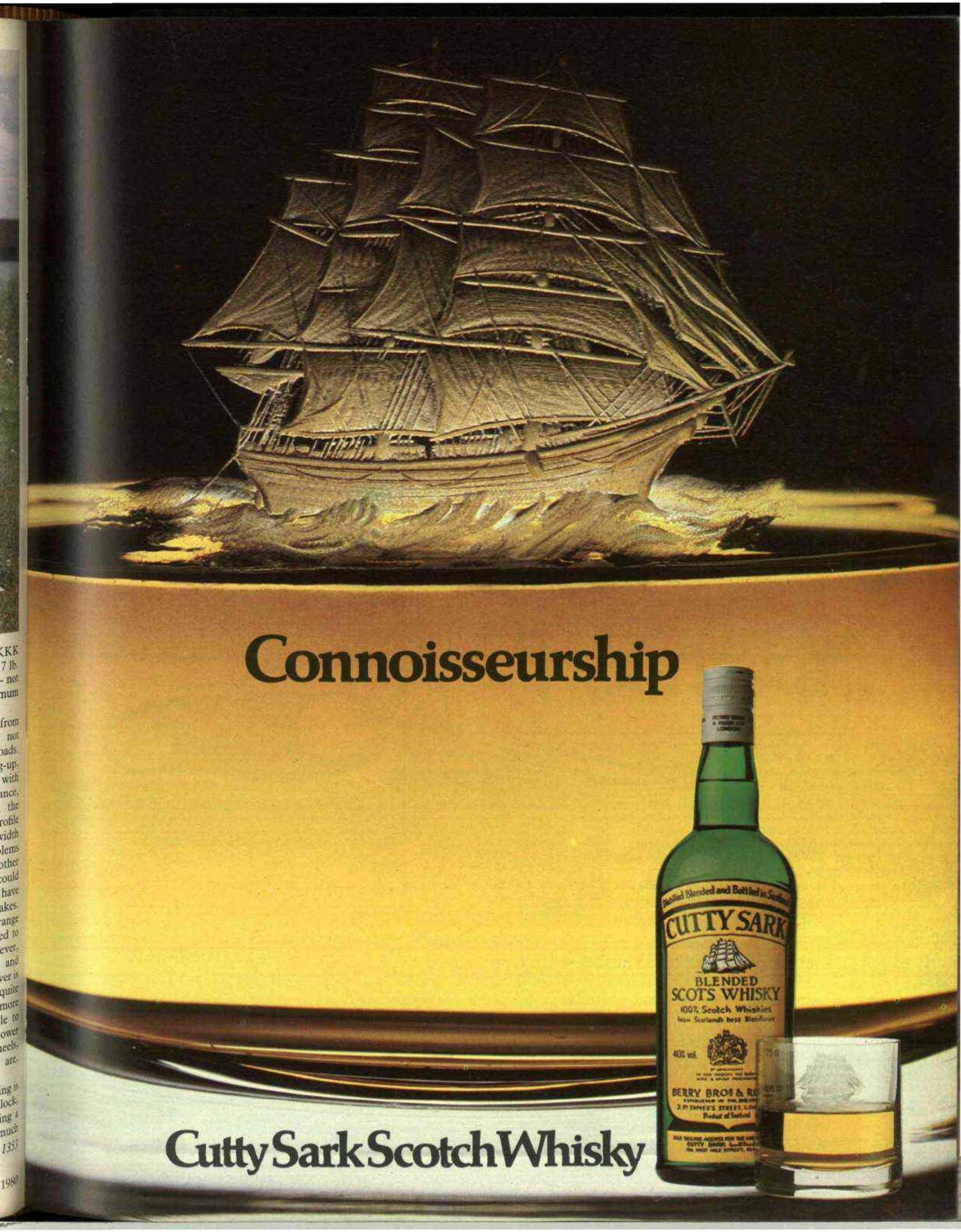
In the case of the Audi 200 it has made the five-cylinder in-line engine smoother than before. Although commendably smooth-shifting automatic transmission is normally used, with the expected low and second gear "holds", there is little need to move the gear-selector lever out of the "Drive" location, because for all practical purposes the "squirtability" of this Turbo Audi is not only very enjoyable, but this powerful acceleration is sufficient for whipping past slower vehicles. As to turbo-lag when opening up, this is present but in a very minor key. While it might sometimes prove a disadvantage to a driver trying very hard indeed, and needing instant response to the throttle, for normal quick motoring, once the driver is aware that the lag is there, this slight hesitation is a very small price to pay for the Audi 200 5T's very impressive ability to get up and go. It is scarcely worse than kick-down lag on a mediocre automatic gearbox. Acceleration can be expressed as 0-60 m.p.h. in 8.7 sec., standstill to 90 m.p.h. in 20.3 sec., and on to the "ton" in another 6½ sec. The standing-start ¼-mile comes up in well under 17 sec., and the intermediate acceleration figures are just as impressive, such as 40 to 60 m.p.h. in "hold-2" in four seconds and that useful 50 to 70 m.p.h. pick-up in a matter of only 5.3 sec., in the same gear. Top speed is of less importance but is an impressive 125 m.p.h. at 6,500 r.p.m., at which engine speed in second gear the Audi Turbo will be doing 86 m.p.h.

There are, admittedly, two other aspects of this fast Audi relating to its turbocharging. One is that, when accelerating, there is a rather unpleasant noise, like that from a slipping clutch, and at steady speeds there is also some hum; yet neither sound is really detrimental to the sheer pleasure of having that useful acceleration on (almost) instant tap. The other point is fuel thirst. Admittedly the Audi Turbo will use up four-star petrol at the rate of less than 16 m.p.g. if it is thrashed really hard. Against that, in average-fast motoring it gave me an overall figure of 20.8 m.p.g. from its 2.2-litre engine. (Last check on the Rover 3500 V8 showed 21.8 m.p.g.) As the fuel tank holds 16½ gallons, this is one of the few rather thirsty cars possessing a truly useful range. Oil consumption is no problem, the accessible dip-stick in the impressively-stocked engine compartment under the self-supporting, rear hinged bonnet lid, showing full, after 800 miles. The overhead camshaft engine 5T develops 170 (DIN) b.h.p. at 5,300 r.p.m. and 198 lb./ft. torque at a modest 3,300 r.p.m. (900 r.p.m. lower than on the Audi 200), from its five, iron, 79.5 × 86.4 mm. cylinders. It has breaker-less ignition, six main bearings, an aluminium-alloy cylinder head, and Bosch K-jetronic fuel injection ideal for a turbo installation. The compression-ratio is 7.0 to 1 (down from 9.3 to 1), and the K exhaust-driven turbocharger functions at 11. sq. in. (or 0.8-bar), at maximum pressure — even VAG seem to know at what maxi r.p.m. it revolves.

The drive goes through the front wheels, the transverse power-pack, but this does produce acute wheelspin problems on dry r It *does* call for care when openin remembering the Turbo-lag, in conjunction this kick-down, out of roundabouts, for inst especially on slippery surfaces. However, Audi 200 5T shod with Continental low-p radial ply 205/60-HR 15 tyres on 6J rim-w alloy wheels, does not have any real prob here, to an experienced driver, unlike some too-powerful-for-front-wheel-drive cars I name. To quell the high performance you extremely good hydraulic power br Unfortunately these brakes have a two-l movement of the pedal, presumably intend provide progressive retardation, which, how only serves to emphasise the suddenness uncertainty of the brakes, even when the dri trying to apply them smoothly. At first this spoiled the car for me. As I grew accustomed to this power effect I was ab reduce speed more smoothly. The all-disc p brakes, with the discs seen through the wh which should spell effective cooling, however, the least worthy part of the car.*

The power-assisted, rack and pinion steer high-geared, at just below 3½ turns, lock to in conjunction with a very good lock (giv 37.1 foot turning circle), but there is not

Continued on page


Connoisseurship
CUTTY SARK
BLENDED
SCOTS WHISKY
40% vol.
Cutty Sark Scotch Whisky



Motorcraft parts. Keep-fit for cars.

If your car's dim on dark nights and difficult to get going on cold mornings you need a new Motorcraft Superstart Battery.

Guaranteed for a minimum of two years (with an option to extend for a further year) so you can be confident that your new Superstart will liven up your car with power to spare.

That's because Motorcraft Batteries are tops in quality but not in price. They are part of the range of over 4,000 quality parts that fit most cars, and commercial vehicles, including imports.

A Keep-fit course with Motorcraft Parts really works.

To fit most cars, including imports.

Motorcraft Ford

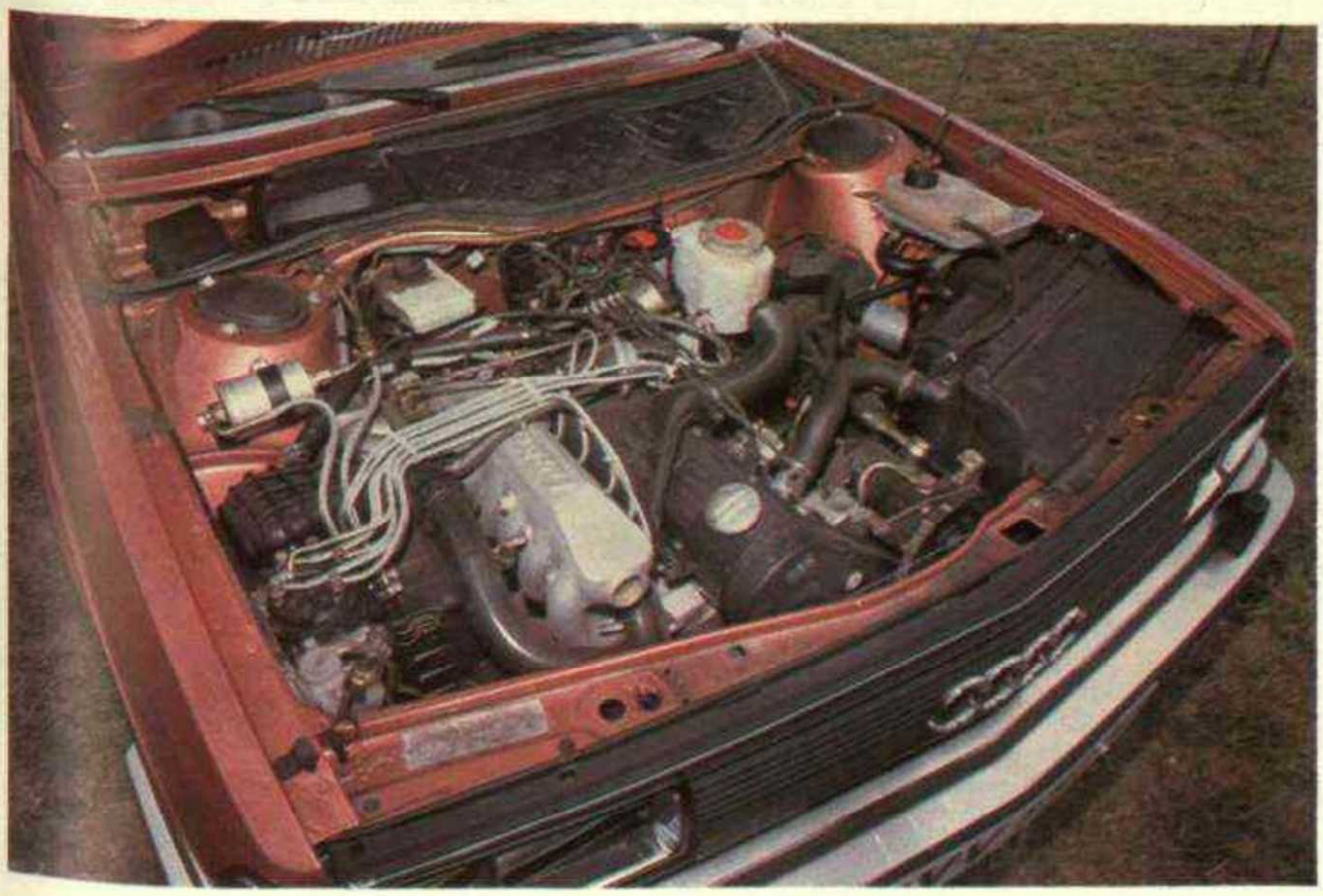


BACKED BY FORD

Spark plugs • Filters • Ignition parts • Ignition 'tune-up' kits • Fan belts • Wiper blades and arms • Bulbs • Cooling system parts • Antifreeze • Wheel bearings • Shock absorbers • Car care products • Bat



feel to it. The ride is generally very good, if you do not mind the Audi sideways lurch, and it is helped by good, large seats, universally adjustable and with the driver's cushion heated when required, which I would have thought might bring on a painful disease. The front seat head restraints are of open-pattern type but they are still obstructive to the rear compartment occupants. The styling of the body differs from that of the Audi 100 in a number of aspects. It has a front spoiler, lowered side-ribbing to give a rubber rubbing strake, and a changed radiator grille, while the wheels have more spokes. I do not consider this new Audi 200 to be a very good looking car, the different levels in side view, the rear quarter-light beading, and the new 16-spoke wheels not appealing to me.

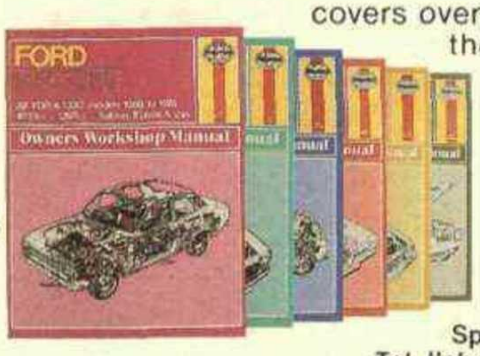


Opinions may differ here, though, and there is no denying that the Turbo Audi, once the hum of its forced-induction has become an acceptable background sound, is quite a quiet-running car, very comfortable, and certainly lavishly fitted out. It cruises quite effortlessly at 80 and 90 m.p.h. onwards, being obviously intended to excel on German Motorways, always with that thrusting acceleration to get the driver out of difficulties, and for him or her to enjoy. It is not so "chuckable" as a Rover 3500, however, and that car is £2,529 less expensive in normal automatic form, £1,663 cheaper in S-form, with air-conditioning, which is an extra on the Audi. Instrumentation is well carried out, in typically German style, the three black instrument dials in the binnacle before the driver, seen past the huge centre-pad of the steering wheel which rather inconveniently sounds an anaemic horn-note, being easy to read, although their needles blank off some of the digits. Speed, revs., and oil, water and fuel readings are given in the combined right-hand dial. Four short stalk-levers under the steering wheel control lamps, wipers, hazard-warning, and turn indicators. The flashers' stalk is on the left, as is usual on European cars. The lamps dipper carries the well-contrived Cruise control button. Oil

WE DID IT YOUR WAY

This is one of the crack teams responsible for all the hard work and accuracy behind every Haynes manual. The team that totally strips down every car, then completely re-builds it using non-specialist tools — just the way you would. This highly Technical Team knows exactly how your car ticks by the time they've finished — and what to do if it stops ticking!

The result is a step-by-step, fully illustrated manual on your car and how it works, so that you can tackle both routine and more extensive repairs and servicing with supreme confidence. The Book covers over 180 British and foreign cars, which means thousands of models, with more added all the time — that's 95% of all cars on British roads. When you go by The Book, you'll find Haynes Manuals explain best.



For further details, contact:
Maxine Horrocks
Haynes Publishing Group
Sparkford, Yeovil.
Tel. Ilchester (0935) 840811

Haynes is The Book

LES BRAZIER, PHOTOGRAPHER
He takes between 500 and 700 photographs of each car, including essential close-ups for those simple, step-by-step procedures.

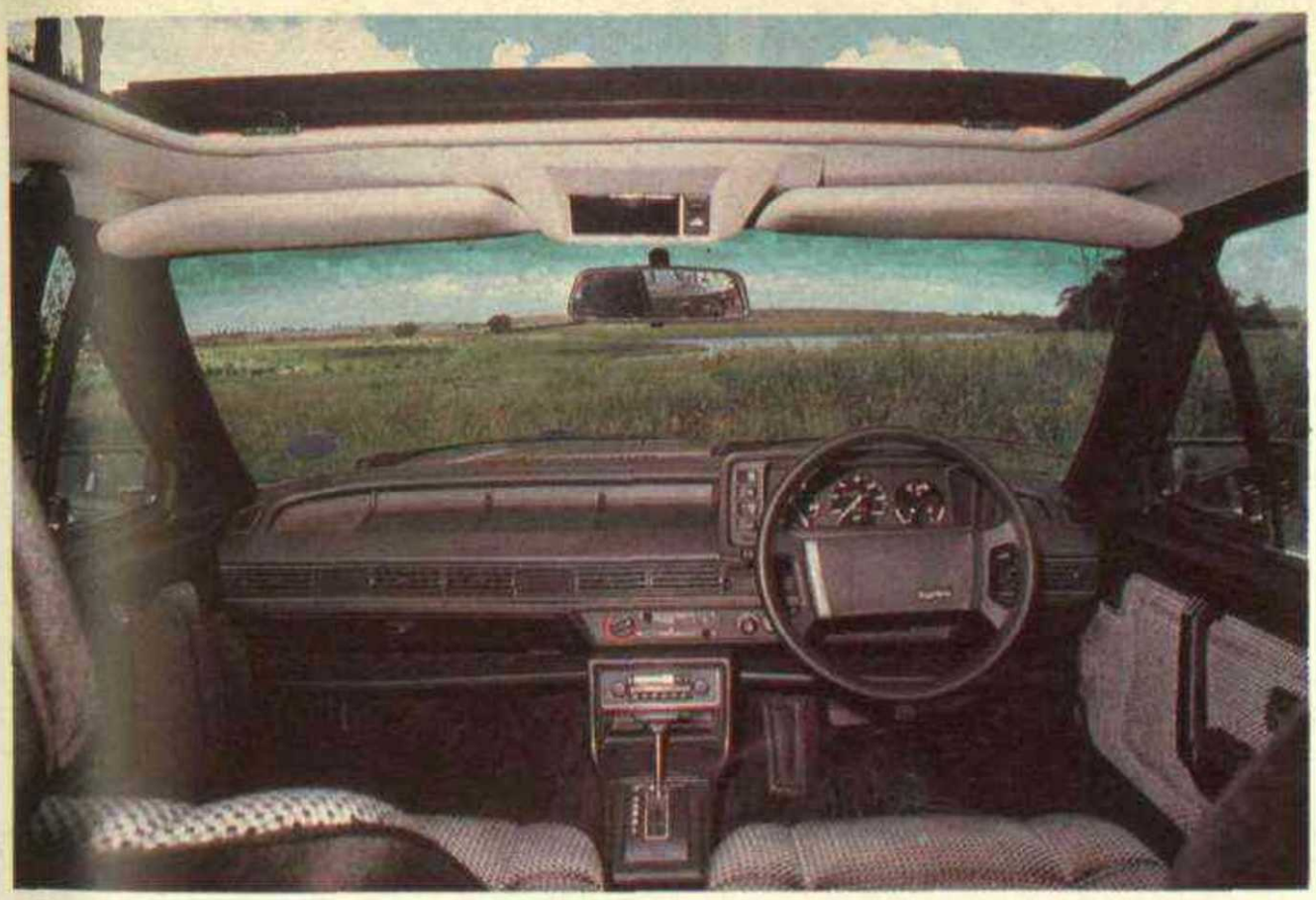
ALAN JACKSON, RESEARCH MECHANIC
He strips, inspects, then re-builds each car, in close collaboration with the author and photographer.

BRIAN HORSFALL, CHIEF RESEARCH MECHANIC
He devises the simple, yet ingenious methods that allow the amateur to tackle jobs normally needing specialist tools.

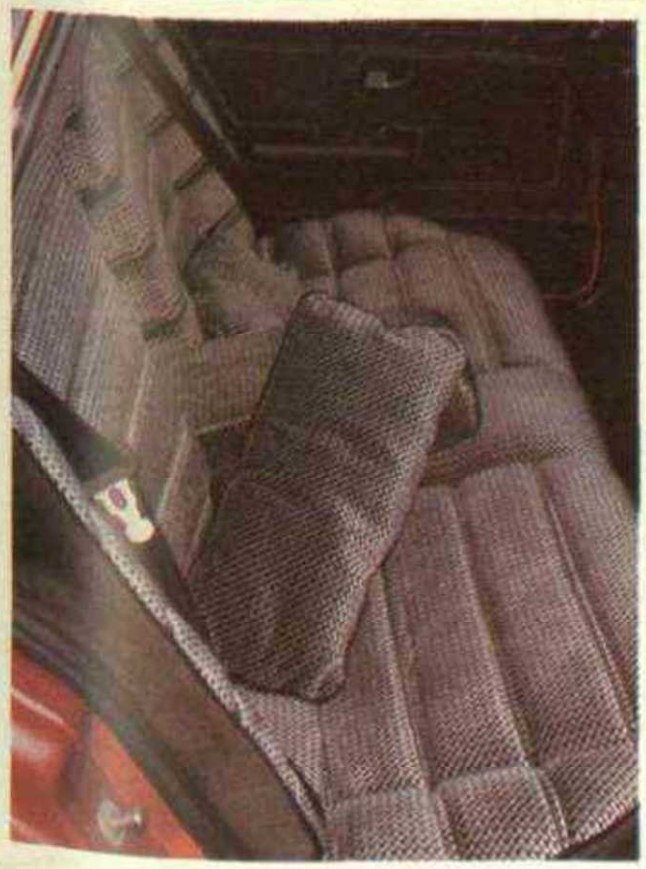
JOHN MEAD, TECHNICAL AUTHOR
He initially researches modification history with the car manufacturer, then works closely with the mechanics, making detailed notes at each stage, with the home mechanic in mind.

ROBIN WAGER, MANAGING EDITOR
He co-ordinates photographs, illustrations, text and layout, making sure that every Haynes manual lives up to its reputation as the most comprehensive, and easiest to follow.









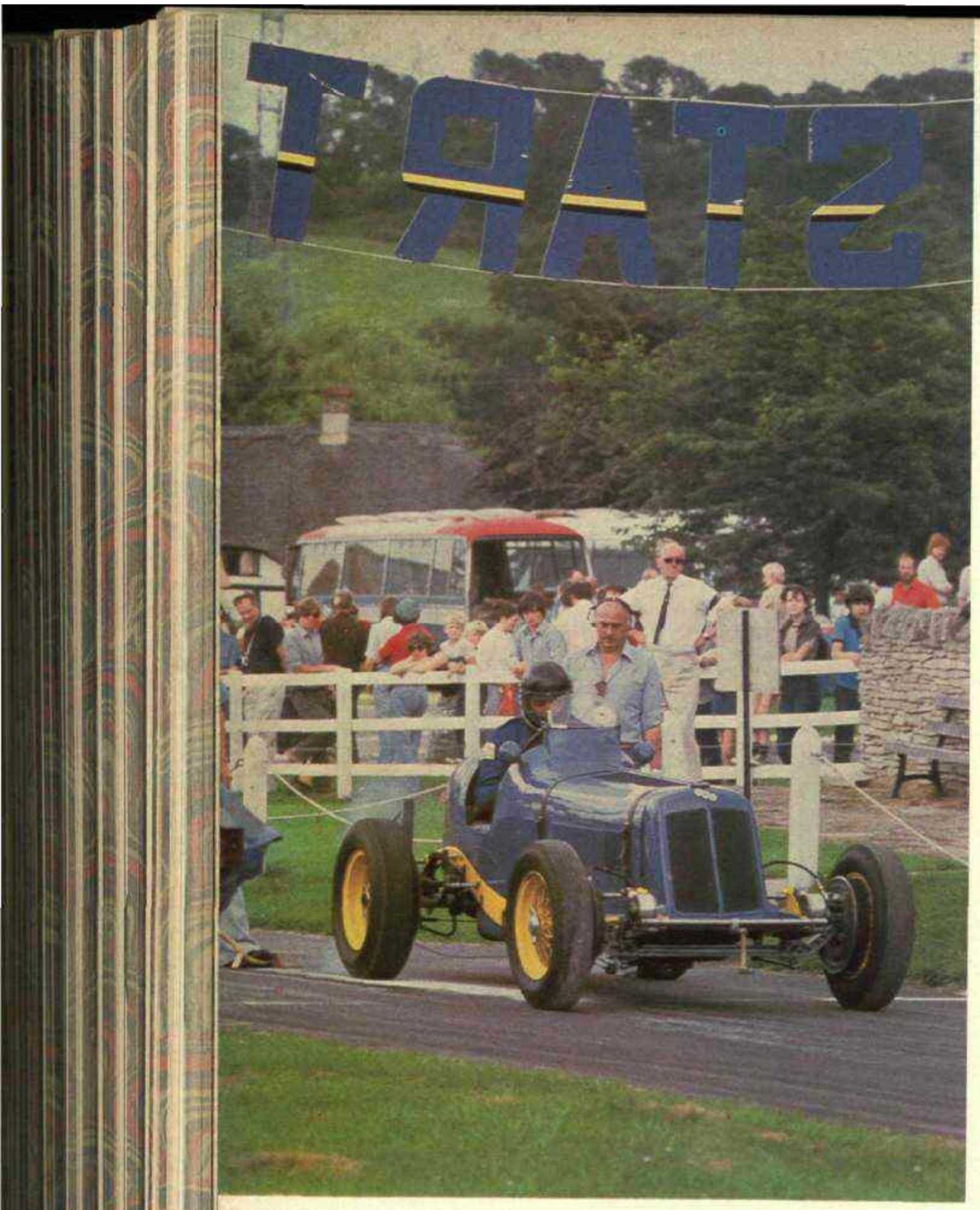


temperature is recorded, not oil pressure. Within the instruments binnacle there are the usual Audi rocker-switches for the minor services, these having inbuilt warning lights. A segment of the tachometer has a dial and needle which indicates boost-pressure from the turbocharger. The tachometer itself reads to 7,000 r.p.m., with danger mottling at 6,500 r.p.m., the dial spaced rather oddly, with figures every 250 r.p.m. The speedometer reads to 240 k.p.h. or the equivalent, in steps of 20. Heat influx is controlled by Audi's usual rotatable knob, supplemented by two horizontal heater/ventilator slide controls, but more fresh air would sometimes be welcome. However, the Audi must be about the only remaining car, apart from Triumph, to have openable front quarter-lights. The side windows are electrically operated, from rather awkwardly placed switches on the rear console, when the ignition is "on". A rather slow functioning sunroof, with rear spoiler, is fitted as part of the generous standard equipment, which includes washers (but no wipers) for the dual headlamps, two small sausage cushions for use at the base of sensitive human spines, adjustable for height headlamps, electrically adjustable and heated door-mirrors, a stereo radio and tape player, tinted windows, a laminated windscreen, and, if preferred to the three-speed automatic transmission, a five-speed manual gearbox. There is also central door-locking which, being vacuum operated, functions quietly, unlike the loud click you get from the Rover's system; but the Audi falls down here, such locking working only from the driver's door key. Interior stowages are generous and ingenious.

Although of big family car size, with a spacious unobstructed 22.6 cu. ft. luggage boot, the Audi 200 5T is a little cramped in the rear compartment. Other items of its equipment not to be overlooked include individual cigarette lighters for the rear passengers, fog lamps, three reading lamps, and velour upholstery. The engine always commenced instantly from cold and idled impeccably. The springing of the car has been stiffened up to render it complementary to the increased performance. There is some understeer, but lifting off on corners corrects this, in the normal FWD manner, and very fast cornering can promote a little oversteer. The two pedals are biased to the left to accommodate the generous steering-lock and although the T-handle of the gear-selector lever has a safety button to prevent unintentional movement into neutral or, worse, into reverse, as this is on the side of the handle, it is not always effective.

To sum up, I thought this Audi 200 Turbo a highly refined, very desirable car, restful to drive and great for overtaking several "mimsers" at one go! It sells here for £12,950 and is aimed at the market covered by the BMW 732, the Mercedes-Benz 280 range (no car, though, has quite the overall mechanical perfection or "feel" of a Mercedes surely?) and the Jaguar XJ6. VAG plan to import and sell 1,000 Audi 200s by the end of the year, which would capture 10% of the British luxury car market. Anyone about to invest in such a motor car is advised to try the Audi Turbo before deciding. — W.B.

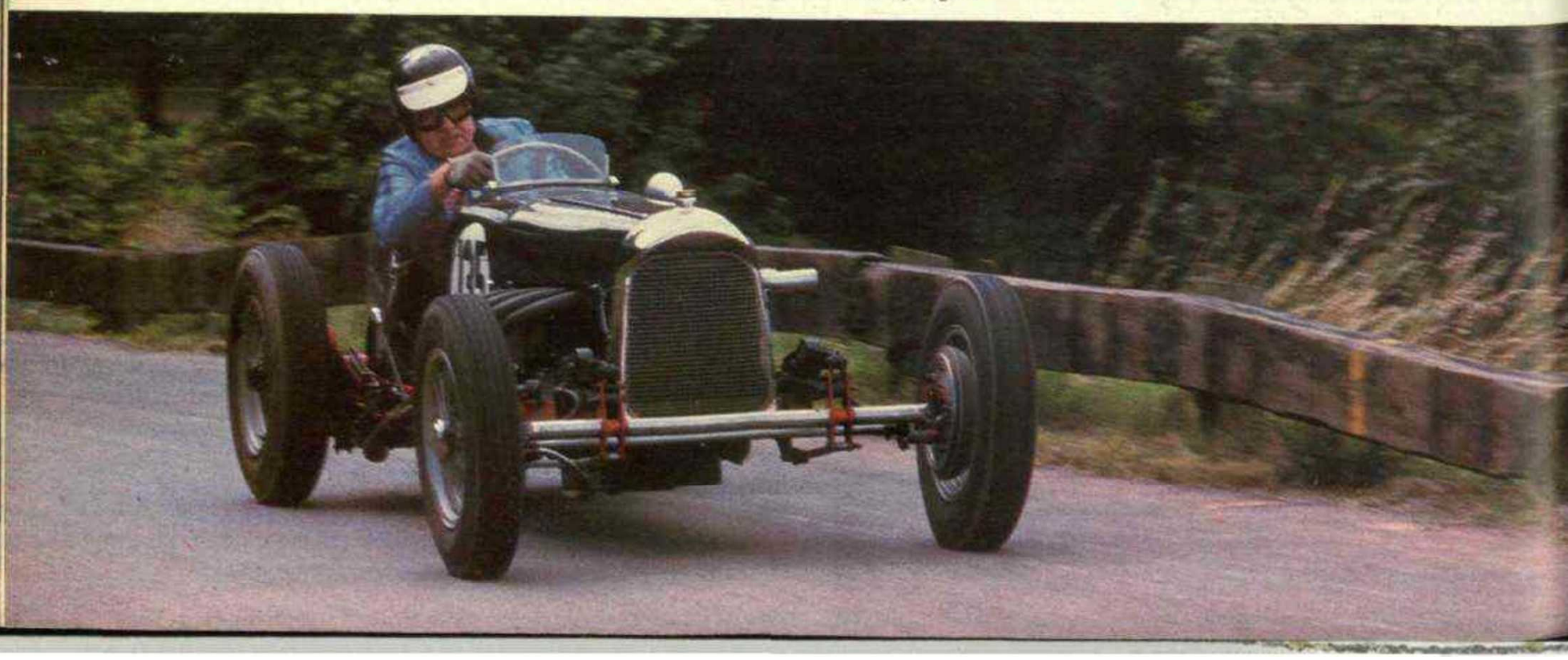
*There is confusion over the brake system used for the Audi 200 5T. One weekly road-test report says the car driven had vacuum-servo brakes, another that their test-car had servo high-pressure hydraulic assistance. *Autocar's* latest Buyer's Guide gives the braking as vacuum-servo. We have heard that power braking is used only on r.h.d. Audi 200 Turbos, which seems illogical. However, we were told by VW-Audi's PRO at Milton Keynes that "our" Audi had the power-braking system as used for the 4w.d. Audi Quattro. Audi, Rolls-Royce and Citroen (from whom R-R borrowed it) are the only cars to use power braking.
Ed.







VSCC PRESCOTT FINE WEATHER at this event for the first time in three years saw a crop of broken records, amongst which were general record in the under 1,500 c.c. racing car class and the vintage record in the up to 3-litre racing car class, former going to Bill Morris (above left) in ERA "Hanuman" and the latter to Ron Footitt in the Cognac Special (below). In contrast, Rich Penman's recently acquired Super (above) made a very sedate climb, to the applause of the crowd, recording s.t.d., while another interest newcomer to VSCC competition was John Murch's Anzani-engined AC (top right).



The first FM car radio/cassette with an automatic homing instinct.

The Philips MCC (Micro-Computer Control) car radio/cassette goes further in overcoming FM-fade than any other model you can buy.

Everyone knows the advantages of having an FM car radio. Reception is superb. And you can listen in stereo.

However, FM transmitters have a limited range of about 30 miles. Sometimes even less.

So normally, if you're driving any distance the programmes fade as you pass from the range of one transmitter to another. And you have to manually re-tune the radio every time. Radio Three, for example, has over 80 FM main and relay stations throughout the UK.

The good news is that Philips MCC uses two powerful micro-computers that automatically home in on the strongest FM signal.

It does this by electronically storing up to ten different transmitter frequencies of an FM programme on each of the six push buttons.

The computers then constantly scan these frequencies and select the strongest signal.

Philips MCC also helps overcome FM fading caused when the nearest transmitter is shielded, for example, by tall buildings or hills.

The MCC unit instantly switches to a more distant (but stronger) signal, and back to the original signal when the obstruction is passed.

Each Philips MCC can also store a total of ten separate frequencies across the four wavebands that are recalled with the Memolock button.

If this still doesn't cover all the stations you want, the AC990 – the first set to have MCC – also has search and manual tuning.

However, it's the ability to drive from Land's End to John O'Groats without your favourite station constantly fading that gives MCC its edge.

This time round you may be looking for something more modest than MCC. In which case Philips' familiar range of car radios and radio/cassette combinations also offers many unique features.

But only Philips MCC can find its way home when you're completely lost.

Stay in tune with the latest Philips MCC developments by writing for a brochure to:
Philips Audio, City House, London Road, Croydon.

PHILIPS MCC *(Micro-computer)*
THE FIRST CAR RADIO THAT RE-TUNES ITSELF.

GERMAN GRAND PRIX

continued from page 1302

STARTING GRID

15
J.-P. Jabouille
(Renault V6 t/c)
RE23
1 min. 45.89 sec.
25 (1 min. 49.48 sec.)

28
C. Reutemann
(Williams-Cosworth V8)
FW07B/5
1 min. 46.14 sec. *C*
44 (1 min. 48.67 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
BT49/8 (T)
1 min. 46.90 sec. *E*
44 (1 min. 49.92 sec.)

21
K. Rosberg
(Fittipaldi-Cosworth V8)
F8/2
1 min. 47.64 sec.
7 (1 min. 53.43 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
A3/5
1 min. 48.58 sec.
41 (1 min. 50.63 sec.)

20
E. Fittipaldi
(Fittipaldi-Cosworth V8)
F8/1
1 min. 48.70 sec.
10 (1 min. 53.22 sec.)

8
A. Prost
(McLaren-Cosworth V8)
M29C/5
1 min. 48.75 sec.
42 (1 min. 50.15 sec.)

2
G. Villeneuve
(Ferrari-flat 12)
312T5/048
1 min. 48.86 sec.
42 (1 min. 50.48 sec.)

31
E. Cheever
(Osella-Cosworth V8)
FA1/1
1 min. 49.06 sec.
21 (1 min. 52.35 sec.)

7
J. Watson
(McLaren-Cosworth V8)
M29C/2
1 min. 49.26 sec.
38 (1 min. 50.96 sec.)

4
D. Daly
(Tyrrell-Cosworth V8)
010/5
1 min. 49.51 sec. *H*
38 (1 min. 50.67 sec.)

14
J. Lammers
(Ensign-Cosworth V8)
MN14
1 min. 50.30 sec.
36 (1 min. 52.73 sec.)

27
A. Jones
(Williams Cosworth V8)
FW07B/9
1 min. 45.85 sec. *A*
43 (1 min. 48.49 sec.)

16
R. Arnoux
(Renault V6 t/c)
RE25
1 min. 46.00 sec. *B*
9 (1 min. 48.56 sec.)

26
J. Laffite
(Ligier-Cosworth V8)
JS11/15/03 (T)
1 min. 46.78 sec. *D*
44 (1 min. 49.08 sec.)

25
D. Pironi
(Ligier-Cosworth V8)
JS11/15/02
1 min. 47.20 sec. *F*
17 (1 min. 50.94 sec.)

11
M.Andretti
(Lotus-Cosworth V8)
81/1
1 min. 48.45 sec.
38 (1 min. 50.78 sec.)

12
E. de Angelis
(Lotus-Cosworth V8)
81/3
1 min. 48.59 sec.
40 (1 min. 50.90 sec.)

9
M. Surer
(ATS-Cosworth V8)
D4/02
1 min. 48.72 sec. *G*
31 (1 min. 52.92 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
BT49/6
1 min. 48.78 sec.
3 (1 min. 54.62 sec.)

30
J. Mass
(Arrows-Cosworth V8)
A3/4
1 min. 48.93 sec.
32 (1 min. 50.94 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
179/03
1 min. 49.11 sec.
41 (1 min. 50.39 sec.)

1
J. Scheckter
(Ferrari-flat 12)
312T5/046
1 min. 49.35 sec.
26 (1 min. 51.43 sec.)

3
J.-P. Jarier
(Tyrrell-Cosworth V8)
010/1 (T)
1 min. 49.52 sec.
28 (1 min. 51.06 sec.)

A. Time recorded in Williams FW07B/8
B. Time recorded in Renault RE22
C. Time recorded in Williams FW07B/9
D. Time recorded in Ligier JS11/15/04
E. Time recorded in Brabham BT49/7
F. Time recorded in Ligier JS11/15/03
G. Time recorded in ATS D4/03
H. Time recorded in Tyrrell 010/2

Did not qualify:
50 Rupert Keegan (Williams FW07B/2) 1 min. 50.75 sec.
10 Harald Ertl (ATS D4/02) 1 min. 53.13 sec.

N.B. Times in brackets are best lap in race and number in bold is lap on which it was achieved.



Jabouille kept his Renault in the lead for the first half of the race, despite being pushed very hard by Jones

drivers like Pironi, Piquet, Laffite, Arnoux and Jones were all down into the 1 min. 47 sec. bracket, but Reutemann was far from happy with the handling of his Williams. As it was all unofficial and the times being recorded did not count for the starting grid everyone was fairly relaxed and unworried, providing they were in this 1 min. 47 sec. group, but shortly before the test-session ended there was a flurry in the hen-coop! Pironi (Ligier) was fastest with 1 min. 47.01 sec. when Alan Jones came in and stepped straight out of Williams FW07B/9 into the waiting spare car FW07B/5 which was set up with the best of everything, including removal of all the drag-producing brake air-ducts. Jones went straight out and did three flying laps in the 1 min. 46 sec. bracket, ending up with 1 min. 46.02 sec. Although it did not count for the starting grid it was real enough and the Williams team had shown their hand. It made the Renault, Ligier and Brabham timekeepers sit up and take notice. Right at the end of the test-session de Angelis had a rear wheel centre break and suffered an almighty series of spins in consequence, but escaped unscathed.

By 1 p.m. when the official timed session began, with everything hanging on it to decide grid positions due to yesterday's rain, the weather was warm and sultry and gave the impression that if the cloud bank was to break there would be a heat-wave, and if it didn't there could be a thunderstorm. As it turned out everything he fast. Piquet was in the spare Brabham, Villeneu was back in his own Ferrari, the Lotus of Angelis had been repaired, Arnoux was in the ne Renault but Jones was still in the very fa spare Williams, much to everyone else consternation. During the morning the Renau had been testing with full fuel tanks, but now th were set up for a five-lap dash and after only sev minutes Jabouille had shattered Jones' morni time with a lap in 1 min. 45.99 sec., but t Williams driver responded almost immediate with a 1 min. 45.90 sec. After a short pau Jabouille went out again and did 1 min. 45.89 se and the heat was really on. Arnoux could n match these times, nor could the Ligier driver while Reutemann was being left behind, b Piquet was up with the Ligiers. Clear Reutemann's car just would not go any faster he was called in and given Alan Jones' race-ca the new one, and the Argentinian promptly got among the Ligiers and the Brabham.

With 20 minutes left Jones was out again a retook pole position with 1 min. 45.85 sec., which Jabouille and the Renault had no answe Arnoux stuck at exactly 1 min. 46.00 sec., whi gave him third overall and Reutemann ran hi close with 1 min. 46.14 sec. and the rest were in different sphere. Rosberg had done a courageo job and was eighth fastest overall, but even so w nearly two seconds slower than Jones, a



. Arnoux in the other Renault was never far behind.

Andretti in ninth place with the Lotus 81 looked encouraging for Team Lotus until you realised he was nearly three seconds slower that Jones. It was now all over, but pole-position man had come to a stop out on the circuit in a shower of engine oil from a vast leak in the left-hand side-pod where the oil radiator is located, but it was not too serious. Thus the grid was settled within the space of one hour and reactions were very varied; the Williams team were quietly confident, the Renault team were satisfied but apprehensive, for Arnoux's engine had broken a valve spring and it wasn't the first one during the two days, while the Ligier team were a bit nonplussed at not being up the front. Brabhams were very happy with their Brazilian ace and satisfied that the Weismann gearbox in the second car was still performing satisfactorily. Fittipaldi was delighted to see one of his cars so far up the grid and his own was well up too. Villeneuve had done the best he could, as always, but Scheckter was hoping not too many people would notice that Giacomelli with the Alfa Romeo was ahead of him. Ensign and Unipart breathed a sigh of relief that Lammers had scraped their car into last place and Tyrrell's hopes for better things were not fulfilled, with his two drivers at the back of the grid. Keegan had failed miserably and Ertl openly admitted that Formula One speeds were now way beyond his capabilities and he had been foolish to imagine he could qualify for the grid.

PRACTICE TIMES

No.	Driver	Friday pm	Saturday pm
1	J. Scheckter	2.02.93	1.49.35
2	G. Villeneuve	2.02.62	1.48.86
3	J-P. Jarier	2.03.04 (T)	1.49.52 (T)
4	D. Daly	2.03.91	1.49.51
5	N. Piquet	2.01.71	1.46.90
6	H. Rebaque	2.10.54	1.48.78
7	J. Watson	2.04.47 (T)	1.49.26
8	A. Prost	2.04.57	1.48.75
9	M. Surer	2.16.42	1.48.72
10	H. Ertl	2.05.10	1.53.13
11	M. Andretti	2.04.55 (T)	1.48.45
12	E. de Angelis	2.06.04	1.48.59
14	J. Lammers	2.05.78	1.50.30
15	J-P. Jabouille	2.00.56	1.45.89
16	R. Arnoux	**2.00.15**	1.46.00 (T)
17		Did not	enter
18		Did not	enter
20	E. Fittipaldi	2.04.45	1.48.70
21	K. Rosberg	2.03.96	1.47.64
22		Entry	Withdrawn
23	B. Giacomelli	2.19.56 (T)	1.49.11
25	D. Pironi	2.02.42	1.47.20 (T)
26	J. Laffite	2.02.10	1.46.78
27	A. Jones	2.02.86	**1.45.85 (T)**
28	C. Reutemann	2.04.69	1.46.14 (*)
29	R. Patrese	2.06.56	1.48.58
30	J. Mass	2.05.75	1.48.93
31	E. Cheever	2.03.54	1.49.06
50	R. Keegan	2.09.26	1.50.75

(T) means time recorded in spare car.
(*) means time recorded in Williams FW07B/9

By Sunday any signs of rain had disappeared, which was just as well as four of the teams were properly equipped to make a sudden change from 16" wide "dry" tyres to 21" wide "wet" tyres, though Patrick Head of the Williams team smiled and said they would be all right. Some teams were visualising having to hack the bodywork about with tin-snips during the tyre change, if it suddenly rained! At 11 a.m. it was getting very hot and stuffy and there seemed to be no air in the stadium, for any that had been there was quickly absorbed by the 85,000 spectators in the concrete grandstands. In the 30 minute warm-up Daly was trying the new Tyrrell that had been built in the paddock, Piquet was settling to race the spare Brabham, Reutemann was in the spare Williams, as Jones was back in his own car, Surer had Ertl's ATS as a stand-by, Andretti was in the oldest Lotus 81, Pironi was back in his own Ligier and Laffite was using the spare Ligier. It was only a 30 minute warm-up but a lot happened. Jarier's engine blew up and the hard-worked Tyrrell mechanics got stuck in to do a lightning engine change on 010/1. Reutemann had a small fire break out on the spare Williams, the Osella broke its rear suspension and Arnoux's Renault was in trouble with a sideskirt and the gearbox was taken apart as well. With the start due at 2 p.m. there was some feverish work going on during what would normally be a lunch break.

The Osella was repaired, the Renault put right and the rear engine put into the Tyrrell all right, but in the Williams camp the drama continued. The fire had been caused by a leaking petrol union and luckily Reutemann stopped smartly out on the circuit, undid the engine cover with his penknife and directed the fire-fighters who were

BRUNO GIACOMELLI and John Watson (Alfa Romeo and McLaren) had a long dice, which was resolved when Watson blew up with only six laps to go. Giacomelli's fifth place must have been a good morale booster for the Alfa Romeo team following the tragic accident in practice in which Patrick Depailler lost his life.

JACQUES LAFFITE's winning Ligie
Reutemann's Williams. Reutemann
Jones stopped to change a tyre lea

KEKE ROSBERG in the second of th
He eventually retired with rear whee

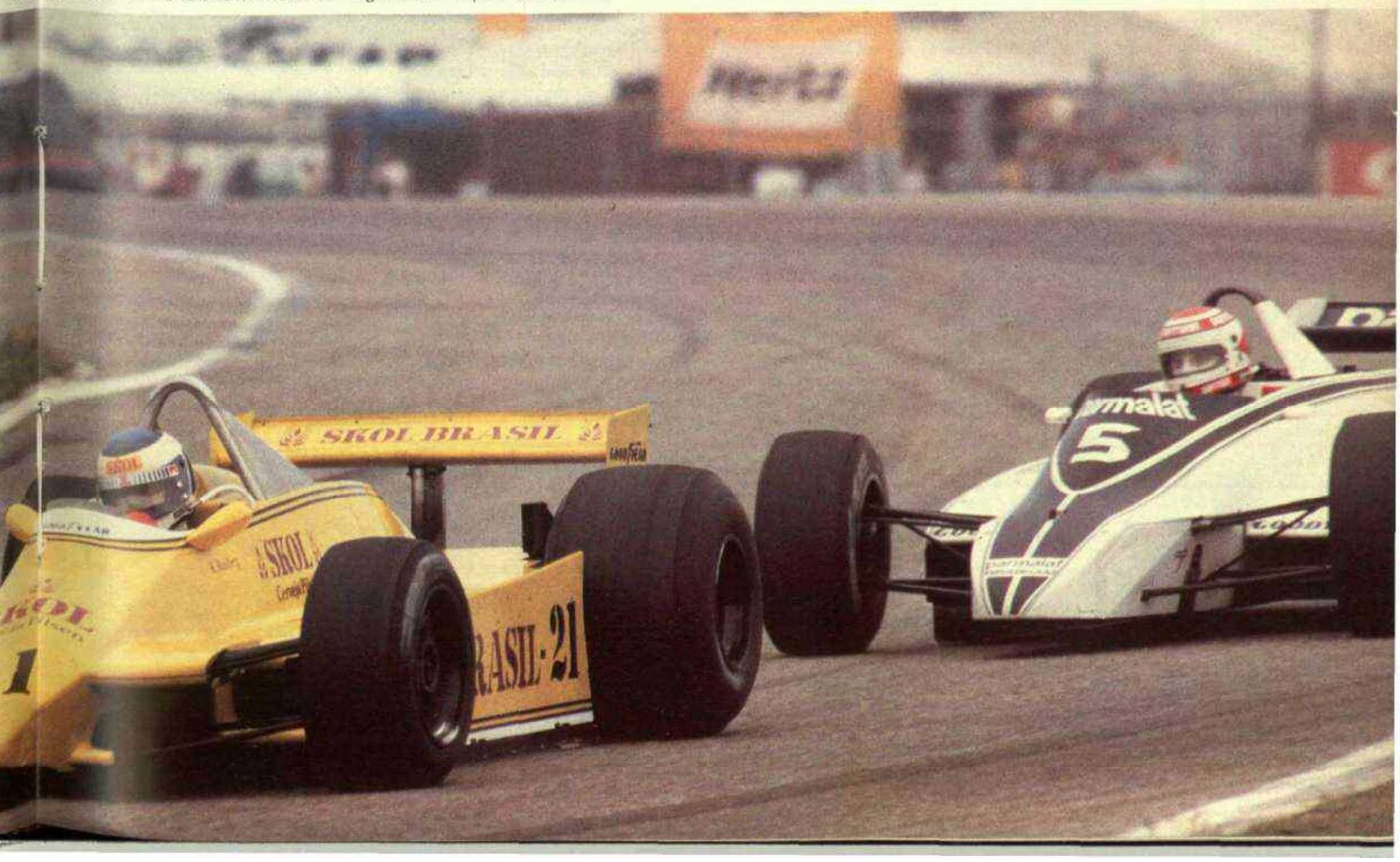


r shown here in the early stages of the race being pushed by Carlos dropped back, Jabouille and Arnoux retired with engine trouble, while ving Laffite a clear run to the finish.



MARIO ANDRETTI achieved his best result this season, bringing the Lotus in seventh. Emmerson Fittipaldi, in the background, had a somewhat unhappy race having a multitude of troubles to contend with.

e new Fittipaldis did well to achieve ninth position on the grid and was having a successful race until he had to call into the pits when a rear wing support broke. el bearing problems. He is shown here leading Nelson Piquet (Brabham).





Reutemann (Williams) lapping Patrese (Arrows) and Daly (Tyrrell).

using inert gas extinguishers and not foam, so very little damage was done. The repair was effected but it took a long time as it was very inaccessible. Meanwhile Reutemann's own car, number 5, was race-prepared but the Argentinian hoped the spare car, number 8, would be ready as he was so much happier with its handling. The minutes were ticking by and when the job was finished the air-line to the starter was plugged in and then the starter pinion refused to engage. More frantic work with screwdrivers, WD40, long steel bars and finally the engine fired and Reutemann prepared to get in, but then a plug cut-out. This was changed and once more the starter pinion refused to engage. It was now time for the cars to leave the pit lane on their way round to the starting grid. A final decision had to be made; one more try, if it fired Reutemann would take it, if it didn't he'd take number 5. The air bottle hissed, the pinion didn't go in so that was it, everyone dropped their tools and rushed over to the pit lane and Reutemann was strapped into number 5 car.

This was not the only drama. In the ATS pit Surer was preparing to go off in the ATS D4/03 when one of the mechanics felt the rock in the rear wheel bearings, as a matter of course, and one was too floppy. It was too late to do anything about it so Surer was bundled into D4/02, which he had not driven and had little idea of what its characteristics were like, but it was Hobson's Choice. By diving into the pit lane at the end of the lap instead of pulling up on the grid Watson and Reutemann sneaked in an extra warm-up lap, and then all 24 starters were lined up correctly on the assembly grid, with the Williams of Alan Jones on pole-position on the right. He led them away on the parade lap and everyone was nicely positioned back on the grid. The red light came on, then the green and a fantastic roar heralded the start of the 45-lap race. Piquet was in trouble almost at once with a clutch that would not grip and both Arrows cars had the same trouble as they changed into second. At the back of the grid Daly was also in the same trouble, made all the more embarrassing by his engine stalling. The Brabham and the two Arrows crept away with their drivers nursing the power and praying, and Daly free-wheeled as far as he dare before he let the clutch in and caught the engine.

It was Jabouille who led the opening lap, with Alan Jones right on the Renault's tail, Arnoux, Pironi, Laffite, Rosberg and Reutemann in hot pursuit. Poor Marc Surer was finding the spare ATS handled nothing like his own car, and Piquet, Mass, Daly and Patrese brought up the rear. All four now had their clutches gripping firmly and were changing gear without using the clutch, so were out to make up for lost time. Piquet fairly stormed away and from 21st on the opening lap he flashed up to 11th by lap six, aided by Rosberg and Rebaque going into the pits. The Fittipaldi driver had led Reutemann briefly, but then came round with his rear aerofoil broken off and spent a long time in the pits having another one fitted. Rebaque saw a spume of oil in his mirrors and stopped promptly at the pits, which was just as well for a bearing seal on top of the vertical selector shaft in the Weismann gearbox had failed and the gearbox oil pressure was open to the winds. There was nothing that could be done so it was the end of the Mexican's race.

Jones was hounding Jabouille but the Renault team leader looked safe and sure in the lead and providing everything held together it didn't seem as if the Australian was going to improve his situation, but with Alan Jones you never know. He doesn't just sit behind another car in resigned fashion, his crafty brain was workin away at the situation. They had pulled a sligh lead out on Arnoux, who in turn was comfortabl ahead of the Ligiers, if a few feet can b considered comfortable! Laffite had passed hi team-mate and Reutemann was shadowing them but not pressing them. These six were away o their own and the rest were being led by th incredible Villeneuve in seventh place from a 16t place starting position. Behind him came d Angelis, Andretti, Fittipaldi and Piquet, who wa still making up places; followed by Cheever Watson, Giacomelli, Surer, Prost, Lammers an Jarier, with Mass closing up on them. Bringing u the rear were Daly and Patrese. In the pit lane th Fittipaldi mechanics were still working o Rosberg's car when to their dismay they saw thei team leader coming in, with brake problems Eventually both cars rejoined the race. On la eight de Angelis got by Villeneuve, but Piquet was catching both of them and the hard-drivin Brazilian was soon past the Ferrari, and then pas the Lotus, which put him into seventh place, bu while he had gobbled up the tail-enders an battled his way past the mid-field runners he wa not gaining on the leading six cars so seventh place was all he was going to achieve, but it was a heroic effort nonetheless.

At the front of the race nothing had changed Jones was not giving up and Jabouille was no weakening, but Laffite had broken clear of Piron and Reutemann and was pressing Arnoux hard but with no hope of getting by. The scene wa very tidy with Renault v Williams, then Renault Ligier and then Ligier v Williams and it wa difficult to see how the situation was going t

resolve itself. There was some hard driving going on at the front and new lap records were being set regularly, first Reutemann, then Jabouille, then Jones, then Laffite, then Jabouille again. The pits were still busy for Villeneuve was in and out like a flash for another set of tyres and Fittipaldi was back in again, then Scheckter was in for tyres and Pironi appeared going slowly at the end of lap 18. A drive-shaft had failed coming down the back straight and as Jabouille and the others went on the Ligier limped through the escape road at the entrance to the stadium and made its way to the pits to retire. This was the first chink in the armour. Reutemann did not profit from the space in front of him so we still had Jabouille and Jones, then Arnoux and Laffite and then a gap before Reutemann appeared and a long gap before Piquet appeared, with de Angelis in seventh position. Andretti was leading Watson, Giacomelli and Cheever, while Mass had worked his way up behind the Osella. Since his stop for new tyres Villeneuve had caught and passed Jarier and Surer, but Scheckter was way back, and was lapped by the leaders.

As Jabouille entered the stadium to end lap 27 the Williams was even closer, if that was possible, and as they started the twists and turns the Renault suddenly slowed and Jabouille waved Jones by. Valve spring trouble had hit the V6 engine again and poor Jabouille limped into the pits to retire. As if that wasn't bad enough for the Renault team, Arnoux failed to appear at the same time, his engine suffering the same fate at almost precisely the same time out on the circuit. This left Jones with a very comfortable lead over Laffite, who in turn was well ahead of Reutemann, while Piquet was now a secure fourth, which was well deserved after his determined driving in the opening stages. Villeneuve had already caught and passed Prost, and now passed Mass and was after Giacomelli, but the little Alfa Romeo driver had other ideas for Andretti was slowing ever so slightly and Watson passed him, so Giacomelli could see hopes of moving up a place, and every one counts. Scheckter had had a moment of glory when he caught and passed Jan Lammers in the Ensign, so that he was no longer last. Giacomelli passed the ailing Andretti, who had been over the kerbs and severely damaged the left-hand skirt on the Lotus, and the Alfa Romeo was now in a spray of oil that was coming from the back of Watson's McLaren. On lap 34 Giacomelli got by the McLaren and into sixth place, while Watson began to slow until the McLaren engine gave up on lap 40.

But that was not important. What was important was that Alan Jones could feel his left front tyre going soft and as he rounded the stadium to complete lap 40 he slowed dramatically and headed for the pits. Without hesitation his mechanics changed both front tyres and he was off again before the flagman at the pit exit could give him the all-clear. Jonesey-boy was in a hurry. Laffite and Reutemann had gone by so he was now third, with only five laps left to run. There was nothing he could do, but he didn't give up and set a new lap record on lap 43, at 1 min. 48.49 sec. (225.245 k.p.h. — about 140 m.p.h.). On this same lap de Angelis lost a well-earned fifth place when a bearing broke up in the right rear hub and he could do nothing but limp into the pits to lose two laps and be classified last. A very happy, but lucky, Jacques Laffite took the chequered flag though no-one begrudged him his win as he had been the unlucky one with tyre trouble at Brands Hatch and now it was Alan Jones' turn. Any ideas that Reutemann was making a last minute bid to save the day for Frank Williams during the closing laps were a bit misguided for it was all much too late, though the Argentinian did make his fastest lap on the penultimate lap, but so did Laffite and Piquet for that matter. In fact the first six finishers, Laffite, Reutemann, Jones, Piquet, Giacomelli and Villeneuve were all flat-out to the finish. It was not a Grosser Preis von Deutschland, but it wasn't a bad Kleiner Preis. — D.S.J.

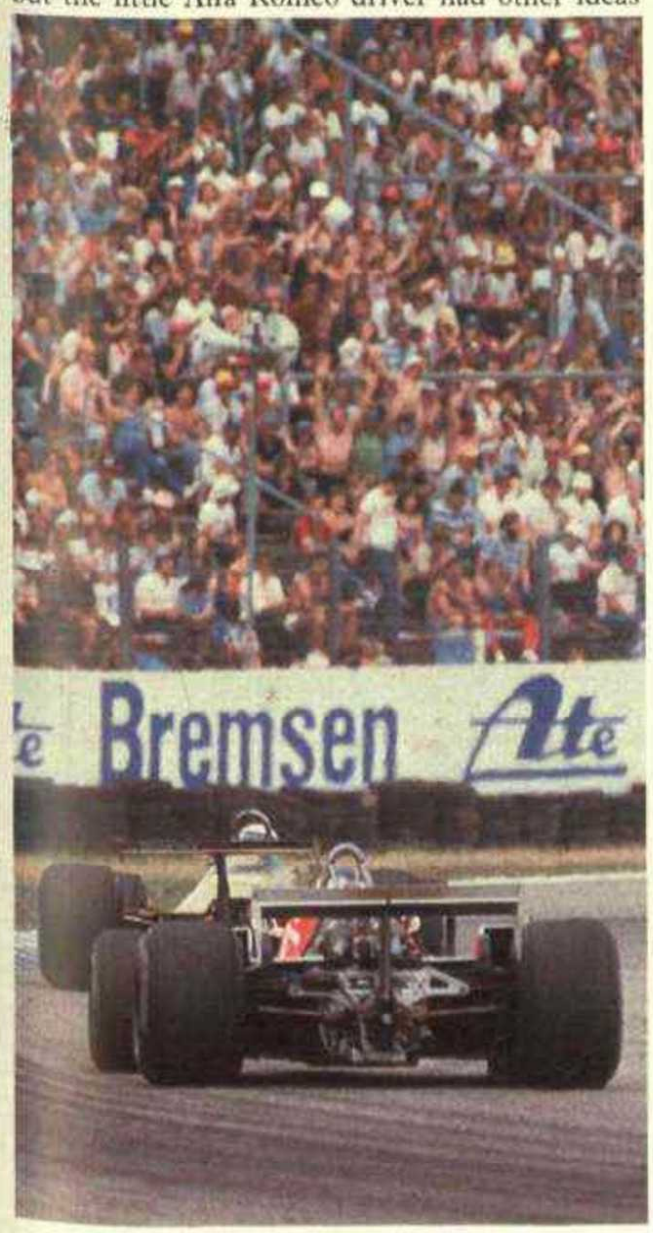
GERMAN GRAND PRIX — Formula One — 45 laps — Hockenheimring — 6.789 kilometres per lap — 305.505 kilometres — Warm and overcast

1st:	Jacques Laffite (Ligier JS11/15/03)	1 hr. 22 min. 59.73 sec. — 220.826 k.p.h.
2nd:	Carlos Reutemann (Williams FW07B/5)	1 hr. 23 min. 02.92 sec.
3rd:	Alan Jones (Williams FW07B/9)	1 hr. 23 min. 43.26 sec.
4th:	Nelson Piquet (Brabham BT49/8)	1 hr. 23 min. 44.21 sec.
5th:	Bruno Giacomelli (Alfa Romeo 179/03)	1 hr. 24 min. 16.22 sec.
6th:	Gilles Villeneuve (Ferrari 312T5/048)	1 hr. 24 min. 28.45 sec.
7th:	Mario Andretti (Lotus 81/1)	1 hr. 24 min. 32.74 sec.
8th:	Jochen Mass (Arrows A3/4)	1 hr. 24 min. 47.48 sec.
9th:	Riccardo Patrese (Arrows A3/5)	1 lap behind
10th:	Derek Daly (Tyrrell 010/5)	1 lap behind
11th:	Alain Prost (McLaren M29C/5)	1 lap behind
12th:	Marc Surer (ATS D4/02)	1 lap behind
13th:	Jody Scheckter (Ferrari 312 T5/046)	1 lap behind
14th:	Jan Lammers (Ensign MN14)	1 lap behind
15th:	Jean-Pierre Jarier (Tyrrell 010/1)	1 lap behind
16th:	Elio de Angelis (Lotus 81/3)	2 laps behind (not running at finish)

Fastest lap: Alan Jones (Williams FW07B/9) on lap 43, in 1 min. 48.49 sec. — 225.245 k.p.h. (new lap record)

Retirements: Hector Rebaque (Brabham BT49/6) gearbox oil leak, on lap 5; Keijo Rosberg (Fittipaldi F8/2) broken wheel bearing, on lap 9; E. Fittipaldi (Fittipaldi F8/1) brake trouble, on lap 19; Didier Pironi (Ligier JS11/15/02) transmission failure, on lap 19; Eddie Cheever (Osella FA1/1) gearbox failure, on lap 24; René Arnoux (Renault RE25) engine failure, on lap 27; Jean-Pierre Jarier (Renault RE23) engine failure, on lap 28; John Watson (McLaren M29C/2) engine failure, on lap 40; E. de Angelis (Lotus 81/3) broken wheel bearing, on lap 43.

24 starters — 16 finishers

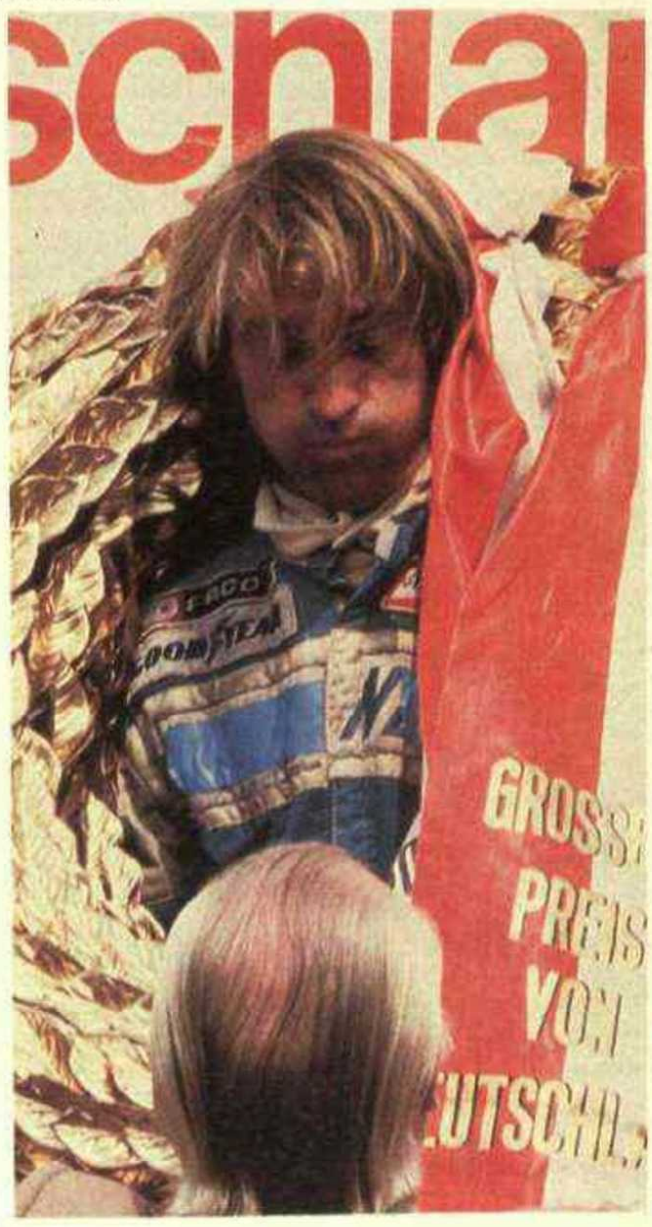


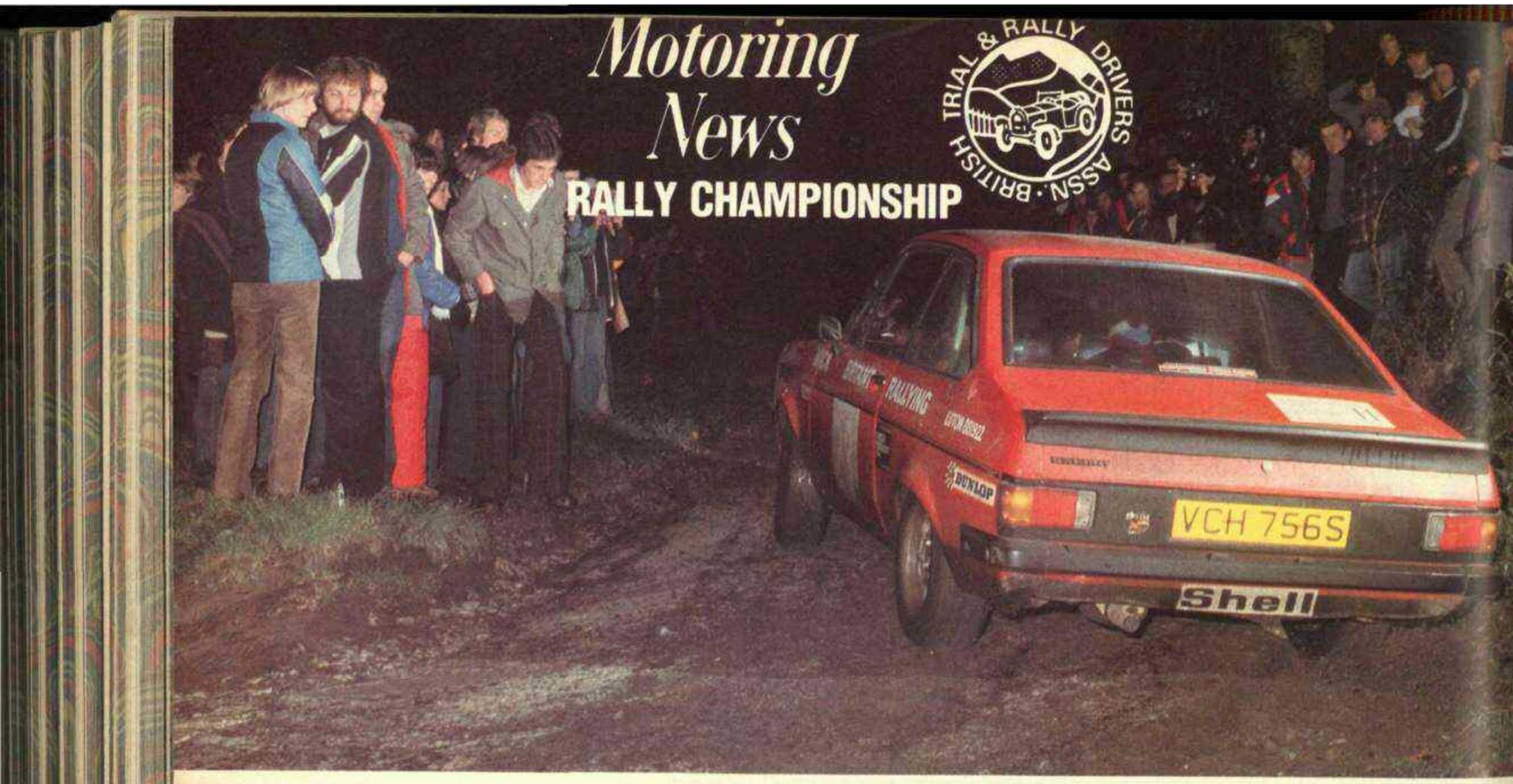
Left: Prost (McLaren) follows Patrese (Arrows) in front of the grandstands.

Below: The cockpit of Piquet's Brabham, showing on the right of the steering wheel the ingenious device installed to show the driver how the right-hand skirt was behaving on the long right-hand curve.

Right: A very tired but happy Laffite after it was all over. It was tyre trouble that had robbed him of victory at Brands Hatch, and it was tyre trouble for Jones that gave him his win at Hockenheimring.







A Review

THERE was a time when rallying was considered somewhat less than respectable. It all took place at night in the bleakest parts of the countryside, in circumstances which decent citizens associated only with footpads and their nefarious deeds.

Sponsors were unheard of, no-one had any trumpets to blow, nor had need of any, and there was something almost surreptitious about the way in which people drove around unpopulated roads when they should have been in bed.

There was a British Rally Championship at the time, but there was very little interest in it even among those who took part in the sport, and when the weekly newspaper *Motoring News* launched its own championship in 1961 it became the only national series in the country worth talking about. Indeed, it was generally the case that won the *Motoring News* Rally Championship usually picked up the RAC's series on the way.

There have been big changes since that time, and Britain now has so many rally championships







of various grades and types that people are sometimes confused. Special stages have become popular, though very expensive, and sponsors have emerged from all manner of business concerns to invest in a spot of publicity.

However, one championship has remained virtually unaltered throughout all the metamorphosis going on around it, and the *Motoring News* Rally Championship continues to be based on rallies which do not use special stages and are therefore far less expensive to organise and to contest. The events attract full entry lists, and the enthusiasm of all those concerned with them is boundless.

There are regional championships organised by associations of clubs, but the one remaining national series of road rallies (that phrase came into vogue to distinguish them from events which used special stages) is that organised annually by *Motoring News* and which in 1980 is in its twentieth year.

The 1980 championship has now reached its halfway mark and so far the charioteers of the night have visited areas as far afield as the desolate moors of Devon, the bleak Yorkshire moors, the deserted roads of the Brecon Beacons and the tortuous mountain roads of North Wales. Still to come are visits to the Lake District, the borderlands of the North of England, the picturesque Island of Mull off the West coast of Scotland and the navigationally difficult roads of South Wales.

In years gone by, the ubiquitous Ford Escort RS2000 has taken on all-comers during these night long battles and has emerged victor as dawn breaks over some distant hills. This year the tables are turned. No fewer than six marques are represented, although the current championship leader, Steve Hill (top left) drives the popular RS2000.

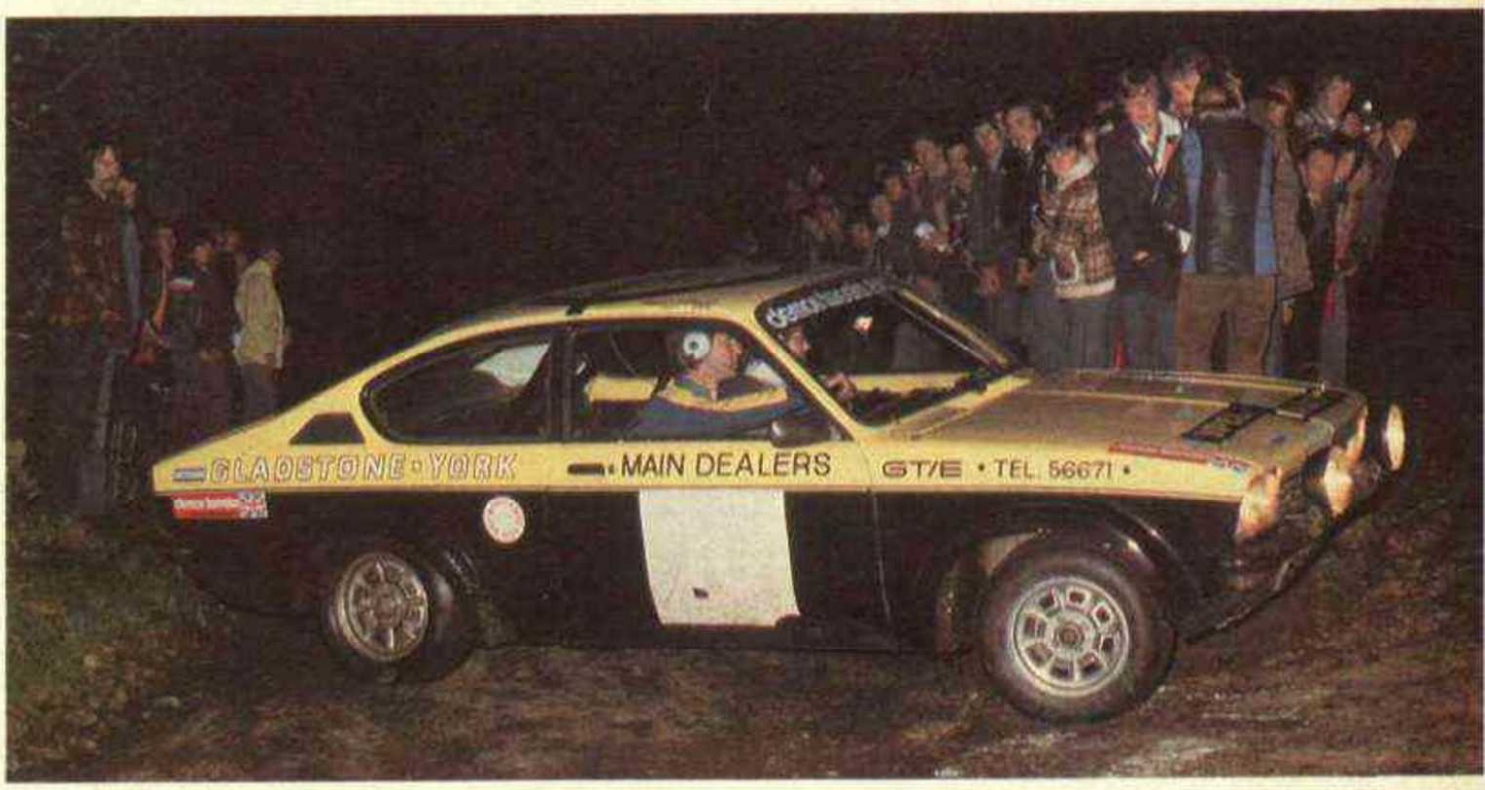
Second in the series and past champion, Mick Briant is pictured (top right) splashing through a Welsh ford in his Escort, he now drives a Sunbeam Lotus.

Other marques are represented by young South Walian, Neil Jones, (middle left) in his Triumph TR7, and Kendal's Geoff Birkett in his Opel Kadett GT/E (middle right).

Further challenges come from (bottom left to right) the rear wheel drive Fiat Strada of past champion John Bloxham, Yorkshireman Ron Beecroft's Talbot Sunbeam, twice past champion Bill Gwynne in his Vauxhall Chevette and Welshman Danny Owens (Escort RS1800).

Road rallying attracts a great following of enthusiastic spectators, who endure long and sometimes cold, wet nights without sleep, to watch their heroes. Organisers take pride in laying on taxing routes which will nevertheless satisfy legal requirements and the whole provides an atmosphere second to none within the sport of British rallying. — S.F.










Austrian Grand Prix
1980



GREAT BRITAIN

Was the first country to issue Postage Stamps –
6th May, 1840

REGIONAL ISSUES

GUERNSEY, JERSEY, ISLE OF MAN.
NORTHERN IRELAND, SCOTLAND,
WALES.





Collect them from Saxone, Lilley & Skinner, Dolcis, Manfield, selected Freeman Hardy Willis and Trueform. Also Selfridges, Lewis's and other leading department stores.

HUSH PUPPIES



Formula II Review

BRIAN HENTON clinched the Europe Formula Two Championship at Misano, n Rimini in Italy on August 10th. Henton, t vastly experienced 33 year old leader of the Toleman team, finished second to young Itali Andrea de Cesaris (March) and in so doi claimed enough points to put him out of reach his challengers with one more round to run. In t 11 races so far run, Henton has taken nine t three places, including wins at Thruxton in Apr Vallelunga (Italy) in May and Mugello (Italy) July, a fine tribute to his skill and the spe reliability of his works Toleman/Hart.

Henton's team-mate this season is 25 year Derek Warwick *(left centre)* from Alresford Hampshire. Warwick won the 1978 Vanderv British Formula Three Championship and t year, his second in Formula Two, amass enough points to assure himself of the runner spot in the European Championship. Warwi has taken one win, at Silverstone in June.

In total, Toleman/Hart cars have so far won rounds of the series. Alan Docking fields wor assisted entries for Italian Siegfried Stohr, w won the Enna, Sicily round on August 3rd, a Dutchman Huub Rothengatter who won Zolder in Belgium back in June. Both Stohr a Rothengatter could still claim third overall in t championship, as could Italian March drivers T Fabi and Andrea de Cesaris *(above)* and A pilot, Frenchman Richard Dallest *(left below)*.

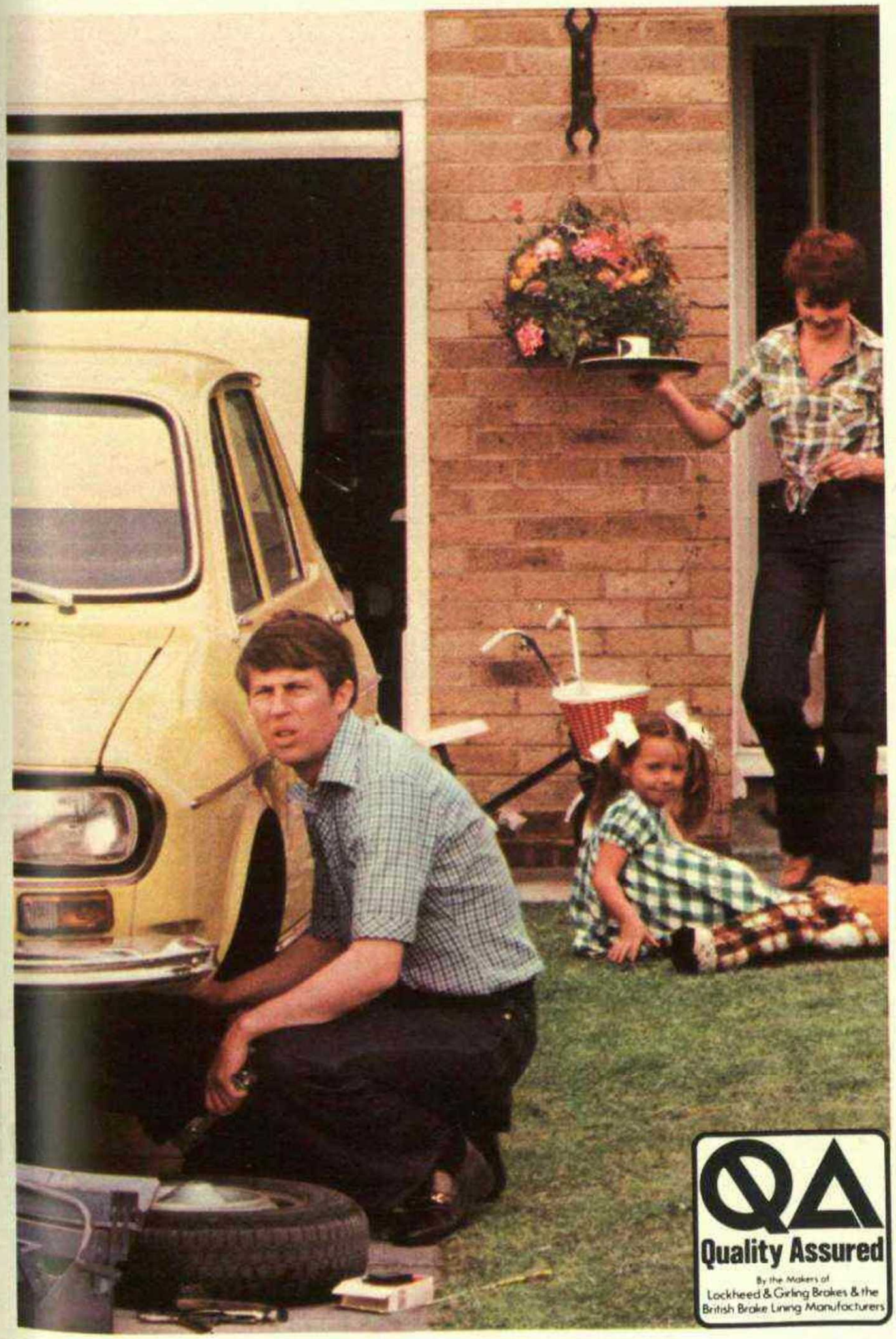
Fabi is teamleader of the works ICI March tea and was expected to pose a strong threat to t Toleman runners this season. However, despi taking early wins at Hockenheim a Nurburgring in Germany in April, that threat h not been sustained.

Fabi has often been let down by t unrealiability of his works BMW engines, and the whole the Goodyear tyres he is supplied fro Arkon have been no match for the Pirelli radia used on the Tolemans.

Cesaris races for the Formula One aspiri Project Four team. A hot headed young Roma he took his sole win of the season at Misano barging past Henton as the Englishman w lapping a slower driver on a tight hairpin.

Dallest has found success for his Goodyear sh AGS/BMW. He won at the Pau circuit in May a on a wet Zandvoort in July. — I.M.B.

"The finest engineering expertise went into your braking system. Why forget it now?"



Your safety and that of your car depend upon a carefully designed and engineered braking system. And so your disc brakes need just the *right* pads to provide the safe, balanced performance you have come to rely on.

Girling brake system components are among the most widely fitted by the world's vehicle manufacturers. We know about brake systems. And we know about disc brake pads. They must perform efficiently and consistently whatever the car's speed; even if they get very hot with frequent use. They must also offer a reasonable wear rate, relative to performance.

They must give you consistent performance and safer braking—in short, real confidence.

Be safe *and* sure, fit...



Girling Disc Brake Pads–more than just a part!

Girling



To improve your car's safety, improve its looks.

It's easy to see how the deeply moulded white letters of our Grand Prix-S can add distinction to your car.

But they do more than just attract admiring glances. They make your car safer. Because, as you probably know, our Grand Prix-S has a tried and tested reputation for safety.

And isn't driving a safe car as good a feeling as driving a good-looking one?

For a copy of our Grand Prix-S white letter tyre brochure just complete the coupon and send to Mr. T. Asta, Car Tyre Department, Goodyear Tyre and Rubber Co (GB) Ltd, Bushbury, Wolverhampton, W. Midlands WV10 6DH.

Name

Address

MS5

GOODYEAR

Goodyear Grand Prix-S. A major contribution to road safety.



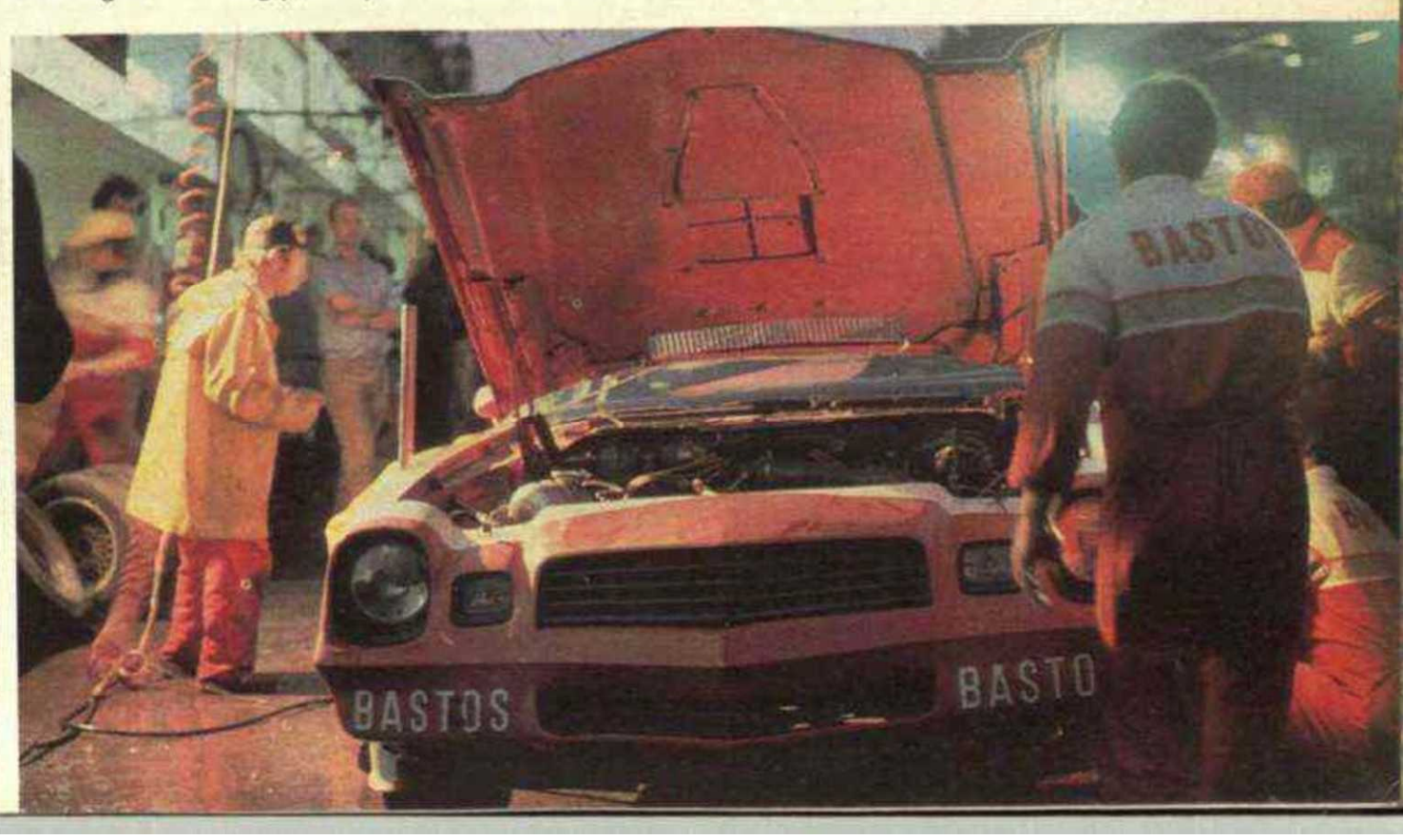


SPA 24 HOURS THE BELGIAN Martin brothers (above) won the race for the second year in succession in their CC Racing Capri, beating a trio of BMW 530's into second, third and fourth places. Jochen Mass was doing extremely well in a German entered Audi (left), shown here leading a Dealer Team Opel sandwiched between the two British prepared Mazdas on the approach to *Eau Rouge*, before the car lost a front wheel.

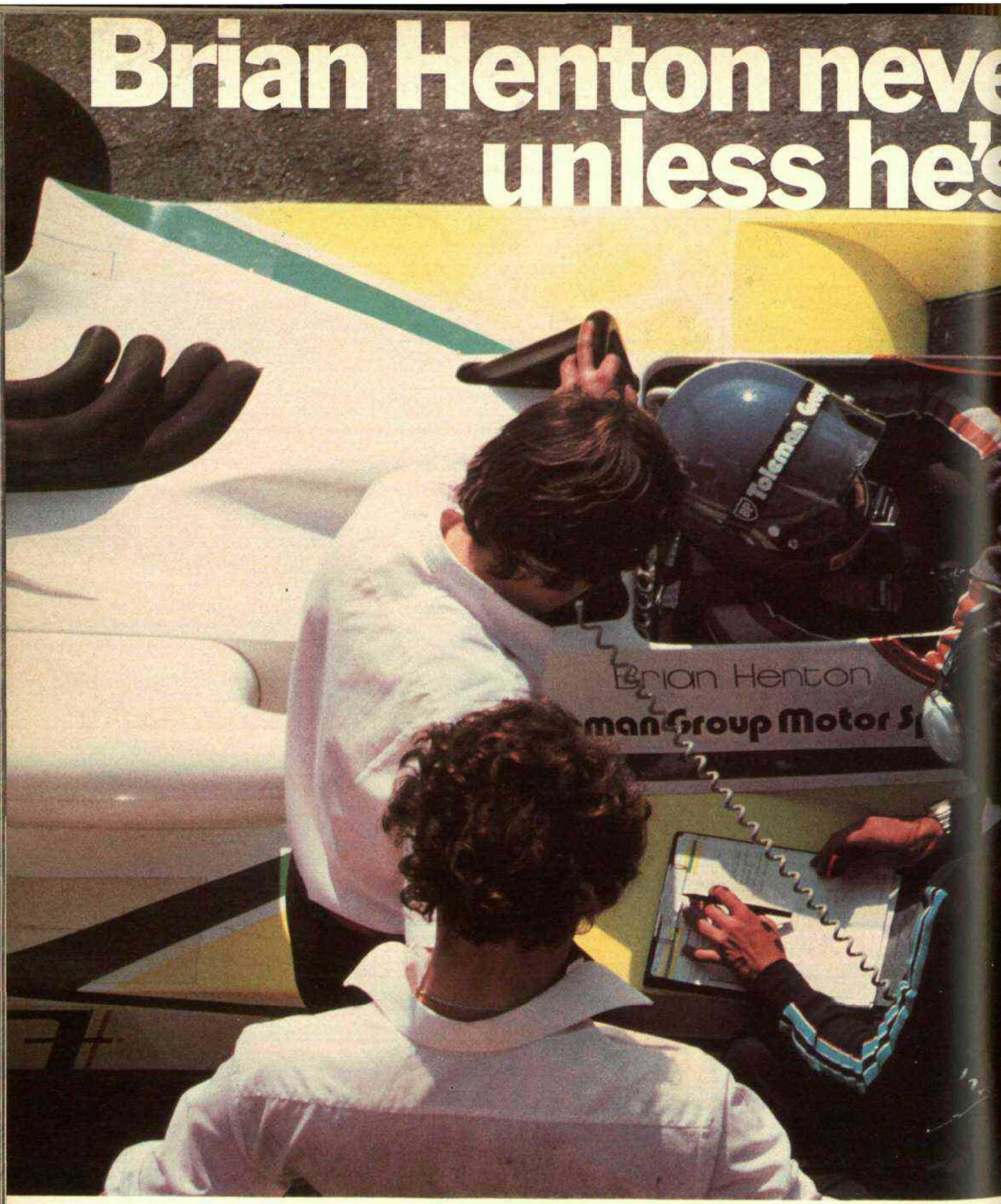


Above: Woodman, Buncombe and Clark were the highest placed British crew, coming home fifth. Below left: The BMW of Ballot-Lena & Andruet, which finished third. Below right: Photographed during an evening pit stop, the Chevrolet Camaro-Luigi of Xhenceval and Cudini led the race in the early stages but finished 14th.





Brian Henton neve
unless he's



The car in question, as racing fans will know, is the one Brian's driving for the BP-Toleman Formula 2 team.

And so far he's been driving under the influence of BP lubricants and fuel with remarkably consistent results.

Rivalled, indeed, only by his team mate Derek Warwick.

er gets into his car s well oiled.



Between them, they haven't been off the winner's rostrum since the championship began.

So it's in our interest to make sure they stay well lubricated right through to the last race at Hockenheim.

Mind you, it'll be champagne all the way if they win the championship.

BP



The engine in question has quite a pedigree.

In the CSL coupé it helped BMW win the European Touring Car Championship four years in a row.

It was a performance, however, only really appreciated by racing drivers like Niki Lauda, Jacky Ickx and Hans Stuck, who discovered how, with this engine, they could beat even 5 and 7 litre rivals.

Then, for the M1 racing car, the engine was developed still further. So, ultimately, it could produce 800 bhp from its six cylinders.

It first raced last year in the Pro-Car Championships. But, again, this was a pleasure restricted to racing drivers like Clay Regazzoni, Nelson Piquet, Jacques Laffite and Alan Jones.

It seemed, however, that it was selfish to restrict such an engine just to the race track.

So a 140 mph road version of the engine was developed for the 635 CSi coupé.

And its high speed performance is now accompanied by a remarkable low speed docility.

If asked to, the vehicle will trickle along without protest at 1500 rpm in any gear, and then pull away cleanly and strongly as soon as you open the throttle.

But its racing origins clearly show

THE BMW 6 SERIES COUPES START FROM £18,950. PRICE CORRECT AT TIME OF GOING TO PRESS. INCLUDES CAR TAX PLUS VAT BUT NOT DELIVERY OR NUMBER PLATES. FOR DETAILS OF YOUR NEAREST BMW DEALER AN

WCRS



BMW's RACING ENGINE IS NOW AVAILABLE TO A WIDER PUBLIC. BUT NOT MUCH WIDER.

when the car then is flicked, flat-out in second or third, through S-bends so close and difficult that they demand the very best of car and driver.

The 6 Series Check Control System ensures that the car is able to give exactly that: just press the test button before you drive off and seven key functions of the car are electronically checked.

As for the driver, this BMW's biomechanical design makes the most of his skills.

The driving position, for example, can be optimised by adjusting the seat for height, tilt, reach and rake.

And the controls and instruments are carefully sited to minimise the time gap between reaction and action.

All in all, rather than being a coupé version of a saloon car, the 635 is very much a car bred directly out of BMW's race track experience.

(Witness the fact that a 635 has already won the first rounds of the 1980 European Touring Car Championship at Monza and Vallelunga.)

Alas, it's an experience no more than 595 people in Britain will be able to enjoy in 1980.

Our apologies: but we can't make our 635 CSi any faster.

THE ULTIMATE DRIVING MACHINE

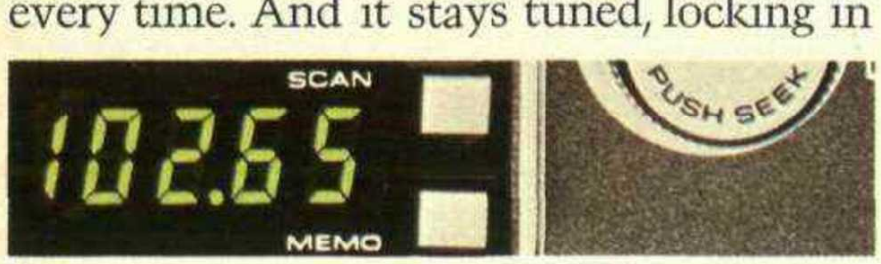
COPY OF OUR 6 SERIES BROCHURE PLEASE WRITE TO MARKETING DEPARTMENT, BMW (GB) LTD., ELLESFIELD AVENUE, BRACKNELL, BERKSHIRE RG12 4TA. FOR TAX FREE SALES, 56 PARK LANE, LONDON W1. CALL 01-629 9277.

ONCE IT LOCKS ONTO AN FM SIGNAL IT NEVER LETS GO.



With ordinary car radios, fine tuning can be a fine art requiring the most subtle touch and constant fiddling.

The Pioneer KE-5300 changes all that. It gives you automatic precision tuning every time. And it stays tuned, locking in



FREQUENCY AND TIME DIGITAL DISPLAY.

your station so you can keep your hands on the wheel.

That's because the KE-5300 radio/cassette player has the extremely accurate quartz phase locked loop (PLL) tuning circuit. Which sounds complicated and is.

However, most audio experts agree it's the best way known to lock-on and hold an FM signal. By preventing frequency drift, it stays on the station with pinpoint accuracy.

Furthermore, with the KE-5300 station selection is a cinch.

For example, there's fifteen station electronic preselection, a clear digital display, as well as both automatic scan and seek. Many radios have one or the other but only Pioneer has both.

Then there's the new automatic reception control circuit (ARC-III) to select the best FM mode and diminish multi-path noise. While the Pioneer noise suppression circuit drastically reduces electrical interference.

All of these features make driving and listening easier and your Pioneer Super Dealer will be happy to demonstrate them. Also he can show you a wide range of other Pioneer models and of course, the largest selection of speakers in the world.

PIONEER THE NEW KE-5300 WITH QUARTZ ACCURACY TUNING.

DISTRIBUTOR UK: PIONEER HIGH FIDELITY (GB) LTD., THE RIDGEWAY, IVER, BUCKS. SL0 9JL. TEL. (0753) 652 222. EIRE: RADIO IMPORT LTD., ACOUSTIC HOUSE, 41, FITZWILLIAM STREET, DUBLIN 2.

THE BMW GUIDE TO THE BEST CAR DEALERS IN BRITAIN.

Avon
Wellsway Motors
Bath (0225) 29187/8
Western Counties Automobile Co. Ltd.
Bristol (0272) 45561/45876
Bedfordshire
Ivor Holmes Ltd.
Luton (0582) 56622
Alex Norman (Garages) Ltd.
Goldington
Bedford (0234) 60412
Berkshire
Altwood Garage Ltd.
Maidenhead (0628) 37611
Hungerford Garages Ltd.
Hungerford (048 86) 2772/3
Vincent of Reading Ltd.
Reading (0734) 586621
Buckinghamshire
Birds Garage Ltd.
Gerrards Cross (02813) 88321
Hughenden Motors Ltd.
High Wycombe
Naphill (024024) 2662
Cambridgeshire
Magpie Garage
Cambridge (0223) 842237
Murkett Bros. Ltd.
Huntingdon (0480) 52694/8
Sycamore (Peterborough) Ltd.
Glinton
Peterborough (0733) 253333
Cheshire
Blue Bell Garages (Wilmslow) Ltd.
Wilmslow (0625) 523542/520782
Enterprise Garage (Chester) Ltd.
Huntingdon
Chester (0244) 311404
Cleveland
Stokesley Motors Ltd.
Middlesbrough
Stokesley (0642) 710566
Cornwall
Mike Bennett Ltd.
Camborne (0209) 715535/6
Cumbria
Bateman Motor Works
Lindale Hill
Grange over Sands
(044 84) 3751
Eurocar
Carlisle (0228) 29401
R. Lloyd Motors Ltd.
Cockermouth (0900) 823666
Derbyshire
Ovar Motors
Rowditch
Derby (0332) 32421/2
Devon
Chenhalls Garages (SW) Ltd.
Paignton (0803) 558567/8
Pathfield Garage
Barnstaple (0271) 74070
SMB Automobiles Ltd.
Pinhoe
Exeter (0392) 69595/6
M. Thomas (Motors) Ltd.
Plymouth (0752) 69202
Dorset
Cooper Bournemouth Ltd.
Bournemouth (0202) 24433/4/5/6/7
Tice & Sons (Dorchester) Ltd.
Dorchester (0305) 67411
Durham
Mill Garages (Faverdale)Ltd.
Darlington (0325) 53737
Essex
Bates Motors (Belcher) Ltd.
Maldon (0621) 55161
Fairfield Performance Cars
Leigh-on-Sea
Southend (0702) 713144/5/6
Halstead (Essex) Motor Co. Ltd.
Colchester (0206) 65173
A. R. Sewell & Sons
Great Dunmow (0371) 2884/2505
Gloucestershire
Curfew Garage Ltd.
Moreton-in-Marsh (0608) 50323
Richard Cound Ltd.
Gloucester (0452) 23456/7
Hampshire
Froxfield Service Station
Froxfield
Hawkley (073 084) 200
Hampshire Cars
Odiham (025671) 2556
Kingsworthy Motors Ltd.
Winchester (0962) 881414
Quadrifoglio Motors Ltd.
Southampton (0703) 29003
Volker Harms Ltd.
Old Portsmouth (0705) 753870
Hereford & Worcester
Black and White Garages (Continental) Ltd.
Evesham (0386) 870612
Carl Norris (Motors) Ltd.
Nr. Kidderminster
Chaddersley Corbett (056 283) 435
Renwick Motors
Hereford (0432) 2354
Hertfordshire
Britannia Cross Motors
Waltham Cross
Lea Valley (0992) 712323
Howards Cars Ltd.
Radlett (09276) 4802/7623
Howards Cars Ltd.
Berkhamstead (04427) 2371/3
Specialist Cars
Stevenage (0438) 51565
Humberside
Allisons Motors Ltd.
Hull (0482) 25071
Harvey Motors (Grimsby) Ltd.
Grimsby (0472) 71835
Peter West Motors Ltd.
Scunthorpe (0724) 64251
Isle of Man
BMN Carriages Ltd.
Douglas (0624) 3380
Isle of Wight
Blackwater Service Station
Newport (0983) 523684
Kent
Euromotors
Sevenoaks (0732) 50035/6
George Hammond Motors Ltd.
Dover (0304) 821351
L & C Auto Services
Tunbridge Wells (0892) 39355
Station Garage Ltd.
Maidstone (0622) 812358
Lancashire
Kinders Service Station
Broughton Preston
(0772) 863922
Prestons of Earby
Earby (028 284) 2380
Derek Woodman Ltd.
Blackpool (0253) 402541
Leicestershire
Cooper Leicester Ltd.
Rothley (0533) 374444
Regent Autocar Company
Kibworth (053 753) 2303
Lincolnshire
Crompton & Holt
Lincoln (0522) 21345/6
Robert A. Wilson Ltd.
Boston (0205) 67535
Gt. London
Burton & Deakin Ltd.
Hayes 01-462 1211/2
Cheyne Motors Ltd.
Putney 01-788 4314/7
Cooper Thames Ditton Ltd.
Surbiton 01- 398 8311
Cooper Car Co. Ltd.
Bishopsgate 01-377 8811
E & O Motor Co.
Ruislip (08956) 37262
First Front Garages Ltd.
Vauxhall Cross 01-582 5288
Hexagon of Highgate Ltd.
Highgate 01-348 5151
LJK Garages Ltd.
Romford (0708) 69611/2/3
Milcars Ltd.
Hale Lane 01-959 6961
MLG Motors Ltd.
Chiswick High Road 01-995 1683
Motortune Ltd.
SW3 01-581 1234
New Hatherley Garages
Sidcup 01-300 1126/7
Park Lane Ltd.
Park Lane 01-629 9277
W. Shirley & Sons Ltd.
West Croydon 01-688 0716/8341
Sundridge Park Motors Ltd.
Bromley 01-857 2293
Gt. Manchester
Anderso[illegible]otors Ltd.
Stockport 061-483 6271
Ian Anthony (Sales) Ltd.
Bury 061-761 2221
Newland Motor Co. Ltd.
Bolton (0204) 387271
Williams Motor Co. Ltd.
Deansgate 061-832 8781/6
Merseyside
The Beechwood Garage Ltd.
Liverpool (051-427) 2281/8897
Williams Motor Co. (Liverpool) Ltd.
Liverpool (051-207) 7213
W. Midlands
Cheylesmore Garage Ltd.
Coventry (0203) 461441
David Prophet Ltd.
Shirley (021-744) 4488
Rydale Cars Ltd.
Warley (021-552) 2825
Norfolk
H. E. Averill & Sons Ltd.
Norwich (0603) 21471
Sorensons Motors Ltd.
Kings Lynn (0553) 64386
Northamptonshire
Wollaston Motors Ltd.
Northampton (0604) 583321
Northumberland
Fawdingtons (Stocksfield) Ltd.
Stocksfield (06615) 3158/2283
John Rutherford & Sons Ltd.
Cornhill on Tweed
Coldstream (0890) 2146/7/8
Nottinghamshire
Sytner of Nottingham Ltd.
Nottingham (0602) 582831
Oxfordshire
All Saints Service Station
Faringdon (0367) 20614
Bristol Street Motors (Banbury) Ltd.
Banbury (0295) 53511
North Oxford Garage Ltd.
Oxford (0865) 511461
Shropshire
A. Beauclerk & Son
Oswestry (0691) 2413
Enterprise Garage
(Bridgnorth) Ltd.
Bridgnorth (07462) 4343
George Oakley's Garage
Shrewsbury (0743) 3250
Somerset
L. J. Irvine & Sons Ltd.
Bridgwater (0278) 652233
Somerset Motors Ltd.
Yeovil (0935) 23581
Staffordshire
Hartshill Autos
Stoke-on-Trent (0782) 315119
Walton Garage Stafford Ltd.
Stafford (0785) 661293/4/5
Suffolk
Minden Motor Co. Ltd.
Bury St. Edmunds (0284) 3418/9
Stocks 'BMW'
Ipswich (0473) 49666
Surrey
Coombs & Sons Guildford Ltd.
Guildford (0483) 69944/62907
Cronk Garages (Chipstead) Ltd.
Chipstead
Downland (07375) 56221
New Central Garage
Cobham (09326) 7141
Romans of Woking
Pirbright
Brookwood (04867) 4567
Tower of Egham
Egham (0784) 36431
Sussex
The Ashdown Garage
Haywards Heath
Chelwood Gate (082 574) 456
Chandlers Garage (Brighton) Ltd.
Brighton (0273) 27991/2/3/4
Chandlers Service Station Ltd.
Lancing (090 63) 65074/5/6/7
Daltons of Hailsham Ltd.
Hailsham (0323) 844032/844482
Harrington Motors
Horsham (0403) 60246/8
Tyne & Wear
Priory Cars Ltd.
North Shields (0632) 578227
Mill Garages (Sunderland) Ltd.
Sunderland (0783) 57631/2/3
Warwickshire
The Donald Healey Motor Co. Ltd.
Warwick (0926) 41235
Wiltshire
Dick Lovett Specialist Cars
Wroughton (0793) 812387
Woodrows Harnham Garage
Salisbury (0722) 24933/4
Yorkshire
Allisons Garages Ltd.
Doncaster (0302) 69191/2/3/4
Almondbury Garage Ltd.
Huddersfield (0484) 23435/36789
Andrews Bros. (Bradford) Ltd.
Bradford (0274) 495521
Hallamshire Motor Co. Ltd.
Sheffield (0742) 25048/9/0
G. Eric Hunt Ltd.
Ferrensby
Copgrove (090-14) 436/7
G. Eric Hunt Ltd.
Bramhope
Leeds (0532) 842238/9 842842
Malton Motors Ltd.
Norton, Malton (0653) 5151
Sandal Motors (Bayern) Ltd.
Wakefield (0924)63796/7/8
Seacroft Motor Centre
Leeds (0532) 643772/648739
Scotland
Callanders Garages (Glasgow) Ltd.
Glasgow 12 (041-332) 0571
Caltedon Ltd.
Inverness (0463) 36566
John Clark Specialist Cars
Aberdeen (0224) 54938
Harry Fairbairn Ltd.
Irvine (0294) 78793
Golden Lion Garage Ltd.
Arbroath (0241) 72919
Grassicks Garage Ltd.
Perth (0738) 25481
Western Automobile Co. Ltd.
Edinburgh (031-337) 9985/6/7
Wales
Green Bower Garages Ltd.
Haverfordwest
Rhos (043-786) 251/2/3
LMT Garages Ltd.
Newport (0633) 272788
Leslie H. Trainer & Son Ltd.
Swansea (0792) 21535/23595
Premier BMW Cars (N. Wales) Ltd.
Aberconwy
Deganwy (0492) 82441
S. L. Motors
Cardiff(0222) 23122
Northern Ireland
Bavarian Garages (NI) Ltd.
Belfast (0232)33331
JKC Garages (Coleraine) Ltd.
Coleraine (0265) 51311/5
R. J. Walker–The Country Garage
Ballymena
Kells (026 689) 891324
Channel Islands
Jacksons Garage (Guernsey) Ltd.
St. Peter Port (0481) 23916/7/8
Jacksons Garage Ltd.
St. Helier
Jersey (0534) 20281

BMW

THE ULTIMATE DRIVING MACHINE

Letters from Readers

N.B. –*Opinions expressed are those of our Correspondents and* MOTOR SPORT *does not necessarily associate itself with them.* –Ed.

Allard Front Suspension

Sir,

I was amazed to read Leslie Ballamy's letter in the June issue of your fascinating magazine concerning divided axle suspension geometry with particular reference to Allards.

One of the first jobs I was asked to do by Reg Canham when I joined as Chief Draughtsman in 1950 was to improve the suspension and steering geometry of the Allard vehicles.

The arrangement used at that time had radius rods pivoted to the underside of the side rails some 30" behind the front axle but with only a single centre steering idler arm. Consequently there was marked geometric "fight" which caused the road wheels to turn in and out with suspension deflection.

As a simple (but not perfect) solution, I proposed the use of two idler arms positioned so that the track rod ball joint centres came in line with the suspension axis and coupled with a slave link, but I was informed that Mr. Ballamy held a patent on that scheme and they (Reg and Sidney) did not want to use it. (Patent did not in fact apply, I discovered.)

However, I then proposed the logical arrangement for a divided axle scheme with normal suspension deflections, i.e. axis parallel with each other and vehicle and with radius arms running forward to a cross-member between the forward ends of the side rails some 16" ahead of the front axle. The single steering idler arm had double bosses so that each track rod ball joint was in line with its suspension axis. A car was converted and Reg and Sidney convinced. This scheme became universal on all Allard cars and was quite satisfactory (within the limitation of divided axle front suspension — I wrote an article on this subject — *Auto Engineer*, June 1955).

I was unaware of any influence by Mr. Ballamy in this matter and did not in fact meet him until some time later.

Colin Chapman, and one of his colleagues, called occasionally at our offices and I supplied some drawings on one occasion but his requirements for the Lotus 7 type vehicle were rather different from ours. The C of G was so low that he had to lower the roll centre of the front suspension system considerably to obtain acceptable handling. The suspension rates were relatively high, and deflections consequently low, so small geometrical errors had little effect. My impression was that Colin Chapman fully understood all this but was determined to keep it compact and simple and of course he always has.

Sevenoaks, Kent D. R. HUME

MG Memories

Sir,

I thought it might amuse a few of your readers to recall the Group 6 Prototype MGB which was demonstrated to the public at Bishopscourt many years ago.

Alec Poole had been using this fiendish prototype for a whole season in Ireland before they whisked him off to a full Works drive in the aluminium 2-litre for Sebring and all those boring trips.

As he was away, he arranged a very satisfactory agreement whereby I should use the Gp. 6 for the next season, with a little help from his friends.

My only precognition of the horrid truth was when some scribe suggested that I had left red paint on the walls on *both* sides of the Enniskerry hill during a hillclimb (quiet leisurely, I assure you).

But finally, the day of truth dawned. Alec had his two-litre beast at Bishopscourt, surrounded by 37 very active works mechanics. It turned out that only six of them were male! Mind you, those six treated me and my beast very well indeed, and Alex and I decided that as we were shod in a similar fashion by Mr. Dunlop, then as he had the power/weight ratio advantage, I should get firmly established in his slipstream during practice. This we duly did. There is a lovely curve there where gentlemen were inclined to be somewhat embarrassed by having their 1.5 and 2.5 Climax engined single-seaters passed by a pair of red MGB's approx. 8" apart. However, forward we battled, a little nearer "flat" every lap — my speedo was one of those strange ones fitted to so-called works prepared cars: it regularly registered 130-132 m.p.h. It got out of hand behind Alex, and started rumours approaching 140.

I do, I really do believe that we went into that curve flat. Allowing for scrub, as we were both set up early, and under full power, we must have still been showing 130 on those silly instruments. Trouble was, there was no way to tell how fast we were going sideways, and here we meet the nub of the story. At the same forward speed, same angle, a close slipstream to offset power differences, the only way my wheels could have hit the grass was if they were 6" further over. I'm allowing 3" error of centreline on my part, but the rest was definitely the car! Have you ever had the ground swept from under your feet, sideways, at over 120? No? I'm sure there must be a Club for it, with Innes Ireland on at least one committee.

After 147 gyrations, while I held firmly to the roll cage, crouched in the cockpit, my eyes glued to the fire extinguisher: all went quiet. I was dead, in a field of hay, my car with me. I clambered out to meet my Deity, but had to climb on top of the car to see over the grass. Alas, and humiliation, I was greeted by a mirage-like view of Mr. Poole still storming around a track about six miles off, elevating two fingers in the great Churchillian tradition in my direction.

After breaking a half shaft later, and then the back of a borrowed trailer which would not carry my oversized beast, I concluded the evening and night by driving Bruce Ashmore's full race mini (having already broken his trailer) on the open road from Bishopscourt to Dublin.

Looking back on it, Bruce was the brave one!

I suspect that following the public outcry, the track of my machine was switched to normal one night, so that BLMC (RIP) could go back to producing Spitfires.

Saudi Arabia HENRY O'CLERY

H.W.M.

Sir,

The article in MOTOR SPORT for July, dealing with the 1950 HWM, reminds me that on August 7th 1950 (Bank Holiday Monday) Rodney Clarke, Frank Moore, Bert Barrett and myself took Connaught A1, the single seater prototype, to Silverstone for its initial tests. Mike Oliver came up on Tuesday, when testing proper began, and we got the car to run properly on a pre-war Scintilla Vertex (borrowed from a Riley) in time for Kenneth McAlpine to crash it on Friday. I received a phone call from a Mr. Peter Wilson only a few days ago; he had sought me out to ask questions about Connaught Cars, and I was delighted to talk to him and answer his questions. He commented that in his opinion Connaught Engineering never received adequate acknowledgement for their efforts and achievements. Whilst I can only agree whole-heartedly, I also feel that just tribute should be paid to those tremendous post-war enthusiasts to whom British Motor Racing owes an incalculable debt, namely John Heath, Rodney Clarke, George Abecassis, Luke Oliver — and I must add Kenneth McAlpine for his support of Connaught Engineering. With very little money, those men began this country on its path to motor racing supremacy. Let us not forget that the declared objective of Connaught Engineering was "to put Britain at the top of Grand Prix Racing", and in 1955 Tony Brooks won at Syracuse! If we at Connaught had had the resources of BRM and Vanwall, we would — let us not speculate — it is nice to reminisce and dream.

Woking, Surrey C. E. JOHNSON

Desert Vehicles

Sir,

I seem to recall that between twelve and eighteen months ago one of your reader's letters enquired if the statement concerning the numbers of reputedly derelict and abandoned cars in the streets of Riyadh, Jeddah, and other large centres of population in Saudi Arabia were true. From actual experience over the last few months, may I reassure your reader that it is a fact that literally hundreds of vehicles lie abandoned in these places, but hardly any of these could be described as abandoned "exotica" as they consist generally of run-of-the-mill Japanese or American cars. In many instances, the reasons for abandoning the cars are fairly obvious; they have been involved in a massive accident or they have suffered an extensive breakdown of components, e.g. propeller shaft couplings broken, or front suspension/steering gear totally collapsed or some similar mechanical mishap.

In the eastern and western coastal regions of this sub-continent the summer climatic conditions are so unbelievably humid that extensive body rot from the roof down, but particularly of the floor platform, is another contributory factor. All vehicles get an enormous amount of condensation within the structure and during the short wet seasons in winter and spring the car undersides are inevitably attacked by salts present in the ground, particularly when driven, as they frequently are, in "off-road" conditions. One has to remember that at one time most of this land was covered by ocean, and the residual salt concentrations remaining in the ground are very high.

Let me also reassure your readers that it would be impractical to obtain and resurrect one of these vehicles. In the first place, the previous owner (or his family) would have to be traced, which in itself would be an extremely formidable task, and quite likely prove to be impossible. In the second place, after all legal attempts had presumably failed, one would not be able simply to appropriate the vehicle as this would, in this country, be considered as theft, even if the previous owner was dead and had left no living or traceable relatives.

Cars have apparently been imported into Saudia Arabia in what may be called reasonable

quantities since the early 1950s, and on the outskirts of Riyadh there are numerous dumps extending to about 1 square kilometre each, packed solid with broken-down, worn-out old cars which are totally unavailable to "convert" into desert wagons, beach buggies and the like. Because of the unlimited space available, the cars are not stacked, but simply standing on wheels, or floor platforms/chassis where these have been broken off in the accident. As the climate is quite dry in Riyadh and the relative humidity level very low for most of the year, there is little cause for these vehicles to quietly rust away.

Apparently, in late 1978, the situation in the township of a place called Qurayat had reached such appalling proportions that the municipality invited tenders for the removal of deserted junk vehicles "from certain Qurayat streets". This practice has apparently been followed within other municipalities since. This "tidying up" operation has not, however, been extended into the open desert, and wrecked or broken-down cars and light trucks, where not worth removing for repair, are merely left to disfigure the surroundings. As there are approximately half-a-dozen good tarmacadam surfaced roads radiating from Riyadh as part of the basic infrastructure of the Kingdom, the only useful purpose that these countryside wrecks perform is to become landmarks for the enterprising week-end desert motorists of any nationality who reside here. By using a combination of surfaced roads and "passable" desert tracks, it is possible to follow printed instructions such as to "locate burned-out Datsun sedan (or whatever) on left and turn right immediately on to gravel track. Follow track for 42.6 kilometres to lone tree;" and, subsequently following similar instructions, make trips of up to 350 kilometres.

This may sound rather far-fetched to people brought up on maps and signposts, but where maps (until recently) did not exist, and the "signposts" consist of the sun, the colour of the sand or gravel, and possibly a unique tree, or rock formation, the abandoned wrecks take on the role of an important navigational aid, particularly as they can be spotted from afar with the aid of binoculars. Nevertheless, many of us expatriates would prefer to see the true desert revert to a condition where it is totally free of any litter whatsoever.

Saudi Arabia — N. B. TOWLER

Coopers

Sir,

I was very interested to read Mr. D. C. Andrews' letter on the subject of "Historic Rear-Engined Single Seaters", and although I have my own views on this type of racing in that I feel that everything possible should be done to encourage the maximum number of enthusiasts to race historic single seaters for the benefit of the huge number of discerning spectators who so enjoy this type of racing, it is the purpose of this letter to correct a few historical errors made by Mr. Andrews.

Both Mr. L.C. (Lye Choon) Chan, and his brother, L. H. (Lye Huat) Chan imported Mk. 7 Coopers into Singapore, and both were powered by 1,100 c.c. V-twin JAP engines; however, great as was their success in Sprints and Hillclimbs, neither they, nor any of the other drivers of the 1,100 c.c. engined Coopers were ever able to coax these very fast but temperamental cars to last the full distance of a Far Eastern Grand Prix on full song.

The only success gained by one of these Coopers out here was when Bill Ferguson drove his 1,000 c.c. Mk 3 Cooper-JAP to victory in the 1951 Johore Grand Prix; Ferguson then went on to greater heights, winning the 1,100 c.c. class in the 1951 Tourist Trophy at Dunrod in a new 1,098 c.c. Coventry-Climax powered Kieft which he shared with Alan Rippon.

Incidentally, Ferguson's win with the Cooper at Johore was very nearly a unique occasion, as I believe I am correct in saying that the only other time that a "big-twin" engined Cooper ever won an International race of any distance, was when Stirling Moss won the 1,100 c.c. race at Lake Garda in 1949.

Finally, neither of the Chan brothers lost their life in a motor racing accident, there was indeed a fatal accident in the Johore Grand Prix involving a Jaguar D-type; however the car, which had been converted to something very close to an XKSS type specification, was being driven by one "Fatso" Yong Nam Kee, the Chan brothers having by then retired from participation in the sport.

Malaysia — M. EVANS

The Chink in the Monte Carlo's "Battledress"

Sir,

The current Lancia poster campaign showing the Monte Carlo in "battledress", and the recent award for the Delta as Car of the Year, must be assisting the image of their products after the recent Beta corrosion scare stories.

I believe the Monte Carlo is to be re-introduced to the UK with certain modifications later this year and I'm sure it will do well. As a Monte Carlo owner I have only the highest regard for the car's looks, performance, handling and economy.

However, my own Monte Carlo was badly bent by a rampant juggernaut in February, causing £1,700 worth of damage. The car was taken to my local Lancia dealer, Jowett Motors of Bingley, and following insurance assessment parts were ordered on March 11th. Since that date all parts except a driver's door have been delivered, but there is simply no sign of a door ever turning up. During the period from parts ordered to the present, Jowett's service department have spoken to Lancia on numerous occasions; I have spoken to both Lancia parts division and customer relations department twice, Jowett's have written to Lancia parts and I have sent a telex asking for a reply by return as to when a door would be likely to be despatched. Lancia had not replied to either Jowett's letters or my telex (sent 10.7.80).

The situation is obviously now beyond all bounds of reason and I have never come across such supply problems although I have owned a number of specialist cars from Lotus and Alfa Romeo, plus the odd offering from Japan, Germany and France. I would advise anyone contemplating purchasing a new Monte Carlo to go ahead, because as a means of fast and fun travel the cars takes some beating, but order a couple of doors, in case of accident, at least a year before ordering the car and they may turn up together. By the way, I bear no malice towards Jowett Motors, who have been helpful and sympathetic at all times, but it's going to be a good old boring, outdated, badly finished British car for me next.

Cleckheaton, W. Yorks. — A. COOPER

Renault Rumblings

Sir,

Several months ago, I decided that the time had finally come when high petrol prices and congested roads made it ridiculous to commute in anything remotely exotic. I looked around for the most compact, performance-plus vehicle that would get me into London with some enjoyment at about 25-30 m.p.g. Brief press comments in various media finally confirmed my impressions after a short road test, and I ordered my Renault 5 Gordini. In case anyone else is thinking of the same move, I offer a cautionary word of advice. Don't. Once one has become accustomed to a certain class of motoring, it really is difficult to move down. Niggles that would have been acceptable in a car which offered excellence in most departments become totally unacceptable in a cheaper vehicle.

1 Headlamps — impossible to adjust accurately so that they do not dazzle other drivers.
2 Gear change beautifully light for 24 hours after oiling and then intolerably heavy until the next service.
3 Seat squabs uncomfortable after five minutes.
4 Throttle sticking — this is attributable to poor location of the return spring which Renault will do nothing about.

These are just a few of the problems which my poor local dealer contends with bravely. Altogether a promising package, very poorly executed.

Purley, Surrey — A. F. D. FRENCH

Buy British

Sir,

I have been a reader of this magazine since the days when W. Boddy was an Austin 7 owner, right through his Beetle, BMW and now Rover days, and I have enjoyed every copy, which I read from cover to cover, including the adverts!

I have noted the remarks made by A. S. Corbey (Buy British) in the June issue. I live here in Spain where most cars are foreign and believe me they are no better than British cars in any way. There are basically two kinds of motorists, the enthusiast and the everyday user. Now, the majority of motorists are really only car users, upon who most of the possibilities of their cars are completely wasted.

Drive up any Motorway at 70 m.p.h. and you will overtake most people, so all this business of cars capable of 100 m.p.h. plus, is purely academic. The same applies to cornering ability, follow most drivers round bends and you will find them doing half the speed of which the car is capable. So it boils down to propaganda and snobbishness!

English people seem to treat ownership of cars as a status symbol even today. On my last visit to England I found nearly every street corner in and around town occupied by used car pitches which are filled with beautiful cars with years and or thousands of miles of use still in them.

Now here in Ibiza used cars are worn out and most of them are scrapped, this is because the locals buy cars to *use*, not to treat like family heirlooms to be cherished.

When a man goes to his tailor for a new suit, he does not ask what he will be allowed on his old one!

There are car manufacturers who make cars for enthusiasts. So let people like British Leyland carry on making good everyday cars, and let us all treat our everyday cars like we do the gas stove as long as it functions well, not bother!

We have in our family a Fiesta, a Renault and Seat 127 all of which perform perfectly in the duties they were designed for. If we were in England these would most certainly be their English counterparts and *not* foreign.

Ibiza, Spain — A. S. KING

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

RATES	18p per word (maximum 80 words) £2.70 minimum charge. (Maximum of two cars per reader.)
BOX NOs.	£1.50 extra per advertisment. Replies to Box No ..... "MOTOR SPORT", Standard House, Bonhill St., London, EC2 4DA.
COPY DATE	By first post on 20th, but earlier is advisable owing to postal delays. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, London, EC2A, 4DA.** Telephone 01-628 4741 for information on small Display and Trade Advertisements.

FOR SALE—continued

MG TC, 1947, very original car in good condition, MoT, £4500 ono. Tel: Ware 821584. (59370

MGB GT V8, June 1976, one owner car in black, sun roof, radio cassette, electric aerial, overdrive, etc. Taxed and MoT, 32000 miles, £3500, phone 01-352 9122. (61014

AUSTIN HEALEY 100-6, complete back half plus gear box, reasonable offers considered, phone (061) 370-6957. (61013

E-TYPE, 1970. Convertible, 4·2 sable with tan upholstery, chrome wire wheels, completely original condition, probably one of the finest available. £4,750 Dartford 21013. (61016

E-TYPE, 1973, V12 convertible, heather beige interior, 1 owner, full history, auto, c.w.w. superb example, £5950, Dartford 21013. (61016

MERCEDES 450 SLC, 1974, off white interior, electric s/roof, alloy wheels, e/windows, magnificent condition, £7750, possible exchange. Tel: 01-302 6474. (61016

BENTLEY, 1938, 4½ litre, Thrupp & Maberly saloon, MoT & taxed, £6500, Tel: Leeds 582283. (61015

TVR 3100RS, 1975, metallic brown, 3000M fitted specialised engines stage II 3100RS conversion (170+ BHP). Fastidiously maintained with halogens, sunroof, recliners, electric clock, p.b. radio, towbar, etc. Recent new exhaust, tyres and adjustable shocks, offers considered in the region of £3500 or would part exchange for equally good condition Scimitar as need more seats. Tel: Hartest 396 (nr. Bury St. Edmunds). (60981

PORSCHE 911E, M Reg, yellow, elec. windows and sun roof, exceptionally good condition, reason for sale owner died, £5750. Tel: Caerphilly 0222-866267. (60980

JAGUAR E-TYPE, 4.2 series II, coupe, 1970, RHD, silver blue, dark blue interior, chrome wire wheels, sun-roof, stereo radio-cassette, electric aerial, fog lamps, burglar alarm, heated rear window, rust proofed from new, modest mileage, good body, engine (50 lbs. pressure) excellent interior, U.K. tax paid, F.F. 5000-£5000, see France August (32) 57-81-58; U.K. September (025) 484684. (60979

BRISTOL 411 series IV, 1974, silver, red interior, speedo reading 52000, usual refinements, excellent condition, £5250 Tamworth-in-Arden (Warks) 2271. (60978

XK 150S, 3.8 Roadster, beautiful carmen red body, black interior, new CWW and tyres, MoT, taxed, £9,500 Birmingham, 021-449 8606. (60956

MORGAN PLUS 8, 1973, 25000 miles, metallic silver, vgc, taxed, MoT, offers around £4750. Bristol 686645. (60946

RARE ALFA GTC 4-seater, convertible (approx 80 made) sound, well maintained condition, brand new hood, only £1950, Tel: 01-874 8152. (60947

JAGUAR E-TYPE 2+2 1970, good condition throughout, MoT June 1981, many extras, £4150 ono, Haddesdon 61765. (60948

MGB ROADSTER 1978, black with silver interior, beautiful car in very good condition, £2750, contact Mr. Bond, Tel: 0204 29401 office: 0244 679621 home. (60949

FROGEYE, substantially rebuilt, all metal, MoT, reliable, requires attention to paintwork to complete, £950 or offer, Tel: Shere 3191 (Surrey). (60950

1967E SUNBEAM ALPINE, nominal mileage, completely original throughout, h/top etc, offers around £1700, 1967E Sunbeam Tiger, Ford V8, sound order throughout, true collectors item, offers around £1600 Tel: Rochdale (0706) home 489540 office (0706) 38690. (60951

FERRARI 246 DINO GT, registration D8, only 31000 rec miles, silver, registered 1973, offers around £19000, phone Mr Willis, 01-623 5701 (office hours). (60953

V12 E-TYPE, 2+2, manual, 1973, azure blue, beige trim, 64000 miles, taxed, tested, region £5000. (60952

BRISTOL 401, 1951, 100 series engine, maintained in good original condition, £2000 includes large quantity of spares. Tel: Taylor, Hemingbrough 310. (60955

SCIMITAR GTE, R-Reg, blue, very reliable and economical with electronic ignition, owned by me for 3 years. Full service history, clean inside and out. A luxury sporting estate for only £3750. Tel: Coalville 34665 (evenings). (60654

PORSCHE 3-LITRE, Carrera Targa. Sports pack, front and rear spoilers, P7's, white and black, pinstripe interior, air conditioning, pristine condition and regularly serviced. '77 series "classic" car. £13,850. Tel: Ray Davey 01-850 1349 (day), 01-304 9677 (eves). (57206

ALFA ROMEO, 2600 Sprint, classic 2-door coupe by Bertone, have RHD version, £100's spent many new and recon parts, new house forces sale, £2,250 o.n.o. Tel: 0202 21710. (59038

LOTUS ESPRIT S2, 1978 T-Reg, glass sun roof, radio, cassette, sports steering wheel, electronic ignition, one owner, £8,435. Tel: Northampton 714821. (59041

BRISTOL AUTOMATIC COUPE, 1972. This luxurious vehicle maintained regardless of cost. £4,500. Tel: 01-229 7100 and 01-459 3511. (59372

RARE DAIMLER, Barker Deville drophead coupe, 1949. Finished white with leather interior. This immaculate collector's car for only £4,500. Tel: 01-229 7100 and 01-459 3511. (59372

E-TYPE 4.2 ROADSTER, 1970, white with black interior, CRW, 57,000 miles, good condition, substantially restored, with new bonnet, sills, exhausts, front discs, hood, carpets and shock absorbers, resprayed and rechromed, very fast and smooth. £5,500. Tel: 0534 37020. (59487

TR4 IRS, 1967. Fantastic condition, Pimento red with black hard top and Surrey top, wide wheels otherwise to original spec. No rust. M.o.T. to May 1981. First to see will buy at bargain price of £1,750. Seen Sevenoaks of London. Tel: 01-407 8080 (office hours). (59785

FOR SALE—continued

STANDARD 9.5 H.P. 1919 two seater with dickey, thoroughly excellent condition, 37 m.p.g. £8,600. Tel: West Drayton 40913 daytime, 01-515 2919 eves. (59612

DE TOMASO Pantera GTS. Silver, wide wheels, leather interior, a/c, radio/c, genuine 19,000 miles. 1976. Immaculate. £10,500 cash or £13,000 against interesting swops. Tel: 02912 4559. (59854

LOTUS ELITE, 503, 1976, power steering, air conditioning, marcasite trim, Ziebarted chassis, 4 new tyres, new gearbox, clutch, regularly serviced and maintained impeccably. Metallic blue, full history, beautiful condition £5,900. Tel: 01-572 1781 office; 01-940 9162 home. (60052

V12 E-TYPE, Roadster, Carmen red, immaculate, Reg JAG 22, H/S tops, low mileage, £9,500. Tel: Harpenden (05827) 3137. (60472

HUMBER SUPER SNIPE, 1959, genuine 53,000 miles, rare opportunity to obtain this fine example with superb interior, new tyres, exhaust and battery, O/D and mechanically perfect. Sensible offers around £2,000. Tel: 0844 290979. (61135

MORGAN 4/4 1600, 5,000 miles, B.R.G., full tonneau cover, £6,395. Tel: 01-340 0929. (61136

ROLLS-ROYCE SCII, 1960, P/S, electric windows, V8, taxed, M.o.T. White. £8,000. Stevenage (0438) 4869. (61267

ALFA ROMEO 2000GT, Veloce coupé. White, superb condition, 2 owners from new, Reg No. VOO 54L. £1,800 o.n.o. Seen by appointment Berkeley, Glos. Tel: 0453 810474. (61262

JENSEN INTERCEPTOR, 1974 'M', Brown, white hide interior, a/cond, immaculate, sensible offers. 36 King St., Sudbury, Suffolk. Tel: 73632 (daytime). (61264

CROSSLEY REGIS, 1936, 1½ litre Climax I.O.E. 4-door saloon, requires rebuild, original and complete, except pre-select gearbox missing, alternative ex 1934 Triumph box included. £475. Tel: Market Rasen 0673 843285 eves. (61265

LOTUS ELITE 501, 1979 V Reg. Silver met, red leather, P.A.S., stereo cass, electric aerial, space alarm, 9,000 miles, superb condition, business forces sale. £10,950 consider p/x Elan Sprint etc, W.H.Y. Tel: Theydon Bois 3209. (61266

DAIMLER 1968, 4.2 Sovereign, 52,000 miles, M.o.T. to July 1981, untaxed, price negotiable, McIlroy, 35a Newal Road, Ballymoney, Co. Antrim, Northern Ireland. (61268

ALLARD L-TYPE, Black/red, duck hood, new parts, original. £4,250 o.n.o. Allard K1 sandblasted rolling chassis with front scuttle, doors, gearbox and Hi-perf Ford 390 c.i. £700 o.n.o. Tel: 01-303 1014 (Welling). (61270

LOTUS ESPRIT, 1978 S-Reg, bronze, 34,000 miles, usual Lotus extras £6,400 o.n.o. Tel: 0276 66774 after 6 pm. (61271

MORRIS MINI, Cooper S, 1968 Mk1, restored to showroom new car condition, completely standard. Twin tanks etc. £4,500. Tel: Cowfold 471 or Ashington 892684. (61272

ALFA ROMEO, Alfetta GTS, April 1979, periwinkle blue metallic, excellent car, sunroof, electric windows, aerial, spots, tints, rear wash/wipe, stereo etc, bargain £3,500. Tel: 0742 305106. (61140

EDWARDIAN CONCEIVED, 1919 Le Zebre 8/10 h.p. D-Type four seater Torpedo Tourer, R.H.D. Restored in France, with replica French body, prior to UK import (1976). Interesting history, showroom condition, meticulously maintained. Bottle green, brass, black wings, hide and D/Duck hood, business commitments no longer permit enjoyment of this car (hence M.o.T. expired) and cash required to complete another restoration. Serious enquiries only, but must sell, so all offers around £4,000-£5,000 considered. Laurel Farmhouse, High Street, Mepal, Cambridgeshire. (61274

PORSCHE 356, SC 1965, blue coupe, new exhaust and h/e, vg tyres, clutch, new metal on underside, mechanically, very sound, needs carpets, 10 months M.o.T., genuine reason for sale, £2,000. Tel: Rushden 2163. (61043

VOLVO P1800S, 1965, M.o.T. & tax '81, nice condition £1,575 o.n.o. Tel: Oxford 726092 or 390454 eves. (61139

E-TYPE JAGUAR, F.H.C. 3.8, 1962. Primrose yellow, C.W.W. taxed June 1981, M.o.T. Beautiful condition, new tyres. £4,350 o.n.o. Tel: Redditch 20052 (Worcs). (61138

1959 TR3A, Full race modification recently completed by specialists for thoroughbred sports. Could convert to demon road car. £2,450 o.n.o. For full spec. Tel: 0787 227378. (61137

AUSTIN PRINCESS Limousines, 1966/67, Black, good condition, taxed, M.o.T. £2,500 each. Tel: Stevenage (0438) 4869. (61267

ROLLS-ROYCE 20/25, 1934, very pretty saloon restored 18 months ago. Bare metal repaint, retrimmed in leather. Yellow/black. M.o.T. tax, superb. £14,000 Tel: Stevenage (0438) 4869. (61267

TOTALLY RESTORED, mechanically perfect M.G. 1937 VA 4 seater tourer, professional bills available for several thousands, must be one of best remaining, offers over £8,000. Box No 6406. (61286

SIDDELEY SPECIAL 1936 sports saloon (Burlington). 5-litre Hiduminium engine, pre-selector gearbox: excellent performance, elegant body, in current everyday use with new M.o.T. Recent new radiator (Serck), clutch, valve guides and two tyres, but upholstery and paint shabby. Rare opportunity. Further information and offers, Stockton-on-Tees 65619 or 611734. (61285

DAIMLER SLEEVE VALVE 193(2)7 25 H.P. complete chassis in sound rolling condition. No body parts. Stored many years. Rare sleeve valve engine with fluid flywheel and pre-selector gearbox. Further information and offers, Stockton-on-Tees 65619 or 611734. (61285

FOR SALE—continued

RENAULT MONASIX, 6 cyl open tourer, mechanically sound, 1930, 35,000 kms, rear half of body shell missing, at present in S. France, visit and delivery arranged, £1,500 photo 50p. Martin Birch, 34700 Soubes, Par Lodeve France. (61287

MG-B GT, rare opportunity to own the very first MGBGT produced. Bearing chassis no. 71933. Offers invited for this unique investment. Tel: Nailsea 3662. (61284

ALFA ROMEO ALFASUD, October 1978, 1.3 Super less than 10,000 miles only. British Racing green, tan trim, five speed gearbox, rustproofed, immaculate. £2095. Doncaster 56101. (61281

BRISTOL 403, dark green, 1953, in very fair original condition. Only light use in recent years, both original instruction and workshop manuals. Price £2,500. Tel: Winslow (029671) 2336 after 7.00 p.m. (61280

DAIMLER 1963, SP250, genuine, mountain blue with white hard top, all mechanics professionally overhauled, new exhaust, tyres, carpets, etc., interior needs a few hours work, MoT March 81, licensed until Feb 81. Offers around £2,250. S. J. Curtis. Tel: 0262 88232. (61277

RS3100 CAPRI, 1973, excel. condition, 58,000 miles, RS engine, 28,000 miles, uprated body, lowered, Rothmans colours, original looking car, well worth £1,600. Mag alloys. Tel: Billericay 52573. (61279

AUSTIN 7 SPECIAL, Austin Healey Mk1 Sprite, 4 as new wide wheels and tyres. Tel: Faversham 2630. (61353

EXCEPTIONAL TRIUMPH STAG with professional Ford 3-litre conversion, 5,000 mls ago, 1972 regd, with recent new gearbox & alloy slot wheels, in Sapphire blue with hard/soft tops, 11 mths M.o.T. & tax, £2,200 ono. Tel: 061-928 1641. (61355

VINTAGE 3-LITRE BENTLEY, exciting and particularly handsome car, 9 foot chassis, engine No. S.S. P.H.1454, Open 2 seater, beautiful body, cycle wings, tonneau, spare 3-litre engine, some work to do and there is no tank or bonnet, lifetime Bentley driver will only part with his treasure on receipt of offer sufficiently substantial to offset business problems and overcome strong temptation to carry out prolonged blissful rebuild on dole. Tel: Hest Bank (Lancs.) 823779. (61356

RILEY 9 TOURER, 1930, lots of work done but still plenty left, new professional body, tyres, all metalwork as new (un-painted), chassis, floorpan epoxy coated, spare engine, gearbox, axles, heads etc, hooding, trim, side screen materials and carpeting all included. £3,000 or exchange excellent pre-35 saloon. Tel: 031 445 2284 (Edinburgh). (61358

MGB, N-Reg, chrome bumper, new hood, extras, tax, M.o.T., good condition. £1,950 ono. Tel: 0509 414663. (61360

1935 AUSTIN TEN, straight back, good original condition, M.o.T. arranged if needed, drive away, £1,200 ono. Tel: Grimsby 826903. (61361

MGB GT, M-Reg, very good condition, rust proofed, rad/cass, baby forces sale. £1,550. Tel: Chorley (02572) 72118. (61362

MORGAN PLUS 8, Dec 76, Red, 6,900 miles, stored 3 yrs, extras. £6,950. Tel: 06845 4665. (61364

DARRACQ 1924, 12/32, DC open, 4 seat tourer, 2 owners, history, low mileage, £7,975. Burton 702245. (61357

AUSTIN HEALEY 3000, 1966, immaculate condition, ice blue, owner A/H Club, valuer £8000, spares available. Tel: 0203 44 1097. (60617

MARCOS 3-LITRE V6 overdrive 1970, superb and original condition throughout, recent new chassis during extensive renovation by Jem Marsh last year, meticulously maintained, inspection welcome, reliable and surprisingly economical car. £4500 ono. Tel: Bath 0225 837047. (61404

TR4A, 1967, LHD, white, wires, o/d Surrey & convertible & tonneau, bills for £1,500, very nice condition full M.o.T. & tax. £2000 ono. Pos p/ex British bike, weekends. 0424 440009 or write J. Bachellier, 54 Church Rd, St Leonards, Sussex. (61403

PORSCHE 356, 1963, LHD Cabriolet engine, chassis, gearbox, excellent, body needs work, new hood, long M.o.T. Tel: Standen 0908 318050 days, 01828950† evening. (61402

MORRIS 1000 DELUX, 4-door saloon, H-Reg, one lady owner from new, genuine, 19,000 miles, excellent condition, a collector's car, serious offers only above £2,000. Tel: Leeds (0532) 682218. (61399

MODEL T FORD, 2 seater Roadster, 1922, fully restored, needs wiring/painting, £3,000 or exchange W.H.Y. T. Walder, 1 Elm Cottage, The Common, Cranleigh, Surrey, Cranleigh 6316, work 01-405 8411. (61398

MGC GT, 69, outstandingly good throughout, w.w o/d, undersealed, no rust, rebuilt completely regardless cost, offers invited. Tel: Bed 711 538, weekends. (61397

LAGONDA 1931, 2-litre supercharged, immaculate original fabric bodied tourer completely rebuilt to very high standard, offers around £15,000. Tel: Reigate 45127. (61395

LOTUS ELAN SPRINT, 1972, dhc, red, visually and mechanically superb, maintained by expert, recent engine overhaul £3,000 ono. Tel: Oswestry (Shropshire) 3541 after 6 p.m. (61396

DAIMLER SOVEREIGN 4.2 1968, automatic, power steering, old English white with red upholstery, 78,000 miles, excellent condition. £1,500 o.n.o. Tel.: 0639 842225. (59457

ALFA ROMEO ALFETTA, V Reg., 5,000 miles, ivory/blue interior, immaculate condition, radio, taxed. £4,400. Tel.: 0509 414663. (61520

XK120 DHC, 1953, 95% restored in 1978, stored ever since while owner abroad, unlikely return forces sale. Seats just reupholstered in red hide. £6,750. Tel.: 01-622 9138. (61519



PAGE & MOY LTD

International Motor Racing Tours 1980



JOIN US ON ONE OF THIS YEAR'S FINAL GRANDS PRIX

Last chance for the Italian Grand Prix — 14th September

Five day coach tour — **£77**
Long weekend by scheduled flight — **£145**
6 day holiday by scheduled flight — **£169**

Canadian Grand Prix — 28th September
US East Grand Prix — 5th October

15 day 14 night American/Canadian extravaganza — **£499**
9 day 7 night Canadian holiday — **£325**

PAGE & MOY LTD
136-138 London Road
Leicester LE2 1EN
Telephone (0533) 552521

Please send me a copy of your 1980 motor racing brochure

Name .....
(Block Capitals Please)

Address .....

.....

ATOL 133BC MS SEPTEMBER

Frederick Charles (Cars) Ltd.

Coventry Road, Dunchurch, Rugby. Tel: 0788 811218

TVR SCIMITAR TR6





SCIMITAR

NEW GTC CONVERTIBLE in Olympic blue with blue cloth interior, manual with overdrive **£11,360**

NEW GTC CONVERTIBLE in White rose with black cloth interior, manual with overdrive **£11,360**

1980 V GTE in Carmen with black interior, overdrive, power steering, Wolfrace wheels, 2,000 miles **£7,995**

1979 T GTE in Celtic brown with tan cloth interior, overdrive, power steering, Wolfrace wheels, 16,000 miles **£6,295**

1978 S GTE in Arctic white with blue interior, overdrive, power steering, Wolfrace wheels, sun roof, 26,000 miles **£5,695**

1977 R GTE in Trafalgar blue with blue interior, automatic power steering, sun roof, alloy wheels, 39,000 miles **£4,295**

1975 P GTE in Wessex green with tan interior, fitted overdrive, electric windows, 33,000 miles **£2,995**

TVR

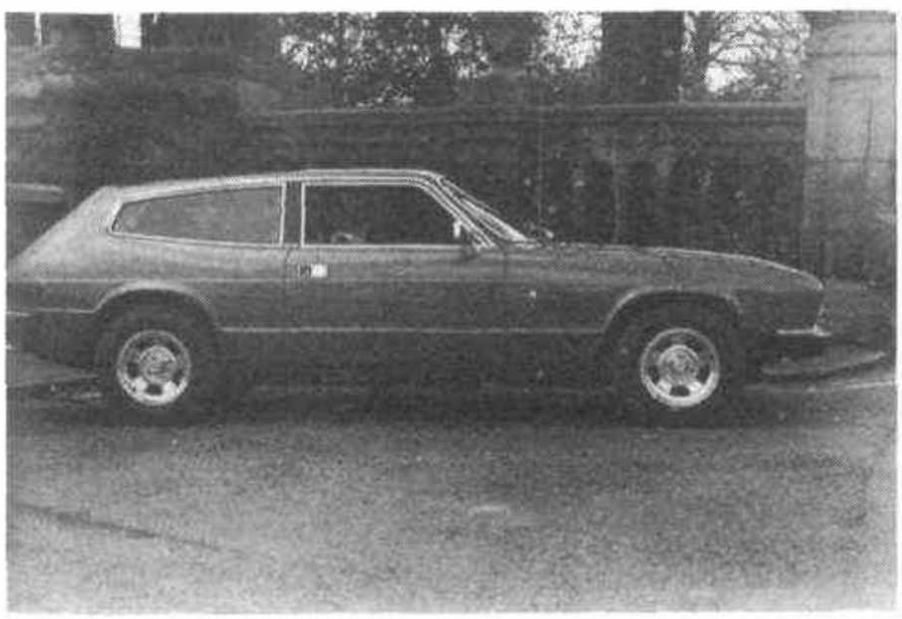
NEW TASMIN in Italian red with tan interior, ready for the road **£12,945**

1979 T 3000 M in White with tan cloth trim, sun roof, maple coachband, stereo cassette, 12,000 miles **£5,995**

1978 S 3000 M in Monza red with white coachband and sun roof, stereo cassette, 36,000 miles, truly immaculate **£4,695**

1977 R 3000 M in Onyx brown with neutral sun and vinyl roof, radio, 41,000 miles **£3,995**

1976 P 1600 M in Metallic silver with black sun and vinyl roof, coachband, stereo cassette and numerous extras, 44,000 miles **£3,495**



TRs

1979 V TR7 in Red with matching interior trim, 5 speed, sun roof, stereo cassette, 9,000 miles, rustproofed **£3,995**

1979 T TR7 in Inca yellow with black sun roof, 5-speed, radio, undersealed, 12,000 miles **£3,895**

1978 T TR7 in White with red tartan interior, sun roof, radio, cassette, 16,000 miles **£3,495**

1978 S TR7 in Java green with green tartan interior, 5-speed, radio, rustproofed, 21,000 miles **£3,195**

1977 S TR7 in Inca yellow with matching interior, fitted stereo cassette, 29,000 miles **£2,695**

1976 P TR7 in Carmine with black interior, sun roof, radio, 37,000 miles **£2,195**

1975 N TR6 in White, fitted hard and soft tops, overdrive, radio, 42,000 miles **£2,995**

1974 N TR6 in Pimento with black trim, overdrive, radio, undersealed from new, 47,000 miles **£2,895**

1974 M TR6 in Mimosa with black trim, overdrive, stereo, 49,000 miles **£2,895**

1973 M TR6 in Magenta, hard top, with sun roof, stereo cassette, wire wheels **£2,395**

1973 L TR6 in Carmine with tan trim, overdrive, radio, 56,000 miles **£2,295**

1972 K TR6 Hard top in Saffron with black trim, overdrive, radio, 66,000 miles **£1,895**

VARIOUS

TRIUMPH STAG AUTO., 1976 P Sapphire blue, tan trim, rustproofed, hard and soft tops, 29,000 miles, full history, spare unused **£3,995**

MGB ROADSTER 1976/7/8 Choice of three excellent cars from **£1,895**

FIAT 132 2000 1979 T in Metallic blue with virtually every conceivable extra, 9,000 miles **£3,495**

TRIUMPH SPITFIRE 1500 1976 P, White with hard and soft tops, overdrive, radio, 42,000 miles **£1,695**

MG MIDGET 1978 S in Bronze yellow, undersealed from new, 19,000 miles **£2,495**

TRIUMPH GT6 1973 M in White with black interior, and sun roof, overdrive, radio, 47,000 miles **£1,795**

BEING ARDENT MOTOR AGENT ASSOCIATION MEMBERS WE INCLUDE THEIR UNIQUE PARTS AND LABOUR WARRANTY WITH EVERY SALE

TR6'S LEFT AND RIGHT HAND DRIVE, MORGANS; TVR and SIMILAR SPORTS CARS ALWAYS REQUIRED. DISTANCE NO OBJECT. IMMEDIATE PAYMENT IN CASH.

SHIPPING ARRANGED TO ANY PART OF THE WORLD.

TR 6 OWNERS — We can now supply genuine TR6 Hoods, as supplied to the works **£50.00 plus V.A.T.**

We offer full spares facilities for Scimitar, T.V.R. and TR6.

Motor Agents Association

Motor Agents Association

HAVAS PACKING & SHIPPING LTD.

The name with more than 25 years experience behind it.
The company who **Think cars, Talk cars and SHIP CARS.**
Shipment of personal effects and household removals, also our speciality.
Competitive rates and unbeatable service.

P.O. Box 31, East Grinstead RH19 4RF
Telephone: 0342 23155
(24 hour personal service)
Cables: HAVAS EASTGRINSTEAD
Telex: 957161 HAVAS G

HOWE MANIFOLDS

Cams, Heads, Exhausts, INLETS, WEBERS, SILENCERS, ELAN, SCIMITAR, V6 CORTINA, LOTUS 7, LOTUS CORTINA, MG-B V8. GILBERN, MORGAN and most cars.
S.A.E. list. Please state engine/car.
Open to 7 pm. Near Brands Hatch.

HOWE EXHAUSTS
Rear Hollyville Cafe, Main Road A20 West Kingsdown, Kent. Tel.: 2347

HERONGATE MOTOR COMPANY

THE ROVER PEOPLE, specialist repair and servicing for P4s, 60s, to 110s, also 3.5s 3500s, 2000s. We carry large stocks of new and used parts for those models, on parts we can offer a postal service.

Tel. (0277) 810098 Brentwood.
Telex 99336.

(EXPORT ENQUIRIES WELCOME)

CORVETTE Used Corvettes always in stock. New and used spares and accessories. Instant despatch anywhere. Air freight special orders.
Newcastle upon Tyne
(0632) 610210



CLAREMONT CORVETTE
CORVETTE SPECIALISTS

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

PORSCHE

1979 (SERIES) 928 MANUAL. Light Silver metallic/Tan leather, Beige-Black velour seat inlays, air con., etc. 9,300 miles ..... **P.O.A.**
1980 911SC SPORT TARGA. Guards red, extra mirror, cruise control, etc. 4,600 miles **£16,950**
1980 911SC SPORT COUPÉ Siver/Dark blue trim. Velour inlays. 3,300 miles **£17,450**
1980 911SC TARGA. Silver. Sports seats, extra mirror, genuine seven hundred miles ..... **£16,450.**

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

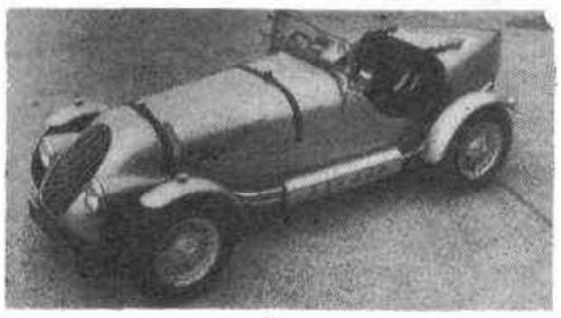
TVR TURNER'S GARAGE TVR
TOLLERTON, YORK

Tel: Tollerton (03473) 345

New Tasmin
1978 (Dec.) 3000M in B.R.G. oatmeal trim, sunroof, radio.
1978 Taimar in metallic blue, oatmeal trim, Wolfrace wheels, stereo/cassette, sunroof.
1977 2500M in red, black roof, sunroof, stereo/cassette, 30,000 miles.
1976 (R-reg.) 1600M in yellow, black trim, radio.
1976 (R-reg.) 1600M in red.
1975 (T-reg) M.G. "B" GT in green, chrome wheels, radio, 27,000 miles.

LEASING, FINANCE AND INSURANCE ARRANGED
Please ring for brochures or any further information.
We are situated 10 miles north of York, off A19.
OPEN MONDAY–SATURDAY UNTIL 6 P.M.

LENHAM MOTOR COMPANY LIMITED



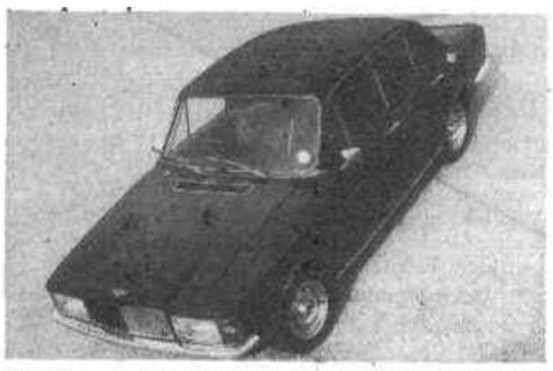
1961 Lenham Bodied Healey. Italian Racing red with black interior. Fitted with fully folding windscreen with aeroscreens, overdrive, stainless steel exhaust system. **£8,500 + VAT.**



WSM MGB 1963. This superbly proportioned and well known special bodied 'B' is in excellent condition. Eligible for Classic Sports Car events but also road reg. Taxed and MOT'd. Recommended. **£6,250.**



1969 MGC GT Automatic. One owner from new with full history and original sales documents. Excellent coachwork and interior, fitted radio and h.r.w. **£1,595.**



1975 Panther Rio. Superb dark metallic blue with black hide interior, electric windows and sunroof, air conditioning, etc. This very rare (Chassis No. 1) and practical car is surely a sound investment. **£4,995.**



1968/69 Reliant Scimitar Coupe (V6 with O/D). Consistently undervalued in our opinion, these cars offer a stylish and rustproof 2+2 layout on a very substantial chassis with easily replaceable running gear. Once again combining high performance with reasonable economy (up to 30 mpg). Usually a choice from two or three cars. Around **£1,475.**



We no longer need the TR7 convertible used to demonstrate our new hardtop. LHD unregistered American specification with air conditioning, green with tan cloth. **Price £3,800 + taxes (about £1,000 in UK).** Just in time for the new registration.

Other cars in stock:
1964 Triumph TR4A Surrey Top. Fitted wire wheels and overdrive. Excellent condition. **£1,995.**
1960 Ogle SX 1000. Very sound example of this very rare Mini based GT. **£1,395.**

1961 (66 reg) Turner Climax Sports Racing Car. Interior fully retrimmed, usable on the road. **£3,995.**
WANTED in good condition. **Healey 3000, Frogeye Sprite, MGA, Reliant Scimitar Coupe.**

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

The Chequered Flag

London's Leading Sports Car Specialists

LANCIA



The superb new **DELTA** 1980 "Car of the Year" is here at only £4,995! **PLUS** the full **GAMMA, MONTE-CARLO & BETA** range on special terms.

TVR TASMIN. Mint 2.8 coupé in black with beige cloth, alloy wheels, elec. windows, tinted glass, etc. 1980 (V). Nominal mileage. **£12,485**

LANCIA BETA 2000 ES. Choice of 2 mint 1979 sports saloons, five-speed manual in white with blue cloth or auto in gold with beige cloth, alloy wheels, radio, sunroof. **From £3,985**

FERRARI DINO 246 GT. Excellent 1973 example in Metallic Red with black interior, alloy wheels, elec. windows, elec. aerial, radio, etc. **£8,985**

MORGAN 4/4. Classic open 4-seater Tourer in Yellow with Black trim, wire wheels, stage 11 Head and stainless steel exhaust, Rack, radio and roll bar, one owner 1976 (P). **£4,985**

RELIANT SCIMITAR GTC CONVERTIBLE. Carmine Red with black cloth, Auto., PAS, Alloy-wheels, elec. tinted windows, radio/stereo. etc. 1980 (W) Nominal mileage. **£11,985**

MG-B. Currently six hand-picked roadsters in stock. All with over-drive. Various colours. 1977/9. Mostly one owner. **From £2,985**

ALFA SUD 1.5 Ti. Unmarked. White with black cloth trim & spoilers, low mileage by sole owner. 1979. **£3,385**

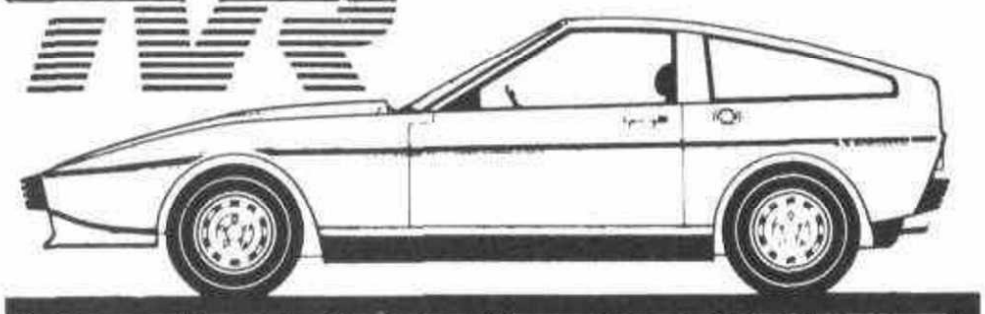
TVR TAIMAR. 3-litre V6 hatchback, White, Oatmeal trim, sunroof, stereo, alloy-wheels, 1978 'S' Reg. **£6,385**

ALFA ROMEO 2000 SPYDER. Attractive in Green with Black cockpit, radio/tape/elec. aerial; Low mileage by sole owner. 'S' Reg'd. **£6,385**

FORD CAPRI II 2000 GT. Daytona yellow with black interior, vinyl roof, sports wheels, radio, low mileage. **£2,285**

PORSCHE 911 TARGA. Striking in Black with black cloth, elec. tinted-windows, radio etc. A one-owner 1976 car with full service history. **£9,685**

TVR TASMIN



The latest addition to the TVR range is here! Come and see it and drive it.

IŠO RIVOLTA LELE. Sumptuous true Gran-Turismo with American V8 power and Italian styling and handling. Red with Black interior, 5-speed etc. Reputed 9,000 miles by sole owner. **£8,685**

TRIUMPH SPITFIRE 1500. We currently have a selection of six of these economical sports cars in various colours and specifications. 1976/9. **From £2,285**

MAZDA RX7 COUPÉ. Mint 'V' Reg car in Aurora White with Red interior. All extras, nominal mileage by sole owner. **£6,985**

LANCIA BETA COUPÉS & SPYDERS. Choice of six 1600 & 2000 versions. Various colours & extras. 1977/80. **From £2,485**

RELIANT SCIMITAR. Sierra Tan with Beige cloth, Auto, PAS, radio/tape, elec. windows etc. 1978 (S) one owner. **£5,785**

JAGUAR XK 150. Lovingly restored 1958 coupé in Carmen Red with black Hide, chrome-wires, sunroof, over-drive. Outstanding. **£8,685**

PORSCHE 924 LUX. Copper Metallic with Fawn cloth, radio/stereo, alloy wheels, one owner, 1978. **£7,695**

LANCIA MONTE-CARLO. 2 of these striking mid-engined coupés. A blue fixed head and red Spyder. 1978. **From £4,585**

TRIUMPH TR7. Probably the best value-for-money sports cars on the road. Choice of four 1977/9, 4/5 speeds, sunroof, etc. **From £3,285**

FERRARI DINO 308 GT4 2+2. Beautiful 1977 example of this rapid 3-litre V8 2+2 coupé. Metallic blue with beige cloth trim, air-cond., wide alloy wheels, radio. **£11,485**

RELIANT SCIMITAR GTE. Celtic brown with tan cloth, auto, PAS, tinted electric windows, alloy wheels, radio/tape, electric aerial. 1978 (T) **£4,985**

TRIUMPH TR7 CONVERTIBLE. Choice of two 1980 (V) cars in Silver or Metallic Green, both 5-speed with radios. **From £5,585**

LANCIA FARINA 2.5 GT. Pristine example of this beautiful coupé. Metallic Gold with beige cloth, PAS, alloy wheels, elec. windows, radio/cassette. 1979. Nominal mileage. **£7,685**

DATSUN 260Z 2+2. 1978. Metallic blue with black cloth, radio/tape, alloy wheels, etc. One owner, recorded mileage under 12,000. **£5,665**

MG MIDGET 1500. Choice of six 1978/80 models in yellow, blue, red, white or brown. **From £2,685**

MG-BGT. Six carefully selected over-drive models in stock. Various colours and specs. 1977/9 **From £3,585**

LANCIA GAMMA 2.5 Litre. Most comfortable sports saloon. Navy with blue leather trim. Elec. windows, radio, alloy wheels, 1979. **£4,985**

PORSCHE 911 SPORT COUPE. Absolutely mint in Silver with appropriate Black and White chequered cloth, all electric; sunroof, tinted windows, and dual door mirrors, radio/tape/aerial, etc. 1980, purely nominal mileage with service history. Cherished number, W-reg. **£16,985**

AUSTIN HEALEY 3000 Mk 1. Very attractive in Colorado Red over White Ivory, black leather int. **£3,985**

LANCIA BETA HPE. 2 good examples of these practical high-performance estates. A 2000 in Beige and a 1600 in Blue. 1978/80. **From £3,985**

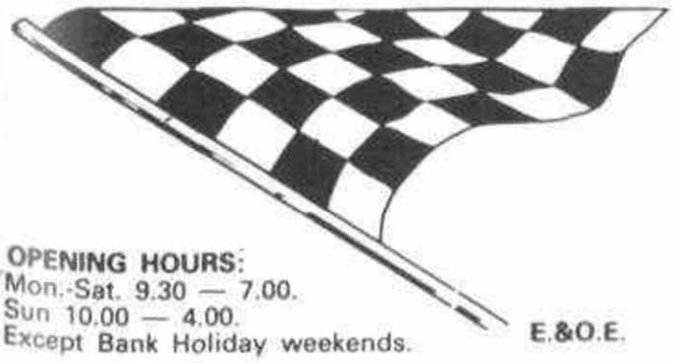
FIAT X1-9 1500. Choice of 2 current versions of this attractive car, Silver or Russet with Beige trim, 5-speeds, alloy wheels, radio tape etc. Low mileage by sole owner. 1979 (V). **From £4,485**

SALOON BARGAINS. A selection of Fiestas, Escorts, Fiats, Minis, etc. For those who need Economy Motoring. Top Part-Exchange prices on Sports Cars — However uneconomical. **From £1,025**

SCIMITAR



The New **2.8 GTE** Estate and **2.8 GTC** Convertible. Now available in overdrive or Auto Versions.



OPENING HOURS:
Mon.-Sat. 9.30 — 7.00.
Sun 10.00 — 4.00.
Except Bank Holiday weekends.

E.&O.E.

Chiswick High Road London W4

Scimitar and TVR at 548-560 High Road, W4
Lancia Solus Dealers at 512-518 High Road, W4
Tel: 01-995 0022 Telex: 8811126
TVR & Scimitar Service & Stores: 01-995 0102/4
Lancia Parts & Service Centre: 01-993 6483/5

For the finest selection of hand-picked Sports and Gran Turismo cars Phone: 01-995 0022

Autotailors Quality Car Carpets CAR HOODS FROM £33.00



Our Luxury Carpets have been awarded the A.A. Seal of Approval

SUPER LUXURY

OUR finest quality car carpet. Featuring a close tufted pile on a hessian (jute) backing. SUPERIOR IN MOST CASES TO CAR MANUFACTURERS ORIGINALS. The ideal carpet for your specialist car. Edges are hand bound with leathercloth to simulate leather. A heel mat is electronically welded to the driver's side. Available in 6 colours Black, Brown, Beige, Blue, Red and Grey.

LUXURY QUALITY

TUFTED CARPET: Featuring a close tufted pile carpet, edges where applicable bound in PVC. Individually cut and sewn to your cars specification. 7 colours available, Red, Blue, Black, Grey, Green, Brown, Beige.

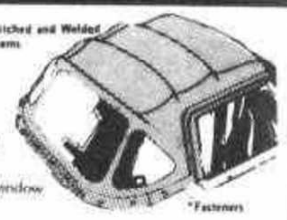
Carpets for: all models of English, European and Sports Cars including: Alfa-Romeo, Aston Martin, Austin/Morris, Austin Healey, Bond, Bentley, Colt, Citroen, Chrysler, Daff, Daihatsu, Daimler, Datsun, Fiat, Ford, Hillman, Honda, Humber, Jensen, Jeep, Lada, Lancia, Jaguar, Land Rover, Lotus, Magenta, Mazda, Mercedes, MG, Nova, Opel, Puegeot, Porsche, Reliant, Renault, Riley, Rolls Royce, Range Rover, Rover, Simca, Singer, Skoda, Sunbeam, Subaru, Toyota, Triumph, Vauxhall, Volkswagen, Volvo, Wolseley.

LUXURY CARPET FROM £21.00
SUPER LUXURY CARPET FROM £25.50

Patterns available for most British, European and Japanese cars in all variation of saloons, Estates and Coupes.

Fixing Studs 10 for 95p if required. Boot sections extra P.O.A.

Only top quality PVC used with all windows welded in. All edges are double backed for a professional finish. Available in 7 colours, Black, Brown, Beige, Red, Blue, White, Grey. Easy step by step fitting instructions included. Available in original BL materials and canvas.



Midget/Sprite	Spitfire Mk I, II, III
Midget/Sprite zip window	Spitfire Mk II, III, IV
MGA	Herald/Vitesse
MGB/MGC	Herald/Vitesse zip window
MGB/MCG zip window	

Hoods available for most Sports Cars. Also available for: Jaguar, Fiat Dino, Peugeot, Alfa Romeo, Honda, Mercedes, Lotus, Porsche 356, B.M.W. 2002, Volkswagen Beetle.

WHEN ORDERING PLEASE STATE ITEM REQUIRED, COLOUR CHOICE, CAR MAKE, MODEL, YEAR, MANUAL OR AUTOMATIC, CHASSIS NUMBER. All orders plus Post and Packing £1.95 C.O.D. 50p extra. CHEQUES, PO's PAYABLE TO AUTOTAILORS LTD. CADDICK ROAD, DEPT 13, KNOWSLEY IND. EST., PRESCOT, MERSEYSIDE, L34 9HW. TELEPHONES: order 051-548 6647 enquiries 051-548 6611.

EUROPEAN AGENTS:
Klaus Hermann Mayer, Postfach 571, 7300 Esslingen/Neckar, West Germany. Tel. (0711) 35 30 64.
Carbook Autotailors, Spaarne 4 + 10, Haarlem, Holland. Tel. 023-32 78 34.
Autotailors Europe, 46, Rue Sainte Anne, 75002 Paris, France. Tel. 297 45 67.

BARCLAYCARD VISA

county garage

coventry road, warwick. tel 0926 44001/41156

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

	8 months old V-Reg'd TRIUMPH DOLOMITE SPRINT. Overdrive, Sundym, Radio, 11,000 miles, carmine, brown interior, as new (costs £6,900 new)	£3,575
	V-Reg. 9 months old DATSUN 280ZX 2+2. 5-speed, metallic black, tan velour interior, 7,000 miles, PAS, Sundym, alloy wheels, a thoroughly recommended high performer	£7,250
	13 months old TRIUMPH DOLOMITE SPRINT. Tahiti blue, beige interior, overdrive, Sundym, radio, etc., virtually unmarked, saving £3,000 from new price	£3,450
1979	**FERRARI 308 GT4.** Red, one owner, service records, air cond., wide wheels, 12,000 miles, as new.	£12,500
1979	**BL MINI 1275 GT.** Black, black interior, 7,000 miles, Sundym, etc. As new	£2,750
	T-Reg. FORD CAPRI MK. III 1600 GL. Gold, black interior, high mileage but well maintained	£2,395
1978	**T-Reg. VOLVO 244 GL SALOON.** Injection, overdrive, superb car in silver, black leather, Steel sunroof, Sundym, etc.	£4,350
1978	**TRIUMPH SPITFIRE.** Pageant blue with cloth trim, two lady owners (three thousand and seven hundred miles only), radio/cassette	£2,975
1978	**COLT CELESTE 2000 GT.** Automatic, one owner, met. gold, 9,000 miles only (costs £5,400 new)	£2,695
1978	**T-Reg DAIMLER SOVEREIGN.** LWB, auto., PAS, Sundym, Radio, central locking, white, beige leather, one owner	£5,750
1978	**MG MIDGET.** Pageant blue, one owner, 22,000 miles, as new, service records	£2,495
	S-Reg. ALFASUD 1.3 Ti COUPÉ. Silver, sunroof, radio, 5-speed, 15,700 miles only, wonderful value	£2,395
1977	**S-Reg. TRIUMPH TR7.** Maple, beige vinyl roof inc. sunroof, side stripes, radio, 17,000 miles	£2,585
1977	**VOLVO 245 DL AUTOMATIC ESTATE CAR.** 35,000 miles, two owners, ivory, russet cloth interior	£3,995
1977	**T-Reg. DODGE CRUISE-AIR SPORTSMAN 21'** 6-berth luxury motorhome. Dual air conditioning, central heating, sun deck, etc., 21,000 miles, automatic, PAS, very easy to drive, Freehold	£6,950
1977	**S-Reg. FORD CAPRI 3000 GHIA** Auto., p.a.s., Jupiter red, 22,000 miles.	£3,475
1976	**R-Reg. ALFA ROMEO 2000 SPIDER VELOCE.** Two owners, 35,000 miles, primrose yellow, Ziebart treated. Superb 2+2 convertible	£3,600
1976	**FIAT 128 SP COUPE.** Green, slightly high mileage but in superb condition	£1,595
1973	**MG-B GT.** Damask red, o/d, wires, etc., very good	£1,595
1973	**RELIANT SCIMITAR GTE.** Manual, electric windows, red	£1,500
1937	**MG TA TOURER.** Totally rebuilt, M.o.T. Ready to drive away. Red, matching upholstery	£4,950

Selected Cars

- **JENSEN SP.** Two owners, 35,000 miles guaranteed, superb (choice of twin or quadruple carburetters) **£5,750**
- **JENSEN SP.** Two owners, 47,000 miles, amazing superb original order **£5,250**
- **E-TYPE 4.2 2+2.** Exceptional three owner car, chrome wires **£5,650**
- **CAPRI GHIA 2000, 1979** 14,000 miles **£4,975**
- **CAPRI 2000 S, 1977.** S/S roof **£2,995**
- **LANCIA FULVIA RALLYE COUPE 76.** One owner, 27,000 miles, immaculate **£2,750**
- **STAG MANUAL O/D, 1977.** Really nice sound smart car **£4,750**
- **ROVER 3500 SDI.** 35,000 miles, one owner **£4,250**
- **XJ12L 1974.** 39,000 miles, electric roof **£2,345**
- **XJ6L 74.** Very smart car **£1,995**
- **1926 BENTLEY.** 3-litre sports tourer **£25,000**

12 months guarantee by Car-Care Plan. Exchanges, cash either way or HP.

36 PANORAMA ROAD, SANDBANKS, POOLE, DORSET. Tel. 0202-709407 or 0202-700200 evenings

Victoria Speed Concessionaires Ltd.

JAGUAR XK150S FHC 1960.
Fully restored, chrome wire wheels, black with grey interior.

OFFERS

Marlborough Garage, Princes Ave, Hull. Tel: (0482) 43095/42739

R. S. WILLIAMS

ASTON MARTIN SPECIALISTS OFFER THE FOLLOWING USED CARS.

DB5 1964. White with black interior, reconditioned engine, still under guarantee, new clutch, etc, not perfect but excellent value. **£5,300.**
DB6 Mk. 2 Convertible. Manual 5-speed, blue with beige interior, 40,000 miles. **£21,000.**
AM V8 Volante. Tourmaline blue with beige interior, automatic gearbox. **£25,500.**
DB4 GT Zagato. Red with black interior, 60,000 miles. **£28,000.**
AM V8 1974. Cornish gold with beige interior, 30,000 miles. **£9,500.**
DB5 1964 Convertible. Fiesta red, with beige interior. **£14,500.**

The above cars are covered by a 4 months parts & labour guarantee.

31–35 PADFIELD ROAD, S.E.5
Tel: 01-733 1062

SPORTS LEASE

AVAILABLE WITH ONLY 3 MONTHS' ADVANCE RENTAL

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

	Deposit	33 Monthly Rentals
Triumph Spitfire	£374.15	£124.72
TR7 Convertible	£493.38	£164.46
Alfa Sud 1.5 Ti	£314.45	£104.81
Alfa Sud Sprint Veloce	£412.18	£137.39
Alfetta 2000 GTV	£472.86	£157.62
Ford Capri 2000 S	£464.60	£154.87

	Deposit	33 monthly rentals
TVR Tasmin	£1029.90	£343.00
Lotus Eclat (Series 22)	£1335.60	£445.20
Saab 99 Turbo	£653.73	£217.91
BMW 528i	£898.80	£299.60
Datsun 280 ZX	£726.60	£242.20
Mazda RX7	£630.00	£210.00

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

Your number one Lotus



HANDPICKED DEALER

If you're looking for Lotus, look in at Portman. We've got a great selection of new Lotus cars, plus parts and service facilities backed by really experienced staff. And remember, we're also Britain's major centre for Alfa. So whichever you're after, just phone or call in. We'll be pleased to help you.

Drive a Portman

Portman Garages Ltd., North Orbital Road, Denham, Bucks. Tel: Denham 833577.

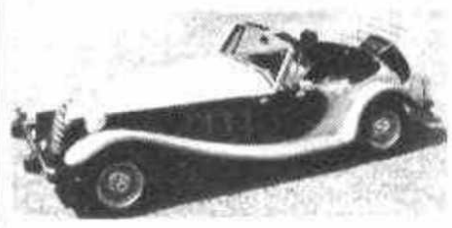
1980 Vauxhall Chevette Hatchback 2.3HS.
Silver, 1,300 miles only. Still under manufacturers warranty. Genuine reason for early sale. **£5,250.**

Morgan + 8 Coupe 1976.
Juniper green, 20,000 miles only. A good buy at **£6,195.**

Unregistered AC 3000 ME.
With stereo radio cassette. Finished in red over black leather, bargain buy at **£9,995.** Save £3,500.

**RAYMOND MAYS,
SPALDING ROAD, BOURNE,
LINCS.
07782 2285**

NEW
PANTHER LIMAS



Types one and two available ex stock specifications include CWW/tonneau/cover/luggage rack/colours available yellow/black, BRG/white, blue met/silver, chocolate/cream. Please telephone for prices and details. We also have a used '77 type one available
Newborough Motors, Guntons Road, Newborough, Nr. Peterborough, Cambs. Tel. (073123) 790 or (0733) 72641 evenings.

PETER EDWARDS *OFFERS:-*

ASTON MARTIN DB4/940/R, 1962. S4 spec series eng. (3 SU's), O/D, new heavy-duty clutch, exhaust etc. Recent comp o/haul by R. S. Williams. 2nd in class at Knebworth Concours 1976 & 1978 ..... **£6,500**

TRIUMPH TR6 1971, 150 BHP MODEL. One elderly enthusiast owner, who maintained to perfection, with full written history, from new! Several hundred pounds worth new factory spares included, at **£1,995**

JAGUAR V12 E-TYPE ROADSTERS. Choice of colours and specifications — all exc. original examples. Phone with requirements ..... **from £5,950**

RANGE ROVER 1976P. Sahara Dust, full option pack, new towing equipment, stereo, other sensible extras. One owner, 34,000m. Ziebarted **£6,250**

JAGUAR 3.8 S-TYPE, 1965. All synchro box, with o/d. Genuine 22,000m with two owners from new! More practical value than a Mk2, at **£2,995**

DAIMLER V12 LWB VANDEN PLAS, 1975, but NEW FACTORY ENGINE (on Stromberg carbs, ie the same unit as the E-Type) only 12,000m ago, at a cost of c. £3,000! Flagship of the Leyland fleet, new today approx £26,000. Compares favourably with a Rolls Royce, at only **£4,995**

Of interest to Collectors etc, as a first-rate investment.
1961 **JAGUAR 3.8 E-TYPE ROADSTER,** the 45th hand-built example. This amazing car has covered only 42,000 miles from new. Thoroughly road tested to peak performance, as originally designed. (Yes, it does compete favourably with a 924 Turbo!) P.O.A. — but much cheaper than a D-Type.

**FARNHAM, SURREY, GU9 7BD, ENGLAND.
Tel: (0252) 710883 — 24 hours — 724031 eves only.**

WHEELSPIN

SOUTH LONDON'S SPORTS CAR SPECIALISTS

SPORTS CARS ALWAYS WANTED

CURRENT STOCK INCLUDES

1973 'L'	**STAG.** White, brown interior, automatic, hard and soft tops, nice example	£2,399
1975 'N'	**TR6.** White, black interior, low mileage, overdrive, beautiful example, hard top available	£2,699
1973 'M'	**TR6 COUPE.** French blue, black interior, overdrive, rustproofed, excellent throughout	£2,399
1973 'M'	**LOTUS ELAN 2+2 130/4 S.** Immaculate, bright red, oatmeal interior, radio, Lotus alloy wheels, fast appreciating model	£2,799
1977 'S'	**MG MIDGET.** Red, black in original condition, radio, low mileage	£2,299
1976 'R'	**MG MIDGET.** British racing green, tan interior, nice all round	£1,899
1974 'M'	**BGT.** In Aconite tan, cloth interior, chrome wheels, tinted glass, radio, overdrive	£2,299
1972 'K'	**BGT.** Glacier white, dark blue interior, ovedrive, sun roof, HRW, in exceptional condition	£1,799
1975 'N'	**B ROADSTER.** Citron yellow, black interior, one owner, overdrive	£1,999
1972 'L'	**BMW 2002.** Automatic, white, grey cloth interior, well above average example of this popular 2-litre	£1,499
1974 'M'	**SPITFIRE.** Mauve, black interior, overdrive, bills for rebuilt engine etc., available	£1,599

1116 LONDON RD., NORBURY, SW16 (A23)
01-764 4132



WALKER & DEEKES SPORTS CARS

SPECIALISTS IN QUALITY TRIUMPH and MG SPORTS CARS



STOCK CONSTANTLY CHANGING.

MG-GTs	
MG-B GT 1977. Brooklands green, o/drive, 27,000 miles	£3,295
MG-B GT 1976. Citron yellow, o/drive, one owner	£2,695
MG-B GT 1974 N Reg. Blaze, o/drive, 45,000 miles	£2,195
MG-B GT 1974. Aconite, o/drive	£1,995
MG-B GT 1973 M Reg. Teal blue, o/drive	£1,795
MG-B GT 1973 M Reg. Aconite purple, o/drive	£1,795
MG-B GT 1972. Teal blue, sunroof, o/drive, wire wheels	£1,495
MG-B GT 1971. Blaze orange, sunroof, o/drive	£1,295
MG-B ROADSTERS	
MG-B ROADSTER, 1978. Vermilion red, o/drive	£3,395
MG-B ROADSTER, 1972. Teal blue, o/drive	£1,595
MG MIDGETS	
MIDGET 1977. Primrose yellow, 18,000 miles	£2,195
MIDGET 1975. Tahiti blue,	£1,595
MIDGET 1974. Aconite	£1,495
MIDGET 1973 M Reg. Aconite	£1,395
MIDGET 1972 T Reg. Red	£995
MIDGET 1970. Green	£795
TRIUMPH SPITFIRES	
SPITFIRE 1977 S Reg. Carmine	£2,295
SPITFIRE 1976 R Reg. Red, 48,000	£1,895
SPITFIRE 1975 N Reg. Topaz orange.	£1,595
SPITFIRE 1975 P Reg. White, o/drive, hardtop	£1,795

SPORTS CARS ALWAYS WANTED

SPITFIRE 1974. Dark blue o/drive,	£1,465
SPITFIRE 1973. French blue, o/drive, 48,000 miles	£1,365
SPITFIRE 1971. Saffron yellow	£895
GT6s	
GT6 1974. Magenta, 41,000 miles, o/drive	£1,995
GT6 1972. Red, o/drive	£1,395
TR7	
TR7 1978. Maple brown, vinyl roof, 4-speed	£3,195
TR7 1977. Inca yellow, 4-speed	£2,495
TR7 1976 R Reg. White, 5 speed, 41,000 miles	£2,295
TR6	
TR6 1973. Mimosa yellow, o/d	£2,295

WE OFFER A CHOICE OF GUARANTEES FROM 3 MONTHS TO 12 MONTHS

**WALKER & DEEKES SPORTS CARS, SANDRIDGE GARAGE, ST ALBANS ROAD, SANDRIDGE, ST ALBANS
TELEPHONE ST ALBANS 61000 OR 58709**

MB-C rocker shafts, disc pads and linings

"TOULMIN — TOULMIN"

MG-C wire wheel hubs front and rear

LEADERS IN THE WORLD OF MG SPARES "T" TYPE THRU "A" "B" "C" & "V8"

Metal panels, mudguards, wheelarches, sills, door skins, repair panels.
Leather and PVC trim details, seat kits, hood, tonneau, canvas or PVC.
Carpeting including fasteners, lift-dot clips.
Luggage rack, TC/D/F/A/B/C. Also with chrome.
Running control cable £12.25 knurled knob
Metal centre panel with special bolts, original styling.
Chrome dashboard trim, TA/B/C/D, inc glove box.
MG-B chrome "bolt on" wire wheels. Exchange chrome or painted wheels. All models.
Chrome vent grilles, sockets, wing, door mouldings, wing nuts, motifs, badges, overriders, bumper bars, chrome side screen mouldings, all models.
Rubber mouldings, including suitable MG-A, F-H-C and Magnette with chrome plastic trim to suit.
Large range pistons XPAG, XPEG, A, B, C, V8 including mains and big-end bearings. Comprehensive stock mechanical engine suspension, gearbox parts, MGC rack, pinion gears, clutch, brakes etc.
Exhaust systems all models inc. Magnette Y and Abarth for "B".
Hard tops for Midgets, A, B & C from **£90**.
Exchange water pumps, all models (inc. TA/C).
Continental touring kits.
Twin cam, A, B, C, V8 & Midget brake discs.
TOULMIN CLUB MEMBERS
Anniversary 'Gold' Key.
Complete set, door locks & strikers TA/B/C/D/F **£34 per car**
MGA front disc pads **£5.95**
TA/TB/TC brake linings **85p.**
MG "A" cables as original styling **£3.25 ea.**
MG "A" badge bar chrome as original optional **£9.25**
MG TA/B/C chrome badge bar **£5.25**
MG TD/F badge bar with spot lamp brackets **£6.50**

SAE for specific information (UK), International Response coupons (overseas).

Club Motto: "Enthusiasts for the Enthusiast"

TOULMIN MOTORS (1962) LTD., 103 WINDMILL ROAD, BRENTFORD, MIDDLESEX, ENGLAND. Tel: 01-560 1722/2228

maserati

COMPETITION: Certain new/used spares available for the sports racing models. Many new items being made in limited runs which are suitable for all post-war competition Maseratis

PRODUCTION: From stock new/used spares for A6/1500, A6G/2000, 3500, 3700, 4000, Sebring, Mistral.

SERVICING: Telephone Redbourne 2779, Bill McGrath.

SALES: 1965 MISTRAL FHC, right hand drive, wire wheels, 5-speed gearbox. Finished in Fly yellow, black interior. A customers car. £4,500.

RICHARD CRUMP : GROOMS BARN
BULLS CROSS RIDE : WALTHAM CROSS
HERTFORDSHIRE : Tel. Waltham Cross 22121

RESTORATION SERVICE

Mechanical and Bodywork. Resprays. One-off manufacturing. Pattern-making. Castings. Vintage cars supplied. Survey, advice and valuation service. Repairs and service to all vintage, veteran and collectors cars. M.o.T. testing service.
Bugatti, M.G., Bullnose Morris, Rolls-Royce '20' and 20/25 and Park Ward Specialists.
Pre-1930 Morris bodies available
Send £1.50 for illustrated brochure

The Cooke Group

Head Office
WEST AVENUE, WIGSTON,
LEICESTER LE8 2FB
Tel.: (0533) 881234

Restoration



Coachwork, repairs, welding, blast cleaning, coach trimming, painting, panelling, framing, louvre-cutting, fittings, materials etc. **Send large s.a.e. for our stores catalogue.**

Contact David A. C. Royle.

VMCR, The Old School, Staindrop, Nr. Darlington, Co. Durham. Tel: 0833 60452/60630.

A comprehensive restoration service of the highest quality.

B. M. Ellis Huddersfield Ltd.

"ELLIS HOUSE"
HUDDERSFIELD ROAD
HONLEY
Nr. HUDDERSFIELD

Telephone 0484 661101 — **After Hours 0484 31426**



1963 Rolls-Royce Silver Cloud III. Pine Green, refrigeration, 3 owners, 69,000 miles. *(Photo).*

1971 K Rolls-Royce Silver Shadow 4-door. Regal red, red interior, recorded mileage 58,000, immaculate condition, service history.

1954 Rolls-Royce Silver Dawn. Tudor grey with grey interior, 49,000 miles from new.

1965 Bentley S3 Continental Mulliner Park Ward. History, regal red, beige interior, beautiful condition.

1953 Bentley 'R'-Type. Shell over Tudor grey, blue 100,000 miles, superb condition.
1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.
1949 Bentley James Young. 4-door coach built saloon. Dawn blue with beige interior. Recorded mileage 64,000. Fully restored.

1961 Vanden Plas 3-litre. Black over blue/grey, 50,000 miles, looks and drives better than new.

1971 K Mercedes Benz 250 Sc Coupé. Metallic whisky, white trim, PAS, electric sunroof, manual gearbox, genuine mileage 30,000, absolutely superb.
1979 March Land Rover Safari. LWB, 12-seater, 6-cyl., petrol, o/drive, freewheel hubs, deluxe seats, towbar etc.
1970 Morris 1000 Traveller. 18,000 miles.
1936 Morris 8 Series I. In black and green.
Austin Minor 1000 Van. In blue, 12,000 miles, concours condition.

WE ARE WILLING TO BUY ROLLS-ROYCE AND BENTLEY
ALL OUR CARS IN SUPERB CONDITION

STANLEY MANN

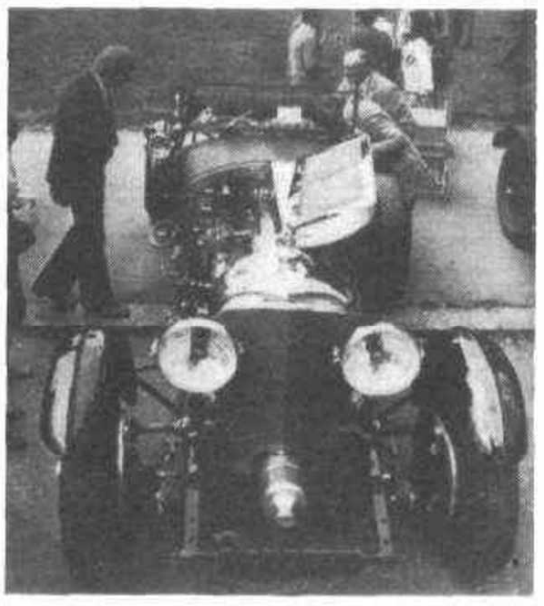
VINTAGE AND CLASSIC CARS

ESPECIALLY THE VINTAGE BENTLEY

PLEASE PHONE TO VIEW
DAYTIME, LONDON 01-958 3789
OR EVENINGS RADLETT (HERTS) 5612

THE GARAGE REAR OF 23,
EDGWAREBURY LANE,
EDGWARE, MIDDLESEX

FOR THE CONVENIENCE OF OUR CLIENTELE WE ARE NOW OPEN ON SUNDAY MORNINGS



1929 Bentley 6½-litre. 4 seater open fabric sports tourer, but with full speed six specification, without doubt the best big six Bentley offered for many years. The quality of this restoration is by which others should be judged.

WANTED URGENTLY
ANY VINTAGE BENTLEY : LAGONDA
TOP CASH PRICE PAID

Beaulieu Autojumble

SATURDAY AND SUNDAY
13th and 14th SEPTEMBER, 1980



Buy, sell or *swap* at Europe's biggest outdoor Jumble Sale for all motoring items — now a two-day event with over 1,000 stalls each day. Just about everything connected with motoring, motorcycling and road transport, such as spare parts and scarce relics, books, magazines, prints, drawings, models and old toys. And if you've dreamed of owning a vintage car or motorcycle, the Automart could be your chance for a bargain.

TO BOOK A STALL OR SELL A CAR RING (0590) 612345

We Support Ben

Banking facilities by
The National
Westminster Bank.

Van service from Autojumble to
car park by Avis.

OPENS AT 10 a.m. EACH DAY. A reduced price two-day admission ticket is available, so why not come on both days — there are different stalls and fresh bargains each day. The admission includes the National Motor Museum, Palace House and Gardens and Beaulieu Abbey, so bring the family and make a day of it.

Classic Automobiles
P.J. FISCHER

Specialist in low mileage, classic Rolls Royce & Bentley cars.



1961 Bentley Continental MPW Drophead Coupé. Sand with beige interior. 74,000 miles from new. History. Superb original condition.

ALSO IN STOCK
Silver Cloud I 1958 — S1 Continental drophead — S1 Flying Spur — S2 Flying Spur — S2 Mulliner Coupé 2-door — Mk. 6 4.1/4 — S1 Bentley — S3 Bentley — SCIII James Young — 1978 Corniche.
ALL ABOVE CARS ARE LOW MILEAGE EXAMPLES.

We always carry a good selection of superly conditioned and meticulously maintained Rolls-Royce and Bentley Classics — Coachbuilt and standard cars; Silver Shadow and Corniche.

WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS OF THE TYPE WE SELL!

Established 8 years — After Sales Service — Restoration and Coachtrimming a speciality.

Please telephone or send SAE for free stocklist.

STEEL TRANSPOSITIONS LTD, EMPERORS GATE, 14 OSTEN MEWS, LONDON SW7 TEL. 01-373 2296

CAR, CARAVAN, BOAT

Solve all your insurance problems. Best prices — Instalments
ALL CASES CONSIDERED
Cover arranged at Lloyds Up to 70% NCB.
H & W Christie Ltd., (Dept. MS)
Christie Buildings, Crowcroft Park, Stockport Road, Manchester, M12 4QR.
Tel: 061-224 0416

WESTFORD TRAILERS, DROITWICH, WORCS
Car transportation service. Trailer capacity 2 tons. Continental assignments undertaken. Trailers for sale or hire.
Telephone Christine
09057 3912, 09057 2081
24 hour service.

RILEYS 1945 – 1969
For sale and wanted — Elfs, 1.5s, Kestrels, Pathfinders and 1945-1954 1½/2½

E. T. LUNDEGAARD
GLOUCESTER (0452) 23440

VAST STOCKS of
ROLLS-ROYCE & BENTLEY
SPARE PARTS
CONTACT US FOR AN IMMEDIATE QUOTATION.

EXPORTS PARTS AGENCY,
HEATHMANS ROAD,
PARSONS GREEN,
LONDON SW6.

TEL: 01-736 4495.

WOOLIES NEW CATALOGUE NOW ON SALE at 45p UK POST PAID

Overseas airpost paid: Europe 65p, USA $2.00 (bills please).
We offer from stock upholstery/trimmings, rubber/sponge extrusions and body fittings/accessories, all at keen prices for vintage and classic cars.

By-return mail order. Shop opens 9-5 Monday to Friday (lunch 1-2).
SEE US AT BEAULIEU ON STANDS 96-97-98

Ian & Caroline Woolstenholmes
HAVE MOVED "WOOLIES MS" off Blenheim Way, Northfields Industrial Estate, Market Deeping, Nr. Peterborough PE6 8LD.
Tel: Market Deeping (0778) 347347 or Bourne (07782) 2731.

41 Birmingham Road Wolverhampton Tel 58456

BRADBURN & WEDGE DATSUN



FOR DATSUN & OTHER CLASSIC CARS

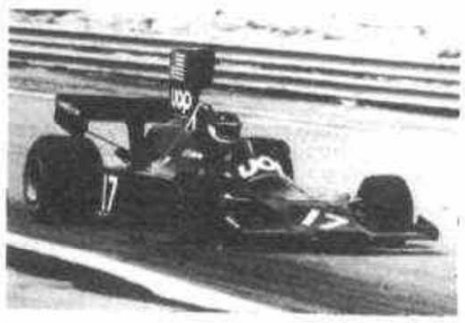


Jaguar XK150 FHC.
A fine example finished in Wedgwood Blue.
£6,000.

Bristol 411 SE1.
Finished in Bristol red, low mileage, 3 owners.
£6,950.



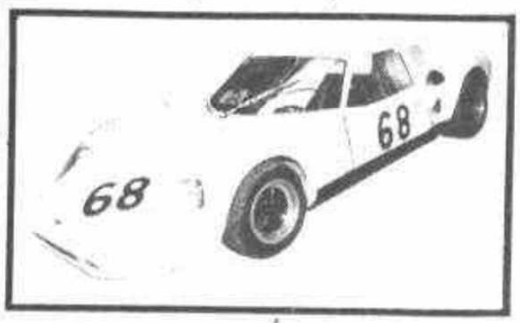
UOP Shadow GP car.
1973 ex-Jarier, Pryce, Redman. Original colours. Further details on request.



Vehicles at present in stock include:

1974 McRae GM3 F 5000
1973 Trojan F 5000
1957 Lotus 6
Anrolt Bristol Roadster
1951 Bristol 410
1954 Bristol 404
1955 Bristol 405
1938 Alvis 12/70 Mulliner DHC
NEW TVR Taimar
NEW TVR 3000S Convertible
NEW Datsun 280ZX Sports and 2+2
1938 Frazer Nash BMW 327 DHC
1970 Aston Martin DBS V8 Manual
1962 Jaguar Mk. II Saloon auto.
1955 Lister Bristol
Lister Bristol Rolling chassis
1967 TVR Tuscan SWB S/E
1979 Datsun 280ZX Sports auto.
1947 MGB GT V8

Chevron B8/BMW. 2 fine examples, one restored and ready to race, a very competitive car, the other being rebuilt at present. **POA.**



41 Birmingham Road Wolverhampton Tel 58456

OVERDRIVE PROBLEMS

Consult the experts. We carry a comprehensive stock of fully re-conditioned overdrive units which carry a 12 month warranty (if fitted by ourselves).
From £59 plus reasonable and fast fitting service.

MOTOROVER
1 Spencer Road SW18
01-223 2371

METALWORK REPAIRS

To rusted steel bodies and monocoques. Wings made or renovated. Aluminium panelling. Refinishing to highest standards.

PHIL CLARKE,
Autobody Services,
Wymondham (Nfk.)
603397

American Ford Galaxie Estate — 1965



Taxed and MoT. Seating for ten. Ideal for towing and bulky goods

£2,000

Tel: Bridgnorth 2124

Eoin Young's

RARE MOTORING BOOKS

World's finest selection of top quality rare old books on motoring, racing and vintage cars.
Armchair enthusiasts and genuine collectors should write today for Book Catalogue 80/2 listing more than 600 books you've always thought were impossible to find again. Plus a feature by William Boddy on Rolls-Royce books. Eoin Young also lists for sale and seeks to buy pre-1920 aviation books.
For viewing details please telephone East Horsley (04865) 2433. We are 40 minutes from Waterloo by train or an hour from central London on the A3.
Catalogues by mail: £1 ($3 cash for overseas airmail service) to Motormedia, P.O. Box 3, East Horsley, Surrey.

GET PLATED

WE CHROME ANYTHING— EXCEPTING WHEELS!

In steel or brass, even if it's painted, is stripped to bare metal and Chromed or Re-chomed with heavy Nickel Chrome to a gleaming finish. Ring NOW!

CUSTOM CAR DIVISION
01-985 5611

ANTOXIDES LTD
DARNLEY RD, HACKNEY, LONDON E.9.

Nigel Dawes Birtsmorton Court Telephone 068 481525



CHARRON 1909 TWO-SEATER with DICKEY. White/red chassis. Red bucket seats, wooden wheels. 14/6 h.p. engine. All brass fitings — concours.



MG J2 1932. Having just completed a nut and bolt restoration, including all mechanics and body. Superb.



MG 'F' TYPE MAGNA. Brown and cream body, black leather. The subject of a two year restoration from chassis upwards.



SWIFT VCC dated 1910 2/3-SEATER. Deep plum/gold pencil lines, original khaki hood, brass fittings.



SALMSON "GRAND PRIX" 1929. Having just undergone an extensive body off restoration, fabric body, pointed tail, staggered seats. Superb.



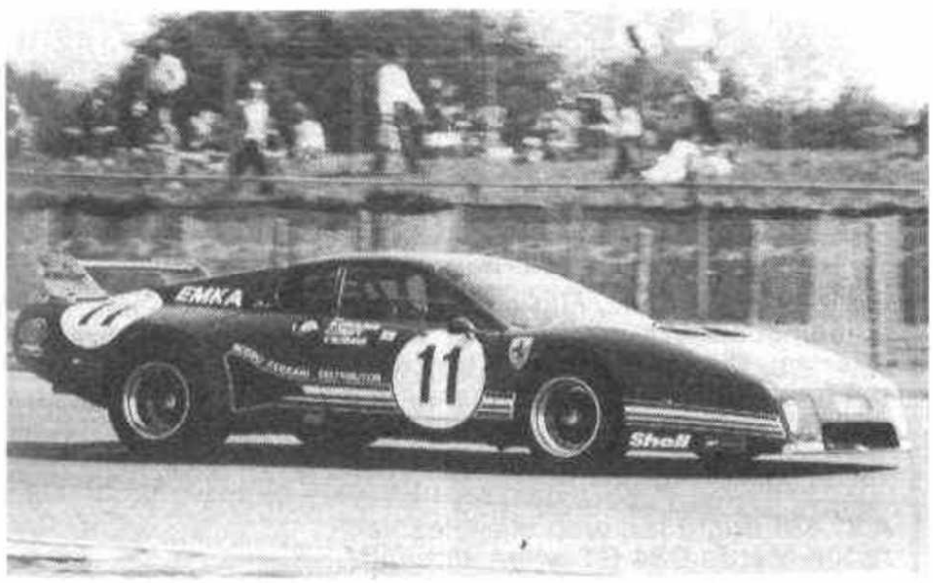
JAGUAR XK150S. We are privileged to offer Mr Bryan Corser's concours XK150S. Also available XK120/150 Roadsters — both l.h.d.

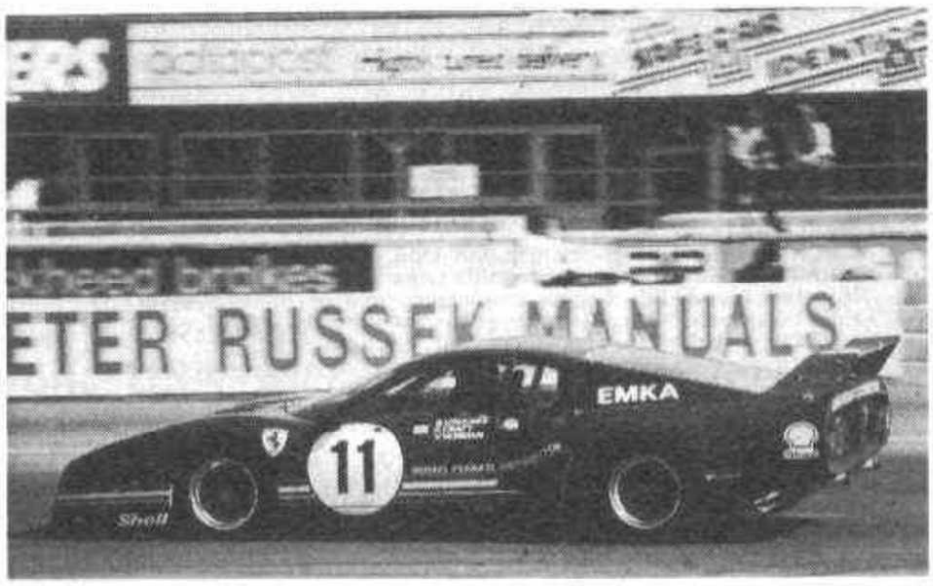
ALSO AVAILABLE

ASTON MARTINS DB1 reg. THX 231, only 15 made: **DB5 VANTAGE MANUAL,** BRG/tan: **DB6 VANTAGE MANUAL** metallic blue/tan: **DB6 VOLANTE AUTO** white/black: **DBS V8 Lola Prototype,** Weber carbs. **BRISTOL 400; 404 (l.h.d.); 405** choice of two: **401: ELVA Mk 7** 1962 sports racing car. **JAGUAR 'E' TYPE 4.2 roadster** red/black. **LAGONDA 3-litre** by Tickford. **LOTUS 47 REPLICA. MG 1500 c.c. SPECIAL. OGLE MINI SX1000. PLEASE RING FOR FULL AND COMPLETE DETAILS.**

Birtsmorton Court Nr. Malvern Worcestershire

COMPETITION FERRARI BB 512





This very beautiful and exciting racing Ferrari is a full competition version of the Berlinetta Boxer 512. The car was built by the Ferrari works in 1979 for Ecurie Francorchamps, and was the only Ferrari to finish the 1979 Le Mans 24 hour race. This year, after a comprehensive rebuild by Rosso Limited, it has finished both the Silverstone 6-hour race and Le Mans.

Amongst numerous modifications is the very striking racing bodywork developed by Pininfarina. The car is fitted with a fuel injected version of the 4.9-litre Boxer engine and has all the equipment necessary for long distance racing including Relumit quick fill fuel system and compressed air jacks.

Contact Michael Cane Restorations Ltd., Mill Lane, Godalming, Surrey, England.
Tel: Godalming (04868) 22303 for all details.



1934 Austin 7 Pearl Cabriolet, dark green with black wings, engine rebuild, 12 months M.o.T. **£1,995** (illus).



1966 Ferrari 330 GT MkII, RHD, red/black leather, history, exceptional, for sale again due to back word therefore now must sell, all offers considered. (illus)



1971 Jaguar E-Type V12, auto, sunroof, BRG, 48,000 miles, **£5,995,** (illus)



1976 Ford Mustang II V8, RHD, 18,000 miles, metallic dark brown, beige vinyl roof, Wolfrace wheels, superb, **£3,250** (illus).

NEW
De Tomaso Pantera GTS, metallic light blue, white trim, air conditioning, 8" front and 10" rear wheels, with P7 tyres, price: **list**
Maserati Merak SS: Choice of metallic gold or metallic silver, air conditioning and leather interior, price: **list**
1979 Oct. V MGB Roadster, yellow, only 119 miles. **£5,250**
1979 Toyota Celica Lift Back FHC 2000 ST, metallic black/grey cloth trim, one owner **£3,450**
1978 Alfa Sud Sprint 1.5, midnight blue/fawn cloth trim, one owner **£3,000**
1979 Cournil 4x4 Diesel, canvas top, 10,000 miles, ex demonstration vehicle **£5,750+VAT**
1973 Saab 95 7-seater Estate, 39,000 miles, new clutch, 1800cc engine, twin choke carb, **£1.595**

For these and full range of SAAB cars, including Turbo models
contact

KILLINGHALL
SAAB Garage

Otley Road, Killinghall, Harrogate. Tel: (0423) 501571

Officially Appointed Distributors for Maserati and De Tomaso In the North

Specialist tuning and service — rolling road, computerised diagnostic facilities. Race/rally preparation.

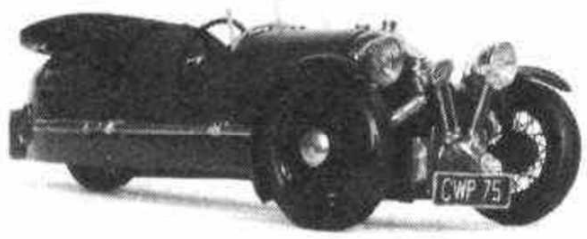


Get attached to a Witter
Britain's No. 1 towing bracket
Send for the price list and name of your nearest Witter stockist, or find him in Yellow Pages
For information or advice:
C.P. Witter Ltd., Chester 18. Tel. 0244 41166
WITTER TOWING BRACKETS

R. F. FUGGLE LTD ESTD. 1906

Bristol 405 Saloon. One owner, 58,000 miles. **£4,750**
Bentley R Type Continental. Automatic. **£22,650**
Bentley SI Continental. 1958, four door body by James Young. **£13,850**
Lancia Fulvia Sedan 1972, Service history from new. **£1,075**

BUSHEY HEATH, HERTS. TEL.: 01-950 1685/6



HIGHLY DETAILED 1/24th SCALE (THE LARGE SERIOUS COLLECTORS SIZE)
METAL MODEL CAR KITS
Morgan 3 wheeler
£14.37 *inc. VAT, post free*
Unretouched photo of model
Other kits from **£6.90**

Send 20p stamp for illustrated list of cars. Range of 25 models includes MG K3, Mercedes SSKL, Bentley 4½-litre, MG TD, Alfa P3, E.R.A. and range of 1/43rd scale models. Simple assembly with adhesive
No soldering. Export a pleasure.
Also new traction engine kits.

Wills, Finecast, Lower Road, Forest Row, Sussex, RH18 5HE

Williams & Warrener LTD.

NEWTOWN MOTOR GARAGE
NEWTOWN · POWYS · MID-WALES
(0686) 28816 or 26332

Motoring in Style, Fun and Investment, do not seem a likely combination. We are however able to combine all three. We offer you the opportunity to buy one of our classic motor cars, the following vehicles are prepared to our very high standards, and will provide an Investment to be enjoyed.

A.C. 428 bright red with black leather.
Aston Martin DB4 GT white with red leather.
Aston Martin DB6 MKI manual, white with black leather.
Aston Martin DB6 MKII, manual, very low mileage, olive green and tan leather.
Aston Martin DB6 MKII Volante, manual, red with tan leather.
Bristol 405 grey with red leather.
Bristol 409 green with red leather.
Bristol 410 blue with black leather.
Bentley S2 Mulliner 2 dr Coupe, silver with red leather.
Daimler Barker Special Sports black and tan with beige leather.

They are all among the very best of their kind. Phone Ian Warrener, Swaps & PX's always considered.

WANTED

ANY:

ALVIS, LAGONDA, ASTON MARTIN, JAGUAR, BENTLEY, ROLLS-ROYCE, RILEY, ETC.

PLEASE RING:

01-731 4383

9.30 am-6.30 pm

Vehicle Transportation and Recovery

Racing car to Rolls-Royce.
Any distance home and abroad.

Telephone: Michael Hibberd

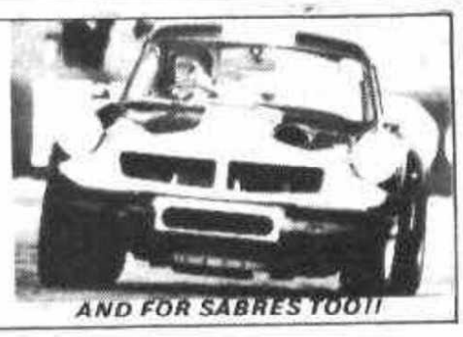
Winkfield Row 2626

FOR SCIMITARS

Stages 1, 2 and 3 engine tuning, fully rebuilt engines, gearboxes, overdrives and rear axles, stainless steel heavy duty exhaust systems and tubular headers; bodywork, GTE Bib spoilers. SAE for list

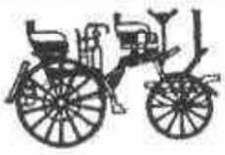
Quotations and advice gladly given

Robin Rew, Workshop Unit 7
Silverstone Circuit, Towcester,
Northants. Tel. Silverstone 857 903



AND FOR SABRES TOO!!

VINTAGE RESTORATIONS





We specialize in restoring all types of instruments and dash accessories to a high standard. Restored original instruments for sale as available, various reproduction instruments can be made up for Bugatti, Bentley, Alfa Romeo, etc. Full range of MG instruments available, all models "M" to "B".
Send two 8p stamps for our leaflet: Overseas, International Reply Coupon or stamps appreciated.



See "The Complete Dashboard Service" on stands 714 & 715 at the BEAULIEU Autojumble, September 11th.

U.S. enthusiasts please note we have a stand at "Hershey" in October. Look out for us on stand SR/TR 105 & 6 (provisional at time of placing advert)

THE OLD BAKERY, WINDMILL STREET, TUNBRIDGE WELLS, KENT, TN2 4UU, ENGLAND. Telephone Tunbridge Wells 25899

DAVID A. C. ROYLE



1950 HEALEY SILVERSTONE E-TYPE. British Racing Green. Completely restored., engine to be run in, excellent and original. MOT. **£9250**



1950 XK 120 JAGUAR. RHD, rebuilt 1974, cream coachwork and interior. MoT and taxed. **£6950**



1923 WOLSELEY 10 2-seater & dickey, o/head camshaft, good running order. **£4650**



1970 JAGUAR E-TYPE 4.2 Coupe, sunroof, stereo, chrome wire wheels, RHD, MOT, taxed. **£3950**

ALSO FOR SALE:—

1930 MORRIS COWLEY. 2-seater & dickey. Completed chassis. Coachwork restored but to be fitted. All to concours standards. £4,000 spent. Ideal for DIY restorer.

1934 ROLLS-ROYCE 20-25 PARK WARD SPORTS SALOON. Finished in sandglow with green leather upholstery. M.o.T. taxed to 1981.

1938 LAGONDA LG6. (W. O. Bentley design). Some work required, good mechanics and panel work.

VMCR. The Old School, Staindrop, Nr. Darlington, Co. Durham. Telephone: Staindrop 60630 or 60452

TRANSCONTINENTAL AUTO

For collectors-enthusiasts, anyone can afford one.

Have you ever considerd buying a classic American car? An example of the value you get for your money: Mrs. K.B.H. of Vienna just took delivery of this extraordinary American classic 1956 Lincoln Continental Mark II, one of 1,500 Manufactured 1956-57. Price: delivered Europe, £7,200.

Lincoln Continental Mark II 1956



In perfect original condition

Our $1 million computer, Big Carla in New York USA makes it possible: more than 20,000 cars in stock!

Transcontinental Auto can deliver the car of your dreams within a few days. Just a simple phone call or visit our offices.

In case you are just curious or are not sure what you want, visit our most complete American Auto Library. All car enthusiasts welcome.

Transcontinental Auto Wholesalers Ltd.
186, Sloane Street, London SW1
Telephone 01-235 — 0201 — 8 lines
Telex 91 8354 arida



New York
London
Geneva
Zürich

Chris Drake Collectors Cars Ltd

Specialists in Vintage & Historic Competition Cars

1923 Bentley 3-litre Red Label sports tourer. 9' 9½" chassis No. 277. A very original early vintage Bentley in excellent condition throughout.
1926 Austin 7 sports "Brooklands" style body with pointed tail & outside exhaust rebuilt engine.
1954 Ferrari 500 Mondial 2-litre sports racing car. Pininfarina bodywork, 4-speed transaxle. A rare opportunity to acquire an early competition Ferrari.
1959 Lotus Fifteen Series III 2-litre FPF by Climax Engine Services. A very competitive sports racer in mint condition, new alloy body.
1978 Aston Martin DB V8 Manual, l.h.d., 12,000 miles, black with magnolia interior, electric roof, radio/cassette, mint condition.
1960 Lotus Nineteen Monte Carlo FPF Climax engine. The ultimate historic sports front runner.
1961 Jaguar 3.8 Mk. II by "Coombes", very fast 225 b.h.p., black with wire wheels & louvred bonnet.

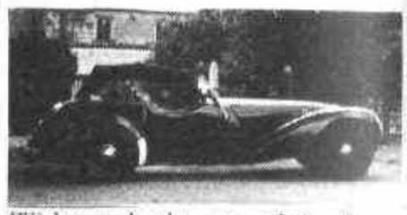
Viewing by appointment at Deeves Hall Cottage, Earls Lane, Ridge, Herts.
Telephone: Potters Bar 51974

ROY CREECH
COACHTRIMMING

Ex-James Young Craftsmen. Specialists in Rolls-Royce, Bentley & Vintage cars. Complete re-trims, hoods, seats, repairs, polish work, body repair.

Roy Creech
3 Wheathill Rd, Anerley, London SE20.
Tel: 01-778 7296

Allard L Type Tourer
Chassis No. 387



Without doubt one of the finest examples of this rare and interesting marque available. Owner wishes to exchange for any interesting road or racing car. Condition and age immaterial — cash either way.

Telephone: Driffield 88318 or York 489478



BENTLEY FOUR-LITRE 1931

Reg. No. GX 1701, Chassis No. VA4084, engine No. VP4032, green fabric replica team body, completely rebuilt, one of eighteen 4L remaining. J. Green's Book p 136. Original body and w.h.y.'s available but need restoration.

Offers around £20,000
D. RENS
48 Lansdown, Stroud,
Tel.: (04536) 3259 weekdays

LAMBERT LEY STREET LTD (MODELS)

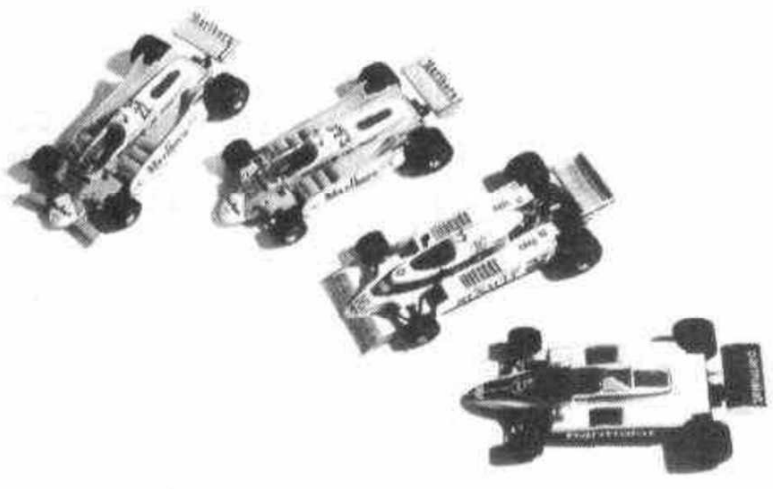
309 LEY STREET, ILFORD, ESSEX

01-478 5659 *OPP. PLESSEY Co. 01-478 5659*

TENERIV ¼₃ KITS
Alfa 179 MN '79 F1 £8.95
Renault RE 20 '80 F1 £8.95
Brabham BT 49 '80 F1 £8.95
Arrows A 3 '80 F1 £8.95
Ligier JS 11/15 '80 F1 £8.95
X.F.I. ¼₃ KITS (AMR)
Ferrari T5 '80 F1 £10.06
Ligier JS 11 '80 F1 £10.06
Arrows A2 '79 F1 £10.06
Saudia/Leyland '80 F1 £10.06
Lancia Beta TD1 'Patrese' £12.95
Lancia Beta TD1 'Villeneuve' £12.95
Ferrari BB512 LM79 Chinneti £14.95
Ferrari BB512 LM79 'Beuerly's' £14.95
BMW 320T 'Wurth' '79 £12.45
AMR ¼₃ BUILT (NUMBERED)
Ferrari BB £35.00
Corvette 'LM76' £45.00
We are U.K. official stockists of all AMR/XF1 kits & models.
MINIRACING ¼₃ KITS
BMW M1 'LM 79 Newsweek' £10.11
Renault 5T TD1 Calberson £10.11
Lotus/Talbot G4 TDC '79 £10.11
Lotus 80 F1 £10.11
RECORD ¼₃ BUILT
BMW M1 road car £25.50
BMW Procar 'Telephbuch' £25.50
Porsche 935 'Interscope' Daytona 79 £25.50
BAM X ¼₃ KITS
Ferrari 512 Pozzi LM 79 £17.95
Lancia Beta l/t Brands Hatch £12.95
Porsche 935 K3 LM 79 £13.95

SRC ¼₃ KITS
Lotus 72D F1 £10.50
Unipart Ensign '80 F1 £10.50

FASTER 43 ¼₃ BUILT
Porsche 917K Coca Cola '69 £27.95
Porsche 917K 1st Zeltweg '69 £27.95



Tenariv ¼₃ Formula 1 models

Porsche 917K 'Wrangler' 69 £27.95
FADINI ¼₃ BUILT (NUMBERED)
Fiat Arbarth 750 Pininfarina Record '57 £32.00
ETURIA MODEL ¼₃ BUILT (NUMBERED)
Ferrari 512S Spyder 70' Emon £27.95
Proteus Bluebird CN7 '64 £27.95
FDS ¼₃ KITS
McLaren M29B '80 F1 £6.00
Porsche 908/3 'Martini' 75 £6.00
Brabham BT 33 '70 F1 £6.00
Ferrari 308 GTB Daytona 78 £7.75
Ferrari 308 GTB Rally San Remo £9.25
CASADIO 1/20 KITS
Mercedes W163 V12 '39 £59.98
KADO ¼₃ BUILT
Dome LM 79 £3.45
Rolls Royce Carmargue (not a racing car) £4.25
Porsche 934 RSR Turbo £14.50
Porsche 904 'road' £14.50
ECO DESIGN ¼₃ BUILT
Alfa Romeo 8c 2600 Monza MM '34 £27.65
Alfa Romeo 8 2300 Monza '31 £27.65
CIRCUIT SERIES ¼₃ KITS (Now discontinued)
Lotus 18 '1960' F1 £6.45
Ferrari 500 F2 1952 £6.45
Gordini Streamlined 1956 £6.45
We have bought the remaining stocks of this range. Send for complete list

Well another month has gone by, the little white and green car winning the G.P. I hear the Harrier made it slightly windy on touch down, still a great day was had by all (I think) on the model scene S.R.C. have produced the finest kit yet, the Lotus 72D built by England's finest master builder of Formula cars and crafty move by them slipping in the Unipart Ensign to everyone's delight (you want to see the one on display in our showrooms). Talking of showroom have you visited us yet? You will be surprised just how many kits/models we keep, some say the biggest they have seen, still you cannot win all the time (keep it up Alan). As I have said in the past, if you cannot visit us send for our latest catalogue 70p UK or £1.50 airmail, please mark it for the attention of Brian. Overseas customers reduce the prices above by 13p in the £.

Post & Packing UK 50p. Overseas Airmail £1.65.
OPEN 10.00 am-6.00 pm Mon to Sat, closed all day Thursday.

Buy it with Access
BARCLAYCARD



1934 FORD Y MODEL PICK UP TRUCK

Complete chassis up rebuild, everything restored or replaced. Ideal business advertisement. Can be signwritten to your specification. Superb condition.

£1,750 o.n.o.

Phone Stelling Minnis 375 (Canterbury)

LEWIS OLDIES

BUGATTIS — JAGUARS — MG's MORGANS — BENTLEYS — ERA — ROLLS-ROYCE — MERCEDES!!

Models, ready made and in kit form, to 1:43rd and 1:24th scale. All in white metal and manufactured by Western Models, Motorkits, Auto Replicas, Brooklin Models.

We stock a varied selection of classic cars from 1900-1960's including Record Cars and Commercial Vehicles.

S.A.E.
For our latest catalogue & prices.

11 KIMBERLEY ROAD,
SOUTHSEA,
HAMPSHIRE PO4 9NP

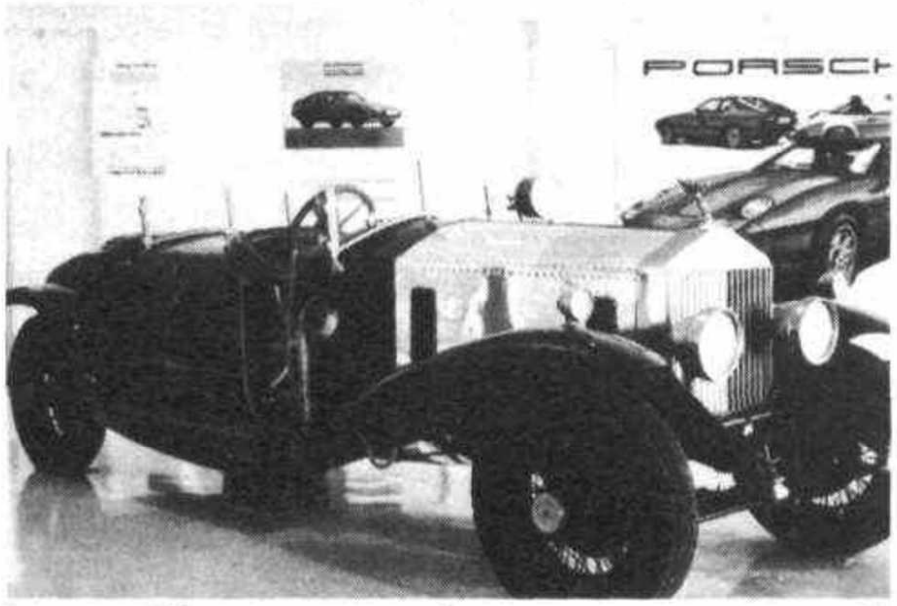
1948 Mulliner Park Ward Bentley
in concours condition

Completely rebuilt down to the last nut and bolt, including reconditioned engine and gearbox, reupholstered using the best hide. Body taken back to bare metal and resprayed to the very highest standards in black/alpine grey (original colours) and all done by professional restorers.

Will accept best offers around **£10,000.,**

Tel.: Cheltenham (0242) 29924 (Day)
or Hartpury Gloucestershire 374 (Night)

1925 ROLLS ROYCE PHANTOM 1 TORPEDO



A magnificent restoration, no expense spared. Fully photographed and documented. Featured in the James Flood Books of early Motoring.
First Book pg. 172, Second Book pg. 110.
Offers are invited and should be addressed in writing to:—

Mr. R. D. Watts
P.O. Box 444,
South Yarra, 3141
Melbourne, Australia.

Haynes Publishing Group

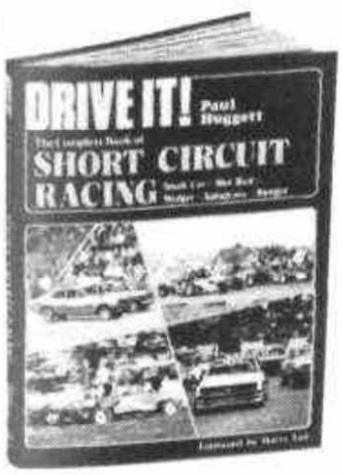
FOULIS Quality books for Motorsport enthusiasts



AN ENCYCLOPAEDIA OF EUROPEAN SPORTS AND GT CARS FROM 1961
by Graham Robson

Here is a uniquely valuable and encyclopaedic record of all those cars which justify the tag of 'Sports' or 'GT' and are, or were, produced in Europe. From AC Ace through Bizzarini, Ferrari Daytona and MG Midget to Warwick GT; from rolling aluminium sculptures to fibreglass mouldings; from two-cylinder to V12 – all are within the scope of this new book.

ISBN 0 85429 256 X Size: 177 x 244mm. 480 pages with many photographs. Price £16.25 (incl. p & p).



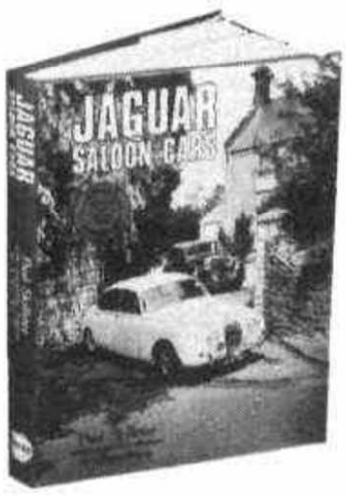
DRIVE IT! THE COMPLETE BOOK OF SHORT CIRCUIT RACING
by Paul Huggett

covers all aspects of the sport from its history and evolution, through to today's cars and drivers. Rules and regulations, venues, the international scene, how to start racing, how to get the most as a spectator – in fact just about everything you could wish to know will be found within these covers.

Whether the racing is on shale, tarmac, or grass, whether the cars are bangers, Superstox, modified saloons or incredibly powerful midgets, the very smallness of the track and the fact that it is usually visible in its entirety to the spectator seems to magnify the action and excitement of every race.

The most comprehensive book on Short Circuit Racing ever published with exclusive action photographs.

ISBN 0 85429 259 4. Size 210 x 270 mm. 192 pages with 220 illustrations. Price £5.70.



JAGUAR SALOON CARS
by Paul Skilleter

At the start of the 1980's it has been realised that the older Jaguar saloons offer a style of motoring and equipment which is no longer available – consequently, saloons of the 1950's and 1960's are rapidly increasing in value as collectors' pieces and many more are in the process of restoration.

Jaguar Saloons Cars is a companion to Paul Skilleter's Jaguar Sports Cars, and covers the full history of these beautiful cars from pre-SS days. This is a comprehensive record of every model ever made, presented in a high quality, artpaper publication.

ISBN 0 85429 263 2. Size: 210 x 270 mm. 608 pages with 425 illustrations. Price £25.00 (incl p & p).

Haynes Publishing Group,
Sparkford, Yeovil, Somerset BA22 7JJ

ORDER COUPON

Post to: CARBOOKS (MS9)
Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ
Please send me:
..... **copy of European Sports & GT Cars @ £16.25 (incl. p & p).**
..... **copy of Jaguar Saloon Cars @ £25.00 (incl. p & p)**
..... **copy of Drive It! Short Circuit Racing @ £5.70 (incl. p & p)**

Name .....

Address .....

.....

THE Parts Place for MG TC-TD-TF



Restore your car with parts from the company run by enthusiasts...for enthusiasts. Our inventory consists of close to 3,000 items for your complete motoring needs. Order our 65-page Illustrated Catalog and current Price Supplement ($5.00 Air Post) and try our "accelerated" service.

VISA and MASTERCHARGE accepted.

Abingdon Spares, Ltd.

P.O. Box 431 (M), 1329 Highland Ave., Needham, MA. 02192. U.S.A.
Tel. (617) 444-9235/9488

RESTORATION
IN THE SOUTH WEST

body repair and repainting, trimming, mechanical rebuilds, sales and commissions undertaken

VINTAGE SERVICES
3-53 Salterton Road
Exmouth Tel: 72293

•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•

VEHICLE SHIPPING

Through our experienced staff we offer possibly the best vehicle shipping services.

All shipments can be covered by full Marine Insurance.

Please contact our head office for a quotation or advice on the best method of shipping your car or Personal effects.

CROXSON FORWARDING LTD.
88 LIND ROAD, SUTTON, SURREY
Telephone: 01-642 8605 Telex: 8812719
Agencies at: Dover, Felixstowe, Harwich, Southampton, Rotterdam, New York

SILVER PLATING
— SINCE 1898 —
MINSTER ELECTRO-PLATING WORKS LTD.

have

Silver plated headlamp reflectors, polished brass (and other non-ferrous metals) plated in zinc/cadmium etc (anti-rust), bright nickel plated miscellaneous parts in addition to general antique work.

Private or trade enquiries welcome. Mail order service or call at:

58, Portman Rd, Reading, Berkshire 0734-582773
127 Cloudesley Rd, Islington, London N1 01-837 4707

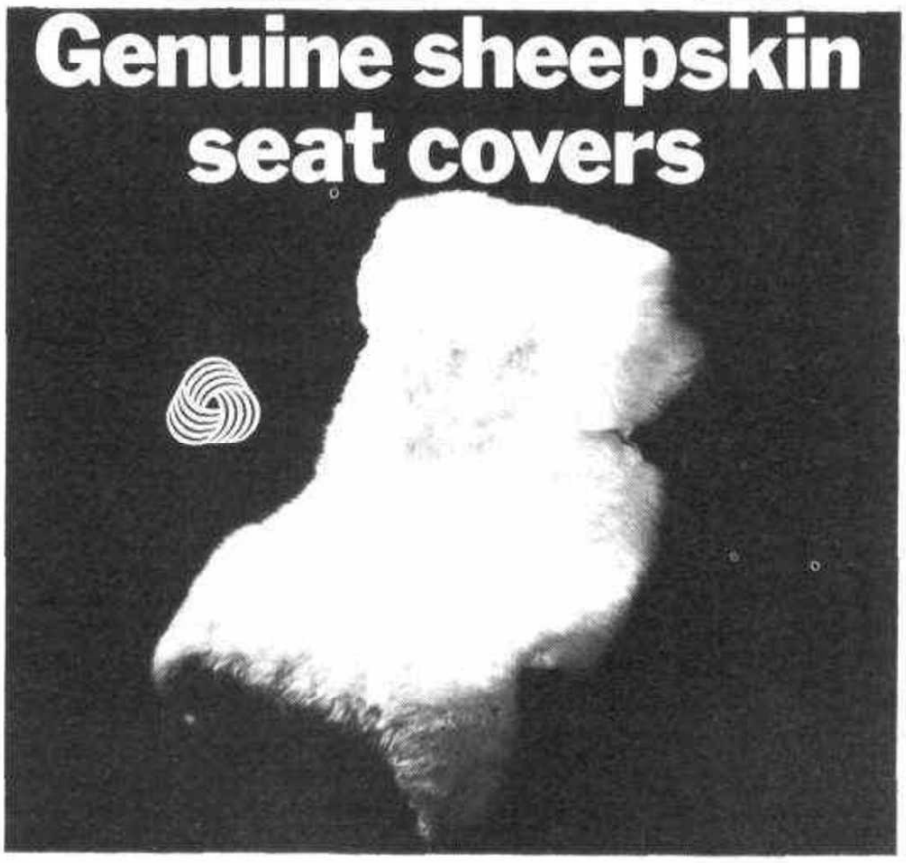
ASHTON KEYNES VINTAGE RESTORATIONS LIMITED
Ashton Keynes, Swindon, Wilts.

Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery.
Chassis and mechanical rebuilds.

Coachbuilders award 1979

Tel: Ashton Keynes (028 573) 288

Genuine sheepskin seat covers



This model has a universal application and is particularly suitable for sports cars. Colours available — grey, cognac, white, beige, brown.
Recommended Retail Price: £26.00.
Direct Mail Offer: £17.95 incl. VAT, P&P, Insurance.
Send cheque or telephone credit card number, post free.

GOLDEN FLEECE

Golden Fleece Products, 91 Whetstone Road, Cove, Farnborough, Hants. Tel: (0252) 42183

MOTOR INSURANCE

Premiums payable annually or quarterly

Why pay inflated premiums when we can offer secure cover at low rates? Competitive quotations given for any make of car and drivers of all ages, including those with adverse accident or conviction records. Immediate cover can be arranged.

TERMINUS INSURANCE BROKERS LTD.

224 RAILTON RD., LONDON SE24 0JR
Tel.: 01-274 4962
Hours: 9.30 to 6.00: Sat. 9.30 to 1.00

A quotation can be obtained by telephoning the above number or posting this coupon.

Name ..... Address .....

Occupation ..... Age ..... Business / Pleasure Use
Full / Prov. Licence for ..... years. Comp. / Third Party / T.P.F. & T. cover.
Owner only / and wife / any driver / named driver, age .....
Make of car ..... Model .....
C.C. ..... Value ..... Year ..... Car Garaged / Left in open.
Present insurers ..... No claim bonus ..... years.
Age of youngest driver ..... Quote for Annual / Quarterly policy.
Details of all accidents and convictions should be enclosed, including those of additional drivers. MS30

CHRISTIE'S

In association with Lord Montagu of Beaulieu

NOW INVITE ENTRIES
FOR THE NEXT SALE OF

COLLECTORS CARS

WHICH WILL TAKE PLACE AT

THE CUNARD INTERNATIONAL HOTEL

HAMMERSMITH LONDON W.6

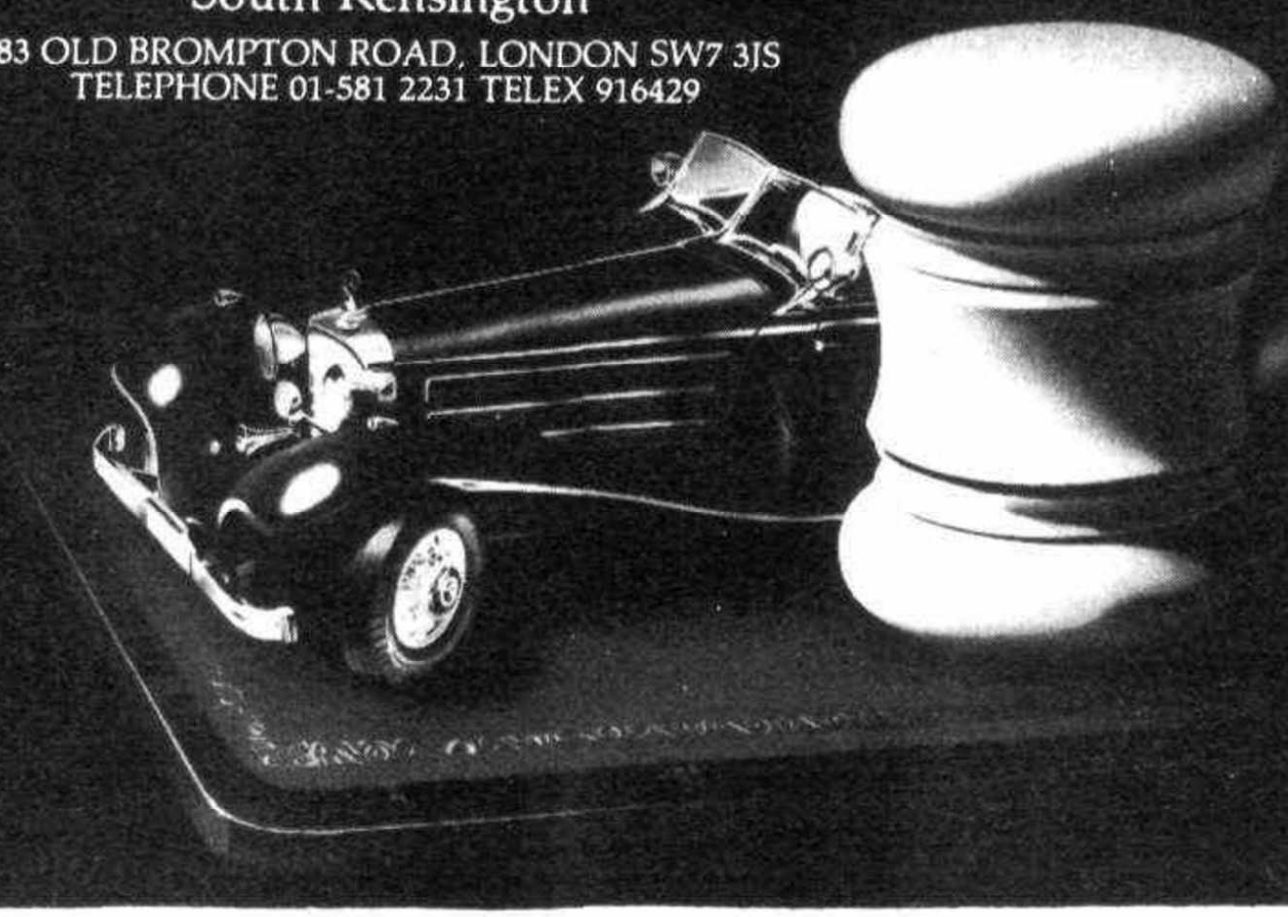
On Thursday
4th December 1980

Entry forms and details from:
Robert M. Brooks
AUTOMOBILE DEPARTMENT

Christie's

South Kensington

83 OLD BROMPTON ROAD, LONDON SW7 3JS
TELEPHONE 01-581 2231 TELEX 916429



INTERNATIONAL MG SPECIALISTS

NTG MOTOR SERVICES LTD

DEPT M, 21, ST MARGARET'S GREEN, IPSWICH IP4 2BN
TELEPHONE (0473) 211240



IS YOUR MG A LITTLE TIRED?

Does it need major surgery or just a face lift?

Our workshop can carry out all repairs to MGA and T-types, also Y & Z saloons, including bodywork & trimming.
Give us a ring for further details.
SPARES! SPARES! SPARES!
If you haven't seen our comprehensive illustrated catalogue for the above cars, send 60p (inland) or $3 (overseas airmail) for your copy (state model).

NTG SERVICES

FINANCE FOR OLD CARS

YOU FIND THE CAR – WE FIND THE MONEY

Fairholme Finance Ltd
129 Ealing Road, Wembley,
Middx. Tel 01-903 3222

WILLIAM M. TAYLOR
The man with the mania
Rolls-Royce
&
Bentley Connoisseur

Engines and components rebuilt to maker's data and concours finish. Vibration dampers, brake servos, starters, etc., etc., overhauled individually if required. New and used parts supplied.

Friendly advice and moral encouragement for fellow chensers.

Orchard Cottage, Yetts O'Muckhart, Dollar, Clackmannanshire. Tel. Muckhart 431

RILEY 1945-1954

LUNDEGAARD (SPARES) CO.
Eastington Trading Estate, Stonehouse, Glos.
Tel: Stonehouse 6534
THE RM SPARES SPECIALIST
Parts list on request

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

***Telephone 01-891-1266 for High Performance Car Insurance at competitive rates...**

BEFORE YOU RENEW YOUR POLICY

Consult us: we are specialists in all aspects of car Insurance — high performance cars, young drivers, convicted drivers. In fact although we specialise in performance cars you don't have to own a Maserati to benefit from our experience.

- Up to 50% starter discount
- Short period policy
- Schemes for vintage & classic cars.
- Motorists' hospitalisation scheme
- Civil Service and L.C. government discounts
- Annual Green Cards available

Giving you the choice is our business so, if you would prefer not to telephone COMPLETE THE COUPON BELOW and we will send to you, by return a quotation to solve your insurance problem.

HAMPTON INSURANCE Brokers (B.I.B.A.)

Name ..... Age ..... Nationality .....
Address .....
Occupation ..... Full/Prov. Lice. No. Years .....
Make of Car ..... Model ..... cc .....
Year ..... Value ..... Garaged Yes/No
Cover Required: Comprehensive/Third Party, Fire & Theft/Third Party
Drivers: Owner Only/Owner & Wife/Any Driver
Used For: Social Domestic & Pleasure/Business/Commercial
I am entitled to ..... years No Claim Bonus
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 Monday to Friday 10 am-5 pm.

AGENTS FOR B.I.A. COMPANIES & AT LLOYDS TERMS AVAILABLE

NO RUBBING DOWN · NO PRIMER · NO PREPARATION!

HOW Brush-On HAMMERITE

STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.

HIGH GLOSS METALLIC HAMMERED ENAMEL 8 COLOURS









HM GOV'T TEST REPORT: 'Does all makers claim' Perfect UNDERBODY SEAL & Anti-Corrosive

BRUSH ON ROLLER or SPRAY on car sills, under wings, vehicle chassis, even rusted areas. Tough, RESILIENT SILICONISED ENAMEL. Saves a fortune, costs so little. Keeps engine housing clean and rust free. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe clean, **fully protected surface. AIR DRY 15 MIN.** Definitely outlasts conventional underbody seals many times. Quick hose-down shifts surface film, speeds up heavy transport MoT inspection, no hard work! No undercoats on old paint, bare metal. No brush marks. No waste.
A QUICK, ONE COAT JOB! Easily applied anytime. Cures damp walls, floors. **SUPERB METALLIC COLS.** Silver-Grey, Bronze, Lt. Green, Mid Green, Deep Green, Lt. Blue, Deep Blue, Black. **1 litre** covers 80 sq. ft. **£6.17** carr free. **2.5 litre £10.65. 5 litre (1.1 gall) £15.90.** *Per return despatch all carriage free. Bulk reductions.*

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

Using same Hammerite paint & Fireproof Thinners. FAR TOUGHER than Mfr's original! 8 COLOURS (above). USERS REPORT: "Quality of finish most amazing." "Best finish ever had." "Wonderful! All the ad. says." A SUPER UNUSUAL FINISH ON LARGEST CAR – 60 MIN. Makes car bodywork, m'cycles like NEW! Min. preparation. No u/coat. Covers scratches; fibre-glass. No rain spots. EASY with spray-gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT 2.5 litres (.55 gall) HAMMERITE & 2.5 litres (.55 gall) Special **FIREPROOF** thinners incl. full inst'ns. Only **£14.50** carr free. Please state colour. Per return despatch.

PROTECTS ANY SURFACE MACHINERY · ENGINES HEATERS (STANDS 300°F)

"PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **"METALLIC FINISH TOUGH AND GLOSSY"** *Autocar.* HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple wipe clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300F) engines, all machinery, timber, boat trailers (resists sea water & abuse). **Use on any surface.**
TRIAL OFFER: 250 ml (.44 pint) TIN incl. HAND BRUSHED col. samples! Full info. (does car wheels or complete m/cycle). State colour. **£1.91** post free. Pay by Access/Barclay Trust Card (No. charge.) Quote No. use 24 hr. ph. answer service. Call personally 9 to 4.30 Mon. to Fri.

TRIAL OFFER

POST COUPON NOW!

Quan.	Descript'n	Col.	Price

Rush my order as shown
Encl. CHQ./M.O./P.O./Cash £.....
Name .....
PRINT CAPS
Address .....
..... Code.....

FINNIGANS LTD. (MS) Eltringham Wks, PRUDHOE, Northumberland. Ph. 0661-32411.
Regd. Office No. 354 180 (London)

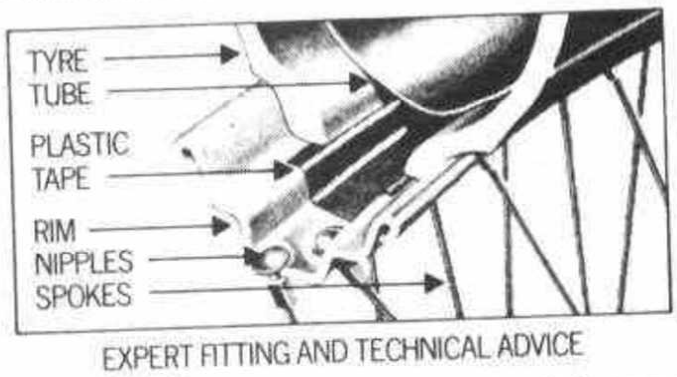
"YOU MIGHT AS WELL PUT A NODDING DOG ON THE REAR PARCEL SHELF."

Imitation might well be a form of flattery, but when it assumes the proportions of a classic tyre, it can tend to fall rather flat.

After all, in the exclusive world of priceless collector's cars, who would want to fit 'substitute' tyres when the original equipment is so readily available?

Total authenticity

Vintage Tyre Supplies are the recognised authorities on veteran and vintage tyres, and world-wide distributors of Dunlop 'original equipment' tyres.



EXPERT FITTING AND TECHNICAL ADVICE

The tyres are made from the original Dunlop moulds. The tread-pattern, sidewall, size and logo markings are therefore totally authentic, and indistinguishable from the originals.

The only difference being that by using modern rubber mixes, nylon and rayon textiles, the tyres are now more durable than ever they were in their hey-day.

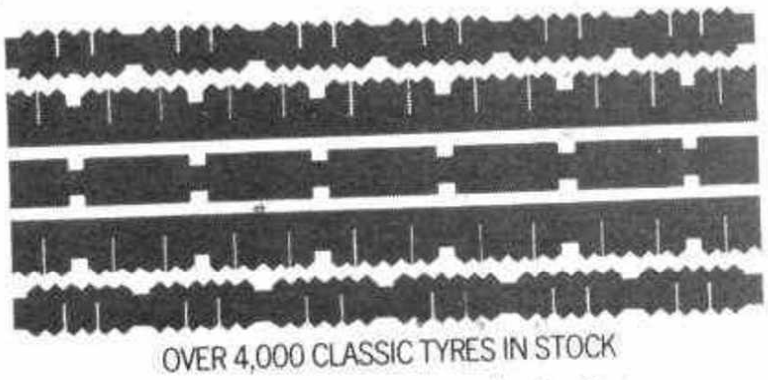
Total originality

All in all, Vintage Tyre Supplies have over 4,000 classic tyres permanently in stock. And even the rarest of tyre specifications can be met in a very short time.

They sell beaded edge, straight sided, wired-on and vintage racing tyres, wheel rims and all other accessories including valves, rim tapes and inner tubes.

And they offer expert fitting and technical advice, and if necessary export tyres to anywhere in the world.

Vintage Tyre Supplies Limited:
A service to all owners and drivers of


OVER 4,000 CLASSIC TYRES IN STOCK

veteran, vintage and collector's cars, who have an enthusiasm for total originality.

VINTAGE TYRE SUPPLIES LTD

Please send for price list to:
Vintage Tyre Supplies Limited,
12 Dalston Gardens, Honeypot Lane,
Stanmore, Middlesex HA7 1BY,
England. Telephone 01-206 0722.
Telex 922043.



TYRE TYPE: DUNLOP RS5 PATTERN, 600H16
ORIGINAL EQUIPMENT 1950 JAGUAR XK120

ACCEPT NO IMITATIONS - FIT ORIGINAL EQUIPMENT.

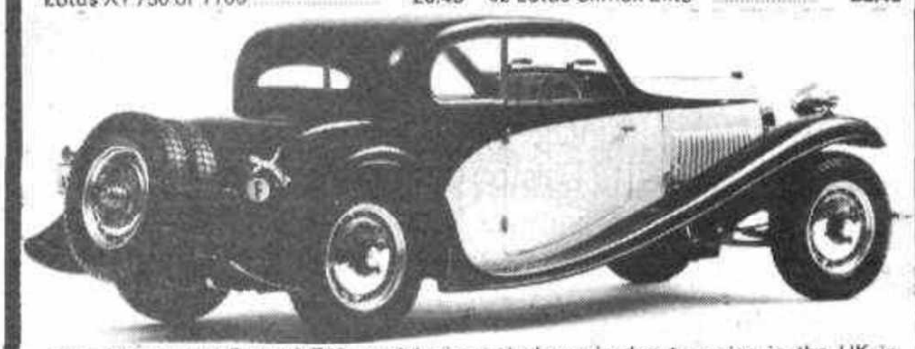
MINIATURE MASTERPIECE



In this space we usually devote acres of turgid type to extolling the virtues of the latest creation of Giovanni Bloggini of Turin or Aunty Mary Woof of France the well known walker on water. This month however, throwing discretion to the winds (been eating beans again) we're listing some of our own manufacture models which we usually think are a load of rubbish but which well intentioned gentlemen like Mr. Boddy keep telling the great British public are miniature masterpieces. Here then is a list of some of our creations that have been raved about and which we think you might like to spend a wet evening or two (internal or external we don't mind) putting together. Those marked with an * are more simple kits for those who prefer simple kits!

By the way department — the Vanwall pictured at the top is our latest and of it one continental writer said "a new highlight in craftsmanship" and "in a class of its own" which was nice of him and might make Stirling happy too. (Postage 25p each UK.)

Vanwall GP 1958 — Stirling Moss	£6.45	Ferrari 308 GTB	£6.95
Ferrari GTO "Breadvan" LM '62	£6.45	'54 Ferrari 'Squalo' — Hawthorn	£6.45
Bugatti T50/59 GP 1945	£6.45	Brooklands Chitty Bang Bang	£6.45
Bugatti T50/59 Prescott 1939	£6.45	Aston Martin DB4 Zagato	£6.45
Maserati 250F '56 — Moss	£6.45	Aston Martin P215 LM	£6.45
AC Cobra 7-litre road/race	£6.45	Vauxhall Chevette DTV — Airikkala	£6.95
'79 RAC Rally "Eaton Yale" Escort RS	£6.95	Vauxhall Chevette DTV — McRae	£6.95
'80 Talbot Lotus Sunbeam — Frequelin	£6.95	Porsche 935 Interscope LM '79	£6.95
'80 Talbot Lotus Sunbeam — Toivonen	£6.95	Porsche 935 "Liqui Moly"	£6.95
'80 Triumph TR7 V8-Clark (July)	£6.95	Jaguar XJC 'Cat' prototype	£6.45
'80 Triumph TR7 V8 — Pond (July)	£6.95	Porsche 911 'Gitanes' Monte	£6.95
'80 Escort RS — Malcolm Wilson — Total (July)	£6.95	Dolomite Sprint-Broadspeed-Dron	£6.95
'79 Escort RS "Andrews" — Brookes	£6.95	Jaguar XJ12 Silverstone F1 Fire Car	£6.95
'76 Escort RS "Cossack" — Clark	£6.95	Aston Martin DB4 GT (July)	*£5.25
'78 Ferrari 308 GTB San Remo	£6.95	Jaguar D long-nose '54/'55	*£5.25
'Birkin' Brooklands Bentley	£6.45	Aston Martin DB2/4 Mk III	*£5.25
Derek Edwards Aston Martin Ulster	£6.45	Jaguar E Lightweight	*£5.25
'62 Morgan Plus 4	£6.45	MG-B GT Coupé	*£5.25
MG Magnette K3	£6.45	Bugatti 101 '56 cabriolet	*£5.25
1933 MG J2 swept or cycle wing	£6.45	Ferrari Daytona LM '74	*£5.25
Porsche 908-3 (nee Brun) '71	£6.45	Ferrari 250 GT 2+2 (July)	*£5.25
Healey Sprite LM '67	£6.45	Jaguar 3.4 Mk I road/race	*£5.25
Lotus X1 750 or 1100	£6.45	Daimler SP250 'Dart'	*£5.25
		'60 Jensen 541 Coupé	*£5.25
		Jaguar 3.8 'S' type saloon	*£5.25
		Triumph Spitfire roadster	*£5.25
		'62 Lotus Climax Elite	£6.45



The brand new Bugatti T50 model pictured above is due to arrive in the UK in midsummer. Costing a mere £215 post free in the UK it is without doubt the most comprehensively detailed car kit ever issued — the incredible features include . . .

***sheet metal chassis — all metal suspension that works**
***working steering — operating fully detailed engine**
***real leather upholstery — fully instrumented dash panel**
***authentically detailed body modelled on the original car**
***over 2,500 parts in metal, leather, plastic**
***precise detail throughout — easy to follow instructions**
***all parts self-coloured — painting is not essential**
***around two foot long — the largest Bugatti model yet made**
***this model will be in short supply — order now to be first**

. . .from the same manufacturer we also have a limited number of similarly detailed large scale models — all post free UK and all a superb investment.

1934 Rolls-Royce Torpedo Cabriolet	£175
1935 Mercedes Benz 7.9-litre supercharged cabriolet	£159
1932 Alfa Romeo 8C Grand Sport spyder	£115
1932 Rolls-Royce Phantom II Sedanca Coupé	£155
1931 Alfa Romeo — 8C Monza Competition, Nuvolari etc.	£99
1907 Fiat 130 HP winner French GP — Nazarro	£79

Etrangers, si vous pouviez avoir la gentilesse de nous dire quels modèles vous voulez, nous vous informerons de la somme exacte qu'il vous foudra nous envoyer.

NB Telephone and mail orders accepted on Barclaycard, Access, Chargex, Mastercharge, Bankamericard, Carte Bleue, etc., etc.

BRIAN HARVEY'S
GRAND PRIX MODELS
173/175 Watling St. (A5 road)
Radlett, Herts, UK
Tel.: Radlett (09276) 7898

Tuesday to Friday – Open to callers by appointment.
Saturdays to everyone – 10 am to 5.30 pm.

Mail order dept. open 5 days each week – by phone.

BARCLAYCARD welcome here

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 and Bentley Service and Repairs
Collection and delivery of vehicles arranged.
Michael Hibberd
Motor Engineer
Telephone:
WINKFIELD ROW 2626

CONCOURS

Paint Refinishing

All paintwork carried out by ex-Rolls-Royce staff.
Also full restoration service.
S.T.R. Coachworks
191A-193A Stanstead Rd., Forest Hill, London SE23
Tel: 01-291 2402

VEHICLE SHIPPING

We can collect your car, jeep or motor home from anywhere in America and ship it to this country. We naturally ship *to* the USA as well as Canada, Australia, Middle East and other world wide destinations. Personal effects and spares expertly handled. For lowest rates plus an efficient service contact the professionals . . .

economyfreight
5 Bale Close, Colchester, Essex.
Telephone (0206) 66824

MOTOR INSURANCE

PERFORMANCE CARS, CLASSIC CARS, YOUNG AND CONVICTED DRIVERS. INSTALMENT PLAN AVAILABLE

Telephone

01-638 9281

OR COMPLETE AND RETURN COUPON TO
GROSVENOR MANX SERVICES LTD
BROAD STREET AVENUE
11 BLOMFIELD STREET
LONDON EC2

Name ..... Address .....

.....

Occupation ..... Age ..... Business/Pleasure Use

Full/Prov. Licence for ..... Years. Comp./Third Party T.P.F.&T. cover

Owner only/and wife/Any driver/Named driver, age .....

Make of car ..... model .....

C.C. ..... Value ..... Year ..... Car Garaged/Left in open.

Present insurers ..... No claims bonus ..... years

Age of youngest driver ..... Quote for Annual/Quarterly policy

Details of all accidents and convictions should be enclosed, including those of additional drivers

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.

PARKS & HAMILTON LTD.
VINTAGE AND CLASSIC CAR RESTORATION AND MAINTENANCE
Write or phone to arrange for estimates:—
WEDGLEN ESTATE,
BEPTON ROAD, MIDHURST,
SUSSEX GU29 9RE
Tel: Midhurst 6311

Motor Insurance at competitive rates
Premiums by instalments if required.
A HYDE-EAST & CO., LTD.
Hyde House, 2 Guildford Park Road, Guildford, Surrey. Telephone: Guildford 64545/6/7

PISTONS ● CYLINDER LINERS
CYLINDER HEADS ● CYLINDER BLOCKS
GASKETS

We Supply from stock and Manufacture for Veteran, Vintage, PVT, Classic, Racing, and Experimental Engines.

PETER HEPWORTH COMPONENTS LIMITED

RED GABLES, BEN RHYDDING DRIVE, ILKLEY, YORKS.
(Tel. No. 0943-609940)

MG
Simon J. Robinson
MGA
Telephone Darlington (0325) 281343/4

SPECIALIST IN MGA CARS — SPARES — RESTORATIONS
Always a good selection of MGA cars in stock. 1500—1600—Mk. II—Roadster—Coupé. Ready for the road — or ready to restore: the choice is yours. Invest in your own MGA and appreciate driving your investment while it appreciates in value.



SPARES
Our Spares Dept. can readily supply all MGA spares either over the counter or on a fast turn-around despatch service to customers all over the world. In an effort to stabilise prices we are making more and more parts here on the premises. Wings, body panels, valances, and repair sections are all listed in our latest Priced Parts List. So are seat sets (not kits), twin-cam discs, WW conversion kits, grab-handles, mirrors, gearstick knobs, petrol caps, etc., etc.

We are open 9 a.m. to 5 p.m. Monday to Saturday and are always happy to give you a phone quote. Or send 50p for our catalogue to:

MGA CENTRE
Cleveland Street, Darlington, Co. Durham, England DL1 2UL

5th - 7th Sept 1980

Visit the **1980 Old Motor Festival**

at LEEDS EXHIBITION CENTRE



The North's Major Classic Car and Old Vehicle Show

You can see over 100 fabulous cars, the oldest British Grand Prix car and the 1910 Austin Omnibus. You can meet the restorers of famous cars and well-known personalities of the motoring world.

And you can buy interesting cars, spares and restoration equipment. A day of fun and happy memories for all the family!

5th – 7th September 1980
Friday 5th 10.30am – 10pm
Sat. 6th 10.30am – 6.30pm
Sunday 7th 10.30am – 6.30pm
Adults £1.25 Children and Senior Citizens 50p

LEEDS EXHIBITION CENTRE

12

AMERICAN MOTOR HOMES



FOR SALE

NEW PACE ARROW MODELS
from **£16,100** incl. VAT
26ft plus. Automatic.
Sleeps 6-7, hot and cold water, shower, fridge, heating. LUXURIOUSLY FITTED OUT.

FOR HIRE

1980 26ft models now available for daily or weekly hire in England and Europe.
Sleeps 7, air conditioned, fridge/freezer, shower, etc.

SEND FOR BROCHURES TODAY

PERCIVAL BOATS Ltd. Dept. 18 HORNING NORFOLK Tel. (0692) 630461

LOTUS SPARES

Over £30,000 worth of new Lotus spares for all models 1966-1979 mail order and export enquiries welcomed. Specialist maintenance and overhaul facilities incl. Lotus 5-speed gearboxes.

Open Weekdays 9 a.m.—6 p.m.
Saturdays 9.15 a.m.—1 p.m.
Mike Spence (Reading) Ltd.,
School Green, Shinfield,
Reading RG2 9ED
Tel. 0734 883312
(5 minutes from Junction 11 of M4)

MORGAN AGENTS

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

JP EXHAUSTS

HEAD OFFICE UNIT 2
SCHOOL ST. INDUSTRIAL ESTATE
HAZEL GROVE
CHESHIRE
061-456 7333



- The U.K.'s Leading Stainless Steel Exhaust Specialist.
- Life Time Guarantee on all Complete Stainless Systems.
- Designed and Fabricated to High Specifications to fit all High Performance Motor Cars.
- All systems stocked from Minis to Rolls Royce, inc. continentals.

DEPOTS AT HAZEL GROVE, MANCHESTER, HALIFAX AND DUNDEE

CLASSIC VEHICLE REFINISHING

K. STUART RAYNER

• COACHPAINTER •

We specialise in quality vehicle refinishing
Rolls Royce, Bentley, Daimler, Mercedes, Jaguar, etc.
FREEHAND COACHLINING SPECIALIST
(Painters of Daimler concours winners 1978, 1979, 1980)
Collection and delivery service available 100 miles radius of West Yorkshire.
Contact Mr. Rayner, Mount Avenue Garage, Hemsworth, West Yorks.
Tel: Hemsworth 610718

FREE NAME OR SLOGAN! & Matching Fixing Screws

VALE!

- Multi-line Engraved SILVER on BLACK (LEGAL ON PRE 1973 CARS)
- Black Letters on WHITE/YELLOW (LEGAL ON ALL CARS)
- Multi-line Engraved GOLD on BLACK (NOT STREET LEGAL)

SINGLE OR MOTORCYCLE PLATES ONLY £5.50

DESPATCH SAME WEEK!

EASI-CLEAN PERSPEX NUMBER PLATES

Only **£9.95** PER PAIR INC. VAT and P/P

Send cheque or P.O. stating type and sizes to:

VALE AUTOMATICS
Unit 20 · Vale Road · Rhyl · Clwyd
TEL 0745 2403

TRAIN & RACE with Jim Russell

RACING DRIVERS SCHOOL
Head Office, Silverstone Circuit,
Northants NN12 8TN
Tel: Silverstone 857272



Write for full details and free colour brochure

JIM RUSSELL USES & RECOMMENDS

ESSO

WHAT CAR INSURANCE IS BEST FOR YOU?

The answer supplied on 01-733 1114/5102

Or, for details and a GUARANTEED QUOTATION, without obligation, send the coupon to:
TAYLOR PRICE & CO.,
5 BLOOMSBURY PLACE, LONDON, WC1A 2QA

CONFIDENTIAL

Name (Mr/Mrs/Miss) ..... Age ..... yrs

Address .....

Occupation ..... Full/Prov. licence ..... yrs

Make and model .....

Year ..... CC ..... Value £ ..... No Claims Bonus ..... yrs

Please tick as appropriate:
Comprehensive ☐ Third Party Fire & Theft ☐ Third Party Only ☐
Owner only driver ☐ And spouse ☐ Any driver ☐
Will the car by garaged YES ☐ NO ☐
Will the car be used for business YES ☐ NO ☐ or commuting YES ☐ NO ☐

PLEASE ENCLOSE DETAILS OF ANY ACCIDENTS OR MOTOR CONVICTIONS

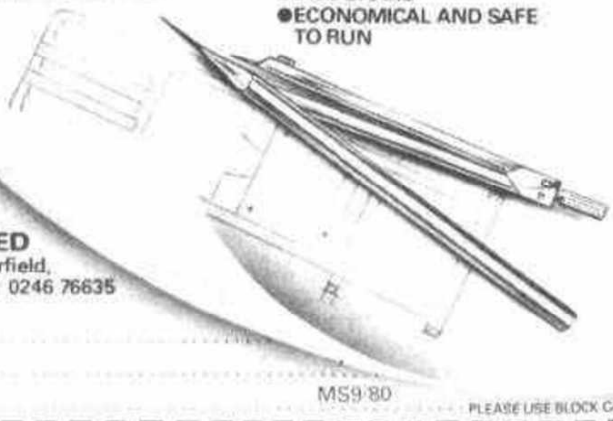
MS 16

The Colt Kart
Designed for children with parents in mind



The sensational new COLT from Blow, not a toy but a real petrol driven fun kart, to bring the thrills and skills of motor sport to every youngster. Sold ready to drive. Every parent is a sure fire winner when their youngster drives a COLT.

- EASY TO DRIVE TWO PEDAL CONTROL
- 150 cc HONDA 4 STROKE ENGINE
- ADJUSTABLE SEAT
- DISC BRAKE
- ECONOMICAL AND SAFE TO RUN



Blow

Send for our illustrated full colour brochure to:

J. J. BLOW LIMITED
Oldfield Works, Chesterfield, Derbyshire S40 2DJ Tel: 0246 76635

Name .....

Address .....

MS9/80 PLEASE USE BLOCK CAPITALS

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

ASTON MARTIN

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

CHROME & SILVER REPLATING SERVICE METAL POLISHING

Write, phone or call:—

Dorsetware Ltd.
(Metalfinishers)
Units 1 & 2, Dawkins Road,
Blandford Road,
Poole, Dorset.
Tel: 02013 77939/77666.

TRIUMPH 3500 STAGS

Adapt superbly to the renown reliability of the Rover 3.5 V8 or SD1 engines. Conversion fitting kits are available for the DIY fanatic or garage of your choice. Full conversions arranged. **For further details please contact:**

DAWSON STAG CONVERSIONS
37 Berry Mead, Ashtead , Surrey
Tel: Ashtead 76991

As long established Jensen dealers, we offer major refurbishments and mechanical overhauls to the highest standards. Vast range of spares: *C.O.D. SERVICE.*
Cropredy Bridge Garage,
Banbury,
Oxon.
Telephone
029 575 266.

Jensen

CHARLES **Follett** OF MAYFAIR

London Official Porsche Centre for all

PORSCHE PARTS

Charles Follett Ltd.
6 Hall Road, St. John's Wood,
London NW8
Telephone: 01-289 2211

CAR-SHIPMENT

AA Recommended — RAC Recommended

with the

DANIEL HUSTINGS GROUP

Specialists in World Wide Car Shipment
Vehicle storage – steam cleaning – marine insurance cover

INTERNATIONAL
Car Collection & Delivery
Contact:
DANIEL HUSTINGS LTD.
63 North Acton Road, London NW10 6PJ.
Tel.: 01-961 1000 & 01-961 1335. Telex: 23563.
Cables: Danhus London.

TOP QUALITY TAILORED TOTAL CAR CARPETING

FROM £16.00 COMPLETE

EXCEPTIONAL VALUE



From the people with over 10 years experience of manufacturing and selling car carpets (over 50,000 complete sets sold). For the whole floor and tunnel, not just the front, including rubber heel mat etc. Sills and Wheel Arches are included where necessary. Perfect fit guaranteed, even around the gearbox and tunnel sections which are sewn in where necessary. Colours black, blue, green, red, charcoal, beige and brown. We list the exact range of car models for which carpets are mass produced and available. We cut the carpet to fit the car not to fit a price. Only one first grade range is offered—no cheap seconds. Send large S.A.E. with 12p stamp for details of models not listed and other products. Prices for 100% polypropylene rot proof plain carpet. Add £5 to prices for heavy foam back.

Complete satisfaction guaranteed or your money refunded.

Prices quoted include postage & V.A.T.

All Minis, Datsun 100A, 120Y, Imps. **£16.00**

Fiat 127, Escort/Popular, Peugeot 104, TR4 & TR4a **£17.50**

1100/1300, Capri I, Peugeot 304, Viva HA, Polo **£19.00**

Minor, Allegro, Marina, Sprite, Fiat 126, Fiesta, Cortina I & II, Capri II&III, Avenger, Herald/Vitesse, Toledo, Viva HB, HC, Golf. **£21.00**

1800, Maxi, Midget III, All MGB (except Boot), Fiat 128, Cortina III & IV, Lada, Mazda 929, Kadett, Dolomite, Minx/Hunter, TR6, Chevette Hatchback, Cavalier, Victor FE, Derby. **£22.50**

MGB & Boot, Granada, Skoda, Peugeot 305, 504, Alpine, Renault 12, Spitfire III & IV, Chevette Saloon. **£25.00**

Please rush me/details only (12p enc.) the following
(Fill in or delete where appropriate) Tailored Carpets (full set/front only (Plain/Foam back) Colour .....
Carpet studs £1.50 for 8. Double sided tape 5yds £1.00. .....
Your car make ..... Model ..... Year .....
Gear shift type .....
I enclose cheque/PO for £ ..... or please send by COD ..... (58p extra)
Name .....
Address .....

Post to: AUTOCARPETS LTD. Dept MS9
Brighouse, Yorks HD6 1BT. Tel. (0484) 714324 Reg. No. 750162.

KONI

SHOCK ABSORBERS

KONI LOAD-A-JUSTERS — KONI SHOCK ABSORBERS

THE ULTIMATE IN QUALITY
TRANSFORMS RIDE COMFORT & ROADHOLDING COMBATS LEAN, PITCH & WALLOW
PLUS WEAR ADJUSTMENT GIVING GREATER MILEAGE

fast deliveries from

RON HAYNES

OFFICIAL HOME COUNTIES DISTRIBUTORS
For KONI Shock Absorbers & Load-a-justers, Autoballans & Sanlins

World's leading stockists of SUSPENSION AIDS for TOWING OVERLADEN CARS & VANS

Autoballans
BOGE LOAD DISTRIBUTORS
EASIRIDE
SUSPENSION SANLIN AIDS
ARMSTRONG LOAD JUSTERS
WOODHEAD LOADMASTER
STABILIZERS
CARLIGHT STABILIZER
MONROE LOAD LEVELLERS RIDE LEVELLERS
SPAX EVEN KEEL

Write or phone for FREE Suspension Aid or KONI *Catalogue*

RON HAYNES Motor Sports Ltd
THE SHOCK ABSORBER & SUSPENSION AID CENTRE
P.O. Box 56, BEACONSFIELD, BUCKS, HP9 1PA
Tel: BEACONSFIELD (04946) 5620

NEW PARTS FOR OLD FORDS
NEWFORD PARTS LTD.,
ABBEY MILL, ABBEY VILLAGE,
CHORLEY PR6 8DN
LANCS
Telephone: 0254 - 830343
Most parts in stock for Models 1950 - 1968
NEW AND REBUILT ENGINES & GEARBOXES.

DYNAMIC BALANCING
Basset Down are the balancing people. Write or 'phone for priced leaflet.
Basset Down Ltd,
Swindon, SN4 9PQ.
Telephone 0793-812331

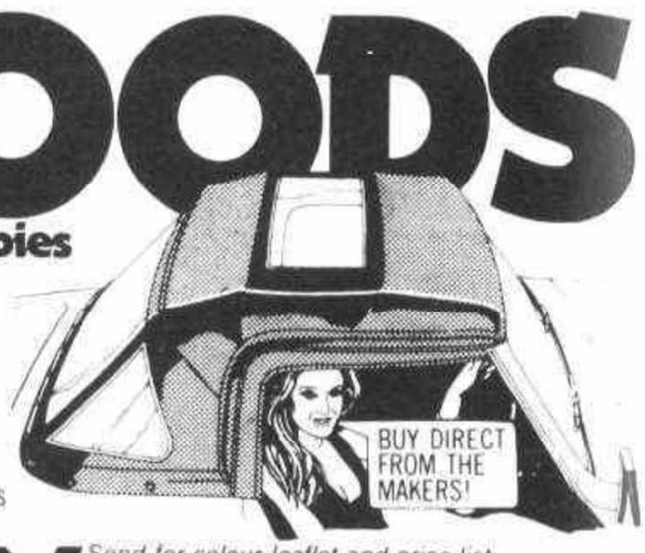
WHEELS
WIRE & EASY CLEAN
SPECIALIST REPAIRERS
WHEEL STOVE ENAMELLING
West London Repair Co Ltd,
5, Lancaster Road,
Wimbledon,
S.W.19. 01-946 6316.
Est. over 40 years

GASKETS
Head, manifold, etc., made specially to pattern. Any make, age, or quantity. Manufacturers sets also available. S.A.E. with enquiries. C.O.D., Postal Service.
LIPSCOMBE and HESSEY,
Marine Engineers
11, Victoria Road,
Eton Wick, Windsor.
Telephone 64413

ROLA
ROLA SHIPPING LTD
INTERNATIONAL CAR SHIPPERS
offer their usual fast, efficient service at extremely competitive rates. Immediate quotations given.
4a Deodar Rd., London SW15. Tel: 01-789 7205/7481. Tx 8812320

Alfacenta
SPARES
Mail Order or Cash and Carry
We have thousands of parts at the best prices for Alfa Romeos from the eany 60s onwards: we cover models from early Giuliettas, 2600s etc., through the Giulia, Berlina, GTV and Spider range, up to the Alfasuds and Alfettas.
We can be of particular help to the enthusiast/restorer with our vast stock of secondhand parts for models as above. At the moment we are dismantling approximately 10 different models.
We aim to keep our prices low — all service parts, brake parts, clutches, exhausts, gaskets, pistons and liners, valves, ball joints, steering and transmission parts, lamps etc., supplied at bargain discount prices. Just telephone us for a quote. If you want speedy efficient friendly service or just advice from the people who know about Alfas contact:
ALFACENTA
Immediate despatch of parts if Access or Barclaycard used.
Telephone **Turgis Green (0256 84) 831 (3 lines)**
Address **Turgis Green, Basingstoke, Hampshire.**
Directions on A33 seven miles M4 Junction 11 (Reading), five miles M3 Junction 6 (Basingstoke)
Open 9.00-5.30 Mon.-Fri. 9.00-1.00 Sat.

DON HOODS & Boat Canopies
* Money back guarantee
* Competitive prices
* Choice of quality materials and colours
* All hoods and canopies are individually hand cut and stitched
* Main seams and windows electronically welded



DON *Send for colour leaflet and price list.*
Don Trimming Co. Ltd., 2A Hampton Rd., Erdington, Birmingham B23 7JJ. Tel: 021-373 1313

MAIL ORDER MOTOR BOOKS
CREDIT CARDS WELCOME ON ORDERS OVER £5.00
(ACCESS BARCLAYCARD EUROCARD INTERBANK & MASTERCHARGE)
AIRCRAFT, ARMS & ARMOUR BOOKS
PERSONAL SHOPPERS WELCOME! All prices subject to alteration without notice
33(MS)ST.MARTIN'S CT. ST.MARTIN'S LANE LONDON WC2N 4AL phone 01-836 5376

New Books

Lancia — As it Appeared in Autocar 1908-1980	£10.00
Moggie — The Purchase, Maintenance and Enjoyment of Morgan Cars	£8.95
Guiness Book of Car Facts and Feats *3rd Ed.*	£4.95
Great Marques: Ferrari (all Colour)	£3.95
The VW Beetle — Fry	£7.95
Jaguar Sports Cars (Autocar)	£6.95
MG MGB 1970-1980	£3.75
The Total Car Improvements and Accessories	£8.95
Always in The Picture — History of the Velocette Motorcycle	£8.95
The Ferrari Legend — The Road Cars	£19.95
Jaguar — The History of a Great British Car	£9.95
The Porsche 911 Story *2nd Ed*	£9.50
The VW Story — Jerry Sloniger	£9.50
The World Truck Catalogue	£11.95
BSA Twins and Triplets	£6.95
Bentley — Cricklewood to Crewe	£12.50
Leyland — The Truth About the Cars	£7.95
American Trucks (Colour)	£5.95
The Enthusiasts Guide to British Post War Classic Cars	£9.95
La Scuederia Ferrari — English Edition	£19.95
Pontiac — The Complete History 1926-79	£15.95
Historic Racing Cars in Australia	£9.35
World Cars 1980	£15.75
Classic Sports Cars to Posthumus	£6.95
Automobile Quarterly Vol 18-1 — Antique American Sports; Speedsters; Midgets; Aston Martin Volante; Deutsch-Bonnet; Dodge; Studebaker; Presidents	£7.15
Who? What? Where? of Motor Sport 1980	£10.00
The Guinness Book of Car Facts and Feats — New 3rd Edition	£6.95
British Sports Cars 1980 (Nickol)	£5.95
Datsun 280Z (Design and Development)	£9.95
Pit and Paddock 1894-1978 — Background to Motor Racing	£7.95
Emergency Service Vehicles of the U.K.	£4.95
Famous Automobile Museums No. 2 — Carlo Bordero	£3.75
AC Cobra 1962-69	£3.75
Autos and Design (New Italia quarterly in English Edition) No. 1	£3.90
British & European Sports Cars 1961 on	£15.50
Automobile Quarterly Vol 18 — Lotus; Mors; Rolls-Royce; Austin; Annual Subscription	£7.15 £6.50 £26.70
Thin Cars (all Colour)	£2.95
Pantera 1970-73	£2.75
Bow Wheels — End of the Supercar Era	£4.35
Sanders Plus Coachbuilders	£14.50
Supercars of the Seventies	£5.00
The Lotus Elan and Europa	£6.95
Indy 500 Yearbook 1979	£3.90
Giant Book of 4x4 and off Road Vehicles	£6.50
Motoring Mascots of the World	£14.95
The Greatest Cars by Ralph Stein	£16.25
Le Leggendarie Auto Lancia	£18.50
Dodge: Cinq Generations de tous Terrains (Illustrated Book on the Warrior Vehicles)	£19.50
Import Car Spotters Guide	£8.45
Lamborghini Cars 1964-70	£3.75
Lamborghini Cars 1970-1975	£3.75
Lamborghini (bilingual — all colour)	£19.95
Cars of the Thirties and Forties	£12.50
Racing with David Brown Aston Martin — Vol 1: Text, Notes with Tabb Wyer	£14.95
Vol 2: Text, Notes and Documents	£14.95
All But My Life Purdy Moss (reprint)	£9.50
Niki Lauda's Racing Mechanic	£7.95
Maserati Birdcage	£9.95
Lucky All My Life — Harry Weeldake	£6.95
Automobile Year No 27	£17.50
The Fabulous Firebird	£10.95
Le Mans 1979	£15.95
Complete Encyclopedia of Commercial Vehicles — Georgano	£17.50
Alfissimo	£12.95
Alfa-Romeo (Nickol)	£5.95
Autocourse 1979/80	£10.95
Cars of the 60's (USA)	£1.95
Taxi Cab Scrapbook (USA)	£4.55
Daimler Tradition (reprint)	£12.95
Rothman's World Rallying 2	£6.95
Mario Andretti (by L. K. Engel (PB)	£2.95
Mario Andretti World Champion (Rpetuck with Andretti)	£6.00
La Storia Della Formula 1 1950-78 — Races, Drivers, Makes, Circuits. 4 vols. Approx 400 pages each. In Italian, extremely well illustrated)	£69.50
Motoring in the 1930's	£8.95
Automobilia — A Guided Tour For Collectors	£12.50
Superspeedway — The Story of NASCAR	£5.20
Aston Martin Road Tests '48-'59	£5.00
Aston Martin and Lagonda by Chris Harvey	£17.95
Aston Martin and Lagonda *400 illustrations*	£8.50
Aston Martin 1914 to 1940	£4.95
The Viking Drivers: Petersen-Nielson	£4.95
Sunbeam Alpine & Tiger 1959-67	£3.75
The Restoration of Post-War Cars	£5.95
Best of Old Cars: Vol 2 (1977-78)	£5.85
Daimlhausen's World Model Car Cat 1980	£2.95
The Model Cars of Gerald Wingrove	£13.50
The Complete Car Modeller	£7.95
History of French Dinky Toys 1933-78	£13.95
British Diecasts	£8.50
Tootsie Toy — Older Diecast Toy	£5.85
European Sports Cars of the 50's	£17.50
The Encyclopedia of the World's Classic Cars	£5.95
Modern Classics — Great Cars Post War	£22.75
Car Styling: Bertone	£6.75
Car Styling No. 30 (Spring 1980) — 4.5 Super Golf; Mercedes S-Class; Lancia Delta; Honda Quint; Chrysler; Design; Program; for Students	
Michelotti Monomarques	£6.25
Pinin Farina	£8.50
Pinin Farina — Vol 2	£8.50
Range Rover & Land Rover	£7.50
Targa Florio	£8.95
Land Rover 1948-73	£1.75
Volkswagen Beetle & Derivatives	£8.00
Volkswagen Cars 1936-56	£3.75
BMW Automobile (now in English)	£24.95
BMW	£8.50
The New BMW Guide	£4.35
Unbeatable BMW	£9.95
Armstrong-Siddeley Cars 1945-1960	£4.50
Off Road Handbook	£3.95
Alfa Romeo — All Cars from 1910 Listed	£24.50
Museo Alfa Romeo (With English Text)	£5.75
Allard — The Inside Story	£7.95
The Power Behind Aston Martin	£5.95
Bugatti — An Illustrated History of the Cars From Molsheim	£28.50
Les Doubles Arbres Bugatti	£25.50
Bugatti: Evolution of a Style	£16.95
Bugatti: Dokumentation einer Automobilmarke	£19.50
Bugatti — Thoroughbreds from Molsheim	£14.95
Bugatti — Le pur sang des Automobiles	£9.95
The Triumph TR's — A Collectors' Guide	£6.95
Triumph Cars — Complete 25 Year History	£14.95
Triumph TR2 TR3 1952-60	£3.75
Triumph TR4 TR5 1961-69	£3.75
MG Cars of the 40's	£1.65
MG Cars of the 50's	£3.95
Cadillacs of the Forties	£19.95
Cadillac 1950-1959	£19.95
Cadillac — Standard of the World (to 77)	£19.50
What's It Like Out There — Andretti	£3.90
Les Automobiles Delage	£26.00
1952 Ferrari Yearbook (1966 — £26.00)	£13.00
1960 Ferrari Yearbook	£26.00
1963 Ferrari Yearbook	£26.00
The Ferrari Legend — 250GT Competition	£24.95
Ferrari: Brochure and Sales Literature: A Source Book 1946-1967	£13.00
Ferrari Formula 1 Cars 1948-1976	£15.95
The Berlinetta Lusso *Stiff*	£7.95
Ferrari — The Early Berlinettas & Competition Coupes	£8.95
Ferrari — The Early Spyders & Competition Roadsters	£8.95
Grand Prix Ferrari by Pritchard	£5.50
Ferrari (*Reprint of Ballantine Tutes*)	£5.50
Ferrari 240 GT-GT/S W'shop Manual	£58.50
Ferrari 365 GTB/4-GTS/4 W'shop Manual	£58.50
Ferrari 330 GTC-GTS Workshop Manual	£58.50
Ferrari 275/330 GT/330 GTC Handbook	£6.50
Ferrari 246, 365 GT, 365 GTB Handbook	£6.50
Ferrari 275 and 330 Parts Book	£5.50
Ferrari: Operating, Maintenance and Servicing 1948-1963	£13.00
Ferrari 1946-56	£2.30
Ferrari Cars 1957-1962	£3.10
Ferrari — Sportscar Prototypes	£24.95
Ferrari Berlinetta Boxer 365 & 512	£4.95
Dino — The Little Ferrari	£13.95
Ferrari Sports, GT Cars — New Edition	£22.50
Ferrari's Drivers	£5.95
Ferrari Dino 206GT, 246GT, GTS	£5.95
Ferrari Testa Rossa V12	£14.95
The Spyder Californie	£7.50
The Great Camaro	£11.05
Frazer-Nash by Thirlby	£6.50
The Schlumph Automobile Collection	£12.95
Singer Sports Cars 1933-54	£3.50
Tiger: The Making of a Sports Car	£9.95
The Complete Catalogue of British Cars	£12.50
Bristol Cars and Engines by Setright	£6.00
Porsche Cars 1952-56	£2.75
Porsche Cars 1957-1960	£2.75
Porsche Cars 1960-1964	£3.75
Porsche Cars 1968-72	£3.75
Porsche 1972-1975	£3.75
The Racing Porsches — Paul Frere	£7.95
Porsche 911 Guide	£2.95
Porsche: The 4-cylinder, 4-Cam Sports Racing Cars	£8.95
Project Porsche 928 English Edition	£22.50
The Porsche Book — Illustrated History	£14.95
Porsche — Brochures & Sales Lit 48-65	£14.95
Porsche — Excellence was Expected	£48.00
Porsche Cars 1968-72	£3.75
The Porsche 1979	£5.95
Porsche 1980 (Nickol)	£5.95
Porsche S.A.E. Papers	£5.85
Famous Automobile Museums No. 3 — Porsche	£4.65
Porsche 356	£5.95
Porsche 911 & Derivates Collectors Guide	£6.95
Brooklands — A Pictorial History	£6.00
Classic Motorcycles	£14.95
Moto Guzzi	£17.95
Motorcycles to 1945	£3.95
Bahnstormer (BMW) Motorcycles — Setright	£6.50
British Racing Motorcycles	£5.25
Vincent — Fifty Years of the Marque	£4.95
The Vincent HRD Story	£5.95
The Unapproachable Norton	£7.00
Black Smoke by Phil Irving	£4.95
50 ans de Motorcyclettes Francaises	£5.95
Motocourse 79-80	£9.95
Best of British — Classic Bikes	£6.95
The Giants of Small Heath — history of BSA	£7.95
Sunbeam Motorcycles	£6.95
Brooklands Bikes in the 20's	£6.95
Ariel History	£6.95
Great British Motorcycles of the Fifties	£5.00
Mike the Bike — Again	£4.95
Foreign Racing Motorcycles	£6.95
British Cars of the Early 30's 1930-34	£3.95
British Cars of the Late 30's 1935-39	£3.95
British Cars of the Early 40's	£3.95
British Cars of the Early 50's	£3.95
British Cars of the Late 50's	£3.95
American Car Spotters' Guide 1920-39	£6.50
SU Carburettors	£1.95
Stromberg Carburettors	£2.95
Corvette — America's Star Spangled Sports Car	£15.80
Corvette: From Sea to Sting Ray	£5.20
Corvette — America's Only	£14.65
The Real Corvette	£16.25
The Original Lotus Elite	£7.95
Lotus — A Competitors Survey of the Sports Car Touring Cars	£8.95
Theme Lotus	£9.95
Ford Mustang 1964-67	£5.75
Mustang — the Complete History of America's Pioneer Pony Car	£14.95
Mustang — The Car That Started the Pony-car Stampede	£1.95
From Here to Obscurity — Model T Ford	£16.25
Model 'A' Henry's lady	£16.25
The Cars That Henry Ford Built — 133 Famous Fords in Colour	£13.00
Illustrated History of the Ford 1903-1978	£12.35
Model 'T' Ford Service Shop Manual	£4.90
The Formula Ford Book	£6.50
The Ford V8 Affair	£16.25
Works Escorts	£6.50
The Super Fords (Cobra/Pantera/GT40/etc.)	£8.95
Luigi Colani's Design Work	£10.75
Only Here for the Beer — Marshall	£6.95
The Incredible A. J. Foyt	£2.60
For the Record by Lauda	£4.95
Art and the Automobile	£6.95
Niki Lauda — Formula 1: The Art and Technique of Grand Prix Driving	£9.95
Car Interior Restoration	£2.95
Antique Auto — Body Decoration for the Restorer	£3.25
Body Accessories for the Restorer	£3.25
Body Brasswork for the Restorer	£3.25
Body Woodwork	£3.25
Body Leatherwork	£3.25
Metalwork	£3.25
Body Top Work	£3.25
Restoration & Preservation of Vintage & Classic Cars	£9.50
Restoration of Vintage Thoroughbred Cars	£8.50
Glass Fibre Autobody Construction Simplified	£2.60
Georges Roesch and the Invincible Talbot	£8.75
The Austin Seven by Wyatt	£5.50
Austin Seven in the Thirties	£3.75
Austin Seven Specials	£3.50
Austin Healey — The Big Healeys	£8.95
Healeys and Austin Healeys	£7.95
Healey — The Handsome Brute	£12.95
Austin Healey Yearbook 1979-80	£7.50
Sprites & Midgets Story	£8.95
Lagonda — A History of the Marque	£15.00
Lancia — The Shield and Flag	£12.50
Lancia	£8.50
Lancia Fulvia	£2.95
La Lancia: 70 Years of Excellence	£19.95
The Lea-Francis Story	£5.50
Mercedes-Benz — A History	£11.00
The Mighty Mercedes	£8.50
Mercedes-Benz 300SL	£12.75
Mercedes-Benz: Production Models 1946-1975	£9.95
Mercedes-Benz 1949-54	£3.75
Mercedes-Benz 1954-57	£3.75
Mercedes-Benz Competition Cars 1950-57	£3.75
The New Mercedes-Benz Guide	£2.95
Three Pointed Star (Colin Moncrieff)	£14.95
Mercedes-Benz Roadsters 230 thru 450 SL	£5.95
Maserati — The Post-war Sports Racing Cars	£8.95
Maserati — Sports, Racing & GT Cars	£9.95
Shelby American Guide	£7.15
Pontiac: The Post War Years	£10.40
Packard — A History of the motorcar & co	£42.25
American Cars of the 1930's	£3.95
American Cars of the 1940's	£3.95
American Cars of the 1950's	£3.95
American Cars of the 1960's	£4.25
American Car Spotters Guide 1940-65	£7.15
American Cadillac 1940-64 (All Models)	£4.95
Post War MG & Morgan	£19.95
Riley Cars 1940-45	£2.75
Riley Cars 1945-50	£2.75
Riley Cars 1950-55	£2.75
Jaguar Driver Yearbook 1979-80	£7.00
Jaguars in Competition	£7.95
The Jaguar 'E' Type — A Collectors Guide	£6.95
Jaguar XK 120 140 150 Manual *Offprint*	£19.50
The Jaguar XK	£15.00
'E' Type — End of an Era	£15.00
Jaguar & SS Cars 1931-37	£2.75
Jaguar & SS Cars 1937-47	£2.75
Jaguar Cars 1948-51	£2.75
Jaguar 1951-53	£2.75
Jaguar Cars 1954-55	£2.75
Jaguar Cars 1955-57	£2.75
Jaguar Cars 1957-61	£3.75
Jaguar Cars 1961-64	£3.75
Jaguar Cars 1964-68	£3.75
Jaguar Tradition	£10.00
Jaguar	£3.50
Jaguar E-type 1961/66	£3.75
Jaguar E-type 1966-71	£3.75
Jaguar E-Type 1971-75	£3.75
Jaguar Sports	£13.95
Jaguar Saloon Cars	£24.00
Jaguar XJ	£5.95
History of Lamborghini to 1980	£9.95
Morgans in the Colonies across the Pond	£13.00
Morgan Sweeps the Board (3 Wheelers)	£9.95
Morgan 1936-40 (4 Wheelers)	£2.75
Morgan Cars 1960-1970	£3.75
Morgan — First & Last of the Real Sports Cars	£7.95
Four-Wheeled Morgans — The Flat Rads	£5.45
Morgan 3-Wheeler 1930-52	£3.75
The Morgan Car Toon Book	£8.95
4 Wheel Morgan — Cowled Radiator Models	£7.95
Bentley 1940-1945	£2.75
Bentley 1945-1950	£2.75
Bentley — 50 Years of the Marque	£10.50
A Pride of Bentleys	£10.95
W. O. Bentley, Engineer	£19.95
Coachwork on Rolls-Royce 1906-1939	£12.50
The Rolls-Royce Motor Car	£17.50
Rolls-Royce — The Story of the Best Car in the World (*Hard Cover Edn.*)	£6.95
Rolls-Royce by Setright	£3.50
A Brief Guide to Rolls-Royce and Bentley Cars 1925-65	£2.50
Fire and Crash Vehicles 1910	£3.95
Fire and Crash Vehicles 1910	£3.95
Fire-fighting Vehicles 1940-1950	£3.95
The Agricultural Tractor 1855-1950	£9.25
Earth-Moving Vehicles	£3.95
US Army Standard Military Motor Vehicles 1941	£9.50
The Military Jeep Complete Service Book	£7.80
MG by Wilson McComb	£9.95
MG in the Thirties	£3.75
MG Cars 1929-34	£2.75
MG Cars 1935-40	£2.75
MG Cars 1948-51	£2.75
MG Cars 1952-54	£2.75
MG Cars 1955-57	£2.75
MG Cars 1957-59	£2.75
MG Cars 1959-62	£3.75
MG Sports — The Six Cylinder Cars	£2.25
MG — The Sports Car America Loved First	£9.45
MG — The Immortal 'T' Series	£12.95
The 'T' Series MG	£7.15
MGA MGB MGC — A Collectors Guide	£6.95
MG 1911-1978	£3.50
Magic of MG (Reprinted)	£8.50
MG Sports Cars (Autocar)	£6.95
MG Midget 1961-79	£3.75
The MG A,B,C — Chris Harvey	£14.95
MG MGB 1962-70	£3.75
MGA Twin Cam Manual	£10.00
MG MGB GT 1965-1980	£3.75
MG 'T' Series Collectors Guide	£3.95
Rod Mac MG & Morgan	£19.95
Riley Cars 1940-45	£2.75
Riley Cars 1945-50	£2.75
Riley Cars 1950-55	£2.75
Jaguar Driver Yearbook 1979-80	£7.00
Jaguars in Competition	£7.95
The Jaguar 'E' Type — A Collectors Guide	£6.95
Jaguar XK 120 140 150 Manual *Offprint*	£19.50
The Jaguar XK	£15.00
'E' Type — End of an Era	£15.00
Jaguar & SS Cars 1931-37	£2.75
Jaguar & SS Cars 1937-47	£2.75
Jaguar Cars 1948-51	£2.75
Jaguar 1951-53	£2.75
Jaguar Cars 1954-55	£2.75
Jaguar Cars 1955-57	£2.75
Jaguar Cars 1957-61	£3.75
Jaguar Cars 1961-64	£3.75
Jaguar Cars 1964-68	£3.75

WORKSHOP MANUALS
Over 1 for Car Model. By some of the above listing (that you see ... Please ask a person / company why the official manufacturer issued manuals to each owner will tell exactly the detail, many which has ALL the answers. (They are all in stock - more expensive, but with specialist details). Weights up to 1½ KG per Book - 2 books will make normal postage, so add the value of second book.
Add £1.00 per Car supplied when manual ordered separately. E.&O.E.

POSTAGE £1.00 per order UK & £1.50 Abroad
SPECIAL MOTORBOOKS OFFER
1960-61 £15.00 (£17.50)

How to gain up to £600 Bonus

in difference between 'Ordinary' and Dealers' top 'Book' price condition for 3yr. old car on trade-in

Whilst still enjoying lively car in remarkable trim



Ah! That smile on your face as you slide into the driving seat of your brand new car! 'A dream of a car. Breath-taking' (So is the price!) But if your traded-in pride and joy is Waxoyl-proofed, that's something else to make you glad. For, with every pound you gain in Dealer's top 'Book' price over 'average' 3yr-old condition price, helps cut what your new car's cost you. Could be quite a bonus. Up to £600 in fact. Which should please you greatly! (Perhaps you might care to check comparative car prices?) **Built-in lubricant**, yet another Waxoyl bonus! Livens up old car. Engines 'pull' better as sprayed plugs and distributor dispels water. 'Tired' electrical insulation revives!

How Waxoyl holds 'Showroom' Condition

'Showroom' condition means simply, that (barring accidents) your car stays equal to proud display on top-class Dealers' sales floor. Possesses quite remarkable road worthiness. Promises all round driving pleasure. *And passes rust scrutiny test with flying colours!* Waxoyl holds key to 'Showroom' condition. Kills dead existing rust rot. No car age limit so long as metal polarises to Waxoyl. Makes safe load-bearing chassis members, suspension, jacking points, shock absorbers, *every rust trap in entire vehicle system.* Future rust attack no longer a problem.

Up to £85 plus VAT at Rustproofing Centres

Professionals charge mostly for labour. Do-it-Yourself at **ONE TENTH** of cost (or petrol tank 'fill-up') with 'all-in-one-go' Waxoyl 'Jumbo' applicator works **FOUR TIMES FASTER** than any other known design. Easy as syringing your roses! Order 'Jumbo' with your Waxoyl.

Waxoyl 'Know-How'

To find out *why* even most expensive motor cars succumb to rust rot, Finnigan's stripped down both new and used cars. Found clues leading right back to body shell stage. Hence Waxoyl Spray Plan covers every rust hazard from relentless production line assembly to fierce road conditions. Anticipates metal rusting behind paint cracks in prelab units suffering from chattering rivets, bolts, screws.

'Tadpole' Molecules

Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties, sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks, or peels off as do chemically active types which, as you may have seen, often oxydise and disintegrate, expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, benefits existing seals! Magnetic molecules fill broken gaps. 'Creep' across bared metal, reknit skin torn by flying grit etc. Be more than happy with clean, transparent Waxoyl. Quality controlled at every stage. Not a bought-in product marketed under another name.



HOLD CAR IN 'PROUD OWNER' Condition ALL WAXOYL PROOFED AND RUST FREE!

WAXOYL DO-IT-YOURSELF RUSTPROOFING

with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator

AA REPORTS after FOUR WINTERS
"No rust on visible WAXOYL treated areas"

NORTH SEA OIL — **LAING** off-shore's largest Rig uses **WAXOYL** on sea-washed equipment

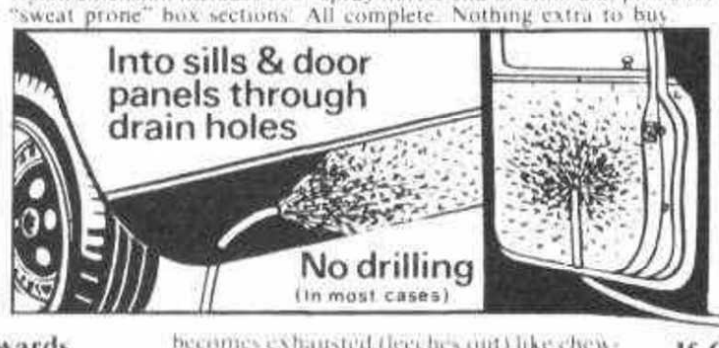
One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend **WAXOYL** for brine circulation pipes

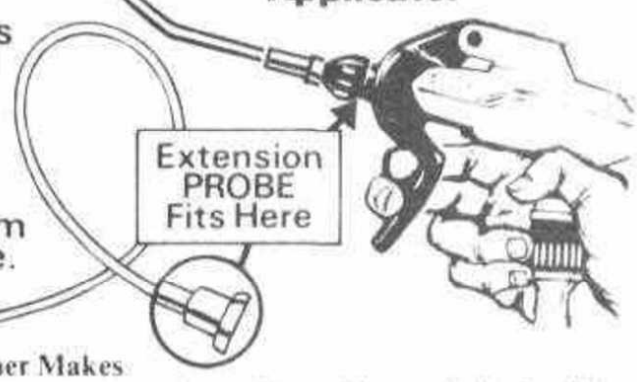
Easy and Fun to do!

With Finnigan SUPER 'JUMBO' Applicator

Min. preparation. No need to crawl under car (in most cases). Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway.) Adjustable, wide-to-concentrated spray nozzle plus cranked extension speeds job at awkward access points. 5ft. Nylon extension includes 360° spray nozzle end of 5mm dia. probe for "sweat prone" box sections. All complete. Nothing extra to buy.



Extension PROBE sprays ends & sides all round. No bare patches. ◀ Full 360° from 5mm dia. nozzle.



Rust Knaws Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachery spreads. Underframe rots. Box section condensation sprouts ghastly rust 'bubbles' on wings, doors, bonnet, boot lid. Brush-on rust killer! Useless. There's ten times more of the internal stuff on INSIDE-side. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap **in entire vehicle system.** Result! Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

This sorts out rustproofers like nothing else. Swiss Gov't. Labs. put Waxoyl-coated metal strips along with those of other leading makes into withering spray tests in corrosive atmospheres. Raise temps to 40°C for two hours twice daily. Salt sprays for five minutes every hour. *Continuously* until rustproofers break down.

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'**. Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn Wheel arch "look-see". Like big world users, you too, can always trust Waxoyl.

Waxoyl holds 'Showroom' condition'

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back. (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W. *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine. *'Remains active indefinitely'* Westerly Marine, Portsmouth. *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag. *'No sign of corrosion on '72 car, does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield. *'9 Yr. old Volvo looks less than half its age'* Civil Engineering Polytechnic. *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date!'*

If Considering Other Makes

Please realise that some rustproofers give short-lived results using thin cheap oils. (Those with harmful acids need washing off, otherwise acids eat metal!) Zinc compounds eventually fail. But please, watch out! Others (even with ads. that look like Waxoyl ads.) may try to charm you into buying something that seems to be Waxoyl. But salt and water spray tests prove it can't be.

Year After Year Protection

Ignore pounding grit, slush, vicious road salt(!) in rust-loaded Winter conditions. Be indifferent to wet, sticky, Summer days' condensation rust moisture dripping onto raw metal edges within box sections, sills, door panels, all sweat-prone areas.

Waxoyl Users Find Other Uses

Almost invisible Waxoyl spray suffices to waterproof and protect Leatherware. Super for Work Boots! (Says Scottish user) Metal Guttering, Boat Trailers, Washing Machine Casing. Preserves wood attached to metal (nothing else protects both at same time) Boat Trailers, Lengthens battery life in Car, Fork Lift Truck, Incredible protection for Oil Tanks on bases otherwise impossible to rustproof. Protects exterior Electrical Switches & Light Sockets, Farm Machinery, Prevents & Kills Wooly Aphis (spray Apple Trees before buds open) Corrugated Iron, Gates, Hinges, Padlocks, Bolts. Anything & everything vulnerable to damp.

ALL PRICES INCLUDE CARR. & VAT

Trial Offer: 500 ml. (.88 Pt.) TIN for your oil can test behind chrome strips or brush-on door edges, free brake linkages. Watch Waxoyl chase water off metal. Quite amazing ..... £ 2.07
7 oz Waxoyl Aerosol. Send ..... £ 1.61
JUMBO SPRAYER Complete ..... £ 4.09
SMALL CAR 5 Litre (1.1 Gal.) ..... £ 8.20
BIG CAR 10 Litre (2.2 Gal.) £13.70
DRUMS: 20 Litre £23.10 60 Lit £62.81
45 Gal. £199.65 Prices Incl. carr. & VAT.

SPECIAL KIT OFFER
SAVE £1 Waxoyl (10 Litre) with 'JUMBO' including all attachments complete £16.79

Send to FINNIGAN'S LTD. (MSW)
Eltringham Wks. Prudhoe. Northum.
Enc. Chq/MO/PO/Cash £
Rush my order (please tick box)
☐ Trial ☐ 5 Litre ☐ 60 Litre
☐ Aerosol ☐ 10 Litre ☐ 45 Gal.
☐ Jumbo ☐ 20 Litre ☐ Kit
☐ Access/Barclay/Trust Card
No/
or 24 Hr. Phone Order 0661 32411
Name
BLOCK CAPS
Address
Regd. Office 3541801 Engl.

Pay by Access/Barclay/Trust Card. No charge (Quote No.) 24 Hr. Ph. Service. Personal callers welcome. 9 am-4.30 pm. Mon. to Fri.
● USUALLY PER RETURN DESPATCH. FINNIGAN'S LTD., (MSW) Prudhoe NE42 6LP. Ph: 0661 32411

Transcar ship more personal export cars home from Europe than all of our competitors put together–here's why.

Low prices and terms which we guarantee cannot be matched - given on the telephone.

Our own offices and receiving centres throughout Britain and the Continent of Europe.

Our own offices in New York and Los Angeles to help speed the clearance of your car through *any American port*.

A large skilled staff who care about your needs and the safety of your car.

Largest and most experienced network of clearing agents throughout Australia and most other destinations worldwide.

Personal effects also handled.

Details and Brochure on Application to: TRANSCAR, 43-44 New Bond Street, London W1Y 9HB. Tel. 01-491 4121.

transcar

GENEVA Tel: 96 55 11 • LIVERPOOL Tel: 227 1926 • ZURICH Tel: 740 1068 • and at: FRANKFURT • NEW YORK • LOS ANGELES • ROME • MUNICH • PARIS and BEIRUT.

MOTOR WHEEL SERVICE REPAIR CO.

The Wire Wheel Specialists

We offer a full repair service including re-enamelling and re-chroming of all wire wheels.
We can offer an "on the spot" exchange wire wheel service for all British Sports Cars from 1950.
Using our years of experience in this field we are able to manufacture wire and pressed steel wheels of the highest standard. Repairs to Road Race and Rally wheels in magnesium alloy can also be undertaken.
New chrome and painted wires for Jags, Aston, Healeys, Tr's etc., are now becoming available, get your orders in now to save disappointment.
Our years of experience enable us to offer an unequalled standard of both service and workmanship. If you have a wheel problem — may we suggest you contact us:—

The Experts

71 Jeddo Road, Shepherds Bush, London W12 9ED
Tel: 01-749 1391 743 3532
WEDNESDAY AND FRIDAY 9 a.m. — 1 p.m. Lunch 2 p.m. — 6 p.m.
SATURDAYS BY APPOINTMENT ONLY

British Auto Spares

SAINT AARONS, USK ROAD, CAERLEON, GWENT, UK

JAGUAR CARPETS, BOOTSETS, CONNOLLY LEATHER SEAT COVERS, AND INTERIOR TRIM

Beautifully made to a very high standard using all original materials and patterns. Carpet edges bound. All Jaguar models catered for. Full or part sets.
E-TYPE RETRIM KITS Consisting of everything you need to do a total interior trim easily and quickly yourself, i.e. carpets, harduras, bootset, seat covers, vinyl sills, moquette pieces, door panels and side panels, covered and ready to fit.
ORIGINAL ALUMINIUM covering for instrument panel and centre console on early 3.8 E-types.
Headlinings made up for Mk. I and Mk. II. **Trim materials** sold by the metre.
'A' post rubbers for E types now in stock, original pattern.

C.O.D. SERVICE ● WORLDWIDE EXPORTS
PHONE 0633 420608



DX
SPORTSMATE
MICROPROCESSOR MEMORY TIMER

SIMULTANEOUS OR INDIVIDUAL TIMING OF UPTO 12 DRIVERS

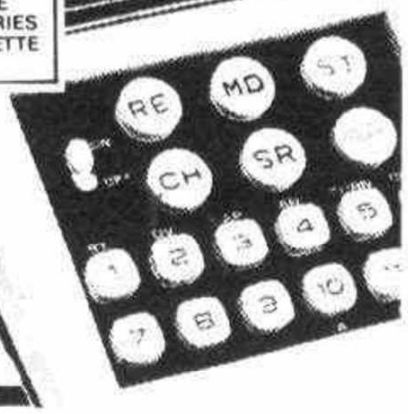
P&P 75p
£48.50
INCLUDING VAT

starting together or independently, & monitoring of individual finishing times in sequence of start, lap timing & countdown timing with alarm, plus many other functions.

Money back guarantee
Immediate Despatch



COMPLETE WITH BATTERIES & LEATHERETTE CASE



Send Cheque/PO or Access/ Barclaycard/ Diners Club No. to:

Allertronics
PARADISE STREET,
BRADFORD BD1 2HP
WEST YORKS.
Tel. (0274) 23783.

PRICES ARE HARD TO BEAT AT CAVENDISH

OVER 150 MODELS IN STOCK
Test on our Comparators

Britains Leading In Car Entertainment Specialists

Our Price £74.95
ALSO AVAILABLE HITACHI CSK 303X £89.95
Hitachi CSK 303
High quality MW/LW/FM Stereo Stereo Car Cassette player with full auto stop fast forward/rewind. Truely remarkable value for money.

Our Price £43.95
PLUS FREE SPEAKERS
Aiwa CT 1060Y
Wows this for value! A stereo car cassette player with auto reverse, auto eject, 7W per channel output and ultra compact in size for universal fitting.

Our Price £59.95
ALSO AVAILABLE AMSTRAD 9060 £44.95 AMSTRAD 9040 £32.95
Amstrad Executive 900
Tremendous stereo car radio and cassette player with MW/LW/FM/FM stereo/auto auto-reverse, interference limiter on FM. Twelve R.M.S. per channel. Complete with Amstrad Convertible speakers.

Stereo Playback

Amstrad 8010	36.95
Amstrad 9060	74.95
Clarion 838 (Delby)	112.95
Hitachi CS320	POA
Panasonic CX1000	41.95
National CX5000-7000	POA
Philips AC060	41.95
Pye 2216	74.95
Sanyo 406	49.95
Sharp RG2600	39.95

Car Hi Fi Compo

Clarion GA501 System	224.95
Pioneer KP707G/KP710	POA
National CX1 System	POA
Sanyo FT 010	71.95

Stereo & Stereo Radio

Manual		Push Button or Digital	
*Amstrad EX300	59.95	*Blaupunkt Cortina	179.95
*Audiotine 415	67.95	*Clarion 756	114.95
*Blaupunkt Paris	129.95	*Hitachi CSK 333	109.95
*Blaupunkt Manhatan	103.95	*Panasonic 863	POA
*Clarion PE 685A	109.95	*Philips AC 880	109.95
*Hitachi 303	74.95	*Philips AC 950	139.95
*Hitachi CSK 329	74.95	*Pioneer KP 2300	POA
*Panasonic 663	74.95	*Radiomobile 431	137.95
*Pioneer KP4800	POA	*Pioneer KEA 73	POA
*Pioneer KP3800	POA	*Sharp RG 6550	129.95
*Sharp 5800	59.95	*Sanyo FT 4607	98.95
*Sharp 5850	65.95	*Sanyo FT 4647	112.95

*Fitted with interference suppression circuit

Stereo & Radio

Blaupunkt Tampico	74.95
Hitachi CSK 301	74.95
Philips AC280	82.95
Philips AC480	89.95
Pioneer 9400	74.95
National RQ8450	89.95
Panasonic 9950	52.95
Sanyo FT 3470	74.95
Sharp 5800	58.95

Car Radio

Blaupunkt Hamburg	38.95
Blaupunkt Nurnberg	58.95
Hitachi WM885	POA
Philips 781	50.95
Radiomobile 2105	54.95
Radiomobile 1170	37.95
Sony XR77	74.95
Sharp 941	31.95

Our Price £59.95
Sharp 5800
L/MW/FM stereo radio/stereo car cassette player with auto stop, auto eject, auto noise suppressor system. 15W (MPO) of dynamic power.
Also available Sharp 5801 £54.95 Sharp 5850 £65.95 Sharp 6550 £120.00
All complete With Speakers

Our Price £139.95
PLUS FREE SPEAKERS
Philips AC880
Magnificent new DIGITAL L/M/FM stereo car radio/stereo cassette player with interference absorption circuit, turnalock pre setting.

Our Price £63.95
COMPLETE WITH SPEAKERS
Panasonic CQ 5450
High quality L/W/MW/S Pushbutton Car Radio with auto replay cassette stereo player, lock in fast forward and rewind control. 6W per channel output power.

Cavendish Sales
CASSETTE CENTRE LTD.
279/283 WHITECHAPEL RD. LONDON E1
Tel: 01-247 3453 Open 9am - 6pm Mon - Sat
Right next door to Whitechapel Underground Station
Phone your Access/Barclaycard No. now with your order for prompt delivery
ALL PRICES INCLUDE VAT
Prices and availability correct at time of going to press
ADD £1.95 p&p

SEBRING SPORTS CAR HARDTOPS

Spitfire Mk 4 Fastback.

£188 + VAT



MGB TARGA
A hardtop for all Seasons





* 2 detachable roof sections easily stored behind seats or in boot
* Central hoop section which secures large wrap around rear screen (smoke tint as optional extra)
* The hardtop is in attractive black leathergrained effect finish.

£198 + V.A.T.

Please send s.a.e. (stating model of car) for fuller details on MGB Targa and Spitfire Mk. 4 Fastback (illustrated). Range of short-style and fastbacks also available for MGB, Spirfire 1-3 & 4, Spridget, TR4-6 and Herald/Vitesse from £110 + VAT. We can also supply glass fibre motor panels for many models.

NOW AVAILABLE New bolt on MGB front spoiler, **£17.50 + VAT.**

FIBRESPORTS 34/36 Bowlers Croft, Cranes Industrial Area, Basildon, Essex. TEL: BASILDON 282723 & 27331.



Classic Belts and Buckles

ALL BUCKLES CAST IN SOLID BRONZE
The highlights and edges precisely hand polished leaving contrasting oxidised background. Belts in either chestnut or dark brown. Finest quality Beefeater English tanned leather used only. State waist size.
Price 1" & 1½" Belt and Buckle £9.00 + £1.35 for V.A.T., P. & P.

The following buckles are to suit 1½" wide belts.
JAGUAR XK — JAGUAR HEAD — SS (JAGUAR) — A.C. — MERCEDES — COBRA — MORGAN 4+4 — MORGAN +8 — MASERATI — FERRARI — MG — ALFA ROMEO — PORSCHE — FORD GT 40 — BMW — LOTUS — DAIMLER — ALVIS

The following buckles to suit 1" leather belts — BUGATTI — DELAGE — FORD 75 — TVR — DAIMLER — LANCIA — RILEY — FRAZER NASH.

To follow soon — LAMBORGHINI.

Other buckles made to your individual requirements.

All overseas enquiries welcome

10 High St., Kings Langley, Herts., England
Tel. Kings Langley 62994.

TOW A TRAILER

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



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

Indespension
The National Trailer Company.

GOODRIDGE



Aeroquip hose
Professionals rely on it

Goodridge Aeroquip stainless steel hose and the world famous red and blue alloy or steel fittings for brake, fuel, oil and water lines provide aerospace quality performance that is more than equal to the tough demands of all motor sport applications. No wonder Aeroquip products are used by 90% of the worlds aircraft and most professional racing & rallying teams. We can give you expert advice by phone or mail and our high speed delivery service means 24 hrs in most cases.

Brake line kits for all formula, rally, sports etc.
3 line kit £21.95; 4 line kit £31.95
Inc. VAT, p & p.

Get the 1980 Goodridge Catalogue NOW

Please rush me your 1980 Catalogue, I enclose cheque/PO for 50p.
NAME .....
ADDRESS .....
.....
.....
Special interest .....

Goodridge (UK) Ltd,
Dept. MS,
Collins Rd, Totnes,
Devon, TQ9 5PJ.
Tel: (0803) 862007

...quality, reliability, safety, legal, maintenance free, single hole fixing, AA Seal of Approval, metal trumpets...

One word says it all

FIAMM

That's why
FIAMM
AIR & ELECTRIC HORNS
are fitted by

Ferrari · Alpine · Lancia · Maserati · Renault Elf · Peugeot Accessoires · Citroën · Unipart

FIAMM HORNS
for Cars, Motorcycles, Commercial Vehicles, Boats and most FIRE, POLICE & AMBULANCE VEHICLES

PADDY HOPKIRK PRODUCTS

Sole U.K. distributors
MILL ACCESSORY GROUP LTD. Two Counties Mill, Eaton Bray, Beds. LU6 2JH England. Tel 0525 220671 Telex 826653

Lotus



LOTUS ESPRIT 2.2 LITRE
Silver. Immediate delivery.

80 BMW 728i. Manual. White. Electric sun roof, stereo/cassette radio, 7,000 miles **£11,650**
77 LOTUS ESPRIT. Yellow, marcasite trim, stereo/cassette radio, 29,000 miles **£6,995**
77 LOTUS ELITE 503. Red, marcasite trim, Refrigeration, PAS, 23,000 miles **£7,750**
78 LOTUS ELITE 503. In metallic chestnut bronze with brown marcasite trim. Refrigeration, P.A.S., stereo cassette, radio. One owner, 12,000 miles only. **£8,950**
77 MGB GT BLAZE. Tartan trim, 22,000 miles, PB radio, one lady owner **£3,295**
77 ALFA ROMEO GTV 2000. Blue, sun roof, stereo/cassette radio, 45,000 miles, one owner **£2,495**
80 PEUGEOT 505 STI AUTO. Electric sun roof, PAS, tinted glass. Electric windows, magnesium wheels, stereo radio cassette, graphic equalizer, 4,000 miles. Save £1,200 on List Price.

Open Sat. until 6.30 p.m.

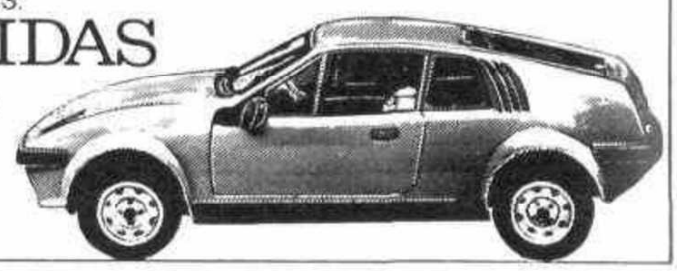
Garnetts of Guiseley Ltd
LEEDS ROAD,
RAWDON,
Tel:LEEDS 502156

50m.p.g. 100m.p.h.

...and no rust ever! That's Midas, the incredible economy supercar. Economise on fuel–light weight, low drag hatchback powered by Mini giving up to 50 m.p.g. Economise on depreciation–corrosion-proof GRP monocoque 2 + 2 with 100 m.p.h. potential you never grow out of. Economise on price–**at £1,950** + v.a.t. the De Luxe kit and your Mini components make a stylish, sophisticated price-fighter. For a full colour brochure, demonstration drive and quotation for your personal specification send a pound note today to Harold Dermott. Dept. MS.

MIDAS

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



Dial a Ferrari

(04865) 4663

Modena have started a "register" of Ferraris that are for sale and wanted. So if you're buying a Ferrari, new or used, there's a good chance we already know exactly where to find it. Why not give us a ring. It could be the easiest way to find the car you're looking for.



Modena ENGINEERING LTD
EAST HORSLEY, SURREY. TEL: EAST HORSLEY (04865) 4663

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 .....½ years
Comp/TP, F & T/TP Only. Excess £ .....
MAKE ..... MODEL .....YEAR ..... c.c. .....
Value £ .....Garaged YES/NO O.O.D/ANY DRIVER/NAME
DRIVERS .....Anybody to drive under 21
YES/NO, under 25 years YES/NO. Business/Pleasure Use. I am entitled to ..... 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.

Tel: 01-906 1544 | **Motts Godwin Insurance Brokers**
561-3 Watford Way, Mill Hill NW7 4RT

ALFA ROMEO SPARES

Are YOU paying too much for them?
Try
THE TEST FOR THE BEST

Everyone claims to be cheapest!

Test Number One – Try the others first.

Who really ARE the experts?

Test Number Two – Try the others first. (Beware of pretenders!).

Who carries the largest stocks?

Test Number Three – How many of your requirements can be found ex-stock?

Our well known direct MILAN-WESTBURY sole distributor importing scheme results in our unbelievably low prices.
Our Alfa spares experience dates back to the days when Bristol Siddeley were England's Alfa Romeo parts concessionaire.
The size of our stock needs little elaboration as it is almost as legendary as our low prices.

Worldwide despatch of parts
(Direct export facilities available).
Mechanical and service parts our speciality.

E. B. SPARES
(The Italian Connection)
2 Washington Road, West Wilts Trading Estate
Westbury, Wiltshire
Tel. Westbury 823856. Code 037-3
TELEX 444575

THE CLASSIC

280 SL

SPECIALIST

NORMAN CARR



(098 54) 510 Heytesbury · Warminster · Wilts

SPORTS CARS UNLIMITED



● **MATRA SIMCA BAGHEERA "S"**

We are particularly interested in purchasing first class examples of this exciting economical and practical 3-Seater Sports Coupe, and have a selection in stock including a choice of RHD, and LHD — also RARE "BAGHEERA" "X" in metallic black with sunroof.

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

Lotus



NEW CARS

Elite Series 2.2
Tabac Brown/Brown Tweed, Auto, PAS, Air Cond., Full Stereo System (4-speakers) ..... **List**

Elite Series 2.2
Bermuda Blue/Champagne Leather, 5 speed, PAS. Full Stereo System (4-speakers) ..... **List**

Eclat Series 2.2
Silver/Black Leather, 5 speed, PAS, Air Cond., Full Stereo System (4-speakers) ..... **List**

Eclat Series 2.2 Red/Black Leather, 5 speed, PAS. Air Cond., Full Stereo System (4 speakers) ..... **List**

PREVIOUSLY USED CARS

1980 Esprit S2. Red/Black Leather, delivery mileage **£12,250**

1978 Elite 501 Red/Beige Marc., Auto, PAS, Stereo, 22,000 miles **£8,750**

1978 (T) Esprit S2. Silver/Black Leather, 18,500, serviced by us from new **£8,350**

1978 Esprit S1. Metallic Blue/Beige Marcasite, 23,000 miles **£7,950**

SPECIAL OFFER

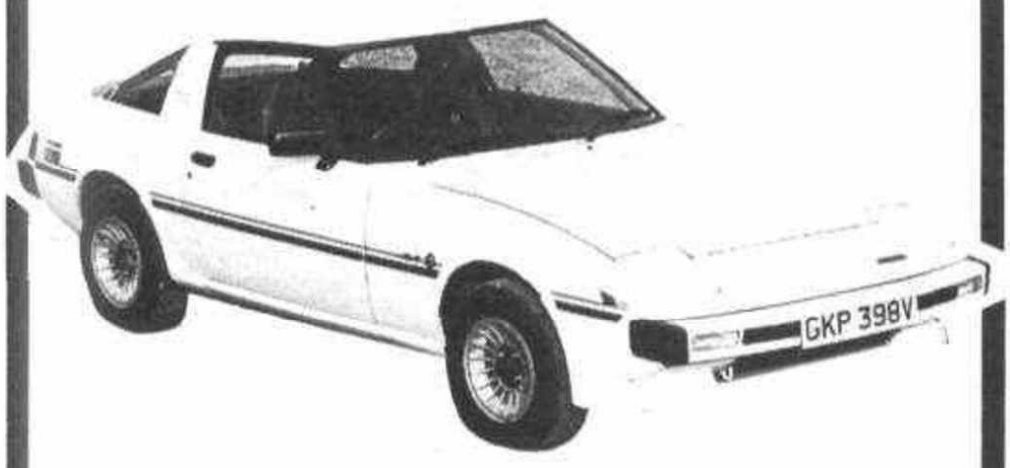
Our last 2-litre Eclat specification 524, Gold/Champagne Leather. Special on the road price of **£14,500,** represents a saving of **£4,000** over an equivalent 2.2 model.

Len Street
CHELSEA
01·370 4114

67-69 Drayton Gardens, Chelsea, London SW10 9QZ. Tel: 01-370 4114

mazda

Richard Knight Cars Ltd



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

Service and Parts: 59 Maygrove Road, West Hampstead, N.W.6. 01-328 8046/7/8.

LONDON

PORSCHE AND FERRARI SPECIALISTS



HYPERFORMANCE

INSURANCE

01-363 4966 01-366 7447 01-367 0878

BELLEVUE INSURANCE BROKERS LIMITED
66, SILVER STREET, ENFIELD, MIDDX.

Name ..... Address .....

Occupation ..... Age ..... Business/Pleasure Use
Full/Prov. Licence for ..... Years Comp./Third Party/T.P&T. cover.
Owner only/and wife/Any driver/Named driver, age .....
Make of car ..... model .....
C.C. ..... Value ..... Year ..... Car Garaged/Left in open.
Present insurers ..... No claim bonus ..... years
Age of youngest driver ..... Quote for Annual/Quarterly policy.
Details of all accidents and convictions should be enclosed, including those of additional drivers.



Over 7,000 'Top Car' buyers can't be wrong!

Every year more than 7,000 discerning buyers obtain the "Top Car" of their choice through British Car Auctions. Why? Because at BCA, they can select with complete confidence from the greatest choice of used prestige cars, Rolls-Royce, Bentley, Mercedes-Benz, etc., and obtain the best possible value for money.

TOP CAR AUCTIONS ARE HELD AT THESE BCA CENTRES:

NOTTINGHAM

Twice a month, First and Third Wednesday at 12 noon. Contact Bernard Fox at Burgass Road, Porchester Road, Nottingham. Tel: 0602 873311.

BRIGHOUSE
Twice a month. Second and Fourth Thursday at 12 noon. Armytage Road, Brighouse, Yorkshire.
Tel: 0484 718555. Telex: 51621.

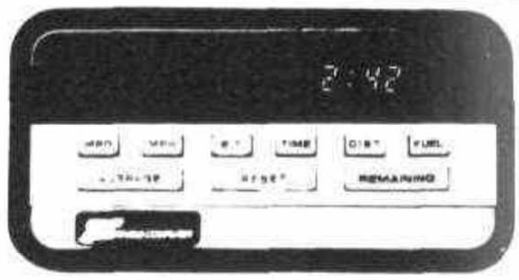
MEASHAM
Twice a month. First and Third Tuesday at 11 a.m. Measham, Burton-on-Trent, Staffs.
Tel: 0530 70322. Telex: 34610.

FARNBOROUGH
Twice a month. Second and Fourth Monday at 2 p.m. Frimley Bridges, Farnborough, Hants.
Tel: Camberley (0276) 27161.

MANCHESTER
Every month. First Tuesday at 12 noon. Talbot Road, Old Trafford, Manchester.
Tel: 061-872 2044.

BRITISH CAR AUCTION GROUP

car computer



- Instant and average: speed and fuel consumption
- Fuel gone: trip fuel: fuel left
- Distance to empty: time to empty
- Trip distance: trip time ■ Quartz clock
- Imperial or metric readout selectable
- DIY installation
- Thousands already in use in USA

PRICE **£90** INC. VAT

SAE for leaflet:

OCEAN SURVEYS LTD., LOXLEY HOUSE, DUNSFOLD, SURREY

promotacar

A NEW FREE SERVICE TO ALL PROSPECTIVE CAR PURCHASERS

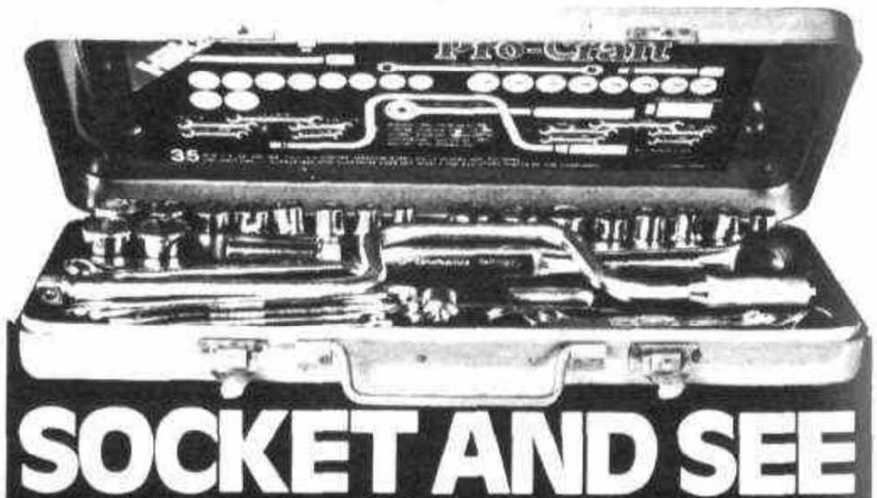
We are here to find you the exact car you require—many with warranty protection—we can also arrange on-the-spot competitive insurance, finance and 12 months parts and labour warranty. The civilised way to buy your next car, and this comprehensive service is FREE TO ALL BUYERS.



SELLING YOUR CAR?
promotacar finds the buyer—at unbelievably low cost

38 DIVISION STREET, SHEFFIELD S1 4GF TEL. (0742) 79204 5 6

The Motorists' Estate Agency



SOCKET AND SEE

This Tremendous Value — The HILKA PRO-CRAFT 35-piece Tool Kit made from finest Chrome Vanadium Steel is unconditionally guaranteed and carries the AA Seal of Approval. It consists of,
10 Bi-hex AF Sockets, 8 Bi-Hex M.M. Sockets, 64 teeth Ratchet, 'T' Bar, 5" and 10" Extensions, 14mm Plug Socket, 5 AF Open-ended Spanners, a Brake Adjusting Spanner, and comes in a steel carrying case.

Recommended retail price £43.32 **£21.99** (+p&p)

WHITFORD TOOL CO LTD

1-5 Carver Street, Birmingham B1 3DF

To Whitford Tool Co Ltd 1-5 Carver Street Birmingham B1 3DF

Please send me _____ Hilka Socket Set(s) at £24.89 (inc. £2.90 p&p and insurance) each

I enclose cheque/postal order for £ _____ (payable to Whitford Tool Co Ltd.)

or debit my Access/Barclaycard No _____ Signature _____

Name _____ (BLOCK LETTERS PLEASE)

Address _____

MS980

Regd Office 1-5 Carver Street, Birmingham B1 3DF. Regd No. 574969 England.
Allow 21-28 days for delivery to UK addresses only.

FOR SALE—continued

1964 MERCEDES 230SL, L.H.D. manual, B.R.G. with tan leather upholstery, Blaupunkt AM/FM radio, hard & soft tops. £4,500 P.O.E. Reply: Dade 01-722 7452. (61914

MORGAN PLUS 8. T-Reg, latest model, used two months only, metallic silver, immaculate condition, speedo 6,000 miles, owner abroad, hence regrettable sale. Offers. Tel: (0602) 873818. (61913

ASTON-MARTIN DBS V8, 1973, L-Reg, fuel injection, bronze metallic, black leather, all in immaculate condition and only 42,000 miles from new. Automatic transmission, air conditioned £4,500. Tel: Wilmslow (Cheshire) 522371. (61910

1937 VAUXHALL WINGHAM CABRIOLET. One of only six made on the 25 HP chassis, super 4-door family open touring car, £4,000. Tel: Wilmslow (0625) 522371 (Cheshire). (61910

JAGUAR SPORTS, one must go: 1962 "E" Type F.H.C. metallic blue, red interior, very low mileage and virtually one owner, superior condition, since spent 16 years in hot climate. Best offer over £4,500. 1951 XK120 Roadster, not rebuilt and in totally superb condition throughout. Offers over £7,500. Tel: 01-388 2053 (office). (61909

TVR 1600M. 1973, white, black trim, 49,000 miles, tints, alloys, 11 months M.o.T., tax Feb. 81. Stork forces sale. £2,550 o.n.o. Tel: Bewdley 403476 (Worcs.). (61908

ROVER 1948, P.3, one owner 20 years, must sell quickly. First offer nearest £850. Tel: Bishops Stortford 59491. (61907

MORRIS MINOR 1968 saloon, 1,800 miles only, taxed, M.o.T., one elderly lady owner giving up driving wishes sell to discriminating buyer. Car in perfect near new condition. £2,500 o.n.o. Tel: 01-866 1712 or 04-492 2255. (61906

BRISTOL 412 Mkl. R Registration, 33,000 miles only, dark metallic blue, grey West of England cloth upholstery, converted to run on LPG or petrol giving very substantial cruising range: very quiet and fast, maintained by manufacturer, service bills available for inspection, Avon Safety wheels, Targa top with optional soft top: Blaupunkt stereo radio/cassette. In very good condition, for sale privately (no dealers). £13,500. Tel: 01-628 2281 during office hours. (61905

PORSCHE 912, collector's item 1967, very clean, recent exch engine, S-wheels, M.o.T., tax. £2,500. Tel: Wilmslow 523790. (61904

1929 ROLLS-ROYCE TWENTY, with unique foursome coupe body by Gordon England, original condition with much history. M.o.T. until May 1981. £9,000. Tel: Northleach (04516) 226 after Sept. 3rd. (61903

MGA 1962 ROADSTER, full body-off restoration to concours, 700 dry miles since, red with black interior, wire wheels, pit available, £4,950. Tel: Rushden (Northants) (093 34) 55874 or 59389. (61902

BMW 3.0 CSL lightweight coupe 1973, the rare collector's item only 500 R.H.D. made, radio, alloys, tinted electric windows, fabric seats, fuel injected, 25 m.p.g. Strikingly beautiful car in Inka orange, excellent car to drive. £3,950. Also wife's car, Morris 1000 Traveller 1 previous lady owner, 37,000 miles only, beautiful teal blue, body unmarked woodwork, one of the last Travellers made. Registered July 1971. £1,750, possible p/x W.H.Y. Tel: Brighton 0273 553216. (61901

BMW 3.0 CSA 1975 (last year of manufacture), superb example of this classic coupe, automatic, P.A.S. electric windows/aerial, Philips radio/stereo cassette, always garaged, low mileage, no rust, head turning rare reg. included. £4,850. Private. Full details. Tel: Culcheth 4239 (092576). (61900

FAIRTHORPE, 1960. Tax, M.o.T. 81, mechanically restored, little tidying reqd. owner going abroad, hence sale. £1,000 o.n.o. 01-567 5197. (61899

FIAT 130; COUPE, M-Reg, perfect mechanically, completely re-sprayed, Pininfarina coachwork, excellent performance, 24 m.p.g. Offers around £2,800. Tel: 05827 (Harpenden) 3690 day 07072 (Hatfield) 61938 evenings. (61898

TRIUMPH 2.5 PI Automatic Estate, M-Reg, year's M.o.T., overhauled engine, gearbox, differential, brakes radiator, steering, brakes, injection, stainless exhaust, new tyres, body superb, towing bracket, new alternator, bills, £2,000. Price £1,800. Tel: 05827 (Harpenden) 3690 day, 07072 (Hatfield) 61936 evenings. (61898

PORSCHE 911 COUPE, Oct 75, 50,600 miles, yellow with blue trim, electric roof and windows, fitted front and rear spoilers, mechanically and bodily exceptional, used as second car only (2000 miles in last 2 years), must really be seen, offered with private No. and small guarantee at £7,300. Tel: Bedale (N. Yorks.) 22589 anytime. (61897

ROACH TALBOT 75 SPORTS SALOON, 1933, very good order, much money spent, enquiries and offers please. Tel: 0624 814830. (61896

555 EMA FROGEYE SPRITE, part renovated, needs finishing, all parts available, rebuilt engine, gearbox and front suspension, only little work required, ideal winter rebuild. £695 o.n.o. consider p/x cash either way. Tel: New Mills 42050 (Derbyshire). (61893

TVR 3000 M, 1977, R-Reg, Roman bronze, overdrive, sun roof, stereo/radio, £4,450 o.n.o. Droitwich (09057) 3034. (61894

LOTUS SEVEN 1979, BVTC red, 5,000 miles, Minilite wheels, every extra, £5,200 Tel: Coventry 69206. (61892

MG-B COSTELLO V8 ROADSTER, white, built from new in December 1976, 18,000 miles only. New Pirelli P3's all round, this is the best in existence. Best offer over £4,500. Or will consider p/x Derby Bentley. Tel: Bath 21652 or 331053. (61891

CROSSLEY 10 BUXTON SALOON 1934, excellent condition only 3,000 miles since engine rebuild, owned eleven years. £2,250. Tel: 0272 35251. (61889

ALLARD J2X, 1952 Le Mans team car, Reg No. MXF 974. Picture page 142 Allard by Tom Lush. Restored and ready to race, ideal historic racing. Offers to Box No. 6407. (61916

FERRARI 308 GT4. Black and silver, beige interior, 25,000 miles, radio/cassette, air conditioning, burglar alarm, immaculate condition. Offers. Tel.: Warwick 499841. (61723

ASTON MARTIN V8. August 1974N, carburettors, Cornish gold, electric sunshine roof, polished wheels, immaculate AMOC Member, buying '78 model. £7,250. Tel.: Brentwood 211818. (61726

JAGUAR MK. 2 3.8, 1961, 70,000 miles, manual overdrive, chrome wires, w/walls, sunroof, Sundym glass, carmen red, showroom condition. £1,750. Tel.: Highcliffe (nr. Southampton 77310. (61728

MGC GT, 1969, w/w, o/d, h.r.w., leather trim, Webasto roof, quite exceptional all round condition and therefore good value at £1,295. Tel.: West Harptree (Bristol) 263. (61729

BMW 3-LITRE COUPÉ, 1972, automatic, silver, recent new exhaust and gearbox. £1,500. Tel.: 031-663 1395 evenings or 0875 610334 daytime. (61731

FOR SALE—continued

DATSUN 240Z. N-reg., silver, only 24,500 miles, one owner, very good condition, £2,600 o.n.o. Tel: Leicester 414771 (61731

ALFA ROMEO 2000 GTV. October 1975, piper yellow, 36,000 miles, undersealed, exceptional Bertone Coupé. £2,195. Tel.: 0705 592760. (61732

E-TYPE CONVERTIBLE. 1969, 4.2. Offers over £3,000. Tel.: Stephens, Clanfield 380 (036781) Oxford. (61733

TVR TUSCAN V8. 1967, Stephens, Clanfield 380 (036781) Oxford. (61733

LOTUS ELITE. 1961, MG engine, needs re-upholstering. £1,500. Tel.: Bamford 227. (61735

PORSCHE 911, 1975, black, v.g.c., co-director's car, electric sunroof/windows, radio/cassette, new tyres, 45,000 miles. £7,000 negotiable. Tel.: 01-626 2907. (61736

MG-B GT. 1974 (M), teal blue, chrome bumpers, Rostyle wheels, sunroof, usual extras, very clean condition. £2,250 o.n.o. Tel.: Staines 54305 evenings. (61737

AUSTIN 10/4. 1934, immaculate, blue over black, extensively rebuilt, new sliding roof and trim, rewired, M.o.T. £2,950 o.v.n.o. Also 1951 Triumph Razor Edge Saloon. Black with tan interior, stored five years, requires some work for M.o.T. Hence £800. Further details telephone Buckingham (02802) 3173. (61738

TR6. July 1974, 37,000 miles, magenta, black hood, tonneau, overdrive, radio, superb condition, service history. £2,895. Tel.: Egham 36305 after 6 p.m. (61676

FIAT X19. S Reg., metallic blue, 11,000 miles, second car much cared for, Targa top, interesting number plate, many extras. £2,895. Tel.: Nailsea 856651. (61677

JAGUAR E-TYPE V12 ROADSTER. 1972, manual, low mileage, history, chrome wires, tinted screen, carefully maintained, beautiful condition throughout. £6,250. Tel.: 021-354 4434 (Birmingham). (61682

FOR SALE. Renault Caravelle, 1967, dark green, hard/soft tops, mileage 100,000, taxed, recent M.o.T., mechanically good. Offers. Tel.: Kingsland 250 (near Leominster). (61681

TURBO TVR GRANTURA. Completely restored car fitted with a turbocharged full race '8' series engine, uprated suspension, wide wire wheels, c/r gearbox, resprayed black with red interior, too many extras to list. £2,850 o.v.n.o. Tel.: 068687 471. (61684

CHEVROLET CORVAIR MONZA. An excellent example of this unique car featured in autocar to be as fast as a Porsche, white with broad red stripe and wide wheels must be seen. £2,500 o.n.o. Tel.: Brighton (0273) 551505. (61685

MORGAN 4/4 4-SEATER. 1972, excellent condition, taxed, M.o.T., low mileage, wire wheels, extras. Tel.: 01-722 0101, ext. 48. (weekdays) (61686

JAGUAR XK120. A magnificent car in superb condition throughout, totally restored with no expense spared, a Californian car since new therefore body work perfect in gleaming red. £10,000 o.n.o. Tel.: Brighton (0273) 551505. (61687

MESSERSCHMITT KR200. 1956 German model, restored to a beautiful condition, resprayed in red and re-upholstrered in black. Carpeted throughout, many extras including Blaupunkt radio. New M.o.T. and tax. Must be seen. £500 o.n.o. Tel.: Brighton (0273) 551505. (61688

V12 E-TYPE ROADSTER. August 1974, recorded mileage 3,800, rarely used, regular concours winner, white/black, c.w.w., cassette, absolutely immaculate. Best sensible offer. Tel.: 02912 4559. (61689

TRIUMPH TR6. 1973, overdrive, excellent condition, recent tax, M.o.T. £150 steeo. £1,800. Tel.: Frodsham (0928) 33930, Cheshire. (61690

MINI 1000. 1973, lhd, one previous owner, genuine 58,000 miles, known history, garaged, M.o.T., excellent condition. £590. Tel.: Guildford 38308. (61691

JAGUAR E-TYPE 2+2. 1966, total mechanical rebuild completed, requires bonnet and finishing to make superb car. Best offer on £2,500. Tel.: 0432 65534 (business). (61694

CORVETTE STINGRAY 350 AUTOMATIC. W-Reg., split roof, fridge, electric windows, leather interior, beautiful condition. £6,000, offers. Tel.: 0452 812226. (60439

BMW 2002, 1973, gold colour, London M.o.T. plus tax, 48,900 miles, garaged, just serviced, showroom condition, radio/cassette included, forced sale due to house purchase. Must be seen to be appreciated. £1,600 o.n.o. Tel.: 01-529 3340 home, 01-488 0808 ext. 2496 work. (61778

TRIUMPH ROADSTER 1800, 1947, black and fawn, concours condition, present owner 27 years, new tyres, very good mechanically, many spares. £4,000. Tel.: Poole 748987. (61779

JAGUAR XK150 S Fixed Head Coupé. 1960, B.R.G., chrome wire wheels, mint original condition, new M.o.T., reg. no. 5826 MH, reasonably priced at £6,750. Tel.: Rustington (09062) 4443. (61782

MORRIS OXFORD SALOON, 1933, two owners from new 60,000 miles, good original condition. £3,500. Tel.: Garstang 4782. (61781

ALVIS 1951. Two tone TA 21 drophead coupé in very good condition with a Tickford body, brand new hood and tyres fitted within last two months, over £1,000 spent on remedial work, nine months M.o.T. £1,950. Tel.: Harpenden 64266 (office hours) and Harpenden 61427 (evenings). (61783

LAGONDA 3½-LITRE Pillarless Saloon. 1935, rechromed, resprayed, taxed, M.o.T., excellent mechanicals. Around £6,000 but prefer exchange vintage/pvt open sports possibly requiring work. Tel.: Boton (0204) 53325 after 7 p.m. (61786

VOLVO P1800S COUPÉ. Ivory, bodywork outstanding, new exhaust, brakes, etc., Reg. No. 317 KGD, £1,700 for this endangered species. Tel.: Troon 312535. (61787

RENAULT 5 GORDINI. Black, 15,000 miles, £500 extras including skysport, tailored covers, side mouldings, quality stereo, superb condition throughout. £3,750. Tel.: 041-339 0231. (61790

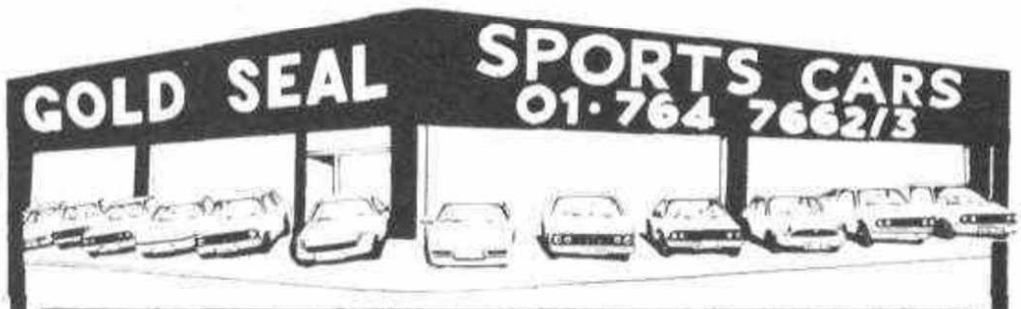
MINI COOPER 1000, 1969, 30,000 miles, one careful owner. Will accept reasonable offer. Tel.: Ludlow 2758. (61792

JAGUAR MK. II 3.4, 1964, overdrive, chrome wires, Cinturatos, silver grey, red leather, 70,000 miles, very attractive car in excellent condition. £1,500. Tel.: 061-865 2119. (61791

ALFA ROMEO 2000 GTV. 1975 N-Reg., 59,000 miles, excellent performance, radio, sunroof, new M.o.T., usual Alfa body rust problems. £780 o.n.o. Tel.: Chertsey 66626. (61793

TR4A IRS. Red, in superb condition, new hood, shockers, carpets, tinted screen, full M.o.T. Sacrifice for £1,400. Tel.: 051-546 0329 (Please phone after 10th September). (61794

FORD 8, 1939, one family owned from new, with original bill of sale. £500. Tel.: 036-46 224 Devon. (61884





£9,995 BMW 633 CSI COUPE 1978 metallic reseda green with olive velour, alloy wheels, tinted glass, central locking, electric windows, etc.



£3,995 ALFA MONTREAL 1975 rare rhd example in blue with tan cloth.



£4,995 ALFA ROMEO 2000 SPYDEF 1977 white with black interior, one owner, 18,000 miles.



£8,495 LOTUS ESPRIT S2 1978 T Reg metallic silver with black hide, Philips AC 860, radio cassette.



£6,395 LOTUS SUPER 7 TWIN CAM 1980 300 miles only, stunning in black and silver, everything chromed or polished 7J ally cat wheels, low profile tyres, etc., etc., must be seen.



£7,995 JEEP CHEROKEE 'S' V8 4-DOOR 1979 V-REG. Alpaca with striped cloth, auto, with pas, 4 wheel drive, alloy wheels, electric tailgate, 9,000 miles only

£10,995 JAGUAR XJS 1978 T-REG. black with biscuit hide, air conditioning, balance of Super Cover warranty, one owner 17,000 miles.

£6,995 SCIMITAR GTE 1979 bright red with black cloth, overdrive, pas, Wolfrace wheels, tined glass.

£6,495 MERCEDES 200 1978 Caledonian green with cloth interior.

£6,495 LOTUS ECLAT 521 1977 yellow with marcasite trim, polished alloy wheels, most attractive.

£5,995 MERCEDES 280 SL 1970 auto with pas, hard and soft tops, radio cassette, etc.

£5,995 MERCEDES 200 1977 W123 model Colorado with tobacco cloth, 17,000 miles only, outstanding.

£4,995 TRIUMPH STAG AUTO 1977 carriage brown with tan trim, hard and soft tops, alloy wheels, radio, etc.

£4,995 COLT SAPPORO 1979 met. silver grey, alloy wheels, electric windows, pas, 5-speed gearbox, etc.

£4,795 DATSUN 260Z 2+2 1977 white with polished alloy wheels, one owner, 22,000 miles.

£4,595 BMW 320 AUTO 1977 Met red with metal sunroof, tinted glass, bluespot radio.

£4,495 ALFETTA 2000 GTV 1978 T REG White with grey cloth, tinted glass, 10,000 miles only.

£3,995 BMW 3.0 CSA COUPÉS choice of two one with metal sunroof.

£3,865 LANCIA 2000 HPE 1978 Met. silver with red cloth, radio cassette, metal sunroof, 13,000 miles only

£3,645 MERCEDES 250 2.8 1976 ivory with blue cloth, auto with pas, one owner.

£2,795 BMW 2002 CABRIOLET 1973. Chamonix white with check cloth, alloy wheels, etc.

£2,395 BMW 520 1974 N REG Amazonia with beige cloth, tinted glass, etc.

£2,195 BMW 3.0 SI silver with blue velour, electric sunroof, pas, etc.

£1,395 LANCIA BETA COUPÉ 1975 SERIES red with tan interior, alloy wheels, radio.

£1,395 ALFA ROMEO 2000 GTV 1974 piper yellow with tinted glass, etc.

CARE CARE "CAR CARE" EXTENDED WARRANTY AVAILABLE ★ WANTED QUALITY SPORTS CARS FOR CASH ★ FINANCE & LEASING FACILITIES AVAILABLE

TEL: 01-764 7662/3
620-628 STREATHAM HIGH ROAD, STREATHAM, S.W.16.

ALFA



The largest range of new and used Alfa Romeos in the North West.

NEW CARS

An excellent range of new Alfettas, Giuliettas and Suds.

ALL USED CARS SOLD WITH ONE YEAR'S CAR CARE PLAN AT NO EXTRA COST.

1979 Alfa Sud 1.5 Ti in Pompeii yellow, sliding steel sun-roof. **£3,395**

1979 Giulietta 1.6 in silver metallic. **£3,595**

1978 Alfa Sud Sprint 1.3 in white, fitted 5½" wheels, 16,000 miles only. **£3,395**

1978 (T) Alfa Sud Sprint 1.5 in white. **£3,495**

1978 Alfa Sud Super 1.3 choice of 3 from **£2,395**

1978 Alfa Sud 5M in green metallic, very low mileage. **£2,195**

1978 Alfa Sud Ti 1.5 in white. **£2,995**

1978 Alfetta Strada in black, low mileage. **£4,395**

1977 (November) Alfa Sud 5M in pale grey, cloth trim. **£1,995**

1977 (November) Alfetta 1.6 GT in beech. **£2,995**

1977 (S) Alfetta 1.6 GT in pine green, cloth trim. **£2,795**

1977 (S) Alfetta 1.8 Saloon in red. **£2,295**

1977 Alfetta 1.6 in red with white vinyl roof, low mileage. **£2,295**

1977 Alfetta 1.8 in beige metallic, sliding steel sun-roof, radio/stereo, 1 owner. **£2,295**

1976 Alfetta 1.8 GT in red, cloth trim. **£2,395**

1976 1.6 GT Junior in piper yellow, excellent condition. **£2,295**

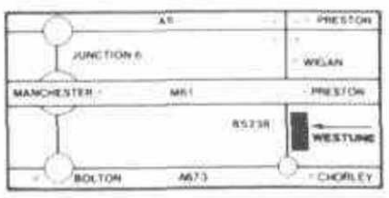
1976 Alfa Romeo Montreal. A superb low mileage example in orange **£4,945**

1976 2000 Berlina Automatic Le Mans blue, one of the last of the rare Alfa Autos. **£1,595**

1974 2000 GTV in piper yellow. **£1,495**

Open weekdays till 6.30 p.m.
Saturdays till 4.30 p.m.
N.B. Now open Sundays from 11 a.m. till 1 p.m.

CAR CARE The largest stockist of Alfa Romeo spare parts in the North West



Westune

WESTUNE LTD, CROWN LANE, HORWICH, BOLTON

Tel: Bolton (0204) 68621

DVM

TOTALLY

TVR



IN SOUTH YORKSHIRE

Sometimes we at DVM experience the true meaning of the local expression 'to stand for the egg under the hat.' Much-travelled customer: "My car's broken down: can you get it back?" DVM; "Yes, certainly, where is it?" Answer: **"Salisbury"**. Silence. When later taken to task about the inconsiderate nature of contracting mechanical maladies at the other end of the country, and the horrors of a 14 hour safari with a swaying, corkscrewing trailer, Mr Customer said: "Well, I know you chaps like a challenge, and when I get back to Saudi and pick up 'Motor Sport', I shall be able to proclaim to all and sundry:— "That's my garage, DVM, and that's ME they're talking about!" Stuart Crookes — we salute you!
End of story — now for the monthly mouthwater-ers.

TVR TASMIN. Italian red, built like a German, looks like an Italian, GOES like the Devil!!. **LIST**

TVR TAIMAR. One of the handful of survivors after the 'Tasmin' onslaught! This could be your last chance to secure a NEW Taimar! **LIST**

JAGUAR D-TYPE Lynx built replica. 3,000 miles, perfection. Not so much a motor car, more a study in aluminium!. **OFFERS**

PORSCHE 911SC TARGA DEC. 1976. Another of Dr. Ferry's masterpieces, bless his Teutonic little soul! Magic windows, pinstripe interior, 34,000 miles with service history. **£9,950**

TVR 3000M 1976 (DEC.). Red, oatmeal band, sunroof, low mileage and immac. **£4,300**

ALFA ROMEO 2000 SPYDER CONVERTIBLE 1975. Due to the total lack of interest shown in this genuinely classic sports drophead, it is now being driven by yours truly, who is thoroughly enjoying it. Have you NO taste. **£3,200**

PORSCHE 911S TARGA 1975. Metallic blue, 60,000 miles, full service history. Astonishingly rapid and responsive missile. Warp factor three capability. **£8,500**

JAGUAR E-TYPE V12 2+2 1971. French blue/blue leather. Wolfrace wheels, two owners. First class condition and VERY good value. **£6,000**

TRIUMPH STAG 1976. Tahiti blue, hard and soft tops, automatic. Low mileage and immaculate. R Regd. Elegant motorcar. **£4,300**

MERCEDES 280 SL 1967. Hard and soft tops, light metallic blue, two owners, 56,000 miles. Began life as a 250, and had a fully reconditioned 280 engine transplant at 47,000 miles. Super condition. **£6,250**

TVR 1600M 1975. Yellow, sunroof, excellent condition with a good deal of history. Particularly good body condition. **£3,500**

TVR 3000M 1973. Yellow, low mileage. A flyer! **£2,750**

PORSCHE 911S TARGA 1973. Red, full service history — A really quick one! **£5,400**

TRIUMPH STAG 1972. Hard and soft tops, low mileage. Inexpensive high quality convertible. **£2,500**

JAGUAR E-TYPE V12 2+2. M registration. White/black, chrome wires, 40,000 miles only. **£6,250**

JAGUAR E-TYPE FHC SERIES I 1966. Red, chrome wires. **£3,500**

MG-B GT V8 SEPTEMBER 1973. Damask red, s/roof, radio, o/drive, 63,000 miles. **£2,850**

Immaculate sports cars bought outright or sold on commission — please enquire for details.

Service — we provide salvation for sick Stags!

Sports Insurance quotes — Dearne Valley Insurance Services (0709) 583235

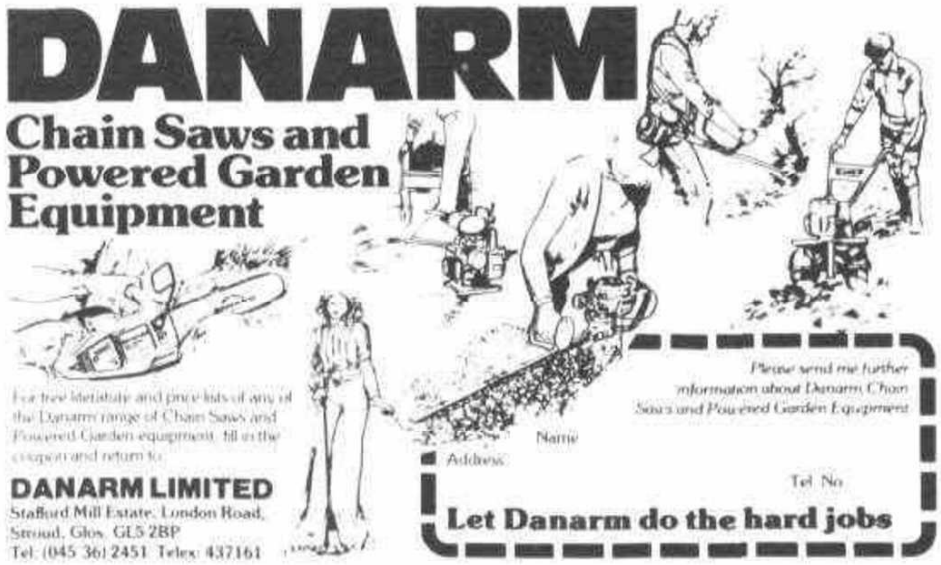
Expected soon: AC Aceca/Aston Martin DB6 Vantage.

DEARNE VALLEY MOTORS LTD.
BOW BRIDGE, 95 SHEFFIELD ROAD
(0709) ROTHERHAM 2966

We are just 2 miles from M1 Motorway (junctions 33 or 34) on A630 into Rotherham.

DANARM

Chain Saws and Powered Garden Equipment



For free literature and price lists of any of the Danarm range of Chain Saws and Powered Garden equipment, fill in the coupon and return to:

DANARM LIMITED
Stafford Mill Estate, London Road, Stroud, Glos. GL5 2BP
Tel: (045 36) 2451 Telex: 437161

Please send me further information about Danarm Chain Saws and Powered Garden Equipment

Name

Address

Tel No

Let Danarm do the hard jobs

PORSCHE



MOTORMANIA

911S 74. Met. green, tan int., as new, history, 50,000 miles, lhd, hence **£6,250**

911S 73. Roman purple, every extra, history, 46,000 miles, superb **£5,500**

911E Targa 73. Personal no., powder blue, blue int., original cond., history **£5,950**

911T 73. White, tan int., extras, all original, 47,000 miles **£5,250**

911T 73. Yellow ochre, every extra, absolutely beautiful **£5,500**

911 Targa 74. Orange, black int, lhd, new engine fitted, AFN, all bills **£5,250**

911T 73 (M). Guards red, black int., all original, with history, new engine, recently fitted **£5,250**

911E 73. Met blue, blue int., every extra, full history **£5,250**

MGB GT 77. 21,000 miles, flame red, full history, as new **£3,250**

All Porsches wanted
Condition irrelevant. Best price offered for superior examples.

SPECIALISTS IN 356 RESTORATION PLUS LOTS OF RARE SPARES NEW OR OLD.

MOTORMANIA
01-286 3378

Quality SOFT TOPS



AT DIRECT FROM FACTORY PRICES

All in top quality Black P.V.C. with electrically welded windows and seams. Complete with fasteners and instructions. Plus 1 year's guarantee and 7 days' money back warranty.

PRICES INCLUDE 15% V.A.T.

	Hoods	Tonneaux
Sprites/Midgets	£32.50	£17.00
Lotus S1 to S4	£45.00	£21.00
MG 'A'	£35.00	£19.50
MG 'B'	£42.50	£19.50
Spitfires 1 to 3	£35.00	£19.50
Spitfires 3 to 4 (zip)	£43.50	£19.50
Herald/Vitesse	£39.50	£21.00
TR 2 to 5	£39.50	£19.50
TR 6 (zip)	£47.50	£19.50
Moris Minor 1000	£44.50	£19.50
Sunbeam Alpine 1 to 5	£42.50	£21.00
Jaguar 'E' and V12	£39.50	£19.50
Triumph Stag	£55.00	—

OTHER MODELS AVAILABLE

Cash with order plus £2.00 p&p or send for FREE colour catalogue.

Mail orders only

Access/Barclaycard welcome. Just send number.

The London Trimming Co. Ltd.
Dept. A 45 High Street, Burnham, Bucks SL1 7JD
Tel: 0359 50513

PERFORMANCE CARS

GREAT WEST ROAD
BRENTFORD MIDDX.
Tel:. 01-560 7911

ONE MILE WEST OF CHISWICK ROUNDABOUT AND M4 EXIT No.2.
OUR NEAREST TUBE STATION IS SOUTH EALING ON THE PICCADILLY LINE, THEN CROSS TO OUR REPAIR DIVISION (W. H. COCKS AND SONS) FOR TRANSPORT

ALL QUOTED MILEAGES ARE WARRANTED.
UNASHAMED AND FEARLESS, PRICES CLEARLY STATED. THIS HAS BEEN OUR POLICY SINCE 1946

PLEASE NOTE STOCK CHANGING DAILY, PHONE FOR YOUR CHOICE OF CAR — WE MAY HAVE IT IN STOCK OR COMING IN.

12 MONTHS EXTENDED WARRANTIES AVAILABLE — ASK FOR DETAILS

1979 (June) B GT. Red, one lady owner, 6,765 miles — £4,445
1979 B. White/orange, one owner, expensive radio/cassette, o/d, headrests, wood wheel, rack, 8,828 miles *(illus)* — £3,995
1979 B GT. Black/orange, one owner, 6,892 miles, headrests, tinted, o/d — £4,475
1979 B GT. Russet brown/orange, one owner, 3,676 miles, spare unused — £4,495
1978 (Nov.) B GT. Russet brown, one owner, 11,337 miles, £110 pre-sale service — £3,895
1978 (T) Midget. Inca yellow/black, 10,300 miles, cassette, leather wheel, tonneau — £2,595
1978 B GT. Inca yellow, one owner, 9,895 miles — £3,575
1978 B. Green/orange trim, 10,473 miles, tonneau, headrests, spare unused — £3,695
1977 (model) B GT. Green, one owner, tinted — £2,795
1976 B GT V8. Black/tan, usual V8 extras, including radio, two owners — £3,845
1975 BGT V8. White/black nylon, sunroof, o/d, HRW, various bills — £2,895
1975 B. Yellow/black, 27,578 miles, two owners, radio, works hard top/soft top, o/d, £120 pre-sale service — £2,425
1975 B GT V8. Tundra, last owner (Major) since 1978, 8 track/radio/elec. aerial — £3,895
1973 (Nov) B. 2-seater, Bracken, o/d, tonneau, various bills — £1,745
1968 MGC GT. Rare automatic model, two owners, sold by us to last — £1,395

SPECIAL OFFER ON THE ABOVE GTs — SUNROOFS FITTED AT £115



1964 Austin Healey 3000 Mk. III. White/red, last owner 3 years, overdrive, wire wheels, original Autocar test car *(illus)* — £3,695
1963 Bentley Series III. Two-tone green, local owner last six years — £7,545
1967 Cadillac De-Ville. Metallic green, 40,609 miles, ex-late Paul Getty — £2,495
1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio — £4,775
1978 Fiat X19. 1,290 c.c., orange, Targa hard top, £328 pre-sale service *(illus)* — £3,195
1979 reg. ('78 model) Ford Thunderbird. 2-door coupé, gold, one owner, 22,073 miles, air conditioning, radio, automatic, PAS, electric windows — £3,495
1974 Jaguar 4.2 XJ6. Dark blue, one owner, new engine fitted by us, total bill £980, air conditioning, sunroof, radio, electric windows, automatic — £3,295
1967 Jaguar 420. Automatic, radio, new tyres, approx £500 spent by us — £895
1977 Reg. ('71 model) Maserati Indy. Met green, 5-speed box, air cond., p.a.s., complete history file available — £5,500
1978 Lancia Monte Carlo. 14,250 miles, electric windows, radio — £3,995
1923 Lagonda KK 11.9 h.p. 2-seater plus Dickey — £4,500
1973 Lotus Elan Sprint. F.H.C., blue/white bottom, 62,075 miles, radio/cassette, engine work 8/1/80 (£480) — £3,745
1972 Lotus Europa Special Twin Cam. JPS colours, arriving shortly.



1972 Lotus Elan Sprint. FHC, two-tone brown and white, new remove/a/top sunroof, 42,257 miles, complete history file available *(illus)* — £3,545
1972 Lotus Europa Twin Cam. Red, 42,707 miles — £2,995
1971 Lotus Europa S2. Grey/black, two owners only, radio, electric windows, June '79 engine rebuild with new clutch, approx. 1,000 miles since — £2,965
1971 (K) Lotus Elan Sprint. Yellow — £3,195
1979 Reg. ('71 model) Mercedes Benz 280 SL. LHD, convertible, hard/soft top, power steering, manual, radio/cassette *(illus)* — £4,225
1978 Scimitar GTE. Celtic brown/light tan, 21,813 miles, Sundym, overdrive, rear wiper, electric windows and aerial, radio/cassette *(illus)* — £4,695
1979 Triumph Spitfire. Blue, one owner, 15,302 miles, o/d — £3,195
1978 Triumph Spitfire. Yellow, one owner, o/d, 12,890 miles, headrests *(illus)* — £2,795
1977 (R) TR7. Yellow, green trim, one owner — £2,495
1977 Triumph Stag Convertible. Racing green, tan trim, one owner, electric windows, radio, PAS, overdrive, alloy wheels — £4,695
1976 (Oct.) Triumph TR7. White/black, 24,631 miles, lady owner *(illus)* — £2,245
1975 Triumph Stag. Hard and soft top, blue, 37,711 miles, one owner, auto., tinted, radio/stereo *(illus)* — £3,295
1974 Triumph TR6. Green mallard, hard top, radio, overdrive — £2,795
1977 Morris Marina 4-door 1.3 Super. Brown, one owner, 18,687 miles — £1,395









W. H. Cocks & Sons Ltd., a subsidiary of Performance Cars Ltd., opposite South Ealing tube station, London W5. SU carburetter distributors, reconditioners and tuners, engine reconditioners and general repair specialists on Jaguar, MG, Rover and Triumph. MoT testing station. 01-567 0535 and 01-567 7694.

Toulmin Motors Ltd, 103/5/7 Windmill Road, Brentford, proud members of the Performance Cars Group and now located "just across the road". Leaders in the World of MG spares TC/TD/TF/MGA/MGB/MGC /V8/Midget. 01-560 1722 or 01-560 2228.

Opening hours: 9 to 7 Mon-Fri, 9 to 6 Sat, Sunday strictly by appointment only

MG's WANTED FOR IMMEDIATE PURCHASE. PLEASE PHONE FOR OUR HIGHEST CASH PRICE

Relax & Save Fuel



CruiseSentry
Electronic Cruise Controls
£78.50 + VAT

- Maintains a steady preset speed.
- First true 100% solid state electronic cruise control.
- Fits manual/automatic transmission, 4-6-8 cyclinder engines, standard or electronic ignition.
- No need to cut into vacuum line or attach magnets to the drive shaft as for traditional cruise controls.



FuelStretcher
in-car Petrol Computers
£58.50 + VAT (FS20)
£42.75 + VAT (FS10)

- FS20 provides the missing link between speedo and fuel gauge, giving an instantaneous MPG read out to achieve maximum fuel economy
- FS10 gives a total gallons read out since reset, allowing determination of average MPG.
- Options available for petrol injection.

For illustrated literature on these two unique products for DIY or dealer fitting contact:
EnviroSystems Ltd., Hampsfell Road, Grange-over-Sands, Cumbria, LA11 6BE. Telephone: 04484 4233/4.

FOR SALE—continued

TR3. Rolling chassis, good condition. £125. No time wasters. Tel.: 051-548 5929 (office hours. (61794

VOLVO P 1800 COUPE (2000 E Series). Fuel injection, overdrive, cassette player, rare opportunity to purchase this model, recently resprayed. M.o.T. until July 1981. A true bargain at £1,895 o.n.o. Genuine enquiries only. Tel.: Mr. Williams at 028-686 440. (61795

COOPER SPORTS RACER. Monaco body on Climax chassis (GP/1:55) modified to coil spring front and fitted Fiat 1600 engine. £1,500. Also Austin 1800 mid-engine coupé road equipped (LPC 796P), fibreglass body on tubular chassis. £500. Tel.: Camberley 63271. (61882

TVR 1600M SPRING. 1976, silver black vinyl top, blue interior, sunroof, radio, 19,000 miles, factory serviced. £3,500. Tel.: 0524 64526 evenings. (61885

RELIANT SCIMITAR GTE. 1975, Celtic brown, tinted electric windows, overdrive, chrome wheels, T&T, v.g.c. £2,950. Tel.: Harrogate 872657. (61886

1975 PORSCHE 911, lhd, metallic silver, front and rear spoilers, tinted glass, alloy wheels, stereo, leather trim, only 50,000 miles, top condition throughout, beautiful and appreciating classic. £7,200. Tel.: 02516 6118, Camberley. (61887

MORGAN 4/4. Two-seater, aluminium body, wire wheels, many extras, 6,000 miles only. First offer over £7,650 secures. Tel.: 0392 36690. (61888

MASERATI BORA. 1972, 24,000 miles only, silver, superb example of this collector's car, maintained by Maserati dealers. Offers around £10,000. Tel.: 01-669 7722 or Rusper 512. (58455

LOTUS EUROPA Special Edition 1975, Burgundy with oatmeal trim, 34,000 miles, excellent throughout, fitted alloys, tints, 5-speed, etc. £3,950, p/ex or cash offers. Tel.: Newport Pagnell 0908 613407. (62079

FIAT 130 SALOON AUTO, N Reg., black, blue interior, 44,000 miles, new exhaust, pas, tints, air conditioning, year's M.o.T., v.g.c. £1,350. Tel.: Staines 52019 or Ashford (Middlesex) 59822. (62080

TRIUMPH STAG. 1974, automatic, yellow, black interior, hard/soft tops, private registration, all extras, lovely example, possible p/x. £2,650. Tel.: 01-590 6943. (62081

MK. II JAGUAR 3.4. 1961, not driven for one year, basically very sound, requires small amount of work, hence realistic price £600. Tel.: 0602 252706. (62082

TR6. 1974, roadster, red, black roof and interior, tonneau, Ziebarted, radio, overdrive, low mileage, immaculate. £2,450 o.n.o. Tel.: Bewdley, Worcs. (0299) 404207. (62083

TR6. 1972, white, Ziebarted, v.g.c.; many new parts, used daily, tested. £1,550 o.n.o. Tel.: Retford (0777) 703183 after 6 p.m. (62084

JAGUAR 3.4 'S' SALOON. 1968, white, red interior, 26,000 miles, good condition all round. £1,495. Tel.: Slough 72833 after 7 p.m. (62085

1923 WOLSELEY 25 HP by Hooper. 6 cyl., 5-litre Edwardian-style large tourer. M.o.T. Tel.: 0908 55271. (62086

1928 ALFA ROMEO Tipo 6C 1500 twin cam, 2-seater sports by James Young, really usable condition. Offers around £10,000 each. Tel.: 0908 55 271, Stoke Goldington (Bucks). (62086

FERRARI 308 GTB, R Reg., 18,000 miles, metallic silver, new tyres, new electric fans, full service history, immaculate condition. £11,000. Tel.: Maidenhead 24644 (day), 37113 (evening). (62091

FOR SALE—continued

CLAN CRUSADER 875 c.c. L Reg., one careful lady owner, 45 m.p.g., M.o.T. £1,200 o.n.o. Tel.: 0274 44714. (62087

V12 2+2. 1972, superb black coachwork, red interior, mechanically excellent. £5,900 o.n.o. For details tel.: 01-845 7062. (62088

SUNBEAM ALPINE SPORTS. 1966, full M.o.T., much spent, v.g.c., red with white soft top, eyecatcher. Offers over £800. Tel.: Rustington 24252. (62089

WOLSELEY 4/44. 1953, original condition, one owner, fully documented. Offers. Tel.: Hythe (Kent) 60181. (62090

MERCEDES 250 SL. 1967, metallic sand, immaculate condition, 10,500 miles since new engine costing £2,000. Sensible offers invited. Tel.: 01-409 1920 day 01-997 4732 evening. (62093

LANCIA MONTE CARLO CONVERTIBLE. 1978, 18,000 miles, immaculate condition, Hitachi stereo radio cassete, electric windows. £3,750. Tel.: 072684 3754. (62094

MORGAN PLUS 8. 1974, 46,000 miles, long M.o.T., extras include leather interior, oil cooler, electronic ignition, stereo; must sell, new Morgan imminent. £5,250. Tel.: Winkfield Row 5798. (62095

ALVIS TD 21. 1959, Mk. 1 drophead, usual body problems, needs work. Offers around £1,400. Tel.: Chris Wilkins, Amersham (024 03) 5084 evenings, 01-578 9343 office. (62096

ALFA SUD 1.5 TI. November 1978, dark blue, 17,000 miles, excellent condition, one owner, well looked after and garage serviced. £2,850. Tel.: Archer 0480 53130 or 53550. (62097

ASTON MARTIN DBS 6. 1971, immaculate, white bodywork, tinted windows, chrome wire wheels, automatic, 50,000 miles, private sale only. £6,450 o.n.o. Tel.: Roydon 2148 evenings. (62098

ASTON MARTIN DB2. 1952, dark green paintwork in very good condition, original red leather seats in outstanding conditon, new set of Turbospeeds on stoved wheels. Brakes relined and overhauled, engine stripped and new parts ready for assembly. New oil pump. Stoved block standard crankshaft etc. £2,950. Replies to Box No. 6408 (Hampshire). (62099

PEUGEOT 203C. 1957, new M.o.T., l.h.d., sunroof, radio, export grille, mechanics good, body fair. £1,000 o.n.o. Tel.: Brighton 698697 after 6 p.m. (62100

ASTON MARTIN DB2/4 MK. III. 1958, 17,000 miles, concours condition. Reg. No. 1 LHK. Maintained by works on behalf of Aston Martin Chairman. £12,500. Tel.: Farnham 716423. (62102

AUSTIN HEALEY 3000 MK. III, 1967, 35,000 miles, genuine Old English white, wires, overdrive, tonneaus, immaculte barrister's garaged second car. £6,500. Firm Tel.: 01-607 5994. (62103

LADY OWNER must sell 1935 genuine Morris 8 Saloon, maroon/black, M.o.T., low mileage. Tel.: (0296 65) 270. (62104

1939 BENTLEY 4¼ Overdrive Park Ward Continental saloon (Green page 207), completing long rebuild. £8,000. Alternatively 1911 Regal, sporting American 2-seater, still available. Tel.: 01-582 9105 after 2nd September or leave message at 01-582 3130. (62105

JAGUAR 420G. 1970, royal blue, fastidiously maintained by enthusiast living abroad, bills for £1,500 plus, include re-conditioned transmission, torque converter and top overhaul. Dinotrol underseal. Price £1,500. Tel.: Botley (Hants) 3995 between September 1st-October 20th. (62108

FOR SALE—continued

ROVER 75. 1956, concours or near condition, 36,000 miles could be genuine, "freewheel", everything working and always starts on the button, room needed. £1,850. Tel.: Maidstone 50079, or Maidstone 859301 ask for John Clarke. (62106

LOTUS 7 S4. September 1971, yellow, M.o.T., June 1981, stage II Ford power, exceptional condition, many extras. £2,500. Tel.: Tarporley 3183 (Cheshire). (62107

LANCIA BETA COUPE 2000. 21,000 miles, latest model, sunroof, dark brown, rustproofed, owner going abroad. £3,650 o.n.o. Tel.: 0222 371461. (62109

MG-B GT, August 1977, Chartreuse, excellent order, two owners, very low mileage. £3,200 (might exchange). Tel.: Hull 655576. (62110

SUNBEAM 12/16 FOUR SEAT TOURER. 1913, complete, for restoration. Substantial sum required. Box No. 6409. (62111

SERIES 2 E-TYPE Roadster. 1969, pale blue, 50,000 miles, extensively refurbished over last two years and currently JDC Scottish Concours champion. Just completed faultless 4,000 miles European tour. Owner moving overseas. Offers over £7,500. Tel.: Bridge of Weir 613858. (62112

E-TYPE V12 ROADSTER. K-Reg., red, whitewall tyres a superb motor car in very fine condition. £8,000 o.n.o. Tel.: 061-485 1049. (62113

ALFA ROMEO SPYDER VELOCE 2000. 1977, white with black trim, 16,000 miles, excellent condition. £4,995. Tel.: Bath 311266. (62114

JAGUAR E-TYPE CONVERTIBLE. 1970, 61,000 miles, car stripped to bare shell, new sills and doors fitted, resprayed red with black interior, c.w.w., radio cassette, a superb car. £6,000 o.n.o. Tel.: Leicester 414943. (62115

BMW 3.0 CSi. 1975N. This car is in absolutely superb condition throughout, has been properly serviced and looked after through its 45,000 mile life. Metallic Turkis blue. £3,500 must sell. Tel.: Coventry (0203) 542924. (62116

SCIMITAR GTE. 1971, automatic, mechanically restored, uprated engine, stainless exhaust, good red body and black trim, many sensible modifications. £1,250. 39 Devonshire Street, Skipton, North Yorks. Tel.: 3726. (62117

MG-B GT V8. Genuine enthusiast offers generous cash payment for a low mileage original, superb condition car. Please, no imposters with hacks. Tel.: Clarke, Nottingham (0602) 605219 evenings. (62118

MERCEDES 300B ADENAUER, 1951, right hand drive in good order, drives home. Delage 1926 open tourer in very fine condition. Tel.: Eindhoven, Netherlands 40-118900. (62119

CORVETTE. 1971, automatic, 350 CID V8, power assisted everything, AM/FM, tape deck, new radials, 70km, pristine. £5,000. H. Kelley c/o K. Well, DFVLR, Oberpfaffenhofen, 8031 Wessling, West Germany. Tel.: (0 81 53) 2 81. (62120

ROLLS-ROYCE Cloud 1, automatic saloon, golden sand with beige upholstery. Registered January 1959, immaculate appearance, owner driver, £10,000 o.n.o. Tel: 077782 302 (Notts) evenings. (62468

ROLLS-ROYCE twenty tourer, 1928, excellent throughout with Barker replica type body, offers to Tel: (Cadnam) 042 127 2182 late evenings. (62469

MORGAN 4/4 4-seater, November '71, excellent condition throughout, original, signal red, £3,750. Tel.: Horsham 57516. (62470

FOR SALE—continued

JAGUAR E-TYPE, one of the last of the 4.2 fixed head, sunroof, wire wheels, £,1000 spent this year on engine rebuild and rear end. Dark roman purple, black trim, £4,250. Tel: Walker 01-588 5699, Berkhamsted 6029. (62450

ASTON MARTIN DB6, near concours condition and AMOC member owned, £5,500 o.n.o. Tel: Wallingford (0491) 36390. (62453

RENAULT TS V8 Engine, luxury motoring at its best, very good condition, T-Reg., high mileage for year hence asking price of only around £4,000. Tel: Ingham Darlington 65953. (62451

MORGAN FAMILY 3-wheeler, 1933, Vee twin, complete rebuild last year, running order. Offers over £3,200. Brooklands Riley 1929, original very interesting history. Offers over £12,000. Tel: 0533 825295 days, Sutton-Elms 282650 evenings. (62454

AC ACE-BRISTOL, 1960, completely original but for addition of Kenlowe fan, hard and soft tops, variety of new and used spares, £9,500 o.n.o. Tel: Stewart, Malmesbury (066 82), Wilts 2779. (62455

LOTUS ELAN Sprint FHC, yellow, 1973, genuine 23,000 miles, totally original and unmarked. £4,750. Tel: Dunstable 606974. (62456

HEALEY TICKFORD 1954, saloon, excellent original example of this rare beautiful sports car, 10 months M.o.T. £2,000. Tel: 0742 745266. (62457

ALVIS 12/70 1937, complete rolling chassis plus spare gearbox, minus body only, ideal for restoration into replica of your choice, £295 o.v.n.o. Tel: Wendover 623805. (62458

ASTON MARTIN DB4 Drophead 1963, outstanding overall condition must make car one of the most desirable, overhauled/rebuilt mechanics, fullest details. Tel: 01 499 4923 (Bushell) days. (62459

BRISTOL 408 Series II, 1965, absolute mint condition body and interior, supporting history, silver, red interior, £3,000. Rover 3.5 1972, blue, cream hide, 46,000 super condition £2,000 4 extra winter tyres. Tel: 01-586 4844. (62460

MG-TD 1952, carefully restored throughout. Tel: Chirbury (Salop) 266 evenings, for details. (62461

MORGAN 4/4 Four-seater, 1979 (T) £6,500 or 4/4 two-seater 1980 (W) £6,900, one to be sold. Tel: 0323 (Alfriston) 870691. (62463

UNIQUE JAGUAR 3.8, built 1965 and used abroad until 1978. Very original rust free car with superb mechanics. RHD and overdrive, offers over £2,000. Tel: 0782 720562 for more details. (62467

MGB GT 1974, N-Reg., overdrive, chrome bumper, wire wheels, one year M.o.T., 62,000 miles, excellent condition, £1,900. Tel: Little Chalfont (02404) 5163 evenings and weekends. (62237

FERRARI 365GT, 1970, metallic claret, unmarked, beige trim, all new chromework and tailpipes, Daytona wheels, registered number 9VP, superb looker, investment, £7,950, exchange 911S, +8, BMW or Merc Coupé. Tel: 021 745 8422. (62238

BMW 2002, 1971 N-UK Reg., ivory with blue trim, one careful lady owner from new, properly maintained and exceptional, metal sun roof, am-fm Blaupunkt, £950. Irmtraud Hare. Tel: Kings Langley 64802. (62240

1934 AUSTIN 7 Ruby de luxe saloon rebuilt in 1967 from a bare chassis to the highest standards since when it has been a permanent exhibit in the Glasgow Museum of Transport. A concours prizewinning car in superb condition, M.o.T. to June 1981. Offers around £2,500. Tel: Kilmacolm 2678 (near Glasgow). (62241

- Service & repairs at realistic cost
- Restoration to perfection

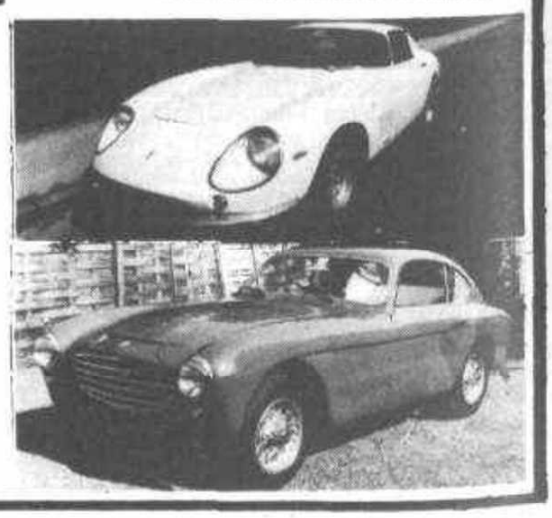
D. K. ENGINEERING

- Ferrari & Jaguar engines rebuilt
- Gearbox & transaxle overhaul

Ferrari 275 GTB Long Nose 1966. One of 5 r.h.d. aluminium cars	POA
Ferrari 166 Sport Coupé 1950. Ex Franco Cornacchia road race car, Concours	POA
Ferrari Daytona 1971. Very sound, retrimmed, superb engine	£16,950
Ferrari 365 GTC 4 1972. 24,000 miles only, exceptional	POA
Ferrari 365 GTC. Red, Concours winning example	POA
Ferrari 330 GT Mk. II 1966. 40,000 miles, completely rebuilt to our recognised Concours standard	POA
Ferrari 250 GT 1958. 45,000 kms., superb coachwork, engine, and gearbox	Open to realistic offers
Ferrari 212 Export 1952. RHD, Vignale coachwork, less engine, gearbox, very rare	£4,750
Ferrari 308 GTB 1978. 11,000 miles, superb throughout	£12,950
Ferrari 246 Dino. Red, mint example, excellent mechanically	£11,950
Lola Climax Ch. No. BR12. Totally rebuilt, full race spec	POA
E-Type 1960 Roadster. Flat floor, original & corrosion free	£4,950
Aston Martin DB6. Manual, 48,000 miles, full history, excellent	£7,650
XK140 FHC 1955. S/E model, body rebuilt, all parts included to finish	£2,500
Sunbeam 3-litre Twin Cam 1925. James Young coachbuilt sports tourer, superbly original	POA

Enquries invited for Ford GT40 now available

Our well equipped workshops have capacity for service and repairs to the highest standard. Interesting cars purchased.
Telephone: Northwood 21399. Evenings: Northwood 27012 or 01-402 5664.



LIBRA MOTIVE

The *Morgan* Specialists

Visit our Showroom, 2 minutes Finchley Road Tube.
6-10 Rosemont Road, Hampstead, London NW3 6NE.
Service 01-435 8159 • Sales 01-794 7009

Opening hours 08.30-18.00. Sat 10.00-14.00

WE BUY & SELL MORGANS

New Panther Lima
70 4/4 2str., green
76 4/4 4str., silver
78 +8, white
66 4/4 2 str., green
79 4/4 4 str., red
77 +8, black

AND MORE MORGANS
MSCC Noggin

10th September
Flask, Highgate
West Hill, N6.



OFFICIAL *Morgan* SERVICE AGENTS

FOR SALE—continued

MORGAN + 8 1978, 31,000 miles, light metallic blue, black leather interior, lightweight body, rustproofed, XWX tyres, reclining seats, luggage carrier, £8,500 o.n.o. Tel: 0983 64575. (62235

1938 WOLSELEY 16, in very good condition with M.o.T. £1,650. Box No. 6412. (62244

1973 MERCEDES 280CE excellent condition. £3,500. Box No. 6413. (62244

VOLVO 122S B16, 1961, genuine 65,000 miles, twin carb, good condition, long M.o.T., distinctive reg., £500 o.n.o. Tel: John at 01-953 1535. (62242

LOTUS ELAN S4 SE Drophead, yellow, F-Reg., one careful owner twelve years second car, 50,000 miles only, extras, spares, manual. Offers around £2,000. Tel: Polruan 408 or Mullion 240541. (62245

TR4, Restored by enthusiast, £2,300 spent on parts, value at £4,000. Offers welcome. Tel: 01-445 0238 after 7 p.m. (62243

MERCEDES 280 SE 1971, blue, Merc. maintained. Co-Director car in excellent condition, £1,750 o.n.o. J. Tunnard, Algarkirk, Boston. Tel: Sutterton 330 or 223. (62246

1956 ROVER '90 and many spares with M.o.T., £200. Box No. 6414. (62244

1938 LAGONDA V12 Rapide Sports Saloon, in need of body restoration, but complete in every respect. Mechanical condition very good, following recent partial overhaul. Whole offered in running condition, and can be inspected by appointment. Firm offers in excess of £4,500 will be considered. Tel: Ripley 2402 or Cranleigh 5380. (62247

CORTINA ESTATE Ghia 2.0, automatic, 1978, silver, blue velour upholstery, vinyl roof, tinted glass, radio, excellent condition, £2,850. Tel: 01-422 2420. (62248

LOTUS CORTINA Mk. 1, 1966, M.o.T. December 1980. Repainted white/green, new Goodyear GPS 70, new carpets, very original, £1,500 o.n.o. Tel: 058 082 469. (62249

MORGAN 4/4, one lady owner, T-Reg., black, all aluminium, special stone leather, chrome wires, comprehensive factory extras. Tel: Bagshot 74017. (62250

SPITFIRE MK IV, 1973, only 28,000 miles, one lady owner, soft top, laminated windscreen, undersealed, good condition, taxed and tested March/April, £900. Tel: 026 477 2275. (62251

1915 STANDARD 9.5 HP, two-seater and dickey very good condition, £8,500 o.n.o. Tel: 0935 4200 after 6.30 p.m. (62252

1935 BENTLEY 3½ Park Ward sports saloon. Actual Olympia show car, also owned by Eustace Watkins, sound unrestored running order, £4,800. Tel: Lincoln 50228. (62253

LANCIA FULVIA Coupé, 1973, two owners, full service history, excellent condition throughout, 55,000 miles, taxed, M.o.T. May 1981, £995. Tel: Welwyn 5328. (62254

ALFA ROMEO 1973, 2000 Berlina Saloon, mileage only 50,000, one owner, good condition, undersealed, regularly serviced, taxed and tested May, £850. Tel: Weyhill 2275. (62255

FERRARI DINO 1972, special reg., cloth trim RHD, not immaculate but must be worth £7,000. Tel: Ripley (Derbys) 43304/47125. (62275

BMW 2002 1973M, red with black cloth trim, HRW, radio, service history, new M.o.T., completely unspoilt condition with no modifications, £1,285. Tel: Earldoms 373 (New Forest). (62277

FOR SALE—continued

TVR 3000M April 1977, metallic brown, beige model band, sun/vinyl roof, 36,000 miles, £4,250. Tel: 01-205 7213 (home); 01-272 9134 (office). (62266

1978 TRANS-AM 400 cu in, auto, p.a.s., p.a.b., elec. windows, honeycomb (locking) wheels, c/locking system. One owner from new in UK, 16,000 miles, immaculate condition, £4,800. Tel: 01-291 2402. (62256

MATRA SPORT M530, mid-engined coupe. Taxed and M.o.T., Targa top, alloy wheels, exciting motor car which surely will appreciate. Offers around £950. Tel: 061 456 3694. (62257

AUSTIN A40 Cambridge 1955, 50,000 miles, 12 months M.o.T., taxed January 1981, bodywork and interior excellent, recent decoke, original handbook, works manual, some spares, house move forces sale hence £400 o.n.o. Tel: Redcar (0642) 472402. (62258

JAGUAR E-TYPE 3.8 FHC, 1964, black, wire wheels, possible concours winner, must be seen, £4,500 o.n.o. Tel: 0246 590024. (62260

FERRARI 400 GT Auto, 1977 'S', silver/black hide electric roof, mirrors and windows, radio/stereo, full service history, 20,000 miles guaranteed mileage, £15,000 o.n.o. Tel: Tunbridge Wells 37127. (62261

1974 V12 Roadster, automatic, stereo radio/cassette, Wolfrace wheels, factory top, alarm, red, 47,000 miles, new hood/tyres/exhaust/M.o.T., immaculate, £6,500. Box No. 6415. (62262

MORGAN 4/4 2-seater, 1971, new chassis, extras, bodywork untidy, £2,500. Tel: 037976 573 for details. (62263

ALVIS TA14 rolling chassis, excellent engine, sell complete or break. Tel: Saffron Walden 22330. (62264

TVR 3000M April 1977, metallic brown, beige model band, sun/vinyl roof, 36,000 miles, £4,250. Tel: 01-205 7213 (home); 01-272 9134 (office). (62265

JENSEN INTERCEPTOR, 1976, white, 36,000 miles, must be one of the last produced and excellent investment. Offers invited. Tel: Chelmsford 66833. (62267

LOTUS ECLAT 521 automatic, 1978 T-Reg., 15,000 miles, brown with beige interior and vinyl roof, £7,500 o.n.o. Tel: Chelmsford 66833. (62267

PROTOS SUPERB racer, driven by Pedro Rodrigues late 1960s, immaculate, complete, spares, trailer, £3,000. Tel: Hornchurch 57650. (62269

BMW 320i rare July 1978 manufacture, white/motorsport strip, Mahler wheels, stereo cassette/radio, Alpina spoiler, exceptionally low mileage, fully serviced by main dealer, just completed 10,000 mile service, £5,900. Tel: Ascot (0990) 26248 days. (62270

DAIMLER V8 250 1968, automatic, excellent body and mechanics, long M.o.T., new exhausts, tool kit and history, must sell for room £1,350. Tel: Warwick (0926) 497915. (62271

BENTLEY 1937 Thrupp & Maberly saloon, damaged wing repaired but needs paintwork, recent new leather, as seen offers over £6,000. Tel: Findhorn (Morayshire) 2238. (62272

TVR 2500M, immaculate condition, rebuilt to 1980 specification, resprayed in original claret/silver, oatmeal trim, new brown carpets, sunroof, overdrive, stereo. £3,250, offers considered. Tel: 01-290 1072. (62273

MGTC 1949 chassis up rebuild, Naylors body, very good condition, circa £5,500. Southport 31942 evenings please 7-9 p.m. (62566

FOR SALE—continued

STAG 1978 S, genuine 7,000 miles from new, white, auto, superb condition, £6,950 o.n.o., part ex. considered. Tel: Weaverham (0606) 852785 (Cheshire). (62779

SUNBEAM RAPIER H120 Coupe, 1975, 47,800 miles, M.o.T., green, radio, one owner, carefully driven and maintained, will become collectors item, genuine reason for sale, no time wasters please, £1,400 o.n.o. Box No. 6418. (62663

ASTON MARTIN DB5 1964, immaculate, dark metallic blue, pale grey Connolly interior, entire car in perfect order, with fully documented history from new. Total mileage less than 70,000. This superb car is offered for sale at only £7,000. Tel: Bewdley (0299) 403232 for an appointment to view. (62664

DUTTON, BRAND new, expert built, Ford 3-litre, overdrive, RS2000 wiring, widened rear arches, hard top, colour/interior trim to buyers specification, £3,000. Tel: Reading 700321. (62665

1938 MGTA superb in every way, make me an offer over £4,000 and she is yours. Tel: 051 638 2154. (62666

ALVIS TA 14 engine and gearbox complete, also Wolseley Hornet gearbox, offers. Tel: 0522 71 219. (62667

PORSCHE 2.4 911 T Lux, 1972, electric windows, front spoiler, radio/cassette player, sepia brown, recent new tyres, silencer, heat exchanger, regularly serviced, very tidy condition, £3,950. Tel: Pewsey (Wilts) 2404. (62668

SCIMITAR 3-litre coupé, overdrive, radio, sunroof, Ford reconditioned engine and clutch, 2,000 miles ago. Mechanically excellent, silver paintwork and black interior, looks very smart, 12 months tax and M.o.T. £1,600. Tel: Mr. Ireland, Yateley 874031 or Nightingale 323 evenings. (62669

ALFA 1.6 GT coupe 1973, cassette radio, 34 m.p.g., 50 lbs at tickover hot, previous lady owner to 20,000. Now 45,000, 12 months M.o.T., £925. Tel: Cirencester 5903. (62670

DOLOMITE SPRINT 1974M, white, black interior, manual with overdrive. Genuine 56,000 recorded miles, M.o.T. Sept. 1981, taxed January 1981, stereo radio, cassette. Two owners, both having replaced this car with another Sprint, £1,350. Tel: 021-351 2082. (62671

MORGAN + 8 1969, 80,000 miles, old English white, many extras, £3,500. Tel: Poynings 300 (Mid-Sussex). (62672

MERCEDES BENZ 350 SL, 1972 (Aug.), metallic red, cream interior, hard, soft tops, stereo, electrical aerial, new tyres, 67,000 miles, very elegant, tax, M.o.T., £6,250. Tel: 061-860 7085 evenings. (62673

MGB GT anniversary model, overdrive, Hitachi radio/cassette, electric aerial, 53,000 miles, £2,475. Tel: 0244 570283 evenings/weekends. (62674

LANCIA LUSSO 1600 HF N-Reg., sunroof, radio, undersealed, excellent condition, appreciating asset, move abroad forces reluctant sale, £2,000. Tel: 01-995 4645. (62779

ALFA ROMEO 2000 GTV, April 1973, white, radio/stereo, new exhaust, 2 new cinturato's, generally good condition, must sell, £950, will haggle. Tel: Walsall 29074 evenings. (62676

RILEY ROADSTER 1950, floor shift, 3-seater, cream new hood and carpet, s/steel exhaust, M.o.T. and taxed, £6,950. Tel: 021 743 5276 or 092684 2122. (62320

FOR SALE—continued

LAGONDA 16/80 two-seater with Ranalagh aluminium body, much work needed but towable, offers. Tel: David 01-570 3674 evenings. (62677

MG K3 1933, Chassis K3005, engine 20AK, Powerplus No. 9 supercharger, Eustace Watkins body, with only four modifications this is a very original K3. Bought by Mr. Edwin Griffiths on April 11th 1933. Imported to Sweden June 11th 1938. Present owner since 1957. Will be shown in England in September by arrangement. Offers to B. G. Frick, Smedsleacksgatan 10, Stockholm Sweden. Tel: 08-621347 or 629810. (62514

FERRARI 308 GTB, red, 40,000 miles, good condition, £9,250 or £10,000 with Reg. ORU 21. Tel: Alson 2403 before 10 a.m. any day. (61282

1957 ASTON MARTIN DB2/4 Mk. II, fixed head coupe, very rare (only 199 made) with 3-litre vantage engine, LI head, twin exhausts, Alfins etc. Black with original grey leather interior and carpets, mechanically superb and fully maintained with 90 mph cruising and 130 top speed. Extensive handwritten mileage log and servicing history, originally LHD but converted to RHD by the factory. Owner's, workshop, and parts manual, and original bill of sale. Suitable collector or historic racing sale by AMOC area representative. £5,950 delivered free any European Port. Tel: 312 441 8363 (Chicago, USA). (96136

CAPRI 2000S, 1978, immaculate, black coachwork, Recaro seats, steel sunroof, underbody protection, carefully maintained, below average mileage, surprising economy with excellent performance, £3,350. Tel: Leeds 784844. (62314

2.3 SINGLE CAM Chevette, recent professional conversion with all the right bits. Offers around £3,000 part ex. considered. Also Magnum 2.3 saloon frontal damage, easy repair for details. Tel: Knighton 528084. (62321

JAGUAR 2.4 1966, manual, good body, mechanics, mint interior, M.o.T. £695. Tel: Hemel Hempstead 51095. (51140

LAMBORGHINI ESPADA. The ultimate four seater GT. Manufactured Nov. 1977, Reg. UK 1978 with T plate. Metallic gold with black hide interior, RHD, auto, air con., Becker stereo/radio, full history. A beautiful motor car and a superb investment, sensibly priced at £15,500. Tel: R. Derbyshire 062 983 3791 Mon-Fri 9a.m.-5 p.m. (62463

1932 WOLSELEY Hornet special chassis, Rudge wheels, various spares, 1970 Sunbeam Rapier Holbay for spares, reasonable offers. Tel: 061 865 5013 after 6 p.m. (62288

MERCEDES 250 SE coupe, 1964, LHD, p.a.s., electric sunroof, two owners, long M.o.T., well maintained, must be seen £1,950. Tel: Woking 67434 before 30 August, after 14th September. (62315

1971 TRIUMPH VITESSE Convertible, 55,000, engine 14,000. Recent new clutch, hood, sills. T & T March, radio, tonneau covers, manuals, £700 o.n.o. Brown, 60 Trueman Avenue, Heckmondwike, Yorks. (62317

DB4 SERIES 4 1962. Total mechanical rebuild by Richard Williams using 4-litre engine, one year ago. Car little used since then. Car is mechanically perfect and a good deal of money has been recently spent on re-carpeting the interior and the boot, new headliner, re-chroming as needed. Five re-spoked and re-chromed 16" wheels with new turbo speeds. As nice as it can be and still be driven. Inspection invited. Tel: 01-589 3523. (62316

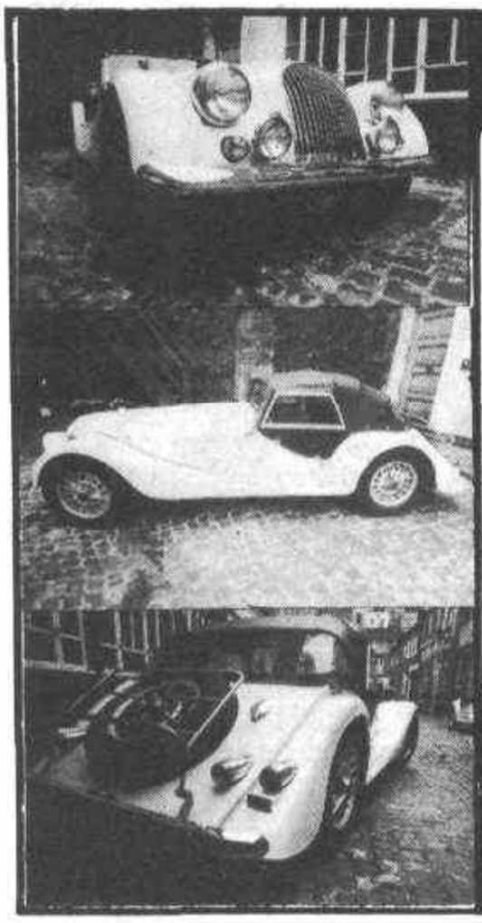
MIKE DUNCAN
Midlands Morgan Agent

92 WINDMILL HILL,
HALESOWEN, BIRMINGHAM

TEL:
CRADLEY HEATH (0384) 67675



As I sit in the showroom watching the rain pouring down, having to produce this for a copy date in early August, I can only look forward to that Indian summer we have promised ourselves.
We have now doubled our workshop capacity and so can take in all those service and tuning jobs I have been turning away of late.
Trade has been very brisk all this summer but current stock includes:
1980 +8, W Reg. and only 300 miles. U/seal, leather trim in black with red bodywork.
1976 +8 Ivory. Was once driven by Prince Charles and owned by none other than John Britten.
1976 4/4. Two-seater in sunshine yellow. Wire wheels and nice condition.
1973 4-seater. The only one we have this month. It is mid blue with wire wheels and the optional reclining seats, also a luggage rack.
There is a chance of an almost new one in the pipe line. Please ring.
Non-Morgans include a **1972 911 E Porsche** with a new engine and exhaust at £3,900. Also a clean **1978 Alfa Sud** 4-door at £1,500. **1977 MG Midget** tidy but must go at £1,600.
We have a large stock of tee shirts and sweat shirts, books and other impedimenta all of which I have no room to list. Again please ring.
As always Morgans bought, sold, tuned and serviced, also sold on commission. Ring for further details.



The London *Morgan* Distributors

"Oh what blessed relief", "Oh what unadulterated bliss," no trite gibberish, no puerile prose, no turgid tales from "Gotham City"; it can only mean one thing; Batman and Robin (he seems like a nice boy) are on holiday somewhere in the environs of "Cape Ferret". I can't see the attraction myself, it's always full of Pseuds, freaks and Herberts (roughly in that order) and the odd Terry-Wally who booked for the Costa-Lotta but was unable to fathom the intricacies of his Michelin Guide and turned left at Marseille.

And what does this Lemming-like rush for the S. of F. get you? A bad case of Mediterranean impetigo if you're lucky, and two weeks off the bottle if you're not. If you can survive the food, the French, and the floating sewerage, you will no doubt be flattened by someone's mechanical ego blasting down the "Promenade des Anglais" (a misnomer if ever I heard one) completely out of control; Topless Targas, Teutonic Turbos, Boxers by the bucketful, Dinos by the dozen, all out to impress; but on occasion you will see a diamond parked amongst the Plastic Pearls, a genuine article among the Posers props, a **Morgan**, rough cut, unpretentious, unassuming but oh so rewarding in so many ways; like a dog bred for character not looks.

Don't develop ulcers over plummeting depreciation (**Morgans** have always held their value), don't despair over O.P.E.C. increases (34 m.p.g. in a **Plus 8** to Paris and back) don't dread three figure service bills (parts are cheap and plentiful), DO buy a **Morgan**; any **Morgan**; it's the only car in these days of gloom in the Motor industry that has retained its self-respect, its sense of humour and its price. Nobody said it was perfect but you will never get bored with a **Morgan**.

We always have a selection of 4/4s and +8s to suit every overdraft, the odd +4 (wish we could find more good ones) and the very occasional Coupe and Supersports. We have engines that will frighten you and accessories that will delight you. Come and see us before that "Dreadful Duo" return.

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

ALFA GIULIA 1.6 GT Junior, 1976, 36,000 miles only, £1,950 o.n.o. May consider cheaper exchange. Tel: Weaverham (0606) 852785 (Cheshire). (62318

JAGUAR XJ12 5.3 Coupe, white, black roof with navy velour interior, Wesbasto sunroof, XJS alloy wheels, expensive Phillips A360 radio cassette with automatic electric aerial. P-Reg., and in immaculate condition. The advertiser has been the sole owner since this car was nine months old and the vehicle has been maintained and serviced by Stratstones since new. It has covered 38,000 miles and represents an appreciating investment at £4,750 or very near offer. Also: Rolls-Royce Silver Shadow 1973, navy blue with unusual West of England interior. Immaculate condition with complete Mann Egerton history from new. Usual refinements including stereo radio/cassette. 36,000 miles only. This car has spent most of its life outside London and is thus free of usual paintwork imperfections. £17,500 or very near offer. Tel: 01-499 1845 during business hours to view these vehicles which are now garaged in Central London. (62464

HUMBER SUPER SNIPE, 1959 5555 AH, stored 8 yrs. 34,000 miles, seat covers from new, minor paintwork could make one of the best, realistic offers. Tel: Hawkhurst 3565. (62069

ASTON MARTIN DBS V8, J. Fiesta red/black leather, tints, stereo, 35,000 miles, history, mint, £4,350 o.n.o. also Jaguar E. Type Roadster, gold/tan leather interior and hood, tints, new 205 tyres, exhaust, battery and brakes, one owner most of its life, history. £4,650. Tel: Lowestoft 730279 after Sept. 10th. (62070

ASTON MARTIN DBS V8, 1972 Motor Show Car, immaculate bodily and mechanically, black/black leather interior. £5,000 or offers. Tel: Wolverhampton 0902 758778. (62072

VOLVO P1800S, 1964, white, 59,000 miles, good condition, lady owner last six years, excellent investment £950. Tel: Melton Mowbray 4361. (62073

ALFA ROMEO 2000 SPYDER, K-Registered, good workmanlike example of this appreciating model, £1,600, particulars Halfway House 483. (62075

BENTLEY, 1923, TT replica, short chassis, 4½ engine, Vanden Plas four seater, M.o.T. tatty, good performance, £17,500. Baldock Borough Green 883282 (Kent). (62076

UNIQUE ORIGINAL 1936 MORRIS EIGHT, two door sunroof saloon, this car is in magnificent unrestored condition and both interior and exterior wonderfully preserved. The undoubtedly genuine recorded mileage is 74,527 and is probably one of the best in existence, substantial offers in the region of £2,000 are required. Tel: Reigate 43002. (62078

BENTLEY MK6, 1952, silver grey, biscuit interior, new radiator, original valve radio, 2 previous owners, full history, mileage under 100,000 exceptional condition, £5,000. Tel: Portsmouth 812397 or Wincanton 32345 Sundays and Mondays. (62121

MATRA SIMCA BAGHEERA, 1977, orange, mechanically first class, L.H.D., M.o.T., cassette, £3,500 o.n.o. Tel: 01-250 1616 (day) 01-651 0548 (evenings). (62122

BENTLEY S.1 SALOON, 6 cylinder, automatic, P.A.S., tudor grey, blue-grey hide, one R.R.E.C. owner since new, full Rolls-Royce history, in outstanding original condition, only 81,000 miles, £7,500 including personal registration number. Tel: Ivan Page-Ratcliff, Windsor 61547. (62123

FOR SALE—continued

ALFA ROMEO 2000GTV, 36,000, one previous owner, this car has just had a full £550 mechanical service with parts being replaced as necessary. Fitted with new Pirelli CN36's and Superb Panasonic stereo radio cassette, sunshine roof, dark blue, full year's M.o.T. and taxed. I want £1,500 but will haggle over a pint! Peter Dunn. Tel: (01) 486 8233 day, (01) 935 0226 home. (62124

TR7, Nov. 78, 5 speed, yellow, one careful owner, under 9,000 miles, radio, undersealed, £3,400 o.n.o. Tel: Windsor 64336. (62126

LOTUS ELAN SPRINT, 1972 (L), fixed head coupe, blue/white, total engine rebuild, many new parts, a fine specimen. £2,850. Tel: Sunbury-on-Thames 84833. (62127

JENSEN HEALEY, 1975, h/s tops, new engine, gearbox, propshaft, steering, tyres, stainless exhaust, radiator, Spax, e/windows, e/aerial, blue, £2,500 spent last year. 170 BHP for £2,250. Tel: 0480-63129 (Cambs). (62128

MERCEDES 230 SL, 1966 coupe, cream, black top, taxed, M.o.T. June 1981, radio, good tyres, well looked after, £2,000 o.n.o. Tel: 057-97 355 (62129

MORRIS MINOR 1000, 1960, 4 door saloon, 49,000 miles, recon. engine, gearbox, clutch, resprayed grey, red interior, tax, M.o.T. Dec. 2 owners, above average condition. £750 o.n.o. Tel: Bournemouth (0202) 429837. (62131

LOTUS 7, 1971, 1600cc x flow engine fitted, also twin cam engine included, 56,600 miles, weather equipment, all v.g.c. £1,950. 39 Hatherley Rd., Cheltenham. Tel: 22924. (62133

BENTLEY 8-LITRE Single seater Racing Car. Offers over £35,000 to: Gordon Russell. Tel: 01-864 2717 day. Or 0494 881190 evening, until Sept. 8th. (62134

ALVIS TA 14 SALOON, 1948, upholstery dismantled, otherwise complete, sound, partially restored, executors sale £500. Tacon. Tel: Norwich (0603) 616788. (62135

SCIMITAR GTE TURBO, N-Reg, 36,000 mls., original 300 b.h.p. "Motor", road test car, superb condition, need cash for house extension so sensible offers please. Tel: 0270 811048. (62138

1963 ALFA GIULIA SPYDER 1600 just resprayed (red) rebuilt engine/transmission/brakes. One owner last 9 years, best offers by 15/9 secures. Tel: 04204 (Bentley) 2129. (62141

TR6, 1973, Sienna brown, overdrive, new soft top, 37,000 miles, 11 months M.o.T. price £2,300. Tel: Swansea 793671 after five or Swansea 299455. (62143

LAMBO URRACCO 2½-litre, V8, 1975, genuine 16,000 miles, little used & in beautiful condition, white, investment at £9,000. Tel: Long Compton 430. (62144

XK 140 DROPHEAD COUPE, two owners, sports classic, original logbook, beautiful interior/exterior, overdrive, new M.o.T. £5,800. Yelverton 3971 (Devon). (62146

ALFA ROMEO 2000 GTV, 1974, white/black, 62,000 miles, mechanically superb with recent respray contributing to fine appearance, Alfa maintained, major service recently completed, taxed with 10 months M.o.T. Sensible extras fitted, if you want one, you'll buy it. Owner going abroad so must sell hence £1,300 o.n.o. Tel: Helensburgh (0436) 4321 ext. 545 (office). Helensburgh 6252 (home). (62148

A.C. 3000 ME, 7,200 miles, leather trim, sunroof, electric windows, stereo, as new £7,650 or poss. p/ex. Tel: Derby (0332) 515282 or 559685. (62147

FOR SALE—continued

LANCIA BETA 1600 SEDAN, 1978, metallic bronze, 39,000 miles, one owner, agent maintained, excellent condition, rustproof, warranty, £1,900. Tel: Northampton (0604) 45525. (62149

BENTLEY 3½-LITRE, 1936, Park Ward aluminium Sports saloon, black with red coach line, restored to very high standard over many years, full M.o.T. £8,250. Miles, Folly Farm, Weeley Heath, Essex. Tel: Weeley 830246. (62150

RILEY, 1933, 9 h.p. Lynx tourer, totally restored to original condition, concours winner and immaculate, offers invited around £8,000, for details reply to Box No. 6410. (62151

MGC ROADSTER, 1968, BRG, o/drive, M.o.T. end Nov. taxed, new roof, good condition, reluctant sale, £1,200. day Tel: 01-629 8434. Mr Capon. (62152

LANCIA FULVIA S COUPE, late 1973, M.o.T. Jan 1981, 56,000 miles, dealer serviced, enjoyable, economical car. £1,050. Tel: Manchester 061-442 6846. (62153

MG-YB, 1951, engine rebuilt by Naylor Bros. good condition, for year, runs, offers over £750. Tel: 0524 781215. (62154

FIREBIRD TRANS-AM. 1978, white, V Reg., beautiful condition, 10,000 miles only, all extras including glass hatch roof. £7,500. Tel.: Wedmore 712532 (Somerset). (62471

GILBERN, 1972, 3,500 miles. £1,450 o.n.o. Tel.: Kelsall 52138 (Cheshire). Can be seen Birmingham or Cheshire, exchange good Dyane. (62472

LOTUS ELAN +2 130/S, 1974, recent work, 45,000 miles. £3,250. Salisbury area. Tel.: Farley (072 272) 772. (62473

AUSTIN SEVEN DELUXE SALOON. 1934, exterior restored, engine rebuilt, mortgage forces sale with several spares. £1,400. Tel.: Colyton (0297) 52292. (62474

SUPER SPORTS AERO MORGAN. 1929, dog ear JAP, two-speeder, mint condition due to extensive professional rebuild, taxed, M.o.T. Offers around £6,250 for this delightfully original car. Also Darmont Morgan circa 1922 requiring restoration, believed only one in UK. Offers. Tel.: Bromfield 206. (62475

LANCIA 1600 HF. September 1972, 18,000 miles, beige with black interior, located central London. £2,500. Tel.: 01-235 3125 breakfast-time or after 6 p.m. (62476

DAIMLER V8 250. 1968 (F), 38,000 miles, one family car, auto., p.a.s., h.r.w., long M.o.T., excellent condition, genuine reason for sale. Offers over £2,000. Tel.: 088 684 272 (Worcs). (62477

LANCIA 1600 HPE. 1978, blue, 25,000 miles, alloy wheels, 5-speed, etc. £3,250. Tel.: Melton Mowbray 822563. (62478

PORSCHE 911E. 1969 model, 2-litre injection, bitter chocolate, Reg. 2900 E, absolutely superb, must be finest available. Rapidly appreciating investment. £4,500 o.n.o. Tel.: 041-647 3225. (62479

DAIMLER SOVEREIGN 420. (Not XJ6). 1969, carriage brown, tan interior, usual refinements, present owner last ten years. £1,250. Te.: Leeds 862785. (62480

MG-B ROADSTER. 1977 S Reg., black, o/d, stereo, 23,000 miles, beautiful condition. £3,150. Tel.: 01-272 4474 office, 01-906 0534 home. (62481

AUSTIN 16 SALOON. 1948, under 72,000 miles from new, carefully used and mintained in original condition last 26 years by retired second owner, now needs attention to meet M.o.T. £400. Tel.: Saddleworth 70488 (Manchester). (62503

FOR SALE—continued

MG TF. Ground up restoration, no expense has been spared to bring this car into pristine condition. £6,950 o.n.o. For details Tel.: Banbury 54672. (62482

BENTLEY MK. VI. 1950, standard saloon, mechanically sound, stored since last M.o.T. in May 1977, body requires some renovation. £1,850 o.n.o. Tel.: 01-639 3086 evenings. (62483

LOTUS EUROPA SPECIAL. 1973, JPS, 54,000 miles, v.g.c., reconditioned engine, etc. £3,750 o.n.o. Tel.: Crawley 884129 or Aldershot 23998. (62486

MORGAN 1600 c.c. 4-SEATER. 1976, B.R.G., in excellent condition, all extras included, tonneaus, luggage rack, tow bar. £5,250 o.n.o. Tel.: Saddleworth 2273 daytime, 70912 after 6.00 p.m. (62484

SSI FOUR SEATER TOURER. 1935, simply outstanding condition, at present fitted 4-litre side valve Chrysler engine, correct unit available. Very expensive. Tel.: 061 980 4264 home. (62485

ROLLS-ROYCE TWENTY. 1923, very early Goshawk series chassis, Windovers saloon body, perfect condition, illustrated "Those Elegant Rolls-Royces", emigration forces sale. Best offer by end of month. Tel.: 061-434 1775. 3 Holmwood Court, Baltbrook Avenue, Didsbury, Manchester. (62488

TR6. 1973, French blue, very good condition, hard and soft tops, overdrive, low mileage, taxed and tested. £2,100 o.n.o. Tel.: 01-654 4065. (62487

TVR 3000M. November 1976, the No. 1 anniversary model, fully authenticated, only 10 made to this livery and specification, vinyl/sunroof, overdrive, radio/cassette, Wolfraces, laminated windscreen, low mileage, beautiful condition, maintained regardless of cost, appreciating example. £4,250. Tel.: Alan on 061 973 5704 evenings. (62492

VOLVO 1800ES ESTATE. 1973, new M.o.T., blue/black, excellent condition, must sell. £2,700 o.n.o. Tel.: Mr. Horsley 0705 379481 ext. 109. (62490

MG TD 11. 1953, totally rebuilt, excellent example in red with black upholstery. £4,750. Tel.: East Grinstead 0342 312965. (62493

MGA ROADSTER 1600. V.G.C., recond. engine, red. Offers around £2,000. Tel.: Long Eaton 4491, Draycott 2510. (62494

BENTLEY MK6. 1948 standard saloon, new M.o.T. and taxed, reluctant sale. £3,500 o.n.o. Tel.: 04946 6704 evenings. (62495

BMW 2000 COUPE. 1968, silver, distinguished and lavishly equipped prestige rarity, good condition and completely original. £1,350. Tel.: Emsworth (Hants) 024-34 3260 evenings. (62496

MORGAN +4 FLAT RAD. 1952, new chrome, cylinder head conversion, leather interior, owner now in USA, offers accepted in region of £4,350. Tel.: Radlett (Herts) 6342. (62498

MORGAN +8 4-SEATER. Unique example of V8 engined Morgan, shattering acceleration but with overdrive for economy. £4,500 o.n.o. Tel.: Radlett 6342 (Herts). (62498

ASTON MARTIN DBS 6. 1968, auto., air conditioning, 55,000 miles, owned last eight years, always garaged, perfect mechanics, excellent body and interior. £4,500 o.n.o. Tel.: Wraysbury 3300 evenings. (62499

FORD Y TYPE 4-door saloon, 1934, one lady owner from new, 34,000 miles approximately, has been garaged since 1965 and requires renovation, to be auctioned for Jimmy Savile's Stoke Mandeville Appeal, 19th September. Fox and Sons, 30 Boutport Street, Barnstaple. Tel.: (0271) 75871. (62512

Hire a Sports Car

Morgan 4/4 2 & 4 str's, MGB Convertibles, Triumph TR7 fixed heads and Convertibles and TVR Convertibles.

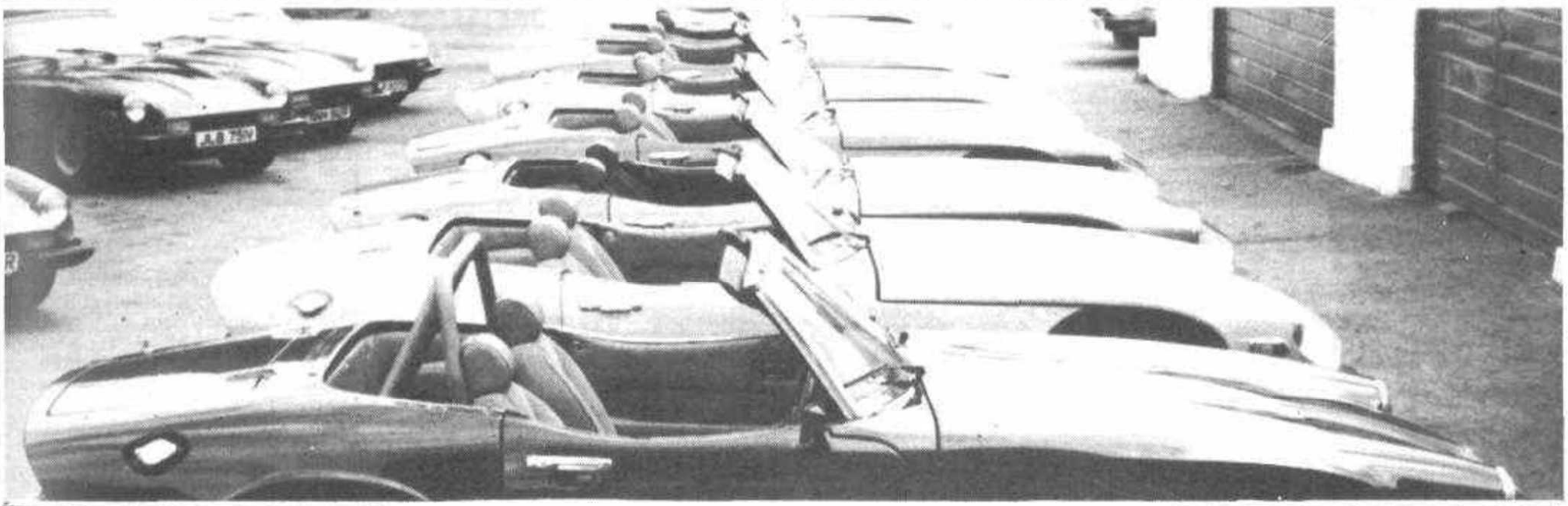
sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309



John Britten

Morgan
TVR





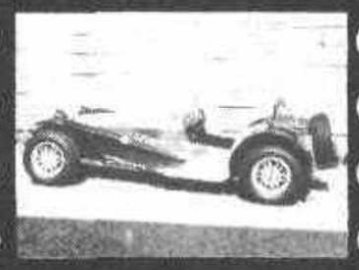






"Cecil B de Britten's, *money no object, production of* **GONE WITH THE WIND** — *an everyday story of sports cars — starring a cast of super cars such as* **Rock Morgan, Tony TVR,** and **Arthur Arkley.** *Featuring such extras as* **Loretta Lotus, George Gilbern, Dotty Datsun.** *Produced by* **John F. Britten,** *directed by* **Roger Davies** *and* **Chris Alford,** *screenplay by* **Nysha Stiles."** So lights, cameras, action and **Take 1**: entering stage left with bionic frame flexing is a **W** plated **+8 Morgan,** Jet Black with stone leather, obtained after international negotiations with rival Company. His stunning leading lady, a **Morgan 4/4 4-seater,** bearing a **W** and also in Black is displaying wire wheels, full underbody protection and most of the other accoutrements associated with a model of this class. The cameras now pan across a group of **Morgans** led by a **1979V +8** in Golden Yellow with aluminium body with reclining seats and brown leather, a **77S +8** in Lotus Yellow, also alloy body with luggage rack, mileage 19,500. Adding the family interest are a **76R** registered **4-seater** in signal red with wire wheels, reclining seats, spot lamps and handles, a **73M** registered **4-seater** in golden yellow, with reclining seats and only one owner and a **76R** registered **4/4 4-seater** in Brunswick Green with wire wheels, reclining seats fresh from location work at York. Completing the scene is a gang of **Morgan 4/4 2-seaters,** in varying hues such as a **71K Dec,** in Royal Ivory with wire wheels, bucket seats and spots, a **70** green/black, wire wheels, black leather, woodrim, and wing mirrors, a **76** Deep Brunswick Green with chrome wire wheels and stone leather trim, a **1977S,** in black, wire wheels and bucket seats, tonneau, total protections, reversing lights, spare cover and finally a **79V,** September, in signal red, reclining seats. Making a guest appearance is that veteran of stage and screen — a **Morgan +4 1956** in Diamond white with tonneau cover and TR3 engine. **CUT. TAKE TWO.** On set now the terrific **TVRs** with the two Prima Donnas cattily eyeing each other up in the shape of a slinky black **Tasmin** and a hot blooded fiery red **Tasmin** so take your pick on how you want to be seduced.

Our ever so cheerful stuntman, fresh from winning a £5 bet on the M11, awaits his next call, mindful of the admiring glances thrown at his Yellow body and brown **TVR Turbo** band, **1977 TVR Turbo,** sunroof, radio cassette, electric windows, Wolfrace wheels, 3,600 miles, adrenalin maker. Adding a little blue to the film the topless models show off their naughty bits — a **TVR Convertible, 1978T, blue,** Wolfrace wheels, radio. **TVR Convertible, charcoal, 1978T,** Wolfrace wheels, radio, tuned engine, quick but tractable. **TVR Convertible, Racing Green, 1978T,** Wolfrace wheels, roll over bar, Stage 1½l engine, very, very quick. **TVR Convertible, charcoal, 1979** Wolfrace wheels, radio cassette, 15,000 miles in gentle hands. **TVR Convertible, yellow,** new and unregistered. **TVR Convertible, blue,** new and unregistered. This film seems to be becoming very **TVR** orientated with the following starlets:— **1975 TVR 3000M,** silver, black vinyl roof, sunroof, wood dashboard. **1975 TVR 1600M,** yellow, black vinyl roof, radio. **1976 1600M TVR** blue, sunroof, radio cassette, 29,000 miles. **1977 TVR 3000M silver,** charcoal modelband, overdrive, radio, sunroof, **1977 TVR Taimar,** bronze, brown modelband, sunroof, Wolfrace wheels, radio, 29,000 miles. **1978 TVR Taimar,** brown, oatmeal trim, radio. **TVR Taimar British Racing Green,** neutral modelband, new and unregistered. **TVR Taimar, white,** brown modelband, new and unregistered. **CUT.** Amongst the credits we find a **1973 Lotus Europa Special,** Olympic Blue, 74 model, alloy wheels. **1975 Lotus Europa Special,** Olympic Blue, alloy wheels. **1977 Triumph Stag,** white, hard and soft tops, automatic, 16,000 miles, **£3,950. 1977 MGB blue,** o/d, 30,000 miles, **£2,850. 1979 MGB brown,** o/d, radio cassette, 17,000 miles, one owner, **£3,950. 1978 Datsun, 260Z,** silver, sunroof, radio cassette, one owner, **£3,750. 1979 Lancia Beta Coupe,** green, 1,700 miles, **£4,000. 1968 Gilbern Genie** blue, **£1,795. 1979 MG Midget,** brown, 11,000 miles, **£2,650. 1979 Lotus Super 7,** Vegantune big valve twin cam, 2,000 miles, black and polished aluminium, fantastic **£4,950. THE END** *(National Anthem to suit).*









JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

HERTFORDSHIRE SPORTS CARS LTD.



TEL:
RICKMANSWORTH 75204/73382

1978	**MGB GT (T Reg).** Inca yellow, o/d, radio, superb	£4,250
1978	**MGB GT.** Red, one owner, o/d, h/rests, radio, superb	£3,750
1977	**MGB GT.** Green, one owner, low mileage, o/d, superb	£3,499
1976	**MGB GT.** White, tints, chrome wheels, radio, o/d	£2,999
1979	**MGB.** Inca yellow, one owner, radio, h/rests, immaculate	£4,250
1977	**MG-B.** Yellow, one owner, low mileage, o/d, radio, superb	£3,250
1975	**(P-Reg.) MGB.** Red, o/d, Targa top, radio	£2,599
1979	**MIDGET.** Inca yellow, one owner, radio, beautiful	£2,950
1976	**MIDGET.** Blue, low mileage, radio/cassette, superb	£1,899
1979	**SPITFIRE.** Inca yellow, o/d, radio, beautiful	£3,250
1978	**S (T-Reg) SPITFIRE.** White, o/d, radio/cassette, immaculate	£2,950
1978	**SPITFIRE.** Green, low mileage, radio, beautiful	£2,750
1976	**(R-Reg) SPITFIRE.** Green, o/d, h/rests, radio, superb	£2,250
1973	**(M-Reg) TR6.** Red, hard top, o/d, radio, beautiful	£2,250
1976	**TR7 (R-Reg).** Green, low mileage, radio, superb	£2,499
1975	**LOTUS ECLAT.** Red, very low mileage, oatmeal trim, radio	£5,455
1972	**LOTUS ELAN SPRINT.** F.H.C., Blue/white, Wolfrace wheels, flared arches, moonroof, tints, radio, superb	£3,250
1979	**X19 5-Speed.** Silver, tints, radio, superb	£4,099
1978	**(T-Reg) X19.** Green, one owner, tints, radio/cassette, superb	£3,299
1973	**1275 GT MINI.** Red, low mileage, radio, superb	£1,099
1979	**ALFA SPRINT.** Black, radio/cassette, beautiful	£3,199
1978	**(T-Reg) ALFASUD.** Black, one owner, radio, tints, superb	£2,499

SPECIALS

1979 PORSCHE 928. Manual, blue, 6,000 miles only, all refinements, outstanding condition throughout	P.O.A.
1964 ASTON MARTIN DB5. Manual, blue, wire wheels, service history, beautiful	P.O.A.
1972 (L-Reg) SILVER SHADOW. Blue, black Everflex roof, low mileage, all refinements, stereo radio, beautiful	P.O.A.
1978 Model GRANADA 2.8 GL. Jupiter red, auto, p.a.s., one owner, sunshine roof, very low mileage, radio/cassette, cloth upholstery, superb	£3,750
1974 JAGUAR XJ12. White with black vinyl roof and upholstery, auto, p.a.s., tinted electric windows, central locking, radio stereo, superb	£2,750
1952 AUSTIN A40 SPORTS CONVERTIBLE. Blue	P.O.A.
1977 Registered 1978 CHEVROLET BLAZER K5. auto, p.a.s., tints, radio, very low mileage, perfect for touring, immaculate	£4,750

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

Burlen Services



SU TUTEC TVR ZENITH SOLEX WEBER STROMBERG

STAINLESS STEEL EXHAUST SYSTEMS

(Guaranteed for the life of your car) for Austin Healey, MG, Jaguar, Rolls, Bentley and most Classics. Send large SAE with 25p for our catalogue.

NEW SU CARBURETTERS

Sale of hundreds of kits at reduced prices for most BL cars.

Types		*Pairs*		*Triples*	
H4	from **£25**	Sprites/Midgets	fr. **£45.00**	Aston DB 4,5,6,	**£150**
H4	from **£50**	MGB & C	from **£55.00**	Jaguar E Type	**£150**
H6	from **£60**	Spitfires	from **£45.00**	£5 allowance on each	
HS2 & 4	from **£21**	Jag. 3.4, 3.8	from **£65.00**	of the above triple sold units	
HS6	from **£24**	Rolls-Royce	from **£65.00**	We have many carbs.	
HD4, 6, 8	from **£30**	SP 250 & V8	from **£65.00**	for your every day car,	
				all prices inc P&P & VAT.	

SU CARBURETTER KITS

Type	*Tune up*	*Repair*	*Rebuild*
H&HS	**£5.50**	**£9.90**	**£12.65**
HS Waxstat	**£11.80**	**£15.40**	**£17.60**
HD	**£8.10**	**£13.20**	**£16.25**
HIF	**£5.80**	**£14.30**	**£18.10**

Contents
Tune up kit: Needle, jet
Repair kit: Needle, jet float valve, gaskets & seals
Rebuild kit: As repair + throttle spindle.

SU PETROL PUMPS

For A/Healey 3000, MGB, MGC, MGV8, most Jaguars. Also MGT series, Alvis, Morris 1000. Price inc. P&P **£13.95**

STROMBERG CD (UK) KITS

		Overhaul kit	*Rebuild kit*
125 CD, 125CDS	up	£9.50	£12.50
150 CD, 1500CDS	to		
175 CD, 175 CDS	1971		

Contents
Overhaul: needle, jet, float valve, diaphragm gaskets & 'O'rings.
Rebuild: as above + throttle spindle

American sweat shirts including MG, Jaguar, Morgan, A/Healey, Aston Martin, Ferrari, Porsche & Lotus. State size, colour preference. Only **£5.75** inc. P&P. Child's sizes **£5.00** inc. P&P

Sports umbrellas MG, A/Healey **£12.50.**
All prices include VAT & P&P. Send cheques with details of car or phone with Access/B Card No. Send large SAE with 25p stamp for Catalogue.

GREENCROFT STREET, SALISBURY, WILTSHIRE
Telephone 0722-21777

BARCLAYCARD

ALTERNATIVE CARS



NEW AUTUMN 1980 ISSUE INCLUDES:

- ★ SCOOP! NEW MADISON ROADSTER
- ★ 21 VERY SPECIAL MINIS
- ★ OPUS HRF — A COMPLETE HISTORY
- ★ SCOOP! DUTTON SIERRA — FIRST TEST
- ★ KIT CAR REGISTRATION EXPLAINED
- ★ KIT CARS AMERICAN-STYLE
- ★ SCOOP! NEW MERLIN SPORTS CAR

Alternative Cars is the only magazine dealing authoritatively with the specialist motor car industry. Within it's superb **semi-stiff colour cover** are **88 high quality glossy pages**, including 8 in colour. Most importantly, the magazine is NOT overflowing with advertising, in addition to the above features, contents include two features on **Spridget Specials**, a full description of an **amazing Ford Model-T Doctor's Coupe**, the story of this year's **big kit car rally at Donnington** and regular columns on news, views, racing and the club scene.

★ AC SHOULD BE AVAILABLE AT ALL BRANCHES OF W. H. SMITHS AND OTHER GOOD NEWSAGENTS. IN CASE OF DIFFICULTY, FILL IN THE COUPON BELOW

To: FILBY MAGAZINE OFFER (DEPT. OM2)
86 HYTHE ROAD, BRIGHTON, SUSSEX, BN1 6JS

Please send AC80. I enclose cheque/PO for .....

NAME .....

ADDRESS .....

.....

☐ £1.95 UK
☐ £2.50 Europe
☐ £3.25 USA
☐ £3.50 Australia
ALL PRICES INCLUDE POSTAGE

(DEPT. MS1)

Classic Cars of Coventry

THE JAGUAR SPECIALISTS

Manufacturers of custom built Jaguar convertibles, suppliers and builders of speciality vehicles for the film industry, retailers of new and used Jaguar parts, shot blasting, metal polishing, coach trimming, full service and bodywork facilities. All work carried out by factory trained engineers of unrivalled experience — **ON OUR OWN PREMISES.**



Jaguar Mk. I & II. Photo shows a 3.8, we have 4 of these, including a one-owner Coombs sold and prepared example at **£2,750.** We have 10 3.4's and 5 2.4's, conditions vary from scruffy to superb and prices vary accordingly.



Jaguar XK & 'E' Types. Choice of three XK's, a FH and two DHC's Series 1's priced from **£3,750 to £6,750.**

1959 Jaguar Mk. IX. Tax & M.o.T. 1981, excellent running order. **£1,950.** Choice of 5 others including Mk. VII and VIII.

Daimler 250 V8. Choice of 5, one with overdrive.

Jaguar '420' Sovereign & 'S'-Type. Choice of 10, photo is a 1968 auto. with p.a.s., original tools, in superb order at **£1,750.** We have an ex-Embassy 'S'-Type at **£2,250** and less good examples from **£250.**



Jaguar Mk. X & 420G. We almost certainly have the best selection on offer including a fully renovated LHD example *(photo)* at **£3,750.** Plus 10 more from **£750.**



E-Type Series 1 *(photo)* undergoing restoration.

1936 SS 2½-litre. One of the very rare original versions with side mounted spare wheel. Good running order. Inexpensive **£4,750.**

A selection of other interesting vehicles:

1925 Studebaker 6-cylinder, 4-door open tourer.	**£7,950**
1950 Armstrong-Siddeley L.W.B. Limo., ex Motor Show Car, superb	**£3,950**
1959 Austin Princess L.W.B. Limo by Vanden Plas, excellent	**£2,250**
1963 Volvo P.1800 Sports, o/drive, my wifes car, she loves it!	**£1,250**
1964 Jensen CV.8 a very good example of this exciting automobile	**£3,750**
1967 Daimler Majestic Major L.W.B. Limo's. Choice of 3 from	**£1,750**
1967 Reliant Scimitar 3-litre inspired by Ogle, powered by Ford	**£1,750**
1969 Fiat Dino Ferrari FHC, coachwork by Bertone, power by Ferrari	**£2,750**

* **SPECIAL OFFER:** New wire wheel hubs, front and rear for Mk. II, 'S'-Type, 420 and 'E'-Type. List **£107,** our price **£57** plus VAT.

JAGUAR CORNER, SOUTHFIELD ROAD
HINCKLEY, LEICESTERSHIRE.
PHONE: HINCKLEY (0455) 613948

(3 mins. from motorway)

FOR SALE—continued

ASTON MARTIN VOLANTE CONVERTIBLE. 1967, auto., virtually one owner, 33,000 miles, totally original and immaculate, full history, suit collector. Offers around £18,000. Replies Box No. 6417. (62500

LOTUS ELAN PLUS 2S, 1974, 19,000 miles, original tyres, spare unused, yellow/oatmeal, superb. £5,000. Tel.: Reading 883234. (62501

PORSCHE TARGA 911E, 1973 model, first registered January 1974, metallic blue, heat exchangers, clutch and oil tank renewed, fitted with Blaupunkt stereo radio/cassette player/recorder. One owner since new, full AFN service history, just completed 100,000 accident free miles and running like a dream. New model arriving and therefore need to seel to best bidder over £4,250. Tel.: 01-543 0312 (office hours) or Chobham (09905) 8559 evenings/weekends. (62504

VOLVO P1800, 1968, stored five years, 60,000 miles, reconditioned engine, red/red upholstery, immaculate. £1,250. Bromley, Pedley House, Adlington, Cheshire SK10 4LB. Tel.: (0625) 875072. (62505

PORSCHE 912, 1968, black, sunroof, S wheels, front spoiler, five speed gearbox, engine rebuilt, new heat exchangers, exhaust, excellent condition throughout. £2,750. Tel.: Winterbourne 774795 (Avon). (62506

E-TYPE FHC SERIES 1½, 1967, immaculate Old English white bodywork following respray from bare metal, unmarked dark blue interior, chrome wire wheels, 8:1 pistons (no pinking on four-star), new clutch. £4,950. Tel.: Southend 43989. (62507

PORSCHE 924 T LUX, 1979, 30-40 m.p.g., 125 m.p.h., 5,000 miles only, fitted with turbo bodywork, electric windows, rear wiper, electric turbo wing mirrors, alpine white with check cloth trim, radio cassette, Porsche Club owner, if you want a very nice 924 in mint condition this is the car. Worth £9,500 sell for £7,950 o.n.o. Tel.: 0473 44874 evening/weekends. (62508

W. O. BENTLEY, 1926 3-4½-litre, most desirable car with original Vanden Plas open tourer body, 30 years with last owner. Tel.: Kinver 2538. (62510

ROLLS-ROYCE, 1937, 25/30, Sedanca de Ville by Barker, concours winner, in very good original condition, engine overhauled 3,000 miles, past owner seven years. Reasonable offers. Tel.: Kinver 2538. (62511

TR6, L Reg., excellent condition throughout, 150 b.h.p., model, overdrive, only 33,500 miles, stored for three years, over £1,000 spent putting it back into A1 condition. £2,950 o.n.o. Full Details Tel.: 01-668 9517. (62513

BENTLEY CONTINENTAL MULLINER SI, 1958, automatic, p.a.s., Webasto roof, genuine unrestored example, in present (fifth) owner's hands since 1974. Tel.: 0249 782289 after 6.30 p.m. (62452

TR6. JULY 1973. White, 56,000 miles, good condition, taxed, M.o.T. June 1981, roll bar, radio/cassette, very clean. £1,850 o.n.o. for quick sale. Tel: Rowlands Gill (02074) 2796. (Newcastle — may travel). (62279

DIRECTOR'S 2000 S Cortina, 1977. Silver grey, steel sun roof, radio, serviced & maintained regardless of cost & in A1 condition throughout. £2,595. Tel: 01-794 1074 (office)/Walton-on-Thames 43197 (evenings). (62280

TR6. DEC. 73. 58,000 miles, recent new gearbox and overdrive units, new fuel pump, metering unit, tyres, exhaust throughout. Hard/soft tops, stereo radio/cassette, M.o.T. one year, taxed. House deposit required. £1,995. Tel: 0271 63751 (Ilfracombe). (62281

FOR SALE—continued

FERRARI 275 GTB. Racing red, competition polished Borrani wire wheels and filler cap, thousands of pounds have been spent on maintaining this superb car. Offers around £20,000 or exchange Ferrari plus cash. Tel: 0202 485477. (62282

MGB GT, 1972. L-Reg. Blaze, 63,000 miles, clean condition, 1 year's M.o.T. £1,350. Greenmeadow Farmhouse, Rendcomb, Cirencester, Glos. Tel: North Cirney 211. (62283

DAIMLER DART SP250, 1960, Ivory, 3 owners from new, 84,000 miles, wire wheels, soft top, one year M.o.T. £900 spent recently but company car forces sale, hence £2,150 o.n.o. Tel: 01-946 3277. (62284

LOTUS 7 Series IV 1600 GT. Nov. 1970. Yellow, full weather equipment, low mileage, long M.o.T. Excellent condition. £1,850 o.n.o. Tel: Porthcawl (0656671) 6902. (62285

AUSTIN HEALEY 3000 Mk. 2. Requires restoring, basically sound. £1,000 o.n.o. Austin Chalfont, 1936. Long wheelbase saloon, two owners from new, fully documented history. Chauffeur driven until 1969. £3,250. Tel: Winsford, Cheshire 52109. (62286

VITESSE CONVERTIBLE. One of the last made and recently restored, new chassis, suspensions, shocks, brakes, tyres, exchaust, valances, wood trim and hood. Excellent engine/gearbox. Taxed and tested. Exciting car. £965. Tel: Huddersfield 716633. (62289

MASERATI KYALAMI, 8,000 miles (13,000 kms.), r.h.d., silver, air conditioning, power steering, full leather upholstery, Blaupunkt stereo radio/cassette. Perfect condition throughout. KAY 2 registration plate included in price. £16,000. Tel: Cambridge (0223) 63893 (evenings and weekends) or Cable: 11 Madingley Road, Cambridge CB3 0EG. Shipping could be arranged for overseas buyer. (62290

ALFA ROMEO 2000 GTV, 1978, S-Reg. Red, sunroof, stereo radio/cassette, velour trim, excellent condition throughout. £2,700. Tel: Ely 721091 (day)/Cambridge 312403 (evening). (62290

1974 TRIUMPH TR6. Hard top, o/d, finished in white with black upholstery, full cavity seal, rustproof treatment, 12 month's M.o.T. Less than 900 miles in last 12 months, stored all winter. Absolutely immaculate condition, much money spent in last 18 months on Concours preparation, including new tyres, exhaust, battery, carpets and headlining, building of new garage only reason for sale. £2,650 o.n.o. Tel: 061 797 6615. (62291

MG MIDGET, 1979, March, one lady owner, 8,800 miles, Ziebarted, condition as mileage. £2,650. Tel: 0543 490232. (62292

ALLARD K1 Roadster. 1947. Complete, original. Tel: 01-340 3911 (evenings). (62293

ASTON MARTIN DBS, Vantage manual, beautiful. Tel: 01-340 3911 (evenings). (62293

2000 GT Toyota Celica. 1976. 32,000 miles, liftback, red with black vinyl roof and trim, Wolfrace wheels, new tyres. £2,250. Tel: Haslemere (0428) 2355 (office hours)/Hindhead (042873) 5459 (evening/weekends). (62294

1932 STANDARD Big Nine. Yellow and black, very low mileage, needs slight attention, a rare model with many spares. Sensible offers. Tel: Haslemere (0428) 2355 (office hours)/Camberley (0276) 23570 (evenings/weekends). (62294

ROLLS-ROYCE P2 rolling chassis. Partially restored, engine dismantled for inspection, very good radiator. £4,250. Johnson, Low Graythwaite Hall, Newby Bridge, Cumbria. Tel: 044 83 676. (62297

FOR SALE—continued

RS 1600 ESCORT, Dec. 71. BDA engine, twin Weber DCOE, bored 1701 c.c., reputed 140 b.h.p. White bodywork in immaculate original condition. M.o.T. Dec. 80. £1,750 o.n.o. Tel: Chichester (0243) 779787. (62296

BENTLEY 3½-LITRE Park Ward DH Coupé. Chassis restored to high standard, bodywork yet to be done. £4,750. Johnson, Low Graythwaite Hall, Newby Bridge, Cumbria. Tel: 044 83 676. (62297

TRIUMPH RENOWN Razoredge Saloon. 1953 Model (long wheelbase). Overdrive, 20 years enthusiast owner, all original equipment including radio, handbook, spares, M.o.T., v.g.c. Retirement forces sale. £2,250 o.n.o. Tel: 01-894 6392. (62298

ALFA ROMEO 2000 GTV, 1975, 44,000 miles, Bertone body shape, white with black interior, no expense has been spared in maintaining this classic Alfa Coupé. In superb condition, bills available. £2,200. Tel: 01-318 0102. (62299

PORSCHE 356B Super 75, 1961. Reconditioned engine, gearbox, clutch and brakes. New battery and tyres, excellent body (grey red interior) new M.o.T. Price including similar car for spares, £2,650. Tel: Selbourne, Wanborough (Wilts.) 485. (62300

PORSCHE 911E, 1970. Silver, radio/tape, all usual extras, recent engine rebuild, excellent condition throughout. £3,500. Tel: West Mersea 3669 (Essex) weekends. (62301

ASTON MARTIN DB4 Convertible. 1962. Red/black, rebuilt engine, gearbox, brakes, carbs. Derusted. Hard top. £8,500 o.n.o. Also over £1,000 worth new spares, including windscreen and most metal trim parts. Tel: 01-946 4685. (62302

LANCIA BETA COUPÉ, August 1978, Dark blue, red cloth interior, 5 speed, alloy wheels, steel sunroof, radio/cassette, electric aerial, low mileage. £2,750. Tel: Midhurst 3070. (62303

TR7, 1976. Dark green, all black interior, tinted windows, laminated screen, radio, excellent condition. £1,990 o.n.o. Tel: Midhurst 3070. (62304

ALFA ROMEO 2000 Spyder Veloce. 12.11.76. 18,500 miles, dark blue/red interior, stereo. £4,500. Also Daimler V8-250, 1969. Automatic, undersealed, 35,000 miles. £2,000. Both cars are exceptional and can be viewed London or Sussex. Tel: 01-946 5529 or Rustington 3820. (62305

1926 AC ROYAL, 11.9 h.p. 2-seater + Dickey. Classic 1920's vintage open car in blue and black with polished aluminium bonnet. In really very nice condition. £5,250 o.n.o. Private sale. Tel: (Bedford) 0234 768671. (59234

AMILCAR-RILEY, 1927, 2 stage blown single-seater. Eligible VSCC events. £10,000. Tel: Aldershot 23038 (daytime) 313963 (evenings). (62306

DAIMLER SP250B, 1961. Black, chrome w.w. hard top, soft top, spare engine workshop manual. Years M.o.T. £2,650. Tel: Chesham (Bucks) 3269. (62295

1923 HE Sports Special. Very rare sporting machine. Details, offers Tel: Hook 2576 (after 6 p.m. only). (62308

JAGUAR E-TYPE, 1966. Series I 2+2 Manual. Carmen red, tan interior, new carpets, in superb condition bodily & mechanically. C.W.W. Whitewall tyres, stereo system. Tel: Newbury (0635) 48612 and offer £4,250. You will not be disappointed. (62310

MGB GT, T-Reg. Immaculate black/silver trim. Rustproofed, radio, low mileage, new costs now £6,000. Bargain at £3,795. Tel: Newbury (0635) 253484. (62311

FOR SALE—continued

SUNBEAM 1920 24 h.p. saloon. In excellent condition and of interesting history. Illustrated and mentioned p.75 in Kent Kerslake's Motoring Entente. £10,500. Austin supercharged single-seater. Built after the war using the engine and many parts of the works Kay Petre car and is a replica of that car. It has been a regular VSCC competitor. Engine dismantled for inspection. £8,500. Both cars are the property of the late Mr. P. C. L. Moores. For further details Tel: Farnham Common 3079. (62307

ASTON MARTIN DB6, 1967. Silver, new tyres, exhaust, M.o.T. Sept. 1981. Taxed. £3,650 o.n.o. Tel: 058 082 469. (62313

ROLLS-ROYCE SILVER CLOUD III, 1964, 57,000 original miles, excellent condition, I think one of the best Clouds, stored since 1975, sand over sable, beige hide interior, r.h.d. Offers over £12,500. Dr. Gerhard Hage, Schulstr. 12, 6729 Bellheim Germany. Tel.: 07272/8833 after 8 p'clock (evening). (62278

ROVER 3.5 COUPÉ, (K). Zircon Blue, white roof, two owners, service history demonstrates loving care. £1,850. Tel.: 01-748 6291. (62216

DINO 246 GT SPYDER. Genuine 10,200 miles, 1973 M, white/black trim, stainless silencers, Protectol treated, mint, bought from original owner 1975 and now tentatively offered around £13,850 to finance Porsche acquisition. Your unique chance of definite example of this classic. Tel.: 021 2332997 office, 021 4533168 home (Birmingham). (62217

LANCIA AUGUST 4-door pillarless saloon, 1934, original, complete. Offers invited. Tel.: 0243 783962 (Sussex). (62218

STANDARD FLYING 8 drophead tourer. Partly dismantled, bodywork excellent, mechanics need restoring. £450 o.n.o. Tel.: 033-36 270. (62219

LANCIA FULVIA S3 2+2, P Regd., blue, 29,000 miles (guaranteed), rustproofed from new, superb condition. Realistically priced at £1,650. Tel.: 0602 85328. (62220

ASTON MARTIN DB6, 1966, manuel gearbox, metallic grey, red leather, 70,000 miles, cherished in first class condition. £5,750. Tel.: Bosham, Sussex (0243) 572113. (62221

MG-B GT, 1974 N, chrome bumpers, citron/cloth, overdrive, tints, Motorola, rustproofed, excellent condition. £2,000 o.v.n.o. Tel.: High Wycombe (Bucks) 881870. (62222

ASTON MARTIN DBS V8, 1972, automatic. Low mileage, superb condition, burnt almond, tan interior. Maintained at Newport Pagnell. £6,500. Paul Martin, Tel: Cumnor 2014 (Oxford). (62224

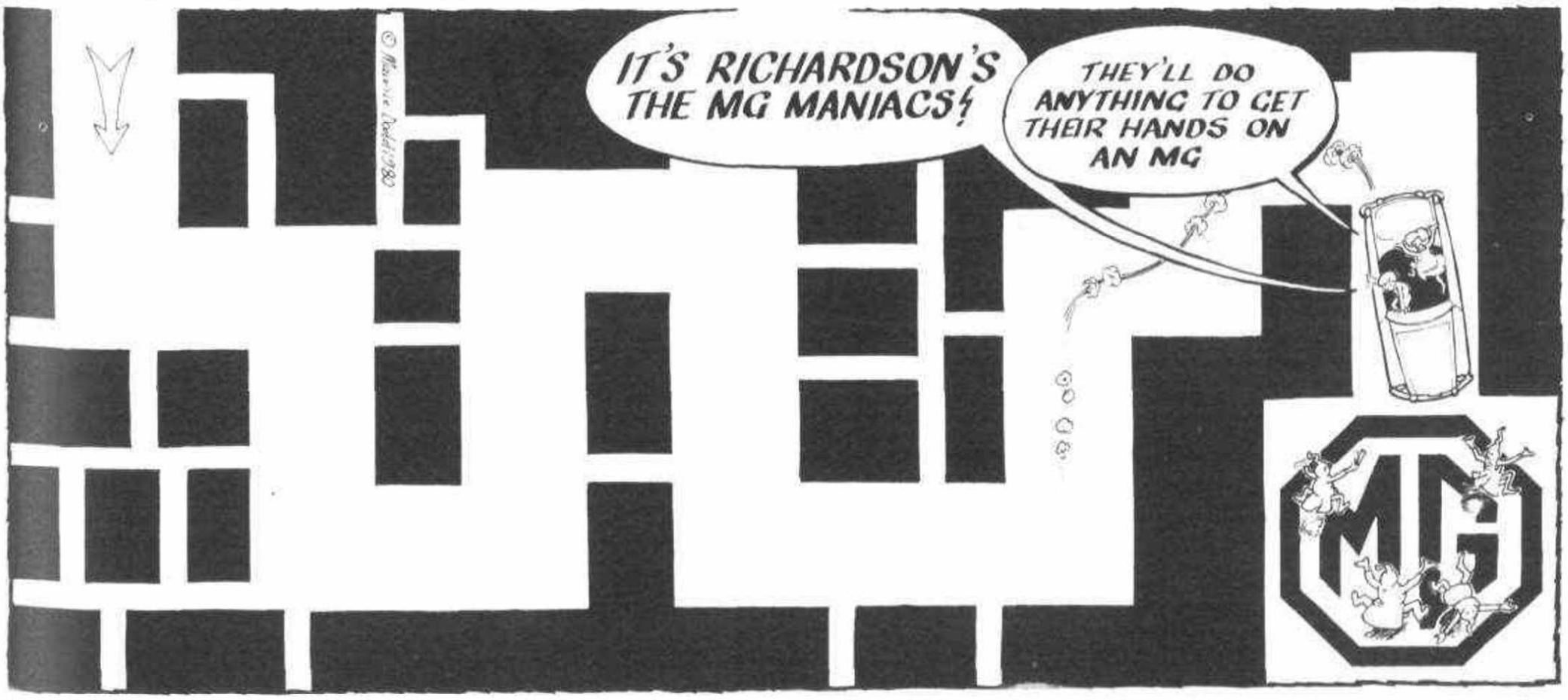
E-TYPES, 1968 Roadster, superb condition. £5,000. 1969 2+2 outstanding condition, genuine low mileage. £4,500. Tel.: Malvern 3657 evenings. (62225

TR6, 1975, 30,000 miles, hard/soft top, overdrive, radio cassette, used as second car, mechanics/trim perfect, body good. £2,950 o.n.o. Tel.: 04012 2893. (62226

ASTON MARTIN DB4, 1962, beautiful condition, no expense spared, oil 80 PSI, still capable of high performance. Bargain £3,950 o.n.o. Tel.: Guisborough 33782 (after September 3rd). (62228

GT6 MK. III. Overdrive, tidy, smart car on hardly worn XZX's. Diff and silencer just replaced, 1972, average mileage. £1,150 o.n.o. Tel.: 0632 (Newcastle) 852776. (62229

TWO VANDEN PLAS Princess Limousines. Reg. No. 840 PMY and UMM 555. In daily use. Offers invited. Box No. 6411. (62230



It's quite a game. You try to sell your MG privately but find there's not much money about. You go to a dealer and find your MG has, overnight, become a drag on the market. You go to Richardson's who've been dealing with MG's, and MG's only, for over 25 years; you score 8 out of 10. To score 10 out of 10 you go to Richardson's in the first place.

MG's **bought.** MG's **sold.** MG's bought for **breaking.** Half an acre of **Spares.**

RICHARDSON'S: STAINES 55388. *We've got this mad mad thing about MG's.*

Wheels of London Ltd

Terry Boughton and John Petty

Finance Arranged **01-539 7652** **Part Exchanges**

BENTLEY T SERIES 1973. Excellent example in silver pearl with red hide, good history. **£12,495**
PORSCHE 911 N 1975. Electric sunroof, windows, stereo, etc. Sportomatic box, exceptional example in metallic blue with black upholstery. **£7,295**
BMW 728 1978. Manual with power steering, central locking, tinted windows, 26,000 miles, stereo, in metallic tormalin with beige interior, superb example. **£6,495**
DAIMLER SOVEREIGN 4.2 1977. Auto PAS, air conditioning, chrome wheels, radio/stereo, 36,000 miles only, vinyl roof, in sand with tan upholstery. **£5,495**
PORSCHE 911 E 1973. Recent engine overhaul. Finished in metallic blue with beige upholstery. Electric windows, stereo, etc. Very good example and excellent value. **£4,995**
FORD CAPRI 3-LITRE S 1979. In truly mint condition. Only 11,000 miles from new. Navy blue with tartan trim. Sunroof, radio, etc. Excellent value. **£4,495**
BMW 320 I 1976. Outstanding in metallic bronze with beige trim, metal sunroof, tints, stereo, chrome wheels. Quite faultless throughout, excellent history, 37,000 miles from new. **£3,995**
BMW 30 CSi COUPE 1975. In Fjord blue with blue velour. Vinyl roof, electric windows, stereo, Alpina wheels, etc. Very quick and fine example. **£3,995**
BMW 320 S Reg. but 1976 manufacture. Automatic gearbox. Very pretty im metallic tiaga green with beige trim. Good history, 35,000 miles from new. **£3,795**
BMW 525 1977. Manual in silver with black velour, 28,000 miles, tinted glass, PAS. **£3,995**
MG-B GT T-Reg. Black with black upholstery. O.D. Webasto sunroof, radio/cassette, tints, etc. One owner, 22,000 miles from new. Choice of another with wire wheels. **£3,795**
BMW 320 1976. Manual with radio. 35,000 miles from new. One owner. Full BMW history. Metallic bronze with beige trim. Beautiful example. **£3,595**
FORD CAPRI GHIA 3-LITRE 1977. Sunroof, radio, etc. Met. bronze with beige. 26,000 rec. miles. **£3,295**
MG-B ROADSTER 1977. In flame with striped interior. Overdrive. Bermudian hard top. Very pretty example. **£3,195**
RENAULT 30 TS 1977. In beautiful example with PAS. Automatic gearbox, electric windows, sunroof, etc. In Royal blue with blue velour. 35,000 miles. **£2,995**
LANCIA 2000 HPE 1977. Very fine example in navy blue with beige trim. **£2,995**
AUDI 100 GLS 1977. Automatic with power steering. Radio, etc. Superb in metallic silver with tan velour. Excellent value. **£2,995**
VOLKSWAGEN SCIROCCO TS R REG. Automatic. A one owner example in metallic blue with black upholstery, radio etc. Very pretty example, 31,000 miles from new. **£2,995**
RENAULT 20 TL 1978. 20,000 miles. One owner from new. Manual gearbox, radio. Faultless in silver with black interior. **£2,995**
HONDA CIVIC 1978. Four door automatic. 22,000 miles. In white with beige trim. **£2,295**
CITROEN CX 2400 PALLAS 1977. C-Matic. 44,000 miles from new. Met. blue with blue velour. **£2,295**
TRIUMPH TR7. In bracken with beige trim. Very good value. **£1,695**
MG-B ROADSTER K REG. One owner with overdrive. Teal blue. 60,000 miles from new. **£1,195**

12 MONTHS — 12,000 MILES
WARRANTY AVAILABLE WITH EACH VEHICLE

WHEELS OF LONDON LTD
388-392 LEA BRIDGE ROAD
LEYTON, LONDON E10

KNOCK OFF WHEEL NUTS



Our full range of knock off and continental style hub nuts are beautifully machined and chromed. All sizes and thread combinations are in stock and available for immediate delivery.

1, 2 and 3. Fit all 2.3" size hubs. Either fine or coarse threads. £8.75 each + VAT
4 Fit all 2.3" size hubs. Original equipment on DB/4 Aston Martins. Generally coarse threads but fine thread can be ordered. £9.50 each + VAT
5 and 6 for Jaguar 2.75" size hubs. Knock off or 3 lobe type for European regulations £11.75 each + VAT. Key for 3 lobe type £6.00 + VAT
7 fit 2.75" size hubs as Aston Martin DB/5 and onwards. £11.25 each + VAT
8 copper/hide hammers £3.00 + VAT

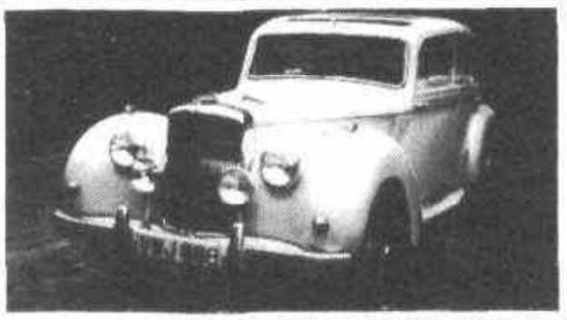
HOW TO MAIL ORDER
UK Customers – add £2.00 per set of 4 then VAT
Other customers – add £4.00 per set of 4 but no VAT

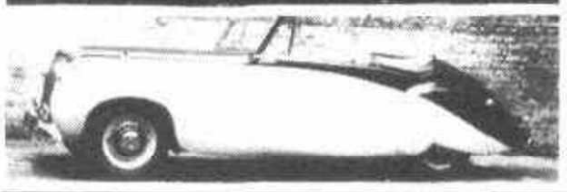
Kimble Engineering Ltd
33 Highfield Road
Birmingham B28 0EV
England **021-777 2011**

SPORTSCAR GARAGES

☎ **01-729 1221**

UNION WALK, SHOREDITCH, LONDON E2 8HP





Alvis Grey Lady 3-litre Sports Saloon, 1955. Sun-Roof, Wire Wheels, Valve Radio. New headlining, carpeting, seat covers.

Daimler Barker Special Sports. 2½-litre drophead coupe. Aluminium coachwork, preselector gearbox. Now being recellulosed and fitted rebuilt engine.

Wanted Urgently
Cars similar to those we advertise especially Barker Special Sports and any Open Daimler.

CLARK

42, HAYS MEWS, LONDON W.1., 01-493 9952/3

MOTOR COMPANY



1977 512 Boxer. Yellow, black leather 42,000 miles, one owner, bills £15,000 on service and maintenance, truly superb order. **£15,750**

FERRARI 400, MANUAL, 1979. Bright red, beige leather, 11,000 miles, just had big service. **£18,950**



1978 911 SC Sport. Sportomatic, black with pinstripe trim, air cond., twin mirrors, centre console, superb order. **£13,750**

V12 E-TYPE, AUTO., 1975. Signal red, tan leather, chrome wheels, 16,000 miles **£8,950**



1978 Lamborghini Urraco 3-litre. Metallic blue with tan leather, 16,000 miles, two owners, one of the last made collector's car.

BMW 633 CSIA, 1979. Bright red, magnolia hide, electric roof, alloy wheels, radio/stereo, telephone, 3,000 miles, as new **£13,950**

FERRARI

1980 308 GTS. Rosso chiaro, tan leather, air cond., radio/stereo, delivery mileage, cost today **£22,500**
1978 308 GTS. Red, black leather, air cond., w/wheels, radio/steeo, 11,000 miles **£14,750**
1977 Ferrari 308 GTB. Rosso, tan leather, air cond., w/wheels, fibreglass body.
1977 308 GT4 2+2. Yellow/black with black leather, air cond., w/wheels, Pioneer stereo, 10,000 miles, magnificent. **£9,950**
1965 275 GTB. Rosso Chiaro, black leather, re-built by Graypaul Motors & Rosso, magnificent order **£19,950**
1975 308 GT4 2+2. Met. blue.

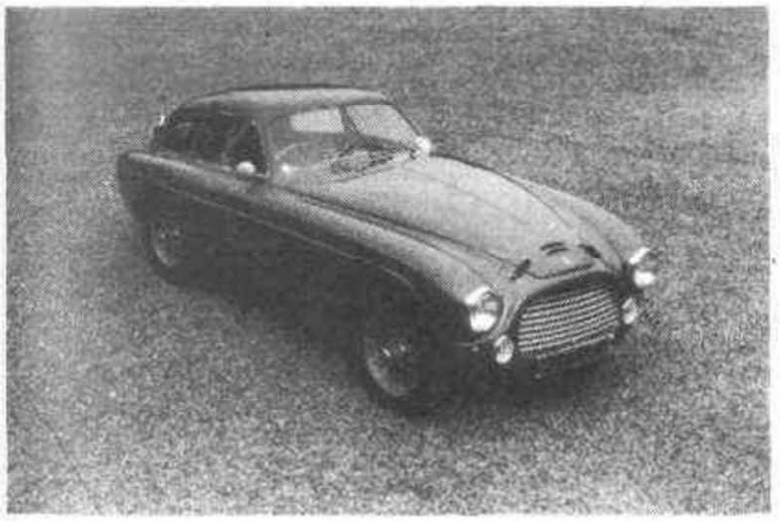
Mercedes 450 SLC, 1979 'V'. Met. ice green, moss green velour, a/wheels, e/roof, becker Mexico, 11,000 miles, service record, as new.
Mercedes 450 SL 1980 (May). Met. Silver blue, with blue leather, a/wheels, e/windows, Sundym, 1,000 miles.

PORSCHE

1979 911SC Sport Targa. Black with white leather, polished wheels, 5,000 miles, condition as new **£16,450**
1978 911SC Targa. Sportmatic, met. bronze, tan pinstripe, twin mirrors, 18,000 miles **£12,750**
1979 924 Lux. White, 14,000 miles.
1979 924 Lux. Silver, 9,000 miles.

1980 'W' Golf GLi Convertible. Delivery mileage, list price.
1979 Capri 3000 S. All extras fitted, 9,000 miles, choice of three. **£3,800**
1979 Capri 3000 Ghia. Auto and manual, choice of three. **£4,450**
1979 Granada Estate. Auto and manual, choice of four from **£5,750**
1979 Granada Ghia Saloons. Auto and manual, choice of four.
1980 'W' Inoccenti Mini. Choice of two from **£3,950**

Trojan Ltd./Peter Agg at
Effingham Park, Copthorne, Sussex.
Tel. No. 0342 713011.



1950 195 Sport (Geneva Show Car) Ferrari Berlinetta by Touring. A short chassis Competition Car built for Ascari in that year's Targa Florio. Won the Mille Miglia with Marzotto, led Le Mans with Sommer/Serafini, Won Dolomite Cup/Gallenga Cup and Tour de Calabria. Owned and raced by Briggs Cunningham/Chinetti and Henry Manning III of Road and Track. Chassis No. S/N 0060M. Without doubt a true collector's Ferrari **£35,000**

OFFER FOR SALE
A
VERY RARE PAIR
OF
FERRARIS



1956 410 Superamerica Ferrari (Paris Show Car). The first Superfast that set the fashion in the States for Rear Stylists in Detroit. Body by Pininfarina with cantilever roof. 4.9-litre V12 twin ignition Lampredi engine, closest thing to a Grand Prix unit ever put in a touring car. This car can spin its driving wheels in 3rd gear at 100 mph, a true test of power. Chassis No. S/N 0483 SA **£40,000**

Only with regret has it been decided to part with these two unique, truly "collectors' cars". If possible a purchaser is wanted who will keep them together. They represent an important design period in Ferrari history. They have cost "an arm and a leg" but either cash or a part exchange considered.

JAMES YOUNG LTD

(formerly MARTIN H. GREGORY LTD)

EST. 1863

10-18 SHEEN ROAD, RICHMOND, SURREY
01-948 3102

1980 ROLLS ROYCE PHANTOM 6 STATE LANDAULETTE. Willow gold with dark brown electrically operated folding head, and dark brown Everflex roof to front with inset glass panel. Upholstered in dark brown hide to front and dark brown Parkertex velour to rear. The comprehensive specification includes electrically operated rear seat adjustment, Sony colour television, cocktail cabinet, picnic tables, cigar humidifier, head cushions, clock and barometer to rear, intercom between front and rear, twin radios, burglar alarm, full stainless steel trim to wheel arches and sills, flagstaffs etc. Delivery mileage only. **£185,000**

NEW RANGE ROVER CONVERTIBLE CUSTOM D/L. Exclusively painted in Rolls Royce Le Mans blue, and upholstered in magnolia hide piped in blue with matching fitted blue carpets, fitted with electrically operated hood and windows. Stereo radio etc, LHD. **£19,950**

1979 ASTON MARTIN VOLANTE CONVERTIBLE. Metallic silver blue with blue leather upholstery. Superb and only 4,400 miles. Automatic transmission and all usual fittings. **£27,950**

1980 MERCEDES BENZ 280 SE. Metallic silver green with beige upholstery. Electric windows, stereo radio etc. 9,700 miles only. **£12,450**

1979 MERCEDES BENZ 450 SEL. Metallic Milan brown with beige leather upholstery. Air conditioning, electric sunroof, alloy wheels, radio stereo etc. 9,500 miles only. ... **£16,950**

1976 MERCEDES BENZ 350 SL COUPÉ — CONVERTIBLE. Topaz brown with brown interior trim. Air conditioning, central locking, headlamp wash wipe, rear seat conversion, limited slip differential, stereo radio etc. 26,000 miles only. **£9,950**

1978 JAGUAR XJS Squadron blue with beige trim. 18,000 miles. **£8,950**

1979 RANGE ROVER. Sahara beige with contrasting side panels, Everflex roof with Webasto sunroof, radio stereo, overdrive, 15,000 miles only. **£9.450**

1978 MGB. Roadster, brown with striped cloth upholstery. Overdrive, 18,000 miles **£3,750**

1979 MGB GT. Red with black vinyl roof and sunroof, black upholstery. Superb condition, 40,000 miles. **£2,995**

1976 JENSEN FIXED HEAD COUPÉ. Metallic dark blue with black leather upholstery, air conditioning, radio stereo and all usual fittings, 22,000 miles only. This car is undoubtedly a collector's item. **£12,950**

WE HAVE APPROXIMATELY 20 RECENT MODEL ROLLS ROYCE CARS ON DISPLAY AT THE ABOVE ADDRESS.

PORSCHE Insurance Facilities



Competitive schemes, rates and terms now available for all models. Call, write or phone, the new business office at MRB Insurance Brokers Ltd., 313 High Road, Chadwell Heath, Romford, RM6 6AX, Essex. Tel: 01-597 2427

HIGHCROSS CAR SALES LIMITED

RAILWAY STREET, HERTFORD, HERTS. TEL: HERTFORD (STD 0992) 551791/2/3



Aston Martin V8. 1976(R), in signal red with black leather and very low mileage, manual transmission. **£12,950**

Lancia Gamma Berlina. 1978 T in polaris silver with full leather trim and air conditioning, only 6,000 miles from new. **£4,950**

Aston Martin DBS V8. 1972, nugget gold with tan leather, a well kept example, fitted with automatic transmission. **£5,950**

Jaguar Mk. VII "M". 1955, in beige with red trim, very clean example with "JDC" concours history. ..... **Offers**

Ferrari 308 GT4 1978. Finished in lagoon blue metallic with contrasting trim, fitted with air conditioning and wide wheels, low mileage. **£12,450**

Cherokee S Chief Jeep. The American Range Rover in right hand drive. Automatic transmission, power steering, air conditioning, electric tailgate, four wheel drive, high and low ratios, tinted glass, special wheels and tyres. All very eye catching in flame red with black trim. First registered in 1979. ..... **£7,950**

BMW 323i 1978 'T' Registration. Fiord blue, sunroof, with contrasting cloth trim and tinted glass. **£6,450**

Range Rover. 1974, Bahama gold with contrasting waist band and tan trim, a well cared for example, power steering. **£4,975**

Capri 3.0 Ghia 1978. In silver with black vinyl roof and red cloth trim, manual transmission, incredible example. **£4,250**

Porsche 911S Targa 1975. In minerva blue with navy trim, LHD. **£6,950**

VW Scirocco GLS 1977 S-Reg. Bronze metallic with beige trim, glass sunroof. **£3,475**

Jaguar Mk. 5 1949. In need of restoration, but sound, M.o.T. tested to the end of the year. ..... **Reasonable offers**

Jaguar XJ12 1974 N-Reg. In regency red with beige trim, low mileage example. **£2,950**



Porsche 911 Sport Targa 1979. In Casablanca gold with cork trim, low mileage and excellent condition.

BMW 528 1977 Model. In reseda green with contrasting cloth trim, automatic transmission, electric windows, Alpina alloys, steel sunroof. **£4,750**

BMW 3.0 SA 1972. Polaris silver with blue vinyl roof and sunroof, Wolfrace alloy wheels. **£1,975**

WE ARE KEEN CASH BUYERS OF PERFORMANCE CARS

FOR SALE—*continued*

SUNBEAM ALPINE III GT SPORTS, 1963, extremely well preserved and maintained in first class order. £700, exchange cheap Midget/Mini. Glemsford 281147 (Suffolk). (62749

GT6, April 1974, low mileage, cloth seats, servo, radio, tints, M.o.T. one year, original throughout, exceptional £1,795. Tel: Bristol 568049. (62765

ALFA ROMEO, Alfetta saloon, 1800, N-Reg, 34,000 miles, one owner, undersealed, excellent condition, must be seen, £1,090 o.n.o. Tel: Sunbury 83899. (62764

DAIMLER V8 250 SALOON, M.o.T., taxed, excellent condition throughout, silver grey, 97,000 mls., £1,300 invested recently in this car, documented service history, complete engine overhaul by contractor 5,000 mls ago, unused tool kit, original operational *handbook, must sell due to lack of space, £1,400* o.n.o., Camberley 24598 evenings, daytime 72021, (Surrey). (62763

FAIRTHORPE ELECTRON MINOR 1959, original excellent condition, full weather condition, one registered owner, original logbook 48,000 miles, £950. 073781 3774 (N. Surrey) (62762

TR4A IRS 1966, Wedgewood, Surrey top, o/d, w/w, full M.o.T., usual extras, excellent condition throughout, £1975, for details Tel: Cheddington (0296) 668846. (62761

ESPRIT, 76R, yellow, service history, new tyres, clutch, silencer, 34,000 miles, £5,900 p/x, 0342 713147 (Sussex). (62760

LAGONDA 1937, LG45 Rapide, full history, original concours condition, price £41,000. Tel: 061-980 6269. (62758

PININFARINO MASTERPIECE. Fiat 130 Coupe, mechanically superb, silver/russet, rare electric sunroof. Tel: (01) 352 1803. (62743

PEGASO Z102B Carrozzeria touring coupe, DOHC 3.2-litre V8, 5-speed transaxle, featured Road & Track, June 1979. Exceedingly rare. Tel: (01) 352 1803. (62743

MORGAN PLUS 8, beautiful condition, 1977, 11,000 miles, Astral blue with stone leather upholstery, £7,500, Gerrards Cross 84753. (62754

GILBERN INVADER ESTATE, completely restored to "as new" condition, new Michelin XAS stainless exhaust expensive repaint, retrimmed, all usual refinements, too hairy for my wife £2,500. Aylesbury 748859. (62752

MASERATI 250S/2-5L "Lightweight" Sportsracing Spider No. 2432, staggering 168 m.p.h./235 b.h.p. *performance, excellent* documented history, regularly used, including weddings! taxed, M.o.T. exchange, preferably historical Grand Prix, similar. 1947 Morris E8HP (stored) suitable amateur restorer, GHP 838 rarer fourdoor £425. Possibly available 1967 Sunbeam-Alpine Sports tourer Mk5, de-luxe, hardtop, tonneau GNC 400E, taxed M.o.T. £750. Tel: Riley Birmingham 445 2551. (62748

JAGUAR XJ6, 2 door coupe, fern grey, P-Registered, very good condition, tinted electric windows, nearly new tyres, stereo radio, future collectors car? Part exchange considered, cash either way. Pickering (N. Yorks.) 0751 73478. (62750

1979 PORSCHE 928, dark metallic green, radio, air conditioning, LHD, 12,000 miles, absolutely immaculate, £12,000. ring Wood 821 5131 or 0730 61756 (evenings). (62751

MINI-MOKE. 1965, taxed (850 c.c.), 12 months' M.o.T., 100% original, only two owners from new. 33,000 miles. Stored in garage for several years, only used during the summer. An affordable investment at £1,500 o.n.o. Tel.: 0295 811733. (62231

TRIUMPH TR7 SPORT. Left hand drive, 1978 manufacture. 1979 T Reg., yellow, five-speed gearbox, 30,000 miles one owner, well maintained. £2,150 part exchange considered. Tel.: 01-720 7204 Clapham Common. (62232

VOLKSWAGEN SCIROCCO GLS 1979 'V, metallic grey, sunroof, radio/cassette, fog lamps, one fastidious business user, hence 30,000 miles, immaculate condition, service history. £3,995 HP/PX. Tel.: 01-720 7204 Clapham Common. (62232

AUSTIN HEALEY 3000 MK. III, 1965, ice blue white, *wire wheels, overdrive, restored throughout, A/H club* member, excellent condition. £4,500. Tel.: Reading 583473. (62233

ALFA SPIDER 2600, 1966, good mechanics, £250 spent on welding chassis, body sound and little rust, hood little tatty, 4 new tyres, M.o.T. and tax March 1981, works manual, etc. £750 o.n.o. Tel.: Pomeroy West Monkton (Somerset) 412365. (62234

BMW 2000CS COUPE (3.0 CS SHAPE), extremely rare r.h.d. manual version, low mileage, always stored/garaged, beautiful condition, Chamonix white with mint royal blue interior, electric windows, manufacturer's 31 m.p.g., superb performance and handling. £2,450 o.n.o./px. Tel.: 0392 832763 evenings. (62274

DAIMLER SP250, 1964. One owner, 110,000 miles, silver and black hood, needs repainting, otherwise in *excellent condition for year, reason for sale need* garage space, some spares including tyres. £2,500. Tel.: 01-452 3952. (61401

LANCIA MONTE CARLO, 1978, metallic blue, beige cloth interior, 6,000 fairweather miles, superb mint condition, quality stereo, electric windows, taxed, forced sale of director's third car. £4,800 o.n.o. Tel.: 01-935 6286 or 01-348 5101 x 65. (60501

MINI-FERRARI Innocenti 120L. 1979 'V', 3-door hatchback by Bertone, 1,275 c.c., silver, blue jersey interior, steeo, tints, wash/wipe, 5,000 miles, as new, Leyland Warranty, quick & v. chic. £2,600 o.n.o.. Tel.: 01-935 6286 or 01-348 5101 x 65. (60502

ASTON MARTIN DB MK. III, 1958, rare, left-handed example. Tickford Coupé. Mrs Cleaveland 3418 Pinestream Road, NW Atlanta, GA 30327 USA. Tel.: 404 237 9997. (61628

INCOMPLETE RESTORATION of 1924 4WB 'V' seri 40-50 Rolls-Royce. Missing parts incl. front axle a stub pins, etc., cyl. blocks and 30 or so small iten work done so far to high standard. Offers please. To Office 01-508 2134, home 01-504 8794. (615

MORGAN +8, 1955. 2-seater 3,000 miles since chas up rebuild. £4,400. Tel.: 041-956 1254 evenings. (615

JAGUAR V12E 2+2, K Reg., azure blue, bodywork new, stainless exhaust, Webasto sunroof, superb c £4,900. Tel.: Bollington 73781. (615

MG-B GT, Russet brown and sunshine vinyl ro 10,000 miles, radio stereo cassette, V Reg., as n company director's car. Tel.: Daventry 71383. (615

1975 CITROEN DS 23 Safari Estate. Five spe manual, grey/white, tan jersey nylon interi directional lights, 7-seater with pas, good sound with unbeatable comfort for around £1,400. To Norwich 404831 (evenings). (615

LOTUS ELAN DHC SEIII. Probably the best S3 in t country, present owner ten years during which tir has been completely rebuilt with new chassis, e Tel.: Kidderminster 745953. (615

RELIANT SCIMITAR GTE, 1975, manual, dark bl black interior, 53,000 miles, rhd, Wolfrace wheels, o owner, excellent original condition maintained British car enthusiast. Registered in Switzerla £2,500. Tel.: Zurich 01041-1-867 34 72. (612

MORGAN 4/4 4-SEATER, 1973 M Reg., 38,000 mil wires, tonneau, strap, year's M.o.T., superb, sh bodywork, no rotten edges. £4,300 cash. Tel.: Albans 69674. (616

EX-WORKS AUSTIN HEALEY 3000, 56 FAC, 19 *Sebring car driven by Hopkirk/Morley*, lightwei aluminium body, 200 b.h.p. engine, very fast a original, 27,000 miles only. Superb road car. £15,0 o.n.o. No time wasters please. Tel.: Woverhampt 712001 (days). (616

LOTUS SUPER Seven Series 4, 1975, 1650 Fo Blueprint engine, Vulcan head, full electronic ignitio 5 new tyres, six months tax M.o.T., 17,000 mil £2,100. Tel.: 01-393 5085 day, 01-643 0966 evening. (616

BENTLEY R-TYPE, 1955, grey over black, tota pristine, auto., sunroof, full tools, etc., part of priv collection sadly must go. £7,350. Tel.: Burton 70224 (616

BEAUTIFUL BLACK MINI 1275 Special. Vinyl ro tints, 12" alloys, high gearing, quick and economic year's M.o.T. £995 o.n.o. Tel.: Bath 332738. (616

TVR JIM HENDIN TVR

Musbury Garage, near AXMINSTER, Devon

1979 TAIMAR, BLUE with SILVER BAND, SUNROOF, STEREO
1978 MGB VERMILION
1975 MGB GT WHITE

Between Axminster and Seaton on A358
Tel: 0297 52292

RICKMANSWORTH SPORTS CARS

201 HIGH STREET RICKMANSWORTH HERTS

1979 DATSUN 260Z two-seater, self-seeking radio/cassette, 15,000 miles, white, one owner. **£4,995**
1978 LOTUS ELITE 504 Auto, air conditioning, P.A.S., radio/cassette, 23,000 miles, service history. ... **£7,995**
1975 RELIANT SCIMITAR GTE o/d, electric tinted windows, chrome wheels, radio, white tan trim. **£2,795**
1975 FIAT X19 1500 metallic green, 16,000 miles, one owner. **£4,395**
1978 FIAT X19 1300 metallic blue, radio, 25,000 miles, one owner. **£3,495**
1975 JENSEN HEALEY Mk.2 five speed, tangerine. **£2,795**
1976 MGB GT o/d, Brookmans Green. **£2,850**
1978 MGB GT o/d, red, choice of two. **£3,985**
1977S MGB GT o/d, black. **£3,395**
1979 MGB ROADSTER o/d, 13,000 miles, white, one owner choice of two. **£3,995**
1977 MGB ROADSTER o/d, red. **£2,695**
1979 MG MIDGET 2nd year Supercover, rustproofed, 18,000 miles, pageant blue, one owner. **£2,895**
1978 MG MIDGET rustproofed, 19,000 miles, white, one owner. **£2,695**
1978 MG MIDGET rustproofed, radio, 14,000 miles, red. **£2,745**
1978 TRIUMPH SPITFIRE radio, 13,000 miles, red, one owner. **£2,895**
1977 MORGAN +8 9,000 miles, silver. **£7,500**
1978 TRIUMPH SPITFIRE o/d, radio, hardtop, 20,000 miles, blue, one owner. **£2,945**
1978T TRIUMPH SPITFIRE hardtop, 11,000 miles, red. **£2,995**
1976 TRIUMPH SPITFIRE soft top, red. **£1,895**

FINANCE ARRANGED — PART EXCHANGE WELCOME

Suzuki Super Bikes to commuter Transport new & used in stock, spares & accessories at R.S.C. Bike Centre.

Rickmansworth (87) 75369 & 78079

9.30 am - 6 pm Monday-Friday, 9.30 am - 5.0 pm Sat. Closed Sunday.
GOOD SPORTS CARS ALWAYS PURCHASED FOR CASH.

HENDON WAY MOTORS

1978 LOTUS Esprit S2. Black with leather, 17,000 miles.
1977 LOTUS Elite 504. White, 29,000 miles.
1975 (Series) LOTUS Europa Special. 5-speed, JPS, 3,000 miles, oatmeal, alloys, stereo.
1975 LOTUS Europa Special. 5-speed, white, 20,000 miles, one owner, concours.
1975 (Series) LOTUS Europa Special. 5-speed, Roman purple, 26,000 miles, oatmeal, alloys.
1974 LOTUS Europa Special. 5-speed JPS, oatmeal, alloys, Sundym, service history.
1974 LOTUS Europa Special. 5-speed, sable, 31,000 miles, oatmeal, alloys.
1974 (Series) LOTUS Europa Special. 5-speed, Roman purple, 32,000 miles, oatmeal, alloys.
1974 (Series) LOTUS Europa Special. JPS, 5-speed, 22,000 miles, oatmeal, alloys.
1974 LOTUS Elan Sprint. DHC, yellow, 11,000 miles.
1973 LOTUS Elan Sprint. DHC, BRG.
1973 LOTUS Elan Sprint. FHC, burgundy, SR, 32,000 miles.
1973 LOTUS Elan Sprint. FHC, green, 2,000 miles.
1973 LOTUS Elan Sprint. DHC, white, 36,000 miles.
1972 LOTUS Elan Sprint. DHC, green mist.
1972 LOTUS Elan Sprint. FHC, red/white, orig.
1980 MORGAN Plus 8. Blue 200.
1972 MORGAN Plus 8. Silver, superb.
1980 MORGAN 4/4. 2-seater, BRG.
1980 (Series) MORGAN 4/4. 2-seater, red, 200.
1979 (Series) MORGAN 4/4. 2-seater, navy, 5,000 miles.
1978 MORGAN 4/4. 2-seater, red, 14,000 miles.
1977 MORGAN 4/4. 2-seater, yellow, 26,000 miles.
1972 MORGAN 4/4. 2-seater, blue, 35,000 miles.
1971 MORGAN 4/4. 2-seater, BRG, 40,000 miles.
1960 MORGAN Plus 4. 2-seater, Super Sports Specification, cream, leather, wires, full history.
1979 MORGAN 4/4. 4-seater, red, 100 miles.
1979 MORGAN 4/4. 4-seater, brown, stone leather, 12,000 miles.
1974 FERRARI 246 GT. Yellow, 21,000 miles, service history, one owner, radio/stereo.
1974 FERRARI Dino 246 GT. Black, 29,000 miles, service history, one owner, radio/stereo.
1974 FERRARI Dino 246 GT Spyder. Primrose, 26,000 miles, service history, radio/stereo.
1972 FERRARI Dino 246 GT. Red, 39,000 miles, service history, radio/stereo.
1973 FERRARI Daytona 365 GTB 4. Red, 17,000 miles, full service history, black int.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1971 FERRARI GTC 4. Celeste, 28,000 miles only, recently serviced.
1975 JAGUAR E-Type V12 Roadster. Automatic, BRG, 15,000 miles only.
1973 JAGUAR E-Type V12. H/top metallic, roadster, manual, 30,000 miles only, radio/stereo.
1974 (Series) JAGUAR E-Type 2+2. Manual, red, low mileage, radio/stereo, Sundym.
1974 (Series) JAGUAR E-Type 2+2. Manual, heather, 32,000 miles, radio stereo.
1969 JAGUAR E-Type 4.2 FHC, 30,000 miles only, full history.
1979 PORSCHE Turbo 3.3. Silver, 800 miles.
1979 PORSCHE 924 Lux. 5-speed, met. red, one owner, 15,000 miles, radio/stereo.
1979 PORSCHE 924 Lux. Mocha black, 23,000 miles, one owner.
1978 (Series) PORSCHE 924. Met. blue, 4,000 miles, one owner.
1977 PORSCHE 924 Lux. Petrol blue, 12,000 miles, one owner.
1973 PORSCHE 911 T Lux. Primrose, 32,000 miles, sunroof, two owners.
1972 PORSCHE 911T Lux. Sportomatic, white, service history.
1972 ASTON MARTIN DBS/6 Vantage. 5-speed, Celeste, 47,000 miles.
1972 MG-B GT. Red, O/D.
NEW MERCEDES 40 SLC. Met. silver & green, s/roof, cruise control, alloys.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

LANCIA FULVIA S3 COUPÉ. P Reg., lady owner, maintained regardless, radio, utterly reliable. £1,375. Tel.: 06846 3396 evenings, 06845 2700 x 274 day, Worcestershire. (61644

BMW 3.0 CSL LIGHTWEIGHT COUPE. Gold, 66,000 miles, maintenance history, beautiful condition throughout. £4,250. Tel.: Windsor 55985/63387. (61642

VW-PORSCHE 914. 1971, 1,700 c.c. version, good condition for year, recent M.o.T. £1,895 o.n.o. Tel.: Farnborough (Kent) 51300. (61641

MORGAN 4/4 4-SEATER. 1973, superb condition both mechanically and bodily, 37,000 miles, green, black interior. £4,400. Tel.: Hitchin 50134. (61640

CLAN CRUSADER. 1974, sunroof, red with recent new clutch, exhaust, brakes, mechanically well maintained, must sell to finance house purchase £1,600 o.n.o. Tel.: 01-223 9922 evenings and weekends. (61638

AUSTIN SEVEN NIPPY. 1937, maroon body, black wings, totally rebuilt by professional Austin Seven restorer, new hood and sidescreens. £4,000 o.n.o. Tel.: 01-580 9541. (61637

LOVELY original Morris, BMW 623, sunroof, taxed, M.o.T., handbook, log book, tools, 2nd owner. £1,550 o.v.n.o. Tel: Horley 6125. (61636

1923 CHEVROLET OPEN. 2/4-seater, superb, rare English coachwork, original buttoned upholstery, mechanically excellent, original log book, three owners and believed 13,000 miles only. Tel.: Kingswinford 277239 (evenings). (61635

MINI COOPER S. 1275, Wood and Pickett, Reg. PEN 3, 28,000 miles, numerous extras, excellent condition. £3,000 o.n.o. Tel.: Heywood 68696. (61634

LANCIA FULVIA RALLYE S3. R Reg., excellent condition, year's M.o.T., 46,000 miles. £1,800 or near offer. Tel.: Scunthorpe 710531. (61633

1922 ALVIS 11/40 4-seater tourer. The second oldest Alvis and only surviving 11/40, completely original, mechanically superb, reluctant sale due to purchase of Brooklands 12/50. Tel.: Wolverhampton 711997 (days). (61630

JAGUAR 3.4 Mk. II Manual. 1963. Dark green, one JDC owner since 1971, good original condition. £875. No offers. Tel: Swindon (Wilts.) 29486 (9 a.m.–5 p.m.). (62812

MORRIS MINOR. 1955. De luxe split screen, 4-door, left-hand-drive saloon, green with matching leather interior, one lady owner. Excellent condition. M.o.T. till August 1981. *Offers invited.* Tel: Thatcham (0635) 67324. (62811

FOR SALE—continued

TVR CONVERTIBLE. June 1979. Immaculate blue, Pioneer stereo, tow bar. Lack of family planning forces sale. £6,250. Tel: Braishfield 68797. (62834

MAZDA RX7 Sports Coupé. November 1979. White, showroom condition. 3,000 miles. Emigration enforces sale. Loss of £2,000 at £7,000. Tel: Harrogate 65987. (62833

E-TYPE JAGUAR 3.8 Convertible. 1962. Flat Floor model. Offers over £3,500. Tel: High Wycombe 881242. (62832

BUICK Straight Eight Special. December 1938. Twin sidemounts, complete for restoration. £1,200. Ford Y Type 1936 rolling chassis on the button. £450. Tel: 01-520 6810. (62831

BMW 3.0Si. 1974. 44,000 miles, long M.o.T., recent tyres and exhaust. £2,100 o.n.o. Tel: (0253) 35106 (office hours). (62828

JAGUAR 3.4 Mk. 2. 1964. Manual/overdrive, beautiful condition, Reg. No. 4307 NT. Metallic silver, blue leather interior, original tool kit, 61,500 miles, 11 months M.o.T., 4 months tax. £1,650. Tel: Chelmsford 380 858 (1.00-1.30 only). (62830

ALFA-ROMEO 1750 GTV Mk. 2. 1970. Shiny original red bodywork, mechanically perfect, rustproofed and specialist maintained from new hence Concours example. £1,400 o.n.o. Tel: 01-680 2774 or Leatherhead 77733. (62827

MGB GT V8. 1974. Damask red, 12 months M.o.T. Well maintained, usual extras, good condition. £3,150 o.n.o. Tel: Burwash (0435) 882016. (62825

LOTUS ELAN S4 FHC. 1970. White/gold dralon trim, taxed, 12 months M.o.T., mechanic enthusiast owned vehicle. *£1,695 o.n.o. Tel: 061 652 0268 (garage)/061 620 5989 (home).* (62824

LOTUS EUROPA Special. 1974. 5-speed, metallic blue/oatmeal trim, low mileage, excellent condition, M.o.T. £3,750 o.n.o. Tel: 061 652 0268 (garage)/061 620 5989 (home). (62824

ALVIS SPEED 20. 1936. Charlesworth saloon, excellent original condition with rebuilt mechanics. A beautiful car. £4,750 o.n.o. Quick sale. Tel: Luton 27450. (62823

MERCEDES 230 SL. 1967. H/S tops, auto., p.a.s., silver, black interior, last owner 12 years, tax, M.o.T. Immaculate, genuine, 69,000 miles. First £4,250. Tel: Luton 27450. (62823

RILEY KESTREL 12/6. 1934. Would restore easily to Concours. 100% original, one previous owner, stored since 1954. Engine removed but complete. Seen Purley, Surrey. Tel: 01-660 8917 (after 6 p.m.). Substantial offer required. (62822

FOR SALE—continued

DAIMLER 250 V8. 1968. Silver grey, manual, sunroof, 80,000 miles, garage maintained. £1,400 o.n.o. Tel: 01-997 0223. (62821

PORSCHE 911S Targa. 1972. W-Reg. 5,000 miles since new, body/mechanical rebuild, beautiful, GP white/black, spoilers. £4,200 o.n.o. Mercedes 300 SEL 6.3. Rare '68 Series I. 2 owners, 70,000 miles, engine/gearbox overhaul. Attractive gold, velour, power fitments. 17 m.p.g. Only £2,000. Maserati 3500 GT Superleggera. 1962. Good aluminium coachwork, chassis, leather work but XKE engine to fit. Offers on £1,500. Reason — changing house/Ferrari. Consider Scimitar/Gilbern/Bristol. £1,500. Tel: Dr. Silvester, Bradford 498121. (62820

MG TD. Available subject to realistic offer. All aspects immaculate. Hot climate with no rust. Tel: 01-994 0063 (7 to 8 evenings). (62818

AC COBRA 289 Mk. III. 1967. Excellent original example with hard top, metallic blue with black leather trim. Tel: Taunton 84465 (after 6.00 p.m.) for further details. (62819

MINI-COOPER 1275S. 1965. Standard specification, present owner four years, very good all round condition. £1,000. Tel: 06073 4968 (Nottm.). (62817

TRIUMPH GT6. 1973. Mimosa, good condition, extras. For details Tel: Bolton 23436. (62816

ASTON MARTIN DB6. 1966. White with black interior, 325 b.h.p., Vantage engine with 5-speed gearbox. Very good condition throughout. Excellent value at £5,850. Tel: Storrington (West Sussex) 2560 (after 6 p.m.). (62813

AUSTIN 7 BOX SALOON. 1930, all original, no rust, M.o.T., drive away. Vintage motoring for only £1,350 o.n.o. Tel.: 0492 46778 evenings. (62678

DAIMLER V8 250. 1964, 2,500 c.c., automatic, 78,000 miles, silver, tested, mint condition. £1,600 o.n.o. Tel.: Cheltenham 29323 (work). (62680

MORGAN THREE WHEELER F4. 1936, good condition, excellent 100E engine. £2,250. 39 Nottingham Way, Highfields, Quarry Bank, West Midlands. (62679

MORGAN 4/4. Four seater, March 1980, 7,000 miles, blue alloy body, many extras. Offers over £7,250. Tel.: Salisbury 6543 daytime. (62681

TR6, N Reg., hard/soft tops, overdrive, carmine red with black trim, low mileage, TR registered, tax, M.o.T. and warranty April 1981, private sale. £2,495. Tel.: 01-440 5897. (62682

BENTLEY 4¼-LITRE. 1937, Park Ward Sports Saloon, original, complete but requires restoration following *10 years storage. Best offer over £3,500.* Tel.: 0222 63892. (62686

FOR SALE—continued

TVR 1600M. 1976, silver, black vinyl roof, usual extras. £3,250. Tel.: Whitby 4419 (evenings/weekends). (62684

PORSCHE 911E TARGA. 1973, metallic blue, S wheels, stereo radio cassette, service history, recent timing chain tensioner's full service, XWX tyres, batteries, immaculate condition, p/x considered TVR Taimar, etc. £6,995. Price reflects condition. Tel.: Rhyl, North Wales 53114 after 6.00 p.m. (62683

ALFA ROMEO 1750 GTV. 1970. Under 20,000 miles from new, this superb car has got to be the best example in this country. £1,500. Tel: 061 941 2182 or 061 775 9879. (62687

MORRIS OXFORD SERIES 3. 1957, 4,008 miles, two tone pre-Farina hydraulics, replaced, otherwise original. £3,000 w.h.y. Tel.: Chester 535637. (62688

MG TC. 1949, black with red interior, professionally restored to the highest standard and totally original in detail, looking virtually as it left the factory. Not the cheapest TC but probably one of the finest available. £7,250. Tel.: Oakhill 840330 (Somerset) after 6.30 p.m. (62690

MGA TWIN CAM ROADSTER. 1959, glacier blue with grey interior, re-painted and re-chromed this year, engine reconditioned, new hood and sidescreens, excellent throughout, factory hardtop. Offers around £3,750. Tel.: Oakhill 840330 (Somerset after 6.30 p.m. (62690

SUNBEAM ALPINE. 1967, Mk V, hard/soft tops, overdrive, taxed and tested. £750. Tel.: Birtley (0632) 403599. (62689

PORSCHE CARRERA TARGA 2.7 RS. 1974, 210 b.h.p., one owner, 24,000 miles, apple green, black chrome, l.h.d., totally original and as new condition with full history, the best available, would part exchange GTi Golf or £9,750 o.n.o. Tel.: 03447 5855 (Berks) evenings. (62691

DAIMLER 250 V8. 1967, impeccable, 11 month's M.o.T., nearly £1,000 recently spent on complete engine recondition, beautiful metallic maroon, beige hide interior, new Webasto sunroof. £1,950 o.v.n.o. Tel.: 0822 2054 (Devon). (62692

TWIN CAM ESCORT. Original production model, road car only, meticulously maintained body and mechanics plus short motor, 12 month's M.o.T. £1,200. Tel.: Chelford 861319 (Cheshire). (62693

PORSCHE 911E. 2.2-litre fuel injection, tints, radio, cassette, mag alloys, coloured glacier blue, excellent mechanics, good bodywork, 1971, but private *registration. Sensibly priced at £3,750 o.n.o. For* further details Tel.: Warrington 56544. (62701



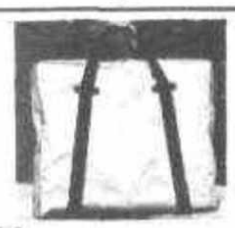
CSL CENTRE

Specialists in BMW 3.0 CSL lightweight coupés

Only 500 RHD versions of this classic of the 70's were made by BMW.
So if you wish to talk about or test drive a real collector's car then contact us.
We buy, sell, service, repair & restore CSL coupés. Always a good selection available for sale and we have a stock of good used spares.



BRITAX KARI-BIKE
Just unzip the bag — unfold the Kari-Bike and away you go!!
50 c.c., 120 m.p.g., automatic. Only car licence needed.



Nigel Wood Associates Ltd., 7/8 Pindock Mews, Maida Vale, London W9. 01-286 7151

Michael Lavers Ltd.

Specialists in Historic Sports and Racing Cars.



Mallock Formula Junior. Ford 997 c.c. wet sump engine, close ratio gearbox, Lotus 'wobbly' wheels at front. Very quick and controversial (*illustrated*).

McLaren M10B. Morand engine, ex-Peter Gethin, winner of Formula 5000 Championship in 1970 and 1971. Superb condition, ready to race, look at or frighten yourself with.

1959 Jaguar XK150 drophead. 17,500 miles from new, metallic grey, red leather interior, chrome wire wheels. Absolutely outstanding. **£8,950.**

1961 Bentley Mulliner Flying Spur. Steel blue, cream leather, 18,000 miles since total overhaul at Rolls-Royce. **£15,250.**

1970 Cooper S Mk.III. Green, 42,000 miles, sunroof, totally standard specification. **£1,495.**

Unrestored cars available this month include:

Lola T70, Merlin Mk.VI Sports racing car, Lotus 23B, Lotus 18 Formula Junior, and Lotus Eleven Sports racing car.

4A, Deodar Road, London SW15
telephone: 01 789 8525 **telex: 8812320**

Viewing by appointment, please.

HEXAGON

1964 Bentley SIII. Black, 37,000 miles, quite magnificent, total history, one owner only **£13,995**

1964 Bentley SIII Continental. This superb car has covered only 66,000 miles and has recently returned from Rolls-Royce at Hythe Road having had some £2,000 spent. THIS MUST BE ONE OF THE BEST IN THE WORLD.

1962 E Type Roadster. Literally as new, MUST BE SEEN TO BE BELIEVED.

1962 E Type Roadster. Total rebuild. **£7,950**
1950 XK 120, 44,000 miles only.
1957 3.4 Mk.I Jaguar, BRG, wires, quite tidy. **£1,500 to clear**
1973 V12 E Type, yellow, auto, 31,000 miles. **£7,495**
1970 E Type Roadster, hard/soft tops, concours.
1977 Shadow II, 30,000 miles, full history. **£21,950**

For details phone:

01-348 5151,
Hexagon, 26 North Hill, N6.

FOR SALE—continued

ROLLS-ROYCE PHANTOM II, 1929, Thrupp & Maberly Sedanca chassis 146 GN, requiring full restoration project, now accessible and available. Tel.: Beaulieu 612001 evenings. (62695

TR4A, Surrey top, w/w, o/d, M.o.T., good bodywork, rebuilt engine. £900. Tel: Collingham Bridge 72708 (Yorks.). (62696

BENTLEY SI, 1956, beautiful interior and excellent, Tudor grey over velvet, coachwork, used daily and totally reliable, photos available. Consider interesting part exchange. £4,950. Tel.: 0924 470297. (62698

ASTON MARTIN DBS, Auto., p.a.s., chrome wires, radio/cassette, L Reg., bills for £900 spent. £3,250 part exchange considered. Tel.: 050 847 0834. (62699

JAGUAR V12 E-TYPE 2+2, 1973 (M), manual, radio, tinted glass, superb condition. £4,850. Tel.: Romsey (0794) 514892. (62700

CORTINA 80 2.3 GLS, Sunroof and many other extras, value £4,500 exchange for Morgan 4/4 2-seater for similar value. Tel.: Basildon 281934. (62702

FRAZER NASH, 1928, Meadows engine, Lea Francis W-Type fabric saloon, Meadows engine, Alvis 12/50 in pieces, no body, Lancia August 1935 saloon. For further details Tel.: Ribchester (025484) 385. (62704

LOTUS ELITE, 1976, outstanding car in red/oatmeal trim, glass sunroof, s/s exhaust, present owner three years, Lotus service history. £4,450. Tel.: 0928 32416 (Cheshire). (62705

MG-B GT, 1973, L Registration, under 31,500 miles, beautiful condition, Damask red, chromed bumpers, o/d, tinted windows, new tyres. £2,250 o.n.o. Tel.: Crowborough (08926) 5572. (62707

SUNBEAM TALBOT CONVERTIBLE, 1952, taxed, M.o.T., cheap investment. £1,650, exchanges considered, convertibles only. Tel.: Ipswich 43145 (Suffolk). (62708

MG TD, 1952, red, beige interior, black hood, superb condition, concours winner many times. £7,500. Tel.: 0323 841762 (evenings). (62709

ALFA ROMEO SPYDER 2000, 1975, good condition, 28,000 miles, new hood, cassette, radio, electric aerial, burglar alarm. £3,500 o.n.o. Tel.: Ashwell (Herts) 2605 evenings. (62710

BENTLEY R-TYPE CONTINENTAL Drophead by Park Ward. BC73C, 4.3 engine BDC owner, used daily last ten years. £25,000. Limeette, 11 Gloucester Gate, London NW1 4HG. Tel.: 01-486 5306. (62711

FIAT 127 1050 CL HATCHBACK, T-Reg., 5,000 miles only (guaranteed), white with sunroof, truly immaculate. £2,375 o.n.o. Tel.: 061-485 5923 or 061-486 0541. (62712

BRADLEY GT, Rare, distinctive inexpensive motoring (Ferrari looks with VW economy), new red paint chrome M.o.T., tax, £2,500 o.n.o. Tel.: New Buckenham (095386) 566 (Norfolk). (62713

1934 SUNBEAM 23.8 h.p. 4-seat tourer. New hood, tyres etc. M.o.T. £4,500 o.n.o. Tel: 051 652 5298. (62717

TR6, (M), black, overdrive, hard/soft tops, genuine 60,000 miles, one owner, well maintained. £3,000 o.n.o. Tel.: 0423 883509 after 7 p.m. (62714

LOTUS ELEVEN LE MANS S2, 1957, circumstances force sale of very presentable example of this now almost unobtainable classic. Good Stage 3 1,216 c.c. Climax. £6,750. Replies to Box No. 6419. (62720

MG-B ROADSTER, 1972, overdrive, recent hood, rear brakes just relined, body good, engine fair, full M.o.T. £850 o.n.o. North Yorkshire. Tel.: 076 586 682. (62719

W. H. LANE AND SON

Fine Art Auctioneers

COLLECTIVE AUCTION SALE OF VINTAGE AND HORSE DRAWN VEHICLES, RAILWAYANA AND MODELS
On SATURDAY SEPTEMBER 27th 1980 at 10.am

INCLUDING
CARS 1934 Rolls-Royce 20/25, 1950 Bentley Mark VI, Jensen CV8, Lancia Aprilia 1927, etc., etc.
MOTORBIKES 1929 BSA S29 De-luxe and others.
PARTS AND ACCESSORIES FOR ROLLS ROYCE, ALVIS, ROVER, RILEY, CLINO, SS, and many more of the 1920 and 1930s.
ENGINEERING TOOLS, Lathes, including Cardiff SS and SC 7" x 60" and COLCHESTER, Bench shaping machine by Drummond, Drilling machines, Hydraulic Pipe Bender, and many tools and equipment of interest to the amateur and professional engineer.
HORSE DRAWN VEHICLES, RAILWAYANA, MODELS — Livesteam and clockwork, etc., etc.

FURTHER DETAILS AND CATALOGUES FROM

THE AUCTIONEERS
THE CENTRAL AUCTION ROOMS
TRELAWNEY LANE
PLYMOUTH
TELEPHONE (0752) 20667/8 (24 hour service)
Telex 45545

FOR SALE—continued

PORSCHE 911E TARGA, Reg. November 1973, Reg. No. PUM 40M, white, Sundym glass, year's M.o.T., full history, very reliable car. Offers around £5,00. Tel.: Bruton (Somerset) 3493 after 1st September. (62715

TRIUMPH 2500 TC, Auto., 1976, brown, alloy wheels, 46,000 miles, superb, rare bargain. £1,395 o.v.n.o. Tel.: Harrogate 780079. (62716

BLACK PORSCHE 911S 2.7 TARGA, Full autofarm turbo body conversion, tinted glass, Recaro seats, 41,000 miles, private registration number, unbelievable looks. £7,995 possible part exchange. Tel.: Welwyn 4113. (62722

JENSEN INTERCEPTOR, 1972, Series 3, white with white trim, all usual extras including tow bar. £3,250. Tel.: Harwell 369, Oxon. (62718

BMW 320, 1976, alloy wheels, tinted glass, golf yellow/black, cloth trim, service history, beautiful condition £3,595. Tel.: Welwyn 4113. (62722

1931 RILEY, 9 h.p., Gamecock earliest known example, many unique original features, nicely restored, new paint, trim carpets etc. £4,950. Tel.: 0783 42313. (62723

TRIUMPH STAG, S-Reg, genuine 14,000 miles, lady owner, inca yellow, manual, overdrive, hard and soft tops, excellent, £4,750. Tel.: 0423 780328. (62727

LOTUS SEVEN SERIES 4, December 1972, big valve twin cam, 25,000 miles, excellent condition, little used over past 4 years. £3,250. Tel.: Maldon 55912 after 7.30 p.m. (62724

TR7, December 1976, R, green, black interior, sunshine roof, 37,000, service history, 5 speed, excellent condition, must sell £1750 o.n.o. Aylesbury 34444 daytime. (62725

DAIMLER V8, 250 Automatic, G-Reg, 40,000 miles from new, fastidiously maintained, service accounts available. Hitchin (0462) 814481 for further details. (62728

MERCEDEZ-BENZ 230S, 1967, 4 dr. Saloon extremely good condition throughout, M.o.T., taxed etc, fitted radio, mechanically excellent, finished in maroon with brown interior, £1,000. S. Adams, Mansfield (0623) 753188, 2 mls. from M.1. (62729

LANCIA BETA SPYDER COUPE, October 1976, white/tan interior, stereo, 37,000 miles, excellent condition, £1,850. Tel: 0371 820161. (62730

MGB GT V8, 1975 chrome bumper model, low mileage, superb condition, usual extras, £3,375. Tel: (0205) 66184. (62731

SUNBEAM TALBOT, 1951, convertible 90 Mk II, very good condition, mileage 66,000 from new 2nd registered owner (S.T.A.R.) fully documented history from original purchase, well maintained, an attractive looking car with good performance and increasing value, realistic price £1,850 o.n.o. Tel: Guildford 65587 evenings. (62735

BENTLEY SPECIAL, four seater open tourer, professionally built, superbly finished in British Racing Green, with black trim, built just over a year ago, and still in as new condition. Must be the best bargain at £10,500. Tel: Toddington (Beds.) 2957 for photo and details. (62732

MATRA 530SX, black, Ford engine, box, 1700cc, LHD, 1972, re-registered with V-plates, only 15 imported of this fast appreciating coupe in first class condition. £1,350. Tel: 01-951 3661. (62734

DAIMLER SOVEREIGN 420, 1968 in excellent condition, new tyres, exhaust system, two owners, original tools not used & handbook, charts, taxed, M.o.T. March 1980. £1450 o.n.o. Tel: Long Stratton 30763. (62742

ALFA ROMEO 2000 GTV, N-Reg, regularly serviced, 80,000 miles, beautifully maintained, £1,500. Tel: 01-352 0142 (office). (62741

BMW 2002, "Baur" Cabriolet, 1973, fitted Mahle wheels, radio, low mileage, excellent condition, £2,995. Tel: 0476 72533. (62740

LOTUS ELITE 501, Nov 1977, royal blue, Reg No. RON 4, many extras, genuine bargain at £5650 o.n.o. including No plate. Tel: Morecambe (0524) 413937 after 5 p.m. (62739

MGB GT, 1974, overdrive, Sundym, chrome wheels & bumpers, 51,000 miles, long M.o.T. bargain £1,595 o.n.o. Stamford, Lancs. 0780 4312. (62738

MGB V8, 1976, flame red, investors car, only used for 1 year and stored since 1977, very low mileage, £4,250 o.n.o. Tel: 0889 270188. (62737

LOTUS ELITE 502, May 1974, 26,000 miles only, blue with beige trim, air-conditioned, electric windows, stereo radio/cassette, recent thorough overhaul, learner driver wife necessitates reluctant sale. £4,250 o.n.o. Tel: 01-668 3166 evenings & weekends. (62736

BMW 323i, September 1979, 13,000 mile black grey cloth, tints, alloy wheels, radio, fog lights £7,500. Tel: 0743 62523. (62747

1968 JAGUAR, 420G Automatic metallic maroon, 30,000 since new engine electric windows, radio, new battery, 12 months M.o.T. offers. Tel: Formby (07048) 73018. (62746

3000 Mk III, 1965, rare opportunity to purchase excellent example, 27,000 miles, original log book, handbook, parts book, wires, Kenlowe, reluctant sale by club member, new parts available. £4,950 o.n.o. Tel: South Benfleet 53521 eves. (62745

DELLORTO Carburettors

As fitted to many of the world's top performance cars.
Competitive performance at a competitive price.
Send 10p stamp to cover postage for a free sticker and leaflet.



NAME _____
ADDRESS _____

Dellorto, 13 Boult St, Reading RG1 4RD

FOR SALE—continued

ALFA 1.6 GT JUNIOR, dark blue, well maintained, genuine mileage, radio, £1,750 o.n.o. Tel: 01-902 3330 or 01-868 7763 (Pinner). (62780

TR6 1973, 22,000 miles from new, h/s tops, French blue with black trim, very good condition, £2,550. Tel: Plymouth (0752) 701001. (62804

ASTON DB4, 1962, admiralty blue with tan leather, original radio, log book & owner's manual, five new Avon Turbospeeds, stainless exhausts, completely sound and original. Good condition. £4,600 o.n.o. Tel: Northwood Middx. 26909 (home) or 24230 (work). (62803

XUK 90, 1959 Bentley S.1 auto, p.a.s., electric windows, all tools, much work done in last 8 years inc new gearbox, valves, exhaust, radio, grey over blue, blue hide and carpets, gives 15-16 m.p.g. £5,000 Tel: 063461416. (62802

1929 RILEY NINE two-seater tourer with Dickey, excellent condition, extremely original, factory bodywork, current M.o.T. and taxed, smart, practical and economical vintage tourer £4,000, possibly part exchange with cheaper Riley special or similar, Great Missenden 5140 (code 02406). (62801

TVR GRANTURA Mk.II, rebuilt Ford 1500, suspension, brakes, rewired etc., new M.o.T. inexpensive classic sports car £845 o.n.o. 0222 514626. (62799

1969 VITESSE 2000 Mk.2 convertible, overdrive, some chassis welding for M.o.T. otherwise good. £250. Mansfield 649692. (62798

1946 MGTC — M.o.T. till 11/80, substantially rebuilt and restored, a good example of this very sought after car. £3,500 o.n.o. Tel: 01-370 1169 (eves.). (62800

ROLLS-ROYCE CORNICHE M.P.W. F.H.C., 1970 model but M-Registration, Caribbean blue, air conditioning, probably one of the best example, very reluctant sale £13,500. Also Volvo 1800 ES 1973M automatic, metallic bronze, 57,000 miles, in good original condition £3,150. Tel: (62491) Clacton-on-Sea 861340. (62785

WOLSELEY HORNET DAYTONA SPECIAL, 1934, rare semi boat tail, 2/4 seater sports in really beautiful condition, loads of spares, £3,950, offers or exchange. Tel: (069-185) 636 evenings (Shropshire). (62778

1938 SS JAGUAR, 2½-litre, O.H.V. four seater tourer, reg No. EPD 1, excellent condition, very rare and beautiful, the first true Jaguar. £14,000. Box No. 6420. (62777

CONVERTIBLE SUNBEAM TALBOT 90, 1953, metallic blue, floor change, used daily, £1,250. Bournemouth 517814 evenings. (62776

ALFA ROMEO GIULIETTA 1.6, 1979, 25,000 miles, excellent condition, £3,500. Tel: Wymondham (Leics.) 474. (62775

1970 ASTON MARTIN Mk.2 Volante, manual, 50,000 miles, silver with black trim, excellent condition. £21,000 o.n.o. Tel: 0492 82470. (62774

MERCEDES BENZ, both left hand drive, AA RAC test welcome, coupe 220SE — 62 Recondition engine (220S), rebuilt tested £2,900. 200D-W123, sun roof, Nov. 78 £4,400 export; UK use £4,900, no offers sorry, or both exchange 79/80 608D. Caravan. Tel: 01-385 7575. TR 80 Farm Lane, London SW6. (62773

ALFA ROMEO DUETTO SPYDER, 1970, M.o.T. good running order, must sell. £850 o.n.o. Bloxwich 407678. (62772

FROGEYE Mk.1 SPRITE, full M.o.T., red, excellent condition, Reg No. SDP 24. £900. Tel: Manton 295 (Leics.). (62771

ALFA ROMEO 2000 GTV, 1972, five virtually new tyres, HRW, recent exhaust, clutch, £995. Tel: Cwmbran 5396. (62770

BENTLEY R TYPE AUTOMATIC, 1954, tudor grey over shell grey, superb order throughout, sunroof, radio, many bills and history, M.o.T., Tax. £6,750. Business hours Camberley 32283. (62769

ASTON MARTIN DB6 Mk.II, 1970, Automatic, beautiful body and mechanics, dark blue with black leather interior, 41,000 miles, sunroof, P.A.S., new exhaust. £7,250. Tel: Camberley 32283 business hours. (62769

DON'T BE STUCK this winter, motor in style and safety in a MkII F.F. Jensen, K-Regd, 54,000 miles, stainless exhaust, new carburetter, all usual refinements including air conditioning, 8-track stereo. £3,850 o.v.n.o. Tel: Brimscombe 883380. (62768

TRIUMPH STAG, M-Reg Automatic, white, hard/soft tops, usual refinements, immaculate £1,650 o.n.o. Tel: Cheddar 743397. (62766

M.G. MIDGET, 1965, new body and reregistered 1979, many new parts in rebuild but requires tidying to make nice. Hardtop & new softtop/tonneau. Offers around £750. Derby 40271 ext 14 office. (62767

MERCEDES BENZ 220SE, Cabriolet type A, 1960, very rare car bodily and mechanically very good, not usual rusty offering, needs new hood and minor work to make into exclusive and expensive classic £2,950. Genuine enquiries please. Tel: Upper Warlingham 4404. (62759

PORSCHE 2.2TLUX, white/black, Carrera spoilers, Autoferm maintained, history, 88,000 miles, over £1000 spent since March on engine rebuild and oil tank. Looks and drives superbly, new Porsche arrived. £2,950. Tel: Rickmansworth 78714. (62756

FOR SALE—continued

JAGUAR 420G 46,000 certfied miles, sunroof, electric windows, radio, new tyres, new battery, nice condition, except for rip in headlining £1,300 Gloucester 60455. (62757

MG Y, 1950, present owner second from new and in possession since 1964. Excellent all round condition, complete engine overhaul, respray four years ago, new tyres and M.o.T. £1,500 o.n.o. Tadley 4111 ext 6837 day. (62755

LOTUS ELITE, N-Regd, sable/tan, vinyl roof, air conditioning electric windows, 47,000 miles, regularly serviced, reconditioned gearbox, very good condition, taxed and tested, £3,995 o.n.o. part exchange considered. Tel: Chepstow (02912) 5367. (62797

COLLECTORS MINI SPECIAL, exceptional 1964 example, immaculate blue coachwork, chrome, vinyl roof, low mileage performance 1098 unit, Cooper trim, Supasiots, Formula 70's, Pickett arches, co-ordinating dralon interior, Halogens, franched e/aerial, taxed, year's M.o.T. £750 o.n.o. Photo available. Tel: 08356 3333 days, S. Scotland. (62796

PORSCHE 911T, Oct. 1970, dark blue, 60,000 miles, full service history, new heat exchangers, timing chains and tensioners, 12,000 mile service just completed, a superb example. £3,250. Tel: Wrexham (0978) 840613. (62794

AUSTIN 7 ROMNEY COUPE, 1930, a rare little car in excellent condition, plus 1952 Jowett 2 seater F.H.C. will exchange for Vincent Shadow, Gold Star etc. Tel: C. Mills, Redruth 215974. (62793

FORD ZEPHYR FARNHAM ESTATE Mk.2, 1961, M.o.T. superb condition, sensible offers, further details Stratford-on-Avon 841155. (62795

PORSCHE 911, 1967, red, tax, M.o.T. one year, good running order, and fairly tidy for the year, reason for sale, four children need an Estate! £1,990 o.n.o. or p/ex Estate. Danehill (Sussex) 790846 or Brighton 607635. (62792

MGC GT, 1969, Auto, blue, chrome wires, used regularly, sound. £1,095 o.n.o. Tel: Edinburgh 031-447 8428. (62791

LOTUS ELITE 501, P-Reg, lagoon blue, v.g.c. Radio/cassette/dictaphone. £4,250. Tel: Rhiwderin 3310. (62787

ASTON MARTIN DB2/4 Mk.II, 1957, recent top overhaul, brake reline, steering box, clutch, etc., used daily, v.g.c. £3,000 o.n.o. Tel: 01-467 6132. (62786

MORGAN 4/4, 2 seater, N-Reg, 48,000 miles, superb condition, £4,500 o.n.o. Tel: Lieutenant Peter Sargeant on Tidworth 6221 ext. 2824 or Codsall 2007. (62810

TR6, maroon, N-Reg, V, low mileage, full tax and M.o.T. hardtop, overdrive, radio, £2,750 o.n.o. Tel: Leicester (0533) 738355. (62790

LANCIA FULVIA S2 COUPE, 1972, average mileage, tax, M.o.T. May 1981, bodywork and interior fair, excellent mechanically. £750 o.n.o. Tel: Coventry 462038 (evenings). (62809

RENAULT 5 GORDINI, 1979, under 5,000 miles, sand metallic/black, as new, only £4,050. Ponteland (0661) 22308 after 6 p.m./weekends. (62788

MG. TD, 1953, Trade for TF. Tel: Mirfield 492526 (W. Yorks.). (62808

GINETTA G12, 1967, rare and very beautiful mid-engined sports-racing classic, no expense spared on immaculate road conversion, must be finest in world, mostly new parts and bodywork, 1600cc, 140 bhp, 16-valve Ford engine (40 m.p.h.), 5 sp Hewland transaxle, metallic blue, expensive and elegant, matching 2 tone blue interior, Targa or hard top. 01-274 8271 (ansaphone) or 01-435 4714. (62807

ELAN +2, 1973, 5 speed, sunroof, alloys, stereo, stainless exhaust, taxed March, 12 months M.o.T. Tel: 061-427 1144. (62806

E TYPE V12 convertible, 1973, Heather auto, chrome wire wheels, 1 owner, full history, immaculate. £5,950. Tel: 01-302 6474. (62783

WANTED

WANTED 4CL/T 250F/300S engine (could exchange rebuilt 200S/2L), Borrani 72 spoke 16 inch wirewheel, two 16/19 x 500/600 racing tyres, Riley Barntgreen. Tel: Birmingham 445-255. (62748

SALOON or Drophead wanted 1920/60 any make considered, good original condition preferred. Tel: Warwick 42166. (62319

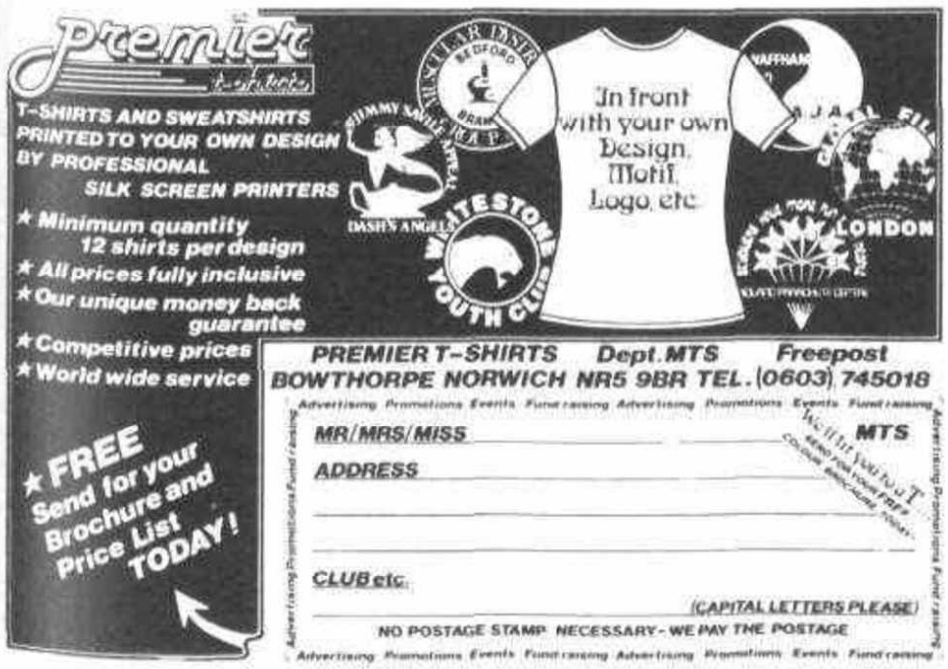
ROLLS ROYCE 20/25 wanted in superb condition, private buyer, no dealer, reasonable price. Tel: 0865 730659. (62276

PRE-WAR or coachbuilt post-war, Rolls-Bentley wanted, some work considered. Tel: 0763 72639 anytime. (62288

WANTED FOR 1927 Daimler 20/70, sleeve valve engine, radiator, lights instruments etc. Tel: Bolton 592061. (62259

MG TC TD or TF wanted for restoration, preferably original or running on M.o.T. cert. Tel: Poulton-le-Fylde 0253 883457. (62125

MG XPEG block wanted urgently to replace recent blow-up. Also Laystall aluminium head. Tel: Armitage (0543) 490232. (62142





NOTHING BUT THE BEST

A photo, at last, of my Cooper Monaco, on its maiden outing at Donington on July 20th, where I was honoured to be a judge at the National Classic Car Concours. Hopefully this endorses the claims I make as to the outstanding quality of the cars on offer, which are often the best in the world.



'59 COOPER MONACO — 2-litre Climax FPF, owned by me since 1975, 4 year restoration now complete; best presented example in the world; registered competitor with the HSCC & FIA; fully race prepared & tested.

'71 MERCEDES 280 SE 3.5 CONVERTIBLE — my own car, simply the best in existence, white with red trim, all by CP Autokraft, unique with air cond. and '300' Series, s/steel trim, engine compt. etc, as new, there is unlikely ever to be another example for sale as good as this one. £20,000.



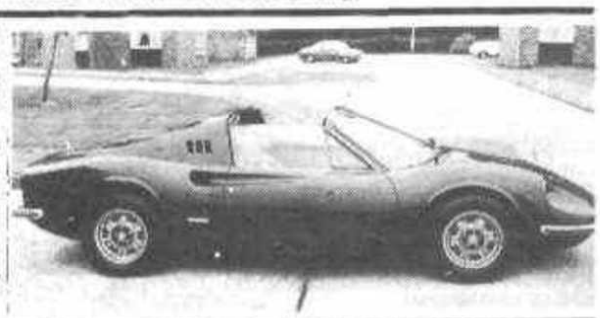
'68 LOLA T160 — 9th overall '68 Can-Am Series (Parsons), thus eligible for Willhire Historic Special GT Champ. where, with its original 500 b.h.p. Chevrolet race engine refitted (spare with car) it is a certain outright winner. Concours Awards 1979 too!

ROD LEACH: TEL: HERTFORD (0992) 58891 — 9 a.m. — 10 p.m.
Write to: Briar Forge, Vicarage Causeway, Hertford Heath, Herts SG13 7RL.



'50 HWM-ALTA F1/F2 — only original member left of the remarkably successful works Team, many high placings by Abecassis & Moss etc. against Fangio, Farina, Ascari in F1/F2; 4 year restoration by Paul Grist to total perfection. See MOTOR SPORT (July) & *Thoroughbred & Classic Cars* (August).

The photo above shows the HWM as it appeared at the Stirling Moss Tribute Day last May, in original single-seater form. It also comes with all road equipment (taxed too). Registered with both HSCC & FIA for Historic Racing.

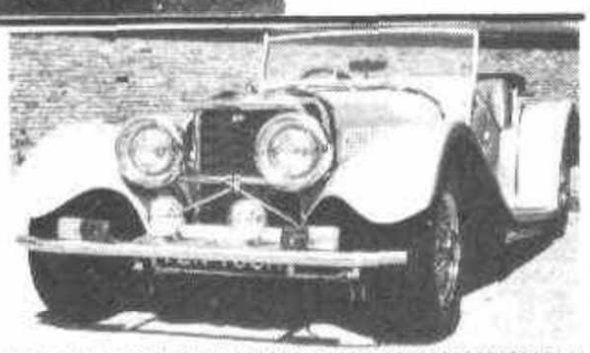


'74 DINO SPYDER 246 GTS — 2 owners, both of whom have obviously taken the greatest care of this truly outstanding example, unmarked metallic maroon with as new tan/red trim, just serviced & checked by Neptune; as superb a Dino as one would hope to find in every respect — **very special 'sale price' of £10,500.**

NEXT 'GOAT' PUB MEETING: SUN. SEPT. 6th, NOON, HERTFORD HEATH. SWAPS ALWAYS CONSIDERED. SALE ON COMMISSION A SPECIALITY.



'65 AC FORD COBRA 427 — RHD — 7,000 miles since total reconstruction; genuine CSX (Mk. 3) Chassis No., superb in dark metallic blue with fawn trim & polished engine compt. etc., shortly to apear on the front cover of a major new book on *'Classic' sportscars.*



'74 PANTHER J72 — among the last of the handbuilt 'beam-axle' cars, 4.2-litre, manual & o/d, silver with red leather, every option & many special features, genuinely as new in every respect with chassis & engine etc to highest 'Concours' standards **£13,500.**

WANTED–continued

AUTOCOURSE! COLLECTOR seeking all years 1951 to 1980 but particularly 1971 to 1975. Best prices paid or will exchange, some 'Autocourse' and 'Automobile Year' etc., available. Tel: Hayling Island 3614. (62753

MOTOR SPORTS WANTED 1931, January March thru September, November and December 1932 February and March 1941, September and October. Write Lewis 28 Lingfield Road, Wimbledon SW19. (62132

WANTED STEERING box, Prefect 1955, right hand drive, steering, wheel, Lotus 6-8-9-10-11; Workshop manual, 1965 Cortina 1500 GT, H. Kelley, 406 Ridgeview Drive, Blacksburg, Virginia USA 24060. (62120

AUTOSPORT WANTED 28th June and 5th July 1968, Dec. 1st 1967, Feb. 25th 1971, Oct. 12th and Dec. 14th, 1972. Autosport for sale. July 17th & 31st, Aug. 14th & 21st, Sept. 11th 1964. March 25th, April 29th, June 3rd 1966. Sept. 12th, Oct. 2nd, Nov. 20th 1969. Jan. 8th & 18th 1970. Several Motor Sport surplus to requirements. Wanted urgently — Motor Sport July 1956. Tel: Harvey, 0376 62018 (Essex) office hours. (61915

MGA WANTED in any condition, work not objected to, have cash will travel, please help. Tel: 051 546 0329. (61794

MG ENTHUSIAST wishes to buy T-Type in any condition, even complete rebuilds, travel anywhere in UK. Tel: 051 548 5929. (Office hours) (61794

XK 120 Roadster or XK 150S Drophead, wanted by private enthusiast. Would prefer car in good original condition with wire wheels, but anything considered. Tel: 0592 3188 evenings. (61881

BANTAM JEEP any condition, spares, or information regarding same. Tel: (reverse charges) 0730 4977. (61880

COVENTRY CLIMAX engine or parts wanted, also any old racing car spares, especially Lotus. Tel: 0543 490232. (62292

8-LITRE BENTLEY Engine, any condition, components complete, w.h.y. Required by private enthusiast for own use in UK. Mr. Wicks, The Old Coach House, Norwich Road, Reepham, Norfolk. Tel: Reepham 381 between 3 p.m. and 10 p.m. 59388

MG SPORTS CARS 1929-1954 wanted for restoration, minimum of £1,000 paid for complete original cars, even if dismantled, more paid for running or M.o.T. cars. Non-original or incomplete cars also considered. Tel: Nottingham 702111 days. (61788

"SPEED" MAGAZINES and pre-war "Motor Sport" wanted. Also quality club journals, good condition essential. Wills "Highways", Thornbury Road, Alveston, Bristol. (61789

WOLSELEY VINTAGE vehicle wanted, preferably E3 model along with any literature, also whereabouts of early Wolseley commercial required; replies to Box No. 6404. (60954

MAGNIFICENT MONSTERS, rotten wrecks, in-betweens and surplus spares wanted for club members all over. Send details, price. Vintage Transport Club, 14 Broadway SW1. Tel.: 01-834 9225. (53152

ROLLS-ROYCE COACHBUILT CLOUD III 4-door saloon (preferably Flying Spur Model) required by gentlemen in the London area. Tel.: 01-886 6651. (55796

WANTED MG TF, TD, TC or pre-1939 MG, any condition considered, up to about £7,000. Tel.: 06278 63445. (60341

URGENTLY WANTED, good quality vintage and classic cars for sale on consignment from the new Collectors Car Store. We've sold most of the cars we've had in, and desperately need more as we have room for 100. We have customers looking for Allard K2 sports SS Jaguar (to £12,000), any English Edwardian, Alvis Speed 20 tourer (or similar) a four seat Brighton Car, and a Rolls 20 tourer — but whatever you have give us a ring, we charge from only 2½% commission and have good contacts. Tel.: 01-381 5366. (58450

FINE VINTAGE/THIRTIES car wanted please, Alvis, Lagonda, Bentley, Rolls etc. Open tourer, drophead, landaulet, or sedanca preferred. Mechanical and paintwork not objected to but would prefer no major rebuilding. Tel.: 01-274 8109 (evening). (58347

WANTED DAMAGED RS2000 Mexico, or 1600's, Escorts Mk. I or II, any condition, will collect, top price paid. Tel.: Liverpool 051 708 6266 (day) 051 486 9116 (evening). (5813€

STANDARD LITTLE nine; also unused spares, spares swap, w.h.y., 17 Broomhill Road Woodford Green, Essex. (57957

PERFORMANCE CAR Specialist requires all types especially Lotus Elan, Elite, Europa + 2s, Mexico RS2000 (Mk. 1 & 2) TVR (M Series), TR6, TR7, GT6, Porsche 911's, Datsun 240-260Z's, MG's, etc. immediate payment, distance no object. Tel.: Dane End (STD 092084) 561 (Herts). (58278

WANTED ROLLS-ROYCE and GRAF UND STIF mascots. Dawson, Casa Nuestro, Sussex Road, new Romney, Kent. Tel.: 06793 3327. (58091

JENSEN SPARES and memorabilia wanted. Brochures, handbooks, road tests, photographs, newspaper cuttings, anything considered. Tel.: 029 575 629. (56240

URGENT! URGENT! Wanted E-Type V12 convertible, any year, any condition. Tel.: Dartford 21013. (49221

VAN WANTED, pre-war, any condition. Also bullnose Morris spares and A7 chummy radiator. Tel.: (0493) 728557. (60089

MGA WANTED. Good price paid, anything considered. Tel.: Darlington (0325) 281343. (61727

BOOKS on motor racing wanted. Send offers to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel.: Windsor 67281. (61734

DERBY BENTLEY 3½ or 4¼ Drophead Coupé or Tourer c1935-39, must be in sound condition and complete, details to E. H. Boot, Whiteley Wood Cottage, Cottage Lane, Sheffield S11 7TH (or 0742 303680 after 19.00 hours). (61693

PRE-WAR Rolls-Royce motor car wanted, any condition any horsepower for cash. Nudd, Hemington House, Shardlow. Tel.: Derby 792177. (60945

MG-B GT. 1978 early 1979, vermilion or Brooklands green. Must be owner, low mileage, unmarked, no dealers'. Tel.: Cullompton (Devon) 2782. (61682

WANTED steering wheel motif for 1975 1275 GT Mini. Tel.: Torquay 812685. (61506

ALVIS 12/60, 12/70, Speed 20, Speed 25 rolling chassis or special wanted. Other makes considered if suitable for VSCC competition. 87 Worthington Road, Fradley, Lichfield, Staffs. Tel.: Lichfield 23922. (61273

WANTED Calcott spares car or motorcycle literature, photographs, anything Calcott. Warmington, Mount Ambrose, Redruth 216858 Cornwall. (61365

HUMBER 14/40 mechancial spares wanted. Cash or swop-part exchange for my Victorian roll top desk or my open crank Fairbanks Morse engine. Tel.: 0527 76002 or 0562 710227. (61724

WANTED–continued

URGENT! URGENT! Wanted Rolls-Royces any year, any condition, any kind. Tel.: Dartford 21013. (49221

MISCELLANEOUS

JAGUAR RECHROMES respoked, XK, Series 1, 2, 3 E-Type, wire wheels from £70, exchange, also set chromed Cobra wire wheels. Tel: (0222) 751081. (62829

CHARLES MORTIMER'S three times yearly "Collector's Review" of Early and Contemporary motor literature prices, available now on subscription. Book reviews, auction and autojumble reports, feature articles. Details and free specimen copy on request. The Corner House, Bull's Green, Ewhurst, Surrey. Tel: 897. (49862

VICTORIAN STABLE. Lease available. Ideally suited for restoration/race preparation of historic cars. Near M4 (West and airport), M3 (South West), North Circular Road (North via M1 and M6) and ten minutes from Chelsea. Tel: 01-352 1803. (62743

BRISTOL 100D crankshaft, standard size. Set of new valve guides and cam followers etc., etc. Bristol 2.2 litre engine and o/drive, gear box and many other spares for sale. Wanted: 100 type Bristol block or 2-litre Bristol for restoration. Tel: 021 430 3767. (62744

BENTLEY MK. VI. 1 pair front wings. £30 each. Four doors. £25 each. One boot lid. £20. Tel: Toddington (Beds.) 2957. (62732

BENTLEY 3½-LITRE water temperature gauge and tube. £25. Two lucas 9" headlamp glasses. £5 pair. Tel: Bedford 712006. (62721

MERCEDES BENZ & Austin Taxies. Spares new & 2nd. Specialise in left hand drive vehicles sale service. Any make model supplied. Shipping storage, 24 hours recovery. Tel: 01-689 6073. G.T. 165 Windmill Road, W. Croydon CRO 2TL, England. (62697

AUSTIN ULSTER Replica bodyshell. To original pattern, with dash, excluding bonnet. Now available. Tel: Kegworth 2778. (62694

MODELS 1/43 Scale. Eighty formula and sports racing cars for sale as collection. Tel: 01-352 1803. (62685

ROLLS PII gearbox, magneto, dynamo, starter. Jaguar Mk. 2/E-Type Series One. Brand new front caliper assemblies. Austin Light 12/4 gearbox, rear axle etc. Five 19" artillery wheels. Austin A40, A50 new gearboxes. All cheap to clear. Tel: 0492 46778 (evenings). (62678

INTERESTING SPARES! Aston DBS V8 engine, gearbox (auto.), axle, suspension, chassis, alloy wheels, doorshells, Jensen Interceptor Mk. I engine, gearbox, seats; restyles Mk. I FF suspension, axle. Mk. 3 gearbox, axle, seats, tailgate. MG C twincarbs, manifolds. MGB GT tailgate. Healey 3000 Mk. I tank, axle. Mk. 3 screen frame. Scimitar seating, instruments. Sunbeam Alpine bootlid, new gearbox. E-Type 2+2 gearbox, Mk. 2 roadster door, rear axles. Datsun Cherry 100A engine, gearbox. Volkswagen Golf 1100 engine, 1600 auto. gearbox. Thompson, 124 Shakespeare St., Southport, Mersey. Tel: Southport 40047. (62145

MOTOR SPORT, 1970-1979 inclusive. Offers. Tel: Swindon 36139. (61883

JAGUAR SPARES. Mk. X 3.8 triple carb engine, auto. box, IRS axle, steering box, etc. Might deliver. Tel: Sheffield 0742 752451. (62136

MOTOR SPORT. Jan. 1960–July 1968 inclusive. Offers. Tel: Rogate (073 080) 314. (62130

CAR STICKERS. "Buy British Your Job Depends On It", 10p each plus 12p post and packing, any quantity. Ibberson, 10 Sharp Avenue, Odsal, Bradford, W. Yorks. (62466

BROOKLANDS BARC car badge. £90. Also some lapel badges. Early chauffeur's coat and breeches. Both heavy cotton. £40. Tel: Leatherhead 77652 (evenings). (62111

AUTOSPORT completed Jan '65–June '80 (one missing 19.7.73). £150 o.n.o. Tel: 0293 (Crawley) 27411. (61895

MOTOR SPORT, Autosport, BARC Gazette. Seen Manchester. Tel: 061 439 2840. (62074

BOOKS, MAGAZINES etc. wanted. Early Motor Sport, Autosport, Motor Racing, Sports Car and Lotus Owner, Safety Fast etc. Green. Tel: Newbury (0635) 253484. (62311

MGB, V8, Midget owners. "MG" motif badges. 70p each (£2.35 per 4). Rostyle hub caps. £2.50 each (£8.50 per 4), chrome V8 caps. Special offer p.o.a. Cash with order to David Price, 11 Colleton Drive, Twyford, Berkshire. Tel: 0784 340326. (62502

CHROMIUM PLATING. Specialise in high standard work only. Competitive prices. Tel: 01 373 2296. (62457

AUSTIN CHUMMY. Ulster windscreens with original section side irons. Other new spares available. Catalogue (s.a.e. please) from Raeburn, 17 North Park, Eltham SE9 5AW. Tel: 01-850 2856. Beaulieu Stall 46. (60489

MOTOR SPORTS. Over 1,000 copies for sale, 1946 to 1976. Together with many other items of motoring interest, also vintage motoring goggles. Bring your lists to Stall 540, Beaulieu Autojumble, Sept. 13th and 14th. (61650

SS JAGUAR CARS 1937-1948. Everything available including complete cars. If I cannot help you with spares etc., no-one can! Tel: 03057 70463 evenings. (61624

RARE LAMPS and accessories for sale — the following items have all been restored to superb condition. Carl Zeiss 12" headlamps, Marshall 12" headlamps, Grebel headlamps, P.100 "Bullseye", P.100 Mirrorback, P.100S, P.100R, P.100L, QK596, P.80 Bullseye, P.80S, P.80 headlamps, FT37, FT57, FT58 spotlamps, 'New Alto' horns, short and long trumpet horns, Bosch horns. Original pre-war Rolls mascots etc. Contact Tony Wraight, 9 Coniston Crescent, Radipole, Weymouth, Dorset. Tel: 03057 70463 evenings. Overseas enquiries welcomed. See me at Beaulieu Autojumble Stalls 176-177. (61524

PAIR OF large brass headlamps, calcium carbide type by Powell and Hanmer 1903, one inner lens missing. £300 o.n.o. Tel: 853 4897 evenings. (61652

FOULDS MOTORS specialise in the servicing and restoration of Lotus cars. For spares, servicing, restoration and free technical advice or sympathy. Tel: Huddersfield 34743 or call and see us at Commercial Mills, Firth Street, Huddersfield. (61509

HEALEY 3000 Mk. 3. Dunlop wire wheels, V12 E-type, steel wheels, £25 each. Tel: Cardiff 30751 530091. (59772

CLEAR OUT. 1½ Aston spares, pair steering arms, set con rods Mk II, brake linings, oil seals, water pump (body only), set cylinder block studs, timing gears, DB2-4 Mk I wheel and tyre, pair vintage Bentley knock off's, 2-42 RH knock off's, Bosch horn ex-Type 43 Bugatti, CAV duck egg side lamps ex-Type 30 Bugatti, instrument panel ex-Type 23 Bugatti, Austin Big 7 box, Winston Smith, 71 Albert Road, Colne BB8 0BD. (61511

MISCELLANEOUS – continued

109 MOTOR SPORT'S, 1965–1974. Six complete years. Offers invited. Tel: Reading 345891. (62781

EXTENSIVE LIBRARY of motoring books including Workshop Manuals, Owners Manuals, Service Manuals and Magazines. Write with s.a.e. for list to Nixon, Foundry House, Foundry Lane, Bridport, Dorset. (61513

ALL MODEL cars, The Model Car Centre, 10, Sicilian Avenue, Southampton Row, Holborn, London WC1. Tel: 01-404 0707. (61522

UNIPART CALENDARS for years 1975-6-7-8-9 for sale separately or complete set, open to offers. J. Drake. Tel: 059 069 5623. (60983

AC OWNERS — if you own an AC or are interested, why not join the club. Monthly magazines, meetings, sprint, 'concours', dinner dance, film shows, etc. Details from Membership Secretary, 4 Portsmouth Road, Camberley, Surrey GU15 1LA. (61278

2 BRASS LUCAS headlamps, ex-Daimler with mounting brackets. Sound condition, offers. Tel: Stockon-on-Tees 65619 or 611734. (61285

HIGH TENSILE plated bolts and nuts, (BSF or UNF) in assorted packs. SAE please for leaflet. E. A. Clare, 25A Lenton Road, Nottingham. (61400

VINTAGE CAR and boat storage, in dry, heated, sprinklered and secure premises in the Burnley area, insurance can be arranged, 30p per foot per week. Special price for 12 month rate. Tel: Burnley 23596 days. (61512

TURNER CLIMAX 1200 FWE c/r gearbox, complete but dismantled. 145 Kent Road, Wednesbury, W. Midlands. Tel: 021 502 2545. (61648

BOOKS ON on motor racing for sale including many rare classics. Send s.a.e. for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (61734

JAGUAR WIRE wheels, chromed, enamelled, splined hubs, spinners, E-Type, Mk. II, S-Type, V8 250. Reasonable prices. Carriage arranged. Tel: 021 354 4434 (Birmingham) anytime. (61682

MK. II JAGUAR. New original front wings, doors, boot lid. Also Mk. 9 front wings. Reasonable prices. Tel: 021 354 4434 (Birmingham) any time. (61682

SELECTION OF old illuminated garage signs for sale. AA, Triumph, Raleigh, etc. For further details Tel: 0371 850448 days; 0787 60202 evenings. (61692

NORTH ESSEX village garage for sale. Half acre site with extensive workshops, petrol sales and showrooms. All necessary permissions for car sale, body repairs, etc. Turnover £200,000. Rates payable £788 per year, ongoing business with quick possession. £49,000. Tel: 0371 850448 days; 0787 60202 evenings for further details. (61692

COUNTRY GUEST house and flats 2 miles from town, beach and broads, adjacent motor museum, brochure: "The Cannons", West Caister, Great Yarmouth. Tel: 728557. (60089

SELLING A CAR? Why not enter it in the Beaulieu Automart held in conjunction with the world famous autojumble 13th and 14th September. Details from Automart office, National Motor Museum, Beaulieu, Hampshire. Tel: Beaulieu 612445. (59493

TRANSPORTATION BY fastidious IAM member with Range Rover/3½ ton trailer (covered version available) UK/Continent. Full insurance. Harrogate (N. Yorkshire). Tel: 0423 64274. (60433

MOTORING LITERATURE bought, sold and exchanged. For a large selection of motoring handbooks, magazines and books (both new and secondhand) please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, Yorkshire. Tel: Batley 470773. (50521

MG CAR CLUB. Activites for all models 1924 to current production. Over 10,000 members and some 60 centres worldwide. Extensive UK activities, full race, mild competition, concours, meetings nationwide. Technical advice, support and certain discounts. International monthly magazines, 50 years of experience. MGCC, Wide Bargate, Boston, Lincs. Tel: (0205) 64301, ansafone. (54570

MASERATI CLUB for owners and enthusiasts. Details: Secretary M. J. Miles, The Paddock (M), Old Salisbury Road, Abbots Ann, Andover, SP11 7NT. Tel: 026471. (55346

TRANSPORTATION OF classic vehicles by Land-Rover and trailer, careful reliable service at reasonable rates. Tel: 01 828 6306. (48564

CHATER & SCOTT buy and sell motoring literature for a vast selection of new, secondhand motoring books, magazines, brochures and handbooks. Open Monday to Saturday, 8 South Street, Isleworth, Middlesex. Tel: 01-568 9750. (51874

NATIONAL CONTINENTAL Car Transportation. Well established dependable service. Full insurance. RAC appointed Storage available. Tel: M. S. Transport Services at 01-543 0900 or 01-393 4715 day. (57057

NEW FACTORY alloy wheels, XJS, XJ6, XJ12 £68.25 each. Ford, RS, Cortina, Capri £39 each, Rover SDI, Dolomite £39.95 each (Including nuts and caps, excl. VAT). We also offer refurbished exchanges of alloy wheels; XJS Triumph Stag, Dolomite Sprint, £14.50 each & VAT. Aston Martin, V8 £16.50 each & VAT. Also available second-hand Jaguar V12 & XJ6 chrome/black disc wheels, £100 a set of 4 including VAT. Polishing of all alloy wheels & tyre and wheel balancing service available. Contact the Specialists: Motor Wheel Service and Repair Company. Tel: 749 1391 7433532. (57944

CAR RECOVERY and delivery, local national, continental; singles, doubles. Tel: Cartrek, Esher 62785 (Surrey). (57351

MORGAN SPARES hundreds of Morgan spares, bumpers, grilles, spotlamps, dashboard, etc. etc. up to 60% discount. Tel: Redlett 6342 (Herts). (57925

CAR TRANSPORTATION and recovery. Specialised service nationwide, immediate quotation, personal attention C. E. Ltd., Crick Northants, Junction 18 M1/M6. Tel: 0788 815981. (58360

NEW BOXFORD lathes in stock. Single or 3 phase, bench or cabinet models. Tel: the Boxford Specialists 01-890 7531. (58319

TRAIL-A-CAR. Anytime, anywhere, enthusiast owner driver, fully insured. Tel: Dudley (West Mid.) 53351 day; Wombourne (West Mid.) 895982 evenings. (56901

COLLECTORS CAR store will house, advertise and sell your car for from only 2½% commission. We specialise in high quality pre-war cars and would like to hear from intending vendors to discuss how we can help. We also have a comprehensive bookstore here in Fulham. Tel: 01-381 5366 to discuss what you might sell. (58450

YACHT 38'0", 7-berth, 1978, complete radio, RDF, dinghy etc., value £32,000. Exchange Rolls Royce, classic car, cash adjustment. Tel: 0242 22497. (59377

SPLINED HUBS chrome wires, spinner's tyres, new and second-hand, for Jaguar Mk. II, S type, E-type, Daimler Sovereign V8 250; JDC member. Tel: 01-527 8041, 01-520 6775. (59860

MISCELLANEOUS – continued

COVENTRY CLIMAX engine circa 1956 FW Series, OHC. Believed run 5 hours only. Complete with twin carbs., starter, dynamo, manifolds, water pump, magneto. Any inspection. £500. Tel: Burley 2339. (62826

LEATHER FLYING COAT. Ex. WWI pilot. Unused 57 years. Still in good condition. Ideal for open vintage motoring. Sensible offers. Tel: 01-874 8152. (62815

EXCHANGES

PRE-WAR or coachbuilt post-war Rolls/Bentley wanted in exchange for my immaculate 1977 Alfetta 2000 GTV plus cash. Tel.: 0763 72639 anytime. (62268

MOTOR YACHT GULARIS. Lloyds registered. This classic twin screw Motor Yacht built in 1938 by Staniland. Designed by Hyland and Comben for the sole use of Charles Hyland. Built of pitch pine with superstructure and interior of teak. Powered by twin BMC Commander Diesels for economical cruising. Pye R/T, Walker Log, Hydraulic steering. This splendid example of this classic design is complete with steadying sails and ready for sea. £17,500 or part exchange vintage car, spares w.h.y?. Tel.: Leabrooks 603585. (62236

LUXURY MOTOR YACHT. 45ft, twin 225 hp diesels, glass fibre hull, teak decks, 7 berths in 3 cabins, 2 toilets, shower, large galley, fully equipped including dinghy with outboard currently £35,000, exchange luxury car with adjustment. Tel: 01-959 6287. (61911

EXCHANGE 1974 XJ6 manual/overdrive, vgc plus 1950 Mk. V (for restoration) for vintage, or sports car, or sell. Tel.: Sherburn (N. Yorks) 343. (61725

BENTLEY 'T', 1969, gold over walnut, exchange yacht/cruiser/motorhome or sell. Tel.: Derby (03321) 811828. (61283

YACHT 38' 7-berth, 1978, complete radio, RDF, dinghy etc., value £32,000 exchange Rolls-Royce, classic car, cash adjustment. Tel.: 0242 22497. (59377

CESSNA 185F, 1975, TT 1150 Hrs Nil Hr motor and prop, new C of A, comprehensive avionics. Value around £25,000. Will consider any interesting or exciting car. Tel.: 074377 678 or 0953 452283. (61680

MORGAN THREE WHEELER. 1929. Brooklands 2-speeder, LTOW engine exchange for beginnings or complete Frazer Nash Chain Gang car. Gough. Tel.: Standon Rock 354, Stafford. (61721

FORTHCOMING EVENTS

STONE MANOR, near Kidderminster. Annual sale of vintage, veteran and classic cars, etc. Saturday, 25th October, 1980. Limited entries. Further details from auctioneers — J. G. Lear & Son. Tel: Stourbridge 78921. (61690

AUTOJUMBLE COLLECTORS Fair at the Rhodes Centre, South Road, Bishops Stortford, on 5th October, opens 11 a.m. Bar & refreshments, entrance 50p. Stalls £7, additional stalls £5 each including tables. Organised by Enfield & District Veteran Vehicle Trust c/o Mr. G. Baker, 103 St. Josephs Road, Edmonton, London N9 8NU. Tel: 01-804 2113. (62322

CHARITY AUTOJUMBLE. Eastgate St. Covered Car Park, Southampton, October 19. Car and Bike spares. Stall bookings SAE to 34 The Avenue, Southampton. Closing date 7th October. (61044

BOLTON AUTOJUMBLE and Fleamarket, Saturday Sept 27 in the Sport Centre, Silverwell St., Bolton, 10am to 5pm. Bargains in Car and Bike bits for your restoration. Stall enquiries. Tel: Bolton 491763. (60599

THE FIRST Vintage & Classic Bike Show (sponsored by Classic Bike Magazine), Saturday/Sunday 18th/19th October at Belle Vue, Manchester 10am to 6pm. Large machine displays, concours, trade stands, clubs, vintage filmshows, Bike mart, large autojumble and personal appearance of Geoff Duke O.B.E. on Sunday. Send S.A.E. for entry forms, stating which category to: Alan Whitehead, Pool Fold Farm, Church Rd, Bolton 491763. (60519

NEXT AUCTION Sale of Collectors' cars, motorcycles and associated items will be held at Exeter Cattle Market on Tuesday, 23rd September at 12 noon. Catalogue entries close Friday, 12th September, entry forms and catalogues (75p) in due course from Husseys, Chartered Surveyors, Alphin Brook Road, Exeter. Tel: 50441. (61505

SOUTH EASTERN COUNTIES MOTOR EVENT in aid of National Children's Home, nr Ashford, 27th September, more entries urgently needed. Parade, Concours, Driving tests, etc., Trade stands needed. Tel: Mike Gallop, Ashford 36904. (62071

CHESTERFIELD AUTOJUMBLE, October 11th, stalls £5, Frank Smith, The Butts House, Butts Road, Ashover, Derbyshire. (62092

NATIONAL DKW/Auto-Union rally at Midland Motor Museum, Stanmore Hall, near Bridgnorth, Sunday 7th September, 2 p.m. For details Tel: 0761 32423. (61777

A GRAND air pageant to include Jaguar, Boxkite, Meteor, Spitfire, Gladiator, Edgley Optica, Rothman's aerobatics, Vampire, Flycatcher and others will be staged by the Shuttleworth Collection at Old Warden Aerodrome, off the A1 near Biggleswade Beds., on Sunday 28th September. Entry: £5 for car and occupants, pedestrian £1 (child 50p). Train/bus excursions from B.R. Kings Cross. Arrive by mid-morning for 2 p.m. start. (61383

AUTO — JUMBLE SALE and old car display, October 5th 1980, stalls at £5, Gosfield Village Hall fund. Tel: Halstead (Essex) 2754. (62140

SITS VAC

MOTOR ENGINEER required for highly skilled mechanical work on Vintage Rolls-Royce and other cars. Ability to use machine tools and general light engineering experience necessary. £100 per week plus according to experience. 5 day week. Apply in writing giving outlines of experience to: Coldwell Engineering, Coldwell Lane, Sheffield, S10 5TJ. (62137

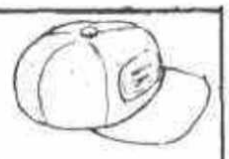
QUALIFIED and experienced fitter required to assist with restoration of vintage and PVT cars. Applications in writing please to I. S. Polson, Mill Farm, Ashfield Green, Wickhambrook, Newmarket, Suffolk. (62287

SITS WANTED

INTERESTING position in vintage vehicle or aircraft restoration sought. Short or medium term project. Presently in commercial aviation as Chief Engineer. Excellent practical engineer and organiser. Aircraft licence coverage includes types piston and turbine. Enthusiastic Jaguar man. Position offering accommodation preferred, anywhere in world. In UK September. Reply 17 Ivy House Road, Whitstable, Kent. (61722

PANEL BEATER. Age 30, seeks employment with restoration shop or classic car dealer. Experienced with classic cars. Some management experience. Box No. 6418. (62309

THE PEAK IS HERE!



DIRECT FROM THE USA — A CHOICE OF 2 STYLES — ALL-TWILL *(as illus.)* **OR TWILL FRONT-MESH BACK.**

These top quality **CUSTOM RACE CAPS** are foam lined, one size fits all with an **ADJUST BAND** for **PERFECT FIT** and the original **BIG PEAK.** Each cap comes either plain or with your choice of **HEAVYWEIGHT USA EMBLEM** from the many listed below.
Both **ALL TWILL** and **MESH BACK** come in a choice of five super deep dye colours. Black, blue, red, green or yellow

SELECT EMBLEMS FROM

CAR A-Healey, Alfa, Buick, BL, BMW, Cadillac, Camaro, Capri, Corvette, Chevy, Cobra, Cortina, Citroën, Chrysler, Cooper, Chevette, Datsun, Dodge, Ferrari, Fiat, Firebird, Ford, Honda, Hillman, Jaguar, Jeep, Lancia Lambo, Lotus, Mach I, Mercedes, MG, Mustang, Mercury, Opel, Oldsmobile, Porsche, Plymouth, Pontiac, Peugeot, Rover, RR, Renault, Spitfire, Stag, Triumph, TR3/4/6, T-bird, Trans-Am, Toyota, VW, Volvo, GTO, Z-28
PARTS/OILS Arco, Big Daddy, BP, Champion, Cragar, Crane Cams, Esso, Engle, Firestone, Fram, Ford Parts, Goodyear, General, Gulf, Holley, Isky, Koni, Mallory, Monroe, Mobil, M&H, Mopar, Pennz, Raybestos, Shell, Texaco, Wynns, Mr Gasket, Michelin.
RACING Dragster, Drag Race Team, Low Rider, NHRA, Pitcrew, Driver, Official, Checkered Flag, Racing Team, Rallye Team, Official Mechanic, Union Jack, USA flag, USA #1, SCCA.
BIKES All Japs, BSA, BMW, Harley-D, Ducati, Montesa, Norton, Laverda, Benelli, Triumph, Puch, Greeves, Indian, Bell Helmets.
TRUCK BL, Brockway, Cat Diesel, Dodge, Detroit Diesel, Fiat, Ford, GMC, I-H, Kenworth, Land Rover, Mack, Peterbilt, Scania, Daf, Volvo, White, Western Star, Interstate Trucker, Do it in the truck CB, Truckers of America.
CB California CB, We monitor Ch. 19, We monitor Ch. 14, Got the hammer down, Mercy Sakes, New York CB, What's your 20.
All emblems are also available separately and are suitable for overalls, jackets, etc.
CAP WITH EMBLEM £3.75. CAP ONLY £3.00. EMBLEM ONLY 75p.
Please give cap style/colour/emblem. Cheque/PO with order. Dealer enquiries welcome.

CUSTOM PLATES (MS9)
2a CARTPATH, GARSTON, HERTS

BARCLAYCARD VISA — **Tel. 09273-61673**

ERIC THOMPSON

Our 1980 list of secondhand Motoring Books and Magazines with Market News
is now available. Price £2.00 UK, £3.00 overseas.
Manuals, Road Tests and sales literature, pre and post war, also available. For cars and motorcycles.
Greengate Farmhouse, Lurgashall, Petworth, Sussex.
Tel: Northchapel (042 878) 457

TYRES

550-17 New covers	£17.50 ea.
820-15 New covers T/L	£55.00 ea.
700-16 Dunlop 6 ply. T/L	£49.95 ea.

We sell Pirelli P7 at fantastic discount.
Plus carriage, plus VAT at 15%
HAMPSTEAD TYRES LTD.
31-35 Fortune Green Rd., London N.W.6 Tel.: 01-435 8988/4992



Paintwork and Body Repairs

VBRA — The Vehicle Builders and Repairers Association

Motorfair (Hindhead) Ltd.
Portsmouth Rd. (A3) Hindhead, Surrey
Tel: (042 873) 4656. Telex 22861

Southern England's leading Specialists. FERRARI, ROLLS-ROYCE, PORSCHE and other fine cars

NATIONWIDE COLLECTION AND DELIVERY

PIT AND PADDOCK:

A background to Motor Racing 1894-1978
Michael Frostick £7.95

An exciting new illustrated book examining the background to international motor racing from its beginning up to the current Grand Prix scene. It covers the drivers, mechanics, construction and preparation of cars and other behind-the-scenes activities.
122 pages 229 illustrations

Available from bookshops or from Moorland Publishing Co Ltd., 9-11 Station Street, Ashbourne, Derbyshire.

ONLY OUR

LONG RANGE **Super Snooper®**

ADVANCE WARNING SYSTEM
has a written 4-year guarantee.



SEES OVER HILLS AND AROUND CORNERS

- ★ Latest silicon chip technology
- ★ Automatic DUAL band detector
- ★ Audible & visual alarms
- ★ Dash or windscreen mounting
- ★ Plugs into cigarette lighter

★NOW REDUCED TO £135.00 (inc VAT)
Thanks to Mrs Thatcher's Stronger Pound

ITS BABY BROTHER THE SNOOPER X-K®

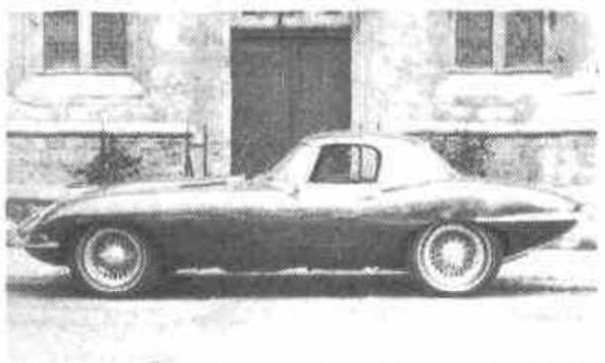
has the same specification but is less sensitive. It has however picked up signals at over 3¼ miles on the M1 and is adequate for most drivers.
Excellent value @ £79 inc. VAT & P&P.

24 volt models for Juggernauts etc. and overseas models to special order.

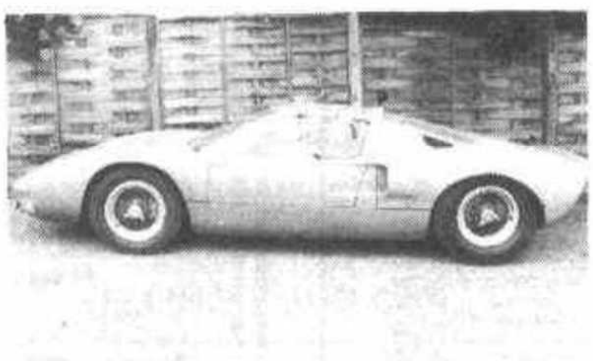
For SPECIAL motorcycle models @ £87.50.

Send now for details, or PROTECTION BY RETURN to:
AUDAX INTERNATIONAL MARKETING (Box 10) 45 GREEN LANE, PURLEY, SY. Tel: 01-660 2896

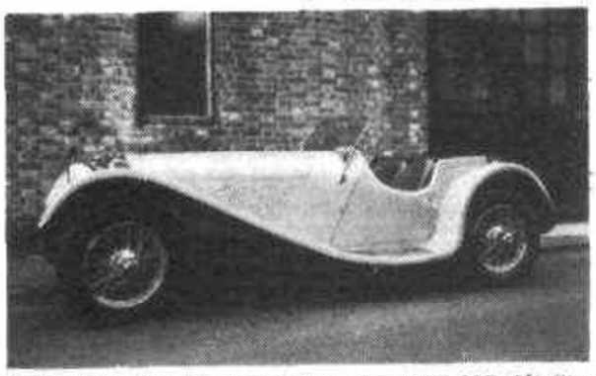
TRADE ENQUIRIES WELCOMED



Jaguar 4.2 E-Type. Series One Roadster. Factory black, works hard top and chrome wires. Superb condition with original green log book.



Ford GT40 4.7. Chassis 1023GT40P. Blue, with both Borrani wires and BRM wheels. Excellent history. Car in mint original condition.



SS100 Chassis No. 39010, Reg. No. LWT 207, 3½-litre car. Fitted with larger carbs and bronze head, green with tan interior.

Other cars in stock:—

Ferrari Daytona 1971. Chassis 13949. Possibly the last of the plexi-glass cars. Viola with tan interior. One owner and 10,000 miles only since new.

AC Ghia Cobra 427. Red with black interior, unique and interesting car now offered for sale at a realistic price.

Vauxhall 23/60. 1925. 4-place, all alloy factory bodied tourer. 4-litre OD engine and gearbox. Completely original, other than interior trim. Vehicle recently imported from NZ.

Aston Martin Volante 1967. Pacific blue, a well kept example in superb condition, service history with Aston Martin Specialist.

Porsche

In addition to the sale and service of the type of car listed above, we also sell and service Porsche cars. Our stock at time of copy included the following:—

1980 3.3 Turbo. Black. Immediate delivery.
1980 V 911 SC Coupé. Black with red, 2,000 miles.
1980 V 911 SC Sport Coupé. Guards red, 1,900 miles.
1979 V 911 SC Sport Coupé. Silver, 6,000 miles.
1979 T 911 SC Sport Targa. Ice blue, 8,000 miles.
1978 S 911 SC Targa. Oak green, 20,000 miles.
1977 911 Lux. Guards red, 9,000 miles.
1976 911 Carrera Sport Coupé. Ice green, 32,000 miles.

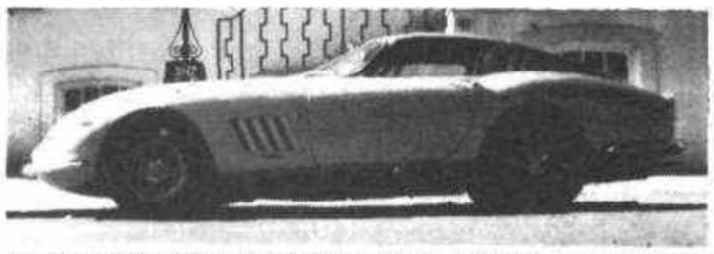
All the above cars receive a thorough service in our workshops prior to collection. We can arrange lease finance, hire purchase etc. Please contact us if you are contemplating the sale of your late model, low mileage Porsche, Aston Martin, Ferrari or Jaguar E-Type. Top prices paid, by cash or bankers draft.

LM Langland Motor Co. Ltd.

21 Lexham Mews London W8 Tel: 01-937 1410/937 1285

01-589 5259 JOHN SPERO 01-589 5259

REECE MEWS,
SOUTH KENSINGTON, LONDON SW7



FERRARI 275 GTB Short Nose. RHD, red with black leather interior, excellent condition.



ASTON MARTIN DB6 Volante 1967. Metallic light green, black leather interior, power hood, auto with pas, 49,000 miles, superb condition.

1974 PORSCHE 911 CARRERA RS TARGA. LHD, 25,000 miles **£10,000**
1977 PORSCHE 911 TARGA SPORTOMATIC. 59,000 miles **£8,500**
1978 PORSCHE 911SC TARGA. 30,000 miles **£12,000**
1966 FERRARI 275 GTB. Red, 50,000 miles.
1971 FERRARI DINO 246 GT. 10,000 miles **£12,500**
1976 FERRARI 308 GT4. 40,000 miles **£5,500**

WANTED
1973 PORSCHE RS TOURING or LIGHTWEIGHT

JOHN DANGERFIELD GARAGES

COLT SCIMITAR MORGAN

Selection of Scimitars from 1974 to 1979.

Lotus Seven. Re-registered in 1978 £2,750

We invite inspection and offers for the following:

1971 2-seater Morgan, totally rebuilt; 1967 TR4A; 1965 Mercedes 230SL; 1964 Healey 3000 Mk. III, 1963 TR4; 1939 Morgan DHC; 1939 Fordson Tractor

STAPLE HILL ROAD,
FISHPONDS, BRISTOL
Tel: 566373 or 566525
Parts: 567721

1964 ROLLS ROYCE SILVER CLOUD III CONVERTIBLE BY H. J. MULLINER

(ADAPTATION MODEL)

This unique vehicle is presently undergoing a total restoration to concours standards. Available for delivery early 1981. Without a doubt the finest and best restored Silver Cloud Convertible in the World.

Substantial offers required
01-886 6651

Christopher Neil Lotus Specialists

Offer largest selection of Elan Europa & Late Lotus models in Britain from under £1,000 plus comprehensive Elan spares, restoration back up for chassis-up rebuilds, vast stocks held cheapest in the country fast despatch anywhere for full spares list (new secondhand spares) telephone 061 430 7077 Unit A9 Pear Ind. Est. Stockport Road, Bredbury, Stockport, Cheshire.

Lotus cars wanted
support the enthusiasts

JEM MARSH Marcos

JEM MARSH, FOUNDER OF MARCOS offers a selection of personally vetted cars which have been through his restoration workshops:

1971 Marcos 3-litre Ford. Green, glass sunroof, Wolfrace wheels.
1971 Marcos 2.5 Triumph. One owner, 9,000 miles only.
1970 Marcos 3-litre Ford. Yellow, electric windows, sunroof.
1968 Marcos 1600 Ford. White, radio, alloy wheels.
1963 MARCOS FASTBACK GROUP 2. CHAMPIONSHIP WINNER, FULL RACING SPECIFICATION.

Telephone Chris Marsh personally on Westbury (0373) 864097

COMPREHENSIVE RANGE OF SPARES AND TECHNICAL SERVICE

Hours of opening: 9 a.m.-5 p.m. Monday to Friday Saturday and Sunday **by Appointment only.**

To avoid disappointment please phone Chris Marsh personally before calling.

WANTED FOR CASH
MARCOS CARS, ALL YEARS, ALL MODELS

Jem Marsh, 153 West Wilts Trading Estate, Westbury, Wilts.
Tel: (0373) 864097)

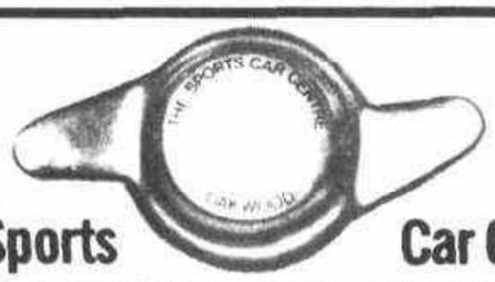
CATHEDRAL GARAGE

COLLEGE GREEN, BRISTOL
0272-20031 X11,12

1980 LOTUS ECLAT 521. Lagoon blue/champagne leather trim, radio, vinyl roof, front end rear fogs, under 4,000 miles. **£13,450**
1980 LOTUS ESPRIT S2. Metallic gold/black leather trim, radio/cassette, Momo steering wheel, low mileage. **£13,550**
1979 LOTUS ESPRIT S2. Yellow/black trim, radio/cassette, one owner, supplied and serviced by ourselves. Beautiful condition. Super value at. **£9,850**
1980 LOTUS ECLAT 521. Metallic gold/champagne leather trim, p.a.s., vinyl/sunroof, radio, front and rear fog lamps, under 6,000 miles. **£13,450**
1979 LOTUS ELITE 504 Auto. Metallic gold/champagne leather trim, p.a.s., air conditioning, radio/cassette, front and rear fog lamps, used exclusively by our managing director. Great saving on new. **£12,450**
1979 LOTUS ELITE 503. Monaco white/red leather trim, one owner, very low mileage, p.a.s., air conditioning, radio/cassette, exceptional condition. **£11,495**
1976 PORSCHE 911 Targo Lux. Orange/black trim, radio/cassette, alloy wheels, full service history, sparkling condition. **£8,970**
1979 RELIANT SCIMITAR GTE Auto. Alloy wheels, p.a.s., black over silver, radio/cassette **£6,995**
1978 MERCEDES 450 SL Roadster. Icon gold/black trim, hard and soft tops, alloy wheels, tinted glass, headlamp wash/wipe, low mileage. **£13,450**
1980 CADILLAC SEVILLE Auto. Metallic gold/brown velour trim, p.a.s., cruise control, air conditioning, power roof, plus every conceivable extra, one owner, low mileage. **£10,995**
1979 LOTUS SUNBEAM. Black/grey trim, radio, sunroof, driving lamps, low mileage, demonstration model. **£6,250**
1977 DAIMLER VANDEN PLAS 4.2 Auto. Magenta/olive hide trim, p.a.s., air conditioning, radio/cassette, low mileage. **£7,450**



Lotus
HAND PICKED DEALER



The Sports Car Centre

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

1975 R	**PORSCHE 911 S TARGA.** 45,000 miles, chrome yellow, rear spoiler, cloth trim, radio, cassette, two owners	**£6,995**
1978 S	**LOTUS ECLAT 521.** Black, one owner, 30,000 miles, brown marcasite trim, radio, casette, alloy wheels	**£6,495**
1972	**MERCEDES 350 SLC.** Reg. No. HCC 11, metallic blue, black leather trim, tinted glass, 2 owners, 55,000 miles	**£5,995**
1978 T	**JAGUAR XJ6 3.4.** 34,000 miles, one owner, sunroof, Moroccan brown, beige trim, radio, cassette, Sundym glass	**£4,995**
1979 T	**RENAULT GORDINI.** One owner, 12,000 miles, black, red trim	**£3,995**
1976 P	**MGB GT V8.** White, 30,000 miles, one owner, black trim, stereo	**£3,495**
1976 P	**LOTUS ELITE 501.** Canary yellow, 37,000 miles, immaculate	**£4,995**
1978 S	**ALFA ROMEO 2000 GTV.** 1 owner, 12,000 miles, red with grey cloth trim, sunroof, mint condition	**£3,495**
1976 T	**PORSCHE 914.** Metallic gold, only 36,000 miles	**£2,595**
1973 M	**JENSEN INTERCEPTOR 111.** Brown, tan leather trim, 35,000 miles, air conditioning	**£3,295**
1975 N	**TRIUMPH STAG.** White, 45,000 miles, manual, o/d, alloy wheels	**£2,995**
1977 S	**ALFA ROMEO 1.5 SPRINT.** Yellow, brown trim, 40,000 miles, radio cassette, 1 owner	**£2,995**
1973 M	**LOTUS ELAN +2S 1305.** Blue, oatmeal trim, 40,000 miles, 2 owners, radio, stereo, recent engine rebuild	**£2,895**
1975 N	**RELIANT SCIMITAR.** White, alloy wheels, good condition	**£2,750**
1972 L	**LOTUS EUROPA, TWIN CAM.** White, black trim, 2 owners, 38,000 miles	**£2,495**
1975 N	**MGB GT.** White, 2 owners, 38,000 miles, o/d	**£2,495**
1978 S	**ALFA ROMEO 1.3 Ti.** 1 owner, service history, radio, cassette, 20,000 miles, dark blue, cloth trim	**£2,295**
1976 R	**PEUGEOT 504 Ti.** Auto., red, one owner, s/roof, 30,000 miles	**£2,295**
1972 K	**MGB GT.** Blue, tan trim, o/d, radio, s/roof, 60,000 miles	**£1,395**
1973	**TRIUMPH SPITFIRE.** Yellow, hardtop, 48,000 miles, s/top	**£1,295**
1972 L	**FORD CAPRI 1.6 GTXLR.** Signal red, black trim	**£1,095**

New knock-off wheel spinners
Borrani, Halibrand etc.
Connollys Hide Food
Wire Wheel Cleaning Kits
Ferodo DSII Racing Pads
Free illustrated catalogue

RAL RACING & CLASSIC PARTS
49 BURNT ASH LANE,
BROMLEY, KENT.
mail order only
01-437 4173
01-464 9600

MYSTERY
MORGAN BUYER
01-440 2462
DAYTIME
05902 3666
EVENINGS/WEEKENDS

ROSSO
Official Ferrari Distributor for Gloucestershire, Avon, Wiltshire and Somerset.

FOR ALL NEW AND USED FERRARIS, PHONE US FIRST

1980 FERRARI 308 GTB Red with refrigeration, 5,000 miles **£17,000**
FERRARI 275 GTB 2 cam, superb **£20,000**
FERRARI CALENDERS **£4.00**
FORMULA 5000 CHEVRON B28 Alan Smith Engine rebuilt, not yet run, ex VDS **£5,250**
FORMULA 5000 CHEVRON B28 Alan Smith Engine rebuilt, not yet run, ex VDS **£5,250**

Specialist restoration of racing Ferraris, engines, gearboxes, rebuilds, etc.

ROSSO LIMITED
23-25 Victoria Road, Cirencester, Glos GL7 1EN
Telephone: (0285) 4301

Ferrari

Greencoat Motor Company
ZOO GARAGE, LEATHERHEAD ROAD, CHESSINGTON, SURREY
Telephone: 01-394 1114



1980 PORSCHE 924 LUX AUTOMATIC in Guards red, black/white chequered cloth trim, electric windows, passenger door mirror. 1,539 miles only. Virtually indistinguishable from new. Save £1,000 on new price at **£9,550.**



1980 PORSCHE 911 SC SPORT COUPE finished in Jet Black with latest style black/white chequered cloth interior, air conditioning, electric sun roof, electric tinted windows, front and rear spoilers, radio/cassette, P7 wide tyres and wheels. Absolutely as new and with 'W' reg. (import from Channel Isles), just 2,000 miles! **£16,850.**



1978 TRIUMPH STAG White, black vinyl roof, beige interior, hard and soft tops, electric tinted windows, radio, 1 owner, 17,000 miles. Also 'T' reg. model (above) in Tahiti blue, beige trim, radio/cassette, 1 owner, 17,000 miles. Both auto transmission. **£5,650 and £6,550** respectively



1979 'V' FIAT X1/9 in White Gold with parchment interior, 5 speed box, only 8,500 miles. Looks terrific 100 mph with 35 mpg. Big saving on new price at only **£4,150.**



1977 PANTHER LIMA Bahama Yellow and deep Gold metallic, black leather and hood, radio, Automatic gears, chrome wire wheels, spare wheel cover. Previously owned by Panther Cars and one private owner, 37,000 miles. Exceptionally clean throughout, sensibly priced at **£3,650.**



1979 'V' BMW 323i in Fjord blue metallic, blue velour trim, front head rests, radio/cassette, tinted glass, 10,000 miles only. Highly recommended at **£7,250.**

ALSO IN STOCK

1979 PORSCHE 924 LUX Ruby red metallic, herringbone trim, sun roof, radio/cassette, electric tinted windows, black type wheels, 1 owner, special reg no. TOI 111. Immaculate throughout. **£8,750.**

1978 TRIUMPH STAG Brooklands Green, beige trim, full spec., radio, 1 owner, manual with overdrive, 19,000 miles. **£5,250.**

1968/9 JAGUAR 4.2 FHCs. Two examples in blue, in good condition but unrestored. **From £3,450.**

Due in (we hope!) **1980 TR7** black, sun roof, wide wheels, radio, 5 speed, one of only 400 built, 5000 miles. **£4,850. 1979 MGB Roadster.** Black, many extras, 11,000 miles **£3,850.**

SE SPECIALISED ENGINES
Manorway Industrial Estate. Grays. Essex. Phone: 0375-78606.

FORD only Exchange Reconditioned Units. 12 Month/12,000 Mile Guarantee. If you own an AC, Gilbern, Ginetta, Lotus Seven, Marcos, Morgan, Scimitar, Trident, TVR, Capri, Cortina, Escort, Granada, Transit, Zephyr/Zodiac Mk. 4 or **TRIUMPH STAG CONVERSION** we can supply a Standard unit from: Examples: 1200. £112. O.H. Cams. £187. V4's £208. V6's £239.

But why not have a more **EFFICIENT** Tuned Unit, with new parts. Built for Road use to give more **POWER**and **ECONOMY**whilst remaining **TRACTABLE.** We prefer you to see the engine built.

TUNED ENGINES from	STAGE 1	2.	3.	We also do Big Ones For Small
105E to 1500	£203	£251	—	1500 for 1200 £145
ALL X FLOWS	£223	£284	£317	2000 for 1700 V4 £238
ALL O.H. CAMS	£281	£360	£462	3000 for 2.5 £275
ALL V4's	£298	£361	£473	**TRIUMPH STAG V6**
ALL V6's	£351	£417	£567	CONVERSIONS. FROM £1275

Tuned 2.3-2.8 V6's and all Fiesta's Prices on application.
Carbs. Cross Drilled Cranks. Balanced and Overbored, etc. Machining. Exchange Heads £23. Exchange Crankshafts. 3 Hour Reboring Service By Appointment. Try our Tuned Cars: Triumph Stag Stage 1 V6. Capri Stage 2. AC Stage 3. One day fitting. S.A.E. for details. All Prices subject to VAT.

Merryfields Performance Centre
***ROMFORD BRANCH* 161 MAWNEY ROAD, ROMFORD, ESSEX ROMFORD 22717**
Situated on the main A12



LOTUS ECLAT 522 S-REG. Finished in yellow with marcasite trim, agent maintained, 27,000 miles, immaculate condition. **£6,450**

SELLING YOUR CAR

OUR EXPERIENCED SALES STAFF WILL UNDERTAKE TO SELL YOUR CAR QUICKLY ON A COMMISSION BASIS THEREBY RETURNING YOU THE HIGHEST POSSIBLE PRICE FOR YOUR CAR. NO SALE, NO CHARGE (OR OUTRIGHT CASH PURCHASE). 95% OF THE CARS WE ACCEPT ARE SOLD WITHIN TWO WEEKS (RING FOR DETAILS).

Please enquire regarding vehicles not advertised as we are constantly changing stock



TRIUMPH TR7 S-Reg. Finished in yellow with Tartan trim, Wolfrace wheels, sun roof, low mileage, immaculate **£2,695**

MERCEDES 450 SLC R-REG. Metallic silver, velour interior, alloy wheels, one owner, full service history. **£11,950**
LOTUS ESPRIT 1979 SII. Finished in black with matching interior, this is a superb one owner car, covering only 9,400 miles from new, with service history. **£9,950**

LOTUS ESPRIT 1977. Finished in red with marcasite interior, 31,000 miles, radio/stereo, one owner, immaculate. **£6,950**
JAGUAR XK150S ROADSTER. Finished in Carmen red with black leather interior, owned by us for the past 6 years, completely rebuilt from chassis with no expense spared, new chrome wire wheels, concours condition. **Substantial offers invited.**
DAIMLER SOVEREIGN 4.2 LWB P-REG. Finished in dark blue with black leather interior, electric tinted windows, a superb car in exceptional condition. **£2,995**

TRIUMPH SPITFIRE 1979. Finished in white with black check cloth interior, only one owner, covering 8,000 miles, hard and soft tops, overdrive, radio cassette. **£3,250**
TRIUMPH GT6 L-REG. Finished in Maize yellow with black interior, tinted windows, Revolution wheels, low mileage, superb condition for the year. **£1,495**
DATSUN 260Z 1974. Finished in metallic black with black interior, sunshine roof, Wolfrace wheels, radio stereo, tinted windows. **£2,695**

DATSUN 260Z S-REG. Finished in light metallic blue, cloth interior, alloy wheels, glass sun roof, tinted windows, radio/stereo, bargain. **£3,595**
'MGB GT'. Five to choose from 72-78, various colours, all with Rostyle wheels, overdrive, radios, tinted windows, two also have sun roofs, **from £1,495**

TRIUMPH TR7s. Four to choose from 76-78, four and five speed models with extras including sun roof, radio cassettes, Wolfrace wheels, all low mileage cars and very attractive. **From £2,395**
ALSO A VERY GOOD SELECTION OF MGB ROADSTERS & TWO VERY ATTRACTIVE TR6s. Low mileage cars with extras. **From £1,295**
LOTUS ECLAT SPRINT S-REG. Finished in white, marcasite interior, 23,000 miles, one previous owner, sunroof and many other extras. **£6,950**
JAGUAR V12 E-TYPE CONVERTIBLE N-REG. Finished in primrose yellow, black interior, chrome wheels, manual with power steering. **£6,950**
MORGAN +8 T-REG. Finished in ivory, red leather interior, 2,000 miles only, one owner. **£7,950**
DAIMLER COUPE 1977. Fuel injection, finished in dark blue with biscuit interior, 35,000 miles, many extras. **£6,500**
JAGUAR E-TYPE 1967 2+2. Manual, metallic blue, chrome wire wheels, extremely nice condition for year. **£4,995**
BMW 320 1979. Metallic silver, velour interior, one owner, 10,000 miles. **£5,950**
TR6 1974. Choice of two, both magenta, hard and soft tops, overdrive, 40,000 miles. **£2,695**
LOTUS EUROPA. 1971. Yellow, tinted electric windows, alloy wheels, real eye catcher. **£1,895**
ASTON MARTIN V8 1972. Auto, power steering, air cond., full service history with bills amounting to £6,000, truly outstanding. **£5,750**

FREE AA INSPECTION INCLUDED WITH ALL VEHICLES UNDER 5 YEARS OLD. ALSO A TWO YEAR OPTIONAL AA PARTS AND LABOUR WARRANTY

IF YOU WISH TO P/X YOUR SPORTS CAR FOR A FAMILY SALOON WE ALSO HAVE 40 SALOON CARS IN STOCK

EXPERT SERVICING — REPAIRS CARRIED OUT IN OUR MODERN WORKSHOP

BEWLEY HOUSE GARAGE

Bittaford, near Ivybridge, Devon

A SELECTION FROM EIGHTY CLASSIC, COLLECTORS & INTERESTING MOTOR VEHICLES

1973 BENTLEY T SERIES. Radio telephone, dictating machine, personal No., tints, fridge, etc. **£14,750**

1968 ROLLS-ROYCE SILVER SHADOW. Full History **£9,750**



1970 JAGUAR 'E' TYPE DHC. Mint condition *(Illus.)* **£5,650**

1966 JAGUAR 'E' TYPE FHC. Chrome wires, totally rebuilt **£4,500**

1970 DAIMLER 8-SEATHER LIMOUSINE **£3,950**



1952 LAGONDA DHC. Exc. runner, alloy body, requires paint and trim. *(Illus.)* **£2,850**

1965 AUSTIN HEALEY 3000. Superb car **£4,650**

1949 ROLLS DAWN CONVERSION FROM BENTLEY **£3,950**

1964 JENSEN CV8. Extremely fine condition **£2,850**

1933 AUSTIN 10. Four door saloon, very original **£2,250**

1969 MG-C ROADSTER. Chassis-up, rebuilt **£1,995**

1939 AUSTIN 10 CROCODILE BONNET. Rebuilt **£1,650**



1957 MG-A FHC. Knock on wheels. *(Illus.)* **£1,850**



1965 ALFA SPYDER 2600 DHC. Very rare. *(Illus.)* **£2,650**

1933 AUSTIN 8 TRIALS CAR. Very attractive and useable **£1,650**

1947 ROVER 14. Pre-war shape **£1,500**

1970 FIAT VIGNALE LOMBARDI £1,000

1950 MORRIS LORRY. Requires restoration **£600**

1933 MORRIS 8 CHASSIS AND ENGINE **£500**

1970 VW KARMENN GHIA DHC. LHD **£1,500**

1952 JENSEN INTERCEPTOR. Requires restoring **£850**

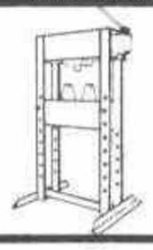
1935 STANDARD FLYING 10. **£1,250**

TO CLEAR, ALL AT £250. **Mk. 10 JAGUAR, HUMBER HAWK, AUSTIN PRINCESS, ROVERS 80, 90 & 100, 'S' type JAGUAR, MINOR TRAVELLER, A30, DAIMLER CONQUEST and MANY MORE.**

OPEN 9 a.m. to 8 p.m. DAILY

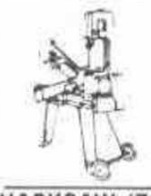
Tel.: 07554 2437 anytime

BARGAINS!



WARCO WORK-PRESS
- 50 ton capacity
- 8 table positions
- Tough steel frame
- For garage or workshop
- 2 speed hyd. pump

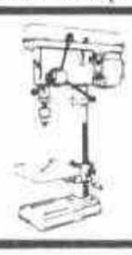
ONLY **£980**



UNIVERSAL BANDSAW
- Horizontal/vertical
- Adj. mitre vice
- Metal cutting 4½" cap.
- S/phase motor

ONLY **£145**

HACKSAW (7½") — ONLY £345



BENCH & PILLAR DRILLS
- ½" 5 speed **£82**
- ¾" 12 speed **£150**
- 1" 9 speed **£340**

All single phase. 240 Volts



TOOL-MATE TROLLEY
- 3 shelves 400 lbs cap.
- Telescopic, adjustable
- Lockable, big tool box
- Red enamelled steel

ONLY **£49**

All prices subject to VAT & Carriage
H.P. facilities available **Open Mon-Fri, 8.00 5.30**
FREE LEAFLETS FROM:

WARCO

Warren Machine Tools Ltd
Middle St, Shere, Surrey GU5 9HF
Tel: (048641) 3434. Telex 859455

Give your Alfasud Veloce type performance

Knock seconds OFF your 0–60 time with one of our TWIN CARB conversion kits.

Why not take advantage of our ROLLING ROAD. We offer one of the best tuning facilities in the North of England.

We are also one of the largest stockists of Alfa Romeo spare parts, WEBER carburettors and KONI shock absorbers.

PHONE US TODAY!

Westune

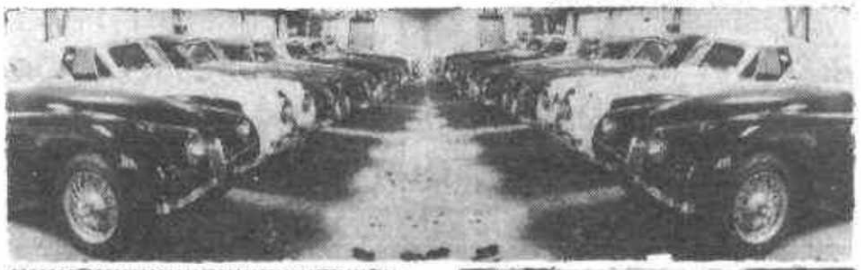
WESTUNE LTD, CROWN LANE, HORWICH, BOLTON

Tel: Bolton (0204) 68621

Straight Six

International dealers in fine cars

Peravale House
48 High St, Edgware, Middlesex
viewing by appointment only
01-951 0188 Telex 21698
Aldena G
world wide shipping service available





XK 140 DROPHEAD COUPÉ — 1956. Left hand drive, rebuilt in our workshops, new paint, leather, chrome, finished in carmen red with black leather **£8,500**



E-TYPE FIXED HEAD COUPE SERIES 2. 1969. 4.2-litre, in mint condition, unmarked paintwork, new exhaust, tyres, etc., etc. **£7,000**



XK150 S 3.4-LITRE. Excellent, original condition, British Racing Green with green leather interior with new 16" chrome wire wheels. *(Similar to picture)* **£7,000**



XK 140 DROPHEAD SPECIAL EQUIPMENT MODEL. Wire wheels, overdrive, twin exhausts, spotlamps, new hood and trim, completed recently **£7,500**



V12 'E' ROADSTER. Chrome wires, manual, radio/stereo, low mileage **£8,500**

ROADSTERS

XK 150 3.4S ROADSTER. Carmen red, complete new trim, beautiful mint car **£10,000**

XK 150 3.4 Lhd in metallic green, excellent condition throughout **£8,500**

XK 120 SUPER SPORTS. Lhd, in metallic silver, new red leather, new hood/tonneau etc, wire wheels, twin exhaust. **£9,500**

We now stock XK 120 single & double exhaust systems as well as XK140/150 systems.

NOW AVAILABLE
BRAND NEW PETROL TANKS FOR XK's 120, 140, 150.
PRICE £175 + VAT

chorlton house motor company ltd

1980 (W) Volkswagen Golf GTI Delivery mileage in black. **£5,800**

1979 (T) Volkswagen Scirroco GLS. 12,000 miles, red. **£4,995**

1979 (V) MG Midget. Radio/stereo, 4,000 miles, Dinatrol rust treatment, yellow. **£3,150**

1979 Renault RS Gordini. Radio, one owner, 10,000 miles, silver. **£3,999**

1978 (T) Ford RS2000. Radio/stereo, 24,000 miles, white. **£3,300**

1978 (T) MG-B Roadster. Overdrive, undersealed, radio, red. **£3,395**

1978 (Model) Mini 1275 GT. Java green, 25,000 miles. **£2,295**

1977 Triumph TR7 Radio, 30,000 miles, in blue. **£2,600**

1977 (Model) MG-B GT. Overdrive, glass sunroof, Brooklands green. **£3,095**

1977 MG-B GT. Overdrive, radio, 26,000 miles recorded, Sundym glass, red. **£3,350**

1976 Lancia Fulvia 1.3S Rallye. Full service history, 35,000 miles recorded, radio, beige. **£2,090**

1976 Vauxhall Chevette GLS Hatchback. Fully customised to the tune of £2,000 with special mural paintwork. Extras too numerous to list. **£2,650**

1975 Ford Capri 2-litre (S). In white. **£2,395**

1975 Triumph TR6. O/D, hard and soft top, radio, magenta. **£2,995**

1975 Opel Manta Coupé. 37,000 miles recorded, radio, yellow. **£2,250**

1973 (M Reg.) Jaguar V12 E-Type DHC. Chrome wheels, radio/stereo, one owner, red. **£7,500**

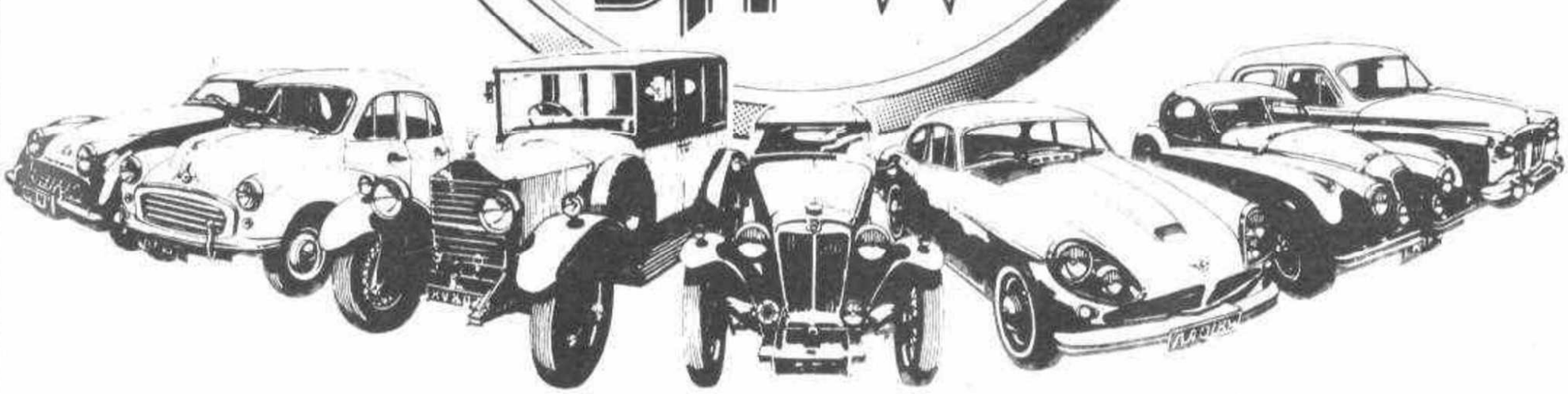
1973 (M Reg.) BMW 2002 Coupé. 55,000 miles, orange. **£1,695**

1972 Range Rover. 57,000 miles recorded, one owner, spare wheel unused, all tools used. **£3,400**

Part Exchange Finance
12 months warranty available
SHIPPING ARRANGED

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

1980 CLASSIC CAR SHOW



EARLS COURT
October 3, 4 & 5, 1980

London will be having a Motor Show this October — for lovers of the golden days of motoring.

Come and see this superb and dazzling display of lovingly restored and maintained classic cars.

Austins and Allards, Lanchesters and Lotus, Jensens and Jaguars, Singers and Standards should all be there for you to see: or you can rummage among the Autojumble for obsolete spare parts, out-of-print books or those missing magazines.

The Classic Car Show — fascinating nostalgia for all

October 3 — 11.00 am-7.30 pm
October 4 — 10.00 am-7.30 pm
October 5 — 10.00 am-5.00 pm

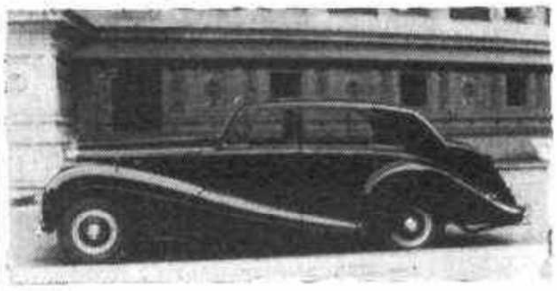
Admission £2.00 (£1.50 on Friday)
Children under 16 £1.00

SPECIALISED SERVICE FOR A SILVER GHOST TO SILVER SHADOW

PADDON BROTHERS

KNIGHTSBRIDGE

BRITAIN'S OLDEST DEALER IN ROLLS-ROYCE CARS



1953 BENTLEY R TYPE H. J. Mulliner, Razor Edge saloon, indigo blue, tan leather, recorded mileage 160,793. **£9,750**

1971 SILVER SHADOW. Smoke Green, Beige hide, 78,000 recorded miles, recent engine overhaul. **£12,500**

1972 SILVER SHADOW. Astral blue, Beige hide, 85,000 recorded miles. **£14,250**

1974 (N) SILVER SHADOW. Caribbean blue/dark blue int., 30,000 miles only with full history, flared arch spec., immaculate condition **£19,950**

1975 (Oct) SILVER SHADOW. Shell grey, with dark blue Everflex roof, dark blue hide, 48,000 recorded miles. **£19,500**

60 CHEVAL PLACE, LONDON SW7
01-589 9477



1960 BENTLEY S2. Sage over Smoke Green, Dark Green interior, 71,000 miles only, outstanding overall condition. **£8,750**

LIDDELL AND HORNER



1926 Bugatti Brescia Modifé type 23 four-seater tourer believed 3 owners and 41,000 miles, in outstanding condition with original leather, in personal ownership for last 12 years. Offers, illus.

1925 A.J.S. 6H.P. V twin solo motorcycle in very original, sound condition .. **£975**

1972 Alfa Romeo 2000 Spyder, 2 seater sports finished in yellow in outstanding condition, a good investment & great fun. **£1,950**

1949 Bentley Mk VI sports saloon by H. J. Mulliner, in need of some restoration **£2,650**

1952 Bentley Mk VI 4½ litre saloon finished in shell grey with red interior, a very nice example of this big bore model **£3,650**

1954 Bentley "R" Type automatic saloon, a very lovely example with original interior and equipment **£4,950**

1953 Austin Healey 100-4, fitted overdrive, finished in red, a very good example having been rebuilt in recent years and kept as a toy **£3,250**

WANTED Parts and information for Rolls-Royce, Bentley, Hispano Suiza H6 and Straker Squire.

Westover Farm, Goodworth Clatford,
Andover, Hampshire Telephone: ANDOVER 3643

DAVID HOWARD CARS

RANVILLES FARM, ROMSEY, HAMPSHIRE. Tel: Ower (042136) 481

1923 Hudson 4.7-litre Super Six. 7-seater, phaeton touring car, RHD, magnificent machine, just repainted **£5,850**

1926 Clyno 'Royal' 11.4 HP Tourer. In excellent order, maroon and black, new M.o.T. **£4,250** *(illus.)*

1934 Austin 7 Opal Tourer. Blue/black, chrome rad, new hood and trim. **£2,250**

1934 Terraplane 16.9 HP, Sedan. A good runner, coachwork needs tidying, but incredibly cheap at **£850**

1935 Aston Martin. 1½-litre short chassis Mk II. More details on request **£11,250**

1936 Austin 12 HP Ascot Tourer. Beige and black, M.o.T. and in near concours condition. **£3,950**



1937 Austin 14 HP Goodwood Saloon. Original condition, two owners. **£950**

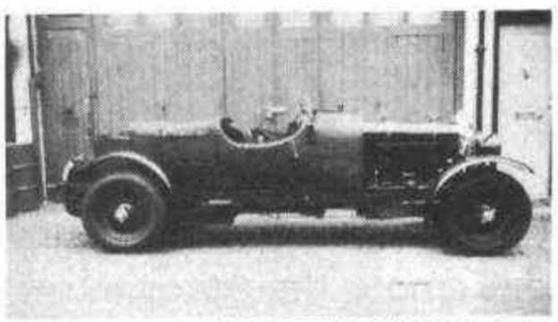
1939 Rover 14 HP Saloon. Red and black, sunroof, very original and excellent mechanically. M.o.T. **£1,250**

The Bargain Barn contains: a 1967 Daimler 4.2 Saloon, an early London Costermonger's Barrow, a TVO Fergy Tractor and a 1912 Southampton Tram.

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

DAN MARGULIES

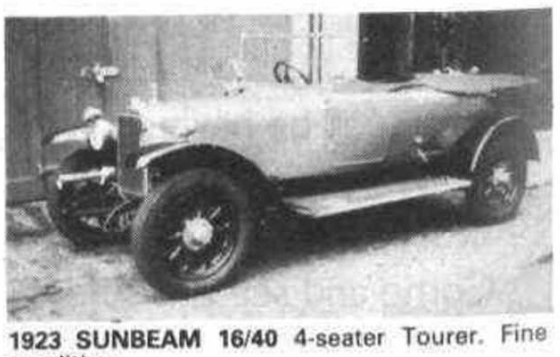
12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



1930 BENTLEY 4½ LE MANS REPLICA. Fully rebuilt to highest standards, 35 gallon tank, magnificent example.



1930 ROLLS-ROYCE PHANTOM II. Sedanca Landaulette by Barker undergoing restoration.



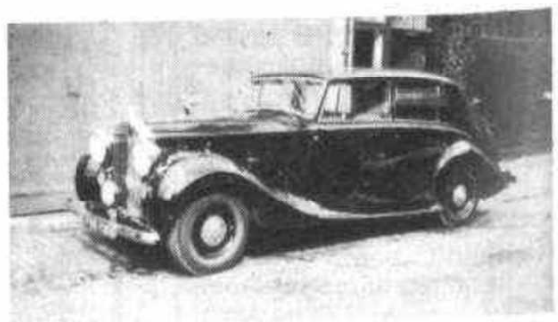
1923 SUNBEAM 16/40 4-seater Tourer. Fine condition.



1935 BENTLEY 3½-LITRE Vanden Plas Tourer *(similar to above).* Details on request.

EXPECTED SHORTLY

1925 BENTLEY 3-LITRE speed model tourer.



1949 ROLLS-ROYCE SILVER WRAITH Touring Saloon by Hooper. Full history.

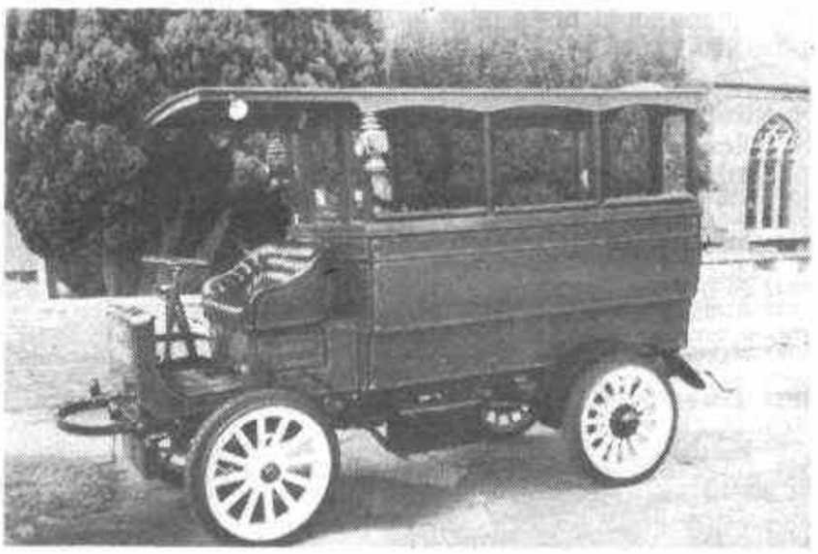
1931 HISPANO SUIZA 8-litre Touring saloon by Gallee.
1930 ROLLS-ROYCE 20/25 Sportsman's Coupé by Park Ward.
1936 ROLLS-ROYCE 20/25 Freestone and Webb sports saloon.
1935 BENTLEY 3½-litre drophead coupé by James Young. Undergoing restoration.
1933 RILEY 2-litre ex-Freddie Dixon competition car.

HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

FOR SALE

1912 AUTOCAR 12-Seater Bus. Splendid and rare Edwardian. *(Illus.).* **POA**

1930 FORD A Tudor. Recently fully restored in the US and ready to be rallied. **£5,750**



ANTIQUE AUTOMOBILES LTD.

35-39 MAIN ST., BASTON, PETERBOROUGH
Telephone: Greatford (07786) 288/488

Malcolm C. Elder Tel: Steeple Aston (0869) 40606
Town House, Paines Hill, Steeple Aston, Oxfordshire

Part exchanges considered. Callers preferably by appointment.





1915	SUNBEAM 3½ h.p. m/c (photo)	£1,850	1955	ALVIS TC21/100 d/head	£3,850
1922	MORGAN Standard Popular	£6,500	1959	ROVER 100, Reg. No. TRD 3	£1,350
1930	MORGAN Family Four	£3,825	1967	DAIMLER 2½-litre V8	£975
1934	AUSTIN 7 Sports 2-seater	£2,850	1967	ALFA ROMEO 1600 Spider Duetto	£1,200
1934	FORD Model Y saloon	£2,150	1970	ASTON MARTIN DBS/6 (Photo)	£3,975
1935	TRIUMPH Southern Cross	£4,850	1973	FIAT 124 Estate	£350
1935	SUNBEAM Dawn saloon	£3,375	1977	ROVER SD1 3500 Automatic	£4,500
1951	SINGER 4AB sports	£2,450	NEW TYRES: Variety of sizes stocked. Vintage, classic & motorcycle. Enquiries welcome.		
1954	SUNBEAM TALBOT 90 d/head	£3,250			

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.

Great Western Carriage Company

Specialists in Historic and Classic Motor Cars





1935 HUMBER 12, A fine car in splendid condition. Engine completely rebuilt. Grey. **£2,500**

1936 MORRIS 14/6. Superbly original with only 20,400 miles from new. Black/dark blue. **£2,495**

1932 AUSTIN 10/4. A delightful little car in excellent condition. Black/green. **£1,850**

1967 LOTUS ELAN SE DHC. **£2,350**

1955 SUNBEAM-TALBOT 90 SUPREME. Beautiful condition throughout. Only 64,000 miles from new. Black. **£1,850**

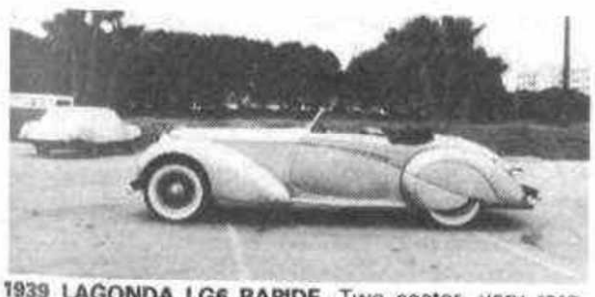
1930 MORRIS OXFORD SIX COUPE. A most rare and attractive coupe in very original order throughout. Black. **£3,950**

1948 VAUXHALL VELOX SIX. Very original and reliable car. Black. **£750**

1971 TRIUMPH GT6. **£650**

Great Western Terrace, Yeovil, Somerset.

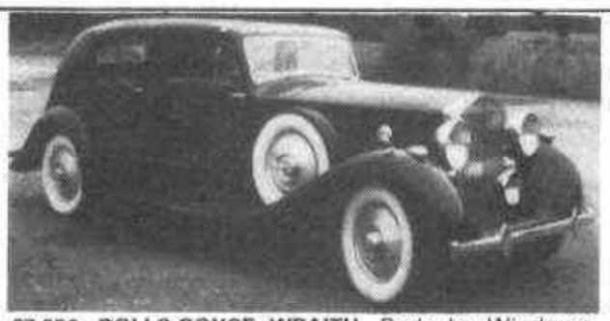
PLEASE TELEPHONE YEOVIL (0935) 26244 or 23162 FOR APPOINTMENT TO VIEW



1939 LAGONDA LG6 RAPIDE. Two seater, very rare, very beautiful.



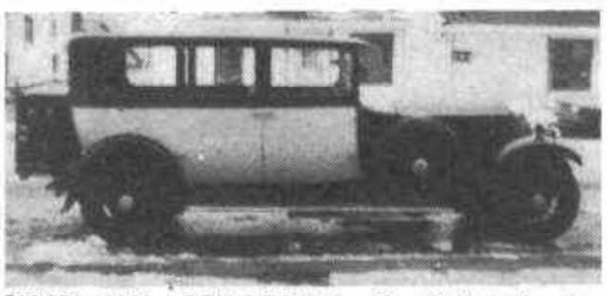
1932 CHRYSLER CB. Two seater sports coupe. Custom built, 8 cylinder. Fine condition.



£7,950. ROLLS-ROYCE WRAITH. Body by Windover, exceptionally good looking with attractive fast back lines.



£13,750. ROLLS-ROYCE PIII. Most unusual and elegant two door sportsman's coupe body by Rippon Brothers.



£10,950. 1928 ROLLS-ROYCE PI. Bodywork by HOOPER. Very original condition throughout.



£9,950. ASTON MARTIN SHORT CHASSIS INTERNATIONAL. Bertelli fixed head coupe. Totally unique historic and well documented car. Perhaps the prettiest pre-war Aston ever.



£6,950. BMW 328. Needing some restoration.



£7,750. 1948 HRG 1500. Concours condition, B.R.G. Twin spares etc.



£10,950. 1934 ASTON MARTIN Mk II. Long chassis four seater tourer. Excellent original condition.

Many other collectors cars in stock, please write or telephone for full details.

VINTAGE AND CLASSIC CARS SIMILAR TO THE ABOVE URGENTLY REQUIRED

BRIAN CLASSIC LTD.

Bucklow Hill (0565) 830423 (Cheshire)

N.B. It is absolutely essential to telephone for an appointment to view the above cars.

Customers can be met from nearby mainline station, London Express 2 hrs 15 mins. or Manchester Ringway Airport 30 min. flight from London.

MOTOSPOT

N. Kilworth, Lutterworth, Leics. (4 miles off Exit 20 M1)

1935 MORRIS 8. Nice tidy car. **£1,395**
1937 MORRIS 18. Excellent orginal, new trim. **£1,950**
1934 AUSTIN 7 'BOX'. Good bodywork. **£1,395**
1937 AUSTIN 7. Runs very well. **£1,095**
1938 AUSTIN 7 TOURER. Recon. engine, new trim. **£1,850**
1932 MORRIS MAJOR SPECIAL COUPÉ. Restored. **£2,975**
1934 WOLSELEY 9. Lovely car (old style). **£1,950**



1947 HUMBER SNIPE. Good trim. **£895**
1951 LANCHESTER L10. Barker body. **£1,275**
1956 DAIMLER. Conq. Cent. 100 b.h.p. Excellent. **£1,195**
1958 CONSUL. Super condition. **£695**
1959 'POP' E93A with 1500 GT. Shelby's etc.. **£1,050**
1962 'POP' 100E SV. 49,000 miles, two owners. **£495**
1961 ROVER 3-LITRE. Tidy. Good interior. **£395**
1962 ROVER 100. Nice example. **£895**
1964 ROVER 3-LITRE COUPÉ. **£495**
1962 HUMBER SUPER SNIPE. Two owners. **£795**
1966 JAGUAR 3.4S MANUAL. Red. **£995**
1968 MORRIS 1000 TRAVELLER. Very good. **£950**
1955 ZEPHYR MK. I. Two owners, 74,000 miles. **£785**

ALL WITH M.O.T.

Finance available. Tel.: 0858 880626 or 04555 2548 (anytime)



Do you want a car that above all is economical on petrol — cheap to insure and then easy to cram into the tiniest parking space?

THEN DON'T READ ANYMORE as my luxurious 1978 LINCOLN CONTINENTAL MK. V ("Cartier" edition) is obviously not for thee. If however you yearn for the days of the big thoroughbred car then this low mileage exceptional sedan (the largest '2-door' in the world) may be just the vehicle befitting your taste. Enjoy the quiet crescendo of the 7-litre Detroit V8 with auto-kickdown. Power steering — brakes, lamps, windows & seats. Cruise control. Central locking. Electric deice. Totally original carriagework in shimmering and highly waxed ivory white with white hide armchair seating. Mag wheels with white walls. Slot stereo & radio. Opera windows. Refrigeration. Profusion of interior lights, mirrors & cigar lighters. Only 16,000 miles from new. Offered at a fraction of new cost. **£6,995.** (HP can be negotiated).

Tel.: Lytham (0253) 734199.

JOHN LEWIS
AMERICA'S CLASSIC CAR MAN IN LONDON

Unit 4
2-5 Heathman's Road
Person's Green Lane
Fulham S.W.6

Telephone
01-731 3734
Telex 64189
LIDCO G

OFFERS

1959 ASTON MARTIN DB 2.4 MK. III TICKFORD COUPÉ. One of five coupés built with 2.9 litre DB/D engine. Peony red, white hide, Burgess stainless steel exhaust, 16" chrome wire wheels, 52,000 miles from new, full history, must be seen, a potential concours winner for an AMOC member. **£9,750**

1957 JAGUAR MK. VIII SALOON. A very good original example in Old English white with black hide interior, automatic, Whitewall tyres, one owner from new, left hand drive, complete details upon request. **£6,000**

1971 MERCEDES 280 SE 3.5 COUPÉ. We have on hand a choice of three of these very desirable Mercedes. The last of the coachbuilt models. Prices ranging from £5,000 to £7,500. Please ring or write for full details.

1973 JAGUAR V12 E-TYPE ROADSTER. White, black interior and hood, cww, 40,000 miles, excellent. **£7,750**

ALSO IN STOCK

1962 ALFA ROMEO 1600 GIULIA SPYDER. **£1,600**
1973 FERRARI 246 DINO. 20,000 miles, mint. **£11,750**
1974 JENSEN INTERCEPTOR CONVERTIBLE. White, red hide.
1961 FIAT 1500 CABRIOLET

QUALITY BREEDS SPEED

COLLECTORS CARS

Telephone 01-467 1117/01-467 7534



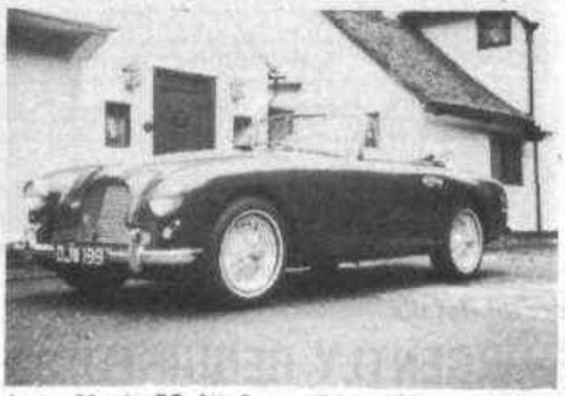
Bristol 412 Convertible. 1977. 1 owner, 41,000 miles, finished in metallic blue. All usual extras. **£11,950**



Rolls-Royce Silver Shadow 1972. Regency red, 69,000 miles, personal registration, whitewalls, superb example **£11,495**



Ferrari Dino GT Spyder. 1973. Silver with black interior, under 30,000 miles. Exceptional rust free example. **£8,950**



Aston Martin DB 2/4 Convertible. 1955. Looks new, sounds new and drives like new. Engine completely stripped and rebuilt by main Aston agent. New leather carpets and hood by Rolls trimmers. **£10,750**



MGB GT. 1978. Yellow, my wife's car since new, full history, genuine 8,000 miles, sunroof, stereo radio cassette, as new throughout. **£3,950**



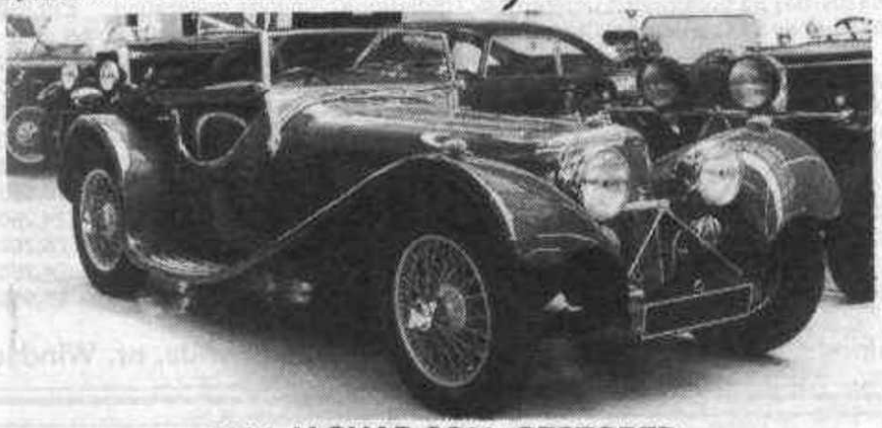
Triumph Stag. 1977. White/black, h/s top, automatic, radio, v.g.c. **£3,950**

Also 1972 Stag. H/S tops, auto, white, v.g.c. **£1,895**

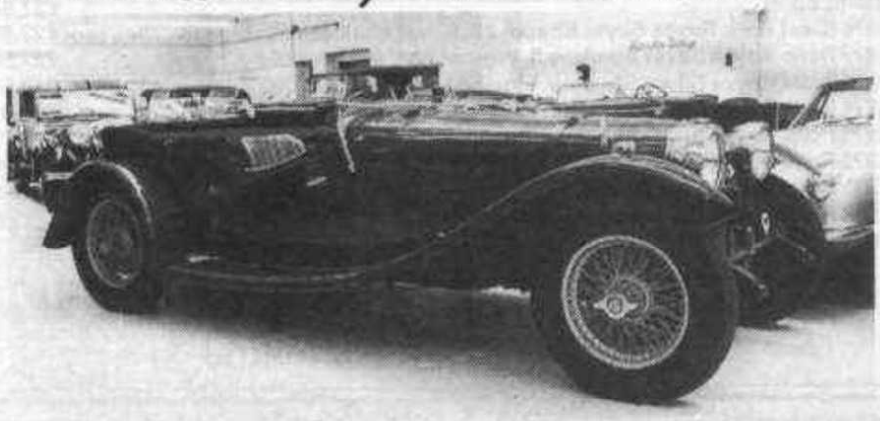
VIEWING BY APPOINTMENT ONLY

The world famous **Paradise Garage** 01-736 2302/3/4.

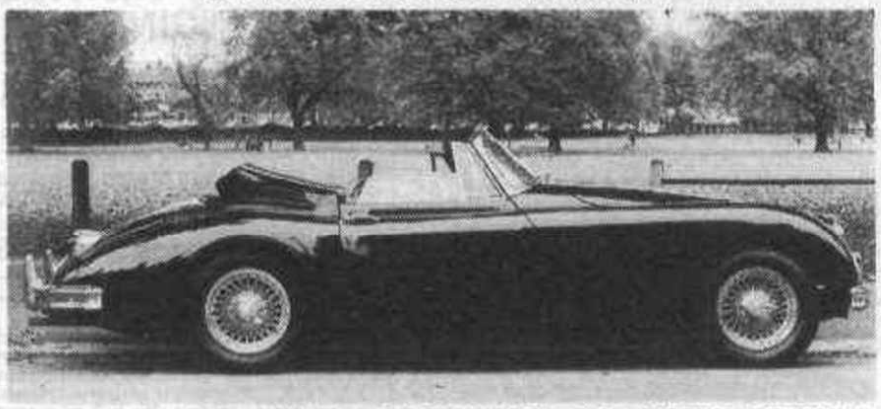
London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



1934 JAGUAR SS90. RESTORED



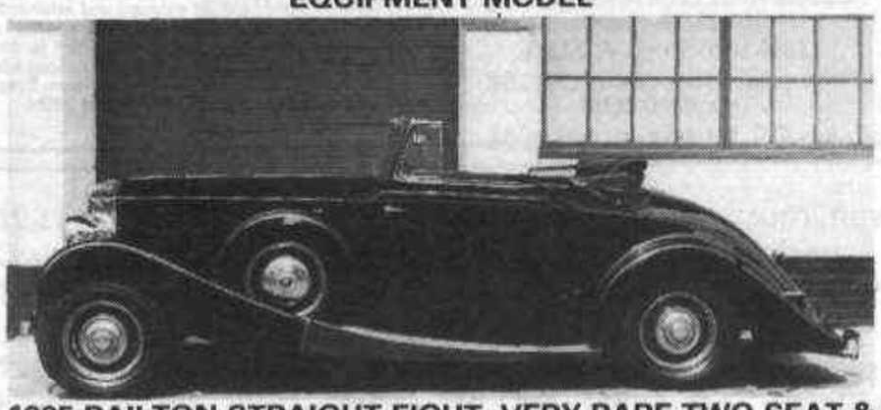
1933 ALVIS SPEED 20SA VANDEN PLAS COACHWORK



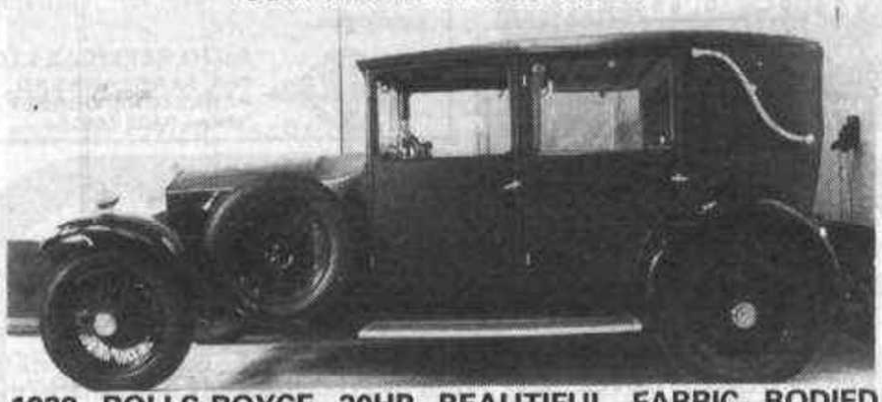
1960 JAGUAR XK150 DROPHEAD 3.8 LITRE SPECIAL EQUIPMENT MODEL



1926 ROLLS-ROYCE 20HP DROPHEAD COUPE. EXCELLENT CONDITION THROUGHOUT



1935 RAILTON STRAIGHT EIGHT, VERY RARE TWO SEAT & DICKEY COACHWORK



1928 ROLLS-ROYCE 20HP BEAUTIFUL FABRIC BODIED SALOON BY H. J. MULLINER



1965 ASTON MARTIN DB5 CONVERTIBLE SUPERB ORDER THROUGHOUT



1931 ALVIS 12/50 OPEN TOURER, ORIGINAL CONDITION. OUTSTANDING

Other cars in stock include:

1936 ALVIS SPEED 25 SALOON
1952 ALLARD RED RAM
1974 AUBURN SPEEDSTER
1934 AUSTIN 10 SALOON
1965 AUSTIN HEALEY MKIII
1936 ASTON MARTIN 1½-LITRE
1970 ASTON MARTIN DBS
1967 ASTON MARTIN DB6 VANTAGE
1964 BENTLEY SIII FLYING SPUR
1957 BENTLEY SI JAMES YOUNG 2 DOOR SALOON
1957 BENTLEY SI PARK WARD CONTINENTAL DROPHEAD
1925 BENTLEY 3-LITRE OPEN TOURER
1936 BENTLEY 4¼ PARK WARD SALOON
1936 BRITISH SALMSON
1952 DAIMLER CONQUEST
1948 DELAHAYE 135M D.H.C.
1947 HRG 1500
1974 JAGUAR V12 E-TYPE ROADSTER
1955 JAGUAR XK140 DROPHEAD
1969 JAGUAR 4.2 E-TYPE 2+2
1967 JAGUAR 3.4S SALOON
1959 JAGUAR MKI SALOON
1934 LAGONDA LG45 CONVERTIBLE
1932 LAGONDA 2-LITRE OPEN TOURER
1938 LAGONDA LG6 DROPHEAD
1931 LAGONDA 16/80 OPEN TOURER
1932 LAGONDA 3-LITRE OPEN TOURER
1928 LEA FRANCIS 2 SEAT & DICKEY
1936 MERENDAZ SPECIAL
1937 MG SA DHC BY SALMONS
1954 MG TF
1976 MORGAN +8
1963 MERCEDES 220SE CONVERTIBLE
1960 MERCEDES 190SL
1933 RILEY LYNX
1934 RILEY LYNX
1936 RILEY SPRITE
1929 ROLLS-ROYCE PI SALAMANCA
1929 ROLLS-ROYCE PI CHARLESWORTH DHC
1957 ROLLS-ROYCE SCI
1949 SINGER 9 SPORTS
1934 JAGUAR SSI OPEN 4 SEAT
1927 SUNBEAM 20 HP DOCTORS COUPE
1933 TALBOT 105 VDP TOURER
1936 TALBOT 110 VDP TOURER
1966 TRIUMPH TR4(A)
1922 VAUXHALL 23/60 SEDANCA LANDAULETTE
1929 VAUXHALL R-TYPE SALOON

Please write or telephone for full details

50 MORE CLASSIC CARS AVAILABLE

10 minutes from central London, 150 yds. from Parsons Green tube

Laurence Kayne (Ascot) Ltd

1979 Rolls Royce Silver Shadow II. 10,000 miles, finished in moorland and pewter £27,500
1978 Rolls Royce Silver Shadow II. 8,000 miles, wash/wipe model finished in champagne £27,500
1978 (Dec) Rolls Royce Silver Shadow II. Silver challice with blue Everflex roof £23,950
1977 Rolls Royce Silver Shadow II. Walnut over willow gold £22,950
1976 Rolls Royce Silver Shadow. Finished in walnut, 20,000 miles £19,950
1976 Rolls Royce Silver Shadow. Finished in willow gold with vinyl roof £15,950
1975 Rolls Royce Silver Shadow. Finished in walnut, full service history £15,750
1973 Rolls Royce Silver Shadow. Finished in moorland, full service history £10,950
1973 Rolls Royce Silver Shadow. Finished in Caribbean blue, 48,000 miles £12,950
1972 Rolls Royce Silver Shadow. 60,000 miles, 2 owners from new £10,950
1971 Rolls Royce Silver Shadow. Sand with comprehensive service history £9,750

1970 Rolls Royce 2-door FHC. 2 owners from new, full service history £10,950
1969 Rolls-Royce 2-door FHC. With FSS, 50,000 miles, service record £12,500
1968 Rolls Royce 2-door FHC. Finished in white, extensive recent repairs £9,950
1963 Bentley S3 Continental Convertible. Undergone complete restoration £19,950
1958 Bentley S1 Continental Convertible. A very rare and most desirable model £23,500
1978 T-Reg. Lotus Eclat. White with black interior, 13,000 miles £6,950
1979 V-Reg Lotus Esprit. 3,000 miles, as new, highly recommended £9,700
1979 Range Rover. 10,000 miles, the choice of two fine examples £7,950
1978 T-Reg. Maserati Merac SS. 18,000 miles, RHD, finished in black, a/c £10,500
1976 Morgan Plus 8. Finished in BRG, 10,000 miles from new £6,950
1977 S-Reg. TVR Taimar. Finished in red, one private owner from new £4,250
1975 Mercedes 450 SL Sports Roadster. Hard and soft tops, auto and PAS £8,250
1971 K-Reg. Daimler DS 420 Limousine. 50,000 miles, one private owner £4,250
1936 Railton Straight 8. 3 position, drophead coupe £5,950

5, WARREN STREET, LONDON W1P 5DD
01-387 9540 (office hours)

Winkfield Row (03447) 4919 evenings and weekends, nr. Windsor.

Telephone WESTBURY 823603
TF Workshops Ltd.
Specialists in the restoration and repair of
VINTAGE, P.V.T. & HISTORIC CARS
Particularly
BMW & BRISTOL
A full range of services is available including very high quality
PAINTING, PANEL BEATING AND TRIM
27 WEST WILTS TRADING ESTATE, WESTBURY, WILTS.

COLLECTORS MODELS



BIG 1/24 METAL KITS
T43A Bugatti (shown), T43 & T.T. Frazer Nash. Super detail with plated parts & real leather trim. Bugattis cost **£16** & Frazer **£17.75.** All inc. UK post/packaging.
All prices inc. 15% VAT. Barclaycard welcome. 15p please for illustrated catalogue.
AUTO REPLICAS LTD.,
56A, SANDBANKS RD., PARKSTONE, DORSET
'phone 0202 749104

On the instructions of
D. G. Scott, Esq.
Glan-y-Wern Hall, Llandyrnog, near Denbigh, Clwyd

A collection of 1950's Motor Competition Memorabilia including C. S. Rolls & Co. Catalogue 1905, books, maps, tickets to sporting events, photographs, trophies, car badges, rally plates of National and International events, pair of Rolls-Royce Phantom III spare wheel covers and other spares, in all 33 lots.

Auction on the premises on Monday 29th September 1980 at 10.30 a.m.
On view Saturday 27th September 1980, 9 a.m. to 5 p.m.

Catalogue (Price £1.50 including postage) from the auctioneers
Jackson-Stops & Staff
25 Nicholas Street, Chester CH1 2NZ
Tel.: (0244) 28361

POST VINTAGE ENGINEERS
146, Leeds Road, Barwick-in-Elmet, Leeds
Restoration, repairs and MoT to your thoroughbred and vintage motor car, in particular Aston Martin, Lagonda, MG, Riley, Jaguar etc. A personal service of high quality workmanship.
Tel: Harrogate 61888

SPIRIT OF PHOENIX 56ft Hargraves Halmatic T.S.D.Y. with under 100 hours from new. Previously offered at £65,000 but sunk at moorings during gale due we believe to thieves removing hatch in self-draining cockpit. No hull or superstructure damage but all electronics, electrical systems U/S including 230v diesel generator. Engines (2x235 h.p. G.M. diesels) totally stripped and inhibited (quote £8,000 to reassemble, clear fuel systems and get running). Accommodations drenched in diesel and engine oil. Anyone offer £18,000 or long wheelbase Rolls Royce Silver Shadow? **Robertson, Trago Mills, Liskeard, Cornwall. Tel: Dobwalls 20584**

PAUL BEC
VINTAGE ACCESSORY AND TRIM SUPPLIES

ENORMOUS RANGE OF TRIM MATERIALS (EXTERIOR AND INTERIOR) BANDINGS, DOOR TRIMS, ETC., COACHFITTINGS, AND ELECTRICAL SUNDRIES.

All available by mail order — sent worldwide at extremely competitive prices
Samples on request (please state colour, quality, & cloth) send S.A.E. or International reply coupon

MOHAIR HOODING, WOOL HEADLINING CLOTH (WEST OF ENGLAND) WOOL BEDFORD CORD

Fully illustrated catalogue 70p U.K. £1 Europe, £1.50 (or equivalent bills) elsewhere.

Look for us at Beaulieu Autojumble (Sept 13th/14th) stalls 244-6 (phone orders for collection by 10th Sept please)

CLASSIC AUTOPLATE ACE

We make specialised vehicle number plates for all vehicles, cars and motorcycles, at sensible prices. Perspex, pressed aluminium, cast, silver & white peak. Write (S.A.E. for full descriptive list) or telephone for prices.

Happisburgh, Norwich, Norfolk, NR12 0RX.
Tel Walcott 367 (hours 9 a.m.-5 p.m.)

P&A Wood

Great Bardfield, Braintree, Essex.
Tel: Great Dunmow (0371) 810604



BENTLEY SI Continental 1959 Flying Spur by H. J. Mulliner (4 light version). Finished in Steel Blue with Blue Grey upholstery. 72,000 miles from new and maintained by ourselves for the last 8 years. This car is an outstandingly good original example of this comparatively rare and attractive model.

PLEASE TELEPHONE FOR DETAILS OF CARS FOR SALE

COLLECTORS' CAR STORE



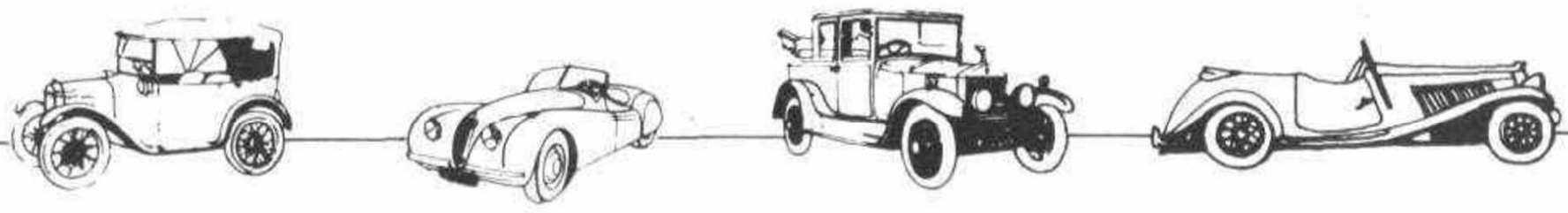
We have about 70 customers' cars in stock, including:

1921 Rolls-Royce Silver Ghost, 7,000 miles from new. Owner keen to sell so considering all sensible offers.
1928 4½-litre Bentley, Barker 2-seater with dickey coachwork. Very elegant, fine condition. £24,500.
1936 Rolls-Royce Phantom II sports touring limousine, built specially for Woolf Barnato. Super history, excellent mechanics, nice original interior. Paint sound but tired, so wants stripping and repaint (can do for £2,000 to high standard). £18,500 as is.
1932 MG M-Type. Delightful little car, rebuilt engine, new red paint, rebuilt axle. Cheap at only £2,750, surely?
1974 Jaguar V12 E-Type. Over £3,000 spent, asking only £1,000 over recent costs.
1949 AC Buckland tourer. Good sound original condition. £2,750.
1936 Riley 12/4 Lynx tourer. Superb restored condition. Magnificent black coachwork. £6,500.
1932 Lagonda 3-litre Weymann saloon (metal not fabric). Very handsome and magnificently restored. £14,000.
1965 Porsche 912. Rebuilt engine. Newish MOT. Also **1962 Porsche 356C,** also new MOT, very smart. Sell one or other at nearest to £1,500 or £2,000 respectively. Must keep one as daily transport!
1935 Vauxhall 14 hp 6 cylinder ohv open tourer by Whittingham & Mitchell. Very handsome, exceptionally rare car. Over £3,000 spent on new paint, trim, chrome etc, good runner. £5,750.
1904 Waverley Electric. Fabulous show-stopping Victoria coupe. $19,000 restoration. £12,000 landed and duty paid etc.

Plus many many more in stock. Send for list or telephone. Even if we don't have what you're looking for our computer might have.
Buyers or sellers please contact us for details of our extensive range of services. Commission from £10 or 2½%!
Part exhanges considered.

Callers strictly by appointment only.

101 Farm Lane, SW6.
Tel: 01-385 2058



Clarendons

THE CLARENDON CARRIAGE COMPANY LIMITED, BELGRAVIA GARAGE, 28A CAROLINE TERRACE,
LONDON SW1W 8JT TEL. 01-730 9811/4. TELEX 917927 TRENDX G. CABLES CLASSICAR LONDON SW1

Specialists in Vintage and Classic Rolls-Royce and Bentley motor cars offer the following from a large stock of pre-war and post-war automobiles, on view at our showrooms.



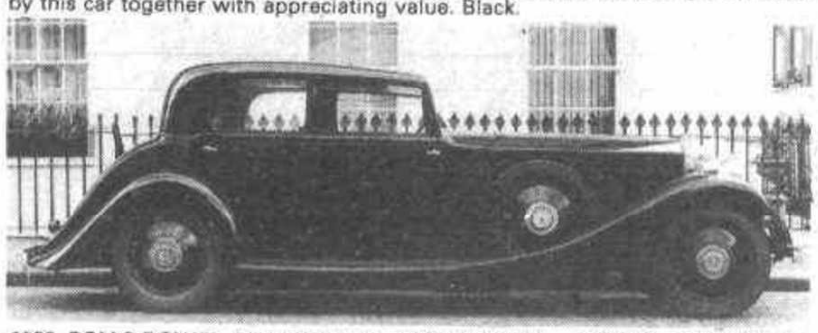
1964 ROLLS-ROYCE PHANTOM V. Coachwork by JAMES YOUNG. The most elegant SCT 100 design. Coachwork finished black and dark green with green velvet upholstery. Fitted, of course, with a host of luxurious accessories. Available at a fraction of today's cost for a Phantom VI.



1955 ROLLS-ROYCE SILVER WRAITH TOURING LIMOUSINE by HOOPER. Painted in two complimentary shades of green. Automatic gearbox. 'Empress Line' coachwork is regarded by many Rolls-Royce and Bentley enthusiasts as the pinnacle of post-war coachwork elegance and this, combined with ease of driving, makes this Siver Wraith a most attractive proposition.



1964 ROLLS-ROYCE SILVER CLOUD III. One of the handful of this superb H. J. MULLINER coachwork design. Superb comfort and effortless cruising are offered by this car together with appreciating value. Black.



1933 ROLLS-ROYCE PHANTOM II. CONTINENTAL SPORTS SALOON by BARKER. It is difficult to find a pre-war vehicle which will match the performance and comfort of this legendary model. This example is very original and in fine mechanical order.

Worldwide Shipping Arrangements Made.

Please contact us if you wish to sell your pre-1966 Rolls-Royce or Bentley

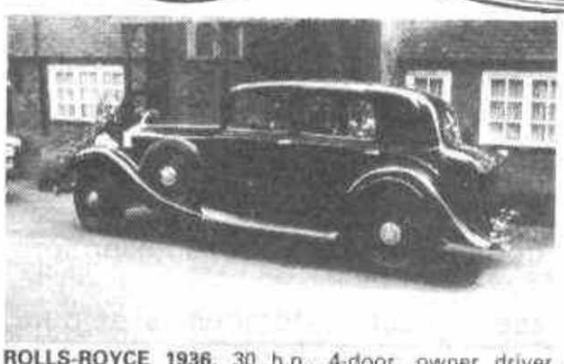
01-235 4613
(OFFICE)

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

2, CHESTER CL., CHESTER ST. LONDON S.W.1.

01-445 1869
(EVENINGS)



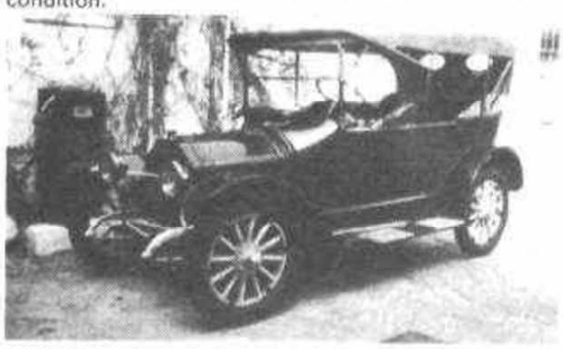
ROLLS-ROYCE 1936. 30 h.p., 4-door, owner driver sports saloon, with superb coachwork by H. J. Mulliner, twin side mounted spares, extended boot with drop-down lid encasing a full complement of fitted tools, light brown hide trim and inlaid woodwork. A magnificent and impressive carriage in pristine condition.



BENTLEY 1960. SII Continental Flying Spur with elegant 4-door aluminium coachwork by H. J. Mulliner, finished in midnight blue with beige hide trim and carpet, electric windows etc., just fully serviced throughout.



1927 VAUXHALL 14/40. Four-seater open touring car, finished in laurel green with green hide trim. Side mounted spare, full weather equipment, a very original light open vintage tourer in first class all round condition.



STUDEBAKER 1914. 4-door 4-seater open touring car. Excellent original order, runs extremely well. Carriage green and black coachwork with original button hide trim. A very functional Edwardian carriage.



1924 RUDGE MULTI. Completely rebuilt and therefore in top condition throughout.



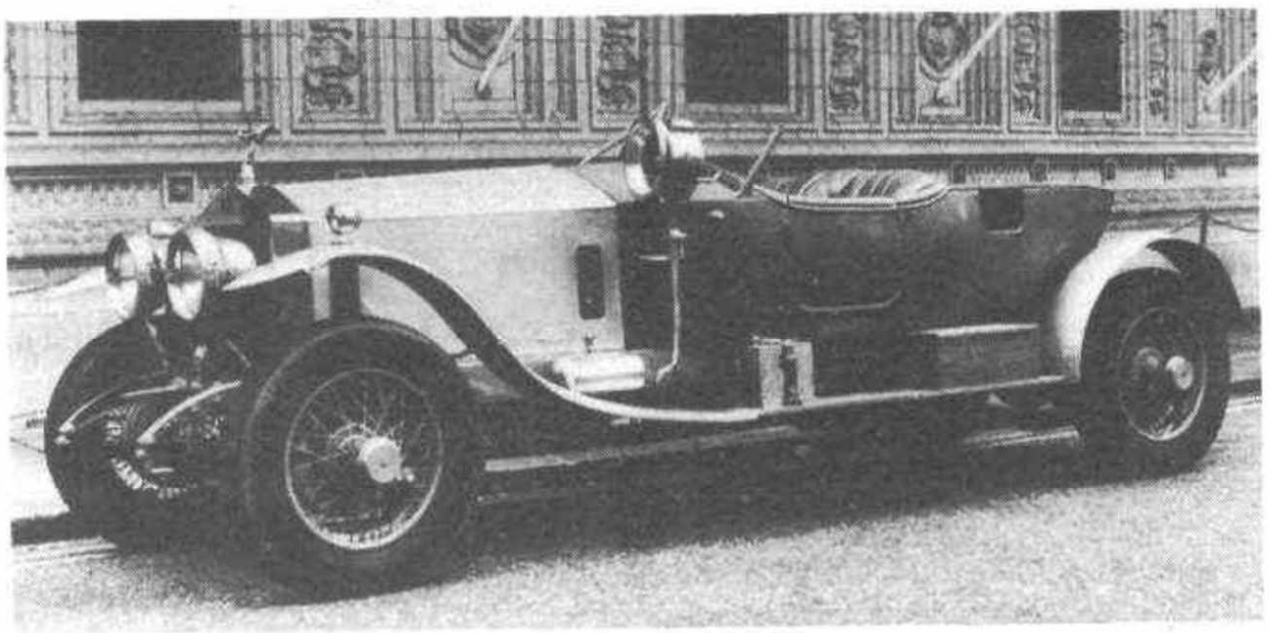
1980 DODGE ADVENTURER. Special edition series. Very low mileage, fully automatic, power steering, radio, stereo, moonroof, detachable camper top and many other extras. This is our own demonstrator finished in pippin red with red trim. Chrome wheels etc. etc.

OPEN FROM
9.30 TO 6.00 WEEKDAYS
SATURDAYS & SUNDAYS
BY APPOINTMENT

COYS OF KENSINGTON

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"

1922 Rolls-Royce Silver Ghost twin carb. Gent's Speedy Roadster.



Once again, we offer this magnificent car which will out-perform many younger sports cars.

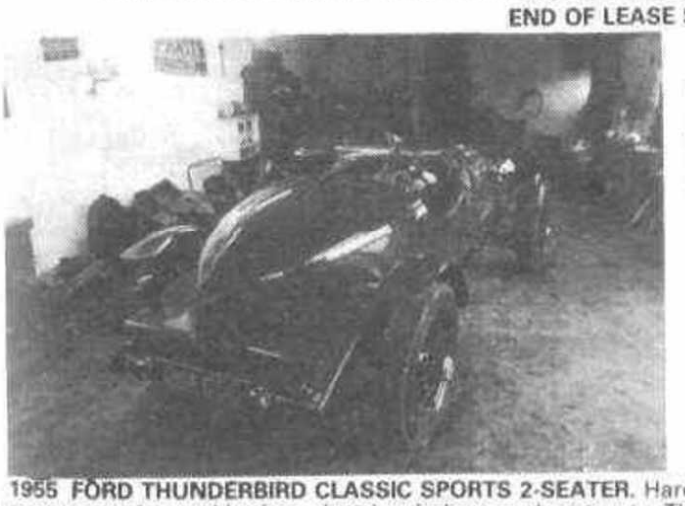
New Book — "Motoring Mascots of the World" by W. C. Williams. 789 illustrations £14.95 post free.

For Sale and Wanted: Motoring antiques of many kinds — mascots, bronzes, toy models, literature, posters. . . .

COYS OF KENSINGTON (SALES) LIMITED
2-31 QUEENS GATE MEWS LONDON SW7 ENGLAND TELEPHONE 01-584 7444
TELEX 28604 Mono Ref. 1765

01-723 2731 **Vintage Autos Ltd.** *01-723 2731*

Managing Director: J. BOND, A.M Inst.B.E.
ESTABLISHED OVER 30 YEARS.
The ORIGINAL Specialists in Restored Vintage, Veteran and Classic Cars.
Acknowledged throughout the world as having the finest condition cars of their type in the U.K.
END OF LEASE SALE OF RESTORED CLASSIC CARS, ALL GREATLY REDUCED IN PRICE



1937 BENTLEY 4¼-LITRE BOAT TAILED COMPETITION SPORTS 2-SEATER. This very sporting looking Bentley, which has been shortened and lowered, is very similar to the Rivers Fletcher Bentley pictured bottom page 228 in Green's Book Bentley, but has in addition a fold flat windscreen, twin aeroscreen, hood, tonneau cover and footsteps, etc. It will have not been used since a three year chassis up rebuild of mechanics and coachwork, etc. and is show condition in red with black Connolly hide interior and very reasonably priced at only **£15,950.** This Bentley has been advertised many times before, and its extensive rebuild should have been completed a year ago, but owing to restoration problems it has not been available for sale, but hopefully will be by the time this ad appears.



1955 FORD THUNDERBIRD CLASSIC SPORTS 2-SEATER. Hard and soft tops, auto., power steering and brakes, electric windows and seats, etc. This very low mileage T Bird has been my own personal car for the last 20 years and is only being sold because my lease is soon to expire, in the last few months it could have been sold many times, but I regret that I can't take any part exchanges with this car. It has not been used since an extensive restoration to full show condition and its superb apple candy (met. red) paintwork and black interior is up to Rolls-Royce standards, it is fitted many special extras too numerous to include in this advert and has been converted from six volt to 12 volt system, this crowd stopping T.Bird has been maintained regardless of cost and in the 20 years in my ownership has only covered about 15,000 miles, always garaged and never used in winter months and considered the finest example in the UK. Full history, original instruction manauls, etc. and regretfully for sale at only **£9,850.**

1934 RILEY 14/6 EX-WORKS ALPINE TRIALS TEAM CAR. This historic Riley, Reg. No. ADU 29, is an open sports 2-seater with fold flat windscreen, twin aeroscreens, hood, side curtains and tonneau covers. It is one of three specially built by the works for the 1934 Alpine Trials, in which they came second and only one other example now exists. Its chassis up rebuild of mechanics and coachwork etc., took about six years and it has had little use since. It has a vast documented history of its rebuild and full details of the 34 Alpine Trials, etc. It is being offered for sale at about half the price of a restored Riley Imp (without any works history).

1928 ROLLS 20 ESTATE CAR. Believed rebodied in the 1930s and is unique having a Sedanca opening front, basket type work to rear panels and polished aluminium bonnet and front doors, as it requires some minor restoration, it can be sold "as is" at a low price or a higher price with the work completed.

1959 FERRARI 250 GT. Two-seater fixed head coupé by Farina (LHD) it has had very little use since a very expensive and extensive mechanical rebuild. The coachwork is in mint original condition (this car can be inspected in Devon. Tel.: No. 083 783 569).

I AM LOOKING FOR A DETACHED HOUSE OF CHARACTER WITHIN ABOUT ONE HOUR'S DRIVE FROM LONDON, THAT HAS UNDERCOVER STORAGE FOR ABOUT 10 CARS. IF ANYONE KNOWS OF SUCH PREMISES, I WOULD BE OBLIGED TO RECEIVE DETAILS.

Hours of opening Monday/Friday 9 am/5.30 pm, closed Saturdays and open other times by appointment only.
Telegraphic address: Concourcar, London W2

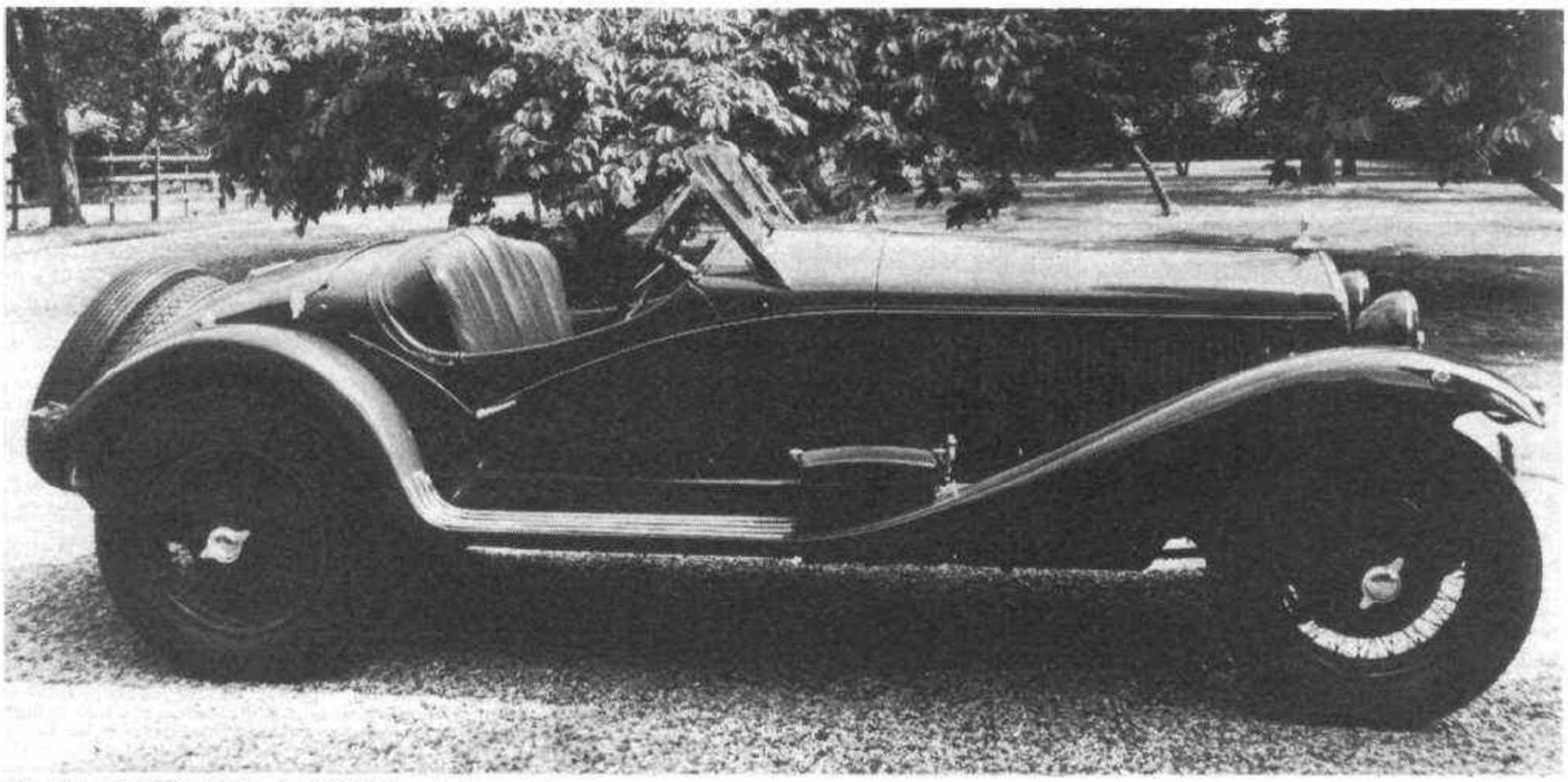
20 BROOK MEWS NORTH-LANCASTER GATE-HYDE PARK W2 3BW

Roland Duce Ltd.

VINTAGE AND SPECIALIST CARS
MARKET OVERTON, Nr. OAKHAM, RUTLAND, LEICESTERSHIRE.
Tel., Thistleton (057283) 261/2 and 232.

Hours of business: 9.30 a.m. to 5.30 p.m. Monday to Saturday. Sundays–appointments only.

LOW RATE FINANCE ARRANGED ARRANGED — down to 8% up to four years



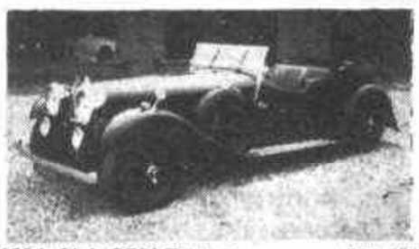
1933 ALFA ROMEO 1750 GRAN SPORT 6th series body by Touring of Milan. Red with original red leather interior. This motor car is completely original and the actual car photographed is FUISI P 233. For sale only to facilitate the purchase of an 8c 2300 Alfa Romeo

ROLLS ROYCES for sale include:—
1924 Springfield Rolls Royce Silver Ghost by Brewster.
1927 Rolls Royce Phantom I Sedanca de Ville by Brewster of New York.
1925 Rolls Royce Silver Ghost Windover, all weather.
1923 Rolls Royce Silver Ghost Tourer by Brewster.
1930 Rolls Royce Phantom II in the style of a Henley Roadster.



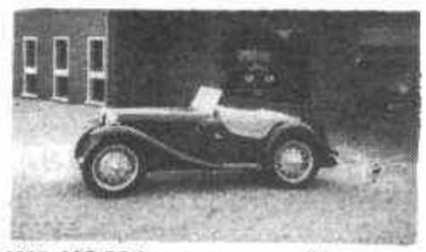
1976 Porsche Carrera 3 Sport Targa 27,000 miles **£12,500**

1928 Austin 7 Gordon England Cup £5,450
1936 Alfa 2300 6c £26,500
1931 Alvis 12/50 £4,950
1934 Alvis Speed 20 £10,450
1933 Aston Martin International
1928 Bugatti Type 38
1924 Bentley 3 Litre d/h £16,450
1934 Bentley 3½ Hooper £5,650
1954 Bentley R Type auto £7,750
1918 Dodge 4-seat tourer £10,800
1916 Ford Model T £5,300
1924 Ford Model T coachbuilt
1925 Model T 2-seat £5,850
1924 Overland tourer £5,450
1928 Chevrolet Saloon £5,850
1930 Sunbeam Tourer £6,450
1916 Buick 2-seat £11,250
1924 Bentley 3-litre £16,450
1973 Jaguar V12 E-Type f/h £5,950
1967 Ferrari 275 GTV/4 lhd, 2 owners.



1934 Alvis SP20 Tourer £10,450

1929 Essex Saloon £4,850
1929 Willys Knight Saloon £9,800
1934 Railton 10 hp Saloon £2,750
1936 Riley Sports
1947 Jaguar Sports Saloon £6,000
1966 Aston Martin DB6 auto blue **£4,650**
1966 Aston Martin DB6 auto., red **£5,650**
1966 Aston Martin DB6 manual **£6,850**
1968 Aston Martin red **£5,650**
1971 Aston Martin DB6 Mk. II red.
1971 Aston Martin DB6 Mk. II
1962 Aston Martin DB4
1966 Austin Healey 3000 Mk. III £5,500
1969 Mercedes 300 SEL £4,350
1965 Bentley Continental Flying Spur
1924 Crossley Tourer £9,750
1932 Lagonda 2 litre — choice of two from **£12,250**

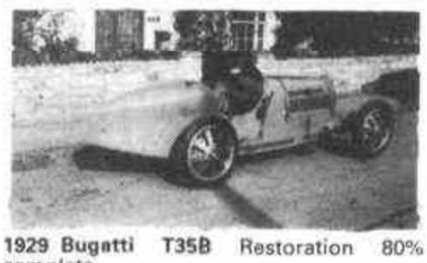


1935 MG PB in concours condition

AC 428 £5,750
Facel Vega II
1974 Iso Lele 18,000 miles £5,850
1973 Jaguar V12 Roadster £8,800
1966 Jaguar E Type 4.2
1968 Jaguar D replica
1952 Alvis TC21 £2,950
1961 Alvis TD21 £2,950
1931 MG M Type £4,600
1954 MG TD £5,250
1971 Lotus Elan 2+2 £3,250
1968 Maserati Ghibli £7,250
1973 Ferrari 365 GT £9,750
Lamborghini Silhouette, 6,000 miles, lhd **£13,750**
Aston Martin DBS V8 blue **£4,450**



1951 Jaguar XK120 Roadster choice of two from **£7,500**



1929 Bugatti T35B Restoration 80% complete



1958 Aston Martin DB2/4 Drop Head Coupé £8,250

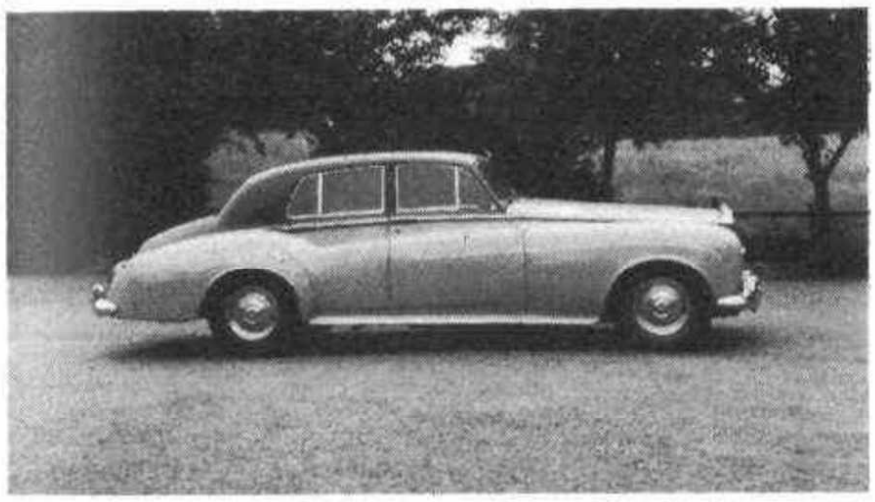
Customers will be met at Peterborough Station, King's Cross 50 minutes.

Part Exchange. **Motoring book stockists.**

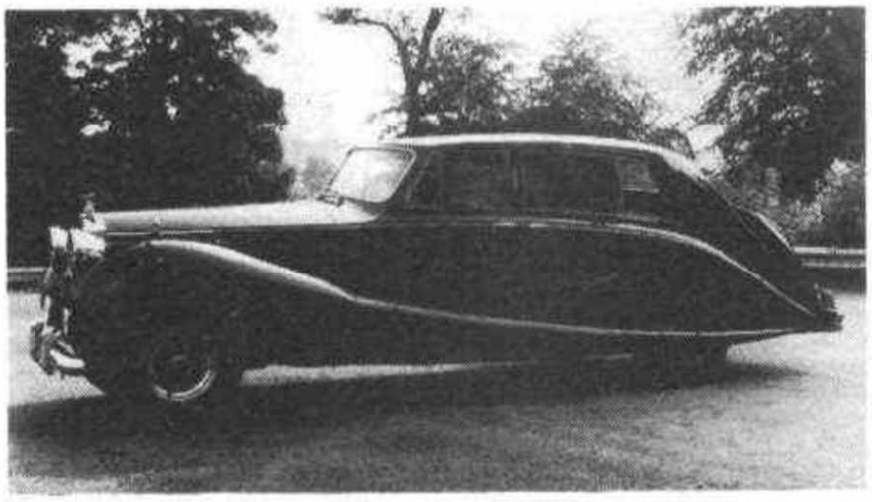
MINT DESIRABLE CARS REQUIRED

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



1963 Silver Cloud III four door saloon. Finished in smoke green over sage green. One owner since new. Rebuilt engine. **£8,750**



1953 Silver Wraith by Hooper — Body No. 9963. Finished in black with red side-panels. The interior is in red hide with matching lambswool rugs and full cocktail cabinet. **£10,500**

SEND FOR FREE STOCK LIST

We are open all week and until 1.00 p.m. Saturdays

SHOWROOM & OFFICE:
2 Macclesfield Road,
Leek, Staffs., ST13 8LA.
Telephone: 0538 384300
or 0538 384020

WORKSHOPS:
West Street,
Leek, Staffs.
Telephone: Leek 384020

Cables: 'Buntycars, Leek, Staffs'.
Telex: 36440 ROLCAR G.

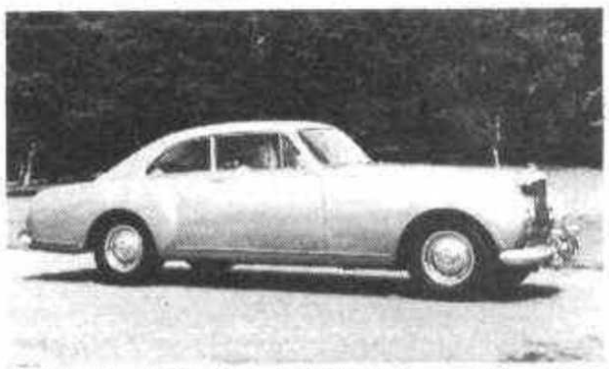
Estimates given for Rolls-Royce and Bentley repairs undertaken in our workshops.

ROBBINS OF PUTNEY LTD.

Established 1920



BENTLEY MARK VI four door saloon by H. J. Mulliner. First registered 1947. Finished in silver blue with matching upholstery. 4¼-litre engine converted to full flow. Only three owners from new, and 70,000 miles only.



BENTLEY S-SERIES CONTINENTAL four door "Fastback" saloon by H. J. Mulliner. First registered 1956. Finished in shell grey with grey hide upholstery.



ROLLS-ROYCE SILVER SHADOW drophead coupé, first registered 1968. Finished in shell grey with tan upholstery and tan hood. Refrigerated air conditioning. One owner from new and has covered only 42,000 miles with recorded service history. Also fitted with exclusive cherished registration number which can be made available.

ROLLS-ROYCE SILVER SHADOW four door saloon. First registered 1969. Finished in shell grey with black upholstery. 74,000 miles. Air conditioning.

BENTLEY S1 four door saloon by James Young. First registered 1959. Finished in Connaught green with grey/green leather upholstery. Total recorded mileage 99,000 in the hands of two owners. Power assisted steering, automatic transmission. This is one of the extremely rare and beautiful SC10 designs on the Bentley chassis..

BENTLEY S2 four door saloon. First registered 1960. Finished in shell grey over midnight blue, light blue upholstery. Almost complete Radford Countryman specification includes picnic table with overrider seats. Reutter front seats. Webasto roof, lockers, etc.

BENTLEY S3 CONTINENTAL four door "Flying Spur" saloon by H. J. Mulliner/Park Ward. First registered 1965. Finished in garnet with beige leather upholstery. Automatic transmission, power assisted steering, electrically operated windows.

BENTLEY S3 CONTINENTAL two door saloon by H. J. Mulliner/Park Ward. First registered 1965. Finished in Caribbean blue with grey leather upholstery. Electrically operated windows, aerial etc. One of the last of this very fine series. Automatic transmission, power assisted steering. Probably one of the finest coupé Bentley cars available anywhere.

BENTLEY T-SERIES drophead coupé by H. J. Mulliner/Park Ward. First registered 1968. Finished in Caribbean blue with grey hood and upholstery. Electrically operated hood, 75,000 miles.

BENTLEY T-SERIES four door saloon. First registered 1972. Finished in sand over sable with beige hide upholstery, 97,000 miles. Air conditioning.

ROLLS-ROYCE SILVER SHADOW four door saloon. First registered 1976. Finished in cardinal red with beige hide upholstery. Equipment includes refrigerated air conditioning, lambswool rugs, stereophonic radio and slot stereo. Recorded mileage 60,000.

ROLLS-ROYCE SILVER CLOUD III drophead coupé by H. J. Mulliner/ Park Ward. First registered 1964. Finished in Seychelles blue with black hood and black upholstery. Power assisted steering, automatic gearbox, electrically operated hood and door windows.

Complete stock list available on request.

96-98 UPPER RICHMOND ROAD, PUTNEY SW15 2SR Telephone: 01-788 7881 24-hour Answering Service

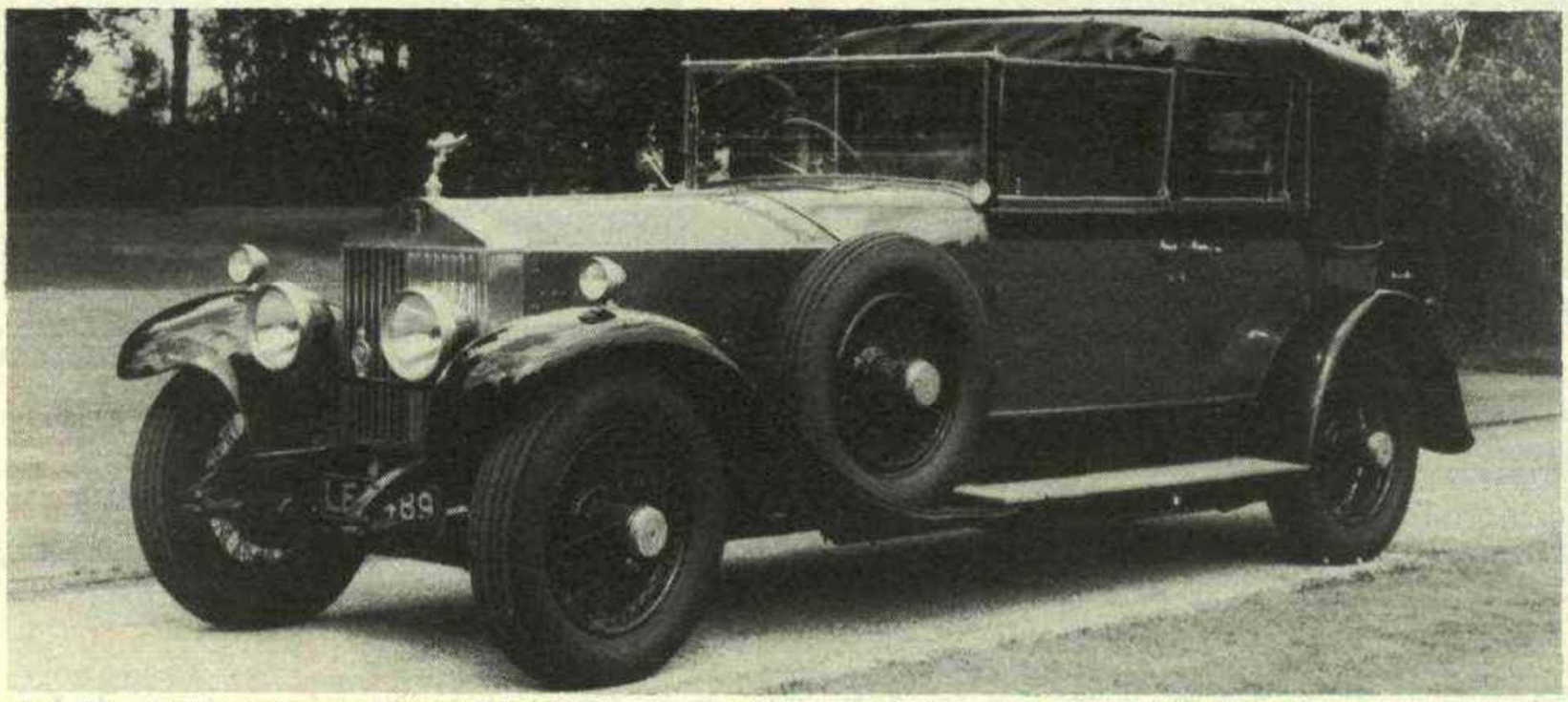
TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

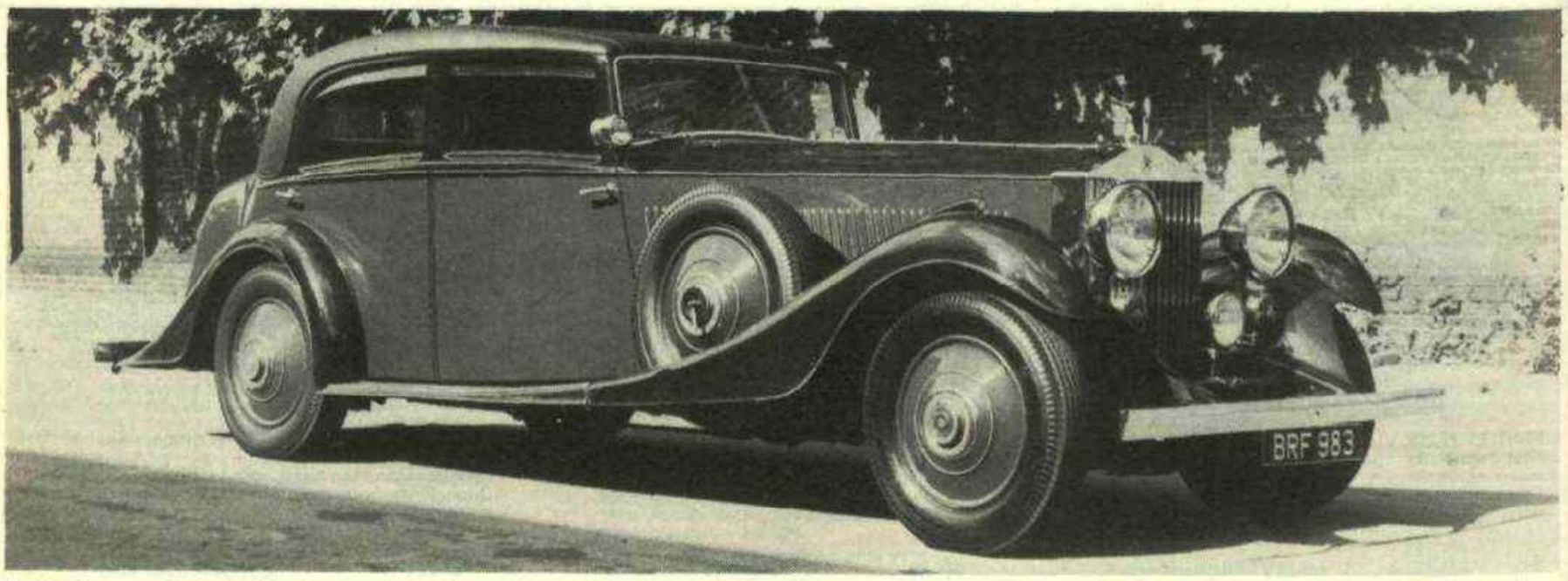
TELEX: 885983
EFDALE G

(Member of the Frank Dale Group)

We offer two important motor cars:—



1926 Rolls-Royce New Phantom with fully-folding japanned hide Salamanca bodywork by Barker: their Motor Show exhibit at Olympia was just such a car and could well have been this exceptional and desirable Phantom, which is finished in black and Burgundy with dark tan full-grained hide throughout. It has all its original fittings and equipment save for some small tools, including folding occasional seats, Barker patent double-dipping mechanism, an excellent detachable trunk and twin side-mounted spare wheels.



1934 Phantom II short-chassis Continental special saloon by Park Ward & Co. A most graceful and well-proportioned car which incorporates a glass division, marquetry veneers in curled and burr walnut with rosewood inlay and unpleated black hide, which is original and excellent. The exterior is olive green over smoke green with a black fabric-covered roof, which is new. It is hoped that we may have details of this Phantom's pre-war history by the time this advertisement appears.

Extended leasing facilities are available on every car

Always 40 Rolls-Royce and Bentley motor cars in stock.

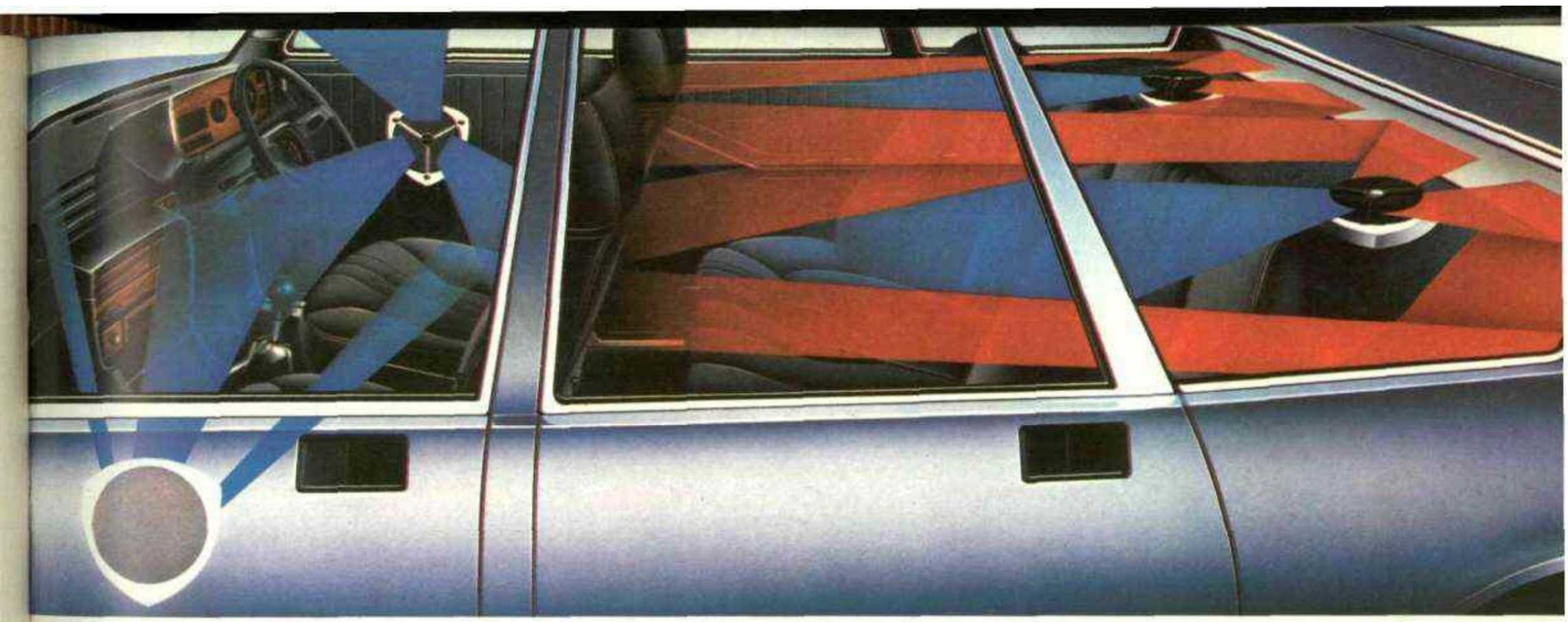
OPENING HOURS 9am-6pm SATURDAY BY APPOINTMENT ONLY

We have a 24-hour message-recording service for the benefit of those who call out of business hours. If calling from overseas please authorise us to telephone "collect".

101 FARM LANE, FULHAM, LONDON SW6 1QH

E. & O.E.

Printed by The Lincoln's Inn Press Ltd. for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.



Car hi-fi for those who thought they'd heard it all before.

It took more than two decades of research to perfect the unique Bose range of direct/reflecting speakers for the home.

Now, this superb live concert-hall realism can at last be enjoyed in your car.

Bose 1401 Direct/Reflecting Car Hi-Fi System.

Four power amplifiers deliver no less than 100 watts of pure, clean sound to the two door speakers and the two rear speakers, providing direct sound in the same way as many good four speaker systems.

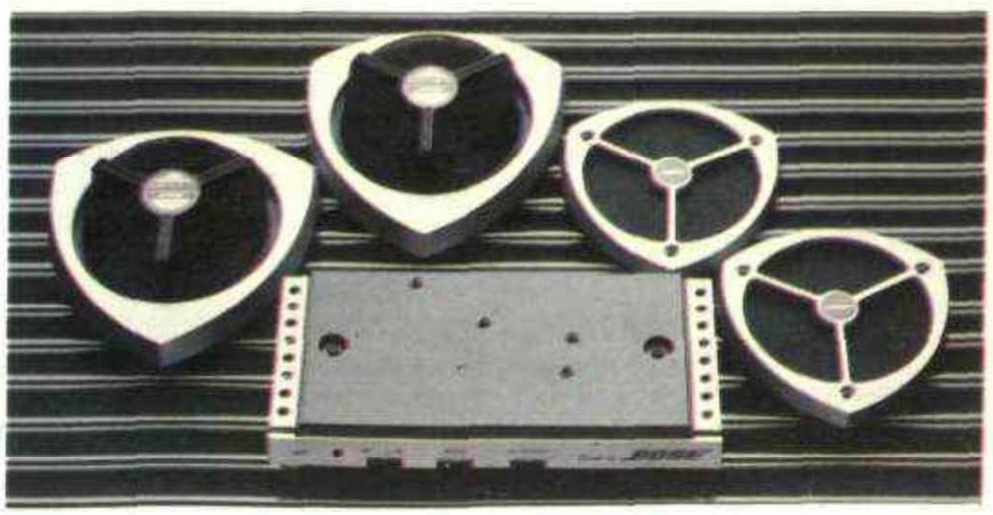
But the Bose direct/reflecting concept is uniquely different.

The two rear speakers also contain reflecting grilles with adjustable vanes that 'bounce' sound from the rear windscreen and other reflective surfaces, whilst a unique spatial control system actually shapes the sound to suit the acoustics of your car.

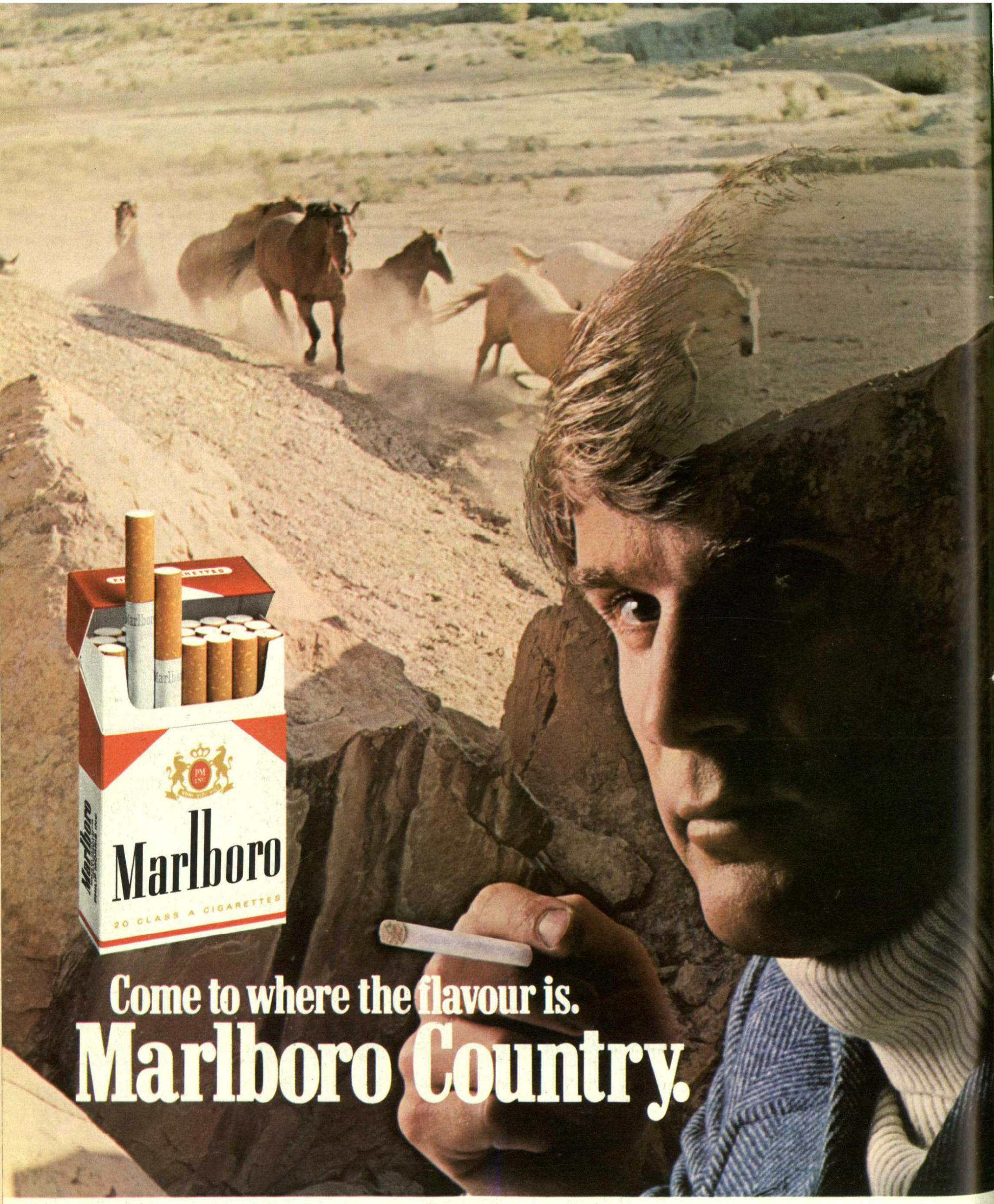
Of course, the 1401 is not for everyone. Many can neither afford nor appreciate its supreme quality.

Either contact us at Trinity Trading Estate, Sittingbourne, Kent ME10 2PD, telephone Sittingbourne (0795) 75341, for details of your nearest stockist, or ignore this ad. And let one of the greatest advances in in-car stereo pass you by.

Sound by BOSE
Hi-Fi and Pro-Audio Products



Sole distribution in Eire by Audio International Ltd., 71 Dame St., (beside Olympia Theatre) Dublin 2.



LOW TO MIDDLE TAR As defined by H.M. Government H.M. Government Health Departments' WARNING: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH