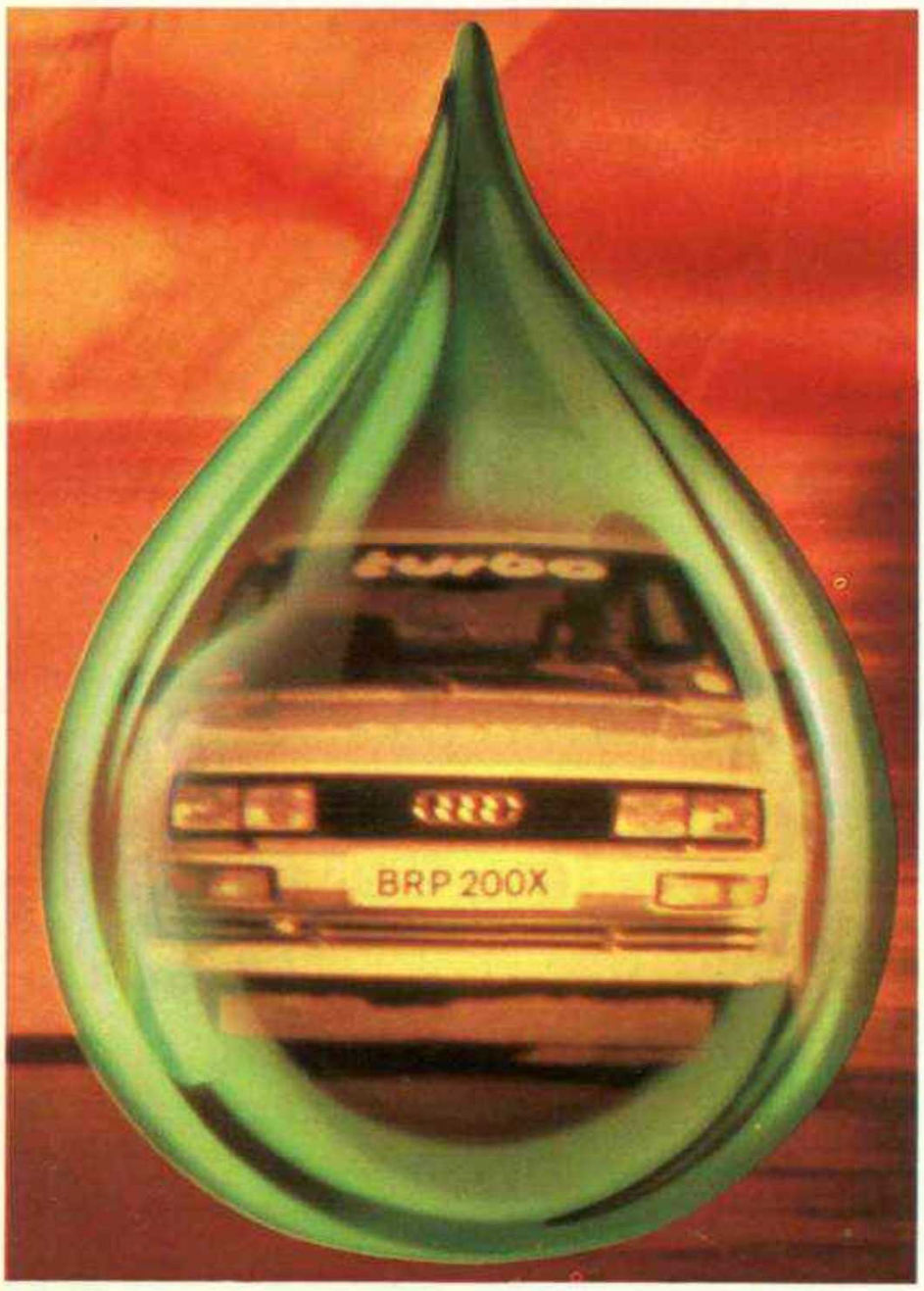
June 1982 Vol.LVIII No. 6 60p

MOTOR SPORT

The Magazine that gave its name to the Sport



AFTER MULTIGRADE, DUCKHAMS THINK YOU'RE READY FOR AN OIL CHANGE.



Duckhams produced the world's first 20W/50 multigrade motor oil over 20 years ago. At that time it was a revelation.

Eventually, of course, other oil companies followed in our footsteps with their own 20W/50 multigrades. But the nature of the motor car and the stresses and strains it puts on lubricants has left a lot of them standing.

Turbo chargers are burning through conventional oils like suntan lotions.

Lighter, high compression engines need faster moving oils on cold starts.

All in all the performance of your average family saloon is more than your average oil can take.

The demand now, for both old and new cars, is for a new standard of engine protection, and above all oil versatility to cater for all engines from high performance units to diesels.

Now we're ready. At Duckhams our life's work is devoted to oils, and for the past three years it has been devoted to one oil in particular.

Duckhams 15W/50 Hypergrade.™

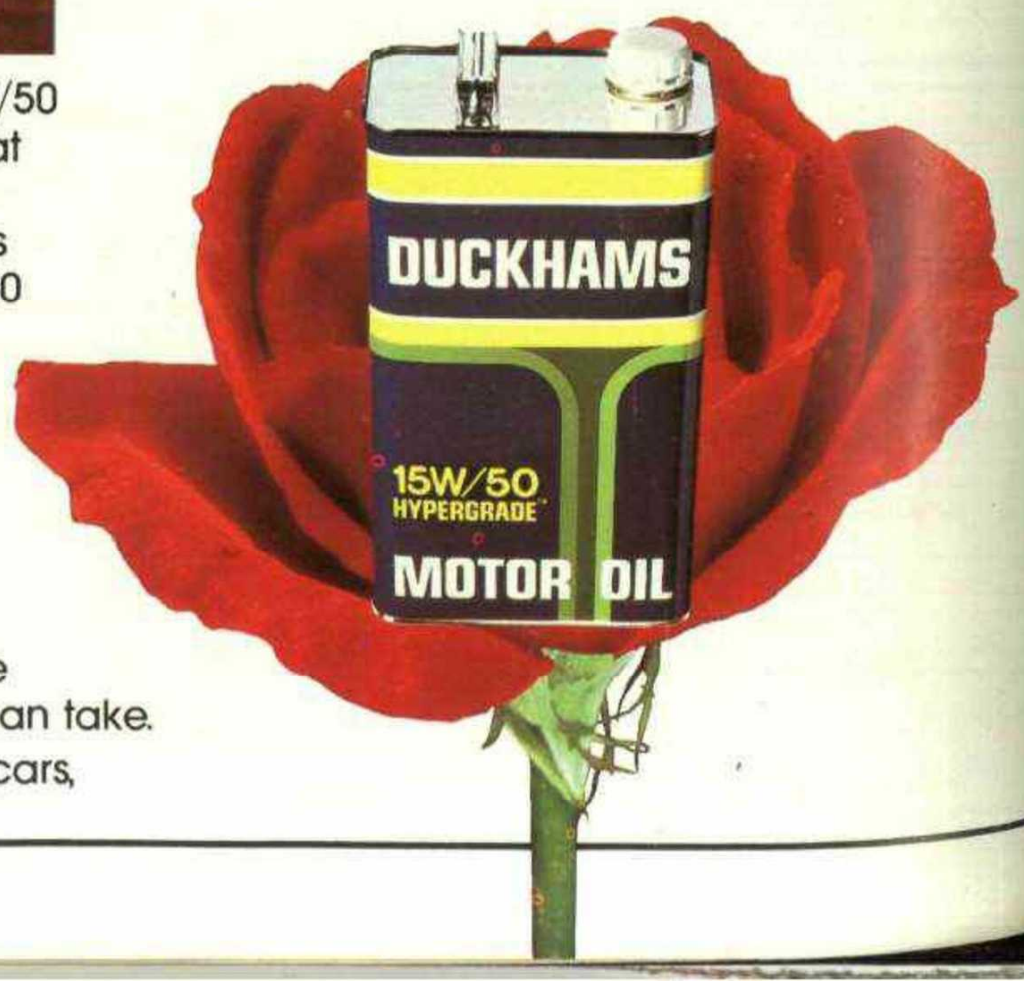
As the name implies it is simply a bigger oil in every sense. A more advanced formulation than any oil available in the U.K. It has been tested in turbos and proven to perform superbly at quite ridiculous temperatures and engine speeds.

It has been tested in small diesels with superb results. In fact it has been tested in all types of car, from the very latest models to those with over 100,000 miles on the clock, and under all driving conditions.

Above all Hypergrade™ still offers the high standards of protection associated with Duckhams, at the critical cold start, where all engines, old or new, are most vulnerable.

Duckhams 15W/50 Hypergrade™ represents a totally new standard of engine protection. We think of it as yet another revelation. But then, after 20 years, you can see why we're excited.

DUCKHAMS 15W/50 HYPERGRADE.™



HYPERGRADE™ is a Trade Mark of Alexander Duckham & Co. Limited.

PUBLICATIONS



New hard back book. Price £11.95. Add £1.38 p & p for U.K. £3.20 overseas (surface).

Reprints of 28 Road tests 1957-80. Full colour cover, Road test, drawings, impressions etc., reproduced from leading British and overseas motoring journals. Price *£4.50*. Add 65p p & p for U.K. £1.25 p & p overseas (surface).

Lotus Elan Collection No. 1 1962-74. A similar book of 20 Road tests. Price £3.50 plus p & p.

Lotus Europa 1966-75. The same type of book with 31 articles @ £4.50 plus p & p.

LOTUS SEVEN CLUB

Next STP MODSPORTS rounds 12th/13th June Silverstone, 27th June Snetterton.
PRODSPORTS rounds 6th and 20th June Mallory, 27th June Brands Hatch.
LOTUS 7 CLUB. White Hart Godstone Thurs 3rd June.
T-Shirts £2.45 (inc. p&p) all sizes.
SWEAT SHIRTS £7.96 (inc. p&p) all sizes.

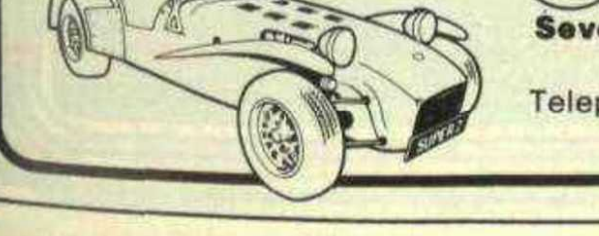
WANTED FOR CASH

Lotus Seven, Elan — must be original but suitable for restoration if necessary.

Lotus Esprit, Europa — average mileage for year and good condition cars only.

HP Accounts settled. Finance arranged.

GOING WELL ON SHELL

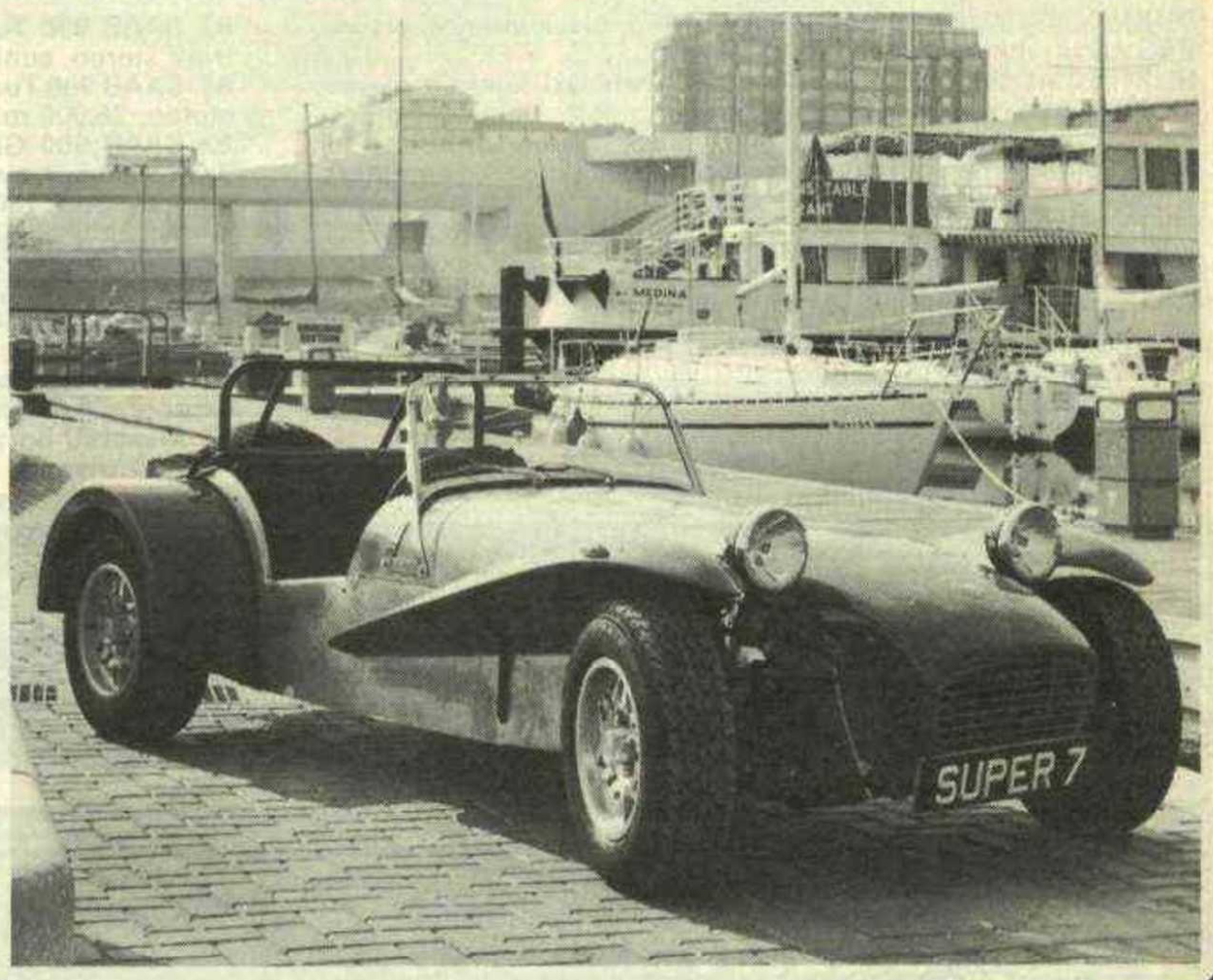


Caterham Cars

25 YEARS 1957—1982

MANUFACTURERS SUPER SEVEN

SUPER SEVEN SERIES III



NEW SUPER SEVEN SPECIFICATIONS

Silver Jubilee Seven
To celebrate 25 years of continuous production this special edition Super Seven is only available during 1982. A special series chassis number will be struck and the specification includes — special paint finish, de luxe interior (optional leather available), plating of suspension etc., and much detailed work. Certain to become a collector's car. Send for details.

Long Cockpit Seven
The L/C model has been developed after intensive research. The external dimensions and appearance is unaltered but seating is now possible in comfort for tall drivers. Details or demonstration on request.

New Super Seven — U.K.
Traditional British sports car styling, allied to superb roadholding, make the **Super Seven** the ultimate 2-seater sports car. The high secondhand prices demonstrate that the **Super Seven** can be an excellent investment and give thousands of miles of enjoyable motoring. **Caterham Cars** are one of the few manufacturers to re-purchase their own cars. **Prices** 1600 GT (88 b.h.p) £5,533. 1600 GT Sprint (110 b.h.p.) £5,915. The prices are calculated with VAT and Car Tax. Rolling chassis — complete but less engine/ gearbox. £3,550 plus VAT. **The Super Seven** is supplied in the U.K. in component form. All tasks that may affect road safety or prove difficult to the amateur are completed at the factory. The **Super Seven** is supplied complete including the wheelbrace and jack — it is not a kit car or DIY special. **Send 3 x 15½p for brochure and details.**

EXPORT The **Super Seven** is available with left or right hand drive steering, fully built or component form. Freight and insurance quoted. Tax free number plates for personal collection.

USED CARS

The used Super Sevens offered in May have all been **sold.** Please telephone your enquiry so that you are on the waiting list.

Special this month
1980 Super Seven Lotus Twin Cam. BRG/Ali, all extras, one owner warrants 16,000 miles.
1979 Super Seven Lotus Twin Cam. Sprayed BRG, yellow nose, all extras, one owner warrants 3,000 miles.

Other Cars

1978 (T) Jaguar XJS. Silver.	£6,950
1980 Ford RS2000 Custom. Black, one owner.	£4,750
1979 Ford Capri Ghia. One owner.	£4,195
1980 MGB GT. Black, one owner.	£3,950
1979 (Dec) Mini Clubman Estate. One owner warrants 7,000 miles.	£2,750
1970 Lotus Elan S4 FHC.	£2,750
1976 TVR 3000M. Sunroof.	£2,650

Most cars carry factory warranty plus 12 month Car Care Plan warranty.

Silver Jubilee Celebrations
3/4 July St Moritz by kind invitations Lotus 7 Club, Switzerland. Send 15½p for details and join the party.
2/3 October Goodwood circuit in conjunction with Club Elite. 15½p for details

CATERHAM CAR SALES & COACHWORKS LTD.

Seven House, Town End, Caterham Hill Surrey CR3 5UG.

Telephone: Sales: Caterham (0883) 46666/7
Works: 42381 Parts Dept: 42382

BELL & COLVILL LTD

New Alfa Romeo, SAAB & Lotus models available for immediate delivery at our West Horsley showrooms
Full range of Audi & VW for immediate / prompt delivery from our showroom at Caterham.
Demonstration cars available for all models. Telephone for an appointment now.
Special leasing / lease purchase for the business user.
Alfa Romeo from £108.68 per month. SAAB from £134.87 per month. Lotus from £325.24 per month. Audi & VW from £88.31 per month.
Telephone for your quotation now!

81(X) Esprit S3. Finished in Carnival red, black interior, stereo, BBS alloy wheels, 7,000 miles, 1 owner.
81(X) Esprit S2.2. Finished in black with red leather, stereo, 11,000 miles, 1 owner.
79(V) Esprit S2. Monaco white, black leather interior, air conditioning, stereo, glass sunroof, 19,000 miles, 2 owners, supplied and serviced by us from new.
78 Esprit S1. Lagoon blue met., beige interior, stereo, 29,600 miles, 1 owner.
80(W) Eclat 2.2. Finished in black, black and silver hopsack, stereo, 12,000 miles, 1 owner.
81 Elite 2.2. Finished in ice blue met., blue leather interior, PAS, stereo, 7,000 miles, 1 owner.
78 Mercedes 280 CE Coupé. Dark Blue met., cream interior, stereo, sunroof, BBS alloy wheels, 42,000 miles, 2 owners.
79 BMW 730. Met blue, matching interior, auto, stereo, BBS alloys wheels, 26,000 miles, 1 owner.
82 SAAB 900 Turbo. Hatchback, finished in black with velour trim, stereo, sunroof, 6,000 miles, 1 owner.
81 SAAB 900 Turbo. Hatchback, met. blue, blue velour, sunroof, stereo, 26,000 miles, 1 owner.
82 SAAB 900 GLE. Indigo blue, blue velour, stereo, sunroof, 3,000 miles, 1 owner.
82 Alfa Sud 1500 Ti. Hatchback, met. green, beige interior, stereo, BBS alloy wheels, 2,000 miles, 1 owner.
82 Alfa Romeo GTV6 2.5. Alfa red, velour interior, sunroof, stereo, Electric windows, 3,000 miles, 1 owner.
81 Alfa Romeo Giulietta 2000 Turbo. Finished in ivory, cloth interior, BBS alloy wheels, 19,000 miles, 1 owner.
80 Alfa Sud Sprint Veloce. Finished white, cloth interior, stereo, sunroof, 29,000 miles, 1 owner.
77 Maserati Bora 4.9. Met blue, full blue leather, stereo, 18,000 miles, 2 owners, supplied and maintained by us.
The above is a small selection of our stock of over 100 cars.

Epsom Road, West Horsley, Surrey.
Also at:
Caterham, Surrey. Tel: Caterham 49137

Tel: East Horsley 4671

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

1981 TRIUMPH TR7 CONVERTIBLE. One owner, 10,000 miles, 5-speed, alloy wheels, superb in Argent Silver. **£4,995**
1980 TRIUMPH TR7 CONVERTIBLE. One owner, 19,000 miles, 5-speed, radio, Whitewall tyres, Red. **£4,295**
1981 TRIUMPH TR7. One owner, 14,000 miles, service history, 5-speed, sunroof, Pharaoh Gold. **£4,995**
1979 TRIUMPH TR7. 5-speed, alloy wheels, radio / cassette, 31,000 miles, Yellow. **£3,295**
1978 TRIUMPH TR7. Sunroof, radio, 24,000 miles, service history, Red with Tartan interior. **£2,895**
1978 TRIUMPH SPITFIRE 1500. 24,000 miles, fitted radio, Brooklands Green / Tan trim. **£2,495**
1978 MGB GT, T-REGISTERED. Overdrive, tinted glass, radio / cassette, Vermilion. **£3,295**
1975 MGB GT. Overdrive, radio, low mileage, Bracken with Black cloth trim. **£2,495**
1973 MGB GT. Overdrive, radio, Teal Blue with Ochre cloth trim. **£1,795**
1974 MGB GT. Overdrive, chrome wheels, tinted glass, White Brown cloth trim. **£2,995**

1980 MG MIDGET 1500. One owner, 6,000 miles, headrests, etc., Red / Black trim. **£3,495**
1979 MG MIDGET 1500. One owner, 17,000 miles, radio, etc., Inca Yellow. **£2,995**
1977 MG MIDGET 1500. 31,000 miles, S-Registered, tonneau cover, etc., White / Black trim. **£2,145**
1975 MGB GT V8. Overdrive, sunroof, alloy wheels, radio, Aconite / Brown cloth trim. **£3,295**
1980 FIAT X1/9 1500, W-REG. 22,000 miles, fitted radio, Metallic Green / Cream interior. **£3,995**
1976 JAGUAR XJS. Low mileage, service history, air conditioning, automatic, power steering, radio / cassette, B.R. Green / Tan leather. **£5,295**
1973 JAGUAR V12 E-TYPE ROADSTER. Automatic, power steering, chrome wheels, radio / tape, low mileage, White. **£6,795**
1978 JAGUAR XJ6 4.2, T-REG. One owner, 31,000 miles, automatic, power steering, radio / cassette, electric windows, White / Tan leather. **£5,495**
1976 JENSEN HEALEY GT. Low mileage, 5-speed, radio / cassette, electric windows, alloy wheels, rare and desirable. **£2,995**
1975 PEUGEOT 304S CABRIOLET. Low mileage, radio, new hood, White with Brown hide interior, extremely rare and sought after model. **£2,295**

INSURANCE FACILITIES **EXCHANGES** **OPEN UNTIL 6.00 P.M.**

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

Open 6.00 p.m. Monday to Saturday and Sunday morning for viewing

1174-1180 CHRISTCHURCH RD., BOURNEMOUTH
TEL: BOURNEMOUTH (0202) 423344

"TOPLESS CAT"

by Lynx of course.

THE MOST EXCITING DROPHEAD AVAILABLE TODAY.



Developed and constructed to the same superb finish that epitomises our well known restorations of historic C, D and lightweight E type Jaguars. The XJ Spyder has a fully lined mohair hood that is electrically operated as are the rear side windows.



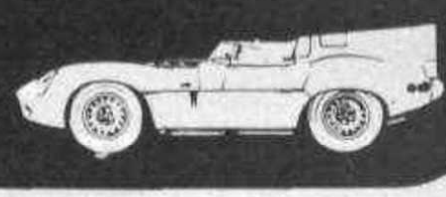


Talk to Lynx and become converted.

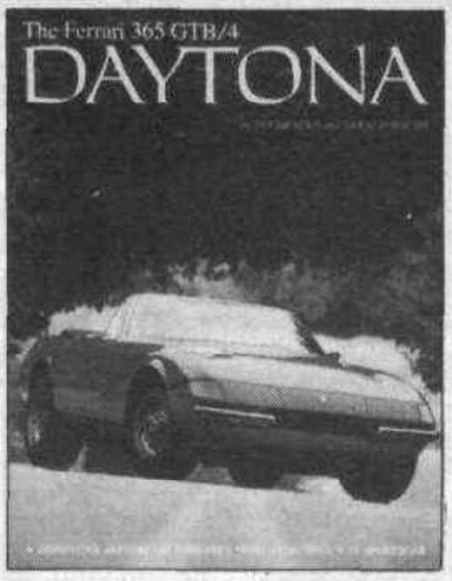
Tel: 0424 51277

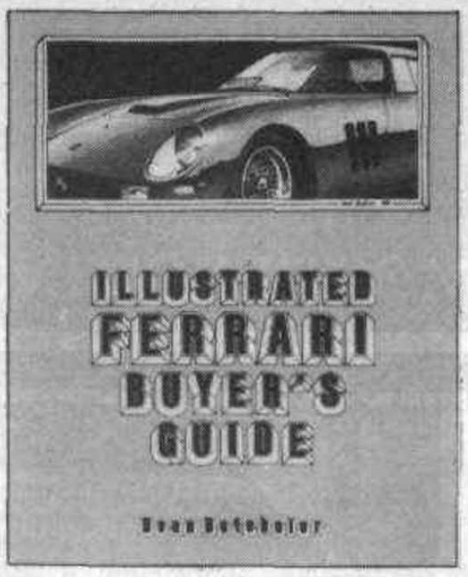
Lynx Engineering

CASTLEHAM INDUSTRIAL ESTATE
ST. LEONARDS-ON-SEA,
EAST SUSSEX TN38 9NR









OSPREY PAST AND PRESENT

TRIUMPH SPITFIRE AND GT6
Spitfires 1, 2, 3, IV, 1500; GT6 1, 2, 3
Graham Robson
£8.95 NEW! June
The last successful mass-produced Triumph sports car, the Spitfire. Here is all the detail plus special inside knowledge and exciting, previously unseen, photos.

FERRARI DAYTONA 365 GTB/4
Patrick Braden & Gerald Roush
£14.95 NEW! July
The best of Ferrari's archetype, front-engined V12, high performance grand touring coupés which could vie for the title of "the fastest car in the world"; detailed in a manner seldom seen, with 8 pages of colour and dozens of mono photos.

ILLUSTRATED FERRARI BUYER'S GUIDE
Dean Batchelor
£6.95 NEW! July
Given the chance to buy a Ferrari, which would you choose? This fully illustrated guide provides you with all the knowledge and information necessary to make that vital choice.

Available from all good bookshops or, in case of difficulty, please write to the Sales Manager, Osprey Publishing, 12-14 Long Acre, London WC2E 9LP. Tel: 01-836 7863 (Please add 15% p&p, 75p minimum, £2.00 maximum). For further details of our automotive titles, send for our FREE catalogue.

LOWER MOTOR INSURANCE RATES FOR SPORTS CARS

Telephone
01-530 3633
(3 lines)

Telephone
01-597 2422
(9 lines)

Special schemes/rates available for:

Alfa Romeo — Aston Martin — BMW — Ferrari — Jaguar — Lancia — Lotus — MG's (reduced group rating) — Morgan — Porsche — TVR — TR4,5,6,7's
65% NCB * Low mileage discounts * Agreed values * annual green cards
Plus excellent terms for young drivers and adverse accident/conviction records.

Premium Instalment Plans

OFFICE HOURS
10am-5pm (Sat 1pm)

Example Rate 1
AGE 30, HERTS AREA,
COMP. COVER
INSURED + SPOUSE,
CLEAN RECORD
MAX NCB
1976 MGB
OUR PREMIUM £112.00

Example Rate 2
AGE 25. CLEAN RECORD.
LONDON MET. AREA.
INSURED ONLY TO DRIVE.
MAX NCB.
FORD XR3.
OUR PREMIUM £98.

M.R.B. INSURANCE BROKERS LTD.
13 HIGH STREET, WANSTEAD, LONDON E.11
313 HIGH ROAD, CHADWELL HEATH, ROMFORD, ESSEX.

Over £200,000 worth always in stock!

IF NOT SATISFIED, WE WILL REPLACE OR REFUND.

We give a fast Mail Order Service and can take your order over the phone if you quote your Access, Barclaycard or American Express Card Number

demon tweeks

Dept ARM, High Street, Tattenhall, Nr. Chester, Cheshire. CH3 9PX.
Phone: (0829) 70625
(24-hour Ansafone service)
Telex: 61496 TWEEKS
Open Mon-Sat 9.00-5.00
Sun 11.00-1.00

Send large SAE for Literature Pack.

Wheels

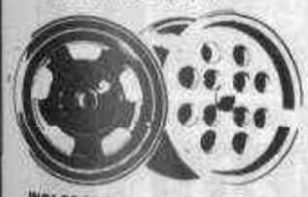


SPECIAL COMPETITION RALLY USER SCHEME AVAILABLE TO MISTRAL WHEEL USERS!

MISTRAL & REVOLUTION

	Mistral	R/ution
5 x 10	£21.50	£31.60 (R)
5 x 12	£23.95	£35.40 (R)
5½ x 12	£25.95	N/A
5½ x 13	£29.95	£38.75 (R)
6 x 13	£31.50	£40.00 (R)
7 x 13	£34.95	£47.40 (C)

(R) = Road wheel (C) = Comp wheel
Mistral use std. nuts
Revolution nuts £12 per 16



WOLFRACE

	Slot	Sonic
5 x 12	£37.50	£37.50
5½ x 13	£46.50	N/A
6 x 13	£46.50	£42.95
7 x 13	£47.50	£47.85

PRICE INCLUDES NUTS



ALEYCAT ALLOY — WELLER 8 SPOKE STEEL

	Aley-cat	Weller 8 Spoke
5½ x 10	N/A	£13.75
5 x 12	£28.75	£17.50
5½ x 13	£31.75	£17.50
6 x 13	£33.75	£17.50
7 x 13	£36.95	£18.75
8 x 13	£39.95	N/A

ALEYCAT & WELLER USE STD. NUTS

CARRIAGE WHEELS £1 EACH
LOCKNUTS (Set of 4) £13.95

Steering Wheels

INTERSPORT

Leather 3 Spoke Alloy 12" 13" 14" 15"	£19.95
Leather 4 Spoke Alloy 13" & 14"	£23.50
Fitting Boss	£8.95

P. & P. £1.50 (COMPLETE)

Spoilers

KAMEI

Golf Arch Spoiler Kit	£110.50
Sill Kit for Above	£50.00
Rear Spoiler Golf	£37.00
Multi Colour Decor Sets	£31.50
Front Spoiler Golf	£31.50

SECURICOR £3.25

Manifolds

4 BRANCH

RS2000 Mexico/1600 Sport	£62.50
Cortina/X Flow	£34.00
Cooper L.C.B.	£32.00
Cooper 3 Branch	£27.50
Midget/Sprite "A"	£34.25
	£19.00

Seats



CORBEAU

GT4	£47.25
GT5	£57.45
GT6	£76.95
GT7	£87.85
GT8	£63.95
GT8 H/Back	£73.25
GTA	£31.95
GTA H/Back	£34.95
GTB Black	£73.25
GT8 Euro	£104.45
GT8 Euro Hi-Back	£121.85
Euro S/Frame	£19.50
Sub Frame	£ 9.95
Comp Frame	£10.50
Flat Bar	£ 1.68
H/Rest	£ 8.95

HOPKIRK RX2000 '82 SEATS

RX2050 Lo-back R/c c/w sides	£86.95
RX2100 Lo-back r/c, flat cushion	£86.95
RX2150 Hi-back r/c, flat cushion	£86.95
RX2250 Lo-back seat, fixed	£76.75
RX2300 Hi-back Int. Comp.	£76.75
Headrests	£ 9.50
Universal S/frame, dble locking	£12.95
Adaptor Bar fixing kit (not all cars)	£ 4.75

RECARO

Rally	£195.00
H/Back Race	£195.00
Ideal "N" 81	£195.00
Ideal "LS" 81	£225.00
Electric Adj.	£305.00
Ideal "C" 81	£465.00
Orthopaedic	£555.00
Headrests	£20–£23
Subframes	From £16.00

SCEPTRE

Low-sided Sports	£36.00
Full Comp c/w Harness Slots	£46.00
Hi Back Comp. c/w Harness Slots	£54.00
Subframe – Std & Comp	£9.95

ALL SEATS £3.50 DELIVERY

Driveshafts -new

EXAMPLES: (NEW)

Golf 1/1300 L/H	£51.65
Golf 1/1300 R/H	£57.85
Golf GTi L/H	£54.95
Golf GTi R/H	£64.95
Golf 1500 L/H	£52.65
Golf 1500 R/H	£71.85
Beetle 1302 L&R/H	£56.95
Alfasud L&R/H	£54.50
Alfetta L&R/H	£58.45
Audi (most) L&R/H	£81.85

We also stock: Fiat, Renault, Peugeot, Chrysler driveshafts. Delivery via Securicor. £3.50

Essex performance Camshafts

4 CYLINDER ENGINES

Fast Road (Green)	£21.00
Road/Rally (Yellow)	£23.00
Stage Rally etc. (Red)	£25.00

6 CYLINDER ENGINES
+ 50% ON ABOVE
SECURICOR £3.25

VALVE SPRINGS TO GO WITH ABOVE CAMS

Set of Single Springs 4 Cyl	£12.50
Set of Double Springs 4 Cyl	£17.50

CAM FOLLOWERS FOR ABOVE CAMS

Mini & Ford X/Flow etc	Set £15.00
Ford 1.6/2 Litre S.O.H.C.	Set £24.00
Ford V6 Post 72	Set £30.00
Chevette "B" Series	Set £15.00

P. & P. £1.50

Coil Springs

ALL GUARANTEED (12 MONTHS)
Prices per Pair

LEYLAND

MG8 GT (F) +	£21.95
MGB Coupe (F) +	£19.40
Midget Rally (F) *	£19.85
Midget Lowered (F) +	£25.95
Midget STD. Height (F) +	£25.95
Range Rover (F & R) +	£39.40
Triumph TR7 (F & R) +	£25.25
Spitfire (F) +	£26.68
Triumph 2, 3, 4, 5, 6 + (F)	£21.50
Triumph 5 & 6 (R) +	£26.20
Dolly Sprint (F) +	£20.45
Dolly Sprint (R) +	£16.50
Triumph 2000 (F & R) +	£27.65

BMW

BMW 323i (F) +	£28.25
BMW 323i (R) +	£17.45

FORD

Capri (F) +	£17.85
Cortina Mk.I + 1" *	£18.35
Cortina Mk.I +	£18.35
Cortina Mk.II +	£18.85
Cortina 1600E STD.	£19.96
Cortina Mk.3 (F & R) +	£25.95
Escort T/C RS 145lb. + 1"	£17.95
Escort T/C RS 135lb. + 1"	£16.95
Escort T/C RS 190lb. + 1"	£26.50
Escort T/C RS 145lb. –1"	£20.76
Escort 11/1300 145lb. + 1"	£16.95
Escort 11/1300 145lb. –1"	£17.95
Escort 11/1300 180lb.	£17.95
Escort T/C RS World Cup	£19.95
Fiesta (F) +	£17.95
Fiesta (R) +	£16.85
Escort Mk.3 (F) +	£20.25
Escort Mk.3 (R) +	£22.95
Escort Mk.3 (F) + 1" *	£22.95
Escort Mk.3 (R) + 1" *	£24.75
Granada (F) +	£39.95
Granada (R) +	£39.95
Cortina Mk.4 (F) +	£34.75
Cortina Mk.4 (R) +	£33.40

LOTUS

Elan (F) STD.	£11.45
Elan (R) STD.	£15.95
Elan +2 (R) STD.	£19.45
Europa (F) STD.	£15.95
Europa (R) STD.	£15.95

RELIANT

Scimitar (R) STD.	£20.85
Scimitar (F) SE6 STD.	£25.50
Scimitar (F) Up to SES	£22.85

TALBOT

Avenger (R) *	£25.56
Avenger (F) *	£27.50
Imp RAC Spec. (F) *	£17.28
Imp RAC Spec. (R) *	£24.95
Sunbeam (F) 145lb. –1" *	£27.00
Sunbeam (R) 210lb. –1" *	£22.28
Sunbeam (F) 165lb. *	£20.65
Sunbeam (R) 165lb. *	£20.65
Sunbeam (F) 195lb. –1"	£25.30
Sunbeam (R) 195lb. –1"	£19.25

VAUXHALL

Chevette (F) Tarmac *	£21.45
Chevette (R) Tarmac *	£34.25
Chevette (F) T *	£26.85
Chevette (R) T *	£34.25
Cavalier (F) +	£26.75
Cavalier (R) +	£34.25
Magnum (F) +	£20.85
Magnum (R) +	£23.35

VOLKSWAGEN

Golf GTi 1" + (F)	£23.60
Golf GTi 1" + (R)	£23.25
Golf Std. 1" + (F)	£23.60
Golf Std. 1" + (R)	£23.25

SYMBOL CODE

+	25% Up Rated From Standard
*	Rally Specification
–1" etc.	Ride Height Difference from Standard Car
STD.	Standard Specification

CARRIAGE: POST £2 PAIR
SECURICOR £3.25 UP TO 3 PAIRS

Struts



D.T. STRUTS

15% U/R Fast Road	£15.35
30% U/R Rally	£16.35
Super Tweek Road	£17.95
Eppynt Wedged Rally	£19.95
World Cup Thick Rod	£19.95

TR7 UNITS ADD £10

STRUT ACCESSORIES

Strut Gaiters	Each £2.30
Brace Bars	From £15.95
Coil Spring Clamps	£5.95

N.B. All Struts carry a £10 per unit surcharge which is refundable on return of a serviceable old unit.
CARRIAGE & PACKING £3.50 PER PAIR

Lever Arm Shocks



ALL OUR UNITS ARE TO THE HIGHEST STANDARDS.

	30% UR	STD.	NEW
D/bl. Arm	12.25	10.65	22.45
Single Arm	9.50	8.75	16.95
Marina	14.75	12.65	19.25

Cortina Mk.1 & 11 Adjustable Rear Levers (New) £12.95 Each
All Lever Arm Shocks carry a £10 Surcharge returnable on receipt of a similar servicable lever arm.
CARRIAGE & PACKING £3.50 1 or 2 PAIRS

Conversion Kits

LEVERS TO TELIS

Marina Mk.1 & 2 Complete Kit

Adjustables Armstrong	£36.95
Monroe H/Duty	£38.50
Spax Adjustables	£44.50
Koni (The Best)	£55.00

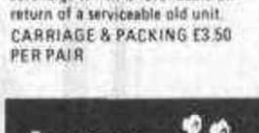
Conversions available for Sprites (Rear), MGB (Rear), Healey 3000 (Front), M1000 (F & R), Riley 1.5 (F & R). Koni Only
ALL £65 PER KIT
CARRIAGE & PACKING £3.50

ROVER SDI REAR TELISCOPIC COIL SPRING CONVERSION

Monroe Kit Complete	£47.50
Koni Kit Complete	£139.50

CARRIAGE £3.50 SECURICOR

Leaf Springs



EXAMPLES:–	Prices Each
Sprite Mk.1 & 2, 3 & 4	£26.34
Healey 100/6, 3000	£28.50
Escort Mk.1 H/Duty	£21.00
Escort CD6 & CD8	£19.95
Cortina Mk.1 & 2	£28.00
Capri Mk.II & III	£26.50
Morris 1000	£21.20
Marina (All) H/Duty	£26.20
Landrovers	From £34.50
Hillman Hunter	£24.00
Jaguar XK 150 '57-'61	£39.00
Jensen Interceptor	£61.00
MGA '55-'61	£25.50
MGB	£25.20
MGB Coupe H/Duty	£35.00
MG Magnette 2A, 2B	£40.50
Triumph 2, 3, 3A	£27.00
Herald	£48.00
Vitesses '62-'67	£36.25
Spitfire Mk.1, 2, 3	£36.25
GT6 Mk.2 & 3	£37.00
CD6 Ford	£19.95
CD8 Ford	£19.95

CARRIAGE 2 SPRINGS £3.50

Telescopic Shock Absorbers & Inserts

Largest U.K. Koni stockist.

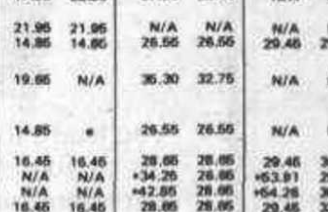


	ARMSTRONG STD Front	ARMSTRONG STD Rear	SPAX ADJ Front	SPAX ADJ Rear	KONI ADJ Front	KONI ADJ Rear	BILSTEIN H/DUTY Front	BILSTEIN H/DUTY Rear
ALFA ROMEO								
Gulia, 1300, 1600	11.50	11.50	14.85	14.85	28.85	26.55	33.16	33.16
GT, GTA, GTV, GTJ, L, Ti + Super	11.50	11.50	14.85	14.85	26.55	26.55	33.16	33.16
Alfetta, 1.6, 1.8, 2.0, GT, GTV, Giulietta	15.25	11.50	16.45	15.85	29.75	27.60	34.75	34.75
Alfasud 1350, 1500, Super Ti	N/A	11.50	N/A	17.95	+44.80	31.40	+49.12	35.80
AUDI								
100, L, GL, LS, + Coupe with Telescop.*	N/A	N/A	19.85	14.85	34.85	27.60	33.70	47.88
100,L,LS,GL,GLS,5E,5S,Avant,200,5T & 5E	+22.50	15.75	N/A	N/A	+44.80	29.75	+57.80	47.01
BMW								
1500, 1502, 1600, 1602, 1800, 1802	+19.95	11.50	N/A	15.85	+42.85	28.85	+56.70	34.95
2000, 2002, Ti, Tii, Coupe, Turbo	+19.95	11.50	N/A	15.85	+42.85	28.85	+56.70	34.95
316, 318, 320, 323, 323i	+19.95	19.95	N/A	32.55	+42.85	34.15	+61.00	47.01
2500, 2.8, 3 Litre, 5, L, 3.3L Saloon	+19.95	32.00	N/A	32.55	+42.85	42.85	+61.00	48.95
518, 520, 525, 528, 530, 630, 633, CS, CSi	+19.95	32.00	N/A	32.55	+42.85	42.85	+61.00	50.71
628, 635, CSi, 728, 730, 732, 733, 735i	+19.95	32.00	N/A	32.55	+44.80	42.85	+61.00	48.95
BRITISH LEYLAND								
Mini, Clubman, Cooper, 1275 GT, Sal + Est.	8.95	8.95	14.85	14.85	26.55	26.55	29.46	29.46
Mini Metro	8.95	N/A	14.85	N/A	29.35	N/A	N/A	N/A
MG, TD, TF, Midget, Sprite, Ali, MGB, MGA, Magnette	*	*	*	* Kit	*	* Kit	*	*
MGC	11.50	*	19.85	* Kit	26.55	* Kit	N/A	*
Morris Marina, Ital Sal, Est, Van 1.3, 1.8 All	*	11.50	* Kit	14.85	* Kit	26.55	*	N/A
DATSUN								
Cherry 100A, 120A, F1, F11 Saloon, Coupe	+19.95	8.95	N/A	N/A	+42.85	28.85	N/A	N/A.
240Z, 260Z, 280Z, Coupe, 2 + 2, ZX	+22.50	+22.50	N/A	N/A	+44.80	+44.80	+56.70	+56.70
FERRARI								
275, 330, 206, 246 GT-B-C-S	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/A
Dino 308, GT6, GTB, GT4, GTS, Spider, +2+2	N/A	N/A	N/A	N/A	42.85	42.85	N/A	N/A
365, GT, GT4, GTC, Daytona, 2+2, 512, 400GT Auto	N/A	N/A	N/A	N/A	47.25	47.25	N/A	N/A
FIAT								
124, 125, 126	11.50	11.50	14.85	16.45	26.55	27.60	32.85	32.85
131, Mirafiori	+19.95	11.50	N/A	16.45	+47.25	28.85	+53.90	32.85
X19	N/A	N/A	N/A	N/A	+42.85	+42.85	N/A	N/A
Ritmo, Strada	+19.95	+19.95	N/A	N/A	+45.85	+45.85	+61.77	+61.77
Panda	N/A	N/A	N/A	N/A	+45.85	35.35	N/A	N/A
FORD								
Fiesta 1.0, 1.1, 1.3, 1.6	+19.95	16.95	N/A	N/A	+44.80	42.85	+60.20	40.26
Capri Mk 1, 2, 3 All	+19.95	11.50	N/A	16.45	+44.80	28.85	+57.45	33.88
Escort Mk 2 1100/1300/1600 Sport Sal + Est	+19.95	11.50	N/A	14.85	+37.90	26.55	+51.76	35.12
Escort Mk 2 Mexico, RS1800, RS2000	+ N/A	11.50	N/A	14.85	+47.25	31.85	N/A	35.12
Escort Mk 3 Saloon, Estate XR3	+19.95	16.95	N/A	N/A	+44.80	+44.80	N/A	N/A
GILBERN								
Invader Mk 3	11.50	N/A	16.45	30.85	29.75	N/A	N/A	N/A
JAGUAR								
2.4, 3.4, 3.8, 240, 340, XK140, 150	23.75	N/A	19.85	19.85	35.80	35.80	N/A	N/A
3.8S, 420, 420G, E Type, Mk X	23.75	N/A	19.85	23.95	35.80	31.85	N/A	N/A
XJ6, XJ12, XJS	16.25	19.95	19.85	23.95	27.60	32.90	N/A	N/A
JENSEN								
Interceptor	23.75	23.75	19.85	19.85	36.30	36.30	N/A	N/A
Healey	11.50	11.50	14.85	14.85	32.90	32.90	N/A	N/A
LANCIA								
Fulvia, Flavia Saloon + Coupe	N/A	N/A	14.85	14.85	26.55	26.55	N/A	N/A
Beta Saloon, Coupe, HPE, Monte Carlo, Gamma	+19.95	+19.95	N/A	N/A	+42.85	+42.85	+57.46	+57.46
Delta	N/A	N/A	N/A	N/A	+67.75	+67.75	N/A	N/A
LOTUS								
Seven Series 2/3/4	22.50	22.50	21.95	21.95	42.60	40.25	N/A	N/A
Elan, Elan + 2	22.50	+19.95	21.95	N/A	49.50	+44.80	N/A	N/A
Eclat 520, 521, 522, 523, 524, Elite 501, 501, 503, 504	23.00	23.00	21.95	21.95	47.25	47.25	N/A	N/A
Europa Series 2, inc. T/Cam	22.50	22.50	28.85	21.95	42.60	40.25	N/A	N/A
Esprit	16.75	23.00	17.95	32.55	37.90	62.40	N/A	N/A
MARCOS								
Coupe, 2 Seater	N/A	N/A	21.95	21.95	N/A	N/A	N/A	N/A
Mini Marcos	8.95	8.95	14.85	14.85	26.55	26.55	29.46	29.46
MAZERATI								
Ghibli, Bora, Mexico	N/A	N/A	19.85	N/A	36.30	32.75	N/A	N/A
MERCEDES Available please enquire price								
MORGAN								
Plus 4, 4+4, Series 2, 3, 4, 5, + Plus 8	11.50	*	14.85	*	26.55	26.55	N/A	N/A
OPEL								
Kadett B+C Models, Saloon, Coupe, (Ex GTE), Ascona + Manta A+B	11.50	11.50	16.45	16.45	28.85	28.85	29.46	30.86
Kadett D Model 1980 on	+19.95	11.50	N/A	N/A	+34.25	28.85	+53.91	29.46
Monza, Rekord III + Senator (Fitted with Struts at front)	+19.95	11.50	N/A	N/A	+42.85	28.85	+64.28	30.86
Commodore B, GS, +GSE, Rekord II	11.50	11.50	16.45	16.45	28.85	28.85	29.46	32.97
PEUGEOT								
104	+19.95	23.00	N/A	16.45	+61.80	41.80	N/A	N/A
204, 304	+19.95	23.00	N/A	N/A	+44.80	52.80	N/A	N/A
305	N/A	32.00	N/A	N/A	+44.80	52.90	N/A	N/A
404, 504, 604	+19.95	11.50	N/A	16.45	+44.80	32.75	N/A	N/A
PORSCHE								
911 (State Koni or Boge type fitted) + 914	+19.95	N/A	N/A	24.45	+44.80	37.90	+111.71	47.88
924 inc. Turbo	N/A	N/A	N/A	14.85	+42.85	29.75	+86.10	33.70
928	N/A	N/A	N/A	N/A	52.90	52.90	69.15	62.40
RELIANT								
Scimitar GTE SE5 + SE6	N/A	N/A	20.55	20.55	42.60	42.60	N/A	N/A
Scimitar GT	N/A	N/A	20.55	20.55	42.60	42.60	N/A	N/A
RENAULT								
R4, R5, R6, +R16	11.50	16.25	16.45	16.45	27.60	28.85	31.20	32.85
ROVER								
3 Litre + 3.5 Litre	N/A	N/A	19.85	19.85	26.55	26.55	N/A	N/A
2300 SDI	+19.95	N/A	N/A	N/A	+42.85	32.75	N/A	N/A
2600, 3500 SDI models	+19.95	85.00	N/A	N/A	+42.85	Kit	N/A	N/A
Range Rover	23.75	23.75	19.85	19.85	37.75	27.75	39.88	39.88
Range Rover Heavy Duty Stabilizers	N/A	N/A	N/A	N/A	39.80	43.80	N/A	N/A
TALBOT								
Hillman Imp All	11.50	11.50	17.25	14.85	31.85	29.15	N/A	N/A
Minx, Hunter, Sceptre + Avenger	+19.95	11.50	N/A	14.85	+42.85	26.55	N/A	30.16
Sunbeam 1.0, 1.3, 1.6 inc. Lotus	+19.95	11.50	N/A	14.85	+42.85	26.55	N/A	30.16
Solara, Horizon + Alpine	11.50	11.50	16.45	16.45	26.55	27.60	32.85	32.85
Simca 1000, All, 1100, 1300, 1500	11.50	11.50	14.85	14.85	27.60	28.85	N/A	N/A
TOYOTA								
Celica GT, LS, ST, Carina, Corolla, 1200, 1300 inc. 1600, Cressida	+19.95	11.50	N/A	17.95	+44.80	27.60	+56.70	33.16
TRIUMPH								
Herald, Vitesse, Spitfire, +GT6	12.95	11.50	18.50	14.85	31.40	28.85	N/A	N/A
Toledo, 1500, +TC, Dolomite + Sprint	12.95	12.95	29.35	19.85	31.40	31.40	N/A	N/A
TR3, 4, 4A, 5 + 6 (where telis fitted)	11.50	*	14.85	*	27.60	*	N/A	N/A
TR7 + TR8	+19.95	11.50	N/A	14.85	+42.85	28.85	N/A	N/A
TVR								
Griffith, 200/400 Series, Vixen S1/S2 Tuscan V8, 1800S	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/A
2500M, Vixen, 2500, 3000M, 3000SE, Taimar	19.95	19.95	19.85	19.85	40.25	40.25	N/A	N/A
Tasmin	11.50	23.00	N/A	N/A	N/A	N/A	N/A	N/A
VOLKSWAGEN								
Beetle All (with Telescopics)	11.50	11.50	14.85	14.85	28.85	26.55	N/A	N/A
Beetle 1302, 1303 (with front struts)	+19.95	11.50	N/A	14.85	+42.85	28.85	+61.78	28.70
Passatt, 411, 412	+19.95	11.50	N/A	14.85	+42.85	29.15	+64.25	32.63
Golf, Jetta, Polo, Derby + Scirocco	+19.95	19.95	N/A	30.55	+34.25	30.25	+61.76	47.00
VOLVO								
120, 121, 122, 130, 131, 133	11.50	11.50	14.85	14.85	27.60	27.60	N/A	N/A
142, 144, 145, 164	11.50	11.50	14.85	14.85	28.85	28.85	31.20	31.20
242, 244, 245, 264, 265, 343, 345	+19.95	11.50	N/A	14.85	+42.85	28.85	+56.70	34.76

CARRIAGE: POST £2.50 PAIR SECURICOR £3.50 PAIR

* INSERT * LEVER ARM + STRUT ^ MODELS MAY ALTER – CONFIRM PRICE BEFORE ORDERING

Tyres rally & fast road



	GOODYEAR NCT	PIRELLI P7	DUNLOP
205/60-13	£49.30	£67.75	£53.60 D3
185/65-14	£42.50	–	£46.27 D3
195/60-14	£50.25	–	£58.70
205/60-15 HR	£62.66	–	–
225/50-15	–	£121.00	–
205/60-15	£73.40	–	£79.50
205/55VR-16	£131.56	£144.38	£142.95 D4
225/50VR-16	£149.24	£129.25	£162.33 D4

CARRIAGE TYRES £3.50 PER 2 TYRES "MAINLAND ONLY"
ALL PRICES ARE + CARRIAGE THEN + VAT 15% (15p in the Pound)

How to Buy

ALL PRICES ARE + CARRIAGE THEN + VAT 15% (15p in the Pound)
PAY BY ACCESS/BARCLAYCARD/AMEX.
ORDER OVER THE PHONE OR WRITE IN

Add VAT to all prices

ALL AVAILABLE MAIL ORDER – SEND FOR COLOUR CATALOGUE – ONLY 50p

TISSOT

QUARTZ

below ***HALF PRICE***

and INTEREST FREE CREDIT!!!



Model No. Z40739
List Price
£145.00

NOW ONLY £69.50

JUST £6.95 DEPOSIT

SPORTS ENTHUSIASTS

You lead a tough, active life and you need a watch that will stand up to your lifestyle. The Tissot PR516 quartz is designed to withstand water and shocks. That's why it has 7 extra protective features, inside and out. The rim of the dial is placed under synthetic elastic material and a shock-absorbing ring protects the quartz movement. The case is specially shaped to give full protection to the inset crown. The mineral crystal is 30% thicker than standard and the case back is thicker too by 40%. (The double case back is the best protection there is against dust.) And finally, the water resistance of every PR516 watch is checked to a depth of 150 feet. The PR516 is a watch you can rely on – always: with its accuracy of ± 2 minutes a year and 3-year battery life. Other attractions: electronic setting of the second hand and magnetic coupling for rapid change of hour and date (when changing time zones). Easy to read, super luminous dial. Clicking outer bezel rotates one way only.

Two Ladies Models available. Send for leaflet

CREDIT CARD ORDERS

MALVERN (06845) 63977 and give your Card Number
ACCESS, VISA, AMERICAN EXPRESS, DINERS CLUB

SAME DAY DESPATCH

PARRYS **of Malvern, Church Street, Malvern, Worcs.**

TISSOT SPECIAL OFFER Z40739
to: Parrys of Malvern, Church Street, Malvern, Worcs.

NAME .....
ADDRESS .....
.....

Please send me Tissot watch ref: Z40739
I enclose cheque/P.O. for £69.50 as FULL CASH PRICE
I enclose cheque/P.O. for £6.95 as 10% deposit
Please charge £69.50 to my ACCESS, BARCLAY CARD, AMERICAN EXPRESS, DINERS CLUB A/C No .....
Signature .....

A SHINING EXAMPLE OF STRENGTH



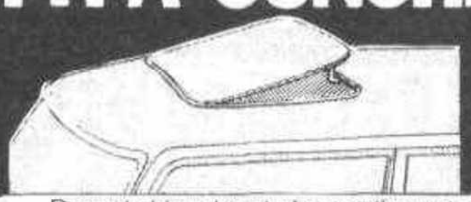
The secret of Midas is our unique monocoque in self coloured glass fibre. It's the world's strongest, lightest, 2+2 monocoque available for road cars and because of the structure's amazing stiffness and the extraordinary perfection of the mould, the self-coloured finish is deeply gleaming. It never needs painting, and it can never, ever rust or corrode. Think about that. And to find out more, send one pound today to the address below for a full colour catalogue for details of Britains economy Supercar. Prices for kits start at £2250 plus v.a.t

MIDAS

DEPT. MS, MIDAS CARS, ST LUKES ROAD, CORBY, NORTHANTS NN18 8AJ

Midas Cars carry a Lifetime No Rust Warranty.

FIT A SUNSHINE ROOF FOR JUST £55-90 (+P&P £3·60)



Remarkable value at a fraction the cost of a dealer-fitted unit, the Skylark tilting sunroof is generously proportioned and of the highest quality.

Look at these features:

- ★ **Contoured, low-drag, solar-bronze tinted panel.**
- ★ **Quick release catches to tilt or remove.**
- ★ **Low external profile. Size – 17" x 32".**
- ★ **Concealed inner fixings.**
- ★ **Completely weatherproof and thiefproof when closed.**
- ★ **Designed to fit virtually all cars.**
- ★ **Clip-on deflector optional at £12.50 extra inclusive.**

Straightforward DIY fitting instructions are supplied with every sunroof. Professional fitting can be undertaken in all areas at an additional cost of £25 plus VAT. Please indicate if you require this service – you will be billed separately for fitting. Please allow 14 days for delivery.

If you wish to order by telephone, quoting your Access/Barclaycard or Visa number, just 'phone (0691) 59429 (24 hr answering service).

CANDY VALLEY TRADING LTD.

CANDY VALLEY, OSWESTRY, SHROPSHIRE

To: Candy Valley Trading Limited, Candy Valley, Oswestry, Shropshire.
Please send me ..... tilting sunroof(s) at £59.50 (price includes p + p at £3.60).
I enclose cheque/P.O. for £ ..... payable to Candy Valley Trading Limited.
I wish to pay by Access/Barclaycard/Visa. Please debit my account.
No. ..... Signed .....
Car make/model .....
Name ..... Address .....
.....
If you require our fitting service please tick box and we will make the necessary arrangements. ☐ M.S.6

mazda

Richard Knight Cars Ltd



NEW MAZDA RX7 SERIES 2

England's largest Mazda RX7 dealer announce the new Series 2 Mazda RX7 from only £9,199 ex works, with the sensational 140 mph Elford TURBO version available from £11,499.

Full range of Mazda 323, 626, 929 and Commercial Vehicles available ex stock from England's most progressive Mazda dealer

EXCLUSIVE MAZCOVER 3 YEAR WARRANTY

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

LONDON

PROTECT VALUED CAR SPRINGS



Mud. Rain. Dust. Stones. Grit. All enemies of valuable underbodies – and springs.

Wefco Spring Gaiters are custom made in leather and shaped to fit, protect, and give a positive seal to damaging road elements.

Almost all models can be catered for – regardless of vintage. And sales are world-wide.

For full details just complete and clip the coupon.

WEFCO Leather Spring Gaiters

Over 60 years of service.

To: Wilcot (Parent) Company Ltd, Alexandra Park, Bristol BS16 2BQ, England. Telephone (0272) 651407

Please send me your Wefco brochure and measurement form.

Name _____

Address _____

MS

CSE

17.5 m.p.g. at 140 m.p.h.? In the U.K.?

No problem – in a 4-seat Piper Aircraft!

PIPER

Learn to fly? For free?

No problem – when you buy a new Piper!

PIPER

For details of our nationwide scheme cut the coupon below and send it to Jeremy Smith, Piper Sales Manager, at CSE Aviation Limited, Oxford.

To: **Jeremy Smith, Piper Sales Manager, CSE Aviation Limited, Oxford Airport, Kidlington, Oxford OX5 1RA. Telephone Kidlington (086-75) 4321. Ext. 207.**

Please send me details of your nationwide scheme to buy a new Piper and learn to fly free.

Name _____ Position _____

Address _____

Tel. No. _____

36 miles per gallon from your Range Rover



The Malcolm Cole Range Rover conversion will give you miles and miles more per gallon of diesel.
A fuel consumption of up to 36 m.p.g. brings your Range Rover into economy class motoring.
With a Peugeot XD2S the package conversion from Malcolm Cole:

Tows well, accelerates fast through traffic,
no stall problems, no wet or flood problems,
an excellent starter.

In short – a Range Rover with *everything*.
Send today for further details and fuel savings for your Range Rover.

To: Malcolm Cole Ltd., (Dept MS) Freepost,
48 Hatch Pond Road, Poole, Dorset BH17 7JZ
Tel: 0202 682830

MALCOLM COLE LTD

GTi ENGINEERING

Volkswagen Audi Performance Parts and Services

Unit 9-Silverstone Circuit-Towcester-Northants NN12 8TN
Tel: 0327 857857



STROMBERG · SUBUTEC · WEBER · SOLEX · ZENITH

MAIL ORDER TELEPHONE 0722 21777

CARBURETTORS, SPARES. EXCHANGE UNITS, SERVICE KITS, GASKETS, ETC

WEBER SERVICE KITS

28/36 DCD	£7.66	32 ICEV	£9.36	38 DGAS	£12.98
32 DFE/DFM	£9.02	32/36 DGAV	£12.98	40 DFAV	£11.24
32 DFT	£9.02	32/36 DGV	£10.60	DCOE	£9.02
32 DIR	£9.36				

NEW S.U. CARBURETTORS AND SPARES
Vast stock of S.U. carbs and parts for most applications up to 50% discount on new carbs.

S.U. REPAIR & REBUILD KITS

Type	Repair	Rebuild	Type	Repair	Rebuild
H	£10.50	£12.50	HS8	£11.25	£14.50
HS	£9.50	£11.50	HD	£14.50	£16.50
HS Waxtat	£16.40	£18.40	HIF	£14.75	£18.50

Contents — Repair — Needle, Jet, Float, Valve Gaskets and Seals. Rebuild — as repair kit but inc. Throttle Spindle.

STAINLESS STEEL EXHAUST SYSTEMS
Guaranteed for the life of your car: Austin Healey, MG, Jaguar, Rolls, Bentley and most classics. Phone/write for quote.

MANUAL CHOKE CONVERSION KITS

Weber DFAV, DGAS, DGAV, ICEV, DFT	£17.95
Autolite, Fomoco	£18.95
Solex DIDTA Cavalier (Opel 1.6)	£21.95
Zenith WIAT	£23.95

Complete with instruction and choke cables.

WEBER AND ZENITH REPLACEMENT CARBURETTORS FOR ECONOMY AND PERFORMANCE

EUROPEAN CARBURETTORS AND SERVICE KITS
CHROME AIR FILTERS

SU 1⅛, 1¼, 1½	£3.65
SU 1", 2"	£4.45
Stromberg 125, 150, 175	£3.65
Weber DCD, DFA	£4.45
Weber DGV, DCNF, DFM, DCOE	£6.60
Autolite and Solex	£4.45

All prices include V.A.T. & Postage.

BURLEN SERVICES
Greencroft Street, Salisbury, Wiltshire SP1 1JF.
Carburation & Tuning Specialists

How your car behaves depends on the type of Koni you give it







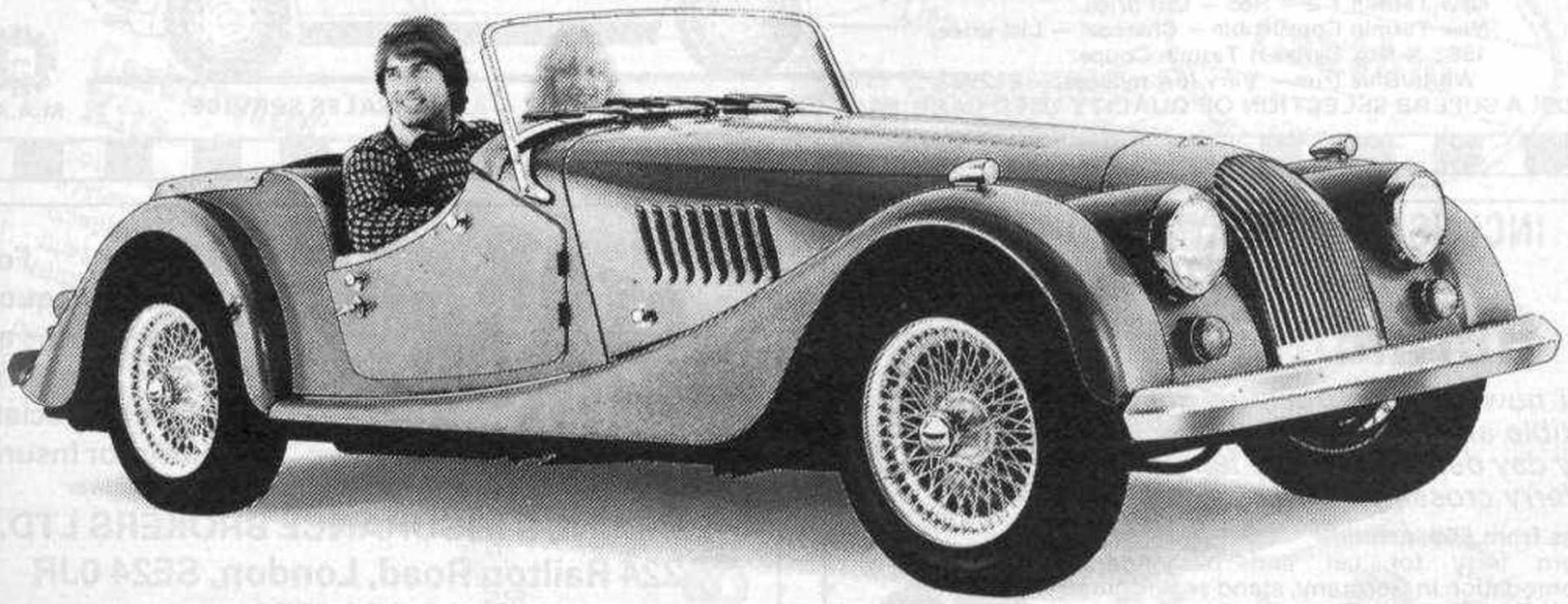
If you're a sports driver your number one priority must be superb roadholding. That's why you should fit Koni Sports shock absorbers. Their unique construction permits damping forces to be adjusted, not only to tune for your car's own characteristics, but also for your individual sporting style of driving.

As a family motorist, of course, you will be more concerned with safety and comfort. Koni Special 'D's with their built-in adjustment are the shock absorbers for you, promising safer motoring for the life of your car. So whatever you drive, be sure and specify KONI.

Koni - they'll make your car better behaved

J.W.E. Banks & Sons Ltd., Dept. no.MS, Crowland, Peterborough, PE6 0JP. Tel: (0733) 210316

FOR THE MAN WHO THOUGHT HE



HAD EVERYTHING

Morgan

FIRST OF THE REAL SPORTS CARS

We would suggest a girl! One who knows there's more to a Morgan than stunning good looks!

So for 1982 our Morgan 4/4–which comes as an open 2-seater or a full 4-seater–conceals beneath its hand-finished bonnet, the very best in engine design.

You can now choose either the Ford 1600cc XR3 engine, as fitted to the top-of-the-range Escort, but sitting forwards not sideways–or the Fiat 1600 twin-cam with its 5-speed gearbox. Both deliver a bit more power and a bit more economy–which is just what you need for shopping.

Contact your nearest Morgan dealer:-

BARNET
John Britten Garages Ltd.
01-449 1144

BRISTOL
John Dangerfield Garages
(0272) 566525

CRANFIELD
Allon White & Son
(0234) 750205

EASTBOURNE
Robin Kay (Motors)
(0323) 26462

EXETER
Phoenix Motors
(0395) 32255

GLASGOW
Parker Bros. (Stepps) Ltd.
041-779 2271

HALESOWEN
Mike Duncan
(0384) 67675

LANCHESTER
I. & J. Macdonald Ltd.
(0207) 520916

LEIGH-ON-SEA
Cliffsea Car Sales
(0702) 77067

LONDON
Morris Stapleton Motors
01-589 6894

F.H. Douglass
01-567 0570

MALVERN
Malvern Sports Car Company
(06845) 63767

MANCHESTER
Sports Motors (Manchester) Ltd.
061-225 3434

OTLEY
Otley Motors Ltd.
(0943) 465222

READING
Mike Spence (Reading) Ltd.
(0734) 883312

SALISBURY
Burlen Services
(0722) 21777

SOUTHPORT
Lifes Motors Ltd.
(0704) 31375

TAPLOW
Station Garage
(06286) 5353

SERVICE AGENTS

LONDON.
Libra Motive Services Ltd.
01-435 8159

SHEFFIELD.
Brian R. Hardy,
0742-28920

THE MORGAN MOTOR COMPANY LTD.
Malvern Link, Worcestershire, England.
Telephone: Malvern 3104/5

R.J.EDE
AND SON LIMITED
35 POUND LANE · CANTERBURY 63349

BRING TVR TO KENT!



SEE THE EXCITING '82 TVR TASMIN RANGE OF BRITISH SPORTS CARS IN OUR SHOWROOM NOW!

FOR IMMEDIATE DELIVERY:—
New Tasmin + 2 — Red — List price.
New Tasmin Convertible — Charcoal — List price.
1981 X Reg. Series II Tasmin Coupe.
White/Blue trim — Very low mileage. — £12995

PLUS! A SUPERB SELECTION OF QUALITY USED CARS. PART EXCHANGES WELCOME — AFTER SALES SERVICE.

M.A.A.

INCLUSIVE DRIVE YOUR OWN CAR PACKAGE TO THE
German Grand Prix

Call now for our brochure giving details of our flexible arrangements.
Any day departures, any length of stay, selection of ferry crossings.

Rates from £69 include:
Return ferry for car and passengers, accomodation in Germany, stand seat for the Grand Prix, Special wine reception.

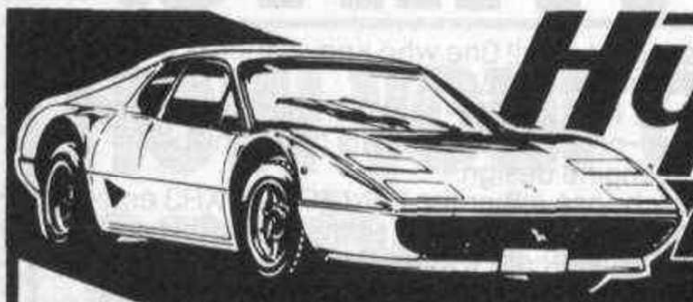
LINDUM TRAVEL AGENCY
373/4 HIGH STREET,
LINCOLN. Tel.: 0522 34571

MOTOR INSURANCE

For a competitive quote, easy terms and security, contact the specialist motor insurers

TERMINUS INSURANCE BROKERS LTD.
224 Railton Road, London, SE24 0JR
01-274 4962

We offer unrivalled services for any make of car and drivers of all ages
Policies issued for three, six or twelve months



Hyperformance SPORTS CARS
01-743 0671
40-44 Western Avenue, London W3.

FERRARIS

512BB, 1977, black, tan hide chauffeur driven P.O.A.

308GTS, 1980, 3000 miles silver, deep spoiler, P7's leather, air conditioned, etc. £17,995

308GTB, 1978, 27000 miles yellow, deep spoiler, w/wheels leather air conditioned stereo £11,995

308GTB, 1978, 28000 miles silver, black hide, air conditioned, stereo fog lights £11,995

308GTB, 1979, metallic red tan hide, w/wheels, air condition, stereo £12,995

OPEN SUNDAYS

LOTUS CENTRE

ELITES:
501,'77, red, cream trim, e/mirrors stereo £5,695
501, '79V, silver, red hide, p.a.s., stereo 21000 miles £8,750
501, '79V, blue, cream hide, p.a.s. stereo, 21000 miles £8,750
501, '79V, red, black trim, stereo 18000 miles £8,250
504, '79V, auto, gold, cream hide, p.a.s., air con stereo £8,995

ESPRITS:
51, '77, red, tartan trim 32000 miles £5,695
52, Comm. Edn, '79 black/gold 18000 miles £8,995

ECLATS:
520, '76R, red £4,795
521, '79, blue, beige trim, e/mirrors roof, stereo £7,995
523, '79V, gold, black trim, p.a.s., air con, stereo, 22000 miles £8,750
523, '79V, black, cream hide, p.a.s. air con, roof etc. £8,750



52.2, '80W, black, cream hide, gold wheels, 19000 miles £10,250

PORSCHE

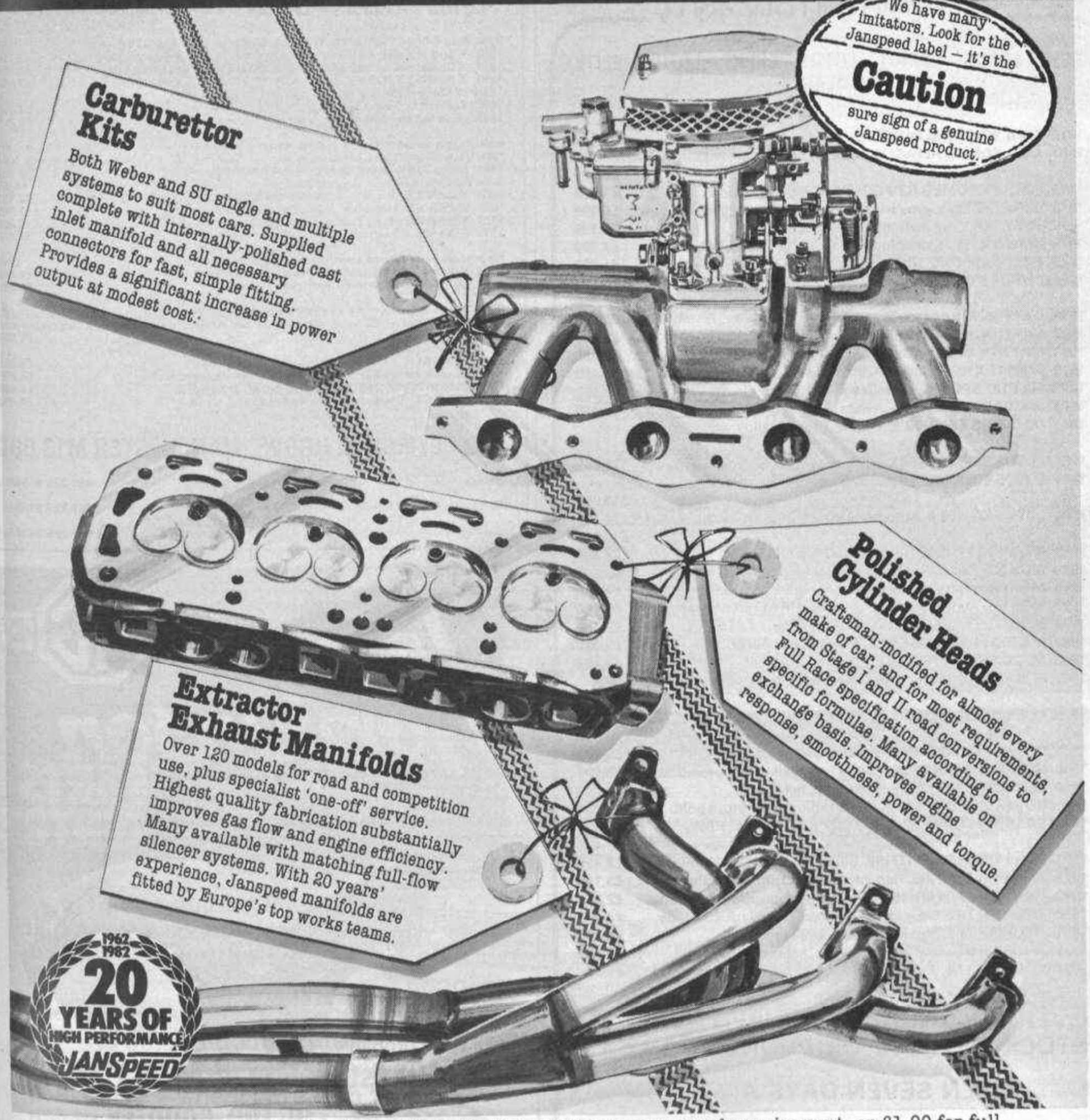
3.3 Turbo, '80W, black, black leather, 19000 miles £29,995



928, '79, blue, black hide, air con, stereo etc. 28000 miles. £13,995
924 Turbo, '80, white/red, air con, stereo etc. 15000 miles. £10,995
924, '81 model, blue, pinstripe, P.D.M. stereo etc. 14000 miles... £8,995

ALL HIGH PERFORMANCE SPORTS CARS (1978 ONWARDS BOUGHT FOR CASH)

Just the ticket!



We have many imitators. Look for the Janspeed label – it's the **Caution** sure sign of a genuine Janspeed product.

Carburettor Kits

Both Weber and SU single and multiple systems to suit most cars. Supplied complete with internally-polished cast inlet manifold and all necessary connectors for fast, simple fitting. Provides a significant increase in power output at modest cost.

Polished Cylinder Heads

Craftsman-modified for almost every make of car, and for most requirements, from Stage I and II road conversions to Full Race specification according to specific formulae. Many available on exchange basis. Improves engine response, smoothness, power and torque.

Extractor Exhaust Manifolds

Over 120 models for road and competition use, plus specialist 'one-off' service. Highest quality fabrication substantially improves gas flow and engine efficiency. Many available with matching full-flow silencer systems. With 20 years' experience, Janspeed manifolds are fitted by Europe's top works teams.

1962 1982 20 YEARS OF HIGH PERFORMANCE JANSPEED

Send s.a.e. for price list, stating your car and requirement, or £1.00 for full catalogue (refundable on purchases over £10.00).

JANSPEED The GO-FASTER Masters

Janspeed Engineering Limited Castle Road, Salisbury, Wilts. SP1 3SQ.
Telephone: 0722 21833 Telex: 47540

CAMDEN MOTORS

of Leighton Buzzard,

NEW LOTUS ESPRIT LOTUS ECLAT LOTUS ELITE AVAILABLE

1978 ALFA ROMEO ALFASUD. 5-speed in green, low mileage. **£1,599**
1981 ALFA ROMEO ALFASUD SPRINT. Bronze, brown trim, 4,000 miles. **£4,999**
1979 (V) ALFA ROMEO GTV COUPÉ. Blue, beige trim. **£3,499**
1979 BMW 728. Blue, grey trim, PAS, radio / tape, HRW. **£6,999**
1979 BMW 323i. Blue, matching trim, radio / tape. **£5,799**
1979 BMW 316. Blue, matching trim, sunroof, radio / tape. **£3,999**
1979 COLT SAPPORO. Red, grey trim, PAS, radio, all. / whls. **£4,299**
1980 CITROËN CX PALLAS INJ. Tinted windows, sunroof, HRW, auto. **£3,999**
1979 DATSUN 260Z 2+2. Red, black trim, all. / whls., r. / tape. **£4,999**
1977 DATSUN 260Z 2+2. Red, black trim, radio. **£3,499**
1981 FIAT X19. 5-speed, alloy wheels, HRW, radio. **£4,999**
1979 (V) FIAT X19. Smartly finished in gold, beige trim. **£3,499**
1979 FIAT 127 SPORT. Low mileage in black, radio, HRW.. **£2,399**
1979 JAGUAR XJ6 4.2 Auto., white, PAS, radio, etc. **£8,499**
1981 (X) LOTUS ESPRIT 2.2. Yellow, r. / tape, alloy wheels, 4,800 miles. **£11,999**
1980 LOTUS ESPRIT ESSEX. Alloy wheels, roof radio, HRW. **£12,999**
1981 LOTUS ECLAT 2.2. Black, PAS, a. / cond., radio / tape, all. / whls. **£11,999**
1980 LOTUS ELITE 2.2. Automatic in red, PAS, all. / whls., radio / tape. **£10,999**
1979 MG MIDGET. Low mileage in white, black trim. **£2,899**
1979 MGB GT. Red, black / grey trim, o / drive, radio / tape. **£3,999**
1980 MGB GT. White / black interior, o / drive, HRW. **£4,999**
1979 MGB GT. Red / black trim, o / drive, HRW, radio cassette. **£3,999**
1978 MGB GT. O / drive, sunroof, HRW, radio. **£2,999**
1980 MAZDA MONTROSE GLS. Silver, radio, HRW. **£3,999**
1980 MAZDA 323 SP. Silver, black trim, radio. **£3,499**
1980 PORSCHE 928. Red / black interior, e / sunroof, rad. / cass., HRW. **£16,999**
1979 PORSCHE 924 TURBO. (V Reg.), 5-speed, radio / cass., all / whls **£10,999**
1980 RELIANT SCIMITAR GTE. Auto., PAS, radio, HRW. **£5,999**
1980 RENAULT 5 GORDINI. Black, s / roof, all. / whls., radio / tape. **£3,999**
1980 RENAULT 5 GTL. Attractive in red, beige trim **£3,299**
1981 ROVER 2300S. Sunroof, HRW, radio / cassette, in gold. **£6,299**
1979 SAAB 900 TURBO. Power steering, all. / whls., HRW, rad. / cass. **£6,499**
1981 (Reg.) TRIUMPH SPITFIRE. Blue, h / soft tops, 300 miles only. **£4,499**
1979 TRIUMPH SPITFIRE. Red, black check trim, low mileage. **£3,199**
1978 TRIUMPH SPITFIRE 1500. Hard / soft tops, radio / cassette. **£2,399**
1980 TRIUMPH TR7. 5-speed coupé in yellow, s / roof, r. / tape. **£4,499**
1981 TRIUMPH TR7. Soft top in gold,7,600 miles. **£5,499**
1979 TRIUMPH DOLOMITE 1500. Black, 8,900 miles. **£2,999**
1981 VOLVO 244 DL. Bronze, radio / tape, 3,000 miles. **£5,999**

OVER 300 NEW AND USED CARS IN STOCK — WRITE OR PHONE FOR LISTS

OPEN SEVEN DAYS A WEEK

OUR TOP ALLOWANCE ON YOUR PART EXCHANGE

Camden Motors
Lake Street,
Leighton Buzzard, Beds.,
Tel: (0525) 372041.

SPORTS MOTORS (Manchester) Ltd.

LOTUS — ALFA — LANCIA — SCIMITAR — MORGAN

		LIST
New. Sud 4-door. Sud Hatch. Ti Sprint, Giulietta, GTV and GTV6.		
1982 X Sud Ti Hatch 1.5.	Silver, vinyl and sun roof, radio/ cassette.	£5,295
1981 X Giulietta 1.8.	Red, alloy wheels, sun roof, radio/cassette.	£4,995
1981 X Sud Ti 1.5.	Red.	£4,995
1980 W Sud 4-door.	1.5, red.	£2,995
1980 Sud Ti 1.5.	Black.	£2,795
1979 T Sud Sprint 1500.	White.	£2,895
New Turbo.	Silver/blue, full leather and red/black cloth.	LIST
New Turbo Esprit.	Red, black cloth.	LIST
1981 Lotus Turbo Esprit.	Black, red cloth, stereo.	£13,495
New SIII Esprit.	Copper/beige cloth.	LIST
1981 X Eclat 2.2.	White, p.a.s., radio/cassette.	£12,995
1981 W Elite 2.2.	Met. blue, p.a.s., radio/cassette.	£12,995
1980 V Elite.	Red, p.a.s., radio, black interior.	£10,495
1979 Eclat 523.	Silver, p.a.s., red leather, vinyl roof.	£7,400
New Trevi.	Manual and auto, H.P.E. auto and Delta.	LIST
1982 X Delta 1500.	Red, alloy wheels. (Also 1981 W).	£4,545
1981 Delta 1500.	Brown, alloy wheels.	£3,995
New GTE.	Auto, white, p.a.s., electric tinted windows.	LIST
1981 W Scimitar GTC.	Auto, p.a.s., Wolfrace wheels, elec. windows, radio/cassette, red.	£8,995
1981 W MGB GT.	Teal blue, one owner, Supercover.	£5,395
1981 Renault Fuego TX.	Silver, radio, elec. windows, p.a.s.	£4,995
1981 Datsun 280ZX 2+2.	Automatic, brown metallic.	£6,495
1980 MG-B GT.	Black, radio, low mileage.	£4,495

250 PLYMOUTH GROVE, MANCHESTER M13 0BG

Sales:	Mon-Fri.	9.30 a.m. - 6.15 p.m.	**061-225 3434/5/6**
	Sat.	9.30 a.m. - 4.30 p.m.	
Parts:	Mon-Fri.	9.00 a.m. - 5.30 p.m.	**061-224 3736**
	Sat.	9.00 a.m. - 12 noon	
Service:	Mon-Fri.	9.00 a.m. - 5.30 p.m.	**061-225 3434/5/6**

Ron Hopkinson

MGB

PARTS CENTRE



MG O.C. SPARES SECRETARY

we have probably

the Widest Range of MGB Parts in the country.

— second hand spares also available.



OVER-THE-COUNTER and FAST MAIL ORDER SERVICE

NOTE NEW ADDRESS

RON HOPKINSON
1102 London Road,
Alvaston, Derby.
Phone: Derby (0332) 72721

Please send me your MGB/C/V8 Spares Catalogue. I enclose stamped addressed envelope.

NAME
ADDRESS
PHONE

MS4

Subaru. Country Style



There's nothing quite like it in the country. Nothing that goes where it goes, looks like it looks, and is equipped like it's equipped at the price.

No other 5-door Estate combines front-wheel drive and dual range 4-wheel drive with 1800cc power—in the kind of style and comfort you'd expect from your country seat.

And as with all Subaru models, it has an 18,000 mile/18 month warranty and undergoes a multi-stage anti-corrosion programme.

So it's not surprising that, at £6488,* the Subaru 4WD is fast becoming the most desirable estate in the country.

SUBARU

The 4WD Country Estate

*Prices (correct at time of going to press) include seat belts, car tax and VAT (excluding delivery and number plates).

SUBARU (UK) LIMITED, WEST BROMWICH, WEST MIDLANDS B70 0EJ. TEL: 021-557 9951. A SUBSIDIARY OF INTERNATIONAL MOTORS LIMITED.

YOU, YOUR CLUB, TEAM, SCHOOL, GROUP, ETC.,

CAN BE NOTICED With the VERY BEST PERSONALISED SWEATSHIRTS

QUANTITY DISCOUNTS

OTHER PRODUCTS INCLUDE:- Cloth & Metal Badges, Ties, Pennants, Embroided Jumpers, Stickers, Umbrellas Etc.



DIRECT PRINTING NOT TRANSFERS

CUSTOMER PROTECTION TRUST ACCOUNT

& TEE-SHIRTS

Printed with YOUR OWN DESIGN

Minimum Quantity ONLY 15

MASTER TEE
OF LEICESTER

MASTER TEE, MAIL ORDER DIVISION
DEPT. 77 FREEPOST, NORWICH,
NR3 3BR. Telephone (0603) 619411

Please send me your FREE Brochure & Price List

Name .....

Club, Company etc. .....

Address .....

..... Tel No. .....

(BLOCK CAPITALS ONLY)

county garage

coventry road, warwick. tel 0926 494001/491156

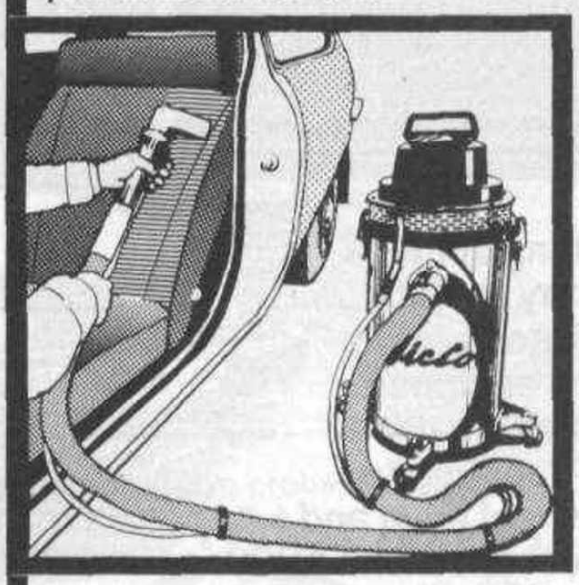
Opening hours: 9am-6.30pm Mon.-Sat.; 10.30-1 pm Sun.

1981	**X Reg. RENAULT FUEGO GTS FHC THREE DOOR.** Five Speed, Metallic blue, tan cloth interior. Various extras, 6,000 miles. As new	£5,250
1980	**'W' TRIUMPH TR7.** Tahiti blue, 5 speed. Sundym. 1 private owner, 17,000 miles	£3,995
1980	**Oct. W Reg. TRIUMPH TR7 CONVERTIBLE.** Persian Aqua, 5 speed, alloy wheels, radio/stereo, rustproofed, 1 lady owner, 15,000 miles	£4,395
1980	**W Reg. ROVER 3500S AUTO.** PAS, electric Sundym, steel sun roof, alloy wheels, black, 1 owner, 19,000 miles	£6,995
1980	**ALFA ROMEO GIULIETTA 1.8.** Black, Sundym glass, sunroof, 5 speed, spotless	£2,995
1980	**TRIUMPH SPITFIRE.** Sienna, matching hard top, overdrive, radio, 19,000 miles, 1 owner	£3,395
1980	**SUNBEAM LOTUS.** Black, silver. Wide chrome wheels, radio/stereo	£4,795
1980	**W Reg. TRIUMPH TR7 AUTOMATIC.** 8,000 miles, as new, one lady owner (costs £7,600 new)	£4,250
1979	**May TRIUMPH DOLOMITE SPRINT.** Tahita blue, Sundym, overdrive, alloy wheels, radio, private use	£2,795
1979	**'V' BMW 320 6.** Silver, Martini stripes, radio stereo, Sundym, 1 private owner, impeccable condition and service records	£4,695
1978	**LANCIA BETA 1600 HPE THREE DOOR COUPE.** Red, gold velour interior, one private owner, 26,000 miles, Mint condition	£2,695
1978	**TRIUMPH SPITFIRE 1500.** Tahiti blue. Normal mileage, very clean tidy	£2,075
1978	**TRIUMPH SPITFIRE.** Tahiti blue, matching hard top, radio, 12,000 miles	£2,395
1978	**BMW 323i INJECTION.** One private owner, 8,600 miles from new. Spotlights, radio, rear safety belts, unblemished white coachwork. Navy velour interior. Unique	£5,850
1978	**June MGB GT.** Tahiti blue, overdrive, wire wheels, radio, excellent condition, but 51,000 miles hence	£2,750
1977	**'S' Nov. JAGUAR XJS COUPE.** Auto, PAS, air conditioned, sun roof and vinyl roof, Squadron blue, 29,000 miles	£5,395
1977	**MGB GT.** Citroen yellow, overdrive, radio, 1 owner, 19,000 miles	£2,795
1977	**'S' FIAT X19.** Metallic green, 2 owners, average mileage, very good	£2,195
1977	**'S' BMW 320 4.** Automatic, air conditioned, radio/stereo, 2 owners, 32,000 miles, superb	£3,595
1977	**Dec. S Reg. MERCEDES 450 SEL.** Metallic ice blue, leather upholstery, alloy wheels, electric windows, one owner from new, 39,000 miles	£8,950
1977	**S Reg. MG MIDGET.** Citroen yellow, Exceptional	£1,995
1976	**TRIUMPH DOLOMITE SPRINT.** White, Sundym, radio, overdrive, one owner, 27,000 miles	£1,695
1975	**MGB GT.** Anniversary model, BRG/gold, o/d, sun roof, Sundym, superb condition	£2,295
1974	**N Reg. MERCEDES 350 SE.** Kingfisher metallic. Sundym, electric windows, auto, PAS, radio, headrests, spare wheel & tools unused, 1 owner, 29,000 miles, unblemished	£5,750
1972	**TRIUMPH STAG.** Auto, PAS, hard top, radio, white, black interior	£2,150
1966	**Dec. ROLLS-ROYCE MULLINER PARK WARD TWO DOOR COUPE (Corniche shape).** Recent extensive overhaul, garnet, magnolia hide interior, air conditioned, low mileage, similar model costs £68,000 new	£9,950

DEALERS!!

There's only *one* way to clean those difficult cloth trim and carpet interiors . . .

. . . and that's to clean them the way the professionals do!



But **don't** pay £15-£35 per car, when our **VICTOR** hot water extraction machine can restore even the most heavily soiled trim to clean fresh 'as new' condition, and for **as little as 20 pence!**

VICTOR FEATURES

- ★ Equal specification and performance to professional machines costing £1,000 and over.
- ★ Adds hundreds of pounds to car resale value — will pay for itself on first 3 cars cleaned.
- ★ Complete with upholstery tool, floor tool, hoses, 1 years warranty etc.
- ★ Simple, easy-to-use instructions.

WHAT WE OFFER

- **7 day satisfaction or money-back guarantee.**
- **FREE, insured 7 day delivery.**
- **FREE, starter pack of chemicals.**

And the price? A really mean £299 + VAT (£44.85) available ONLY from

ASHCOMBE DISTRIBUTORS

The Forge, Leighton Bromswold, Nr. Huntingdon, Cambs. Tel: (0480) 890681.

☐ OK I'm convinced — here's my cheque for £343.85 inc. VAT on the basis that if in any way I'm not satisfied with the machine, I may return within 7 days of receipt and claim a refund in full.
☐ I'd like further information.

NAME: .....

COMPANY: .....

ADDRESS: .....

TEL NO: ..... M.S.



Lotus exclusivity. Exclusively from Motorway Sports Cars.

NEW
S3 Esprit, red, black cloth ..... list price

NEW
"Riviera" Elite, white, red leather, P.A.S., radio stereo list price

USED
1978 (T) Series 2 Esprit, blue, black cloth, sunroof .. £6,350
1981 (X) Eclat 2.2, auto, red, P.A.S., leather trim, a/c, radio stereo cassette, 5,000 miles only ..... P.O.A.
1973 (M) Elan Plus 2, 130/5 in commemorative JPS colours, 25,000 miles only, service history £4,350
1979 (V) Elite 503, metallic blue, champagne leather, 40,000 miles £7,750
1979 (T) Eclat 521, black, beige cloth, radio, service history £6,500

Lotus Motorway Sports Cars

Motorway Sports Cars Limited, 224-232 The Street, Boughton, Kent, ME13 9AL
(1 mile from M2-A2 junction) Tel: (0227) 751223/751475

POLARIS

LANCIA · SAAB · MASERATI · DAIHATSU



1978 (T) Monte Carlo Spyder. Met. green, RM 18,000. ..... £4,250

SPECIALIST USED CARS

1981 Alfasud Sprint Veloce. Choice of three. ..... From £4,250
1965 Aston Martin DB5. Needs some attention. £1,750
1977 BMW 633 CSi Auto. Met. green, RM 49,000. ..... £7,750
1973 BMW 3.0 CSA. Silver, s/roof, air cond. £1,975
1963 Bristol 407. Met. brown, red leather, radio. £2,995
1973 Ferrari 365 GT4 2+2. Met. brown, RM 39,000, service history. £7,995
1974 Jensen Interceptor Mk. III. Met. blue, RM 42,000. ..... £2,995
1970 Jensen FF Mk. I. Rare car. £1,995
1981 Lancia Beta HPE 2000. Met. blue, radio, RM 22,000. ..... £4,675
1978 Lotus Elite 501. Met. brown, PAS, radio/tape, RM 19,000. ..... £6,950
1970 Mercedes Benz 280SL Coupé. Auto, PAS, hard and soft tops, 1 owner, RM 82,000, full service history. £5,950
1979 Opel Monza Auto. Met. blue, RM 31,000. ..... £7,250
1979 TVR Taimar. Silver, s/roof, radio, RM 29,000. ..... £5,495

HEADLEY ROAD GRAYSHOTT HINDHEAD TEL (042 873) 5363
ELMS ROAD ALDERSHOT TEL (0252) 312922
THE SQUARE PETWORTH TEL (0798) 43208

WILSONS

EUROPE'S LEADING AMERICAN MOTOR HOME DEALERS!



SALES

Wilsons can offer a wide range of new and used Motor Homes to suit all needs. Full details available on the Minnie Winnie, Brave, Chieftain and the **new** Warrior range.
Ring Bob Clarke or Andy Bishop for details

SERVICE / PAINT & BODYWORK



Full service facilities, factory trained mechanic's, specialised equipment, full body repair and paintshop facility — for all makes.
Ring Edward Golightly for details

PARTS / ACCESSORIES



Wilsons have the largest selection of American Motor Home parts and accessories in the country including generators, air conditioners, roof racks, microwave ovens, awnings etc.
Chassis parts for Dodge, Chevrolet etc. **Ring John Burgess for details**

RENTAL



Our self drive rental service offers a range of American Motor Homes as well as British units for short or long rental. U.K. or Continent. No mileage surcharges.
Ring Malcolm Tutton for details

SPECIAL PURCHASE TERMS FOR MOTOR RACING TEAMS!

WILSONS

Nonsuch Estate, Kiln Lane, East Street, Epsom. Tel: Epsom 28391 Telex: 8812150
● SALES/SERVICE/PARTS/RENTAL

Station Road, Castle Donington, Derby. Tel: 0332 810085
● SALES ONLY

SGT



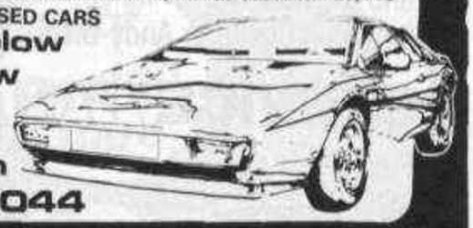
we sell freedom

LOTUS · SCIMITAR · MORGAN · ALFA ROMEO · COLT

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

1982 COLT 1400GLX MIRAGE, 5-door, metallic red / beige cloth interior, our ex-demonstrator, radio. **£4,795**
1981 COLT LANCER TURBO, white with grey velour trim. **£6,995**
1980 ALFA ROMEO GIULIETTA 1.6, ivory, 1 owner, low mileage. **£3,495**
1980 ALFA SUD SPRINT VELOCE, blue, radio, 1 owner. **£3,495**
1978 ALFA ROMEO SPIDER, yellow, low mileage, 1 owner. **£3,995**
1981 ALFA SUD 1.5 SPRINT VELOCE, red with beige trim, glass sunroof, alloy wheels. **£4,995**
1982 ALFA ROMEO SALOON 2.0, ivory, radio / stereo, delivery miles only. **£5,250**
1982 ALFA ROMEO GIULIETTA 2.0, red, radio / stereo, low mileage, ex-demonstrator. **£5,995**
1982 ALFA ROMEO GTV 2.0, brown, radio / stereo, delivery miles only. **£6,250**
1980 MORGAN 4/4, 2-seater, British Racing Green, low mileage. **£6,795**
1978 MORGAN +8 in Morgan red, leather interior. **£6,795**
1980 MORGAN +8, British Racing Green, 1 owner, leather interior. **£9,995**
1981 LOTUS ESPRIT 2.2, black, red leather interior, radio / stereo, low mileage. **£10,995**
1980 TOYOTA CELICA 2000ST, blue metallic. **£3,595**
1978 ROVER 3500 Auto, white, radio / stereo, sunroof. **£3,995**
1982 TRIUMPH SPITFIRE, yellow / black interior. **£4,295**
1979 JAGUAR XJS Automatic, white with black leather, stereo cassette. **£8,995**

12 MONTHS GUARANTEE ON ALL USED CARS



Station Garage Taplow
Station Road Taplow
Maidenhead Berks

Telephone: Burnham
(06286) 5353/64044

GORDON LAMB

Official East Midlands Porsche Centre

1981 Porsche 924 Lux. Finished in pewter with beige / brown interior. P.D.M. Radio / Cassette. Supplied and serviced by us. 27,700 miles. **£9,250**
1980 Porsche 924 Lux. Finished in Monaco Blue with Beige / Brown pinstripe interior. Radio. Supplied and serviced by us. 19,900 miles. **£8,450**
1979 Porsche 924 Lux. Finished in Mocha Black with Beige / Brown tweed interior. Radio / Cassette. P.D.M. sunroof. 42,000 mls. **£7,250**
1980 Porsche 924 Turbo. Finished in White with Black / Grey check interior. P.D.M. Sunroof. Radio / Cassette. 14,600 mls. **£11,750**
1981 Porsche 911SC Coupé. Finished in Wine metallic with Beige / Brown berber trim. Radio / cassette etc. **£15,950**
1980 Porsche 911SC Sports Targa. Finished in Guards Red with Beige / Brown check interior. Mint condition. 16,500 mls. **£15,650**
1980 Porsche 928 (Auto). Finished in Minerva Blue with Blue / Black velour. Sunroof. Absolutely unmarked. 17,500 mls. **£17,700**
1979 Porsche 928 (Manual). Finished in Lt. Blue metallic with Blue / Black check velour. 33,000 mls. **£13,950**
1976 Porsche 914/4 fitted with 1.8 engine. Finished in Maroon with Black trim. Targa roof. Left hand drive. **£3,850**

The above represents a selection of our stock which is constantly changing. Good Porsche cars interest us and we will purchase for cash after inspection.

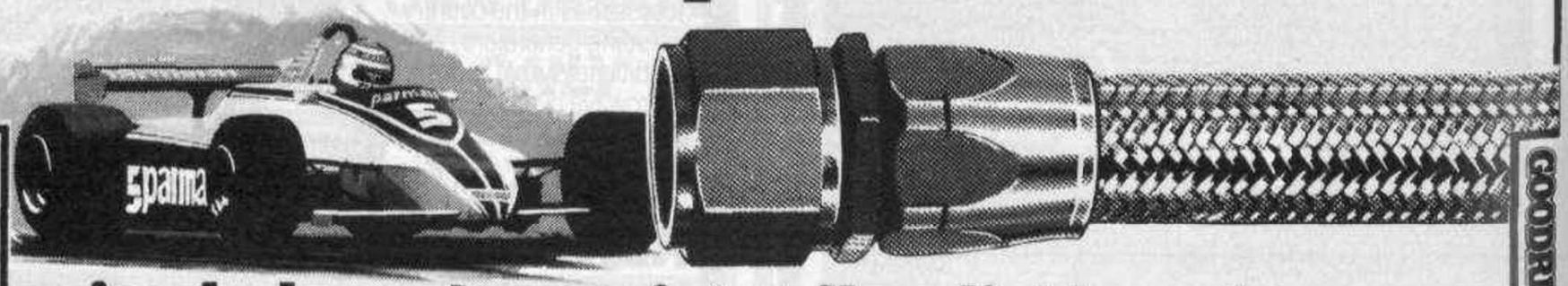
We are always pleased to purchase used Porsche cars.
PART EXCHANGE—FINANCE—TERMS—LEASING
WRITTEN QUOTATIONS ON REQUEST

PORSCHE

BROOMBANK ROAD, SHEEPBRIDGE
CHESTERFIELD (0246) 451611
SUNDAYS (0742) 363609

GOODRIDGE

Don't expect hose and fittings from GOODRIDGE to perform miracles...



.. simply depend on their totally reliable performance



. . . . just as professional racing and rallying teams throughout the world have for many years.

Originally conceived 41 years ago to satisfy the severe demands of advancing aviation technology, and now used by over 90% of the world's aircraft, Aeroquip hose and fittings are high performance products and a natural choice for motorsport applications.

Since 1975, world champions have relied on hose and fittings from Goodridge, including Nelson Piquet the 1981 F1 champion.

The reason is very simple and for a serious competitor very important. The products and service are totally reliable.

Ring (0803) 862007 for immediate advice or return the coupon for our 60 page illustrated catalogue.

Goodridge (UK) Ltd., Collins Road, Totnes, Devon, TQ9 5PJ. Tel: (0803) 862007, Telex 42878



GOODRIDGE
and Aeroquip hose & fittings
—brilliantly reliable

Please send me your new catalogue
I enclose £1 (refundable with my first order)

*Name*_____
*Address*_____
_____

MS

SPORTS LEASE

ALSO AVAILABLE WITH ONLY 1 MONTH'S ADVANCE RENTAL

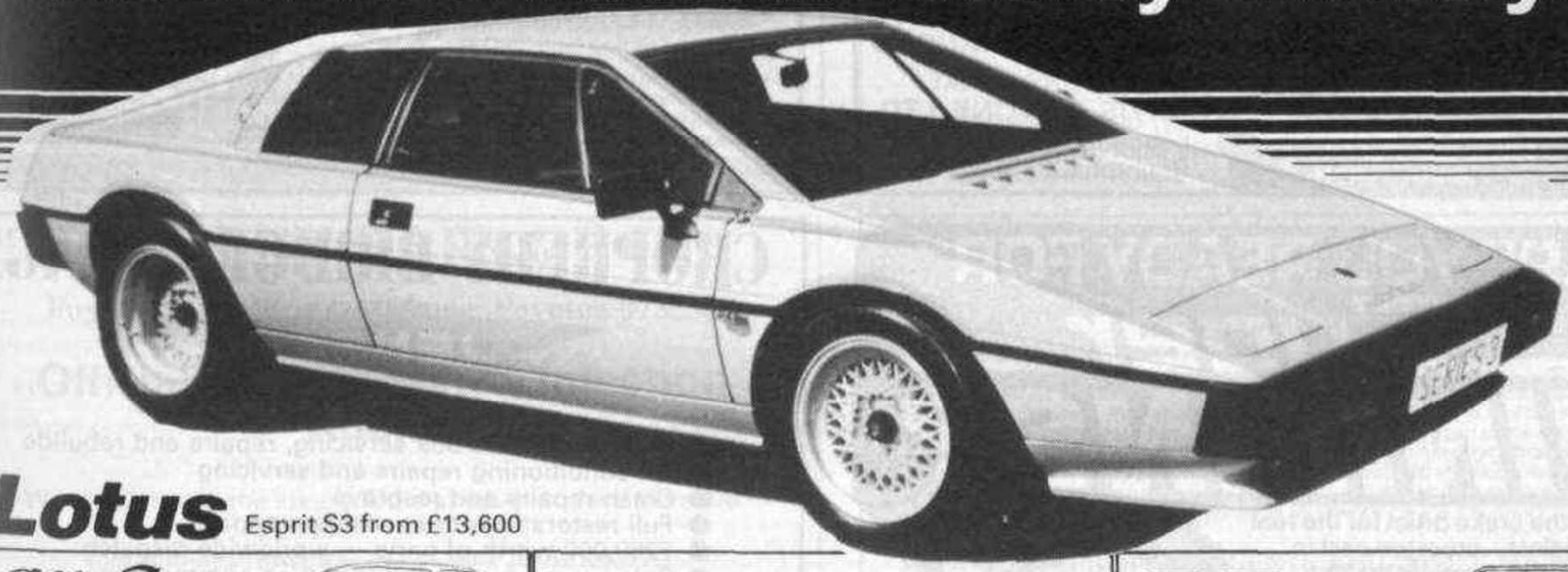
Any other make of family or sports car supplied at the same highly competitive rates.
One or two year agreements also arranged. Immediate delivery all models. Lease purchase available.

	Monthly	Deposit		Monthly	Deposit
Mazda 1.5GT	£137.80	£413.40	BMW 320 Six	£199.95	£599.85
Ford Escort XR3	£161.00	£483.00	Lotus Esprit S3	£344.50	£1,033.50
Alfasud 1.5Ti Hatchback	£140.00	£420.00	Alfa GTV 6	£234.75	£702.00
Alfa Sprint Veloce	£149.00	£448.50	Lotus Esprit Turbo	£416.00	£1,248.00
VW Golf GTi	£166.00	£499.20	Maserati Merak SS	£467.00	£1,401.00
Mazda RX7	£234.00	£702.00	Ferrari GTBi	£572.88	£1,718.66

Contact our leasing and finance department for full details. Our representatives are not just salesmen but fully trained leasing and finance experts. For Self Employed Persons and Companies only. *All vehicles delivered free in the UK.*

BRIDGE MOTORS (BOCKING), BRAINTREE, ESSEX. TEL: BRAINTREE (0376) 26604/41179/42159

Choose the car that most suits your lifestyle.

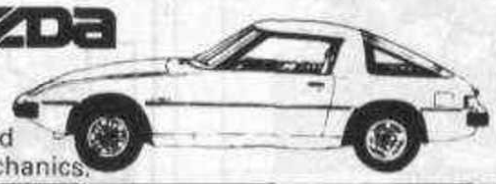


Lotus Esprit S3 from £13,600

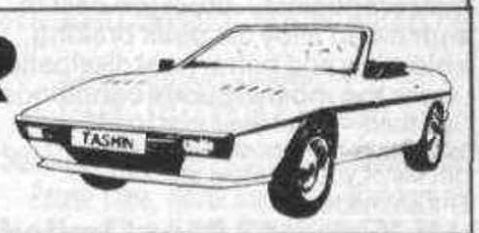
Alfa Romeo
since 1976. One of the largest dealers



mazda
since 1971. Fully trained Rotary mechanics.



TVR
since 1968. The oldest dealer in the UK.



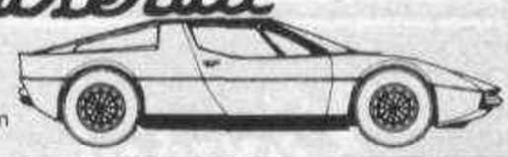
TALBOT
1981 Lombard Rally winners



PEUGEOT
Rugged reliability.



Maserati
Merak from £18,987



SPECIAL FINANCE OFFERS

Vehicle	Deposit	Weekly	Vehicle	Deposit	Weekly
Alfasud Ti 1.5 Veloce	£825.00	£31.47	TVR 200 Convertible	£1,425.00	£54.35
Ford Escort XR3	£855.00	£32.61	Lotus Esprit S3	£2,025.00	£77.24
VW Golf GTi	£900.00	£34.33	Lotus Eclat Riviera	£2,175.00	£82.96
Talbot Rancho	£945.00	£36.04	Alfa GTV6 Coupe	£1,425.00	£54.35
Mazda RX7 Coupe	£1,320.00	£50.35	Alfa Sprint Veloce	£900.00	£34.33
			Maserati Merak SS Coupe	£2,775.00	£105.84

The above figures are for Hire Purchase over a 4 year period. There is *no* final payment, you own the vehicle at the end. Any make of new vehicle can be supplied and the price includes free UK Mainland delivery. Available to self-employed persons and companies only.

BRIDGE MOTORS (BOCKING) LTD

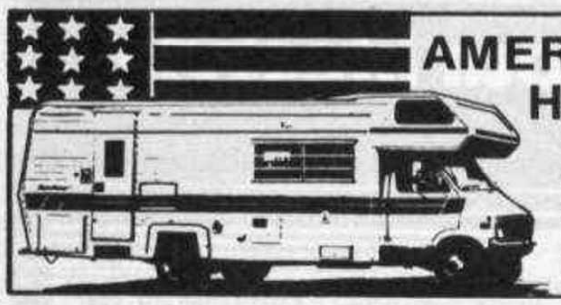
BRIDGE HOUSE, BOCKING, BRAINTREE, ESSEX. TELEPHONE: (0376) 41179/26604.

Charles FOLLETT
PORSCHE



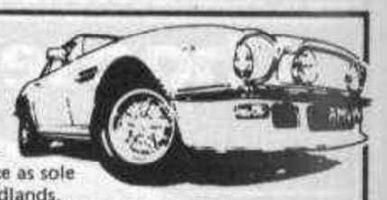
Official Porsche Centre

Exclusively Sold . . . 18 Berkeley Street, Mayfair W1. Telephone 01-629 6266



AMERICAN MOTOR HOMES – BOUGHT SOLD & EXCHANGED
CALL TERRY McRAE,
DAVIS & STONE LTD
Longridge Av, Saltdean
Brighton (0273) 37571

CHAPMAN-SPOONER
fine car servicing



Sound judgement, expertise, experience and thoroughness are the ingredients that make up our fine car service as sole appointed Aston Martin Service Agents for the West Midlands.
Whether you drive a new Vantage, a family saloon or a classic thoroughbred – you can rely on Chapman Spooner. For personal attention phone Andy Chapman on Aldridge 51896/57575.
Chapman Spooner Ltd., Unit 7, Middlemore Lane, Aldridge, Walsall WS9 8SP.

ARE YOU READY FOR Super MINIFINS?



Here's the brake drum for the real Mini enthusiast – pressure cast in aluminium alloy for peak braking efficiency and better heat dissipation under the most arduous conditions.
See them now at your local parts and accessory retailer or ring us for details of your nearest stockist.
British made by:
J.V. Murcott & Sons Limited
Aluminium Pressure Diecasters
Aston, Birmingham.
Tel: 021-327 2671. Telex: 338538.

CROPREDY BRIDGE GARAGE
JENSEN

- Engine and Gearbox servicing, repairs and rebuilds
- Air conditioning repairs and servicing
- Crash repairs and resprays
- Full restorations to concours standard
- £250,000 worth of parts — worldwide dispatch
- Sales — we buy, sell and sell on commission



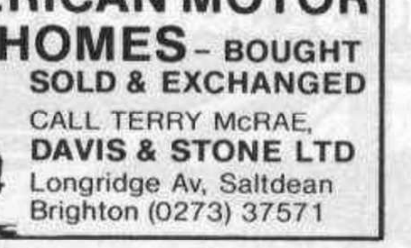
PHONE FOR STOCK LIST
"EXCLUSIVELY JENSEN"
CROPREDY • BANBURY • OXON OX17 1P
Telephone: Cropredy (0295 75) 266/629/444



Porsche

Colin Gra

928 Auto 1979. Petrel blue, 22,000 miles. **£13,750**
928 Auto 1979. Met. black, 27,000 miles. **£13,250**



Porsche 3.3 Turbo 1982. Delivery mileage, guards red, full spec. **P.O.A.**



Porsche 911SC Sports Coupe 1981. Chiffon with Berber trim, P.D.M., 9,000 miles. **£17,450**
Porsche 911SC Coupe 1979 model, white, Sport extras, 43,000 miles. **£11,950**

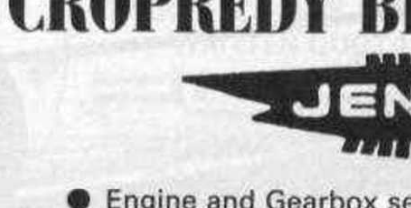
Porsche 911SC Sport Targa 1979. Minerva blue, 38,000 miles. **£13,950**
911SC Sport Targa. 1978, talbot yellow, leather trim, 40,000 miles. **£12,450**



944. Guards red, delivery mileage. **List**
Also 924. 1981, W-Reg, platinum, P.D.M., s/roof, 16,000 miles, 1 owner. **£9,250**



BMW 635 1980. Silver, auto, all extras, 1 owner, history. **£14,950**
Also **633, 1979** Auto, Henna red, e-roof, air cond., wash wipe, W-Apina wheels, P7s, 24,000 miles, history. As new. **£12,900**

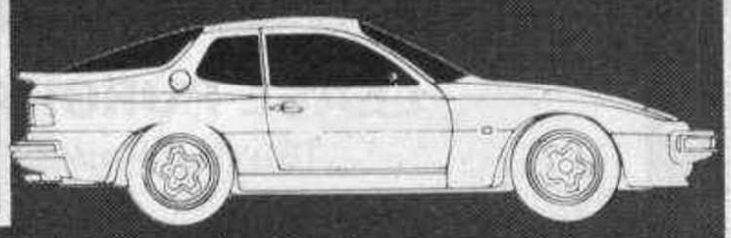


Mercedes 450SL 1980. Silver blue, leather, alloys, 13,000 miles. **£16,450**
350SL 1979. Silver blue, 15,000 miles. **£14,500**
350SL 1979. Ivory, alloys, r/seat, 33,000 miles. **£13,750**



Mercedes 450SLC 1980. Silver blue blue velour, air cond., sunroof, alloy wheels, 20,000 miles, 1 owner, history. **£17,450**

Charles FOLLETT
PORSCHE



Official Porsche Centre

Exclusively Serviced . . . 6 Hall Road, St John's Wood NW8. Telephone 01-289 2211

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.

D. B. MOTORS (MARTIN DILKS)
AMERICAN AUTOMOBILE SPECIALISTS ***OF LEICESTER***
NEW VEHICLE SHOWROOMS, NEW PARTS, WAREHOUSE AND TYRE STORES, FOR NEW AND USED VEHICLES. SPARES, TYRES AND BODYPARTS INCLUDING GLASS
Large stocks of American cars, vans & pickups for sale
American windscreens (front, rear & side) supplied and fitted nationwide
All American crash repair parts available
JUST PHONE 0858 880171 & 880167. NO VISITS WITHOUT PRIOR ARRANGEMENT!

HOCKLEY GARAGE CO.
Poynton, Cheshire. Phone: Poynton 873238
Official BOSCH Petrol Injection Agents

We specialise in the luxury & the unusual and we have the equipment to do so.

Fully experienced **BMW, Mercedes, Porsche, Jaguar, Aston etc.**
Giving value not to be missed.

Offers are invited:
1967 Jag 420. Man/o/d, wire wheels, original. Bills and service records, low mileage.
1956 Talbot 80. Good original condition.
Rover 3-litre Coupé. Split rear seat type.
1968 Ford Mustang.
1960 Daimler Dart. Near concours.

TURBO CHARGING
IN S.E. ENGLAND
Janspeed Turbo kits fitted and set up on many models, Weber carb. Kits for most makes, we are currently modifying XR3s very successfully, £238 + VAT gets a complete Janspeed exhaust system, carb, modified and enlarged, fitted, Dyno tested and set up for 84BHP at the wheels. We specialise in BMW and FWD VW, while we are tuning, modifying or servicing your late Golf, Jetta Scirocco etc. we can carry out a small mod to rectify your low brake pedal. We also have full machining facilities inc. boring, full balancing, head skimming and modifying etc. plus uprated shockers, electric fuel pumps et al. For Sale Dept. . . We have two rolling roads and will shortly replace our Laycock 360 BHP unit for a Sun Ram X11 if anybody is interested please phone with an offer.

ALFA ROMEO SERVICE AGENTS AND WEBER MAIN AGENTS



JON MOWATT AND CO
ROLLING ROAD AND SUNTESTER EQUIPMENT
Pound Lane, North Benfleet, Wickford, Essex. Tel. 0268 726225

International *Ferrari*



Ferrari 400. Auto, T-Reg., red/magnolia trim, air cond., 36,000 miles, history. **£13,950**



Ferrari 308 GTS 1979. Silver, w/wheels, air cond., deep spoiler, 19,000 miles, 2 owners, history. **£15,250**

308GTB 1979. Yellow, w/wheels, air cond., spoiler, 22,000 miles. **£13,950**



Ferrari 308 GT4. Choice of '77/'78/'79 models in red, blue & silver. **from £8,950**



Ferrari 246 Dino Spyder, red, 1973, 17,000 miles, 2 owners, history with "Greypaul". **P.O.A.**



Jaguar XJS. 1977. Dark blue / biscuit trim, elec. roof, 39,000 miles **£6,450. Also 1976 XJS.** Red / black leather and vinyl roof, sunroof, radio / stereo. **£5,950**



AC Cobra 289 1968. Electric blue, one of the last manufactured, 63,000 miles. **P.O.A.**



Rolls Royce Silver Shadow. 1979, Peacock blue, 13,000 miles, 1 owner, full service history, outstanding example. **£23,500**



Rolls Royce Corniche. Drophead, 1971, beige tan leather trim, 85,000 miles, history. **P.O.A.**

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

tim & zöe Randles

THE SPORTS CAR SPECIALISTS OF THE MIDLANDS

LEASE PURCHASE

(Buying Power)

If you are a self employed individual or a company, lease purchase could be the way to buy your next vehicle. Some examples based on a 48 month lease purchase with a 25% residual (at the end of the agreement you own the vehicle) are as follows.

TVR Lease Purchase From £1,483 Dep. + £47.81 Per Week

SCIMITAR Lease Purchase From £1,769 Dep. + £57.03 Per Week

LOTUS Lease Purchase From £2,095 Dep. + £67.42 Per Week

MASERATI Lease Purchase From £2,848 Dep. + £91.84 Per Week



USED CARS

1980 LOTUS ELITE 501. In Caribbean blue with champagne leather trim, one owner. **£10,995**

1977 SCIMITAR GTE AUTO. Celtic brown, cream model band, PAS, Wolfrace wheels, tints. **£3,895**

1980 TRIUMPH TR7 CONVERTIBLE. In Ferrari red, blue trim, radio/cassette, 25,000 miles. **£4,495**

1979 FORD ESCORT RS2000 CUSTOM. Beige, tan trim, 30,000 miles. **£4,195**

1980 TVR TASMIN. In white, full spec., 2 owners, 26,000 miles. **£7,995**

1981 X TVR TASMIN 2.8. In carmine, sunroof, one owner, 6,000 miles. **£10,495**

1980 ROVER 3500. Manual in black, gold trim, 30,000 miles. **£3,795**

USED CARS

1979V BMW 525. Auto, metallic brown, sunroof, cassette radio, one owner, 15,000 miles. **£5,995**

1981 SUZUKI SC100GX. In black, beige cloth, one owner, 5,000 miles. **£2,595**

1980 BMW 635CSi. In graphite metallic, sunroof, electric windows, full black leather, full spec., 24,000 miles. **£14,495**

1981X RENAULT FUEGO GTX. In silver, PAS, s/roof, e/windows, one owner, 12,000 miles. **£5,995**

1978 MGB ROADSTER. In green, alloy wheels, 40,000 miles. **£2,895**

1980W SUZUKI SC100GX. In silver, beige cloth, radio, tinted glass, two owners, 19,000 miles. **£2,295**

1½ miles off M6 Exit 15. All makes of vehicles taken in part exchange, performance cars bought for cash

CAMPBELL ROAD, STOKE-ON-TRENT ☎ 48361/47623/45691 ☎

30 to 50% reduction in NOISE

HOW? By fitting an I.S.T. Sound Proofing Kit.

Apart from the luxury class, most modern cars are noisier than they need be. Fitting an IST Soundproofing Kit can make your car quieter by 30 to 50%. Our engineers design and test each kit so you get the specially treated barrier felt pre-cut and tailor made to fit your make of car. With our special adhesive and step-by-step instructions, IST Kits are easy to fit, inexpensive and they really work!



Photo by courtesy of What Car magazine.

Dangerous decibels. Apart from being able to listen to your stereo in comfort or to talk to your passengers without shouting, the elimination of excessive noise can be a positive safety factor in aiding concentration and preventing a driver becoming tense and irritable. The sound level recorded in most modern cars is between 80-82 decibels (dBA). Some cars however exceed or are dangerously close to the Government Health and Safety Commission's proposed 90 dBA limit for industrial noise. So some motorists run the risk of being exposed to potentially harmful levels of noise.

Test report by unbiased experts

We submit Kits to the motoring press for testing.

What Car Test Report Oct '81. Subject: Vauxhall Astra

"It is no exaggeration to say that it felt like a different car. Gone were many of the rattles and vibrations . . . the exhaust felt more muted . . . less tyre roar . . . the engine more distant . . . the Astra's soundproofing must be judged a success."

"Measured reductions . . . a highly worthwhile improvement . . . with peak revs in third showing a halving of the noise level . . . average noise levels are down by between a third and a half. Is it worth it? The answer is a definite YES."

Safer Motoring. Test report Oct '81. Subject: VW Polo

"I can honestly say there is a great improvement since fitting the IST Kit . . . almost complete suppression on engine noise . . . I have since fitted another full IST Kit to a basic Renault 5, and an even greater transformation in noise levels has been achieved here."

"I have no hesitation in endorsing the claims made for I.S.T."

®
PRODUCTS
PADDY HOPKIRK

INTERIOR SILENT TRAVEL
FREEPOST
TWO COUNTIES MILL,
EATON BRAY, BEDS

FULL SOUNDPROOFING KITS IF YOUR KIT IS NOT LISTED HERE WRITE OR PHONE

ALFA ROMEO		850 Sal & Coupe	36.00	**SKODA**	
Alfa Sud	38.00	Paside 3 door H/Back	36.00	100/110 Series	44.00
AUDI		**FORD**		**SUBARU**	
80 LS/GL (pre '76)	36.00	Anglia 105E & Estate	39.00	1600 2 & 4 door Sal & Est	31.00
80 Estate (pre '76)	31.00	Capri Mk 1 & 2 Ultra	43.00	4 WD Estate 1980	42.00
100 LS/GL	49.00	Capri ghia	32.00	**TALBOT**	
100S Coupe	49.00	Capri 3 All Models	39.00	Imp/Chamois/Stiletto	45.00
100LS/GLS (Post Oct '76)	23.00	Consul/Granada Ghia & Est	43.00	Rapier/Alpine Fastback	43.00
AUSTIN MORRIS		Cortina Mk 3 Saloon	41.00	Avenger Sal & Est	42.00
Allegro Sal/Estate	44.00	Cortina Mk 5 Estate	38.00	Hunter Sal & Est	48.00
Marina Saloon	38.00	Cortina Mk 4 Sal/Est	38.00	1610/180	36.00
Marina Coupe	43.00	New Escort H/Back '81	39.00	Commer Van/Caravan	43.00
Marina Estate	33.00	Escort 1.6 2 Sal/Ghia	46.00	Alpine	34.00
Maxi 11/12/15 77 78/85	38.00	Escort 1 & 2 Estate	43.00	Sunbeam	33.00
Metro	38.00	Fiesta	32.00	Horizon	
Mini Sal (Pre 69)	34.00	Granada Sal Post '77	44.00	**TOYOTA**	
Mini Sal (Post '70)	39.00	Granada Est Post '77	37.00	Corolla 30 series Sal & Est	44.00
Mini Cooper & S	38.00	Transit Cab	34.00	Corolla Est	40.00
Mini Clubman 1275 GT	33.00	**HONDA**		Celica	34.00
Mini Clubman Estate	38.00	Accord H/Back	32.00	Corolla 1200 SR Coupe	40.00
Mini Traveller	39.00	Accord Saloon	36.00	Corolla 1600 Liftback	38.00
Mini Van & Roof Lining	36.00	Civic 3 door Post 80	33.00	Celica '78 on/'83 Coupe	34.00
Mini Van Roof Lining & trim	44.00	Civic 3 door Pre '77	36.00	**TRIUMPH**	
Morris 1(sel)	36.00	Civic 4 door	34.00	2000/2500 Mk 1 2 Sal	38.00
Morris 1000 Sal & Traveller	36.00	Prelude 2 door Sal 80	38.00	2000/2500 Mk 1 2 Est	49.00
Princess 18/22	42.00	Civic 3AT	33.00	1500	36.00
Princess Mk 2 Series	32.00	Civic 5AT	38.00	Dolomite & Sprint	38.00
Sherpa Van Cab & Bonnet	43.00	**JENSEN HEALEY**		Herald/Vitesse Sal	38.00
AUSTIN HEALEY		Sports 2 Seater	36.00	Spitfire & GT6	31.00
Sprite	33.00	**LADA**		Toledo	36.00
BMW		Nive	41.00	1296 S &	36.00
1600/2002	43.00	**MAZDA**		1850	33.00
2.5, 2.8, 3.0	47.00	323 Bonnet & Boot only	33.00	**VAUXHALL**	
520, 525	36.00	**MG**		Astra Saloon	38.00
320, 75 on	44.00	Midget	32.00	Astra Estate	38.00
CITROEN		MGB Roadster & GT	34.00	Bedford bonglo	31.00
GS Saloon & Estate	36.00	**MOSKVICH**		Carlton	42.00
2 CVB	36.00	1500 Saloon	41.00	Cavalier	39.00
Dyane	36.00	427 Estate	46.00	Chevette 2 & 4 dr Sal	36.00
Ami Sal & Estate	39.00	**OPEL**		Chevette 3 dr H/back	28.00
D Series Saloon	31.00	Ascona (Post Sept '75)	39.00	CF Van Cab	36.00
Safari	39.00	Ascona (Pre Sept '75)	39.00	HB Viva Sal	39.00
CX 2000 & 2200	38.00	Kadette City 3 door H/Back	36.00	HC Viva Sal	39.00
CX Safari	36.00	Kadette Sal 4 door Post 80	33.00	HC Viva Est	38.00
Visa '79 80 on	32.00	Manta	45.00	FC Victor/Ventora Est	43.00
COLT		Manta Post Sept '75	45.00	FE Series & Est	38.00
Lancer Saloon	44.00	Rekord 1/1 & Coupe	45.00	Bedford TM Type	39.00
GLX/S & 5 door	30.00	Kadette Estate Post 80	36.00	**VOLKSWAGEN**	
DAF		**PEUGEOT**		1600 H/Back	39.00
33 44 Sal & Estate 33	42.00	104 4th Coupe ZS/SDS 1(SA)	38.00	411 Variant	42.00
46 66 Sal & Estate	43.00	104 2/3 door H/Back/4 dr Sal	30.00	412 LE	42.00
DAIHATSU		304 & Est (304, Sal only)	30.00	K70	44.00
850 Charade	33.00	304 Estate	33.00	Beetle range	30.00
DATSUN		**RENAULT**		Golf 1 3, & 5 dr	35.00
New Cherry H/Back	30.00	Fuego	30.00	Polo	39.00
100A Cherry	38.00	4/4/6	34.00	Scirocco	31.00	60.00
120Y Sunny	34.00	R5, 12, 14, 17	32.00	Passat	41.00
Bluebird 160B, 180B	39.00	R12 Sal All Models	42.00	Jetta 4 dr Sal, also diesel	41.00
180B SSS 240/260E 2 seater	36.00	Estate 6 73 on R14, 20	36.00	**VOLVO**	
120AY 1 2 dr Coupe Aug 78 on	31.00	R18	36.00	66 & Estate	42.00
160J Violet Coupe only	41.00	**ROVER**		164/164 Pre '76	47.00	34.00
Mk 2	39.00	2300/3500/3000 TC	34.00	145 Pre '75	34.00
FIAT		Landrover 4 & 6 cyl	33.00	164 Post '76	40.00
124/126 SI & Est	42.00	Rangerover	46.00	145 Post '76	42.00
126 Coupe	33.00	3500 SD1 2 &	36.00	164 Post '76	42.00
126 Polski	38.00	**SAAB**		P 1800 Est	42.00
127	42.00	96	35.00	244	38.00
127 2 & 3 door Sport	42.00	99	45.00	245 est	43.00
128 Sal & Estate	37.00	99 Combi 2 & 3 dr	33.00	264	39.00
128 Coupe SL	34.00	900 4 door Turbo	34.00	265	43.00
128 3P Berlinetta	33.00	**SIMCA**		Bonnet Kit	13.00
131 Mira 2 door Sal	44.00	1204/1100 S	30.00	Boot Kit	10.00
131 Mira 4 door Sal	36.00	100 LS/GLS	29.00	D.I.Y. Kit (UK 1)	8.50
131 Mira 5 door Sal	30.00			Felt by the yard 54" wide	6.00
300 L	31.00			Offcuts per bag	1.25
				1 litre adhesive	1.50

INTERIOR SILENT TRAVEL (FREEPOST) Two Counties Mill, Eaton Bray, Dunstable, Beds. Tel: Eaton Bray (0525) 220671 Telex: 826653

Make cheques/P.O's payable to INTERIOR SILENT TRAVEL Tick as applicable. Please send me complete I.S.T. KIT ☐

D.I.Y. KIT £20.00 ☐ BOOT KIT £13.00 ☐ BONNET KIT £13.00 ☐ FREE LEAFLET ☐ ALLOW 28 DAYS FOR DELIVERY.

Add part carriage (U.K. Mainland only) **£2.50** per Kit I enclose cheque P.O. for £

ACCESS and BARCLAYCARD holders may telephone 0525-221243 (24 hours) quoting card number, expiry date and reference number and order without completing the coupon. MS 32

Or please charge to my ACCESS/BARCLAYCARD

Car Make / Model _____ Year _____ Name _____

Address _____

Reg. No. 962502 (BLOCK CAPITALS PLEASE)

THE MIDLANDS SCIMITAR & TVR CENTRE

10 A DECADE OF SERVICE TO OUR CUSTOMERS

The Scimitar GTC, a stylish and sophisticated four seater convertible with 2.8 litre engine and a top speed of around 120 m.p.h. and its companion the TVR Tasmin convertible that combines the ultimate in styling comfort and performance with its fuel injected 2.8 litre engine and top speed of 135 m.p.h.

Photograph by courtesy of Alton Towers, North Staffordshire.





1981 MGB GT in black with cloth trim, full spec., one owner, 6,000 miles, as new throughout. **£5,795**



1977 "S" Triumph Stag in red with black trim, automatic, hardtop, one owner, full history and must be the best on offer. **£4,950**



NEW TVR Tasmin Convertible in black with caviar trim. ..... **List**

1979 GTE in Aztec yellow, full spec, one owner, supplied and serviced by ourselves, total history, as new. **£6,750**

1977 GTE in bronze, manual/overdrive, vinyl roof, sun roof, head restraints, two owners, low mileage. **£4,350**

1976 GTE in beige, very clean. **£3,850**

1978 GTE in april yellow with saddle trim, 28,000 miles, manual/ overdrive, full spec. **£5,500**

1978 GTE in white rose, tan interior, automatic, superb specification. **£5,500**

1979 "V" GTE in Carmen red, automatic, black leather trim, sun roof, radio / stereo, low mileage and



1976 Rolls Royce Silver Shadow painted blue mink with dark blue Everflex roof, stone interior piped dark blue, one owner, 40,000 miles. **£16,500**



1979 "V" Triumph Spitfire in Tahiti blue, hardtop, o/d, two owners, 16,000 miles, as new. **£3,095**



1979 Taimar in metallic gold / brown model band, one owner, choice of two. **£6,250**

a superb example at **£6,995**

1980 "W" GTE in Olympic blue, manual / overdrive, black velour trim, full spec., one owner, 13,000 miles, brand new condition. **£8,500**

1973 GTE in blue/silver, very attractive car. **£2,295**

1972 GTE in white, manual / overdrive. **£1,395**

1979 TVR Taimar in burgundy / champagne band, one owner, as new, 46,000 miles. **£6,125**

1979 TVR Taimar in gold / brown band, one owner, full history. **£6,250**

1979 "V" TVR Taimar in black with red band, one owner, 25,000 miles, excellent throughout. **£6,650**

1977 "S" TVR Taimar in red /



1973 Jensen Interceptor in black with red hide interior, full spec. **£3,875**



1980 "V" RS2000 in white, one owner, 5,000 miles, superb condition. **£4,995**



1980 BMW 320 in henna red, black trim, sun roof, electric mirrors, tinted glass, 18,000 miles, one owner, as new. **£6,350**

champagne band, oatmeal trim, two owners, low mileage. **£5,050**

1979 Lotus Elite 503 in black with champagne hide interior, full spec., one owner. **£8,350**

1981 TR7 Convertible in red, 3,000 miles, one lady owner, as new. **£5,450**

1978 MGB GT in red, leather trim, many extras. **£3,350**

1971 Gilbern Invader finished in white, black trim, Wolfrace wheels, recently had engine fitted. **£1,895**

1976 Range Rover in white, cloth trim, full option pack, two owners, immaculate. **£5,650**

1980 "V" Cortina 2.3 GL (X-pack) in



NEW TVR Tasmin Demonstrator Series Two in racing red / gold with caviar trim, full spec., Momo wheels, 2,000 miles. **£11,850**



1977 Jaguar 4.2 Coupe finished in Moroccan bronze with leather trim, two owners, low mileage. **£4,685**



1978 "T" TVR 3000M Turbo finished in racing red with black turbo band, extras include walnut dash, tinted glass, Wolfrace wheels and radio / stereo. Two owners and 16,000 miles from new. **£7,850**

signal red, cloth trim, sun roof, one owner. **£4,450**

1981 Volkswagen Scirocco GLi in metallic silver, one owner, low mileage. **£5,050**

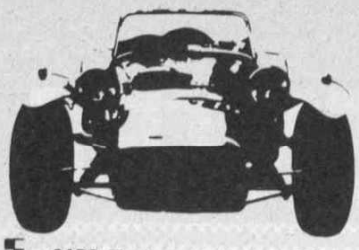
1979 "V" Citroën CX2400 Pallas finished in dark blue with blue cloth trim, one owner, 10,000 miles. **£3,825**

1978 "T" Ford Granada 2.8GL Estate finished in gold with cloth trim, two owners, automatic. **£3,825**

1976 Lada Niva 4WD in green, one lady owner, 14,000 miles. **£3,600**

Peter Smith Sports Cars Ltd

Peter Smith Sports Cars Limited, Station Road, Hatton, Derbyshire, DE6 5PT Telephone: (0283) 813593 812984



CHRISTOPHER NEIL — LOTUS

ALSO MG — TVR — SCIMITAR SPECIALISTS

CARS: The largest selection of Elan, Europa and Elan +2 in UK. All current models in stock too. Prices from £1,500. Elites from £2,700. 60 sports cars to choose from all under one roof, why scour the Country. Part exchange taken. Special finance scheme available. New cars built from new parts. Fully restored cars for sale. All Lotus wanted for the best possible cash offer. Here are a few examples of cars for sale this month.

Mon-Fri 9 a.m. to 6 p.m. (w/shop, cars, parts)
Sat 10 a.m. to 5 p.m. (cars and parts)
Sun 12 a.m. to 4 p.m. (cars and parts)

MIDDLEWICH ROAD, NORTHWICH, CHESHIRE CW9 7BP, ENGLAND.

LOTUS

ESPRIT. S-Reg. Bright orange, previously owned by ourselves. Superb looking car. **£5,950**
ECLAT 521. T-Reg. in black, champagne leather, 24,000 miles, immaculate. **£6,895**
ELITE 501 1978. Lagoon blue, beige interior, every refinement. **£6,475**
ELAN +2 S130. M-Reg. Lagoon blue with black trim, recent overhaul including respray. **£3,625**
ELAN SPRINT SERIES. White, good plates, black trim, 33,000 miles. **£3,975**
MGB GT 1969. Carnival red, black leather, o/d, outstanding. **£1,375**
MGB GT V8. Carnival red, one of the first made (1973), sunroof, overdrive, good standard. **£2,900**
SCIMITAR GTE 1977. Green, o/d, superb. **£3,475**
ECLAT 1979 521. Strato silver, leather trim, low mileage, extras, superb. **£7,250**
TVR 3000M 1977. Powder blue with blue band, 21,000 miles, outstanding condition. **£4,795**
ELAN S2 1965. White, will need chassis shortly. **£1,500**

PARTS: Huge range for Lotus owner. Vast stocks held largest and most competitive in UK. Send for FREE complete rebuild, parts, services catalogue. Chassis, Bushes, Electrical, Bodywork, Fuel, Clutch, Shocks, Exh., Cables, Diffs, Wheels, Interiors, Steering, Cooling etc. Eg Chassis from £225. H brake pads (4) £10.91 a set. Ex. manifold (2 sections) £26.50. S130 Alloys £29.00 exch. Dellortos pair £100. Shocks from £15.90. Sprint drive couplings £27.00 for 4. Elite owners exhaust systems £99.82 complete. Fast despatch world wide service. Club Lotus / LDC recommended centre. Access, Barclay, Amex orders over phone. Cheques or PO by post. MG parts catalogue now ready send / phone for free despatch. Amazing value. TVR, Scimitar owners, phone requirements. We can help you.

SERVICES: In our modern fully equipped workshops, our service staff of 12 are constantly rebuilding all models of Lotus car. Our labour rate is still only £8.50 ph, 907 engines and 5 sp. G boxes a speciality. Twin Cams from standard to full race Spec., 1600 GT and V6 engines, chassis changes, full accident repair / glassfibre facilities supervised by the best man in the business, de crazing and recellulosing. Trim shop now open with all materials and facilities at their disposal. All to our usual high standard and very realistic prices. NEW: Elan FHC to Drophead conversions. No job too small, no problem too great.

SEND FOR FREE PARTS / SERVICE CATALOGUE AND FULL CAR SALES LIST.

☎ 0606 47914

SUPPORT THE ENTHUSIASTS

H.I.R SNOOPER



An effective warning system to aid drivers' awareness.
Visit our showrooms in St. Martin's Lane or write and mail order your snooper now!

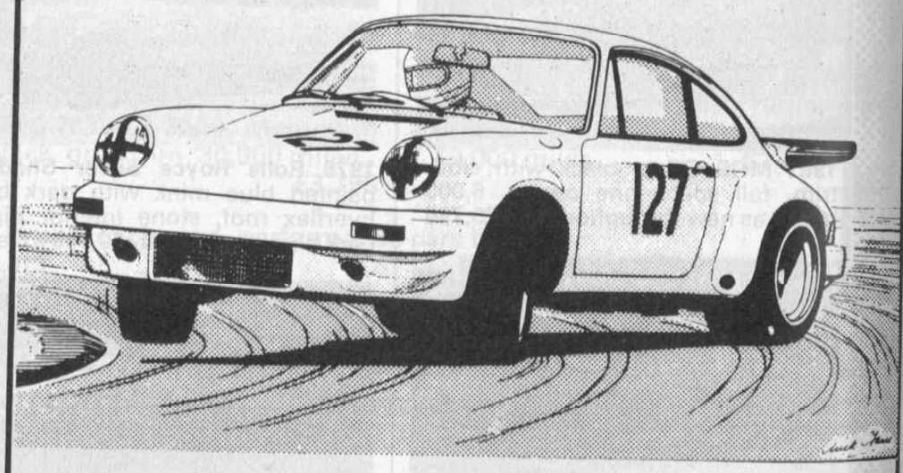
ST. MARTIN'S ACCESSORIES

95 St. Martin's Lane, London WC2
Telephone: 01-836 9742. Access & Barclaycard

This is a radio receiver and legally detects licensed amateur stations. Should other transmissions, for which a licence is required be received, it will be turned off in accordance with WT regulations.

Nick Faure

TEL. (04868) 23685



PORSCHE

1980	**924 Turbo.** White over red, black leather interior, all extras.	**£10,950**
1980	**924 Lux.** Met. black.	**£7,995**
1980	**928 S.** Oliver green.	**£17,450**
1979	**911 SC Sport Coupé.** Silver.	**£12,500**
1979	**911 SC Coupé.** Sport Spoilers, light met. blue.	**£12,500**
1979	**Model 928.** Manual, dark met. brown, electric seats.	**£11,995**
1979	**911S SC Sport Coupé.** Minerva blue, air cond. and cruise control.	**£12,995**
1979	**924 Lux.** Dubloon spec.	**£6,500**
1979	**Model 928 Auto.** Minerva blue.	**£11,950**
1978	**911 SC Sport Targa.** Light met. green.	**£11,995**
1978	**911 SC Sport Coupé.** Black, air cond., 21,000 m only, cherished number.	**£11,995**
1977	**911 Lux Targa.** Silver, cruise control.	**£9,950**
1977	**Carrara 3.0 Sport Coupé.** Dark met. brown.	**£10,450**
1975	**911 Lux. Coupé.** Sport spoilers, black.	**£6,995**
1974	**911 Coupé.** Light yellow.	**£5,449**

32 OCKFORD ROAD, GODALMING, SURREY.

EAST FINCHLEY CAR CENTRE (GLH CARS)

14 HIGH ROAD, LONDON N2
(OPP EAST FINCHLEY TUBE)

LHD — PORSCHES — AMERICAN CARS — MERCEDES

PORSCHES LHD

928 1979. LHD, m/brown, auto., immac. ... **£10,995**
928 1979 Model. LHD, M/blue, manual. **£9,595**
911SC 1978. LHD, m/blue, manual. **£6,995**
911 COUPÉ 1977. LHD, red, manual. **£5,995**
924 SPORTS 1977. LHD, green, manual. **£3,995**
924 SPORTS 1977. LHD, white, manual. **£3,695**
924 SPORTS 1977. LHD, brown, manual. **£3,795**

MERCEDES — LHD's

350SL 1974. LHD, white. **£5,495**
450SEL LHD 1976. M/blue. **£4,495**
450SE LHD 1974. M/blue. **£2,495**
350SE LHD 1976. Mustard. **£2,895**
200 LHD 1977. White. **£3,795**

AMERICAN CARS

CORVETTE STINGRAY 1979. LHD, Anniversary black. **£5,695**
CORVETTE STINGRAY 1972. Red. **£3,695**
TRANSAM 455 HO 1972. White. **£2,995**
TRANSAM TURBO 1980. White/red. **£5,995**
FIREBIRD ESPRIT 1979. Silver. **£2,995**
FIREBIRD ESPRIT 1973. Red/silver. **£1,495**
OLDSMOBILE DELTA 88 1979. Diesel, M/blue. **£2,995**
OLDSMOBILE CUTLASS 1979. Diesel, red. **£2,495**

MISCELLANEOUS

BENTLEY 'T' TYPE. RHD 1968/9. ..... **£5,595**
MERCEDES 450SEL. RHD, fully equipped, 1973. **£3,495**
PORSCHE 911 TARGA 2.7. Yellow. **£6,395**
ASTON MARTIN DBS V8. Full service history by Aston's, 1971. ..... **£5,495**
DATSUN 280 ZX. Cooper black, auto., 2+2, 1979. **£4,695**
ALFA GIULIETTA 1.8. 27,000 miles, 1980. **£2,695**
GOLF GTi. LHD, jet/black, 1980. ..... **£3,795**
BMW 320. LHD, red, 1980. ..... **£2,495**

⅓ HP / DEPOSIT 2 YEARS OR 3 YEARS REPAYMENTS • YEAR'S WARRANTY • P / EXCHANGE • EXPORT FACILITIES • 01-444 7221 • OPEN 7 DAYS

BOOKS

NEW AND RECOMMENDED

Orders for these new and forthcoming books will be shipped immediately on publication — we give approximate dates. Order now to ensure prompt delivery!

FORD FORMULA ONE RACING CARS The story of the Ford-Cosworth engine and its successes on the Grand Prix circuits of the world from its introduction in 1967 up to the racing season of 1981. With many photographs of cars in action, of engine in detail, and of the principal drivers. **£4.25**

OFF-ROAD, by Andrew Morland, A superb collection of all-colour photos of 4x4 and other all-terrain vehicles shot in California, Arizona, France and England. Original, exciting shots. Softbound. **£5.95**

RACING COBRA, by J. Christy and D. Freidman. More Shelby Cobra, but this time from the racing driver seat. Over 200 mostly fresh photos of all the 'factory' cars in the USA and Europe. **£9.95**

FOUR WHEEL DRIVE by Jack Jackson. The most up-to-date book on FWDäs, with masses of useful information, tips, vehicles data and history. 224pp, 150 ph. **£9.95**

The Complete Guide to the RANGE ROVER. New title in this excellent series for vehicle owners and enthusiasts from Dalton-Watson. Aug. **£6.50**

The MG STORY by A. D. Clausager A new history written and compiled by the custodian of the BL Museum in Isleworth, packed with 80 col and 20 b/w ill. **£6.95**

VOLVO BY JOHN GREIGHTON. The history of the firm is here traced, with over 75 photographs of noteworthy cars, taxis and other vehicles, as well as a number of tables that aid the understanding of the complex output of Volvo factories around the world. **£4.25**

WORLD CARS 1982 This issue celebrates the 21st birthday of its compendium of motoring with *World Cars 1982,* a 440-page collection of over 1,000 current cars from 36 countries. There are not many other sources for illustrations and specifications on India's Sunrise model or the Oltcit from Romania.

The bulk of the book is illustrations, with specifications and text giving details of engineering and design innovations and trends. **£18.25**

FERRARI: THE MAN, THE MACHINES John McLellan Reprint of original Automobile Quarterly title of same name — new jacket. Brought back by popular demand, one of the first really good Ferrari books. 256 pp, well ill. b/w & col. **£15.95**

HOW TO RESTORE YOUR MUSTANG A complete step-by-step procedure manual from the editiors of *Mustang Monthly* magazine cover, Sections include Disassembly, Cleaning & Refinishing, Body Repair & Panel Replacement, Reassembly, Mustang Yellow Pages & Codes, Data & Detailing includes paint & upholstery colour charts. **£8.95**

Announcing the AUTO COLOUR LIBRARY
Here comes a terrific new series that no motoring enthusiast should miss — well researched, authoritatively written and with hundreds of photos — all in colour. Tremendous value, too, at only ..... **£5.95 each**



A.C.L. No. 1 — MERCEDES foreword by Alan Jones
A.C.L. No. 2 — PORSCHE foreword by Jacky Ickx.
A.C.L. No. 3 — FERRARI foreword by Niki Lauda.
A.C.L. No. 4 — ROLLS-ROYCE foreword by George Fenn, Managing Director of RR
DON'T MISS THESE SUPER BOOKS!

MUSTANG RECOGNITION GUIDE 1964-1973 World's leading Mustang experts detail year by year changes enabling immediate ID of all models & years. Slight production variances within years are also identified. Shows correct parts equipment, options & accessories for owner & restorer 226 pgs 300 ill., 241 in colour. **£8.95**

THE ENCYCLOPEDIA OF AMERICAN SUPERCARS. By Robert C. Ackerson. A complete detailing of over 30 high-performance models from the early '50s to the early '70s. All these vehicles are now collectable & this book gives much information not available elsewhere. Recommended. 144pp. 90 ill. **£8.95**

NEW from Dalton-Watson
A number of new titles have been announced by this world famous quality publisher:

DUESENBERG — The Pursuit of Perfection. By Fred Roe. Out at last the long awaited definitive history of this famous American marque, presented on 290pp and with 550 photos in the usual D-W style. **£27.50**

AC AND COBRA by John McLellan. A complete, illustrated history of these cars, in the high-quality Dalton-Watson style with 350 photos. **£12.50**

Forthcoming Titles in the Dalton-Watson GUIDE Series: Each of these is a perfect companion for the owner of a collector's car, or the enthusiast and prospective owner. Packed with practical, historical and how-to information, well produced and illustrated in b/w & col. Each **£6.50**

GREAT CARS FROM FORD. R. M. Langworth. Published by Consumer Guide, this is an inexpensive, yet very comprehensive history of Ford's best cars: T, A, V8s, T-Bird, Mustangs, Fairlane, Sportsman and others. 96pp, 100's of ill., many in col. Super value for hardback at **£3.95**

AUTOMOBILE REVUE CATALOGUE 1982 — All the World's Cars. A massive book with 1000's of entries for all cars of all countries available at present. Includes Geneva '82 report, cars of the future, all data and specifications in four languages for all cars. 606pp, over 1,500 ill. **£12.95**

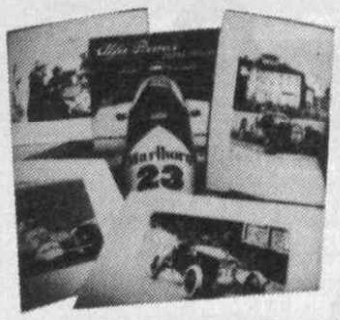
AMERICAN CARS of the Seventies. New title in the popular Warne Transport Library. 100's of ill. **£4.95**

EXCLUSIVE IMPORTS FORM ITALY
MASERATI — The Complete History by Luigi Orsini & Franco Zagari, Engl. translation edited by Griffith Borgeson. This is the complete English edition of "una storia . . ." Volumes 1 & 2, the latter was never before published in Italian. A massive, 800 page work, beautifully presented in a slipcase, and packed with over 800 ill, most of them never published before. 75 pages are in full colour.

This book will be the most complete and definitive history of Maserati. Publication is in July — we are offering a special deal: Pre-publication offer £29.50 until 31.7.82. Thereafter £34.95.

ALFA ROMEO Single Seater Monoposto by Luigi Fusi. Italy's great Alfa Romeo expert has now put together the definitive work on these famous Alfa's. The book contains English text, 170 large pages and is really well ill. We expect delivery during June. **£14.95**

LOTUS — The Complete Story by Chris Harvey. Whilst all the other books we can offer on Lotus only cover individual cars, this book is a compact, complete history of the company and its products. Heavily illustrated, in the Foulis Minimarque Series. **£5.95**



ALFA ROMEO CORSE 1913-1981. A full colour folder containing 18 superb b/w plates (295mm.×400mm.) of Alfa Romeos in competition from the 40-60 HP of 1913, through the 1938 G.P. Tipo 158 to the F.1 Tipo 197C of 1979 — together with a 12 page Italian text folio history of Alfa racing by Gonzalo Garcia, Illustrated technical index and race achievements of the cars. **£9.95**



COBRA GT350-GT500 PRODUCTION HISTORY & OWNER REGISTRY. By Richard J. Kopec. Unique volume of the official book of the Shelby American Automobile Club, contains a history of every car ever built. When known, the original colour options, current owners etc. are given. Production details racing history, complete parts list of every unique Shelby part for each year. 464pp., 300 ill. **£29.95**



HOW TO COLLECT AND RESTORE CARS. Everything the beginner or experienced car enthuisast needs to know about collecting and restoring any kind of automobile: antiques, classics, production models. **£6.95**

RACERS. By Doug Nye. Subtitled *The Inside Story of Williams Grand* Prix Engineering. This is an attractively produced large format book on this year's world champion constructors. Hardb. **£10.95**

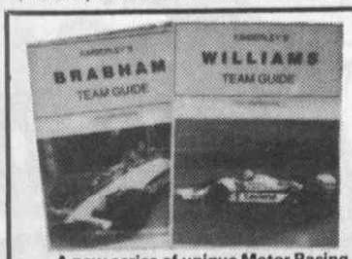
FERRARI ALBUM 1. Thompson. Includes articles on 125C, Ghia, Nurburgring, Daytona 1981 etc., 96 large pages, 185 illus., 12 colour. **£8.95**

FERRARI ALBUM NO. 2. By J. Thompson. Covers historical and contemporary Ferrari subject, incl. Barchetta, 49s Turbo F1, Abarth Spyder, Le Mans 821 etc., 96pp., approx. 150 ill. **£8.95**

CARS TEST & SERVICE DATA — Essential pocket data book for mechanics, with 60 data items (for all electronic tests, also wheels, engine, torques) covering 1,500 cars & vans since 1965. Published Dec. 1980. **£4.95**

THE MIGHTY MGs: The Twin-Cam, MGC and MGB GT V8 Stories. Graham Robson. June. **£12.50**

New title in the **GREAT MARQUES Series:**
JAGUAR — large format all colour book, supreme value at only. ....**£3.95** and not to be missed.
Other titles still available:
Great Marques: FERRARI. **£3.95**
Great Marques: MERCEDES-BENZ. **£3.95**
Great Marques: PORSCHE. **£3.95**



A new series of unique Motor Racing Team Guides, produced by Bill Kimberley, the Publisher of Dalton-Watson:
KIMBERLEY'S TEAM GUIDES
Each booklet contains on 24pp the history of a racing team, its present composition, its drivers and personnel. Packed with over 50 ill., many in col., it also deals extensively with the racing cars, their data and specifications, plus information on cars still in development and unpublished team background information. Laminated colour cover. Each **£1.95**

Kimberley's Team Guide 1: WILLIAMS
Kimberley's Team Guide 2: BRABHAM
Kimberley's Team Guide 3: FERRARI (August)
Kimberley's Team Guide 4: RENAULT (August)
Kimberley's Team Guide 5: LOTUS (oct.)
Kimberley's Team Guide 6: MCLAREN (October).
Special Introduction Offer: Send £10 for all 6 guides (receive No's 1 & 2 early July, and the others on publication.



Complete Guide to the VOLVO 1800 (June)
Complete Guide to the RANGE ROVER (Aug.)
Complete Guide to the FERRARI 308 SERIES (Sept.)
Already published in this series: Complete Guide to the TRIUMPH TR7 & TR8.

MG: The Art of Abingdon by McLellan. The long awaited tribute to MG, from the factory's inception to the closure. Fuly illustrates all sports and saloon cars, with detailed descriptions. Large format, 256pp., 480 ill. **£15.95**

ASTON MARTIN compiled by Autocar. The next volume in the Autocar reprint series is again real value for money: a large book, with 100s of ill., many in colour, tests, articles, comp. reports etc. 160pp., 400 ill., Hdbk. **£7.95**

TIGER, RAPIER, ALPINE: Sporting Cars from the Rootes Group — by R. Langworth. Full model-by-model history, with much material never published before, on production, competition, specials etc. Should become *the* reference book for these cars. 192pp., 150 ill., Hdbk. (Osprey) **£9.95**

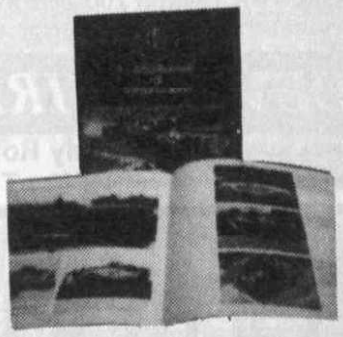
TRIUMPH SPITFIRE by G. Robson. New history of this popular sports car, and an ideal reference work for the owner and restorer. Well ill., Hdbk. **£8.95**



MOTORING FOR THE MILLIONS by Ian Ward. Tells the story of mass production cars from the Model-T Ford, through to the Mini Metro. **£8.95**

AUTO CLASSIC 6: BORGWARD ISABELLA. Well illustrated booklet about this collector's post-war classic. Text completely in Engl./German. **£2.95**

VOLVO. By J. Creighton. Brief history of the marque, covering both cars and CV's. 65pp., well ill. **£4.25**



LE ALFA ROMEO DI VITTORIO JANO. Pictorial history of the contribution made by Vittorio Jano, Alfa's great engine designer, between 1924 and 1937. Italian text. 360 v. clear b/w photos., and diags., 255pp. Hbk. **£24.95**

VISIT OUR BRANCHES — You'll find a selection of 1,000's of transport and military books in each.
LONDON: Albion Scott, 51 York Road, Brentford, Middx. 01-560 3404
MIDLANDS: Albion Scott, 7 Welch Gate, Bewdley. Worcs. 0299 404140.
NEW YORK: Albion Scott, Motobooks, 48 E. 50th, NYC (212) 980 1928 9. (between Park and Madison Ave. on 2nd floor above SKYBOOKS).
FRANKFURT: Die Modell-Box, Grosse Friedberger Str. 41 0611 288379 (also stocks large selection of model cars and kits).

MAIL ORDER

ORDER FORM TO: **MS Readers Service, Albion Scott Ltd., Freepost, Brentford, Middx. TW8 0QP, England.** MS 06/82

Name .....
(BLOCK LETTERS PLEASE)

Address .....

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

Credit Card No. ..... ☐ Visa ☐ Access (M/charge)

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

Signature .....

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

☐ G.P. Racing Cars (Free with orders over £30). See inside back cover of May issue.

To order by Mail. Min. order £5 (Credit Cards £8). Send orders accompanied by remittance. **Cheques and postal orders should be made payable to Albion Scott Ltd.**
Postage and packing: UK £1.75 all orders. Overseas: £2.50 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 £1.80 for bank charges.
All prices are correct at press but may be subject to fluctuation thereafter.

BARCLAYCARD VISA

Tel: 01-847 0511 (24 hrs) and 01-560 0595

BROOKLANDS BOOKS



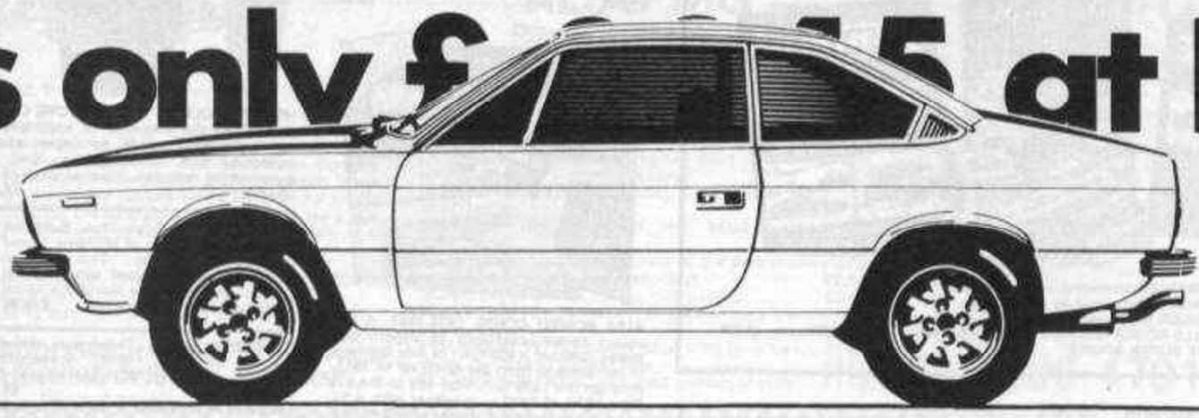
New BROOKLANDS titles:
MORRIS MINOR Collection (July). **£3.95**
Lotus Europa Collection (June). **£3.95**
Porsche 911 Collection No. 2 (May). **£3.95**
Porsche 924 1975-81 (May). **£4.95**
Lotus Elite Eclat 1974-81 (May). **£4.95**
Range Rover 1970-81 (July). **£4.95**
Citroen 2CV 1948-1982 (July). **£4.95**
Lotus Esprit 1975-81 (May). **£4.95**
Lotus Seven Collection (June). **£3.95**
Rolls-Royce Silver Shadow 1965-80 (June). **£4.95**
Ford Escort RS (June). **£4.95**



HISTORIC CAR RACING. By Rob de la Rive Box. Historic car racing has grown apace in the last 25 years and this important new publication is a full record of FIA/FIVA meetings at Monza, Brands Hatch, Zandvoort, Montlhery, Donington, Zolder and Nürbürgring in 1981. Race listings give position and car numbers, types, drivers' names, times and winner's speeds. Total results chart for the 1981 FIA/FISA Championships and driver/car index. 400 b/w photos., 160pp., 210mm.×290mm. Hbk. **£12.95**

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

The Lancia Beta Coupe is only £[illegible]15 at Portman



or Superb part exchange allowances, 1600/2000 Coupés, we deliver anywhere in the country, electric windows, sun roofs, automatics available, 6 year anti-corrosion warranty.

Tel: 01-486 6262

TVR **IN DEVON — CORNWALL — SOMERSET**
Main Dealers • Sales • Service • Spares

1979 V-Reg. TVR Taimar Turbo. Black, beige interior, sunroof, stereo radio / cassette, e/a, walnut dash, one owner, low mileage (the last one made). Superb. **£8,350**

1980 W-Reg. TVR Taimar. Metallic blue, silver coachband, black interior, sunroof, radio / cassette, one owner, 9,000 miles only, repeat 9,000 miles only! One of the last registered, condition as new. **£7,750**

1982 TVR Tasmin 2.8 Convertible. Metallic silver, blue trim, blue hood, p.a.s., driving lamps, 2,500 miles. **£11,995**

1980 Ford Capri 2.0S. Metallic Sirius red, tan trim, radio, one owner, S&S by us, superb condition. **£3,995**

New TVR Tasmin 2.8 Series 2. Fixed head, omega gold metallic, brown bumpers and bands, caviar interior. **£13,936**

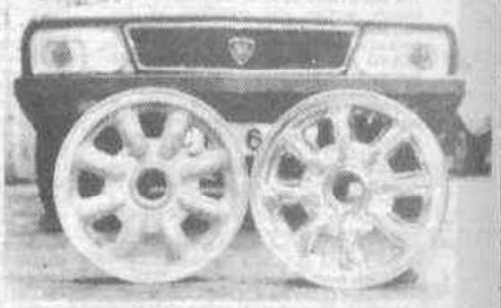
New TVR Tasmin 200 2-litre Convertible. Black, gold bumpers and bands, mohair hood, black interior, elec. windows, bonded front screen. **£10,477**

DEVONSHIRE CAR SPECIALISTS

TVR Dendy Road, Paignton, S. Devon. Tel: 0803 555544 **TVR**

JIM'S

ALLOY WHEELS POLISHING SERVICE
Just bring your car



Any make of alloy wheels polished. Better than new. Tyres on or off. Same day service.

14/17 PORTSDOWN MEWS, GOLDERS GREEN, LONDON NW11. TEL: 01-455 7405

CONTOUR The Supreme Formula

The Anatomy of Seating Excellence

The seat – focal point between road, car and driver. Next to you, it's the most important addition to the car. With its support, you will reduce fatigue, benefitting from greater awareness, faster reactions, more alert reflexes. Driving becomes a pleasure, not a pain!

Years of development have created the Contour range of seats, embodying closely researched orthopaedic and ergonomic principles. They are also beautifully tailored in a range of fabric and leather, pattern or colour options, with matching rear seat kits also available.

Contour – a long term investment in your future that will follow you through many changes of car.



Fully adjustable safety head restraint

Tubular steel frame to BSI standard

Upper lateral support

Tilt forward

Temperature compensating velour upholstery

Map pocket

Unique inflatable lower back support

Lower lateral support

Tubular seat frame with vibration damping suspension system

Infinitely adjustable recline facility

for and aft adjustment facility



To: **Trimtech Ltd, P.O. Box 50, North Portway Close, Round Spinney, Northampton NN3 4RE.**

Rush me colour brochure, prices and details of nearest stockist.

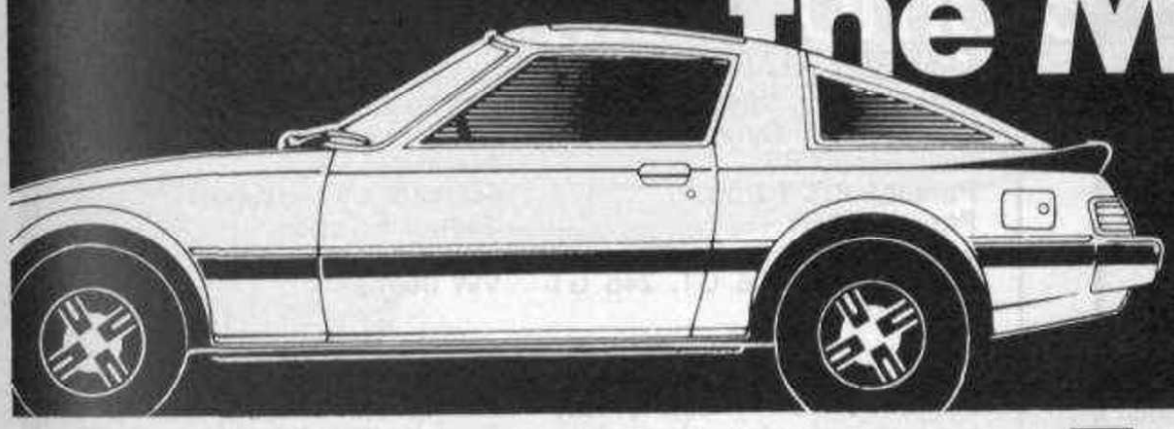
Name .....

Address .....

.....

.....

Drive out of Portman in the Mazda RX7



Or the 323 Hatchback from £3,999
323 GT 3 door from £5,399
626 SDX Saloon from £4,799
626 SDX Coupé from £6,049
On view in the West End at
92 George St. London W.1. off Baker St.

Tel: 01-486 6262

GRAHAM WILLIAMS AUTOMOTIVE LTD.

LOTUS MAIN DEALERS

Esprit Turbo Demonstrator.	**£16,500**
1965 Healey 3000, must be seen.	**£6,950**
1973 Triumph Stag. Rebuilt.	**£1,750**
1957 Austin J-Type Breadvan.	**£1,250**
Early "E" Type. Available soon.	

Eckington Gararge, Pershore, Worcs.
Phone: Evesham (0386) 750 267.

DON HOODS

& Boat Canopies direct from the makers!



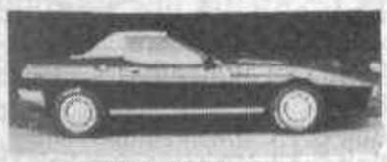
Send for colour leaflet and price list
Don Trimming Co. Ltd
2A Hampton Road, Erdington,
Birmingham B23 7JJ
Telephone: 021-373 1313

Lotus TVR

THE LARGEST SELECTION OF NEW AND USED LOTUS CARS IN THE UK


LOTUS TURBO *£350


LOTUS ESPRIT III *£285


TVR TASMIN *£200


LOTUS RIVIERA *£295

OPPORTUNITY

We take immense pleasure in offering two purchase plans, "exclusive" to the business buyer, one of which is

INTEREST FREE

They make buying a Lotus-TVR car not only easy but financially attractive. All the prestige and driving pleasure of sports motoring can be yours in a way that will not only appeal to the motorist in you, but also the businessman.

IT'S AN OFFER YOU CAN'T REFUSE

● **Esprit Turbo/Esprit Three/Eclat Riviera demonstration models available at all times** ●

NEW		
ESPRIT TURBO, black, a/c, hide	*£360	LIST
ESPRIT TURBO, red, hide	*£350	LIST
ESPRIT TURBO, white, a/c, hide	*£365	LIST
ESPRIT TURBO, copper, hide	*£350	LIST
ESPRIT III, black, a/c, hide	*£300	LIST
ESPRIT III, black, hide, BBS	*£285	LIST
ESPRIT III, red, ½ gold hide, BBS	*£285	LIST
RIVIERA 2+2, red, hide, s/roof	*£299	LIST
RIVIERA 2+2, met. blue, blue hide	*£305	LIST
TVR 2.8 Tasmin, convertible	*£225	LIST
TVR 2.8 S2, coupe, blue, full spec	*£295	LIST
USED		
1981 X ESPRIT III, copper, f/hide, BBA	*£295	£12,950
1981 X ESPRIT III, silver, hide, a/c, BBS	*£285	£12,850
1981 X ESPRIT II, white, hide, r/st	*£265	£11,650
1980 W ESPRIT "ESSEX" TURBO	*£275	£12,700
1980 W ESPRIT II, silver, hide, r/s	*£233	£10,250
1980 V ESPRIT II, silver, hide, a/c	*£215	£9,450
1980 V ESPRIT II, silver, hide	*£226	£9,950
1979 T ESPRIT II, black, s/roof	*£181	£7,950
1978 T ESPRIT II, white, s/roof	*£181	£7,950
1982 X ELITE 2.0, black, hide, pas, a/c	*£249	£10,950
1981 X ELITE 2.0, blue, hide, pas, a/c	*£245	£10,750
1981 W ELITE 2.2, white, pas, a/c, r/s	*£295	£12,750
1981 X ECLAT 2.2, tabac, r/s, as new	*£249	£10,950
1980 W ECLAT 2.2, yellow, pas	*£204	£8,950
1979 V ECLAT 2.0, silver, hide, pas	*£192	£8,450
1979 V ECLAT 2.0, auto, pas, white	*£192	£8,450
1979 T ECLAT 2.0, silver, hide	*£181	£7,950
1981 X ECLAT 2.2, silver	*£272	£11,950
1981 X ECLAT 2.2, white	*£260	£11,450
1980 V MERCEDES 350 SE, full spec	*£295	£12,950
1980 V MERCEDES 450 SEL, full spec	*£350	£14,950
1979 V BMW 635, man, red, s/r, a/c	*£272	£11,950
1982 X TVR 2.8, convertible	*£220	£9,950
1981 W MUSTANG TURBO, black	*£121	£5,350
1975 N ROLLS S/SHADOW, nutmeg	*£295	£12,950
1981 W TR7, white, 9,000 miles	*£96	£4,250
1980 V TR7, convertible, silver	*£96	£4,250
1981 W DATSUN 280 ZX, 2+2, Targa	*£181	£7,950
1981 W DATSUN 280 ZX, black	*£155	£6,950
1981 W srs RANGE ROVER, white	*£210	£9,250
ELAN FHC, red, rebuilt, superb	*£74	£3,250

SUZUKI



SUZUKI SC100 WHIZKID AVAILABLE NOW

only **£2,899** or **£70** *monthly

*** MONTHLY LEASE PURCHASE PAYMENTS AVAILABLE TO COMPANIES, PARTNERSHIPS, SELF-EMPLOYED**

Norfolk Motor Company 242/254 SPROWSTON ROAD, NORWICH, NR3 4HT **(0603) 407766**

The Norths Leading Specialist Car Centre

TVR

THE OFFICIAL TVR DISTRIBUTORS FOR THE NORTH OF ENGLAND

New TVR Tasmin Convertible. Italian red, black hood/flashes, caviar trim, power steering, Momo wheels. **LIST**

New TVR Tasmin 200 Convertible. Italian red, black hood/flashes, electric windows, Mohair hood, radio/stereo. **LIST**

New TVR Tasmin 2+2. Sigma silver, black flashes, blue trim. **£11,950**

New TVR 3000S Convertible. Choice of red or gold, l.h.d., US spec., Wolfrace wheels. **POA**

1978T TVR Taimar Turbo. Metallic blue, 28,000 miles, sunroof, radio/stereo, one owner. **£7,495**

1976R TVR 3000M. Metallic blue, black vinyl roof, 26,000 miles, sunroof, one owner since 2 months old. **£3,995**

1976 TVR 1600M. White, black vinyl roof, 41,000 miles, radio/stereo. **£3,250**

1979 Lotus Esprit S2. Silver, 27,000 miles, s/roof, radio/stereo. **£7,495**

1978T Lotus Elite 501. Red, brown trim, 32,000 miles, radio. **£6,850**

1981 MG-B GT. Pageant blue, 7,000 miles, radio/stereo, one owner. **£5,895**

1980 MG-B GT. Russet brown, 17,000 miles, radio. **£4,795**

1980 MG-B GT Roadster. Carmine red, 19,000 miles, radio, one owner. **£4,495**

1979 MG-B GT. Carmine red, 26,000 miles, vinyl roof, rustproofed. **£3,995**

1978T MG-B GT. Choice of 2, vermilion, 22,000/36,000 miles. From **£3,495**

1970N Reliant Scimitar GTE Auto. Celtic brown/cream band, p.a.s., Wolfrace, electric windows, leather trim, 27,000 miles. **£5,995**

1979 Reliant Scimitar GTE O/D. Buckskin brown, 33,000 miles, radio/stereo. **£5,495**

1978 MG Midget. Flamenco red, 35,000. **£2,495**

1981X Fiat X/19 Silver. 7,000 miles, radio, rustproofed. **£4,995**

1981 Fiat X/19 Gold. 9,000 miles, radio, rustproofed. **£4,895**

1981 VW Golf GTI. White 12,000 miles, sunroof, tints. **£4,995**

1980 Ford Capri 2.0 Ghia. Cosmos blue, 14,000 miles. **£4,595**

1981 Triumph TR7. Vermilion, 10,000 miles. **£3,995**

1979 Triumph Spitfire. Inca yellow, 30,000 miles. **£2,795**

1981X Stevens Cipher. White, 2,000 miles, alloys, radio. **£3,995**

1978 built Arkley SS. Malaga red, 1293 c.c. engine, many extras. **£995**

1974 Alfa Romeo Spyder. Blue 39,000 miles. **£2,595**

1979 Renault 5TS. Black, 36,000 miles, one owner. **£2,495**

1977 Triumph Stag. British Racing Green, manual/overdrive. **£4,495**

1977S Ford Capri 2.0S. Silver, 36,000 miles. **£2,595**

All makes of sportscars bought for cash. Please ring if the car you require is not in our ad. as stocks change constantly.

Harrogate Horseless Carriages

284-286 Skipton Road, Harrogate, N.Yorkshire
(0423) 521073

CRESCENT AUTOS

Specialists in new and used high performance cars

NOW

MOTOR BOOKS

OSPREY AUTOHISTORIES All at **£6.95**

Aston Martin V8s
Lamborghini Countach
Ford Escort RS
Porsche 911 Turbo
Porsche 365s
Ferrari Berlinetta Boxer
Ferrari Dino 206 GT, 246 GT and GTS
Ferrari 275 GTB and GTS
De Tomaso Pantera
Mercedes V8s
Mercedes Roadsters
Jaguar E Type
Mini Cooper and S
VW Beetle

FERRARI BERLINETTA
Large Format — full of the magnificent colour photos. **£49.50**

THE SCUDERIA FERRARI
English copy. **£39.95**

FERRARI FOR THE ROAD
The Survivors Series. **£16.95**

THE FERRARI LEGEND
The Road cars. **£19.65**
The 250GT Competition Ferrari. **£24.95**
Ferrari by Hans Tanner. **£24.00**

LAMBORGHINI by Jean-Marc Borel
Beautiful book mostly colour. **£24.50**

PORSCHE FOR THE ROAD
Survivors Series. **£19.95**
Jaguar E-Type — End of an Era. **£15.00**

CUSTOMISED VANS
All Colour Book, Superb. **£8.95**
Porsche 924, 928, 944. **£9.95**
De Tomaso Automobiles. **£10.95**

COLLECTORS GUIDE All at **£7.95**

Porsche 911
E-Type Jaguar
Jaguar XKs
The Big Healeys
Lotus Elan and Europa
MGA, MGB and MGC

Many more books and posters in stock, come and look

Mail Order (UK Customers) add £1.35 to order for post and packing, cheques and postal orders should be made payable to Crescent Autos

499-505 London Road, Westcliffe on Sea, Essex SS0 9LG
Tel: Southend (0702) 48055

SCOTTS

of Sloane Square
LONDON'S OFFICAL MAIN AGENT
"THE" G.T.I. SPECIALIST

Audi



VEHICLES AVAILABLE
New
Golf G.T.I. Green/sunroof/tints.
Golf G.T.I. White/sunroof/tints.
Golf G.T.I. Red/sunfroof/tints.
Scirocco G.T.I. All colours
Used
1982 Scotts G.T.I. as pictured — June Special **£7,795**
1982 Scirocco G.T.I., black **£7,150**
1981 Audi Coupé **£6,900**

Let our staff assist in making your G.T.I. unique. Specialist equipment for all VW-Audi models available from our accessory shop and showroom. Please call us for a quotation.

WALTER SCOTT MOTORS (LONDON) LTD.

214-216 Pavilion Road, London S.W.1.
01-730 2131

Also at Southgate, London N.14.
01-882 3012

THE NEW SUPERSPEED AIR PUMP...
A tough Mini Compressor for Only £15.95.

(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 car tyres from flat in only minutes and airbeds, bicycle tyres, dinghy's or footballs in next to no time.

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.

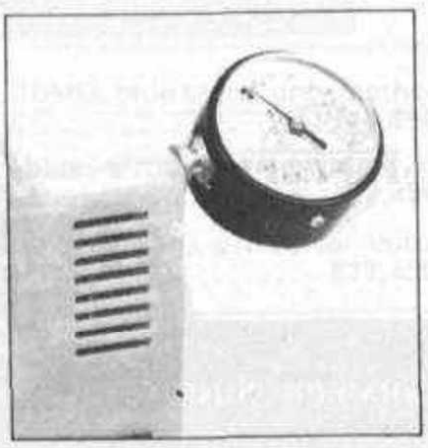
Only the Super Speed is covered by the famous "New Concept" no nonsense guarantee – don't be misled by imitations.

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 gauge designed to fit the Super Speed and produced by England's leading manufacturer of pressure gauges has an easy to read 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 £3·95
(plus p&p)

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 06/82 FREEPOST, WINCHESTER SO23 8BR.

Please send me ___ Super Speed Air Pump(s) at £17.90 inc. £1.95 p & p and insurance.

Please send me ___ Pressure Gauge(s) at £4.45 inc. £0.50 p & p and insurance.

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

No. _____ BARCLAYCARD

Signature _____ Access

Name _____

Address _____

_____

_____

New Concept

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

Hargreaves & Bailey Ltd

Established 1934.

SPORTS CARS INTERNATIONAL.

79(V) PANTHER LIMA ROADSTER MK. II. Metallic blue with silver side panels, full specification including wooden dashboard, wire wheels, luggage rack, headrests, leather interior etc, beautiful. **£5,250**

80(W) PANTHER LIMA ROADSTER. BRG with silver side panels, 12,000 miles, full specification, built 1978, rare opportunity. **£4,950**

80(W) GTC CONVERTIBLE. Manual with overdrive, bright red, every extra possible, only 17,000 miles. **£7,995**

81(X) FIAT X19. 5,000 miles, as new, gold. **£5,250**

80 MGB ROADSTER. Black, 8,000 miles, as new condition. **£4,650**

80 MG MIDGET. Black, 18,000 miles, complete with hard top, extra instruments, etc. **£3,550**

80(W) BMW 635 CSI AUTO. Black with silver highlighting, cream hide interior, electric sunroof, Mahle alloy wheels, headlamp wash/wipe, twin electric mirrors etc., etc. 17,000 miles by one owner. **£14,495**

80 RS2000 CUSTOM. Bright red, full custom packed XR3 eater. **£4,550**

77(S) TVR TAIMAR. Meteor silver, 20,000 miles, sold and serviced by ourselves, pristine. **£5,750**

81 RENAULT 18 TURBO. Well equipped, 14,000 miles, one owner. **£5,950**

80(W) LOTUS SUPER 7. BRG with polished alloy bonnet etc., lovingly cared for. 2,000 miles only. **£5,750**

78(T) JAGUAR XJS. Chrome yellow, 17,000 miles by one owner, beautiful condition. **£8,350**

79(V) SCIMITAR GTE. O/D, champagne with buckskin model band, 25,000 miles, sold and serviced by ourselves. **£5,950**

71 E-TYPE V12 ROADSTER. Red, 42,000 miles with full service history, excellent order throughout. **£8,500**

78(T) FERRARI 308 GTB. Red with black hide, air conditioning, wide wheels etc., 25,000 miles by one owner. **£11,950**

79(V) MGB GT. Blaze, sun and vinyl roof, 20,000 miles, one owner. **£3,995**

77(S) ALFA ROMEO SPIDER 2000 DROPHEAD. Italian racing red, only 22,000 miles by one owner, rust free, beautiful example. **£4,995**

80(W) PORSCHE 924 TURBO. Diamond silver, 17,000 miles by one owner, Targa roof, PDM etc. **£11,550**

78(T) PORSCHE 911 TARGA. Guards red, one owner, 30,000 miles, full service history. **£12,500**

66 ASTON MARTIN DB6. Old English White with red hide interior, 42,000 miles with service record, beautiful example. **£6,500**

80 TVR 3000S CONVERTIBLE. Lagoon blue, Wolfrace wheels, roll bar etc., 13,000 miles. **£6,995**

79(V) MERCEDES 450 SL. Hard and soft tops, alloy wheels, air conditioning, cruise control, silver, 25,000 miles. **£14,500**

81 BMW 323i. Silver, alloy wheels, steel sunroof, overmat, etc., one owner. **£7,750**

82 REG NEW TVR TASMIN CONVERTIBLE. Full 82 model, sapphire blue, save over £2,000 on list **£10,900**

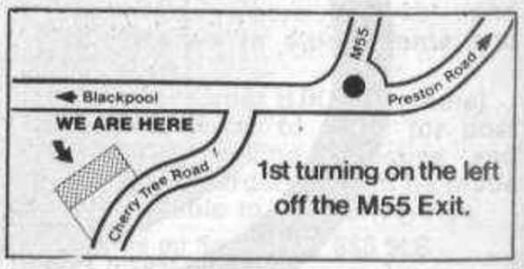
82 REG NEW TVR TASMIN 2+2. Brand new, delivery mileage only, cancelled order, unique opportunity, save £3,000 on list price, **£11,900**

Hargreaves & Bailey Limited
Cherry Tree Road Complex
Blackpool

Tel. (0253) 66122

Open 6 days to 6pm
Sunday by appointment

WE PAY MORE!!
We are in the fortunate position of being able to offer higher cash prices for all superior examples of specialist or performance cars.



Modena for Ferrari



365 BB Spider. 1,500 miles since conversion.



308 GTBi Rosso Corsa. Deep front spoiler.



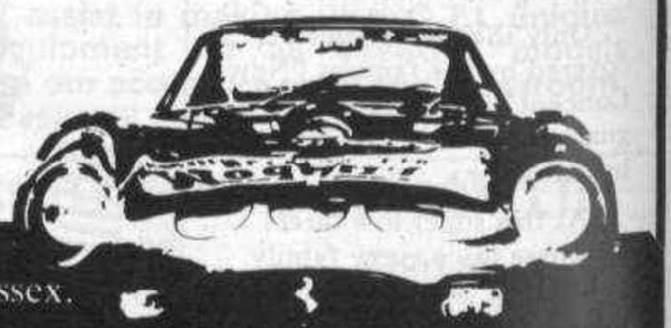
1972 Daytona. Fine example.

275 GTS. 10,000 miles, one owner since 2,000 miles. **POA**
Daytona Spider. Factory original, exceptional car. **POA**
365 GT4, 2+2. LHD, fine example. **POA**
1982 Mondial 8. Red / tan, 3,000 miles. **£22,500**
1981 308 GTBi. Red / black, 5,000 miles, air conditioning. **£19,450**
1980 308 GTB. Metallic blue / magnolia, air conditioned, front spoiler, w/w. **£15,450**
1979 308 GTB. Silver / Blue, 13,000 miles, air conditioning, w/wheels. **£13,950**
1978 308 GTB. Met. green / beige, 28,000 miles, air conditioning, w / wheels. **£12,250**

1979 308 GTB. LHD, red / black, 39,000 km. **£10,950**
1979 512 BB. Red / black, 13,000 miles. **£22,950**
1979 308 GT4. Met. blue / blue leather, 14,000 miles, air conditioning. **£11,750**

MANY OTHER CARS AVAILABLE. RING FOR DETAILS.
ALL CARS HAVE FULL SERVICE RECORD.

OFFICIAL Ferrari DEALER



Modena
Lower Beeding, Nr. Horsham, Sussex.
Tel: (040376) 466
East Horsley, Surrey. Tel: (04865) 4663.

LANGLAND
MOTOR COMPANY LTD
• 21 LEXHAM MEWS W8 •

PORSCHE SALES & SERVICE



We are now placing greater emphasis on servicing. With Porsche trained staff, we can offer fast and efficient maintenance for your Porsche whether it be for a 911, 924 or 928. We also offer a pick-up and delivery service, if required.

Detailed below are our carefully selected used Porsches, all fully serviced prior to sale, and offered with comprehensive guarantee.

1981 X 911 SC Sport Targa. Guards red, tan interior, PDM, 5,000 miles. **£17,850**
1981 W 911 SC Sport Coupé. Silver, blue interior, PDM. **£16,950**
1981 W 911 SC Targa. Zinc metallic, blue interior, PDM. All Sport extras, 6,000 miles. **£17,250**
1980 W 911 SC Sport Coupé. Silver, blue interior, PDM, 10,000 miles. **£16,250**
1975 N 911 Carrera 2.7. Silver, full leather interior in blue, factory air, 40,000 miles, full history. **£10,450**
1979 T BMW 635. Sierra, black Recaro seats. Close ratio gearbox, P7 wheels and tyres. PDM 26,000 miles. **£11,450**

LATE MODEL LOW MILEAGE PORSCHE 911's BOUGHT FOR CASH.

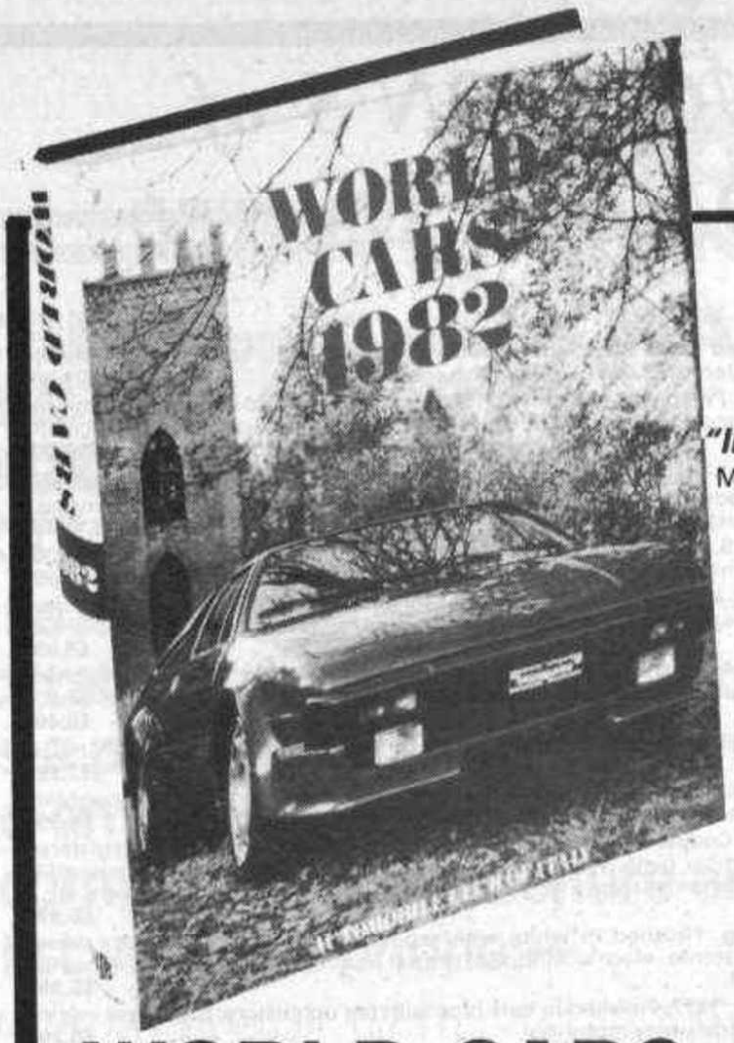
Volkswagen Golf GTi's
We have several new cars available ex-stock. At time of writing our stock consisted of the following:
1982 X. Metallic Anthracite, all extras. **£6,950**
1982 X. Helios blue, all extras. **£6,950**
1982 X. White, all extras. **£6,950**
1982 X. Met. blue, all extras. **£6,950**
1981 X. Golf GTi. Mars red, 3,000 miles only. **£5,500**



Ferrari 330 GTC 1968. Chassis No. 10563, blue serra, grey leather trim, full Maranello service history. **£14,450**
1979 V Mercedes 450 SEL. Met blue, s/roof, air con., alloys, cruise control, 30,000 miles. **£12,250**
1970 Ferrari 365 GTC. Verde seabird green, s/roof, air con., 46,000 miles. **£17,450**

01-937 1410
01-937 1285

LM



"Indispensable"
MOTOR SPORT

21st Annual Edition

WORLD CARS 1982

"The ultimate authority"

- 1,100 brilliant photos of the famous and obscure cars
- Complete and accurate specifications on 1,000 latest models from 36 countries, including 48 electric cars
- Performance and maintenance data
- Exotic display of 62 special bodies in full colour
- Technical and design innovations, trends in major car-producing countries and Grand Prix summary
- Valuable directory of hard-to-find car manufacturers
- Three handy indexes by (1) make, model and price (2) name of car and (3) maximum speed
- 440 pages, 9½ in. × 11 in.; beautifully printed

"Our bible" — MOTORING NEWS
"Very good indeed" — MOTOR
"Magnificent"
— MOTOR TRADE EXECUTIVE

Just published **£18.25**

HERALD BOOKS, Publishers, Dept 20
109 Great Russell Street, London WC1B 3ND

Please send . . . copies WORLD CARS 1982 @ £18.25 plus £1.65 postage, total £19.90 in UK and Continent. Payment is enclosed.

NAME .....

ADDRESS .....

.....

.....

BOUGHTON'S of BROMLEY LIMITED

51, UPPER WICKHAM LANE, WELLING, KENT

TELEPHONE 01-303 1740

Porsche 911 Turbo 1980. Finished in metallic ice blue with black leather interior, electric sunroof, stereo, 29,000 miles, superb condition. **£21,000**

Mercedes 350 SL. Personalised Reg. No. 1980, finished in white with black cloth trim, auto., p.a.s, hard and soft tops, 23,000 miles, service history, electric windows. Luxury motoring. **£15,995**

Ferrari 308 GTS in black. 1978 manufacture, W-Reg., r.h.d., all usual extras. **£13,995**

Porsche 911SC Sport Coupé 1978 Model. Finished in mocca brown with tan pinstripe interior, all usual extra's, superb condition throughout. **£11,495**

Aston Martin DBS. December 1977 S-Reg. Finished in dark blue metallic, 44,000 miles, full service history, fitted with all usual extras. Superb car. **£9,995**

Porsche 928 Left Hand Drive 1979 Model. Finished in silver metallic with black interior, manual gearbox, stereo, etc., offered at a figure we believe to be competitive. **£8,995**

Porsche 924 Lux 1980. This car is finished in guards red with black / white check interior, fitted sunroof, electric windows, stereo, sports wheels, rear wipe, 25,000 miles only. **£8,495**

Porsche 924 1979. Fitted 5 speed gearbox, dark blue metallic, 38,000 miles, immaculate. **£7,295**

BMW 733i 1979. Manual, p.a.s., finished in metallic red with grey trim throughout, service history, electric windows, central locking, stereo. Superb throughout. **£6,995**

Porsche 911S 2.4 Coupé. This car, although 1973 manufacture, has been registered with an S-Reg. number plate, has had a fortune spent on restoration and is finished in carriage brown with tan interior. Electric windows, sunroof, stereo, alloy wheels, etc. **£5,995**

Jaguar XJS T-Reg. Finished in white with red velour interior, automatic, power assisted steering, stereo, electric windows, central locking, 44,000 miles, one owner, superb throughout. **£5,995**

Jaguar XJS S-Reg. 1977. Finished in dark blue with tan upholstery, fitted new engine and gearbox. Superb luxury motoring. **£5,295**

Triumph Stag S-Reg. Finished in maroon with tan interior, automatic, p.a.s., one owner, 40,000 miles from new, full service history, hard and soft tops, stereo, sports wheels, unmarked example. **£4,995**

Triumph Stag 1978. Finished in damson with black interior, manual, p.a.s., hard and soft tops, 36,000 miles from new, one owner, sports wheels, stereo, absolutely unmarked. **£4,995**

Jaguar 4.2 Coupé Automatic 1977. Finished in harvest gold. These cars are rapidly becoming collectors items. Superb condition throughout. **£4,795**

TR7 Convertible 1980. Finished in metallic blue with tartan trim, 5,000 miles from new, stereo, tints. Superb throughout. **£4,695**

Ford Capri 3-litre Ghia Automatic 1979. Finished in black with red interior, 28,000 miles from new. This eye catching car is totally unmarked. **£4,495**

TR7 1980 W-Reg. Finished in blue with tartan trim, 4,000 miles from new, one owner, sunroof, stereo. Superb and faultless. **£4,495**

Fiat X19 1980. W-Reg. Finished in metallic red with white / brown trim, 17,000 miles, stereo. Superb condition. **£4,495**

Lotus Elite 503 1975. Finished in white with oatmeal interior, recent new gearbox, excellent condition for its age. **£3,995**

Peugeot 504 Family Estate T-Reg. Automatic, p.a.s., finished in metallic silver with blue interior, superb condition throughout, 27,000 miles. **£3,995**

Lancia Monte Carlo Convertible 1978. Finished in Air Force blue with cloth interior, 37,000 miles, stereo, tints. Superb condition. **£3,995**

Jensen Interceptor SP 1973. Finished in flame with black leather upholstery. This motor car has every conceivable extra and is offered at the realistic price of **£3,995**

Alfa Romeo 2000 GTV 1980. Finished in royal blue with tan interior, 23,000 miles, one owner, stereo, tints. Superb condition. **£3,795**

Honda Accord 3-door Automatic. V-Reg. Finished in red with black interior, low mileage, stereo, vinyl roof. Superb throughout. **£3,495**

Lancia Gamma Coupé 1978. Finished in green with tan interior, electric windows, stereo, tints. Superb condition. **£3,295**

Mercedes 240 D P-Reg. Finished in maroon with grey interior, automatic, p.a.s., good condition throughout. **£2,995**

Opel Manta SR2000 Automatic T-Reg. Metallic gold with brown interior, good condition throughout. **£2,695**

Alfa Romeo 2000 Spyder. Finished in red with red interior, needs some attention, hence **£1,995**

Jaguar 240 1968. Finished in powder green with olive hide interior, completely renovated "2nd in Jaguar Show" 90,000 miles, service records. Superb. **£1,995**

PART EXCHANGES, HP FACILITIES, FULL 12 MONTHS EXTENDED WARRANTY.



AUTOFARM

PORSCHE SPECIALISTS

5 Hill Avenue, Amersham, Bucks, HP6 5BD
Phone Amersham (02403) 21112

Opposite Amersham Station, British Rail and Metropolitan Underground Line

TIP OF THE MONTH

Starter motor trouble doesn't always mean another starter motor. If the starter works OK cold, but only 'clicks' when you turn the key hot, as like as not it's a faulty solenoid. From £16.56 + VAT each, and bolts onto the starter unit in tandem with the motor. Cheaper than an exchange starter at £85 + VAT!

EXHAUSTING PERFORMANCE

1965-74 911

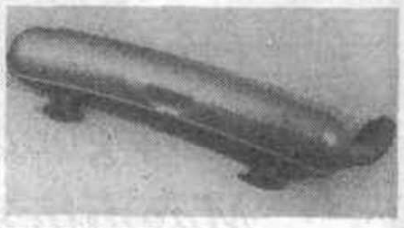
For those of you who are new to us, can we start by introducing our well tried 911 replacement exhaust heat exchangers. For all 911, '65-74, (+ '75 Carrera). 1 unit, aluminium sprayed, incl. gaskets and cold air pipe, from £130 + VAT

A dynamometer test, when we introduced these some 7 years ago, showed no measurable performance change against original equipment heat exchangers.

1975-On 911

The current exhaust arrived on '75 911/911S, and although longer lasting, corroded heat exchangers on these are now not uncommon.

Pair of original heat exchangers £414.34 + VAT. Alternatively, you can replace the *whole* exhaust system *and* improve performance with our late exhaust kit £400 + VAT



LATE EXHAUST KIT

Pair aluminium sprayed Autofarm heat exchangers, double skinned part-stainless silencer, all gaskets and bolts, cold air pipes, modified oil scavenge pipe.

PERFORMANCE BOOST

Our kit is the 1965-74 layout, with equal length manifold pipes and less silencer back-pressure. A rolling road test on a 1978 911SC showed up to 10 bhp increase at the wheels, compared with the original equipment exhaust.

ROAD RACER

Uprated 911 engines — and even factory 911 RSR units — can make a fabulous road cum week-end competition car.

Any unit uprated beyond standard Carrera will need improved breathing, therefore inevitably larger bore manifolding.

However, the ultimate RSR exhaust system lacks two important requirements for road application:—



HEATING

Autofarm 'big-bore' heat-exchangers. Aluminium sprayed RSR bore units. Available with link pipe to standard silencer if required. Per unit, with gaskets and cold air pipe £180 + VAT

SILENCING

Autofarm 'switchable' megaphones cum silencer. Removable caps for RSR pattern megaphone system. With caps fitted, exhaust fed through 'expansion chamber' silencer to twin tailpipes. Not the quietest of silencers, but road (and Prescott!) legal. Aluminium sprayed unit, with gaskets £150 + VAT

WHOOPS!!

got my copy length wrong!! If you want to know our solution, please wait until July, or phone if desperate?

CARS FOR SALE

'78 model 911SC Sport Targa. Cashmere beige, blacklook, black trim. Engine and gearbox overhaul 5,000 miles ago. Engine uprated to Carrera 3.0 output. Full service history. 66,000, hence **£10,450**



'78 model 911SC Sport. 3.3 Turbo style. Black, blacklook, tan trim. 39,000 miles. Fitted with all steel Turbo panels, gold 8J and 9J x 16 wheels. Extensively overhauled during conversion and in superb order. Turbo style and handling with SC practicality **£13,950**



'73 Carrera RS Lightweight. Chassis No. 9113600016. Ex '72 Paris and London Motor Show car. Re-styled in '74 to 3.0 RS bodywork. Converted to R.H.D. in '75. Extensive circuit racing and tarmac rally history. Rebuilt in '79 as road car, now superb in silver, with original black lightweight trim, and fitted with just rebuilt original spec. 2.7 Carrera engine. Offers around **£15,000**

'80 'W' 928S manual. Minerva blue, dark blue leather. 29,000 with full history. E.S.R., 2 mirrors, magnificent **£19,750**

'82 924 Lux, 5-speed. Wine red metallic, black trim with velour check inserts. All Lux extras plus 924 Turbo rear spoiler. Under 1,000 miles. As new **£10,250**



WETBIKE SPECIFICATIONS

- Hull length: 7.8ft.
- Width: 25in.
- Hull height: 2.5ft.
- Stationary draught: 2½ft.
- Planing draught: 4in.
- Weight: 350lbs.
- Petrol capacity: 6.6 imp. gals.
- Maximum speed: up to 35mph.
- Fuel type: oil and petrol mixture (ratio 50:1).
- Flotation capacity: 2 adults.
- Engine type: 2 cylinder 50hp two/stroke 723cc.
- Constant on bilge pump and blower.
- Option power pack 30% more power.

WETBIKE

WETBIKE — A NEW WAVE IN WATER SPORTS BROUGHT TO YOU BY CORTLANDT MARINE!

Wetbike — a 723cc 50hp water cycle, comfortably tows a water skier or carries a pillion passenger, tows easily behind any car.

For a comprehensive brochure and price list write or phone:—

CORTLANDT U.K. LIMITED

Marine Division:—
12 Cressington Ave., Hr. Tranmere,
Birkenhead, Merseyside.
051-644 7342





Mercedes-Benz G-series wins Cop-Drive '82.

When you put 100 policemen into 50 four-wheel drive vehicles and ask them to punish said vehicles across 140 miles of roads, rocks and rivers, you have what is called the "Cop-Drive '82."

And it's what we call success.

Because 1st place was captured by a Mercedes-Benz 280GE, driven by officers Chris Smith and Ted Stringer, entered by Mercedes-Benz dealer, Bradshaw and Webb Ltd., Chelsea.

And joint 2nd place went to another Mercedes-Benz 280GE, driven by officers John Trafford and Derek Purdy, entered by Mercedes-Benz dealer Drake and Fletcher, Maidstone.

Not bad, considering that of the 50 vehicles entered, only two of them were G's. So if you want a tough four-wheel drive vehicle, your Mercedes-Benz dealer, and a few PC's, can tell you all about it.

Just ask for the one that copped top honours.

Mercedes-Benz

RESULTS (Subject to official confirmation)

1st Place: Mercedes-Benz 280GE
Drivers: Chris Smith and Ted Stringer

2nd Place: (equal) Mercedes-Benz 280GE
Drivers: John Trafford and Derek Purdy

THE MERCEDES-BENZ G-SERIES

280GE: 2.8 litre petrol injection engine developing 156 DIN/h.p. Available in two and four door versions.

300GD: 3 litre Diesel engine developing 88 DIN/h.p. Available in two and four door versions.

Standard equipment on all models includes:
Transfer gearbox; Front axle differential lock; Rear axle differential lock; Power steering; Automatic transmission (280GE only).

VOL. LVIII No. 6 JUNE 1982

MOTOR SPORT

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

Fifty-eighth 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	697
Fixtures	698
Club News	699
Obituaries	700
Endurance Racing Review — Monza and Silverstone	701
Around and About	702
Rally Review	703
Historic Grand Prix Cars — Bugatti Type 59	704
Road Test Miscellany — Audi 80 CD and MG Metro	705
Belgian Grand Prix	708
Veteran-Edwardian-Vintage	717
Vintage Postbag	722
37.2 h.p. Hispano Suiza	723
Tuning Topics	730
Welsh Rally in colour	738
San Marino Grand Prix in colour	740
Silverstone 6-hours in colour	744
Mercedes 500 SEC road test	747
Belgian Grand Prix in colour	750
Book Reviews	759
Air	762
San Marino Grand Prix	766
Behind the Grand Prix Scene — Transporters	771
Bentley Mulsanne Turbo	777
Letters from Readers	778

FRONT COVER PICTURE: THE start of the Pace Six Hours World Endurance Championship race at Silverstone. Leading the 39-car field into Copse corner is the pole-position winning Porsche 956 of Jacky Ickx / Derek Bell, with eventual winners Riccardo Patrese / Michele Alboreto (Lancia) in the middle of the track, slightly behind the sister car of Piercarlo Ghinzani / Teo Fabi. The Lola T610 of Guy Edwards / Rupert Keegan is in fourth place, followed by the Ford C100 of Manfred Winkelhock / Klaus Ludwig on the outside.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	*Home*	£12.50
	Overseas	£13.10
AIR MAIL:	Europe	£13.60
	Middle East	£20.00
	Australasia	£27.75
	All other countries	£23.90

All prices include postage. Subject to increases of postal rates and cover price. Net amount due and payable in sterling on London. If payment is made in a currency other than sterling please add 50p to sterling rate prior to conversion.

MATTERS OF MOMENT

THE CHANCELLOR OF THE EXCHEQUER REPLIES:

We have received the following reply from Treasury Chambers to our "Open Letter" to Sir Geoffrey Howe, Chancellor of the Exchequer, on the subject of motor taxation:—

The Chancellor of the Exchequer has asked me to thank you for your letter of 29 March concerning motoring taxation, and to reply on his behalf.

I have been asked to assure you first of all that the Chancellor fully recognises the importance of the Motor Industry to the United Kingdom economy and it was with this very much in mind that the Chancellor did not impose any larger increases on the motorist than on, for example, the drinker. Indeed as the Chancellor explained in his Budget Statement on 9 March there was a strong case for a larger increase in the petrol duty than in the other oil excise duties, for our average pump prices are currently among the lowest in the European Community. They have, moreover, been favourably affected by recent changes in the price of oil. Pump prices have been falling rapidly. In view of the representations he had received, however, he decided not to impose any real increase in the oil duties and to limit the increases in the duties on both petrol and derv to amounts which no more than compensate for one year's inflation. If, however, one looks at the position in *real terms* (ie removing the effects of inflation) the total tax (duty plus VAT) charged on a gallon of petrol is still below its high point under the previous Labour Government and diesel fuel (derv), which is used mainly by commercial vehicles, is now well below its June 1970 level. Vehicle Excise Duty is also lower in real terms than the level set by the last Government in 1977. Against this background, any further relief, in the form of smaller increases this year would not have been justified.

I am afraid that we cannot in fact recall to mind any Government proposal for weekend or similar short-period licences for cars; certainly there have been none within the term of the present Administration. It is possible that what you have in mind is the proposals made in July 1980 for changing the basis of the Vehicle Excise Duty from using a vehicle on the public roads to one of ownership. Under this, special tax provisions (either a low rate or exemption) were to be made for cars over 40 years old, in recognition of their low usage of the public roads? As you will no doubt remember, the Government eventually decided against moving to a tax on possession and the need for the special provisions correspondingly ceased.

The difficulty with allowing general use of short period licences is not only the loss of tax revenue to the Exchequer (which would have to be made good from other sources) but the considerable increase in the number of licensing transactions which would result. These would involve not only the post offices which issued licences, but also the staff maintaining the central licensing record. An increase of staff numbers would inevitably result. If short period licences were allowed to a limited number of vehicles only, then the revenue loss might be small but problems would be created by the many people who would attempt to use them illicitly.

Finally, I am afraid it is not possible to try and anticipate what future tax changes are likely to be made. Such decisions are purely a matter for the Chancellor and will be made in the light of the Government's overall economic strategy and particular needs of industry etc at the time.

I hope you will find the above explanation helpful.

Treasury Chambers, F. R. BOARDMAN (Mrs)
London, SW1.

[It would be unfair to have a "last word" in this matter, now that a reply has been received on behalf of Sir Geoffrey Howe, Chancellor of the Exchequer, to the "Open Letter" about motor taxation, in our Editorial of April, following the last Budget. There are, we can assure you, very many comments we could make but for the moment those thousands of vehicle owners who will be voting at the next Election should, we think, be given the platform. The first Government to show regard for vehicle owners would command many votes, one feels. — Ed.]

SEAT-BELT SPECIALS

It may be that those of the "do-gooders" in the Government who seek to introduce compulsory wearing of seat-belts later this year, thereby placing cars in the category of aeroplanes that are continually taking-off or coming in to land but never, ever, travelling safely, will be too busy with more serious matters to get this unwelcome Bill turned into Law. If they do, those who are not opposed to belting-up by those who derive comfort from being attached firmly to their transports but who are most definitely against *compulsion*, would seem to have a way out, for pre-1965 vehicles are exempt from having belts fitted, and, of course, if belts are not fitted they cannot be worn.

We think this has something to do with the idea that a car with a separate chassis-frame is unsuitable for the attaching thereto of so-called safety-belts. Overlooking the question of whether or not the majority of cars

Continued overleaf

Motor Sport Fixture List for June

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

C = Closed Event. CJ = Closed Invitation Event. R = Restricted Event. N = National. INT = International.

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
June 5th	BARC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (*R*)	—
June 5th	750 MC	Brands Hatch Circuit	Fawkham, nr. Dartford, Kent	Race Meeting (*R*)	14.00
June 5th/6th	MAC	Shelsley Walsh	Worcester	Hill Climb Championship Round (*N*)	—
June 5th/6th	Stort Valley AC	Whittlesford Service Station	154/491473	Nightflight Rally (*CJ*)	22.30
June 5th/6th	Newport CC	A40 Raglan Autoway Services N. bound	161/437085	The Chartist Rally (*R*)	—
June 5th/6th	Winchester & DCC	Central Car Park, Newbury	174/473½671½	Wessex Rally (*CJ*)	23.01
June 5th/6th	Pontypridd AC	Kwik Save	Nelson	Ar-Hyd-Y-Nos Rally (*R*)	00.01
June 6th	Midland Manor MC	Hotel Metropole	Llandrindod Wells, Powys	Severn Valley Stages (*R*)	10.01
June 6th	BARC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	—
June 6th	**ACCUS**	**Detroit**	**United States of America**	**Detroit Grand Prix (World Championship Round) (INT)**	—
June 6th	BRSCC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
June 6th		**Monza**	**Italy**	**European Formula 3 Championship (INT)**	—
June 12th	VSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (Seaman Trophies) (*R*)	13.00
June 12th	**CASC**	**Montreal**	**Canada**	**Canadian Grand Prix (World Championship Round) (INT)**	—
June 10th/13th	**Adac Hessen e V Sportabt**	—	**Germany**	**Hessen Rally (European Rally Championship) (INT)**	—
June 10th/13th	**AC Biella**	—	**Italy**	**Lana Gatto Trophy Rally (European Rally Championship) (INT)**	—
June 12th/13th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**British Formula Three Championship Round European Formula Three Championship (INT)**	—
June 12th/13th	Lincoln MC & CC	Hartford Motors	Lincoln	Hartford Barnard Trophy Rally (*R*)	23.15
June 12th/13th	Morecambe CC	—	97/522761	Morecambe Rally (*R*)	23.08
June 12th/13th	Leeds MC	Tricentrol Cars, Wetherby	105/406½486	Midnight Rally (*C*)	—
June 12th/13th	Port Talbot MC	George Rees & Sons	Crosshands	Red Dragon Rally (*C*)	—
June 12th/15th	**RSAC**	**Glasgow**	**Scotland**	**Scottish Rally (European Rally Championship) (INT)**	—
June 13th	**Union Mecanisee SPA ASBL**	**Spa**	**Belgium**	**European Formula 2 Championship (INT)**	—
June 13th	**Automobile Club Brno**	**Czechoslovakia**		**European Touring Car Championship (INT)**	—
June 13th	BHRC	Brands Hatch Circuit	Fawkham, Dartford, Kent	Race Meeting (*R*)	—
June 13th	BARC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
June 13th	BARC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	—
June 13th	Aberdeen and DMC	Fintray House	Dyce	Five Steps Fintray Hill Climb (Hill Climb Championship Round) (*N*)	13.30
June 18th-20th	**Automobile Club Roman**	—	**Romania**	**Danube Rally (European Rally Championship) (INT)**	—
June 19th	750 MC	Aintree Circuit	Liverpool	Race Meeting (*R*)	14.00
June 19th/20th	**ASA Antibes-Juan Les Pins**	—	**France**	**AntibesRally (European Rally Championship) (INT)**	—
June 19th/20th	**ASA des 24 Hours**	**Le Mans**	**France**	**Le Mans 24 Hours (World Championship for Makes) (INT)**	—
June 19th/20th	Aberystwyth DMC	—	—	—	—
June 20th	Forest of Dean MC	C. J. Elsmore's, Coleford	162/575½108	Jet Economy Drive (*CJ*)	15.01
June 20th	BARC-SW	Gurston Down, Broadchalke	Salisbury, Wilts.	Hillclimb Championship (Gurston Hillclimb Championship Round) (*R*)	13.30
June 20th	Lothian CC	Doune	Scotland	Hillclimb Championship (Scottish Championship) (*N*)	—
June 20th	Owen MC	Curborough Farm	Nr. Lichfield, Staffordshire	Graham Hill Trophy Sprint (*R*)	14.15
June 20th	BARC	Cadwell Park	Nr. Louth, Lincs.	British Formula 3 Championship (*N/R*)	—
June 20th	BARC	Mallory Park Circuit	Leicester	Race Meeting (*R*)	—
June 20th	HSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting	—
June 20th	Astra MC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	—
June 20th	**ADAC Wurttenberg Sportabeilung**	**Hockenheim**	**Germany**	**European Formula 2 Championship (INT)**	—
June 25/27th	**AC Targa Floria**	—	**Belgium**	**Ypres 24 Hours Rally (European Rally Championship) (INT)**	—
June 25th/29th	**Rally Organiser Association of New Zealand**	—	**New Zealand**	**Motogard Rally (INT) (World Rally Championship)**	—
June 26th	BRSCC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting *N*	—
June 26th	500 MRCI	Kirkistown Circuit	Northern Ireland	Race Meeting *C*	—
June 27th	Crane Valley MC	North Weald Aerodrome	Epping, Essex	Spring (*CJ*)	—
June 27th	HDLCC	Loton Park Speed Hill Climb	Alberbury Nr. Shrewsbury	Loton Park Speed Hill Climb (*N*)	12.15
June 27th	**AC Milano**	**Monza**	**Italy**	**European Formula 3 Championship (INT)**	—
June 27th	**Osterreichischer**	**ASC**	**Austria**	**European Touring Car Championship (INT)**	—
June 27th	BARC	Brands Hatch Circuit	Fawkham, Dartford, Kent	Race Meeting (*R*)	—
June 27th	BARC	Silverstone Circuit	Nr. Towcester, Northants	Race Meeting British Formula Three Championship (*N/R*)	—
June 27th	BRSCC	Snetterton Circuit	Norwich, Norfolk	Race Meeting (*R*)	—
July 1st/3rd	**AC Pavia**	—	**Italy**	**Rally II Ciocco (European Rally Championship) (INT)**	—
July 3rd	AMOC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
July 3rd	BRSCC	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
July 4th	**KNAC**	**Zandvoort**	**Holland**	**Dutch Grand Prix (World Championship Round) (INT)**	—

MATTERS OF MOMENT —

continued from previous page

made around this period were of unitary construction (which a historian like Michael Sedgwick could, we feel, confirm or deny at the drop of a typewriter key) the thinking behind such a ruling emphasises clearly how woolly is the reasoning of these Government "safety-firsters". How can one vehicle be deemed safer than another, given the same traffic conditions, the same speed-limits, etc., simply and solely because one was first registered in 1964, the other one in 1965?

That is not the only false premise in the proposed regulations. Export vehicles are to be exempt; but what of those used first for up to a year in the UK? How can one exempt the users of such vehicles while making seat-belts compulsory in vehicles of exactly the same kind but not due for eventual export? The "belt-up all day, everyday brigade" is fond of telling us that an accident is always waiting to happen, even as the wheels of our ground-bound lethal-weapons are just beginning to turn. How, then, propose to exempt mail delivery drivers on local runs, those sitting next to learner-drivers, taxi-drivers, etc., with any kind of logic? We are indebted to a reader, Mr. C. B. Purvis of Sunderland, for drawing our attention to some of these anomolies; he feels sufficiently strongly, as do so many others, about *compulsion* to belt-up that he wrote to his MP, Mr. A. T. Bagier, about it. It would be interesting to know if the MP produced any better logic than the rule-makers, in his reply.

However, if you feel that seat-harness is troublesome, another piece of equipment to be kept in expensive order or the Law will have you, or, more importantly, that seat-belts can kill or injure under some circumstances, or if you have medical objections, such as fear of a belt failing to release, in an accident or otherwise, and the Bill becomes Law, it looks as there may be a solution — using pre-1965 "Seat-Belt Specials".

Some of us may even find this a rather welcome way-out! Most of the pre-1965 cars have rusted away or are sad mechanically. But there are still some suitable ones that would make quite reasonable everyday transport, and even save a good deal in money in purchase-price, against investing in a brand-new car. A Mk.VI Bentley, perhaps, or an Alvis TE21 for instance or you might go for an MG-B or an earlier RM Riley, or a more utilitarian solution.

The choice is a wide one, but study of the small-advertisements in this issue of MOTOR SPORT will produce some ideas.

Surely there isn't someone in the Seat-Belt Legislature Department of the Transport Ministry with interests in the used-car trade? It rather seems like it, when you reflect how silly it is to suggest that pre-1965 cars are less prone to have accidents than later models — there are fewer about, which helps statistically, and there are owners of older cars who regard their cherished possessions as less expendable than new vehicles, of course. Even so, it just isn't logical to say to someone in a 1965 or later car that he or she will be in greater danger than if they had bought a 1964, or earlier, form of transport. But if this silly

clause, which among others underlines the stupid thinking behind compulsion, is made law, the Used-Car Traders can afford to smile, and enthusiasts will suffer less than some at the hands of the "do-gooders". And the joke is that many of these older cars will be found to have been prudently fitted with life-saving harness regularly worn, without involving the sour smell of Police-enforced compulsion . . . Are the Police, incidentally, being given, for instance, old-car recognition courses, to save them stopping a belt-less 1964 Bentley Continental, having mistaken it for a 1966 model?

We are joking, or course, although the idea was embellished when driving that near-faultless car, the latest Mercedes-Benz 500SEC, which hopefully offered us the seat-belts for some thirty seconds (see page 747) after we had got in and then discreetly withdrew them . . . But it is possible that the "Seat-Belt Specials" ploy might be adopted by those individualists who object to being dictated to — even if they then fit their aged cars with harness, for wearing when it seems prudent so to do. . . .

Monaco Grand Prix

UNFORTUNATELY, adverse production schedules prevent us including a report of the Monaco Grand Prix in this issue which has to go to press three days before the race takes place. A full report will appear in the July issue.

* * *

21 Years of Grand Prix Winners

TO RECORD their achievement in supplying the winning disc brake pads for all Formula 1 world championships over the last 21 years, Ferodo have produced an interesting publication that provides a complete record of all the grand prix winners from 1961. Titled "21 Years of Grand Prix Winners", the full colour illustrated leaflet opens up into a poster, the centrepiece of which is an action picture of Nelson Piquet in the Brabham Ford. It also features the world champion drivers and their cars and records all the grand prix winners, their cars and average speeds attained. These leaflets / posters can be obtained direct from The Merchandising Department, Ferodo Ltd., Chapel-en-le Frith, Stockport, SK12 6JP, at a cost of 50p (including postage). Postal orders or cheques should be made out to Ferodo Ltd.

* * *

Oulton Vintage

ONE of the best-liked VSCC race meetings is that which takes place at Oulton Park circuit, near Tarporley. This year the date of this Richard Seaman Memorial Trophies Meeting is June 12th, with action commencing around 13.15 hours. Eight to nine races are on the card, those for Historic racing-cars, pre-war racing-cars and vintage racing-cars, each over 16 laps, from scratch, and there is to be an 8-lap scratch race for 500 c.c. machines. Shorter scratch and handicap races will make up a programme which is always supported by a fine variety of the older racing and sports cars. Entries have closed. Points will again be scored towards this year's MOTOR SPORT Brooklands Memorial Trophy, a contest which "hots up" around this time, with only two more meetings to go.

Public admission to Oulton Park will cost £3.50 for each adult, £1.50 for each child, with £2 extra for admission to the large grass Paddock. Car parking is free. Dogs cannot be allowed. — W.B.

CLUB NEWS

Citroën Car Club

ENTHUSIASTS for this eccentric, but ingenious, marque will be able to indulge themselves to the full over the weekend of June 18th, 19th and 20th when the Citroën Car Club will be holding their annual rally. This year, the venue is Chacombe Priory, near Banbury, and it is anticipated that every model of the marque will be represented from Cloverleaf to SM.

BMW Car Club

WITHIN this well established Club, a new register has been started, tracing and recording the whereabouts of the 500 r.h.d. and 539 l.h.d. lightweight coupés made in 1972 and designated 3.0 CSL. Peter Brown of Lamorna Potteries, Lamorna, Penzance, Cornwall would be very pleased to hear from anyone who owns or has owned one of these rare cars or from anyone who has any specialist knowledge of them.

Owen Motoring Club

ONCE again the Owen Motoring Club Limited are holding their Graham Hill Trophy Sprint meeting and Concours d'Elegance competition at Curborough Nr. Lichfield, for the 19th consecutive year on Sunday 20th June. Camden Hardchrome of Birmingham are sponsoring the event and the prize money and awards will total approximately £600. The FTD Prize alone will be £100 cash in addition to the Graham Hill Trophy. Details from Tony Matthews, Healey Lodge, 17 Peachley Gardens, Lower Broadheath, Worcester. Tel.: Worcester 23338 (office) or 640137 (home).

TVR Car Club

THE TVR Car Club has recently appointed a new Registrar, John Bell, to deal with all membership enquiries. All correspondence should be sent to him at 1 Clyde Court, Clyde Close, Redhill RH1 4AY, (telephone Redhill 69586).

In addition to the above appointment, the club has also revived the position of Model Registrar. Roger Vercoe of 8 Storridge Road, Westbury, Wiltshire BA13 4HX will be delighted to hear from all TVR owners at home and abroad, with a view to establishing a comprehensive history of TVRs from Grantura to Tasmin.

What promises to be the greatest gathering of TVRs ever, the "TVR Extravaganza 5" will be taking place at Blackpool on Saturday 26th June 1982. The event includes a factory tour, Concours, prize draw and numerous other activities at a nearby hotel. Further details from the Registrar.

Ford S.V. Owners Club

THIS is a notably active Club, catering for Ford cars and vans with L-head side-valve engines. It publishes a duplicated magazine "Side-valve", provides useful spares sources and technical information, and is pleased to hear of any s.v. Fords, cherished or just-running, derelict or being restored. It also organises an adequate number of events and activities for the owners of such Fords and its Club news-sheet (separate from the magazine) includes many such cars for sale, by members and non-members, which might be just the job for those contemplating a "Seat-Belt Special", or more accurately, exempted-seat-belt-transport, in the near future — see this month's MOTOR SPORT Editorial! There are Registers within the Club for Y and C-types E83W, 100E, 107E, Popular models and Specials. The Club even runs to a Publicity Officer, Jim Norman. The Membership Secretary is Jill Myers, 24, Kellett Grove, Leeds, LS12 4AH, and the General Secretary is Dave Laxton, 4, Windsor Close, Wilbarston Market Harborough, Leicestershire, LE16 8QT.

Jaguar Drivers Club

THE JDC Historic Race meeting at Silverstone on April 3rd saw an encouragingly full grid in the first in a new series of events organised by the Mk. I/II register of the JDC for pre '68 Jaguar saloons. Further rounds of the series, which is run on an inter-area challenge basis, are to be held at Curborough (May 23rd) Mallory Park (July 24th) and Goodwood (Sept 25th).

Hopefully, with enough response from members, the series will grow to a full 8 round championship for next year. The Mk. 1 and 2 register competition secretary is Jim Lowry, 47, Ash Grove, Moulsham Lodge, Chelmsford, Essex, should owners of any pre '68 Jaguar saloons (inc. S Type, Mk. 10 etc.) be interested in any further details.

Dellow Register

TO COMMEMORATE the 35th Anniversary of the make the Dellow Register is arranging a meeting at Stone Manor, near Kidderminster, Worcestershire on July 10th/11th. This will be the largest gathering of Dellows ever, covering all production types. On the Saturday afternoon a series of illustrated lectures will take place given by Ron Lowe (the LOW half of DELLOW), Tony Marsh (ex hillclimb champion) and Neville Nightingale (Dellow Engineering MD). In addition, we have invited a number of other speakers associated with production and competition through the years. Alongside the lectures, the Register is mounting an exhibition of archive material collected over the last 13 years.

Readers who have material which might be of interest to the Register or who would like further details of the event are asked to contact M. Hayward, 122 Marlborough Hill, Harrow, Middlesex.

Alfa Romeo Owners Club

THE Northern Alfa Romeo Day will take place at Nostell Priory, near Wakefield, Yorkshire, on Sunday, July 4th starting at 11.00 a.m. All sorts of events and attractions are on the card for this event which is organised by the NE Section of the Club and supported by the NW and Midland Sections.

Inter Club Sprint

TAKING place on Saturday, July 3rd at Snetterton, this unique event is open to most of the one make clubs as well as the VSCC, HSCC, 750MC and so on. Teams will consist of four cars from each make (or club) and the event will be handicapped to provide an equal opportunity of winning the main trophy, won last year by an all girl Morgan Team. There will also be an award for the fastest team overall, an honour taken by the HSCC in 1981. Regulations for this Austin Healey Club and Morgan Sports Car Club joint promotion can be obtained from either Robin Weston at Hill Place, Rectory Lane, Woodham Mortimer, Maldon, Essex CM9 6SW or Mary Lindsay, Anne Cottage, 89, Church Street, Coggeshall, Colchester, Essex.

OBITUARIES

Doreen Evans

IT WAS with much sadness that we heard that Doreen Evans (as she was in the days before she married, and when she was a very popular, and highly accomplished girl racing-driver) had died in America. Sister of two keen motor-racing brothers, Dennis and Kenneth, of whom the latter was the more active driver, Doreen joined them when the Bellevue Garages stable was formed, driving MGs of various kinds almost exclusively. Tall, attractive, and very slim, Doreen Evans looked frail but proved that she had the stamina to drive in long-distance races, being, for instance, one of the all-women crew in George Eyston's MG team at Le Mans ("George's young Ladies"), when they successfully completed the course, in a trio of "works" PAs, Doreen, partnered by Margaret Allen, finishing 25th. Her own cars were always immaculately turned-out, in the Bellevue colours, and Doreen drove them with great zest at Brooklands, Shelsley Walsh, where she held the Ladies's record, and at speed-trials. I remember how she kept going at speed in the torrential rain of the 1934 LCC Relay Race at Brooklands, in which the MG Magnette team of Miss Schwedlier, Margaret Allen and Doreen Evans finished third. She then won a Ladies' Mountain race at 67½ m.p.h.

In her fast Q-type MG Midget single-seater she won a 1935 March Short Handicap at Brooklands and was third, lapping at 114¾ m.p.h., at the Easter 1935 BARC Meeting. Turning to long-distance racing, Doreen was 7th in the 1935 JCC International Trophy Race at the Track, her MG averaging 80.63 m.p.h., and she narrowly missed taking the Class H outer-circuit lap-record before that season was over. She also drove in the BRDC "500". By 1936 she was driving an R-type all-indepenently-sprung MG Midget and seemed quite unmoved when it caught fire during the 250-mile International Trophy Race and she had to jump out while the car was still going quite fast. In 1936 Miss Evans married the wealthy American MG enthusiast Alan Phipps and went to live in the States, raising a family, and seldom being seen in England. She is remembered as a very good racing driver, who had a professional approach to racing which so many amateurs, especially the ladies, lacked. Her versatility was such that she also competed in the trials of those days, until racing took precedence, performing creditably for instance, with the Bellevue team of modified ex-racing "Musketeer" MG Magnettes.

W.B.

E. R. ("Eddie") Hall

THE sadness continues, with the news from Monte Carlo of the death last month of that versatile, well-organised, and ever-cheerful driver, E. R. Hall, aged 82, the shock more profound because we met him at Shelsley Walsh only last year. He was the 100% motor-racing enthusiast. Commencing in the 1920s with an 8/18 Talbot, Eddie soon graduated to faster things, Aston Martins for instance, one of which he towed all the way from his home in Yorkshire to Shelsley Walsh behind a big Renault he had bought for £30, on a trailer he had made out of Model-T Ford bits.

As the years went on Hall embarked on a more ambitious racing career, aided by his charming wife, beret over her bobbed hair, who controlled him meticulously from the pits in long-distance



DOREEN EVANS standing by her MG at Brooklands.

races. Turning to a 4½-litre Bentley, Hall won a 1930 Brooklands' Mountain Speed Handicap and, with Dr. Benjafield, drove the car into second place in that year's 500 Mile Race, at the highest average speed, 112.12 m.p.h. When driving this fast heavy car Hall would sportingly pull it down the bankings to allow rivals to overtake. Hall then went back to small cars, driving an MG Midget into third place in the 1931 "500", one of the Team-Prize winners. With the blown Midget, Eddie scored a "first" at the 1932 BARC Whitsun Meeting and later he used a supercharged MG Magnette, gaining places in the International Trophy races and winning the 1933 BRDC 500 Mile Race by sheer strategy, running to a pre-determined speed, controlled by Joan Hall, averaging 106.53 m.p.h., after driving without relief.

His many successes have been recorded in these pages at the time. He ran at Donington, taking first places in Midget and Magnette, but he is best remembered for his three second places in the Ulster TTs of 1934, 1935 and 1936, each time setting the fastest race speeds, respectively of 78.40 m.p.h., 80.36 m.p.h. and 80.81 m.p.h. with his Derby-Bentley, defeated only by the handicap imposed on it. In the other Bentley, Hall had finished 12th in the 1930 TT, third with his MG in this race in 1932, and fourth, MG-mounted, in 1933. Hall also came in eighth in his 4¼-litre Bentley, with Clark, at Le Mans in 1950. Few amateur drivers raced so professionally as E. R. Hall, than which no finer tribute is needed in his memory. — W.B.

Charles Follett

WITH the death at the age of 83 of Charles Follett, sadly another link with Brooklands has been severed. He raced Alvis, Railton, Lea-Francis and Lammas-Graham cars, as recounted after an interview I did with him in 1972 — *see* MOTOR SPORT for October of that year, pages 1112-1113 — and the Light Sports Railton in particular proved to be a great all-rounder, taking for Follett the Shelsley Walsh sports-car record. He ran it in the Brighton Speed Trials, where it made fastest sports-car time, and it was equally at home at Donington and in the longer Brooklands races; it could do a s.s. Brooklands' lap at nearly 100 m.p.h. Follett ran various kinds of Alvis cars at the Track and won the Torquay Rally in a Speed-20, with his own body-styling, against the "works" entry.

Having opened his London motor business in 1930, Follett was able to have special bodies made for many of the cars he traded-in. He tended to deal in Bentley, Rolls-Royce, Alvis, Daimler, Jensen and Jaguar, on the old-fashioned but still valid principle of fostering the best of the British makes. He sold the business in 1961 but was on the Board of the new Company, before resigning in 1963 to concentrate on farming, which he did with the latest equipment, virtually on his own. His son Patrick was Managing Director of this Company up to 1973. This heavyweight of a man knew the Motor Trade intimately and was a well-known figure in sporting circles, where he effectively combined business with pleasure.

W.B.

Jim Goodall

W. A. G. (Jim) Goodall ex-Works Director of Morgan Motors died on April 30th after a short illness. Jim represented the second generation of the Goodall family to be connected with the Malvern Company, his father having been Managing Director to H. F. S. Morgan, Peter's father. Jim was a staunch member of the Morgan team from 1932-1981 and since his early days succeeded in a great many motoring competitions.

EDDIE HALL taking the flag in the 1935 RAC Tourist Trophy Race on the Ards circuit. Hall set the fastest race average at 80.36 m.p.h. but was narrowly beaten into second place on handicap by Freddie Dixon's Riley.

ENDURANCE RACING REVIEW

FOLLOWING the postponement of the races at Brands Hatch and Mugello, the World Endurance Championship finally took off at Monza on April 18th. Those early events were doomed from the very beginning for they did not form qualifying rounds of the Manufacturers' Championship and did not attract the interest of the major teams like Porsche or Ford. That, combined with their positions on the international calendar, ensured that any entries received were either of poor quality or withdrawn because cars were not ready. The only manufacturer team that wanted to race at Brands was Lancia; as its car conforms to Group 6 rules and is therefore ineligible for Manufacturers' points, there was no reason to wait for the opening Manufacturers' round at Monza. Lancia had a car and it needed to race so that it could grab the glory of winning the first contest in the new World Championship.

But why build an obsolete car? Lancia had to defend its hard-won endurance reputation with something, but it was obvious it could not construct a competitive Group C machine. The WEC Gp.C regulations, outlined in last month's Matters of Moment, saw to that. Without an engine of at least 3.0-litres capacity, a 2.0-litre turbocharged car weighing 800 kg. could not hope to be competitive *and* conform to the restrictions placed on fuel consumption. So Lancia plumped for Gp.6, where the minimum weight limit is lower and its 450 plus b.h.p. engine would be powerful enough to make the car competitive. Lancia retained its 1981 sponsors Martini, and assembled an impressive line up of drivers for the two cars. Grand Prix drivers Riccardo Patrese and Michele Alboreto (members of the Brabham and Tyrrell Formula One teams respectively) were to crew the lead car, with Piercarlo Ghinzani (former European F3 Champion) and Toleman F1 driver Fabi in the second. As before, the Martini Lancia team would be managed by Cesare Fiorio and operate from Turin.

The pressure was on Lancia right from the start with the first race taking place on Italian soil, but after practice, choosing the winner looked to be a mere formality with both cars on the front row of the grid. However, where Italians are concerned nothing should be taken for granted, and there were furrowed brows in the Lancia pit on the morning of race day, when the Ghinzani / Fabi car needed repairs to a collapsing nose cone. When the 1,000 km. race started both Lancias assumed team formation comfortably clear of the rest of the 29 car field, but the problem with that nose was an accurate pointer to their subsequent fortunes. First Ghinzani stopped with a puncture and then a typically shambolic Lancia pit stop dropped Patrese from the lead. But worse was to come, and having staggered back to the pits after an electrical failure, Patrese then handed over to Alboreto who finally stopped altogether with a broken distributor. They were joined minutes later by the sister car, whose nose cone troubles had spread to the radiator, but which also ground to a halt with the same distributor fault.

Fiorio was mystified. The same Magnetti Marelli parts had been used throughout the car's development and had not failed once. The embarrassed Italian could only assume the distributors were from a bad batch. . . .

Lancia had rather better luck at Silverstone on May 16th, for although they were out-qualified by the debut-making Porsche 956, the cars were able to dictate the pace of the race thanks to the tight restraints on fuel consumption. Being a six-hour race, the Pace-sponsored Silverstone event was around 1,150 km. in length, and with the number of stops for petrol restricted to five, the potentially faster Porsche risked running out of fuel by running with the more economical Lancias. However, Fiorio was rather lucky to come away from Silverstone with a win, for the victorious Patrese /Alboreto car collided with a backmarker in the chicane, then punctured a rear tyre and also suffered a flat battery. Ghinzani and Fabi, running in a reliable second place, inherited the lead only to retire with engine failure.

To the uninformed spectator, the performance of the new Gp.C Porsche 956 must have been very puzzling indeed — on pole-position by 1.7 seconds, but trundling round in the race nearly 10 seconds slower! The drivers, five-times Le Mans winner Jacky Ickx and Briton Derek Bell, hardly shared their bewilderment but were just as bored. The car had only to come to Silverstone, round two of the Manufacturers' Championship, to prepare for the Le Mans 24 Hour endurance classic in June, but they cannot have learned much about its behaviour being forced to cruise round in fifth gear! In the first hour of the race, Ickx gradually speeded up until he was lapping around the 1 min. 23 sec. mark, moving up from seventh to fourth and closing on the Ford C100 of Manfred Winkelhock. But when the car stopped to refuel after just 50 minutes, the German team made sure that its drivers didn't break into a fast canter again! Driving the car so far below its potential made it difficult to handle, according to Bell, as the drivers could use none of its 620 b.h.p. to assist their efforts behind the wheel. Even so, the Rothmans-liveried 956 cruised into a ridiculous second place and maximum Gp.C points, while the Lancia team got away with punctures, accidents and various other dramas yet still claimed a resounding win!

When the Lancias faltered at Monza, the French Rondeau team stepped into the breach with one of its 382 designs, powered by a 3.9-litre Cosworth DFL engine. This Gp.C update of the car which won Le Mans in 1980, was driven in Italy by thrice Le Mans-winning Henri Pescarolo and the Alfa Romeo Formula One team test driver, Giorgio Francia. The team is managed by Briton Keith Greene, who has supervised Rondeau's Le Mans sorties, and before that Alain de Cadenet's, for several years now. Never renowned for its outright speed, the Rondeau is better respected for its reliability, but it led the chase of the Lancias at Monza and was perfectly placed to pick up the pieces when the Italian cars broke down. Pescarolo also drove the same car at Silverstone, but this time was joined in the cockpit by English Gp1 racer Gordon Spice. At Monza, there were a few tense moments just miles from the chequered flag when the car refused to restart after a last minute top-up with fuel. At Silverstone, French hearts missed another few beats within sight of the finish, but this time it was more serious and the repairs to a broken suspension component cost the Rondeau third place. The 382 shares its rare suspension with the new ground-effect 482, which made its debut at Silverstone, and with the forces generated by the latter expected to be far higher than those of the old car, the Rondeau team was distinctly perplexed. What made matters worse was the fact the same right rear rocker arm had failed earlier in the race, but at that time the breakage was put down to simple fatigue. Drivers of the new car were team patron and founder Jean Rondeau and former BRM Grand Prix driver François Migault. Looking rather like Bruce Wayne's Batmobile, the 482 suffered all the usual new car problems and finally retired with an overheating engine.

Perhaps the most disastrous Gp.C project is the one embarked on by Ford with their Len Bailey-designed C100. Promising in Gp.6 guise, the Gp.C version made a shameful debut at Monza and retired very early on with an engine on the point of seizing. An aluminium water pipe had fractured, and the consequent loss of coolant led to disaster. But even before that, photographs in continental magazines showed just what an awful device the C100 was, as the car was depicted lurching through bends at Paul Ricard lifting inside wheels. One of the team drivers, Klaus Ludwig, was also given the dubious honour of racing a C100 in the German Sports Car Championship, but its dreadful performances led to a none too premature withdrawal, before the whole project was entrusted to Erich Zakowski's Zakspeed concern. When the car arrived at Silverstone, the only parts remaining from the original creation were the uprights, and straight away its fortunes took an upward swing. Fourth fastest after practice, Ludwig and Manfred Winkelhock held down a threatening third place in the race, one lap behind the Lancias. Unfortunately, a stone holed the radiator, which dropped it down the leader board and then a fuel pump broke which starved it of the last 20 litres of fuel. Finally, the C100 lost its clutch, and running dangerously low on petrol, crawled across the finish line a sickly eighth. However, the Ford team can now see the light at the end of the tunnel and look forward to the third round of the Manufacturers' series at the Nürburgring.

Two of the most colourful entries in the WEC, come from the German Sauber and Reinhold Joest teams. The Sauber SHS C6 is sponsored by BASF Cassettes and is driven by Hans-Joachin Stuck and Hans Heyer. At Monza, it was the fastest Gp.C car in practice but being brand new, it was not surprising when it retired from the race with a broken fuel pump. The Sauber's demise handed fourth place to the Joest Porsche 936C of Bob Wollek and the Belgian Martin brothers. More reliable, it finished seventh at Monza and third at Silverstone, on its last reserves of fuel. The Sauber unfortunately was left on the grid at Silverstone when the starter motor jammed and it eventually retired with the same problem having first climbed from last to sixth place . . .

The Nimrod Aston Martin made its debut at Silverstone, driven by Bob Evans and Geoff Lees, with support from the private entry of Ray Mallock and Mike Salmon. The works car, with its fuel injected engine, gave trouble in practice, blowing a head gasket, while the private car sat ahead of it on the grid. In the race Evans retired with distributor failure while Mallock and Salmon soldiered on to an eventual sixth place. Encouraged, Nimrod founder Robin Hamilton hoped further development would pare off some weight and make the cars more competitive.

The first two rounds of the WEC have given much food for thought. The minimum weight limit for Gp.C cars makes them uncompetitive with the lighter Lancias, which can run faster, longer. The idea of restricting fuel capacity is an interesting concept, but it seems wrong to tie all the cars down to the same number of fuel stops. This has deprived sports car spectators of the exciting refuelling scenes of former years, and makes the speed and skill of the mechanics virtually meaningless. Simply limiting the capacity of the fuel tanks on all cars would still force more powerful machinery to find ways of competing with smaller, less thirsty cars. As the regulations stand now, the WEC can hardly be described as *racing;* an economy run would be more appropriate. — A.C.M.

Around and About

A challenge to Formula One?

HERALDED as having the same spectator appeal as Formula One motor racing, Formula One circuit power boat racing is a sport which has catapulted from the purely amateur to the thoroughly professional in a relatively short time. Ten years ago, 1½-litre engines were the order of the day, there was no organised international series of races and there was little trade sponsorship. Since then, engine sizes have more than doubled, there is an international championship and trade sponsorship is almost a pre-requisite.

For 1982, the John Player tobacco concern will be sponsoring both the ten round series of races and a team of three boats. After a strong second place in the first round at Leon in Spain, the John Player Special power boat team (whose livery is identical to the black and gold of the JPS sponsored Lotus Formula One cars) took the opportunity of demonstrating to hardened motor sporting reporters that Formula One power boating is a very exciting sport, very fast and every bit as demanding as Formula One motor racing.

The boats themselves, built by Velden, are of plywood construction in the form of a catamaran; they are powered by a 3.5-litre Johnson outboard motor and have a top speed of something like 150 m.p.h. The demonstration at the Holme Pierrepont water sporting facility near Nottingham was, perhaps, a rather staged affair with Nigel Mansell in a Formula One Lotus 87 running on a track parallel with the power boats along a furlong standing start course. Staged though it might have been, there was no question about the onlookers being impressed with the manner of going of the boats.

There were five runs, three against Bob Spalding and two against Tom Percival. The car had a standing start, but the boats were allowed a trickle start, the signal being given to start when the boat reached the line. That Mansell was trying was obvious from the marks on the tarmac and the scream from the engine between gear changes, but he only managed to beat the boats over the standing furlong three out of five times. At the end of the furlong on his fastest run, Mansell was travelling at 121 m.p.h., while the fastest terminal speed on water was just on 100 m.p.h. Fastest time for the furlong went to Bob Spalding with 5.00 sec. compared with Mansell's best of 5.4 sec., indicating that the initial acceleration on water is rather faster than a Formula One car.

As far as we were concerned, the most impressive demonstration of the day came after lunch when we were given the chance to ride with Francois Salabert, third member of the team, in a Formula One boat specially adapted to carry a passenger and powered by a smaller capacity engine. The out and out straight line acceleration was exhilarating enough, but did not feel particularly impressive; the cornering forces, however, were something else! Formula One cars pull around 3G when cornering at the limit whereas one of these power boats will pull something in the region of a shattering 4½G — very hard on the driver!

Driving these projectiles is very much more than just steering and keeping the power on, for at the speeds at which they travel the trim of the boat is all important, adjustments being achieved by tilting the engine on the transom to adjust the angle of the hull in the water. As tyres and final drive ratios play an important part in Formula One motor racing, so do propellers in this sport.

It may be every bit as exciting and hard for the participants, but somehow, with races split into heats and only twelve or so participants, power boating has not yet reached the level where it will challenge Grand Prix racing — or has it?



FRANCOIS SALABERT in action on his way to winning the second heat of the first round of the Formula One Powerboat championship at Leon in Spain earlier this year.

AMG's elaborate Mercedes-Benz programme

IT'S quite surprising how the business of performance tuning production cars has gradually crept up-market over the past ten or fifteen years. We suppose it would be accurate to say that Ford was really the pioneer in this field, a succession of good and not-so-good modifications by outside companies to give their products a sporting flavour gradually directing the company's mind towards engineering performance options "in house". Lotus did a notably good job with the early Cortinas, the twin-cam powered machine eventually being incorporated within Ford's own range and the activities of their Advanced Vehicle Operations gave added impetus to this line of development. Now with XR2 Fiestas, XR3 Escorts and 2.8-injected Capris the Ford customer has been educated to appreciate that sporting versions of run-of-the-mill machines are now freely available.

Later, BMW followed the same philosophy, respected firms such as Alpina gradually guiding the German company towards the production of specialist sporting models. But ten years ago if you'd suggested that this would happen with the Mercedes-Benz range you'd probably have been laughed out of business. The Mercedes image was surely something above this sort of performance engineering, something slightly aloof and standing on its own.

Not so! Over the past few years the German AMG company has established a formidable and envied reputation in the preparation of high-quality "bespoke" Mercedes-Benz models, encompassing the entire range from the relatively modest W123 saloons to the latest 500SEC flagship. Duncan Hamilton and Co. of Bagshot, Surrey, has now been appointed AMG distributors for Great Britain and is in a position to demonstrate an AMG 500SEC to any potential customers.

The AMG philosophy is to match increased performance with tastefully styled, immaculately executed chassis and aerodynamic modifications. As far as engine modifications are concerned, these can be carried out on either a new or exchange basis and an increase of between 45 and 55 bhp is offered on the 500SEC at a cost of £2,563 (or £1,266 exchange). Alterations to the combustion chambers are included in this engine modification, in addition to the ports being milled, ground and polished. The engine is fitted with two AMG replacement camshafts and different valves. Incidentally, it should be mentioned that the prices do not include VAT, carriage or fitting charges. At the other end of the scale, it's possible to have one's 280 six-cylinder

KEKE ROSBERG poses with his recently acquired AMG modified 500 SEC Mercedes-Benz.



RALLY REVIEW

A CONGRUOUS link forged itself between the month's two major rallies. They were both held in countries striving for their individuality to be recognised. The events took place in Corsica and Wales, one a World Championship qualifier and the other indicating the mid-point in this country's RAC Open Rally Championship.

Of the two, the Tour of Corsica, by rights, was rich in quality, but the other was no pauper by comparison. Both attracted a goodly number of FISA graded drivers and World Champions, the Welsh event had two to Corsica's one.

Corsica annually plays host to the only summer tarmac World Championship rally, the island's tortuous mountain roads used to their optimum in producing a mammoth 1,770 km. test of man and machine. This year Renault was rewarded for its toil, with a strong victory for the mid-engined 5 Turbo in the hands of Jean Ragnotti.

Unlike its Formula One orientated brethren, Renault Sport rallying involves just 15 people, a tenth the size of the Grand Prix department. For such a small team to succeed in the ultra competitive scene of World Championship rallying speaks realms for their dedication and tenacity. Such sacrifices demand reward and what better way of receiving it than with a win.

The island's roads are unforgiving, threading their way through mountain passes and along coastal cliff tops. A relentless string of corners unwind before a driver. Straights are unheard of in Corsica, drivers snatching top gear for the briefest of moments before stamping down through the gears for the next corner. It's tough, it's furious, but above all it's the epitome of rallying.

Praises deserve to be showered on the car's constructors and field back-up crews. Even to finish such an event shows the state of the art in modern rallying, where a car has been held flat out for three days and almost 1,200 km. It's a wonder that even a single car could withstand that hammering.

Ragnotti well deserved his victory. His command of Corsican roads was supreme, but not unchallenged. Jean Claude Andruet provided the competition. He, like Ragnotti, was a past Corsica winner and his Ferrari 308GTB was well suited to the terrain.

Three days of hard rallying lay ahead of them, opening with a day's run from Ajaccio in the south to Bastia in the north of the island. Andruet's Ferrari led for half of that day, leaving Ragnotti to take the lead he was never to relinquish again.

The Ferrari took on the guise of pursuer, Andruet strengthened his resolve and the second day was to dawn with the promise of a memorable battle. Behind them lay Atillio Bettega using the new Lancia Rally conforming to FISA Gp B regulations. The new supercharged purpose built machine excelled in Bettega's hands, whilst teammate Markku Alén struck early troubles with damaged front suspension. The event was not a happy one for Audi. Two of its three Quattros left the fray during day one, Mikkola on the first stage and Wittman after a further five, leaving Michele Mouton to press on for the marque.

Bernard Darniche too was proving competitive in the debut of the World Championship's most powerful car yet, a 400 b.h.p. BMW MI. However, the car succumbed to the rigours of Corsica on the first day's penultimate stage, its chassis broken. The second day saw the rally return to its southern base of Ajaccio travelling down the cliff top roads of the island's west coast. It saw the end of Bettega's run in a horrendous accident. The Lancia destroyed its flimsy front against a part of Corsica's scenery at almost 100 m.p.h. Bettega suffered multiple fractures to both legs and is not expected to drive again until the close of this year. This was perhaps the first hint of how safety can be adversely affected by the new FISA vehicle regulations and the dramatic increase in speeds involved.

Ragnotti continued to better Andruet, but when Corsica's unpredictable weather struck, the Ferrari found itself caught out on slick racing rubber during a rainstorm. Andruet dropped from contention, though safe in second place. The rally lost some of its magic and attention switched to the Röhrl / Beguin battle for third place.

At the close of day two, Röhrl's Ascona 400 held a single second advantage to Beguin's Porsche 911.

The final day saw no change at the top. Ragnotti was to give Renault its victory and Andruet stood down to accept second place after more drama had struck, leaving his Ferrari all but clutchless for the day. Bernard Beguin stunned everyone with a stirring performance, outdriving Röhrl despite inadequate tyres for his Porsche. The past World Champion, Walter Röhrl thus settled for fourth place extending his Championship lead to 25 points from rallying's first lady, Michele Mouton. — S.F.

Results

1st : J. Ragnotti / J-M. Andrie (Renault 5T) 14 h. 11 m. 19 s.
2nd : J-C. Andruet "Biche" (Ferrari 308GTB) 14 h. 16 m. 57 s.
3rd : B. Beguin / J. Lenne (Porsche 911) 14 h. 20 m. 11 s.
4th : W. Rohrl / C. Geistdorfer (Opel Ascona 400) 14 h. 20 m. 41 s.
5th : B. Saby / Sappey (Renault 5T) 14 h. 27 m. 31 s.
6th : G. Frequelin / J-M. Fauchille (Porsche 911) 14 h. 35 m. 16 s.
7th : M. Mouton / F. Pons (Audi Quattro) 14 h. 43 m. 48 s.
8th : F. Vincent / F. Calvier (Porsche 911) 14 h. 43 m. 55 s.
9th : M. Alén / I. Kivimaki (Lancia Rally) 14 h. 53 m. 18 s.
10th : R. Simonetti / J-M. Simonetti (Renault 5T) 15 h. 35 m. 43 s.

World Championship positions after the Tour of Corsica.
Drivers: Rohrl 57; Mouton 32; Eklund 25; Blomqvist 20; Mehta 20; Ragnotti 20.

Makes: Opel 58; Audi 42; Porsche 28; Renault 28; Datsun 18

AROUND AND ABOUT — continued

engine modified to give a10-15 b.h.p. increase in output for as little as £378 (exchange). Obviously, Hamilton will be prepared to discuss any variation to specification within the overall range.

However, putting a cutting edge on the already refined performance characteristics of a Mercedes-Benz engine is only part of the package offered by AMG. Chassis alterations can include stiffened suspension with Bilstein gas-filled shock absorbers, optical alignment of the wheels and suspension, low profile tyres on wide rims, the fitting of a five-speed manual gearbox and a whole host of other alterations. Visually, the cars can be enhanced by the addition of aerodynamic spoilers front and rear and special paintwork which includes the option of having all chrome parts sprayed either black or to match the main bodywork colour.

Williams Grand Prix team leader Keke Rosberg has recently acquired an AMG modified 500SEC and has been extolling its virtues in rapturous fashion ever since he first turned up in the Zolder paddock with it at the recent Belgian Grand Prix. Clearly, if it has sufficient performance to satisfy a World Championship contender, those well-heeled customers who are looking for something slightly out of the ordinary could do a lot worse than consider an AMG modified Mercedes-Benz. Duncan Hamilton and Co. (Byfleet) Ltd. are at The Square, Bagshot, Surrey where the former Le Mans winner's son Adrian will be only too willing to show any potential customers just what is on offer.

"Oh Dear" Department

IN THE adjacent reports on the VSCC Wessex and Welsh Trials on page 572 last month P.H.J.W. had it that in the first of these events that enthusiastic competitor Branislav Sudjic drove a Tracta (and captioned a picture as such) and W.B. said in the second event, a week later, Sudjic drove a Tatra. We know that he has a Salmson and an Alvis and other cars, but this was rather too much even for such an enthusiast and, of course, he drove his Tatra in both events. The Asst. Ed. has been made to write out 100 times "The Tracta was a front-wheel-drive, mainly four-cylinder car made in Asnieres, Seine from 1926 to 1934. The Tatra was built in Koprivnice and is remembered as a flat-twin, backbone-chassis small-car designed by Hans Ledwinka, which is what Sudjic has been using".

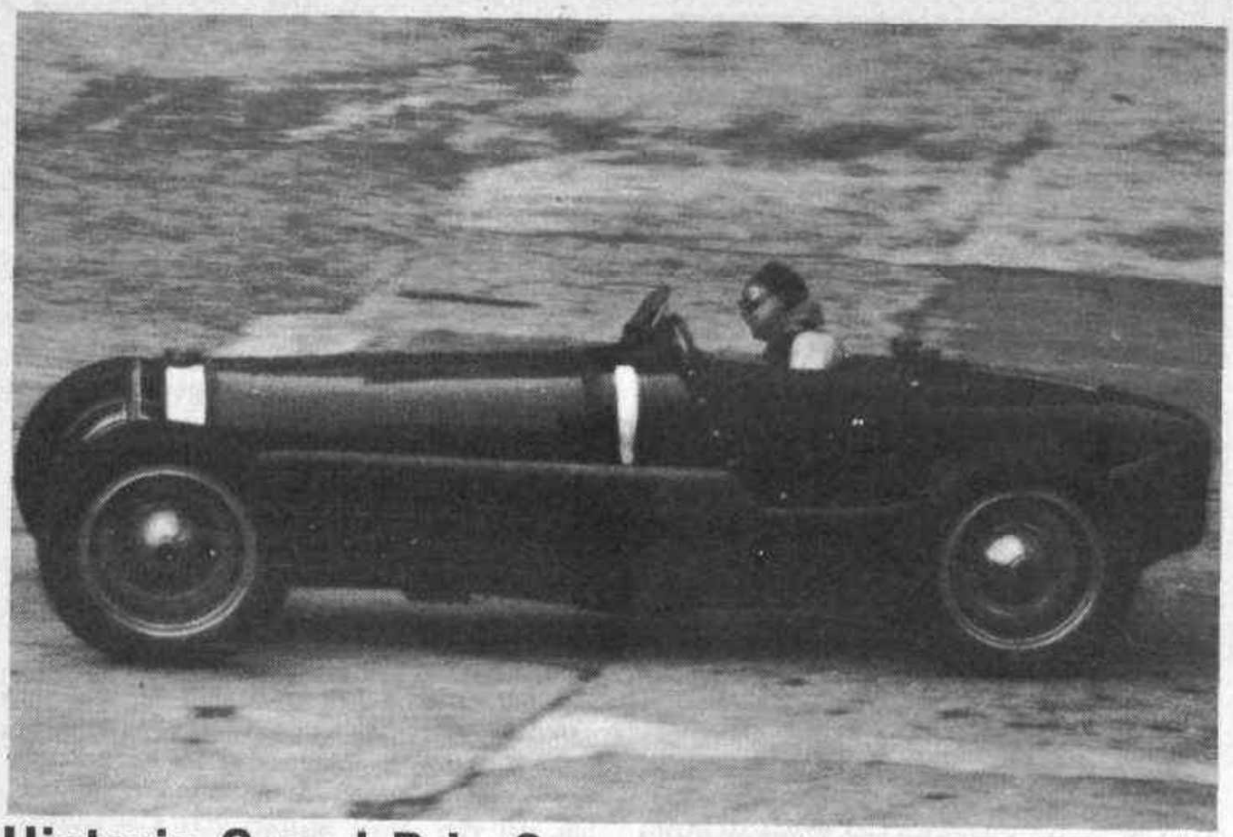
In last month's Editorial, about Endurance Racing, the impression may have been given that the Nürburgring marathon and the Spa 24-hour (not 1,000 kilometres as stated) races are defunct. What it was intended to convey was that sports-car racing is no longer like it used to be, even at these venues. *But both races have survived.* The Nürburgring race (which began as the 1,000 kilometres in 1953 and in the years when it was purely for sports-cars was won three times by Aston Martin and Maserati and twice by Ferrari) and the Spa 24 hours (which dates back to 1924, a year after the first Le Mans, and which was won in its "touring-car" years seven times by Alfa Romeos and once each by Bignan, Chenard-Walcker, Peugeot, Excelsior, Mercedes and Aston Martin) are Endurance races scheduled respectively for May 30th and June 10th this year, as stated in the January MOTOR SPORT. — Ed.

In fact, clangers seemed to breed last month and I was responsible for some more of my own, when I said on pages 545 and 562, that the last Mille Miglia race was won by Mercedes-Benz, when I knew perfectly well that there were two more proper races after that, Castelloti's Ferrari winning in 1956 and Taruffi, again for Ferrari, in 1957. In the 1957 race the Marquis de Portago had the serious accident which led to the end of the Mille Miglia *race*, although it was run as a regularity event in 1958 and 1959 and there have been rather pale commemorations since, including an enactment this year. What I should have said was that Mercedes-Benz are well remembered, not only for such victories as that in the 1903 Gordon Bennett and in the 1908 and 1914 French Grands Prix, but in respect of the fastest-ever Mille Miglia of 1955, when Moss, passenger-navigated by D.S.J., won at 97.96 m.p.h. in a 300SLR. — W.B.

* * *

Aviation Art

THE 12th annual exhibition of the Guild of Aviation Artists can be seen at the Qantas Gallery in London from June 16th to July 9th. Paintings by such well-known artists as David Shepherd, Michael Turner, Penelope Douglas and Valentine Vanstone, among many others, will depict the flying scene over many years. — W.B.



CHARLIE MARTIN with the Bugatti Type 59, 59121, on the banking at Brooklands during the second Whitsun Mountain Handicap in 1935.

Historic Grand Prix Cars

THE TYPE 59 Bugatti is rare in that it was the last pure racing car that Ettore Bugatti sold to customers. Before this, with the 2-litre and 2.3-litre versions of the Type 35 and Type 51 straight-eight and the 4-cylinder Type 37 variants, much of the business of the Bugatti factory centred around customers anxious and willing to race the Molsheim products. The Type 59 was conceived to replace the 2.3-litre twin-cam Type 51 as Ettore Bugatti's answer to Alfa Romeo, who had moved on from their 2.3-litre 8-cylinder Monza model to Vittorio Jano's masterpiece, the Tipo B "monoposto". While Jano's new 8-cylinder engine was 2.6-litres, Bugatti's new one was 2.8-litres, both double overhead-camshaft 8-cylinders supercharged, but as different as chalk and cheese. The Type 59 Bugatti followed all the regular Molsheim design features, such as the channel-section chassis frame designed as a bridge, deep in the centre at maximum bending loads, and shallow at the ends. Reversed quarter-elliptic rear springs were used, as was normal Bugatti practice and tubular front axle with the half-elliptic leaf springs passing through forged eyes in the beam. The chassis was of two-seater width, in order to sit the driver low down alongside the propeller shaft, unlike Jano's "monoposto" where the driver sat fairly high in the middle.

The Type 59 was late in being completed and did not appear until the end of 1933, long after the "monoposto" Alfa Romeo had dominated the scene. The appearance of the new Bugatti was at San Sebastian for the Spanish GP, the last race before the new 750 kilogramme (maximum) Formula came into force in 1934. The factory team of Type 59 cars, plus one "negotiated private owner", ran during 1934 with mediocre results and it was technically obsolete from the moment the new Formula Mercedes-Benz and Auto Union cars appeared, as was the all-conquering "monoposto" Alfa Romeo, even though its engine size was increased to 2.9-litres and later to 3.2-litres. Similarly, Bugatti had increased the size of the Type 59 to 3.3-litres, but with very little improvement.

In 1935 the Molsheim factory sold four of their team cars to Bugatti enthusiasts in England, as recounted in detail in MOTOR SPORT in March 1976 (photo-stat copies available) when we featured a fine cut-away drawing by Tony Matthews. This month, we feature in our Historic GP car series the car bought by C. E. C. Martin in 1935.

Bugatti Type 59
Chassis No. 59121
Engine No. 3

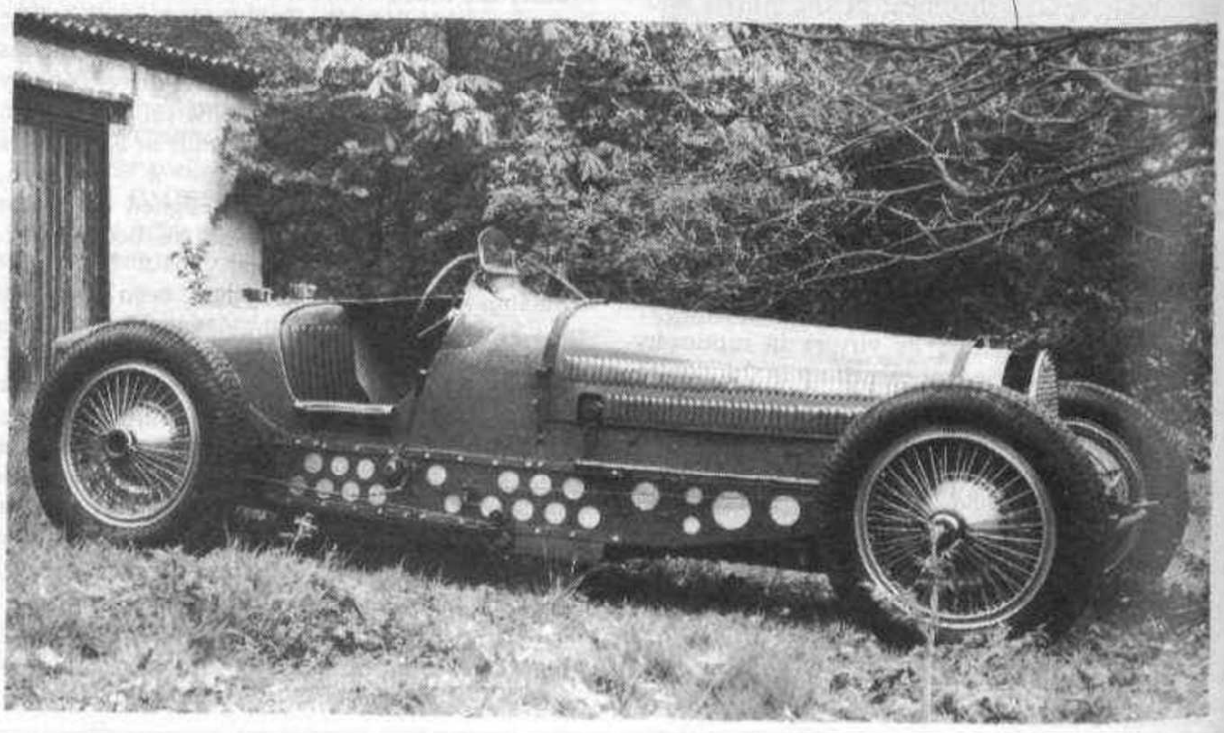
C. E. C. (Charlie) Martin had been racing various Bugattis prior to 1935 so he had little trouble in getting on the select list for the four available Type 59 cars and he has already described in MOTOR SPORT how he went to Molsheim to collect the car, and drove it back across France to the Channel port, freely admitting later that it was an awful journey and a bit of a mistake. Imagine a Frenchman going to Didcot to buy one of the 1981 Williams FW07C cars and driving it down to Southampton to catch the ferry to France.

Just as the Type 59 had not been the most successful Grand Prix car to come from the Bugatti factory, it was equally not the most successful in private hands, though it was an attractive car to look at. Martin ran in three major events in 1935, the International Trophy on an artifical road-circuit laid out on the Brooklands track, the Mannin Moar run round the streets of Douglas in the Isle of Man, and the Donington Grand Prix run on the Midlands Park circuit. At Brooklands he retired when a chassis lug broke, but in the Isle of Man he was second to the Hon. Brian Lewis driving a similar Type 59, owned by Noel Rees. At Donington Park Martin very nearly won, being in the lead near the finish, only to have a spin on Starkey's Hairpin and have Shuttleworth's "monoposto" Alfa Romeo and Lord Howe's Type 59 go by before he could get going again. As well as British race meetings Martin tackled a few European events but the car was not a model of reliability, though he did manage a third place in the second Heat at the Marne GP at Reims, and fifth in the Final. Altogether he was fairly disenchanted with his acquisition, and kept his more reliable Type 51 as a stand-by, but before the 1936 season began he rid himself of the Type 59 and bought a "monoposto" Alfa Romeo.

The new owner was a Cambridge undergraduate, the Duke of Grafton, who had had a limited amount of racing experience, but hardly enough to justify racing the Type 59 so it was no great surprise when he had a fatal accident with it in an Irish road race. The wreckage returned to the mainland and was bought by Arthur Baron, a Bugatti specialist in Dorking, Surrey and he rebuilt the car completely. Baron had been doing competitions with Bugattis of various types for some years, but limited his activities to sprints and hillclimbs and the smaller Brooklands meetings. During the rebuild Baron replaced the original Bugatti gearbox with an ENV pre-selector gearbox, a unit that was a bit bulky and heavy, but which paid dividends on standing-start acceleration events. The finished car was painted a deep purple colour with a new and deeper than standard tail and some twin-rear-wheels were made using Type 57 brake drums as the normal Type 59 drums are rivetted integral with the radially spoked wheels. This was in order to get more rubber on the road for accelerative adhesion than the widest tyre of the time could afford.

In its rebuilt form, Baron appeared with the car

AS IT IS TODAY. 59121 poses outside Stafford East's garage prior to being started for the first time since 1949.



ROAD TEST MISCELLANY

Audi 80 CD

THE latest version of the Audi 80 series is the 2-litre, 5-cylinder 80 CD which was introduced at the beginning of this year to become the flagship of the series.

Beautifully smooth throughout its operation, the smaller of Audi's two five-cylinder engines gives the compact but very roomy Audi 80 excellent performance both in terms of speed and acceleration as well as fuel economy. Coupled with the mechanical benefits of the Ingolstadt engineering, the superior trim of the CD makes for an extremely pleasing and relaxing all round saloon.

A five-speed gearbox is used which has a high overdrive fifth speed to give economical cruising. The engine will pull fifth gear from as low as 1,000 r.p.m., but pick up is excruciatingly slow, and anyone who makes a habit of getting into top and staying there would become a mobile traffic jam with this car. For practical purposes, there is little point in changing up to fifth below 40 m.p.h., and if it is necessary to accelerate from 50 to 70 for overtaking, it is best to change down to fourth, or even third, before starting the manoeuvre — Audi make a point of calling this fifth gear an "economy" ratio in their literature, and it is necessary to treat it as such.

On the road, the Audi is a neat and compact performer. Given that the high gearing makes it necessary to use the gearbox frequently, the car moves along very smartly, accelerating to 60 m.p.h. in a shade over ten seconds and having a top speed of over 110 m.p.h. The integrity of the package is such that it is possible to cruise at near the maximum speed with all confidence and without any indication of strain on the mechanical components. Wind noise is remarkable only by its absence at all but the highest speeds and mechanical noise has been proofed right out of the cabin except for a muted roar when the engine is being stretched to the fullest extent.

The ride is rather softer than we would have expected and there is noticeable roll on corners at only moderate speeds. Handling is typically Audi, being responsive and confidence inspiring. The braking system might have the newcomer worried at first, for the feel is rather spongy and significant pedal pressure is required for all but the most gentle retardation. If this leaves the driver thinking that the brakes are not particularly powerful, an "idiot" type emergency stop will



soon dispel any doubts and restore confidence, for the brakes are good and once the initial pressure has been applied, they are beautifully progressive.

Inside, the passenger accommodation is particularly spacious for such a compact car. Legroom and headroom for rear seat passengers is as much as expected in rather larger saloons and the rear seats themselves are comfortable. The front seats, on the other hand, were not altogether satisfactory, having a rather short squab making it difficult to find a comfortable driving position even for a short driver, despite the seat being adjustable for height as well as rake and position. The standard of trim is high, the seats being faced with crushed velour fabric, which also appears on the door panels. Equipment levels match the rest of the car — central locking, electric windows, sun roof, remote control mirrors, headlamp washers, front and rear foglights and so on. All worked faultlessly during our 700-mile spell with the car. External features which distinguish the CD from the lesser Audi 80s are alloy road wheels shod with low profile tyres, a deep front spoiler, and a waistline rubbing strip around the car.

Overall fuel consumption worked out at 33.1 m.p.g. for a combination of town driving and motorway cruising. Priced at £8,267, the Audi 80 CD has to compete with the Cortina Ghia 2.3 at £8,052 and perhaps the Vanden Plas Ambassador at £7,765, but despite it higher price it will find favour with many. — P.H.J.W.

MG Metro

AS WE hinted in last month's issue, BL have re-introduced the MG name on a Metro. No doubt many enthusiasts for the open two-seaters of this make will scoff at the rather brightly dressed newcomer, muttering unpleasant things about "badge engineering". Certainly much of the difference between this Metro and those which have become familiar on our roads over the past eighteen months is based on trim and cosmetics, but at its heart are simple mechanical alterations which transform the little car and make it worthy of its octagonal badge.

Under the bonnet is the smoothest, quietest version of the long lived A-series engine we have come across, with a compression ratio of 10.5:1 (achieved by reducing the volume of the combustion chamber in the cylinder head as well as using a smaller dish in the piston crown), a new camshaft profile to provide greater overlap, and larger diameter inlet valves. Surprisingly, only one carburetter (an SU HIF 44 unit) is used, BL arguing that this arrangement is more efficient and economical that what many might regard as a traditional MG arrangement with twin SUs. The engine produces 72 b.h.p. at 6,000 r.p.m. and 73 lb. ft. of torque at 4,000 r.p.m. A stronger clutch is used, otherwise the transmission is normal Metro.

Suspension and braking are all standard Metro, but the combination of ½" wider alloy wheels, in the style of the XR2 / 2.8 injection Capri, with low profile tyres make for a complete transformation in handling and road holding, giving the little car a delightful feel very reminiscent of the Cooper S. Comparison with the Cooper S can be extended, for the MG will reach 60 m.p.h. in 10.9 seconds, quicker than the 1275S in standard tune and will exceed 100 m.p.h., at which speed the engine is turning over at just under 6,000 r.p.m.

The cosmetic treatment spoils the car for us, much of it being rather gimmicky, such as a polished alloy rocker cover, red spark plug leads, bright red carpet (which will show any dirt straight away), red seat belts and broad stripes down the sides. That apart, the special MG seats are especially comfortable, better than those in the Vanden Plas, and the general noise level inside the car at speed is also less than the Vanden Plas version, something, perhaps, to do with the front and rear spoilers of the MG which BL claim reduce the drag coefficient from 0.41 to 0.39.

Priced at £4,798, the MG Metro follows in the tradition of the Marque in providing economical sporting motoring. (The price of the Vanden Plas version of the Metro which we mentioned last month has now been announced as £4,995).

P.H.J.W.



HISTORIC GP CARS — continued

in 1937 and I well recall seeing it at a Bugatti Owners Club speed hill-climb at Lewes, on the road up to the horse-racing course. This was only a minor club meeting, but the sight of Baron making fastest-time-of-the-day made a lasting impression. Although the Type 59 was by then five years old it was still a pure Grand Prix car among "voiturettes", specials and sports cars that made up the bulk of the entry. Arthur Baron used the Type 59 up to the end of motorsport in 1939 and after the war he did not return to the competition world and the Type 59 passed into the second-hand trade. In 1946 when the sport really got under way again George Abecassis acquired the Type 59, just as Baron had last used it and ran it in every possible event from airfield racing to hillclimbs.

When Abecassis began serious Formula 1 racing with the Grand Prix Alta there was no time for club events so the Bugatti was sold to Kenneth Bear, a London insurance broker who had a good

WITH Arthur Baron at Lewes speed hill-climb in 1937.



stable of Bugattis which he used for club events. In 1949 Bear entered the Type 59 without its supercharger running on four Zenith HAK carburetters to comply with the Formula One rules, for the Jersey Road Race on the sea-front at St. Helier. Once again the car was involved in tragedy for during an evening practice session the brakes failed, Bear crashed and died as a result.

At the time Stafford East was in business with Bear and looking after the cars. After Bear's death the other Bugattis and the wreckage of the Type 59 were put away in store. Many years later Stafford East started to rebuild the wrecked car back into its super-charged form with two down draught Zenith carburetters and it was completed last year, appearing at the Brooklands Society Dinner as "Car of the Evening". The week before writing this story, I visited Stafford East to see the car and it had just been started up and run for the first time since 1949. Stafford East is now long retired from the Motor and Garage Trade and engineering, and keeps the car safely at his home, prepared to give it an occasional outing if circumstances justify it. — D.S.J.



The day Vincenzo Lancia took his mother up into the hills behind Turin, to show off his new car, may have been traumatic for him, but it turned out to be a great day for motoring.

For taking a corner, perhaps a touch too fast, one wheel found a pot hole, a front spring broke, and Vincenzo's beloved mother found herself in a ditch.

This incident so shook Vincenzo that he immediately embarked on a course that led to the invention of independent suspension.

It is no coincidence then that modern Lancias, like the Trevi, have incomparable handling.

By combining front wheel drive, light alloy wheels and low profile tyres with all round independent suspension, we allow you to throw the Trevi around corners as if it were on rails. And the five-speed gearbox enables you to exploit to the full the 115 bhp developed by its 2 litre twin overhead cam engine.

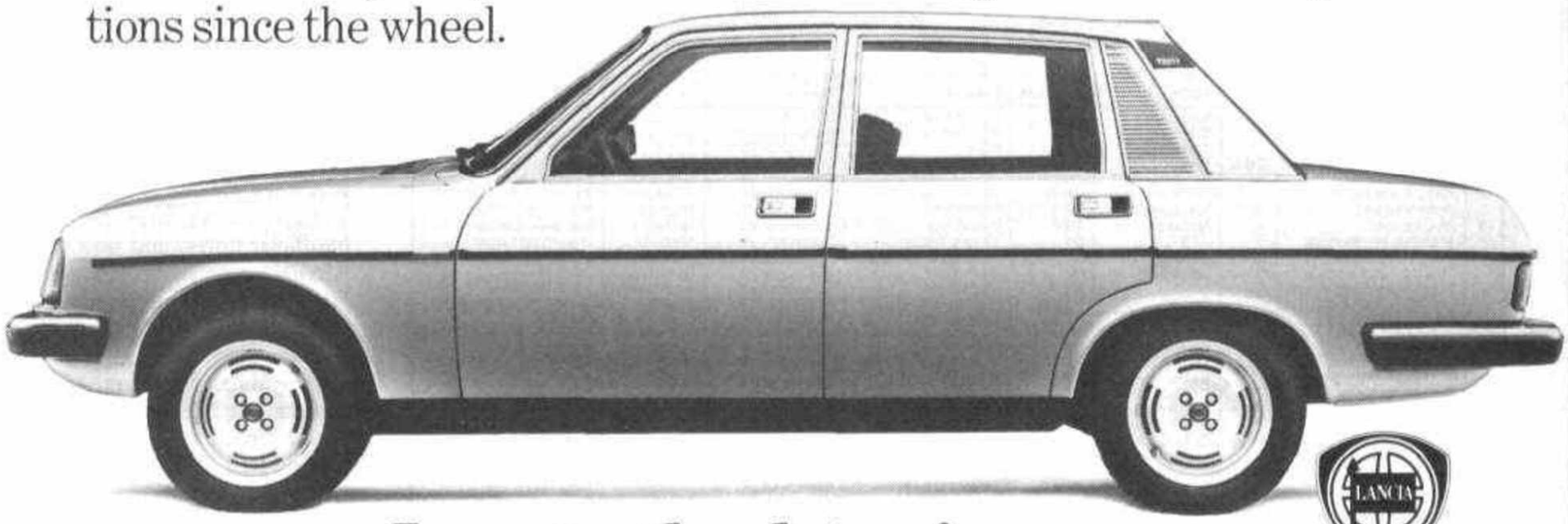
The mother of invention.

Vincenzo himself, always a man with an eye for design, would approve of our choice of Bellini to design the dashboard of the Trevi.

And the Maestro would have been reassured to see that the Trevi is fitted with an all round disc braking system that is second to none.

In fact, if Vincenzo Lancia was around today, the Trevi is probably the car that he would choose to take his mother up those hill roads behind Turin to the little village of Fobello.

The very place he was driving to on that 'fateful day' back in 1920 when he was prompted towards one of the greatest motoring inventions since the wheel.



Lancia: the driver's car.

Car featured, Lancia Trevi 2 litre, £7193. Trevi 1.6 litre, £6620. Prices include seat belts, car tax and VAT but exclude delivery and number plates. The Trevi carries a 6 year Cryla-Gard anti-corrosion warranty, which covers all major parts, and is subject to annual inspections by the dealer, paid for by the owner. For further details on Lancia, contact Christopher Shelly, Lancia Marketing, PO Box 39, Windsor, Berkshire.

Grote Prijs van Belgie

— An air of foreboding

Zolder, May 9th

WITH the Imola "strikers" returned to the lucrative world of Formula One, the Belgian entry was full to overflowing, but their union shop-steward made it clear that he and his men intended to employ "disruptive methods" and protest against anything and everything. Consequently, although the entire entry was ready to go on Friday morning a lot of people were looking over their shoulders wondering what the FOCA "special-builders" would get up to.

The absurdly crowded conditions in the Zolder circuit pit lane have at last been dealt with and it is a pity that we had to wait until the death of the Osella mechanic last year for any serious action to be taken. A total rebuild of the pit and paddock area was completed well on time and full marks to the organisation for the way it was carried out. With 32 drivers in the line up there had to be some sorting out before the Friday afternoon qualifying session and this was done according to the Concorde Agreement, one of the rules nobody has found fault with yet. During the Friday morning test-session lap times were taken for Boesel (March), Jarier and Paletti (Osella), Warwick and Fabi (Toleman) and Villota (March) and the two slowest were destined to become spectators. The remaining four could join in the rest of practice on an equal footing with the graded-team drivers to try and get in the select 26 that would actually start the race. Among those assured of full practice, thanks to their team scoring points in the Manufacturers Championship last year, there were a few changes. The courageous Swiss driver Marc Surer was back with the Arrows team, fully recovered from his crash while testing at Kyalami in January, Brian Henton was continuing as number two in the Tyrrell team, having "negotiated" Slim Borgudd out of the way, Jan Lammers was being given a drive in the Theodore, Emilio de Villota financed himself into a third March car, but most important of all Derek Daly was making his début as number two in the Williams team, Reutemann having retired and Andretti unwilling to break his American track-racing contract. From almost being out of work last October Keijo Rosberg was now number one in the Williams team that won the Manufacturers Championship last year.

The Williams and Brabham teams were at one end of the long row of new pits and Renault and Toleman were at the other, with the rest scattered in between. Williams were ready to go with three FW08 models making their first public appearance, Daly actually having a brand new car, while the Brabham team had a trio of sleek BT50 cars, powered by turbocharged BMW four-cylinder engines. One thing was certain and that was that Ecclestone was not going to make any fatuous protest about the use of turbines (see the Imola report). It was rather cold and grey, which did not help the atmosphere of foreboding, but at least it was dry and due to a shortage of doctors on duty Professor Watkins held up the start of practice for 21 minutes (see MOTOR SPORT May 1982). When practice got under way Daly did one lap in the new Williams and stopped for the mechanics to check that all the systems were functioning correctly on the new car, but Rosberg was not happy with the brakes on his car and changed over to the spare car. With this car (FW08/3) he was soon setting the pace and fully justifying his promotion to team leader, both Williams cars running with full water tanks to keep them legal. In the next pit Piquet and Patrese were nothing like so happy, for while the turbocharged BMW was producing a lot of power its pick-up was far from clean and the coughs and bangs just as they wanted full power out of a corner must have been very frustrating. After the smooth flexibility of Cosworth power, the Munich engine was keeping the drivers very busy.

At the other end of the pits, Arnoux was going well in his Renault turbo and vying with Rosberg for the best lap time, not that it counted for anything but it was a good morale booster. On the other hand, Prost was having a bad time with an overheating engine and he switched to the spare car, and before the session was over Laffite zoomed out of the paddock in the spare Talbot-Matra V12, unhappy with the way his own car was performing. The narrow-bodied Alfa Romeo 182B (see notes on the cars) had done no running before it arrived at Zolder so Giacomelli's laps were very much in the nature of a test-run and the car was soon put to one side in favour of the normal Tipo 182, which was a self-explanatory move. The Ferrari team were not happy with the selection of tyres offered them by Goodyear and were not really in the running, but some juggling about with compounds and things made a bit of improvement, though lack of adhesion on full power acceleration was the main problem. The ATS team were on Michelin tyres which did not necessarily improve their performance but at least it got them out of Ecclestone's clutches.

When it was all over the "rabbits" were sorted out and Paletti (Osella) and Villota (March) were left out of the list of runners for the afternoon hour of qualifying. Tyre choice having been made by everyone two sets were marked with the driver's number, these markings to be checked by marshals before each car left the pit lane. A word of warning went round that any car might be called upon to be weighed at any time, and anyway the two fastest cars at the end of the qualifying hour, plus two more drawn from a hat would be weighed when it was all over.

Shortly before the end of the morning session Pironi's Ferrari died out on the circuit and had to be towed in afterwards and no sooner was this done than the rain started, and for a short while it pelted down. In a matter of minutes the sun came out and everything dried very rapidly, including the track, though it was still a bit damp in places when the qualifying hour was due to start, 21 minutes later than specified, due to the morning delay, which was just as well as every minute meant a drier track. Rosberg had settled for FW08/3 so FW08/1 became the T-car and during the interval Pironi's Ferrari engine was checked over and a new waste-gate boost-valve unit was fitted. Prost's Renault was going to need an engine change so he stayed with the spare car and Pironi did not do many laps in his own Ferrari before he abandoned it and took over the spare car (057). Rosberg's car was still not right in the braking department so he switched back to the number 1 car and Patrese's qualifying stopped when his turbocharger unit gave trouble. While he remained seated in the cockpit Brabham mechanics changed the whole unit, including the four-branch exhaust manifold, which was a slick bit of work even though a few fingers got burnt. For a long while all those vying for the front of the grid were lapping around the 1 min. 17 sec. mark, two seconds faster than the previous best which dated back to 1980 and among those in the running were the two Renault drivers, Rosberg, Piquet, Lauda, Alboreto, Villeneuve and Mansell. Suddenly everyone staggered back in disbelief as first Prost and Arnoux got below 1 min. 16 sec. Prost did 1 min. 15.962 sec. and Arnoux did 1 min. 15.903 sec. when everyone else was flat out to break 1 min. 17 sec., the nearest being Piquet with the turbocharged BMW-powered Brabham with 1 min. 17.124 sec. A junior engineer in the Williams team was heard to suggest that Renault must have been using illegal fuel in their engines. A remark typical of the mentality of the British "special-builders", with no thought for the ELF company who supply the fuel for Renault. All this rather overshadowed the very fine effort of Michele Alboreto, fresh from his third place in the San Marino GP. He quietly gets on with the business of being a racing driver, while others are busy explaining why they are not World Champion, or why they are not on pole position. All morning Tyrrell number three had been well up the list of unofficial times, and now that it really mattered Alboreto was in fourth place, ahead of all the other Cosworth-powered teams like Williams, McLaren, Lotus, and Arrows as well as the Ferrari duo, both Alfa Romeos and both Talbot-Matra V12 cars. It was all done without hysterics or heroics, but if you watched him out on the circuit you could not fail to notice the way he powered through the corners, to exit much faster than most, especially on corners that led on to straight sections of the circuit. Added to that was a notable smoothness in his driving and he looked relaxed and safe at all times.

With turbocharged cars in the first three places

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Nelson Piquet	BRA	Brabham	BT50	Blue/White	BMW 4 cyl. t/c	Goodyear	Parmalat Foods
2	Riccardo Patrese	I	Brabham	BT50	Blue/White	BMW 4 cyl. t/c	Goodyear	Parmalat Foods
3	Michele Alboreto	I	Tyrrell	011	Blue	Cosworth V8	Goodyear	Candy Appliances
4	Brian Henton	GB	Tyrrell	011	Blue	Cosworth V8	Goodyear	Candy Appliances
5	Derek Daly	IRL	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia/TAG
6	Keijo Rosberg	FIN	Williams	FW08	White/Green	Cosworth V8	Goodyear	Saudia/TAG
7	John Watson	ULS	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Niki Lauda	A	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Manfred Winkelhock	D	ATS	D6	Yellow/White	Cosworth V8	Michelin	Liquimoly/Copec
10	Eliseo Salazar	CHI	ATS	D6	Yellow/White	Cosworth V8	Michelin	Liquimoly/Copec
11	Elio de Angelis	I	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	91	Black/Gold	Cosworth V8	Goodyear	John Player
14	Roberto Guerrero	COL	Ensign	N181	White/Blue	Cosworth V8	Avon	Cafe do Columbia
15	Alain Prost	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	René Arnoux	F	Renault	RE30B	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Jochen Mass	D	March	821	Blue/White	Cosworth V8	Pirelli	Rothmans
18	Raul Boesel	BRA	March	821	Blue/White	Cosworth V8	Pirelli	Rothmans
19	Emilio de Villota	E	March	821	Black	Cosworth V8	Pirelli	Rizla
20	Francesco Serra	BRA	Fittipaldi	F8	White	Cosworth V8	Pirelli	Brazilinvest
22	Andrea de Cesaris	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
23	Bruno Giacomelli	I	Alfa Romeo	182	Red/White	Alfa Romeo V12	Michelin	Marlboro
25	Eddie Cheever	USA	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes/ELF
26	Jacques Laffite	F	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes/ELF
27	Gilles Villeneuve	CDN	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
28	Didier Pironi	F	Ferrari	126C2	Red	Ferrari V6 t/c	Goodyear	Fiat/Agip
29	Marc Surer	CH	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramics
30	Mauro Baldi	I	Arrows	A4	Orange/White	Cosworth V8	Pirelli	Ragno Ceramics
31	Jean-Pierre Jarier	F	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
32	Riccardo Paletti	I	Osella	FA1C	Blue/White	Cosworth V8	Pirelli	Denim/SAIMA
33	Jan Lammers	NL	Theodore	TY02	White	Cosworth V8	Avon	Teddy Yip
35	Derek Warwick	GB	Toleman	TG181B	Red/White/Blue	Hart 415R t/c	Pirelli	Cougar Marine
36	Teo Fabi	I	Toleman	TG181B	Red/White/Blue	Hart 415R t/c	Pirelli	Cougar Marine

we awaited the shop-steward to apply his disruption, but nothing happened, though the two Renaults, Guerrero's Ensign and Henton's Tyrrell were taken away to be drained of fuel and weighed. The result was Renault (Arnoux) 581 kgs. Renault (Prost) 592 kgs. Ensign (Guerrero) 594 kgs and Tyrrell (Henton) 577 kgs. Three kilogrammes under the weight limit meant that Henton was disqualified and his times were scrubbed from the results. That being that we went home to tea.

Saturday morning was dry but there were still some damp patches on the track from overnight rain and the air was positively cold. Everyone was out "testing", which usually means juggling with all the variables of tyres and aerodynamic configurations to try and hit on a compromise that was acceptable. Giacomelli only did a lap or two in his Alfa Romeo 182 before he stopped and complained of back ache, and was forced to go and lie down, leaving de Cesaris to do all the running for the Autodelta team. Rosberg was still very quick, but he looked to be on the verge of disaster round some of the corners, obviously taking a lot out of the car and its tyres. Patrese had to take to the spare Brabham when his BMW engine blew up and de Angelis was out in the spare Lotus. As things were measured, temperatures taken, consumptions of liquids calculated the morning passed off without undue incident and even though the Zolder circuit is notoriously hard on brakes, Ferodo and AP-Lockheed seemed to have it all well under control, though many cars needed to sport extra ducts to scoop air into the brake discs. Such was the eagerness behind this test-session that some drivers put in an enormous number of laps. Rosberg managed 33 timed laps, Prost 32, Arnoux 31 and Mansell 30, which does not take into account single laps on which a time was not recorded. At the other end of the scale Winkelhock managed only four laps before things went wrong with his ATS.

The final hour for qualifying for the starting grid took place under cool and grey skies, but it remained dry thankfully, and the battle began to try and catch the Renaults, as far as the fast runners were concerned, while the slower ones down at the back merely tried as hard as they could to avoid being "tail-end Charlie". The new Williams cars were not entirely satisfactory in the braking department and to add to the troubles the engine in Daly's car blew up and he had to qualify in the T-car. The BMW engines were also far from perfect, both drivers having trouble, but the McLarens and Tyrrells were going well. Lauda was ever to the fore, making it more and more difficult to believe that he has been away for two years, and making one wonder what some of the others have been doing in the meantime. Alboreto was right up there with him and his consistency during all four practice sessions was remarkable, but Henton could not get near him, though the Derby man soon put in a time that guaranteed him a start, having forfeited his Friday times. Both Renault drivers went even quicker than before, with very little to choose between them, but somehow when you watched them out on the circuit Prost *looked* that bit better than his team-mate. Rosberg was putting all he knew into his driving of the new Williams and was rewarded with a fine lap in 1 min. 15.847 sec., faster than the times set by the Renault team the day before, but not as fast as they had gone in this second session. Nonetheless, Rosberg retained the distinction of being the only driver to get below 1 min. 16 sec., apart from the Renault drivers.

With 30 cars out on the track, or in the pit lane the "traffic" was very heavy for the fast drivers and it was sheer luck if any of them got a clear run when trying for a fast time. With the silly limitation of only two sets of tyres to use up there was a fair degree of frustration among those at the top of the grid. With only eight minutes of qualifying left, the Belgian announcer nearly suffered a seizure. He had seen an horrific crash on his TV-video screen from the far side of the circuit and he became so hysterical that it was sickening. Without doubt a Ferrari had crashed very badly and as Pironi was in the pit lane it had to be Villeneuve. He was in the middle of a last desperate bid to improve his grid position when he came upon Jochen Mass going a lot slower. The Ferrari left-front tyre just clipped the right rear tyre of the March and launched it up into the air, to somersault and crash nose first into the ground still travelling forwards at upwards of 140 m.p.h. The front of the Ferrari broke off completely and wreckage scattered across the track. Practice was stopped and the unfortunate Canadian was flown by helicopter to the nearby Louvain hospital where doctors put him on a life support system to try and recover him, but it was to no avail and in the evening his death was announced officially.

Eventually the remaining eight minutes of qualifying was played out but only a few drivers went out, notably the two Brabham-BMW drivers, who desperately needed to improve their times, and some of the "rabbits" who were still among the non-qualifiers. As it turned out no improvements were made and practice ended on a sad and grey note.

People who arrived from England on Saturday evening assured us that lovely weather was on its way from home, and they were right for Sunday was warm and sunny with clear blue skies. However, even this could not detract from the greyness of the day before and the space where the Ferrari transporter had been added poignancy to the tragedy. In respect to their number one driver, the Maranello team withdrew their second car and returned to Italy, to grieve the loss with the rest of the racing world. The two Ferraris had been due to line up on the grid, one behind the other on the right-hand side, and rather than leave this big gap everyone agreed that the field should close up two places and Mass and Baldi should be allowed to join the back of the grid. Left out were Guerrero (Ensign) and Lammers (Theodore) both drivers hampered by not having a spare car to use when they had trouble. The Columbian driver of the Ensign had qualified well on Friday, in 19th position, but on Saturday clutch trouble held him up for a long time and he only got two timed laps in, and everyone else improved so much that his Friday time was not good enough.

The half-hour warm-up session at midday did not go as smoothly as usual, for Rosberg's Williams had a misfire at high r.p.m. and as no

PRACTICE TIMES (Longines Timing)

No.	Driver	Friday pm	Saturday pm
1	N. Piquet	1.17.124	1.17.535
2	R. Patrese	1.18.366	1.17.126(T)
3	M. Alboreto	1.17.344	1.16.308
4	B. Henton	1.20.518*	1.19.150
5	D. Daly	1.18.194	1.18.591(T)
6	K. Rosberg	1.17.654(T)	1.15.847
7	J. Watson	1.18.639	1.17.144
8	N. Lauda	1.17.577	1.16.049
9	M. Winkelhock	1.19.430	1.17.879
10	E. Salazar	1.20.440	1.18.967
11	E. de Angelis	1.18.655	1.17.762
12	N. Mansell	1.17.614	1.16.944
14	R. Guerrero	1.20.116	1.20.482
15	A. Prost	1.15.962(T)	**1.15.701(T)**
16	R. Arnoux	**1.15.903**	1.15.730
17	J. Mass	1.20.552	1.19.777
18	R. Boesel	1.20.522	1.19.621
19	E. de Villota	DNQ	DNQ
20	F. Serra	1.21.775	1.19.598
22	A. de Cesaris	1.17.696	1.16.575
23	B. Giacomelli	1.18.425	1.18.371
25	E. Cheever	1.20.182	1.18.301
26	J. Laffite	1.19.403	1.18.565
27	G. Villeneuve	1.17.507	1.16.616
28	D. Pironi	1.18.796(T)	1.16.501
29	M. Surer	1.22.512	1.19.584
30	M. Baldi	1.20.802	1.19.815
31	J-P. Jarier	1.20.056	1.18.403
32	R. Paletti	DNQ	DNQ
33	J. Lammers	1.21.453	1.20.584
35	D. Warwick	1.20.594	1.18.985
36	T. Fabi	1.20.541	1.19.300

* Time disallowed after scrutineering

STARTING GRID

15
A. Prost
(Renault V6 t/c)
1 min. 15.701 sec.
44 (1 min. 21.223 sec.)

16
R. Arnoux
(Renault V6 t/c)
1 min. 15.730 sec.
3 (1 min. 22.918 sec.)

6
K. Rosberg
(Williams-Cosworth V8)
1 min. 15.847 sec.
46 (1 min. 20.797 sec.)

8
N. Lauda
(McLaren-Cosworth V8)
1 min. 16.049 sec.
15 (1 min. 20.885 sec.)

3
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 16.308 sec.
17 (1 min. 21.732 sec.)

22
A. de Cesaris
(Alfa Romeo V12)
1 min. 16.575 sec.
16 (1 min. 20.689 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 16.944 sec.
8 (1 min. 22.506 sec.)

1
N. Piquet
(Brabham-BMW t/c)
1 min. 17.124 sec.
26 (1 min. 22.284 sec.)

2
R. Patrese
(Brabham-BMW t/c) (T)
1 min. 17.126 sec.
47 (1 min. 21.709 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 17.144 sec.
67 (1 min. 20.214 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 17.762 sec.
48 (1 min. 21.557 sec.)

9
M. Winkelhock
(ATS-Cosworth V8)
1 min. 17.879 sec.
(—)

5
D. Daly
(Williams-Cosworth V8)
1 min. 18.194 sec.
60 (1 min. 20.995 sec.)

25
E. Cheever
(Talbot-Matra V12)
1 min. 18.301 sec.
60 (1 min. 20.789 sec.)

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 18.371 sec.
(—)

31
J. P. Jarier
(Osella-Cosworth V8)
1 min. 18.403 sec.
15 (1 min. 22.508 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 18.565 sec.
45 (1 min. 20.549 sec.)

10
E. Salazar
(ATS-Cosworth V8)
1 min. 18.967 sec.
(—)

35
D. Warwick
(Toleman-Hart t/c)
1 min. 18.985 sec.
5 (1 min. 23.148 sec.)

4
B. Henton
(Tyrrell-Cosworth V8)
1 min. 19.150 sec.
21 (1 min. 23.018 sec.)

36
T. Fabi
(Toleman-Hart t/c)
1 min. 19.300 sec.
3 (1 min. 25.688 sec.)

29
M. Surer
(Arrows-Cosworth V8)
1 min. 19.584 sec.
13 (1 min. 24.564 sec.)

20
F. Serra
(Fittipaldi-Cosworth V8)
1 min. 19.598 sec.
14 (1 min. 23.520 sec.)

18
R. Boesel
(March-Cosworth V8)
1 min. 19.621 sec.
10 (1 min. 25.061 sec.)

17
J. Mass
(March-Cosworth V8)
1 min. 19.777 sec.
21 (1 min. 22.934 sec.)

30
M. Baldi
(Arrows-Cosworth V8)
1 min. 19.815 sec.
49 (1 min. 945 sec.)

Withdrawn Saturday evening:
28 D. Pironi (Ferrari V6 t/c) 1 min. 16.501 sec.
27 G. Villeneuve (Ferrari V6 t/c) 1 min. 16.616 sec.

Did not qualify:
14 R. Guerrero (Ensign-Cosworth V8) 1 min. 20.116 sec.
33 J. Lammers (Theodore-Cosworth V8) 1 min. 20.584 sec.

Did not pre-qualify:
32 R. Paletti (Osella-Cosworth V8) 1 min. 21.784 sec.
19 E. de Villota (March-Cosworth V8) 1 min. 22.879 sec.

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

reason could be found a hurried engine change was started. At the other end of the pits the Renault team were busy changing the turbocharger units on Prost's car, as one had failed during the half-hour and they were taking no chances. Cheever's Talbot-Matra was forced in as the young American had spun off into the sandy run-off area, but no damage was done. The start was due at 3.30 p.m., with the pit-lane opening 20 min. beforehand, to allow two laps before lining up on the dummy-grid, though it meant passing through the pit-lane to take advantage of the concession. Prost, Daly, Rosberg, Warwick, Laffite, Salazar, Patrese and Winkelhock all took advantage of a second lap and well on time the 26 starters were lined up in front of the pits with the two Renaults at the head of the two rows, with Prost on pole-position, his car having a dayglow orange point to the nose for recognition purposes. Quietly pleased were the Toleman-Hart team as both Warwick and Fabi had qualified comfortably for the grid and well satisfied was Marc Surer who qualified his Arrows as it was his first race this year, having crashed prior to the South African GP.

The whole field went round on the parade lap, but while doing so Mansell's clutch operation failed and he could not make it disengage so he free-wheeled up to his position on the starting grid, hoping to snatch it into gear at the start. When the green light glowed Arnoux made the best getaway and led off to start the 70-lap race, but Prost fluffed his start and Rosberg nipped ahead of him. Behind them Mansell stalled his engine on the Lotus 91 and remained motionless while those behind him swerved past using the middle of the track. Giacomelli arrived at speed from the back of the grid, swerved into the middle as Laffite was alongside him, which forced the Talbot-Matra over to the right where Salazar in his ATS was minding his own business. The right front wheel of the Talbot hooked the left rear of the ATS and put it into a slide, heading across the track to the left and it promptly cannoned into the passing Alfa Romeo of Giacomelli. Both cars slid off into the barriers as the others went on their way, leaving the stationary Mansell to be push-started by his mechanics. At the back of the grid Warwick had stalled his Hart engine and was push-started by marshals. Winkelhock's ATS expired on the opening lap with clutch failure, so with the race only just begun we were down to 21 runners in a pack, two already a long way behind and three already out of the race.

It took only three laps for the 21 to divide into groups, with Arnoux setting the pace with Rosberg hanging on like a terrier. Then came Prost, Lauda and de Cesaris nose to tail and it was clear that the Renault was not on form and was holding up the McLaren and Alfa Romeo. The remainder were being led comfortably by Alboreto, the two Brabham-BMWs being right behind him, followed by Watson, Daly, de Angelis, Jarier, Cheever, Henton and the rest, with Mansell already catching the tail enders and Warwick ploughing a lonely furrow on his own at the back. Just as we were wondering how long Rosberg could hang on, the leading Renault faltered out of the hairpin at the far end of the circuit and headed for the pit-lane while the Williams sailed on into the lead, the new FW08 leading its first race. One bank of cylinders on the V6 Renault had gone rough and was not producing power. This was on lap five and behind there had already been gloom in the Renault pit for on the previous lap Lauda and de Angelis had overtaken Prost, his Renault not handling consistently, doing one thing on left hand corners and the opposite thing on right-handers, but he was still ahead of Alboreto, though the curly haired young Italian was under pressure from the Brabham-BMW of his surly compatriot Riccardo Patrese who was ahead of World Champion Nelson Piquet. Behind them came the Irish contingent, John Watson ahead of Derek Daly, but both a long way away from the leader.

Arnoux made two more exploratory laps with no improvement and it was then found that the butterfly spindle on the right-hand compressor had broken, so he only had one throttle valve operating, which accounted for the loss of power. Fabi was in the pits with brake problems and the other Toleman-Hart was still running at the back of the field, but not making up ground on anyone, unlike Mansell who had been carving his way through the field changing gear without the clutch, but it was all to no avail when the gearbox broke on lap 10. Having got the Renault of Prost out of their hair, Lauda and de Cesaris were closing up on Rosberg, the young Italian with the facial twitch doing a good job to hold on to the wily old ex-World Champion. Prost was having a terrible time, conceding places to Patrese and Watson and rather than concede to Alboreto, he dived into the pits for a change of tyres in the hope of improving things. From total domination of practice and qualifying the Renault effort had dwindled to nothing within a third of the race. As Prost left the scene at the end of 17 laps Rosberg was about to lap the tailenders and Lauda's superior track craft allowed him to close up still further in the traffic, with de Cesaris shadowing his every move. Watson was close behind Patrese, wondering how he could get by and Piquet was going so badly that Jarier, Cheever and Laffite were keeping pace with him. A disgruntled de Angelis was in the pits for a new set of tyres and Jarier was soon to follow him, whilst Prost was in again to try yet another set, the last lot making very little improvement.

Once clear of the traffic Rosberg pulled away from Lauda, but relative to the Austrian he looked to be driving in desperation. Lauda's smoothness and finesse really does make a lot of drivers look like rank amateurs. While others slide up over the bevelled kerbs and occasionally raise dust, Lauda always seems to have nearly a foot to spare. Henton called at the Tyrrell pits to say he did not think all was well with his Cosworth engine, but he was sent on his way again. Less than ten laps later there was an almighty bang and a cloud of smoke and an expensive blow up! Only a few laps before, Alboreto's engine had blown up, after smoking ominously for a lap or two so the Tyrrell team had a big bill to face up to. The Toleman team were packing their bags as Fabi's brake trouble had proved to be terminal and Warwick retired with a broken drive-shaft.

As lap 30 began Rosberg had lapped Serra's Fittipaldi and past the pits and into the first corner Lauda and de Cesaris came up behind the Brazilian driver. He overdid his braking and spun in the middle of the road, which caused Lauda to have to brake exceptionally hard and almost come to a stop. The bright de Cesaris took this opportunity to nip by on the inside and snatch second place and Lauda set off after him while a rather red-faced Serra continued on his way. Almost unnoticed Watson had got past Patrese so the order as half distance approached was Rosberg, still driving hard, de Cesaris, Lauda, Watson, Patrese, Daly, Cheever and Laffite the rest being a lap behind. Piquet had been having trouble with his gearchange and at one point it stuck in gear, resisting all his efforts on the lever. He headed into the pit lane and as he approached the pits, still struggling with the lever, it freed itself so he drove straight past his puzzled pit staff and rejoined the race. Poor de Cesaris was destined not to reach half-distance as he retired in the pits instead of completing lap 35, his gear change linkage having broken.

This now left Rosberg and Lauda on their own but the McLaren's tyres were wearing badly and had lost their maximum efficiency so that the Austrian driver was forced to drop back, not only losing contact with the leading Williams but falling prey to his team-mate. For once everything was going right for Watson, his tyres were in fine shape, the car was running well, its handling was good and there was nothing to stop him racing at his limit. In response to pit signals he pressed on while Lauda was slowing and Rosberg was just holding his own but worried about his tyre wear and rather erratic braking. The calculating Lauda decided to settle for third place at the worst, rather than stop for a tyre change and on lap 47 Watson was by into second place, going as well as ever. Jarier shot into the pits for another set of tyres and in his haste to get back into the race, he took off before one of the mechanics had finished tightening a rear wheel. The air line to the pneumatic spanner caught in the rear aerofoil and bent it all out of shape as the Osella went off down the pit lane. The damage was irreparable. Prost was still circulating at the back but suffering violent understeer on left handers, and twice ran on to the sand on the outside of the first corner. It later oversteered on a right hander and spun him out of the race. Laffite had an off-course excursion and tore off the left-hand skirt rubbing-strip which got caught up in the rear suspension, so he lost all hope of keeping up with Cheever and a pit-stop for a new skirt put him right out of the running. Cheever now began to close up on Daly and at 50 laps the order was Rosberg still seemingly unassailable, Watson closing steadily, Lauda holding on to third place, Patrese in fourth place with the only competitive turbo-charged car, Daly in fifth place and Cheever sixth, everyone else being a lap or more behind. Elio de Angelis had lost a lot of time on his tyre change, but was making up ground on the also-rans though not on the leaders. On lap 53 Patrese slid off the road into the catch fences and while marshals were helping him Piquet ran wide, nearly collected the abandoned Brabham and then spun in the middle of the track, but kept the engine going and went on his way.

As the end of the race began to come into sight two things were happening. Rosberg was slowing dramatically as his left rear tyre was badly worn, and Watson was going as fast as ever. Cheever was right behind Daly and looking for a way past. At the start of lap 61 Daly overdid his braking for the first corner and spun off into the catch fences, out of the race, leaving a smiling Eddie Cheever in fourth place now, Patrese's retirement having let these two move up a place. Watson did not quite have Rosberg in sight, only his pit signals telling him how he was closing up. As he swept into his sixty-first lap he saw the Williams FW08 in the catch fences and assumed it was Rosberg, so he eased right off to coast home to victory. His pit staff soon woke him up again and he rose to the occasion magnificently, setting a new lap record on lap 67 as he zoomed up behind the ailing Williams of Rosberg. The left rear tyre really was in a rough state by now and on the penultimate lap Watson was right on Rosberg's tail as they came into the hairpin at the far end of the circuit, which is right-handed which means that the left-rear tyre does most of the work. They were

both about to lap Surer's Arrows A4 and Rosberg got into a bit of a twitch as he braked, went too deep and had to lift off and run wide and up the bevelled kerb. "Wattie" was by on the inside in a decisive movement and away into the lead. It was all over.

There were only three cars on the same lap at the end, the wily Lauda pussy-footing home into third place. If he had stopped for new tyres he would have had to battle his way back through the also-rans and could not have gained more than third place even then. Very shrewd is Niki Lauda, a true professional racing driver. So dear old "Wattie" won another race, rather like the way he won the British Grand Prix last year, not from aggression and from the front, but from mid-field just doing an honest job and benefiting from the troubles of others. It could not happen to a nicer bloke.

As the first seven cars finished they were impounded, the petrol drained out and they were weighed. The results were: McLaren (Watson) 581 kgs (whew!), Williams (Rosberg) 591 kgs., McLaren (Lauda) 578 kgs. (oh dear!), Talbot (Cheever) 612 kgs. (cor!), Lotus (de Angelis) 585 kgs., Brabham-BMW (Piquet) 587 kgs. (hmm!), Fittipaldi (Serra) 600 kgs. There was no discussion, poor old Lauda was disqualified from his third place and everyone moved up a place. The shop-steward was still thumbing through the Concorde Agreement, as he had been doing ever since the Renaults dropped out. After all the foreboding nothing happened, but with the death of Gilles Villeneuve Grand Prix racing will not be the same. It will still go on and one day another star will appear and shine brightly, but until that day something has gone out of racing that will be hard to replace. "He shall not grow old . . .".

D.S.J.

RESULTS

BELGIAN GRAND PRIX — Formula One — 70 laps — Zolder — 4.262 km. per lap — 298.34 km. — Warm and Dry

1st	John Watson	(McLaren MP4/2)	1 hr. 35 min. 41.995 sec. — 187.000 k.p.h.
2nd	Keijo Rosberg	(Williams FW08/3)	1 hr. 35 min. 49.263 sec.
***3rd**	Niki Lauda	(McLaren MP4/6)	1 hr. 36 min. 50.132 sec.
4th	Eddie Cheever	(Talbot JS17)	1 lap behind
5th	Elio de Angelis	(Lotus 91/6)	2 laps behind
6th	Nelson Piquet	(Brabham BT50/3)	3 laps behind
7th	Francesco Serra	(Fittipaldi F8D)	3 laps behind
8th	Marc Surer	(Arrows A4)	4 laps behind
9th	Raul Boesel	(March 821)	4 laps behind
10th	Jacques Laffite	(Talbot JS17)	retired on lap 61 — crashed
11th	Derek Daly	(Williams FW08/4)	retired on lap 61 — engine failure
12th	Jochen Mass	(March 821)	retired on lap 60 — spun off track
13th	Alain Prost	(Renault RE38B)	retired on lap 53 — crashed
14th	Riccardo Patrese	(Brabham BT50/1)	retired on lap 52 — throttle jammed
15th	Mauro Baldi	(Arrows A4)	retired on lap 38 — damaged aerofoil
16th	J. P. Jarier	(Osella FA1C)	retired on lap 35 — gear change
17th	Andrea de Cesaris	(Alfa Romeo 182)	retired on lap 34 — engine failure
18th	Brian Henton	(Tyrrell 011)	retired on lap 30 — engine failure
19th	Michele Alboreto	(Tyrrell 011)	retired on lap 30 — broken driveshaft
20th	Derek Warwick	(Toleman TG181B)	retired on lap 14 — brake trouble
21st	Teo Fabi	(Toleman TG181B)	retired on lap 10 — gearbox failure
22nd	Nigel Mansell	(Lotus 91/7)	retired on lap 8 — inlet spindle
23rd	Rene Arnoux	(Renault RE37B)	retired on lap 1 — clutch failure
24th	Manfred Winkelhock	(ATS — D6)	retired at start — accident
25th	Eliseo Salazar	(ATS — D6)	retired at start — accident
26th	Bruno Giacomelli	(Alfa Romeo 182)	retired at start — accident

Fastest lap: J. Watson (McLaren MP4/2) on lap 67 in 1 min. 20.214 sec. — 191.278 k.p.h.

*Niki Lauda was disqualified from the results due to his car being under-weight.

26 starters — 10 finishers

Notes on the cars at Zolder

WITH all the special-builders returning to the fold there were quite a lot of interesting things to see in the Zolder pits and garages. The BMW factory had issued an ultimatum to Bernard Ecclestone and his **Brabham** team to the effect that they were not amused by his shilly-shallying about over whether to run Cosworth-powered cars or the new BMW 4-cylinder turbo-charged units. They said "race our BMW engines at Zolder or we will look elsewhere for a more co-operative team". Gordon Murray took Piquet to Silverstone with one of the turbo-charged BT50 cars and the World Champion promptly lapped at 156 m.p.h., rather putting Jonathan Palmer's 151 m.p.h. lap in the Williams FW08 into perspective. Three cars were ready for Zolder, all to similar specification, and Piquet had BT50/3, while Patrese started off with BT50/2 but during practice swapped to the T-car which was BT50/1. Eventually he raced this car and BT50/2 was race-prepared as the spare car. The BMW van brought spare engines, complete with exhaust pipes and turbo-charger layout, all neatly mounted on a tubular cradle and sealed up in a metal box, complete with the test-bed sheet and specification details. During the meeting there were various engine and turbo-charger failures and many of the boxes were unpacked. The 4-cylinder engine is mounted vertically in the Brabham chassis and the exhaust system and turbo-charger unit are all on the left side. The four exhaust pipes curl round in a bunch and enter the turbine in pairs on a common flange, the compressor is ahead of the turbine, takes its air from a duct in the side of the left-side of the car and passes the compressed air to an inter-cooler lying almost flat alongside the cockpit and then aluminium trunking takes the cooled air at pressure across the front of the engine to the inlet manifold collector box, where the electronically controlled fuel injection system is. After the exhaust gases have passed through the turbine they are fed into a single large-diameter tail pipe. The whole turbo-charger unit is mounted in one with the exhaust manifold and all the piping, and when trouble intervened on Patrese's car in practice the whole layout was exchanged, the mechanics detaching everything at the cylinder head to manifold joint, the compressor outlet at the inter-cooler connection and the tail pipe from the turbine exit. A fairly simple operation but a bit hot to work on if the engine has just stopped running. All the electronic gear for the fuel injection is in a large black box with a multi-pin connection, mounted on the right hand side of the engine in the side-pod, and the one-piece carbon-fibre body panel covers the a nose of the car, the cockpit sides and the whole engine bay and presents a very clean and efficient looking upper surface.

The new **Williams** FW08 finally appeared and very neat it looked, being small and compact and simple in conception, still using an aluminium monocoque. The major change in design philosophy is in the front suspension, which is now by double wishbones with a push-pull-rod from the apex of the top one, working a bell-crank at the lower end of the inboard coil-spring / damper unit, which is fixed at its upper end. The wishbone movement operates the push-pull-rod which runs diagonally down from the apex of the upper wishbone across the centre of the base-line of the lower wishbone and the movement of the bell-crank lever stretches or compresses the coil spring, as the wheel moves up and down. This is a system that Gordon Murray has used on his Brabham design for many years. The main reason that Patrick Head has adopted this system is that with the hard springs they are using today the rocker arm on the FW07 system was getting heavier and heavier as it was beefed up to take the loads imposed and was beginning to bend and flex like a leaf-spring, but without any damping, which was not good. The Murray system is simple, light and load-free and altogether much better. It will be interesting to see how long it takes for the orthodox rocker-arm system of compressing an inboard-mounted spring to disappear. The team had three FW08 cars in the pits, No. 3 for Rosberg, No. 1 as his spare, and No. 4 for Daly, the Irishman making his debut with the team. His car was brand new and ran for the first time on the first day of practice. The No. 2 car is used for testing and development work. Rosberg used both cars during practice and chose FW08 / 3 for the race and Daly had to use FW08 / 1 on Saturday afternoon, but returned to his own FW08/4 on race day. Cosworth power and Hewland transmission supply the motivation for these new cars which have been built down to something like 550 kilogrammes and a larger water tank in the right-hand side-pod is filled to bring the weight up to the regulation 580 kilogrammes. Throughout the meeting great play was made of keeping the water-tank full in case anyone suddenly demanded to weigh any of the cars.

Alfa Romeo brought along two of their normal Tipo 182 cars with the carbon-fibre monocoque and V12 engine, and their third car was designated Tipo 182B. This was to the same basic design but the side-pods were 10 cm. narrower on each side which meant that the outside edge was within the width between the rear tyres, so that the side skirt at the bottom of the pod could run straight back to the lower wishbone pivot of the rear suspension without any break or curves in it. The exhaust system was revised, pointing upwards at its end, to give space for a deeper venturi under the side of the car. It was tried out by Giacomelli in practice but was soon abandoned, obviously needing some revision or detail improvements and both Italian drivers stayed with the normal Tipo 182 cars.

There were no major changes elsewhere, **McLaren** producing another MP4 in their B-series, which are the 1982 cars, this being MP4/6 which Lauda used. Watson stayed with MP4/2 and MP4/4 was the T-car. **Lotus** had a new Type 91 with them as the T-car, number 91/8, and de Angelis remained with 91/6 and Mansell 91/7. **March** had four cars, three in the blue and white colours of Rothmans Cigarettes for Mass and Boesel and a fourth car in black for Emilio de Villota making another return to Formula One. All four cars were the 821 models

designed by Adrian Reynard for John McDonald's racing team and the black one was looked after by Mike Earle and his racing organisation. After making a big play about missing the San Marino GP due to delay in the supply of parts for the new JS19 cars, still with Matra V12 engines, preventing the cars being finished in time, Guy Ligier and his **Talbot** team turned up in Belgium with the same old trio of JS17 cars they have used in previous races. After the Imola performance the 126C2 **Ferraris** were unchanged in Belgium, apart from normal detail changes of suspension and aerodynamics to suit the circuit. Villeneuve had his usual car (058) while Pironi had the car built up at Imola, now brought up to date and numbered 059. The T-car was 057. **Tyrrell** had the usual trio of 011 model cars, **ATS** their three 1981/82 cars and owner Gunther Schmidt had done a deal with Michelin for tyres after he was let down so badly by IRTS who had contracted to supply him with Avon tyres. The Melksham firm were very upset at losing the ATS team through no fault of their own, the ways of the Ecclestone-controlled IRTS firm being very alien to Avon mentality. **Renault** had the same three cars as at Imola, with Prost in RE38B, Arnoux in RE37B and the T-car was RE35B. Their engine trouble at Imola was basically due to using different valve timing and different cam shapes in a search for a more flexible power output, rather than any change in power output. **Arrows** had three cars with them as did **Osella** but **Toleman-Hart** had only two and **Ensign** and **Theodore** had single cars, but **Fittipaldi** had a spare car for Serra. — D.S.J.

Reflections in the Kanal

AT THE top end of the Zolder circuit beyond the pits the track runs alongside the Albert Kanal that joins Antwerp to Maastricht and traffic along it is fairly heavy, so that during practice, if you are on the spectator slopes and have time to take your eyes off the racing cars, you can watch the barges and tugs ploughing silently past. It seemed a good place in which to reflect, but the reflections were sad. Last year we had the unfortunate accident in the crowded pit-lane during practice when one of the Osella mechanics slipped in front of Reutemann's Williams, banged his head on the concrete pit wall ledge as he fell, and died as a result. This year we had the sad loss of Gilles Villeneuve in a violent crash caused by running his front left wheel up and over the right rear wheel of the March of Jochen Mass. The contact was caused by an enormous speed differential and Mass moving the wrong way as Villeneuve was committed to pass him on the right. The Ferrari was launched high into the air where it somersaulted and crashed nose first into the sandy soil of the run-off area, its high horizontal speed tearing the whole front off the car as the nose dug in.

I once knew a nice old Frenchman who had been a racing mechanic in the early twenties and had retired into the hotel business in France, but he kept abreast of motor racing to the end of his life. Even in his advancing years when names like Jim Clark, Jean Behra, Harry Schell and so on were merely names to him and not personal acquaintances he always used to say *"Je suis toujour triste quand j'attende le mort d'un coureur"* (I am always sad when I hear of the death of a racing driver). When he was a racing mechanic a driver's death was a close personal thing, but his love of racing meant that he still had the same feeling even though he no longer knew the drivers. The whole racing world must have been sad at the death of Gilles Villeneuve, especially those who knew him personally and admired him as an individual as well as a racing driver. He brought a breath of fresh air into Formula One, not only by his driving but by his simple racing philosophy. No long-winded psychological explanations of what he did and why. He just loved racing and had "the will to win" that was in the same class as Fangio, Moss and Jim Clark. They used to do the impossible with a racing car and so did Villeneuve. Those of us who watched him race from the track-side will remember him more for the races he didn't win than those he did, when he battled against impossible odds. To my mind Alan Jones paid him the greatest compliment of anyone, when he said to a group of us chatting after dinner, "Jeez, that guy just won't give up". To us, who had seen him walk away, unmoved, from some monumental prangs caused by tyre failures or mechanical breakages he seemed to be indestructible. But Jim Clark always seemed indestructible, and so did Mike Hailwood. We live in a wonderful world but at times it can be very cruel. Perhaps it is so to ensure that those of us who are left do not get too complacent.

Last year the Zolder circuit owners were well aware of the shortcomings of the pit and paddock area, for it had never been planned to take the Formula One circus from the start, and had been enlarged and altered year by year so that the end result was an awful hotch-potch of improvisation. Full marks to Monsieur Mauré Belliën and his organisation for the way they have rebuilt the whole pit and paddock area. The entire area was cleared right out and levelled off and new three-storey buildings erected using a pre-cast concrete section system. The design in very similar to the pits at Imola, with spacious lock-up garages to hold three cars comfortably and on the second floor are resturants, bars, hospitality rooms, press facilities, and so on, while the third floor is an open-top spectator area. The whole thing was done in a matter of four months but one thing seems to have been forgotten and that is doors at the back of the garages to take cars through direct from the transporters. Mechanics had to unload the cars in the paddock and wheel them round to the pit apron to take them through the front doors. At Silverstone, Brands Hatch, Hockenheim, Jarama and Imola the garages have doors at both ends, which is so much more practical.

Lauda's disqualification from third place because his McLaren was two kilogrammes under the weight limit caused a lot of anguish among some people, though they had not expressed the same feelings at Imola when Manfred Winkelhock was disqualified for the same reason. There were suggestions that there should be a 2% tolerance allowed, but that is ridiculous for a car could be disqualified for being 2.1% under the limit. If you start allowing tolerances you are on the slippery slope to chaos. The McLaren team goofed, just as Lauda might have goofed and crashed the car. It was hard for the Austrian and the McLaren team but it was the same for everybody. With Watson's car ending the race at 581 kilogrammes they were sailing pretty close to the wind and before the race I had been asking Mr. Mayer of McLaren International why he did not apply the same safety-factor to the weight issue as he did to design work. When you design and stress a component you add a safety-factor of two, four, ten, 20 or what you will, depending on your design philosophy. Nobody would design a wishbone or a driveshaft with a safety-factor of nought, so why expect to deal with weight to a safety-factor of nought. I did not get a very convincing reply from Mr. Edward Mayer.

When the FIA Tribunal put the clamps on running cars under the 580 kilogramme limit there were great cries from the "special-builders" in protest, the cry being that they needed to run underweight to make up for the superior horse-power of the turbocharged Renaults and Ferraris. I asked some of them why they did not run 3.5-litre Cosworth engines, or even 3.9-litre engines, in order to balance out the power differential, pointing out that it was only the Formula rules that said unsupercharged engines were limited to 3-litres. They seemed to be prepared to break all the other rules in the book, so why not that one? Another cry of the "special-builders" was that unless they were allowed to run underweight they could not be competitive. Now, *nowhere* in the FIA rules, the FISA rules or the Concorde Agreement does it say that all competitors *have* to be "competitive", but to listen to some of them (notably Frank Williams and Colin Chapman and some of the lesser lights in FOCA) you would think they had some divine right to be competitive with anyone who built a better car than they did. The irony of the whole business was that by the end of practice Rosberg in the "overweight" Williams FW08 was 0.146 of a second slower than Prost, and 0.117 of a second slower than Arnoux, which I would describe as pretty competitive by any standards. A lot of hot air is talked about weight, like it is about aerodynamics as applied to the Formula One car. In the end the driver counts for quite a lot and if some of the other teams had a real "goer" in the cockpit, like "Keke" Rosberg, I am sure they would be competitive.

Through all the wingeing and nit-picking it was noticeable that Bernard Ecclestone was keeping a low profile, which is not difficult for him, as, like myself, he is only half actual size. With a garage full of turbocharged BMW engines, which when they ran properly were very powerful, he could hardly join the "weight-conscious" and "uncompetitive" special-builders in their plaintive cries. What was very interesting after the race was the fact that Piquet's Brabham-BMW weighed 587 kilogrammes, which was lighter than Rosberg's Williams FW08. Cheever's Talbot-Matra V12 weight 612 kilogrammes and nobody would believe the Matra V12 to give more power than a good Cosworth, yet Cheever and Daly in the Second Williams had a splendid wheel-to-wheel dice for many laps, until Daly spun off into the catch fences. That they were both flat-out and at their personal limits, and probably improving with every lap, is suggested by the fact that they both made their fastest lap on lap 60, the one before Daly spun off. Daly recorded 1 min. 20.99 sec. and Cheever 1 min. 20.789 sec., and the young American from Rome was really leaning on the Dubliner at the end of that lap. It was a nice little battle, and one of the high-spots of the race, but in reality it was not of World Championship standards.

As the waters of the Albert Kanal clouded over with the passing of a barge I could not help seeing a blank space in the Formula One firmament, a space that is going to be hard to fill. Alan Jones and Carlos Reutemann have gone into retirement, Mario Andretti has gone back to oval-car-racing and we have lost Gilles Villeneuve. A very great deal has gone from Formula One and those of us who are left are the real losers. — D.S.J.

Turn Black



JPS85MS

MIDDLE TAR As defined in H.M. Government Tables

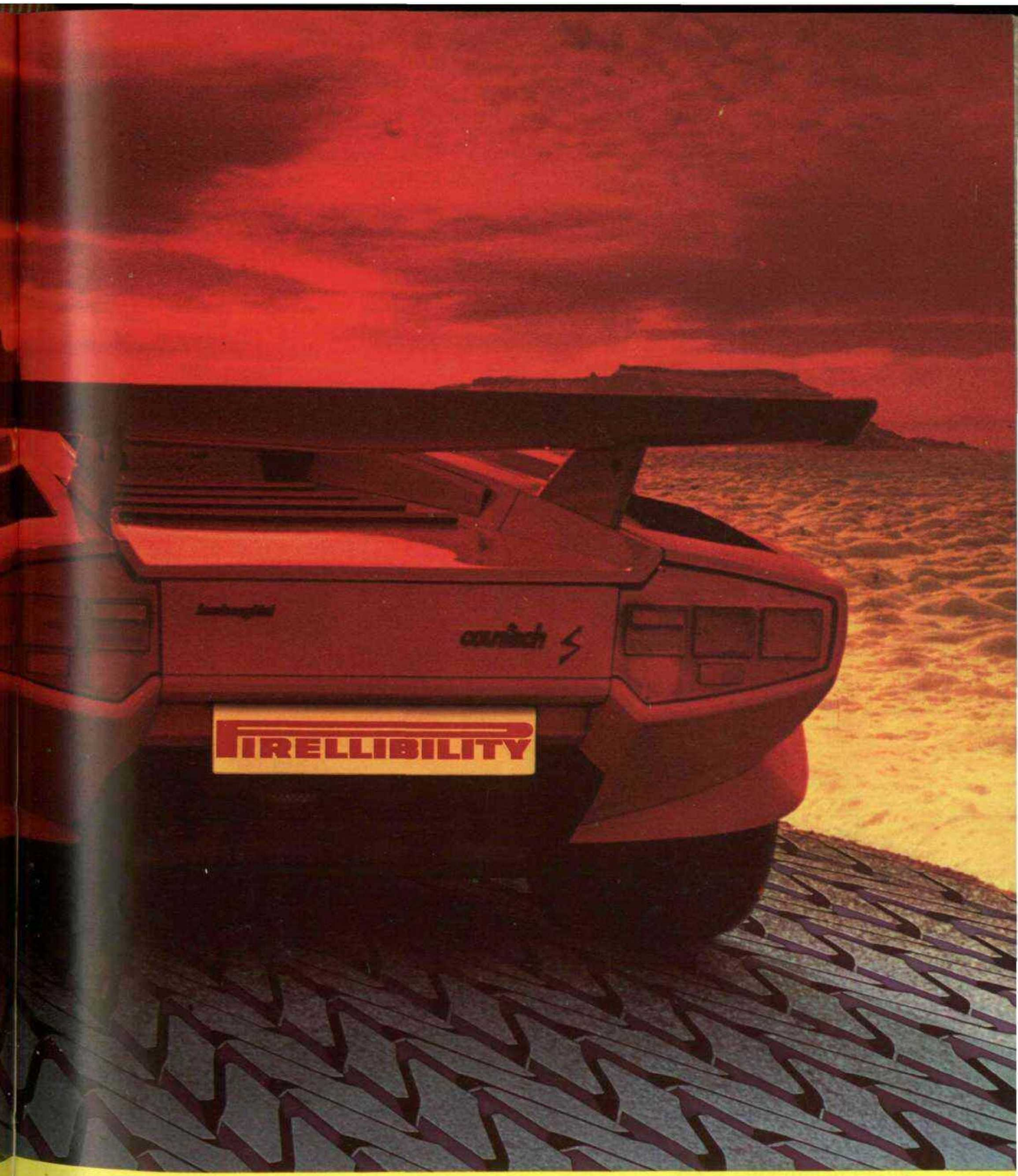
DANGER: H.M. Government Health Departments' WARNING:
THINK ABOUT THE HEALTH RISKS BEFORE SMOKING



PIRELLIBILITY

The rally-bred reliability needed to endure mile after mile of hard, fast driving.

The rock-solid stability and the sure footed ability to take the tightest corner or the longest bend. In the wet, in the dry, and always with complete confidence.



The ability to produce exciting performance without any dramas; to match swift, sure acceleration with superb stopping power.

All of this has been built into the whole range of Pirelli low-profile tyres; from the P7 through to the P8.

So, every car, from the outright exotic to everyday saloons can have Pirellibility.

FOR FULL DETAILS AND SPECIFICATIONS OF THE RANGE OF PIRELLI LOW-PROFILE TYRES WRITE TO: PIRELLI PERFORMANCE BUREAU, PIRELLI LTD., DERBY RD., BURTON-ON-TRENT, STAFFORDSHIRE, OR TEL: 0283 36061

NEW AGFACOLOR 100.
PICTURES SO LIFELIKE,
YOU'D THINK
THEY WERE REAL.



AGFACOLOR 100 FOR COLOUR PRINTS.
AVAILABLE IN ALL POPULAR SIZES.

AGFA-GEVAERT. 27 GT. WEST RD.
BRENTFORD MIDDLESEX TW8 9AX.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

Austin 7 Diamond Jubilee

THE Editor has received the following letter from Ken Cooke of the 750 MC and the Austin Seven Clubs Association, about the Easter End-to-End Run for Austin Sevens which was part of their Diamond Jubilee celebrations (not the 75th Anniversary as inadvertently said last month).

I thought you might like this souvenir programme of the End-to-End run. I also enclose a results list, from which you will see that 101 cars started and 94 finished. At least one retirement was from "driver fatigue" rather than car failure! Dynamos and mags seemed to cause the biggest problems though one unfortunate entrant broke a crankshaft on the way to the start, spent all night fitting a new one — making the start with only seconds to spare only to break another on the way home from Land's End!

16 cars made the run in under 24 hr., including Andy Storer (Sports 65) 18 hr. 10 min., and Jim Robinson's Pearl Cabriolet, in 18 hr. 55 min.!

Motorail proved a great success — only the second time BR had chartered a Motorail — 47 crews using it to get to Inverness.

We received great hospitality at John O'Groats — both from the local Club members and the landlord of the hotel. The new owners of Land's End estate also made us very welcome and the Cornish Club also worked hard. All of which contributed to a successful event.

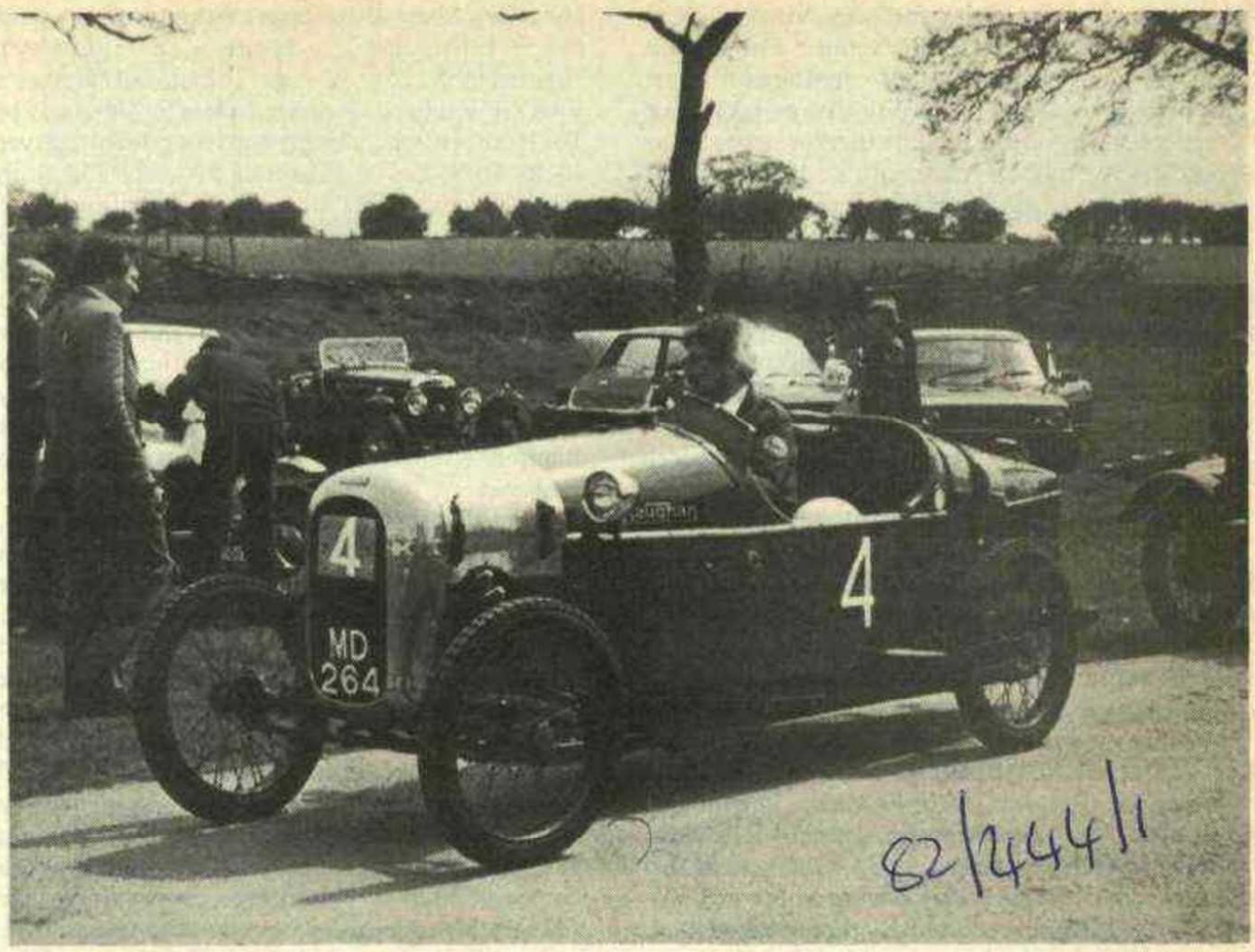
I don't know if you were able to see anything of the event — we passed through the area you were "patrolling" in the small hours of Monday morning!

Thank you for your continued interest in the activities of our 750 Motor Club.

KEN COOKE

The results-list shows that the retirements involved Martin Prior's 1934 Opal, Robert Regan's sister model, Frank McDonald's 1934 AEW, Alan Nye's 1935 Ruby saloon, and a non-listed late entry and that there were five non-starters and five cancellations, from the astonishing entry of 110. The event was not in any way a race, but times varied from the aforesaid 18 hr. 10 min. to 97 hr. 53 min. by John Kimble's 1926 Chummy Austin, which finished with assistance from the AA, run close by Raymond Edge's light van, that took 96 hr. 50 min. But we are sure everyone enjoyed themselves. . . .

The celebrations continue, with a National Rally at Luton on July 4th, a parade of selected racing Austin 7s during the VSCC Silverstone Race Meeting on July 10th, followed by ascents of Shelsley Walsh hill at the MAC / VSCC meeting on July 11th, leading up to the gigantic Diamond Jubilee Longbridge Rally over the August Bank Holiday week-end, at which we are striving to have an editorial entry of a 1931 saloon if only in "running but unrestored" condition. This Birmingham rally will include a parade and a visit to Lord Austin's old home, Lickey Grange, in the Lickey hills where the Austin 7 was conceived in 1921 / 22, now a school for the partially-sighted. There will be other special events as well, like the Diamond Jubilee Austin 7 race at Mallory Park on August 8th. — W.B.



MATHER'S Baughan cycle-car leaving the paddock at Curborough.

AUSTIN 7 TAILPIECE — A Top Hat saloon in action at the recent Cobham Trial. [Photo courtesy of A. K. Mirylees.]



VSCC Buxton Rally

THIS was on the day before the London Marathon, 8th May, and also had a full entry list, but of a more modest 60 teams, which ended up as 52 starters. The runners were mainly northern-based, and some of the cars had not been much seen in the VSCC events previously. Ivor Phillips' Jowett 7/17 was more familiar, as were the smoke rings coming from the breather in the centre of its starting handle, but Muschamp's Lambda was a pleasant surprise, as was Tim Hallam's 1929 Acedes Coupé, which took every opportunity to boil in the sunny but cool Derbyshire heights. Brother Julian Hallam's 1928 Frazer Nash invented a new clutch trick when the spigot bearing come out of its hole and made bad vibes, and the Beebee Austin 7 did the crankshaft trick later in the day. Brothers Harvey and Jeremy Hine came in 3-litre Bentleys, and the Lees brothers were also Bentley-mounted.

The VSCC's navigation rallies are by no means the Tuf-Tuf variety — this one had set an average of 24 m.p.h. over very lumpy but scenic country and some 90 miles — all to be sorted out with the usual cartographical crossword puzzles. The RAC's requirements on public relations meant that the event had been well advertised, and there was a lot of spectator interest (average age 13) in the villages. Clive Bowyer, who normally sets the Eastern Rally, navigated the Mather Bentley, but was mostly unable to decipher the devious clues of John Nutter and Antony Costigan, who invented the Buxton route — which must prove something about poachers and gamekeepers.

Garfitt's BMW 319, Howard's Bugatti T37, and Threlfall's Lancia "Obscura" went on to compete in the Curborough sprint the next day, but Collings' Speed 6 Bentley didn't, after losing some whitemetal from a bearing.

Results

Northern Jug: J. M. Potter / B. Hughes (1930 Lea Francis).
1st Class: G. S. Toms / J. S. Poyner (1925 Fiat 505B); A. D. Jones / Miss A. Jones (1923 Vauxhall); Mrs D. Threlfall / T. Threlfall (1929 Lancia); P. L. Glover / D. B. Roberts (1924 Alvis).
2nd Class: R. A. Collings (1928 Bentley); M. Hirst (1928 Alvis); P. R. Cattell (1933 Riley).
3rd Class: J. Burnell (1930 Alvis); G. M. Tomlin (1932 Alvis); J. Ghosh (1925 Vauxhall); J. F. Harris (1936 Lagonda); J. P. Chapman (1934 Wolseley); A. H. Lupton (1938 Lea Francis).

* * *

VSCC Curborough Sprint

IT WAS a pleasure to drive from Wales to Bridgnorth and through part of the English Midlands, sun-roof open on the 500SEC — for it is well known that Mercedes-Benz make the best travel-machines — to Curborough in the cloudless

sunshine of May 9th, for the Vintage SCC speed-trials at this friendly venue. The course calls for a combination of driving-skill and car-performance but it is a pity that penalties are enforced for hitting any of the marker-cones — in speed-trials proper clipping a bank is no detriment to the ultimate time recorded, if the car keeps going.

Paddock gossip elicited that Briscoe (GN) was absent, having hurt himself, likewise Malyan (FN / BMW) because a virus had hurt him, that Sudjic's Bugatti and Craig Collings' 6½-litre Bentley were non-runners, although the latter car was present, a bearing having started to "tick" on the previous day's Buxton Rally, that Nigel Arnold-Forster's Delage II has changed its colour, and that Roger Howard was having his last competition fling in his Type 37A Bugatti, having advanced to a Type 35C, which may be why he cut the engine as he finished his run. . . .

Ron Footitt in the AC / GN made f.t.d. in 38.5 sec., looking to be on the limit and bettering his 1980 vintage-class course-record by 0.1 sec., equalling it on his second run. Guy Smith, pvt-ed because of the Alvis Speed-25 engine in his Frazer Nash, did 39.9 sec., then 39.8 sec., and in the previous (up to 1½-litres) racing-car class Spollon's ERA was fastest, in 39.4 sec. and in the vintage division Benfield, having spun his 200 Mile Race Alvis on its first run, then clocked 45.4 sec. — how does he keep the aluminium body so shiny? — which Glover beat in the same car (44.6 sec.). Of the smaller racing-cars, Gray in the Hardy Special was, as expected quickest, in 40.8 sec. It was good to see Cardy in his smart Type 37 Bugatti, on 710 x 90 tyres, do 46.7 sec. Julian Majzub, deputising for his father, clocked 42.5 sec. in the Type 35C Bugatti, after it had mis-fired on the first run and 42.9 sec. on *both* his runs in the Bentley-engined Pacey-Hassan. The veteran Mercedes Sixty of Collings, father and son, and two Edwardians, Elsom in Rowley's "lightweight" 25 / 50 h.p. Talbot and Walker's 1908 GP Panhard, contested Class 9, Neve's 1914 TT Humber being absent due to a punctured tyre on its Rolls-Royce Phantom tow-car. The stub exhausts on the 1903 Mercedes did "gattling-gun" sounds and Craig beat Roger (50.6 sec.), the 12.8-litre Panhard clocked a commendable 48.9 sec. in spite of having arrived on its trailer to preserve a suspect timing-pinion, but the Rowley Talbot unfortunately shed bits of the shaft which couples engine to gearbox on the first and only run (50.6 sec.). After which the Mercedes exhaust manifold was refitted and Craig drove off home to Somerset. . . .

Grant-Peterkin conducted his 3 / 4½ Bentley, Newton and Miss Rockey drove Ghosh's ex-Alan May 30 / 98 "Blue Nick", Tony Jones shared the Frazer Nash "Patience" with Mark Joseland, Costigan aired the Riley Nine-powered Vernon-Derby, and Mather courageously ran the 1920 Baughan cyclecar, *sans* mudguards but with brass lamps adorning its scuttle and finned cooler-cones over the valves of its s.v. JAP vee-twin engine. Summerfield's Avon-Bentley and Burrell's Bentley-Royce were out, it being a close-run thing between Burrell and the Alfa Romeo of Rodney Felton, except that the 8-litre V12 Bentley collected two markers on its first run. Light relief was provided by Densham, whose 1930 Aston Martin broke a piston *en route*, so elected to run as a three-cylinder model, then spun going into the first corner and threw a rod, remaining on the grass for the rest of the afternoon, a two-cylinder AM, a case perhaps for a SPCC (cars)? Pam Arnold-Forster drove the "wooden-wonder" Austin 7, Di Threlfall shared the President's Lancia S1 V8, R. J. B. Smith was very quick in his Frazer Nash, but Freddie Giles was among those to suffer for touching those markers. (Results were not available at the time of writing.) — W.B.

* * *

BARC Brooklands Raceday

THE programme was styled the "Official Race Card" and was priced in shillings; the drivers were accorded the courtesy Mr. or Mrs. before their initials and the newest car was made in 1938, but it didn't happen at Brooklands. Instead, May Bank Holiday Monday saw 24 regular VSCC competitors assembling on the grid at Thruxton for the annual Brooklands Society Memorial Trophy Handicap race over six laps of the Hampshire circuit.

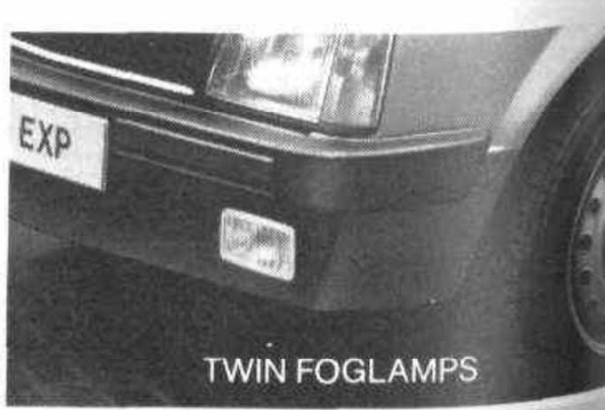
With cars ranging in engine capacity from the 747 c.c. of Mrs. Threlfall's diminutive Austin Ulster to the 7,360 c.c. of Mr. Parker's Rolls-Royce P III engined Bentley special and in performance potential from the slow (lapping in over 2½ minutes) to the fast (down in the 1½ minute range), the handicap must have been a nightmare to work out. The resulting staggered start race was extremely difficult to follow since the very slow only had to race for five laps, having been given a credit lap, while the very fast had to cover seven laps — a task made nigh-on impossible by the damp track conditions, following a couple of sharp and very cold showers.

First away was Mr. Mawbey in a Riley Brooklands, followed ten seconds later by the VSCC's Competition Secretary, Mr. Grant-Peterkin, in his 3 / 4½-litre Bentley and Mr. Seber with a Wolseley Hornet Special. Next group away consisted of Messrs: Bugler, Threlfall and Liddell (Lagonda, Lancia and stripy Straker-Squire respectively), half a minute behind the Riley. At one minute, with seven laps to cover

INCLUSIVE


DRIVER ORIENTED CONTROLS


HATCHBACK WITH REAR WASH-WIPE



TWIN FOGLAMPS


GOLD FINISHED WHEELS


REMOTE CONTROL DRIVERS MIRROR


SUNROOF AND TINTED WINDOWS

These are just some of the outstanding specifications you'll find on the stylish new Astra EXP.

1300S and 1600S three or five door models, in distinctive two-tone combinations: antique gold, with black or hazel brown metallic.

This impressive car is at most Vauxhall-Opel dealers now – but only in strictly limited quantities.

Even more exclusive is the EXP 'S' 1600 – in two-tone carmine red and black, with matching matt black front and rear spoilers, sporty alloy wheels, full instrumentation and mono radio with stereo cassette. And all EXP models offer superb performance, comfort and economy.

VAUXHALL GM OPEL

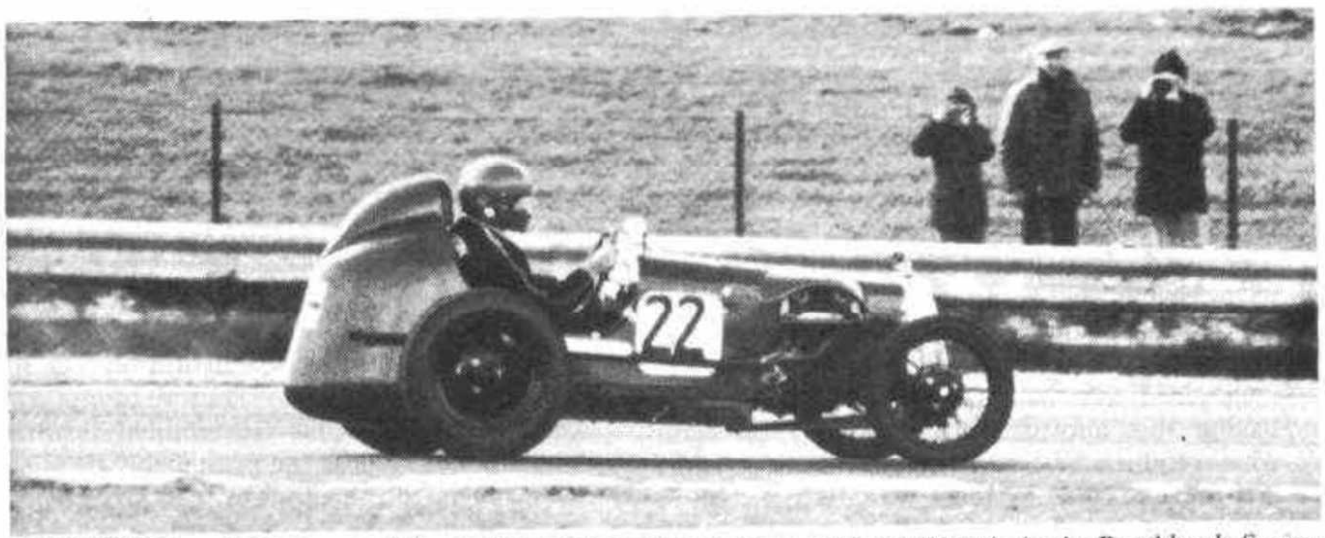
BACKED BY THE WORLDWIDE RESOURCE

was Mr. Footitt with his Cognac Special. In the same group, but on six laps was Mr. Chant and the 4.3-litre Alvis Special "Brutus" while Mrs. Andreason, Mrs. Threlfall and Mr. Willoughby (MG, Austin and AC) had to cover but five laps.

Only ten seconds behind were Messrs: Parker, Lake, Wills and Fantom (Bentley Royce, MG — six laps and Lagonda, Humber — five laps). The final group left the start line 1 minute and 40 seconds after the first car, and amongst them were the two ERAs of Mr. Day and Mr. Morris which both had to cover seven laps. Mr. Gahagan's ERA, on the other hand, started from the same spot, but only had to race for six laps.

First past the start line after the first lap was Seber, followed by Grant Peterkin who had allowed the Wolseley Hornet past him when momentarily baulked by the Riley Brooklands on the approach to the first corner. First time through, Footitt was trying really hard, racing himself in a mid-field void and leaving the spectator in doubt whether the car or driver was winning. Morris and Day looked set for a close duel — the Morris car in recent years has been one of the fastest ERAs on the circuits, but has now been caught up by the other 2-litre cars such as Hon. Patrick Lindsay's and Day's, and soon succumbed to the latter as Day was determined to make up for his hard handicap despite the damp track, powering the green ERA through the corners in a series of beautifully controlled slides.

While the three fastest cars were doing their best to overcome their debit lap, carving through the field as fast as they could, Campbell with a credit lap to his advantage, was taking his Fiat engined Austin 7 special to an insurmountable, but undetectable lead. Seber the apparent leader pulled away slowly from Grant-Peterkin and Threlfall dropped back to allow Liddell past. Mr. Howell, in the last batch, but on six laps with his



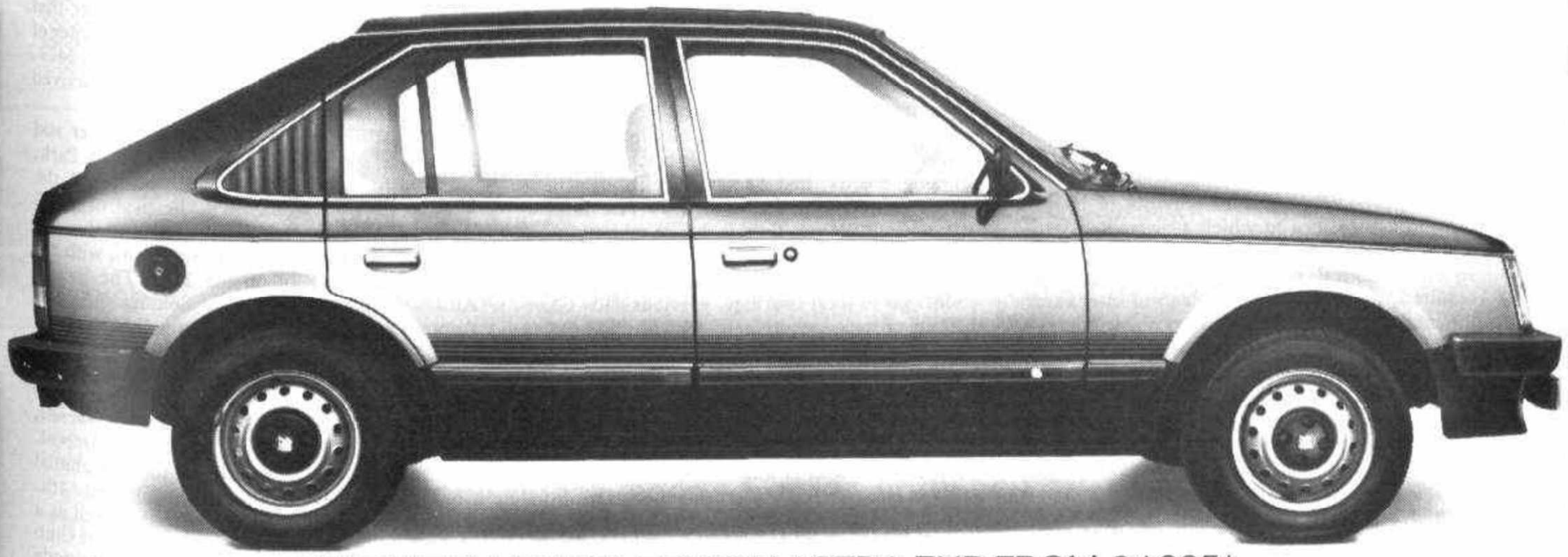
CAMPBELL and Fiat-engined Austin 7 special on the way to an undetectable win in the Brooklands Society Memorial Trophy Race.

entertaining, if somewhat scruffy, Sunbeam was trying hard, but could not do much about the front runners. Despite all his efforts, Day finished a lowly seventeenth, nine seconds behind the ever sideways Footitt and over a minute behind the eventual winner, Campbell. Seber was second, Grant-Peterkin third (although the intelligent spectator might well have put these two as first and second, for so it appeared) with Mr. Sparrowhawk's Alvis 12/17 fourth. An entertaining, if confusing, race in which Day and Footitt really shone, providing the crowd with some delightful demonstrations of car control.

The other races in the eight race programme were not particularly well supported apart from the Atlantic Computers sponsored series for Historic GT cars which saw a full grid of delectable machinery dicing over 12 laps. Leader until half distance was Tony Charnell's Lola 212, but he was pressed the whole time by Ray Mallock's Lola T70 which took the lead on the seventh lap and held it to the end, finishing one second ahead of Charnell. Vin Malkie, with his Chevron B19 was sandwiched between Charnell and Mallock for the first three laps, letting the latter through on lap four and then gradually losing touch with the leaders as they pulled out a ten second lead.

Reg Woodcock took his TR3 to victory in the AMOC Thoroughbred Sports Championship race, building up a huge lead over Michael Salmon's DB4 Aston Martin in a heavy hailstorm. The Seldon Classic Sportscar Championship Race went to John Brindley in a Lotus 23 and the HSCC Post Historic Road Sports Championship race was won by the delectable AC Cobra of John Atkins. John Brindley was also first across the line in the Formula Junior event with a Lotus 22 while the combined grid for the Gates Varley Historic Formula 3 and Willhire pre-1965 single-seaters Championships went to Mike Littlewood in a Brabham B72. The final race of the day for 750 Formula cars was won by the Wessex Hague of G. Randall. — P.H.J.W.

EXCLUSIVE



THE NEW LIMITED EDITION ASTRA EXP FROM £4,995*

VAUXHALL ASTRA

YOU'LL LIKE MEETING THE PEOPLE. YOU'LL LOVE DRIVING THE CARS.

A Deterrent to Research

NEVER has so much interest been evident in the older motor vehicles, and the motoring history attaching to them. So historians in this field are kept busy. Regrettably, there is a Government setback to such research, which seems inexcusable. When the DVLC at Swansea, with its exceedingly expensive computers, was formed, to centralise motor licensing data, it was understood that old records would be carefully maintained and that there would be benefits in having this information immediately on hand when required. We all know how panic stations had to be manned by those who did not wish to see their original Log Books destroyed. We know how inaccurate some of the data transferred to the new Vehicle Registration Documents was, and how this flimsy sheet, poor substitute for the old Log Book, gives only the name and address of the existing "keeper" of a vehicle.

However, the old records are presumably still safely stored at Swansea and, in view of the immense cost to the taxpayer of the whole undertaking, one might hope that such data would be "on computer", along with more recent records. The Police are, we understand, able to call the DVLC and obtain immediately the name of the owner of a vehicle for which they can quote the Reg. No., and presumably the make of the vehicle as well, to check on possible "swopped" number plates, etc. So it might be expected that some of this information could be made available to *bona fide* researchers and historians, as it was before the DVLC was heard of. Alas, no, in our recent experience.

We recognise that the DVLC is primarily intended to expedite the licensing and taxing of motor vehicles and to assist the Police in apprehending offenders in relation to this form of tax-collecting, and that historians have no first call on the centre. But in view of the value placed on things historical, by Government Departments and Tourist Organisations among others, and remembering what the Swansea operation has cost, and is costing, the country, one would hardly expect it to shut its doors firmly against genuine researchers into the motoring past.

Yet that has been our experience. It happens that, in trying accurately to uncover motoring history, the make of an unidentifiable vehicle whose photograph, perhaps, has come to hand, is essential information, or that who first owned such a car, and if possible the run of later owners, is invaluable. One might innocently imagine that the researcher could rely on Swansea in these cases. Not so!

In the pre-DVLC days the ploy was to ask the area licensing office to which a given Reg. No. was known to apply, stating a valid reason (like serious historical research) why the data was required, pay a fee of 1/- (5p) and in most cases the information was then made available.

But when the DVLC was asked recently by MOTOR SPORT to divulge the make of an ancient chain-driven racing car of which only a back-view picture was available but the Reg. No. clearly visible, we met with bureaucratic opposition. Information is available from the DVLC, for a fee of £2 per vehicle (an increase of 195p. over that charged previously by local Motor Tax Offices) but only if this is essential, apparently, for the taxing of the vehicle. The reply to our request for historical data needed for an article we were researching was supplied to us with form VQ 302, on which are eight explanations why the DVLC refuses to help. These are provided with "boxes", so that a clerk has only to tick the relevant box to dispose of the enquiry. In our case this was item d, " . . . The regulations require a person to give 'reasonable cause' for any enquiry, and I am afraid the reason for your enquiry is not one for which we can supply the information you require". In other words, research by a writer associated with a magazine which has been in existence for 58 years counts for nothing within the DVLC. Naturally we were upset at having caused alarm to the person whose scribbled signature on VQ 302 is illegible ("I am afraid. . .") but we cannot see any good reason why this Government institution, where motor records can presumably be found at the touch of a button, should withhold information from legitimate researchers. We appreciate that "the privacy of motorists", as the DVLC expresses it, "must be protected". But surely, that will not be endangered by disclosing simply the *make* of a vehicle related to a given Reg. No., nor, we would have thought, by revealing the first owner, even later users, of vehicles scrapped many years ago?

We are left with the thought that it would be all too easy for a DVLC clerk to tick one of the eight "boxes" on form VQ302 and so easily get rid of an enquiry which may be of much importance to the person asking for help, at £2 a go, but a nuisance to the DVLC. If this sounds uncharitable, the fact remains that the DVLC at Swansea clearly isn't anxious to be co-operative to historians and has provided itself with the means of administering an easy short, sharp reply to them.

The British section of the Society of Automotive Historians if there is such a body, might take this up at a high level, don't you think? — W.B.

V-E-V Miscellany.—Information is sought relating to a vee-eight-cylinder Cadillac which a reader has almost finished restoring. the Log Book has been lost but it is thought that the car may have been used by an Embassy, as it has two mounts for pennants and some British and American flags came with the car. The Reg. No. is AXX 7, the body by Fisher (No. 159) is similar to those we recently published pictures of in MOTOR SPORT in connection with America's prestige cars, but with a sloping radiator shell, plated wheels, wing-shaped bumpers, and elaborate front wings with the spare wheels sunk therein. The car was dismantled some ten years ago but is now, we hear, almost complete again. Old cars still exist on the island of Ibiza and a reader offers to give the exact location of a large box-shaped saloon, yellow with black wings and running boards, that he saw derelict in a field there. Letters can be forwarded. The Bognor Regis Rotary Motor Gala is due to take place on July 27th and will have classes for most kinds of early vehicles and stationary engines, etc. All profits go to local charities, previous such Galas having provided equipment for the disabled at Donald Wilson House and a lung diagnostic analyser for St. Richard's Hospital. Entries close on June 25th, details being available from Clive Seter, 1, Balmoral Close, Bognor Regis, W. Sussex, and the rally field in West Park will be open from around 11 a.m.

Even rare cars seem to get encouragement from one-make organisations sooner or later. We now hear that there is a Scripps-Booth Register with, so far, 15 entries, of which 11 appear to be either in fine restored conditions, or runners. The Register has made contact with a 79-year-old gentlemen who owned one of these cars, a 1918 Model-G roadster, in 1921. The Registrar is Ledyard H. Pfund, PO Box 363, Alpine, NJ 076 20. In connection with our articles about the 1920 motoring experiences of "Owen John", a reader has kindly sent us a copy of the Introduction of "Motor Trips at a Glance", published for the Dunlop Tyre Company in 1911, written by presumably the same "Owen John". In this the points he makes are that hotels might be graded by symbols, which perhaps pre-dates current methods of marking-up such establishments, and that as smooth or grooved tyres are so much more comfortable(!) than studded tyres, the Dunlop detachable rim makes it possible quickly to dismount and change over to a studded tyre in the event of sudden rain, or grease being encountered, a task taking three minutes with such rims! A reader who owns a 1933 James Young Rover Speed-20 sports saloon, Reg. No. JR 577, which was last used around 1947, seeks information about all six-cylinder Rovers of the 1927 to 1934 period that are still in existence — letters can be sent on. Another reader has sent us a photograph of a curious badge, presumably commemorating a sporting contest, as part of the motif embraces a racing car, which is attached to the radiator of a late-1920 Chevrolet languishing in sad state in a garage in Cochabamba, Bolivia. The badge is inscribed "Zuverlassickeitsfahrt, ens Eulengebirge, 1932," with "25.9.1932" also incribed on it, together with an owl with wings spread and a DRCA badge. Can anyone enlighten us? An interesting account of motor racing in Auckland appears in the *40th Anniversary Bulletin* of the Auckland CC, with photographs showing cars engaged in sand racing there. These include a V12 Packard, a Brooklands-model Austin 7 wrongly captioned as an Ulster, the Thomas Special that went out there (actually a Marlborough Thomas, with unchanged body, but very oversize tyres to those used by Parry Thomas at Brooklands in the JCC 200 Mile Race), an early, possibly Edwardian, Cadillac, a Brooklands model Riley 9, a very racy Essex driven by T. Cooper, an unusual-looking, presumably Brescia Bugatti, a Rugby, and a stripped 25 h.p. Vauxhall, etc. Another car is described as a Thomas, but isn't the Marlborough Thomas. There is a reproduction of an admission-ticket to racing at Henning's Speedway, by the New Zealand Motor Racing Drivers' Association, and another article about the Zborowski Miller that went out to New Zealand, etc. A former owner of the 3-litre Bentley Red Label, Reg. No. YK 2473, would like to know whether the car has survived and, if so, its whereabouts.

June fixtures of note include the Daimler and Lanchester OC's National Rally at Tatton Park, Knebworth, in Cheshire on the 13th, and the Vintage Motor Cycle Club's "Festival of 1,000 Bikes" at Mallory Park circuit, Leicestershire on the same day, commencing at 8.30 a.m., with the Club's Banbury Run on the 20th. The Bristol Austin Seven Club Ltd. are holding their 5th Annual Berkeley Castle Rally on Sunday June 20th, 1982. 200 Austin 7s are expected together with other pre-war cars, autojumble and motor vehicle orientated stalls and displays. Entry forms for the Rally can be obtained from Ken Warren, 288 Two Mile Hill Road, Kingswood, Bristol. The Riley Register reminds us that its annual Coventry Week-end takes place on July 3rd / 4th. And for those with aviation leanings as well as a liking for vintage cars the Vintage Aeroplane Club has its combined annual gathering of both kinds of fun-transport at Finmere Aerodrome, Tingewick, Bucks, on June 6th. Bob and Sally Wood have opened their West Wycombe Motor Museum, which exhibits around 12 to 14 cars and 15 to 20 motorcycles, the cars ranging from a 1922

DENTS, RUST, SCRATCHES

Car body repair. We've made your choice easy!



THE PROFESSIONAL'S BODYFILLER

Whichever size pack you require the product inside is the same. It's ISOPON P.38 and it's made by the specialists in the manufacture of Car Body Fillers for over 25 years.

We know that the professional needs a product that's more than just padding. He requires a product that's quick and easy to use, that sands to a mirror smooth finish and withstands the worst bumps and vibrations to outlast the life of the car. In fact, he insists on so much that we've improved our formulation no less than 14 times just to keep ahead of him.

THE NON-PROFESSIONAL'S BODYFILLER

Whether you need a small tube of ISOPON P.38 costing less than £1.00 or a gallon drum you can be sure you've made the right choice.

ISOPON P38

MAKING YOU THE SPECIALIST

Aston-Martin to the F1 V12 BRM which Rodrigues drove in 1968, together with the Semmence Special, the Halford Special, etc. The BSA FWD Club is due to rally there on July 4th, the VMCC on July 18th, and the VSCC Light Car Section on September 25th, etc. — W.B.

Vintage Postbag

1914 G.P. Mercedes

Sir,

Thank you for your splendid article about the 1914 Grand Prix Mercedes.

The suggestion that the design office would have liked them to have longer tails was, I must admit, new to me. Its disappointment in this respect, however, may have contributed significantly to the cars' success. At least Pierre Dumont, in his book on Peugeot, after suggesting that, with about the same power as the Mercedes and the advantage of front wheel brakes, the French cars might have been expected to win, goes on to remark "on the other hand, their stability on corners was compromised by the presence in the long pointed tail of two spare wheels mounted on a sub-frame which resulted in bad weight distribution."

In 1903, Mercedes suffered an apparent setback when their 90 h.p. racers, prepared for the Gordon Bennett, were destroyed in a fire at the factory. They were forced in consequence to use "Sixties", which were much better balanced cars, and won the race. It seems quite possible that the apparent misfortune which denied their designers the long tails postulated for the 1914 Grand Prix may have been a case of history repeating itself.

George Nympton, Devon KENT KARSLAKE

Berthon and Mays

Sir,

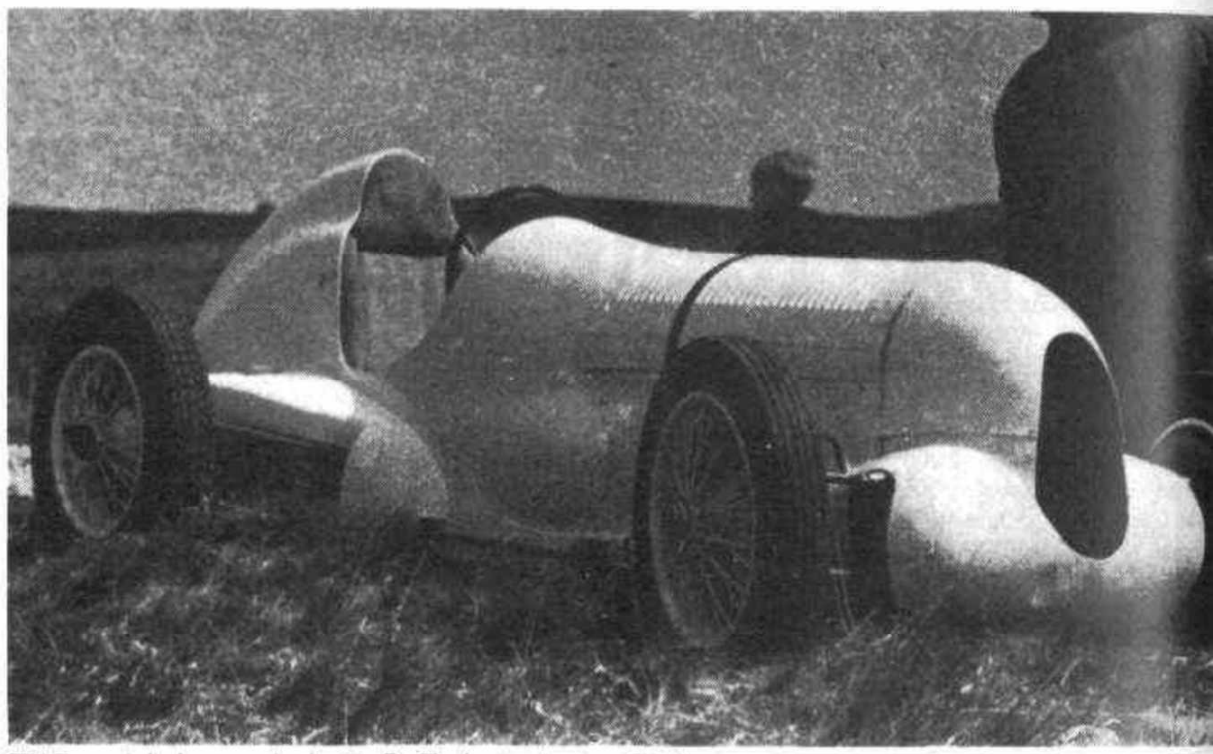
In his letter (May issue MOTOR SPORT) my old friend Anthony Brooke assumes rather more than I have written. Indeed Peter Berthon often rode with Raymond Mays at Southport, and at Shelsley Walsh, at Brooklands and at other venues, not only in the Vauxhall Villiers (now in Anthony Brooke's good hands), but in other cars raced by Mays.

In my letter I only wrote thus — "I well remember Raymond Mays refusing Peter Berthon's entreaties to ride with him at Southport as he considered that the left-hand seat was far too dangerous". This was after May Cunliffe's accident. That conversation between Mays and Berthon took place during a practice session, I think, and in fact it might have taken place at Skegness. The car in question was probably the Invicta and I remember that Peter wanted to ride with Ray at a practice session at Shelsley Walsh in that car and got as far as the start line before Leslie Wilson turfed him off, as by that time riding mechanics were not allowed at Shelsley.

Thinking back to those days when riding mechanics were allowed it was strange, by today's standards, that mechanics were so often carried. Raymond Mays driving the Vauxhall Villiers, later Villiers-Supercharge, carried Peter Berthon, despite the extra weight and wind resistance penalty. I do know that in practice Peter learned some things to advantage, but in the events themselves, when every fraction of a second counted, I cannot remember that Peter Berthon had anything to do other than cling on! In those great days motor racing was a sport to be enjoyed and that was paramount even at the top of the scale. Peter Berthon was utterly fearless, not only in the passenger seat but at the wheel too, where he had some monumental shunts and even more near misses. I am afraid we will never get back to those happy days of riding mechanics, not even in vintage cars. The present attitude is exemplified by the new regulations with regard to compulsory seat belts, and the restrictions on photographers at racing events.

Whose life is it anyway?

Kineton, Warks. A. F. RIVERS FLETCHER



THE special photography by C. P. Tooley in the late 1940's.

Diesel Bentley

Sir,

I am afraid that Ronald Smith (page 573, May issue) has been misled by the obituary on Lord de Clifford. The diesel engined car which de Clifford drove in the (1933) Monte Carlo Rally was, in fact, an old (even then) Bentley 3-litre saloon.

Stockport, Cheshire DAVID L. GANDHI

Hillclimb Special

Sir,

I took the enclosed photograph at the Fordingbridge Hill Climb in the late 1940's and hope that one of your readers can identify the car. It did not compete as the owner decided that the loose stoney surface was not suitable for its small ground clearance. Although I was a regular spectator and competitor at the post-war hill climbs and sprints, I cannot remember seeing the car again.

I made some notes about the car at the time and it would seem that the engine was a Riley boosted at 35 p.s.i. (which sounds exciting), the suspension was torsion bar all round and the constructor worked at Airspeeds. The photograph shows massive hydraulic brakes, twin trailing arm i.f.s. and twin rear radius arms.

Intriguing and good to look at — but what was it?

Tewin, Herts C. P. TOOLEY

[I recall seeing this car at a Naish Hillclimb at Bristol in 1947/48 driven by Leslie Onslow-Bartlett, and it certainly did have a highly supercharged Riley 9 engine, swing-axle rear suspension and home-made Porsche-style trailing arm i.f.s. Wheels, hubs and brakes looked like Riley. It was very nicely made but I never saw it again. — D.S.J.]

Daimler Conundrum

Sir,

Perhaps the enclosed photographs will shed a little light on the mystery. They were taken in Tarvin, Cheshire in 1981. As you will see th Daimler, which the owner assured me is th actual Sir Winston car, is chocolate brown an sports the famous Bulldog mascot. I spoke brief to the owner, who lives locally. The car was i impeccable condition and is clearly in good hand It was a delight to hear it start up and pull awa

Tattenhall, Staffs. BRIAN LEGA

To Brighton with Broken Cran

Sir,

I was interested in Mr. Mills' letter regardin his father brazing the crankshaft of his 1899 Sta on one Brighton Run.

In the fifties my 1900 New Orleans broke th crankshaft of its twin-cylinder engine a Aldbourne. This engine being virtually tw separate engines on one long crankshaft, wit flywheel and belt pulley in between, we were abl to jury rig the ignition contact to work off th starting handle dog, and continue as a "single" With a little manual assistance up the remainin hills, we arrived at the finish in good time.

The late Mr. Hugh Rose had Lea-Francis Car make a new shaft to pattern. He longed to balanc it, he said, but left it as the original.

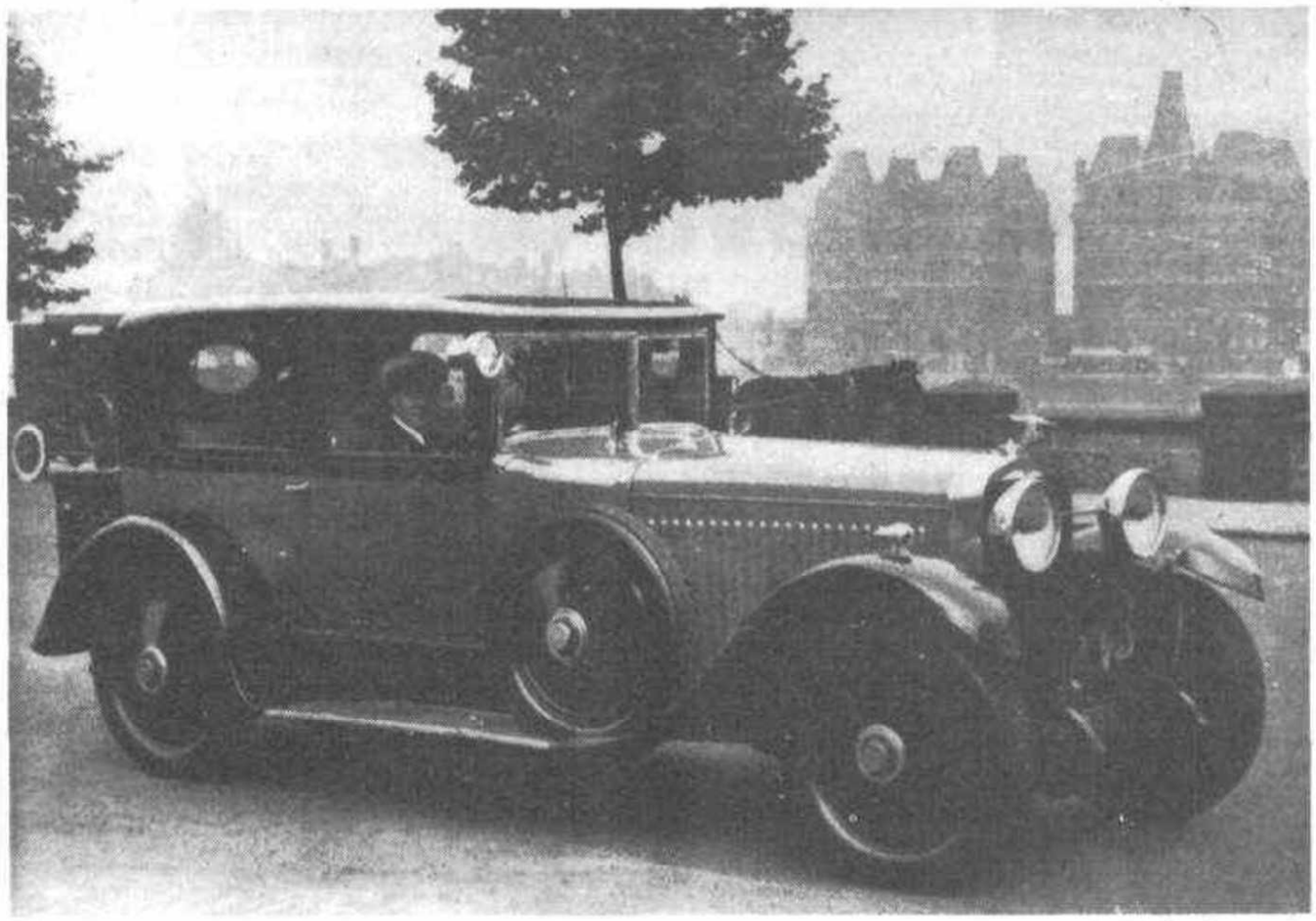
This must surely be the only time a car ha completed the run on a broken crankshaft.

Ramsey, I.o.M. Sir CLIVE EDWARDS, Bt

V-E-V Odds & Ends.— We had an interestin chat with a Birmingham resident of 76 wh started in a motor factory, Calthorpe's, at the ag of 14 and still drives his Triumph 1500 to th golf-course twice a week. He recalled som unusual motorcycles owned by workmates i 1920, including an Invicta, and he owned som interesting ones himself, starting with Wiseman-Sirrah, by the makers of the Verus followed by a Diamond-JAP, and graduating t machines like a 16H Norton and an SS8 Brough-Superior. Then came the first car, Rover Nine tourer, a very good hill-slogger, bu he and his wife regarded their open Riley Nine a a great step-up. Driving had been taught by foreman, who had provided the boy with a few lessons on a l.h.d. Trumbull coupé, after which he was let loose on his own on works' delivery jobs. Later he entered the motor trade and remembers driving a 14-seater Crossley charaban which ran brakeless down a hill when th transmission failed and removed that brake, with

Continued on page 728

The 37.2 h.p Hispano Suiza



LT.-COMDR. Glen Kidston, Naval Officer, racing driver and aviator, photographed on the Embankment in London at the wheel of his 37.2 h.p. Hispano Suiza. It lapped Brooklands at 84 m.p.h. before it was fully run-in and was very completely equipped.

THE PERIOD immediately following the Armistice that uneasily concluded the First World War was rife with interesting, even exciting, new cars. Aero-engine influence was apparent in many of these but Henry Royce, yet to be knighted, refused to be influenced, although an aero-engine constructor himself, and continued with his well-proven side-valve 40/50 h.p. Rolls-Royce. He may have been disturbed, if only mildly, when another talented designer, Marc Birkigt, announced his 1919 offering to the post-war motor-buying public, in the guise of the splendid 37.2 h.p., or 32 cv. H6B Hispano Suiza.

At the first post-war Paris Salon in 1919 the new six-cylinder luxury car with sporting connotations was seen to have an exceptionally clean-looking, 6½-litre, overhead-camshaft engine, the personification of neatness with the polished black stove-enamelled block and valve-cover, a r.h.-controlled three-speed gearbox, half-elliptic springing. There was further refinement of brakes on all four wheels, which had finely-finned aluminium 15¾" diameter drums with gun-metal liners, and were applied through a gearbox-driven mechanical-servo its drum turning at about 1/60th engine speed, a system which Rolls-Royce were much later to copy with some difficulty, albeit with some subtle improvements.

Birkigt had made his name with some very successful pre-war Hispano Suiza cars, notably the T-headed Alfonso XIII model favoured by HM King Alfonso of Spain, and the later overhead-camshaft cars evolved when, following abortive experiments with early supercharging, the talented Swiss engineer wanted to achieve better breathing for his engines. His impressive post-war 37.2 h.p. Hispano Suiza was clearly based on the vee-eight 150-200 h.p. aero-engines which Birkigt had designed and which had been turned out in astonishingly large quantities during the war, both by the parent Company and others, including the Vickers-owned Wolseley Motors Ltd. in this country. It is sometimes said that the new car used one bank of the aero-engine's cylinders, but as it was a "six", this would have been more applicable of Birkigt's short-lived V12 aero-engine. However, the car power-unit was one bank of the vee-eight with a couple of cylinders added, if you like. Indeed, as a reminder of these aero-engines built during the war, more than 50,000 of them, and the exellent service they gave in SE5s, Spads, Nieuports, and Curtiss JN4-Hs, etc., flown victoriously by such immortal pilots as Guynemer, Fonck, Rickenbaker, etc., the famous *La Cigogne* Volante flying-stork mascot, exactly like the insignia used by Guynemer's talented *Groupe de Combat* No. 12 Fighter-Squadron, was mounted proudly on the filler-cap of the handsome radiator of the new Hispano Suiza car.

Here I would diverge, to remark that, although most of the fighter aeroplanes in this and other French Squadrons were Hispano Suiza-powered, some of them had Lorraine-Dietrich engines, which may, I think, be why the 1912 GP 12-litre car of this make that ran at Brooklands for so many years from 1920 onwards, after it had ceased to be one of Malcolm Campbell's "Bluebirds", bore the inscription "Vieux Charles Trois" on its bonnet, the name given to his last aeroplane by Capitaine Rénè Paul Fonck, the greatest of the French fighter-aces. Incidentally, Fonck survived, and became Deputy for the Vosges after the 1919 Parliamentary Elections and took delivery of a new six-cylinder Lorraine-Dietrich saloon. . . .

Reverting to the subject of this article, there was a further Hispano Suiza link with the vee-eight aero-engine and the recently-concluded war because the Paris street in which the Hispano Suiza works at Bois-Colombes were situated had been named the *Rue Du Capitaine Guynemer*, and so remained after the Second World War. Although I believe the Hispano Suiza aero-engine had a poor reputation in some quarters for sometimes quickly losing its oil-pressure and that the Wolseley W4B version may have been superior, there is no doubt but that this very elegant engine contributed greatly to the 75 and 54 confirmed aerial victories scored, respectively, by Fonck and Jules Guynemer.

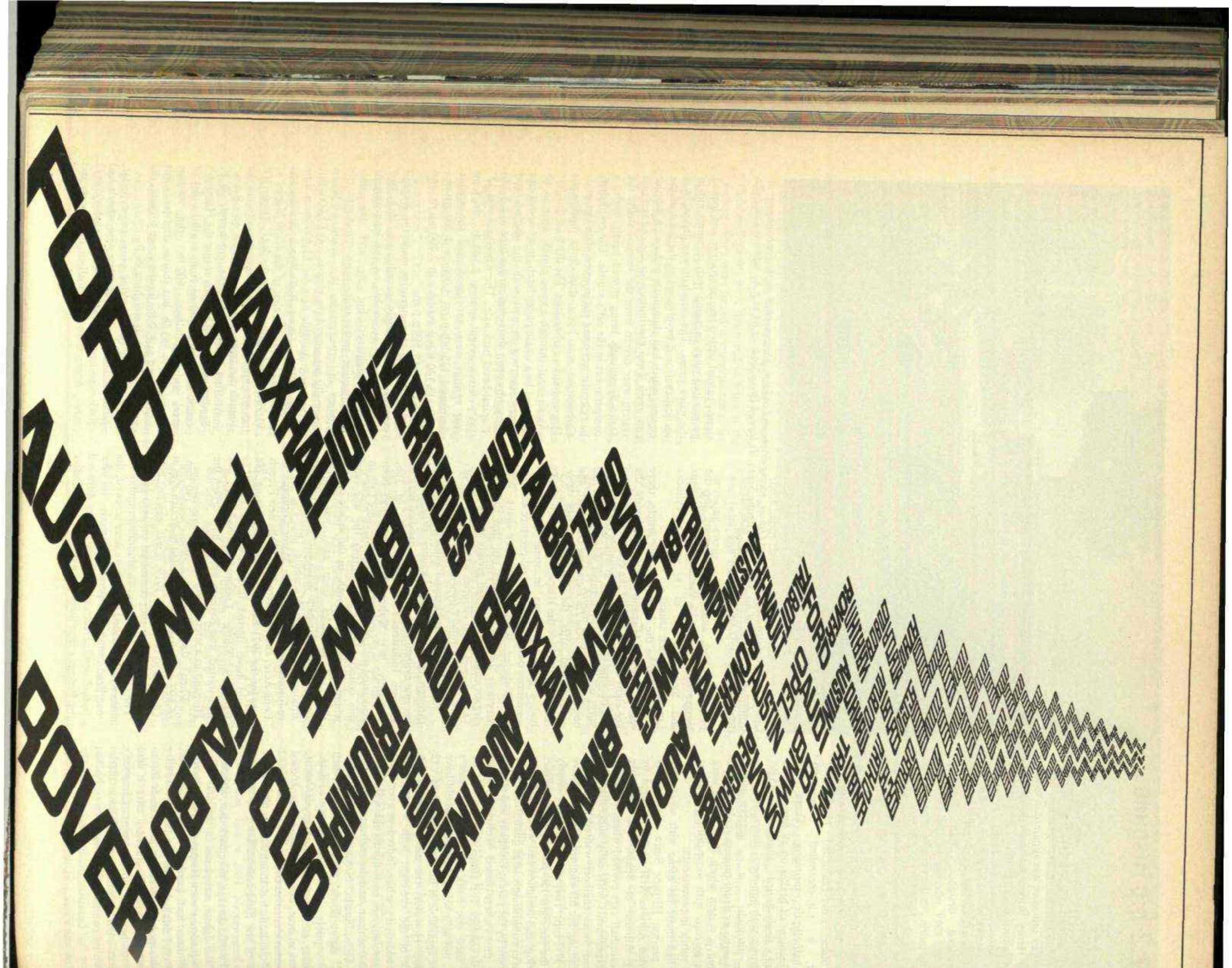
News of the new Hispano Suiza began to filter through to England by October 1919, and it became evident that it was to be handled here by Entente Industrielle (England) Ltd., of 166, Piccadilly, W1. Walter Dewis, who had been associated with Milnes-Daimler-Mercedes Ltd. in this country before and during the war (and whom we met last month, in the article on the 1914 GP Mercedes team cars) was closely associated with Hispano Suiza after the Armistice, although remaining Managing Director of the re-formed British Mercedes Motor Company of Long Acre, and he entered one of the new French cars for the 1921 Easter Brooklands Meeting. He would have started from the same mark as Barnato's 8-litre Locomobile had he not non-started, and Barnato was to have driven the Hispano in a later event.

When the 37.2 h.p. 100 × 140 mm. (6,597 c.c.) chassis was revealed to British eyes at Olympia in November 1919, it was seen just how closely its power-unit resembled the aero-engine. The cylinder block was an aluminium monobloc into which nitrided steel liners were screwed, the overhead-camshaft operated directly on the in-line vertical valves, clearances being adjusted by Birkigt's ingenious screwed-pads on the valve stems, turned with a special spanner and locked by serrated rings engaging with segments cut in the valve stems. The camshaft was driven by a vertical-shaft and bevel gears at the front of the engine, which had aluminium pistons on tubular con.-rods. Twin distributors for the coil ignition system were driven from the vertical shaft, the Delco-Remy coils being stowed neatly under a compartment in the car's scuttle. The crankshaft had circular webs and ran in seven plain bearings. Carburation was by a dual-choke updraught Hispano-Suiza carburetter. The drive on this fine chassis went through a cone clutch, soon to be replaced by a single-plate clutch, to a 3-speed and reverse gearbox in unit with the engine, and thence by open shaft-cum-torque-tube to a 3.3 to 1 spiral-bevel back-axle. The wheelbase was 12' 1¾", chassis weight approx. 2,500 lb., the long rear springs were out-rigged, and the engine developed 135 b.h.p. at 3,000 to 3,200 r.p.m., with 115-120 b.h.p available at 2,000 r.p.m. and 100 b.h.p. at 1,600 r.p.m.

Such torque characteristics made the 3-speed gearbox with its widely-spaced ratios (26.3, 10.7 and 3.37 to 1) acceptable on the long-straight French highways but it, and the not-entirely-quiet power-unit, were sometimes the subject of criticism in this country. When originally announced the chassis cost £2,000, but it was soon available here for £1,400, at a time when a Silver Ghost Rolls-Royce chassis was priced at £1,575, and that of the 40/50 Napier at £1,750. Incidentally, before the RAC £1-per-HP tax was introduced, it cost ten guineas to tax the French car, twice that for a year's tax on a Royce.

At first there was some confusion, W.F. Bradley saying in *The Autocar* that the Hispano's crankshaft was machined from a solid billet of steel weighing almost 600 lb., the wastage amounting to 565 lb. but shortly afterwards this was changed to 770 lb. for the rough forging, the finished crankshaft weighing 99 lb.

There were two sparking plugs per cylinder, pump and fan cooling, and the wire wheels had RAF-type centre-lock hubs and carried 895x135 tyres. Apart from the excellent detailwork and


FORD
VAUXHALL
MERCEDES
AUDI
FIAT
OPEL
ALFA ROMEO
ALFA SUD
AUSTIN
VW
TALBOT
VOLVO
BMW
SAAB
RENAULT
LANCIA
TRIUMPH
VAUXHALL
PEUGEOT
BL
ROVER
AUSTIN
MERCEDES
BMW
OPEL
AUDI
FORD
PEUGEOT
AUSTIN
ROVER
VOLVO
RENAULT
TALBOT
VW
TRIUMPH
BL
SAAB
LANCIA
ALFA SUD
ALFA ROMEO
OPEL
FIAT
AUDI
BMW
TALBOT
FORD
VAUXHALL
MERCEDES
VOLVO
RENAULT
AUSTIN
ROVER
PEUGEOT
TRIUMPH
BL
SAAB
LANCIA
ALFA ROMEO
ALFA SUD
FIAT
OPEL
AUDI
BMW
MERCEDES
VW
VAUXHALL
TALBOT
FORD
AUSTIN
ROVER
RENAULT
PEUGEOT
TRIUMPH
BL
SAAB
LANCIA
ALFA ROMEO
ALFA SUD
FIAT
OPEL
AUDI
BMW
VOLVO
VW
VAUXHALL
TALBOT
FORD
AUSTIN
ROVER
RENAULT

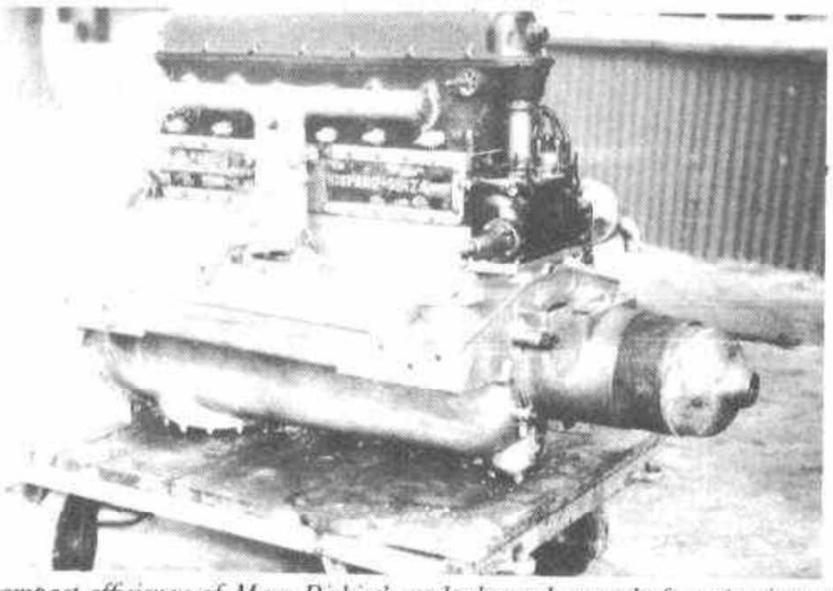
We would have liked to give approval for all these car manufacturers to fit Uniroyal tyres....

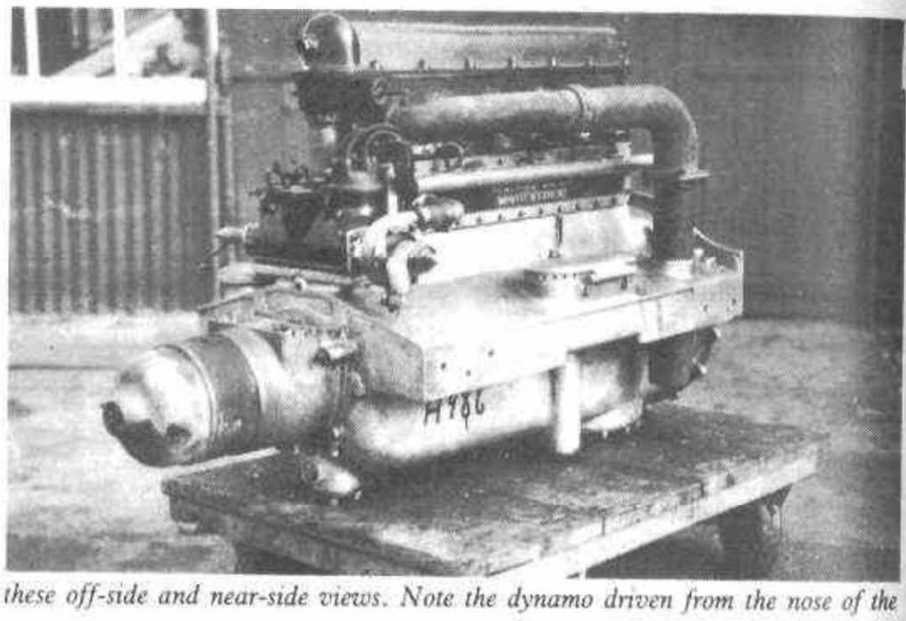
If they hadn't approved us first.

When you think of tyres, and that's probably not often, you may not realise that most of the world's leading car manufacturers approve and fit Uniroyal tyres as original equipment. In fact, some models specify Uniroyal exclusively. For outstanding grip, performance, handling and fuel economy, make sure your car drives in our tracks.

UNIROYAL
TYRES

Tread and Shoulders Above the Rest.





THE compact efficiency of Marc Birkigt's rockerless o.h.-camshaft engine is seen in these off-side and near-side views. Note the dynamo driven from the nose of the crankshaft.

aforementioned clean exterior appearance of the engine, it was given in Birkigt's patented corrosion-proof pressure-enamelling finish. Incidentally, just as the sculptor Charles Sykes was called upon to create the Rolls-Royce "Spirit of Ecstasy" (Flying-Lady) mascot, so the Hispano Suiza stalk was the work of Parisian artist Frederick Bazin. . . .

After I had embarked on this discourse there appeared a very interesting article by Edward Eves in *Autocar* dated April 17th about early Hispano Suizas, in which he put forth the view that it would be hard to deny that the 1913 four-cylinder Hispano engine, in which slightly inclined o.h. valves were operated by a single overhead camshaft and rockers, was potentially the most significant one that Birkigt designed, it having been left to him, said Eves, to provide an elegant and practical solution to the problems presented by such valves, using one camshaft. I find it hard to decide whether this, or the 37.2 h.p. Hispano Suiza engine with its directly-prodded vertical valves, had the greater significance; I suppose the presence of two additional moving components per cylinder might be termed more sophisticated! But I find myself wondering if Eves has got it the wrong way round.

My theory is that Birkigt, seeking, as we said at the beginning, better breathing after a long spell with T-head and L-head engines, readily turned to overhead-valves after 1912 and being, like Ettore Bugatti and Albert Lory (but with a less complicated mind than the latter), an engineering artist, eschewed push-rod valve actuation at that time from the standpoint of increased bulk and loss of mechanical efficiency; as he avoided belt-drives, the dynamo and water-pump of the 32 c.v. engine being positively-driven. But all o.h.-valve engines were a novelty, and suspect, to car users of the pre-WWI period, and Birkigt knew that over-complication of an already seemingly-complex power unit would not be tolerated. For this reason he would decide that valve-clearance adjustments must be possible without the necessity of lifting the camshaft. To do this, rockers had to be introduced. Eves tells us that in Birkigt's engine of this type each rocker was carried on its own shaft and was free to float endwise, restrained only by transverse partitions in the cambox cover. This gave quick access to the shimmed thimbles on the valve stems, whereby tappets were adjusted, thereby emphasising my point about concern over this aspect. Eves says that Birkigt only went to vertical in-line valves below a single o.h.-camshaft when needing slim valve covers on his aero-engine to reduce drag! This overlooks the fact that this valve-layout was being used in 1914 by Birkigt for his car engines. I suggest that not needing the fully-angled valves of a high-performance engine, such as Peugeot had pioneered with twin-o.h.-camshafts, the Hispano Suiza designer was content with in-line valves after he had thought-up and tested his ingenious means of achieving tappet adjustment with the camshaft in place, as referred to earlier in this article. Eves points to a loss of efficiency in changing from inclined to vertical valves, saying that it did not matter for Birkigt's later slow-turning, large aero engine and car power-units. Quite so, and it is interesting in this respect that he did slightly enlarge the bores of his 1914 production engines over those of 1913, perhaps with this efficiency loss in mind.

Because of this very sophisticated means of valve-clearance adjustment and clean outline, a single camshaft was made possible. I am inclined to give my accolade to Birkigt's vee-eight aero-engine and 32 c.v. car engine, surely the slimmest and most compact o.h.c. engine of all time? I say this after having examined a valve and screwed tappet-pad from one of these engines. The chore of having to unmount an "upstairs" camshaft each time alterations to the tappet setting have to be made is surely to be avoided? I have been reading the relevant part of the instruction manual for an XK150 Jaguar; quote: "For checking the valve clearances the camshafts must be fitted one at a time . . . Adjusting pads (for inserting in the valve-stem thimbles that was the method of adjustment used on this any many other o.h.c. engines) are available rising in 0.001" (0.3 mm.) to 0.110" (2.16 to 2.79 mm.) and are acid etched on the surface with the letter 'A' to 'Z', each letter indicating an increase of 0.001". Remove a camshaft, valve tappet and pad. Observe the letter etched on the existing pad and should the clearance for this valve have shown say excessive clearance select a new pad bearing a letter two lower than the original. As an example, if on removal of a pad that is etched 'D', substitution of a pad bearing the letter 'I' will correct the clearance for No. 1 inlet valve. When all twelve clearances are correct, refit exhaust manifolds, induction manifolds and the camshafts . . ." It sounds pretty complicated to me! Even though it may only need to be done at very considerable mileage-intervals. It is easy to see why Birkigt avoided such servicing complication in 1913 and set about a better means before placing the camshaft directly over the valves in his 1914 engines!

I consulted D.S.J. about this, as he has had experience of two Jaguar E-types. He tells me that to do this job properly would take about ten hours but the clearances then stay put for 70,000 miles, or say for two years the way he used to motor his Jaguars, or 35 years in the case of today's restored "cherished possessions" driven mainly to beauty-shows. In fact, adds D.S.J., he never once checked or even looked at his E-types' tappets in 220,000 miles. But in Birkigt's days, tappet adjustment was needed much more frequently and in the context of 1919 his solution was brilliant.

Years later, where Aurelio Lampredi was designing twin-cam engines for production Fiats, he, too, sought a means of not disturbing the camshafts when tappet adjustment was due, his solution being less neat, but maybe less costly to manufacture, than Marc Birkigt's. The Hispano Suiza solution would have lent itself very well to a twin o.h.c. engine but was never thus used by Birkigt. Stutz adopted his method of valve clearance adjustment however, at first for their single-cam engine, but later for their twin o.h.c. engine. It seems possible that C. T. Weymann, who vanquished a Stutz with an Hispano Suiza at Indianapolis in the new-legendary Match-Race (see MOTOR SPORT for Nov. 1972) may have liaised between the French and American companies, as he later made Stutz entries at Le Mans. Stutz was said to have improved on Birkigt's device; perhaps an American reader can tell us in what way designer Charles Grenter did this?

In 1919 the *Autocar* said that there were several of the new Hispano Suizas already in England and the patronage of racing drivers like Seagrave, Glen Kidston, Zborowski (who ordered three, his second the beautiful Kellner-bodied Monza two-seater, bequested to Capt. (later Lt. Col.) Clive Gallop, and then a tourer for the Countess Zborowski) and Woolf Barnato, further enhanced the car's reputation, as did the now-famed inclusion of the make in romantic novels by authors like Michael Arlen ("The Green Hat") and Pierre Frondaie ("L'Homme à l'Hispano"). That is looking a few years ahead. In 1920 HM King Alfonso of Spain, having ordered an open Hispano Suiza, conferred on Marc Birkigt the Cross of Commander of the Order of Alfonso XII, to add to his Military Cross and Cross of Commander of the Order of Queen Isobella. In May of that year readers of *The Autocar* were able to read Bradley's opinion of the new car, and a Froude dynamometer, the only one in France, was installed in the test-shop at the Bois Colombes factory.

Bradley was very impressed with his drive in an early experimental tourer which was said to have averaged 50 m.p.h. for the 300 miles between

Paris and Lyons in the hands of works' drivers. He wrote of an immediate impression of wonderful acceleration (better than any racing car up to 50 m.p.h. a pace achieved within 100 yards of driving out of the level factory forecourt) of this very lively car, and the uncanny efficiency of its brakes. Bradley took it to Coeur Volant hill near Paris, which is a kilometre long, and starting in top gear from the *pavé* at the foot, was doing 50 m.p.h. at the top of this gradient, which he quoted as 11 to 12%, an early use of continental measurements. Obviously this was a restricted test, as no road could be found over which to fully extend the car, but it did 78 m.p.h., a speed averaged over a six-mile stretch by the Hispano testers. The interesting point was made that, due to the steel cylinder liners in the alloy block, the cooling water never picked up rust, remaining clean after weeks of usage, and that Birkigt thought that soon it would be possible to start the engine even with a "flat" battery through the generator by cranking, a foresight of today's alternators.

Those who sought out the Hispano Suiza stand at the 1920 White Ciy Show, where a polished chassis and a Duvivier tourer were displayed, would have noted how the alloy bulkhead was attached to the crankcase, how fully-stocked was the instrument panel with its seven dials, switchpanel and Ki-gass, and how the twin upper water-pipes acted as radiator stays.

It wasn't until March 1921 that *The Autocar's* own drivers tried an Hispano Suiza. F. C. Nestler, who looked after imports, provided them with a chassis equipped with a crude test-body and running on Trade number-plates. It weighed nearly 38 cwt. and was taken round the journal's Surrey test-route, the acceleration, the smoothness, the light steering, the handiness in traffic and the powerful brakes proving very impressive. The tappets could be heard, and there was trouble with the plugs in No. 4 cylinder misfiring and a carburation flat-spot. Box Hill was ascended in top gear up to the hairpin, where reversing was called for, the car restarting in top and continuing at quite a high speed. Pebblecome's 1 in 6 was made to threequarters distance in top, 2nd gear then taking the car over the summit at some 35 m.p.h. The flying-mile on Brooklands Track was done, four up, at 75 m.p.h. and the Test Hill climbed at 21.07 m.p.h., three up. It was confirmed that the dashboard carried clock, petrol, voltage and oil gauges, ammeter, tachometer and speedometer. Fuel thirst was 12-13 m.p.g.; the range 300 miles.

Although MOTOR SPORT tested cars like the 45 h.p. Isotta-Fraschini and Renault 45, no Hispano came its way but in 1922 *The Times* tried one. The car allocated was sold the day preceding the test and the new owner was insistent on immediate delivery. The gentleman from "auntie-Times" said he sympathised thoroughly with such feelings and this enabled him to wax lyrical about the Hispano — "It is the type of car which having once been decided upon," he wrote, "allows one no peace until one is on the road." There is a nice 1920's flavour to some of his following remarks: "To dawdle along at 35 m.p.h., with the engine lazily turning over, to touch lightly air, spark, and throttle controls, and with scarcely perceptible change to see the speedometer needle at 55, and still have a good reserve of power, is distinctly pleasing. But to be able to do this with an absolute feeling of security is the real delight."

The car about which this was written was not, as explained, a new 1922 model but the fifth post-war chassis, the first to be brought to England, and said to have done well over 60,000 miles. It had aluminium pistons, the report says, instead of the steel ones used in the earlier engines.

The Times tester found this "old machine", which had apparently been tuned to do 85 m.p.h. and 14 m.p.g. but had since been adjusted to give 18 m.p.g. very enjoyable, the speedometer still going "to 110 k.p.h. once or twice, on occasions when I was not able to 'notch up' to the last." It was felt that the 1919 car, four-up in a comfortable touring body, would have been good for 75 m.p.h. without fussing — "a sufficiency of speed, as the fuel saving is worth having", said *The Times'* man.

He took the test-car to Amersham Hill, which it climbed in 2nd gear at 2,250 r.p.m., or 37½ m.p.h., to his favourite Dashwood Hill on the Oxford road, its 1 in 11 gradient being taken in top gear at 1,200 r.p.m., or again at a road speed of 37½ m.p.h. White Hill, out of Henley, pulled speed down to 35 m.p.h., still in top gear, on which the Hisso "would do anything reasonably asked of it". The valve gear was "not unduly noisy", at 3,000 r.p.m. in 2nd gear, but "the lower gears were inclined to be boisterous, in their joy of speed". Altogether a complimentary and pleasingly "period" piece, which made such comments as: "The joy of having 135 h.p. at one's beck and call, so finely controlled that one can cut through the air like a swallow at 85 m.p.h. or glide gently along like a boat moving down with the tide, at the pressure or release of a small pedal, must be experienced to be realisable. It is in the handling of a thing filled with life, yet with the highest breeding, wherein lies the charm."

As early as 1921 the Hispano Suiza's popularity was apparent in this country. Lord Ivor Churchill had a boat-decked four-seater with concealed hood, disc wheels and a vee-windscreen, finished in brown with red lining, the Elkington Carriage Co. had put a five-seater touring body on another chassis, J. H. Taylor of Leicester had a two-seater and dickey-bodied Hispano, and Barker's had made a sedate-looking central-door six-light coupé, with detachable scuttle-panels for access to clutch and coils, on yet another. The Grosvenor Carriage Co. supplied an open-fronted limousine with speaking-tube and occasional seats to J. E. R. MacDonagh, FRCS, Flewitt's of Birmingham made a fine tourer with Auster rear screen, and Rippon Bros. of Huddersfield put a low-built sporting two-seater body with wheel discs and rakish hood on a 37.2 chassis. John Andriesse, a keen Dutch owner of a cabriolet, remarked "Never another car than a Hispano Suiza" after completing a highly-successful Alpine tour in this heavily-loaded car, sometimes doing more than 250 miles in a day, once reaching 84 m.p.h. without being flat-out, and having no trouble from the Michelin Cable tyres in spite of wheel discs. He praised the light steering, powerful braking, and ability of his car to climb 25% gradients at nearly 40 m.p.h. in middle gear.

By now Hispano Suiza Concessionaires (British Empire) Ltd. had been formed, who could import a chassis for £2,350 to their premises at 127-130 Long Acre, EC2 and by 1922 had showrooms at Carlton House, Regent Street, in London's West End. The Thornton Engineering Co. of Bradford used a 37.2 h.p. chassis on which to put a drophead coupé with staggered seats and concealed dickey (Reg. No. C2664), the previously mentioned John Andriesse of Amsterdam took over a sporting tourer bodied by Duvivier of Paris, and William Arnold of Manchester built a two-door, four-light saloon with a Sunbeam-like curved boot and leather-covered roof (nothing new. . . .) on a 37.2 h.p. chassis. A very fine H. J. Mulliner boat-tailed example was ordered by the Car Mart, and HH the Maharajah of Borora took delivery in 1924 of a special Vanden Plas saloon.

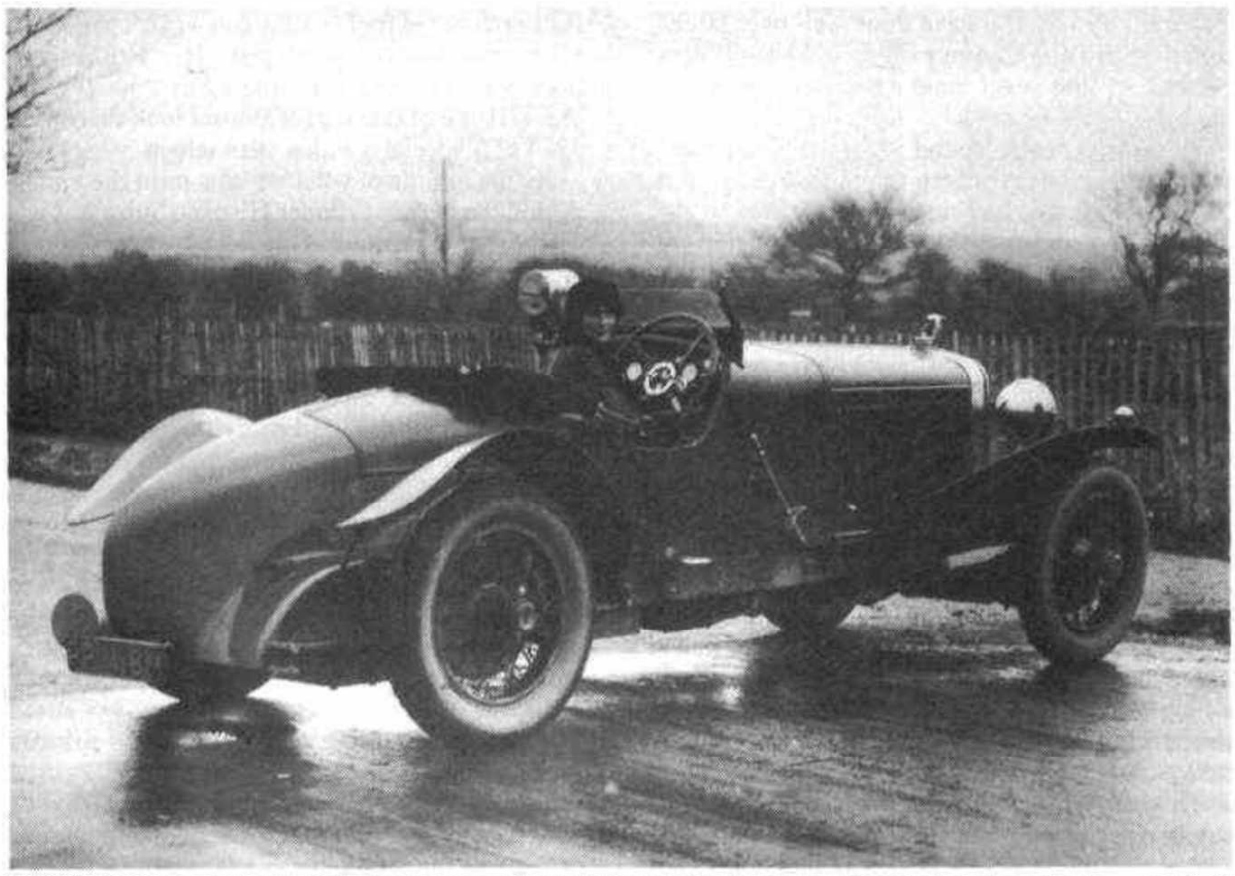
By the middle of what we now term the vintage period the big six-cylinder Hispano Suiza was well established in Britain. One keen owner, Capt. C. B. Wilson, actually took delivery of a saloon from Cadogan Motors in Chelsea in mid-March 1925, then decided he preferred an open 4-seater, so these coachbuilders arranged for a new sporting body, with concealed hood, to be drawn, made and fitted within ten days, although very little overtime working was involved.

Birkigt had intended his fine post-war car to be mainly a luxury model but he succumbed to the requests of wealthy clients for something even faster. Thus the short-chassis Monza model appeared, with the cylinder bore somewhat increased, named after a race in which the new car vanquished Ballot, Fiat and Mercedes in October 1922, at the Italian track, driven by André Dubonnet, who by way of training had driven a touring 37.2 h.p. Hispano Suiza from Paris to Nice in 12 hr. 55 min. including a stop for sustenance, a pause which no doubt took some considerable time, by such a connoisseur as this, in that country!

Prior to that, Dubonnet, a confirmed Hisso enthusiast, had won the 1921 *Coupe Boillot* race at Boulogne at 65 m.p.h. Hispano Suiza never raced as earnestly as Bentley or Mercedes, etc., but the factory did prepare cars for the 1922 and 1923 Boulogne races, Bablot winning the first year from Dubonnet, at 64.47 m.p.h., while in 1923 Dubonnet won his class in the San Sebastian Touring Car GP, with team-mates Garnier and Boyriven 2nd and 3rd, and at Boulogne, where four of these lightweight four-seaters with special camshafts started, Garnier was victorious at 70.91 m.p.h., from Boyriven. One of these was later acquired by our Dutchman, John Andriesse.

The works gave up thereafter but in 1924 Dubonnet got the Nieuport Aeroplane Company to put a remarkable tulip-wood four-seater streamlined body on one of the new 8-litre 110 × 140 mm. H6C Boulogne chassis and entered it for the arduous Targa Florio. In spite of the car's bulk, and appreciable tyre trouble, he finished 7th. Then, at Brooklands in 1924 Capt. Woolf Barnato, teamed up with George Duller and took Class H records with an 8-litre Boulogne model, of 500 kilometres, including averaging 92.2 m.p.h. for 300 miles, after preliminary troubles with fuel starvation had been cured, by changing from vacuum to pressure-feed.

The first Boulogne Hispano Suiza to come to this country seems to have been a rakish Labourdette 4-seater supplied to R. S. Williams by Wellington & Bowring of Gt. Portland Street, early in 1925. In France, Baron Phillipe de Rothschild used a low-built, Dunlop-shod Boulogne 2-door Weymann coupé, well-endowed with lamps, and John Jay Ide was blasting about New York in a Kellner limousine equipped with Klaxon, Bosch and Cicca electric horns, Goodyear balloon tyres, and Saf-de-lite lamps for use when the headlamps were switched off. Comdr. Grahame White was winning numerous *Concours d'Elegance* with his two Hispanos, and in 1928 there was more prestige, when the make won its celebrated Match Race against the similar, but straight-eight-engined, Stutz Black Hawk at Indianapolis, which I have researched in detail in MOTOR SPORT. In contrast, W. Charters of Bury St. Edmunds had a 1926 James Young six-light saloon with adjustable seats front *and* back.



"THESE Hispano Suizas went unchallenged for performance allied to soigné *elegance and* chic. . ." *Clive Gallop's first wife is seen at the wheel of Count Lou Zborowski's famous Kellner-bodied Monza two-seater. Note the searchlight, made from a Handley-Page V1500 bomber's landing lights. Its beam made the telegraph poles on the road from Bridge, where the car was kept, to Dover, "look like well-dressed troops standing shoulder to shoulder", according to Gallop, who later owned the car, before Capt. Wyndham Green and later still David Scott-Moncrieff, and then Guy North, took it on.*

In more recent times, Alec Ulmann, who looks after the make's interests in America, had a short-chassis Boulogne roadster, disposed of to Briggs Cunningham after he had found a Chapron convertible in France, and the famous Dubonnet tulip-wood car was acquired by Gerry Albertini, who allowed me to try it in Hyde Park when I was writing about it for MOTOR SPORT. H. D. Dale also had the Boulogne model owned when new by M. Coty of Paris. They were good for over 100 m.p.h., and much more in works racing trim.

The Birkigt six-cylinder Hispanos endured into the 1930s, a production-run almost as long as that of the Rolls-Royce Silver Ghost, if we discount the war years when R-R was making aero-engines. The number of Hispano Suizas made was 2,614, compared to 3,979 Phantom-model Rolls-Royce Sixes which the success of the Birkigt cars forced Derby to turn to. Changes along the years were confined mainly to different valve-timing and lift, alteration from the original screwed-in cylinder-liners to open-ended ones in conjunction with an aluminium cylinder head, and finally to ordinary wet liners for the 37.2 h.p. engine, and the change from two different-size batteries, one for the starter, the other for the lighting, to two equal-capacity batteries which could be used either together or separately to coax the big engine into action, two starter buttons then bei provided; the starter drove through the gearbo as on the Leyland Eight, being original pedal-actuated, later by a single dashboa button, then by those twin buttons.

These Birkigt Hispano Suizas met successful post-Armistice competition from other cars wi "aero-type" engines, such as the Lanchest Forty, the 40 / 50 h.p. Napier, the Leyland Eigh the Model-A Duesenberg, the Farman, Ensig Excelsior, Wolseley, Straker-Squire, etc. T Hispano Suiza out-sold such rivals and was t only design of this type not to use valve-rocke with an o.h.-camshaft, thereby avoiding anoth source of possible noise and lost-motion (Dawso for their 1.8-litre smaller car engine, manage this, but with a different tappet-locking device It might be said that in many of these rival pow units the valve angle alone hardly justified t rockers.

The Hispano Suiza was unchallenged f performance allied to the *soigné* elegance and *chi* in the opinion of a great many experience customers. One of the great cars of all tim certainly. — W.B.

N.B. — Hispano Suizas of various kinds can b seen today in the Motor Museums at Doun Stratford, Beaulieu and Bridgnorth, et MOTOR SPORT published a great deal abo them in 1950, in four articles, photocopies which are available from our offices. — Ed.

Postscript — In Issue No. 143 of the *Bentl Drivers Club Review* there is a very interestin comparison after personal recent drivin experience by Johnnie Green, who has writte books about both makes, between the six-cylind Hispano Suiza and Bentley cars, very favourab to the former, although the Big Six Bentle appeared seven years after the introduction of t 37.2 h.p. and the Special Six and 8-litre mode (the equivalent of the short-chassis Boulogn Hispano Suiza) four to five years later still. Th British car used an o.h.-camshaft with rocker but its camshaft had an ingenious form silent-drive, the same in principle as that of th 1920 Leyland Eight. — W.B.

V-E-V ODDS & ENDS — cont. from page 722

the rear-wheel-brakes useless, the passengers looking to the driver to do something, which fortunately he did. In later post-war times he might go out to buy a very clean Morris Eight but return home with a Bedford three-tonner. . . .

The *BDC Review* for May contained a long article by Peter Hull, Secretary of the VSCC, about his Bentley-inspired memories, including how he flew DH Moth G-ABAG, which originally belonged to Bentley Motors, in the 1951 *Daily Express* South Coast Air Race. Incidentally, who flew that aeroplane for Bentley's, and what was it used for? By the way, 18 main awards of the VSCC for 1981 were taken by Tim Llewellyn for the BDC. Bentleys in immaculate condition will again assemble for their *Concours d'Elegance* in Kensington Gardens on June 26 — a treat for motor-minded Londoners. Yet another 75th Anniversary being celebrated this year is that of the 40/50 h.p. Rolls-Royce Silver Ghost and one of these celebrations will be a series of happening from June 17th-27th, organised by the R-REC and backed by *The Observer* newspaper. The prices of the older cars continue to fall, as witness to £3,000 12/50 Alvises, and Riley Nines advertised for not too much over £1,000, which makes some of the values placed on lesser makes and models look ridiculous. — W.B.

"PDQ"

THE BBC had a quite good piece about Richard Noble and his Land Speed Record car Project Thrust the other day. It showed films of pre-war Campbell "Bluebird" records by way of comparison and Noble's earlier test-rig car, rather reminiscent, this one, of the Triangle Special, although that had a Rolls-Royce Kestrel piston-engine as the sting in its tail, not a jet engine. Noble's overturned. For someone of his age, with no previous motor racing or engineering associations, Noble is a remarkably persuasive and optimistic arguer for his project, which is said to have cost £1,000,000 — but nearly everything of any magnitude is priced in millions these days. He is clearly another of those brave drivers who is prepared to try to control a projectile that needs some five miles in which to achieve its top speed and then will not stop in much under the same distance. Project Thrust must be the least-elegant of any LSR car but that it runs on solid wheels devoid of tyres is quite astonishing. Noble said that, if anything, it handles better as speed increases, and particularly after the re-heat has come in, releasing some 30,000 b.h.p. or 15,000 lb.-thrust from the Rolls-Royce jet engine.

The need to develop such a vehicle in stages, trying out different things at different, risin speeds, was well underlined, without an dramatics. The crew were seen congratulatin Noble on having exceeded Donald Campbell' speed with a wheel-driven car, but Projec Thrust's 420 m.p.h., with what its driver though was about 480 m.p.h. at one point, was done onl in one direction, so is no kind of official record He still has a very big step to take to beat th existing rocket-power LSR of over 630 m.p.h. and one was reminded that, just after the war John Cobb exceeded 400 m.p.h. in one directio of the Utah LSR course with 2,500 b.h.p. o piston-movement.

The shots of Project Thrust at speed wer impressive; it is one thing to hear a jet aeroplan overhead, quite devastating to have such soun come past on the ground. Rain washed ou Richard's ambitions last year but he plans to mak another attempt at Utah in August. — W.B.

* * *

Le Mans on TV

READERS are recommended to tune in to BBC at 9.30 p.m. on Tuesday, June 8th when th documentary programme about the Le Man 24-hour race, filmed during the 1981 event, wi be shown.

NO MORE FLIPPING

MAX BYGRAVES

The Lucas ATB 380 makes things better all round for the in-car entertainment enthusiast.

At the end of a cassette, for example, the Auto Reverse mechanism effectively flips it for you and starts playing the other side, leaving your hands and your eyes free for driving.

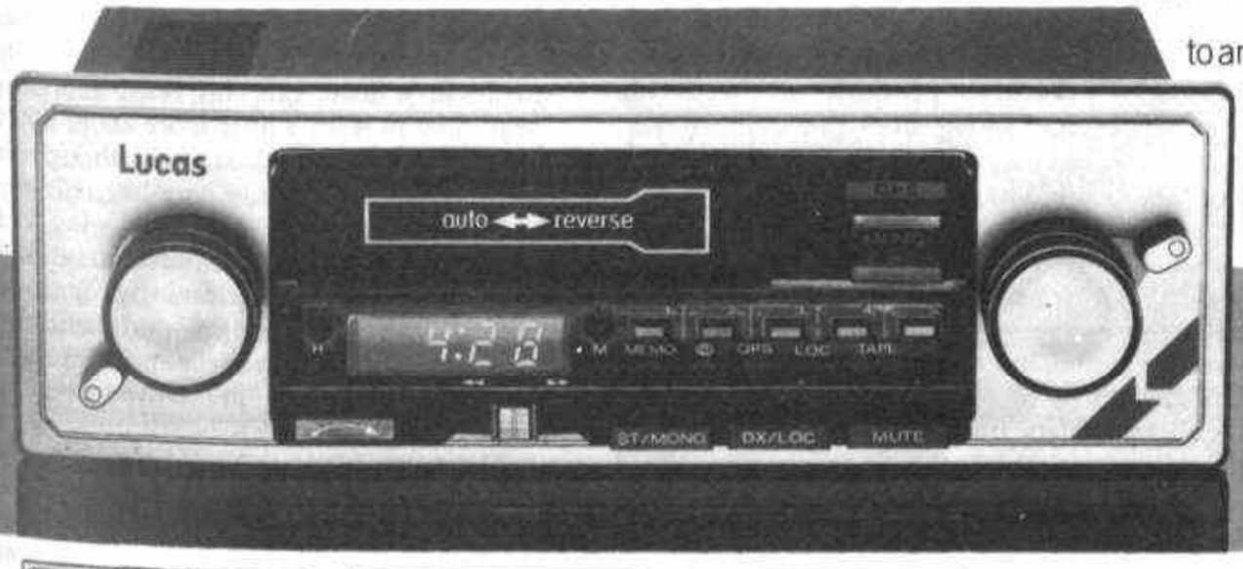
Then there's the Quick Program Search, which automatically locates the end of any track you wish to avoid, in a matter of seconds, at the touch of a button.

Meanwhile, the radio's Auto Search mechanism homes in on stations across all three wave bands at a flick of your wrist, and a Stereo Reception Control system ensures clearer, more consistent reception of even the weakest signal.

Although the ATB 380 certainly isn't the cheapest car stereo you can buy, it does produce a quality of sound you'd normally only expect from a car radiocassette costing half as much again.*

Not a major consideration with everyone perhaps.

But then, some people are prepared to listen to any old rubbish while they're driving.



Lucas

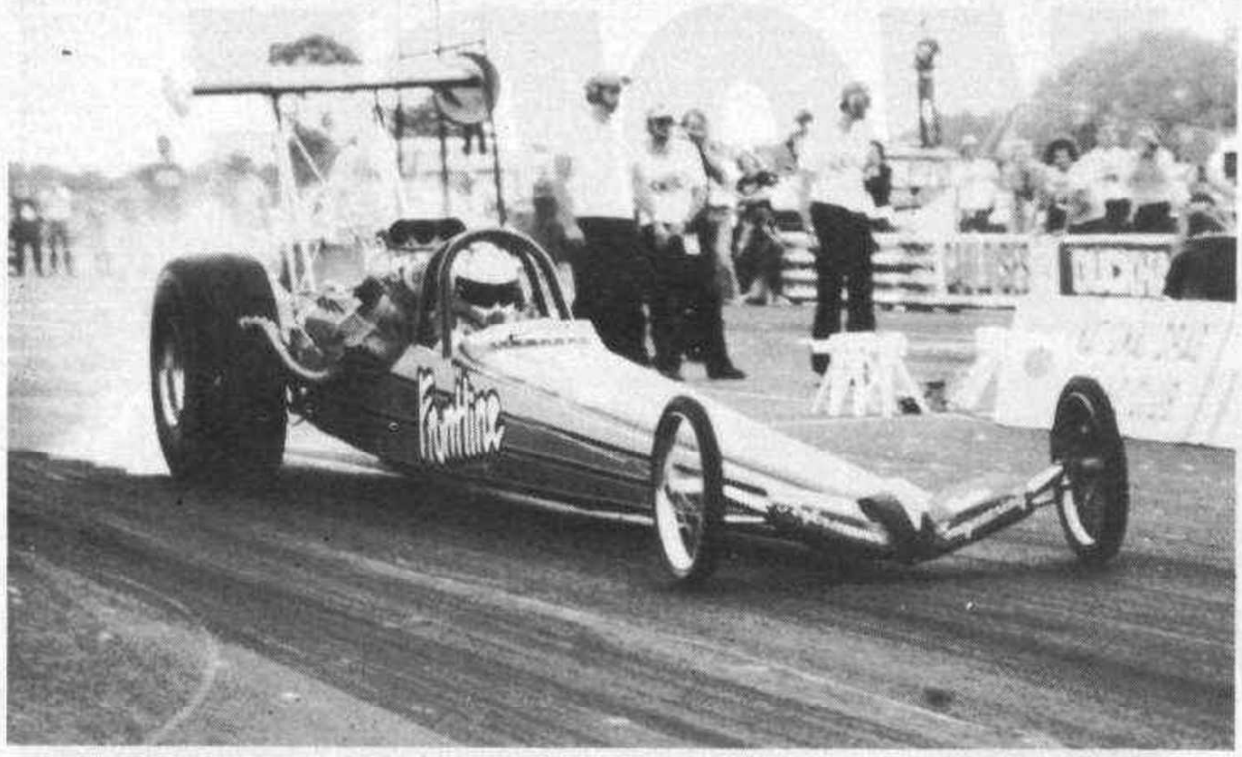
The right parts for every car.



LUCAS ATB 360 | LUCAS ATB 320 | LUCAS ATB 110 | LUCAS ATB 500 | LUCAS ARB 300 | LUCAS ARB 100

LUCAS ELECTRICAL LIMITED, PARTS & SERVICE DIVISION, GREAT HAMPTON STREET, BIRMINGHAM B18 6AU. TELEPHONE: 021-236 5050.

*MRP's: Radiomobile 550 £287.50/Pioneer KE 5300 £263.00/Clarion PE 967 £258.69/National Panasonic 863 £229.94/Lucas ATB 380 £207.00



FRONTLINE in action, wheels spinning, smok pouring off its tyres as it powers away down th standing quarter.

TUNING TOPICS

8-litres of mid-engine mayhem

MOTOR SPORT examines one of the rare (in the UK) Top Fuel dragsters. Over 20 ft. long and powered by 1,800-2,500 b.h.p., according to track surface, "Frontline" is an awesome creation even at a standstill.

TOP LINE drag racing used to be the preserve of men over 40 in Britain. It was said you had to have experience over decades of motorsport to handle the firebreathing monsters that were first totally imported and that are now partially built here in some cases. It was easy to understand the sentiments behind the argument. Even in its American birthplace it took until the seventies before a younger breed of racers challenged for the very fastest times and machinery — which means over 252 m.p.h. terminal speed within a quarter mile of departure these days. As in NASCAR, the old USAC, and sports as varied as motor rallying and saloon car racing, it didn't hurt to be over 35 and there were plenty of top line competitors of 40-50 years of age. There still are plenty of competitive drivers in these age groups, but they are coming under increasing pressure from those under 30, and now this is true of British drag racing as well.

All four men connected with the British car *Frontline*, which holds the Long Marston strip record at 218 m.p.h. and 6.72 sec. elapsed time, are under 30. Oldest are commercial film maker Alan Blake — who owns the Frontline video concern in Covent Garden that gives the project its name — and former Nicholson McLaren engine builder Steve Clark, who looks mainly after the technical side of the project. Additionally Clark has the vital race day task of positioning 24 year old driver, Andy Craddock, correctly before each run.

Craddock admits that driving a 20 ft. long competition car "is a bit strange at first, but the idea is to do everything absolutely consistently on each run. It's like Formula 1 racers in practice: if they don't do everything consistently how are the people in the pits going to tell how the car is performing? You have to remember to do things in a certain order, and never panic. I reckon most drag races are won or lost by the team in the pits: I just sit there. I don't think you'd ever hurt yourself in one of these things — you are meant to be able to have an accident at anything up to 150 m.p.h. without too much bother — but it's the cost you have to remember. If you can save the team an engine, or even part of a motor, then you're doing a good job as a driver. Of course you hope things don't go wrong and there's nothing like the feeling of racing wheel to wheel all the way down the strip. Seeing the other guy get ahead and then finding that little bit more to get back at him. Six seconds can be a lifetime when you're racing. . . ."

While Craddock and Clark are recent partners in a garage business of their own, Tom Perry has his own staircase and wall fittings business in Tottenham, plus practical experience as an NRDC champion in a 5-speed Sprite and managing 12.8 sec. for the quarter on a 750 Kawasaki two stroke bike. It was to a spare unit in an adjacent factory to that which Perry uses for his business that we travelled in order to see *Frontline*. It was not at a particularly happy time for the team, because an Easter clutch failure had also led to the engine damaging one of the giant valves in the Chrysler / Weslake-inspired hemispherical combustion chambers. Yet this misfortune, which saw them turn a time of 6.8 sec. for the quarter-mile despite the inevitably low terminal speed of 150 m.p.h. following the mechanical disaster, provided us with the opportunity of looking over the stripped car, exploring areas that would normally be shrouded by the mid-mounted Miloden-produced aluminium V8, its associated two speed gearbox and intriguing triple plate centrifugal clutch.

Although *Frontline* has the authentic look and performs in the way that has been familiar in America since Don Garlits initiated the move to mid-engines — by proving their speed as well as their extra safety from flying clutch and engine debris, a point against the old front engine breed — the car we inspected had been built in the West Country by Dennis Priddle. Formerly a top competitor in British drag racing, Priddle now has learned so much about American designs that he is able to apply his considerable fabrication skills to the basic chassis and body construction of cars in Britain. It can be fairly said that Priddle uses the standards of the aero business in much of his work — from aluminium body panel construction, to space frame welding and aerofo design, for he did not waste the years he spent a an employee of Westland Helicopters in Yeovil.

The tubular space frame is built from T4 mixed diameter tubes, the thick rollover doubl hoop and main frame tubes some 1¾" diameter The wheelbase is an amazing 248". Perhaps tha should be put in perspective: a Grand Prix Ferra 312 T3 had a wheelbase of 100.8", and that's no far off the figure you'll find recorded for a For Capri, a long and slender car by modern roa going standards.

Continuing with our perspective, the top dra racers find no need for track, so where you fin that the Ferrari GP car we have cited measure 67" across the rear wide wheels, this machine comfortably under 50", and that includes tyr that measure 17" across at rest. By the time a ru has turned from the haze of tyre-rippling getawa into forward motion of the kind that gobble 0-100 m.p.h. in 1½ sec. (Porsche 911 SC: 0-10 m.p.h., 15.9 sec.; standing quarter mile, 14. sec.) those incredible Goodyear tyres have grow upward of 6" in diameter and shrunk from 1 contact patch to 10". Thus the overall track even narrower once the run is properly underway

Including the beautifully fabricated alloy pan nose, right back to the rear of those extraordinar back Goodyears, the overall length is about 23 enough to make an oil sheik's Cadillac appea truncated. Even more striking is the 30' lon trailer that is needed to transport it to meetings. beautiful alloy-panelled box frame on its ow alloy wheels that would not look out of plac carrying a glider.

Frontline's front and rear axles are bolte directly into the tubular frame, carrying n suspension. The front axle, also in 1¾" steel, located by tubular rose-jointed links tha apparently do very little. The steel rear axl housing, carrying more precautionary weldin and plating than a rally car and having the genera air of having been constructed as part of a Worl War 1 battleship, apparently owes some parentag to Ford's high performance Mustangs and the lik of the seventies. It is actually designated as a For 9", meaning that it carried 9" pinion ring gear.

Good old "Dzus" fasteners secure the allo panels of the front bodywork to the frame. At th rear there is the normal tubular scaffolding o Formula 1 in the late sixties, carrying a win mounted well clear of any car-influenced ai stream. Originally these wings were trimmed of to do very little, but this team and others ar beginning to learn a little more about 200 m.p.h aerodynamics, and it sounds as though they ar learning the lessons the hard way. Over Easte they had their new GP Metalcraft wing fold at 90 on both outer edges! Not much attention is paid to the aerodynamic air-cleaving properties of th bodies, drag racing being a sport primarily base on practically proving every modification: if you go faster, then it's in. Otherwise forget it whatever the theorists may say.

The cockpit is stark even by racing standards In fact a Grand Prix car has a cockpit like a Ritz drawing room in comparison with the meta seating and stark four spoke, two section steering wheel that jut into this cockpit. To the driver's left there is a pull handle for the parachute (made in Britain by Harley) with a supplementary cable waiting for attachment should the team ever have to race in Sweden, as had been originally hoped within a projected European series. Between the

driver's legs is a lever that you push away for reverse and pull back to select forward drive, but not to change gears. A small black metal sub-panel to the right of the diminutive steering wheel carries a fuel cut-off cable-shutdown system, which can well be used to save an engine or merely to shut off at the end of a run. The centre electrical switch cuts the magneto and a small Smiths mechanical pressure gauge keeps an eye on the oil. Oil is the only fluid running within the engine (some racers do carry water in the block: *Frontline* does not): normally 120 lb. sq. in. would be the minimum acceptable pressure "otherwise the bearing lubrication suffers," says Craddock. Incidentally the oil is used only for one run, comes out "looking like water," and is *always* Kendall refined, thick enough to find a home in a Massey Ferguson.

Finally the right hand side of the cockpit contains some important items on the getaway agenda: simple lever handbrake in an upright position and an air-shifter. That is simply an air-activated gearchange mechanism that uses CO_2 to activate the gutted and strengthened automatic solenoid system at the rear.

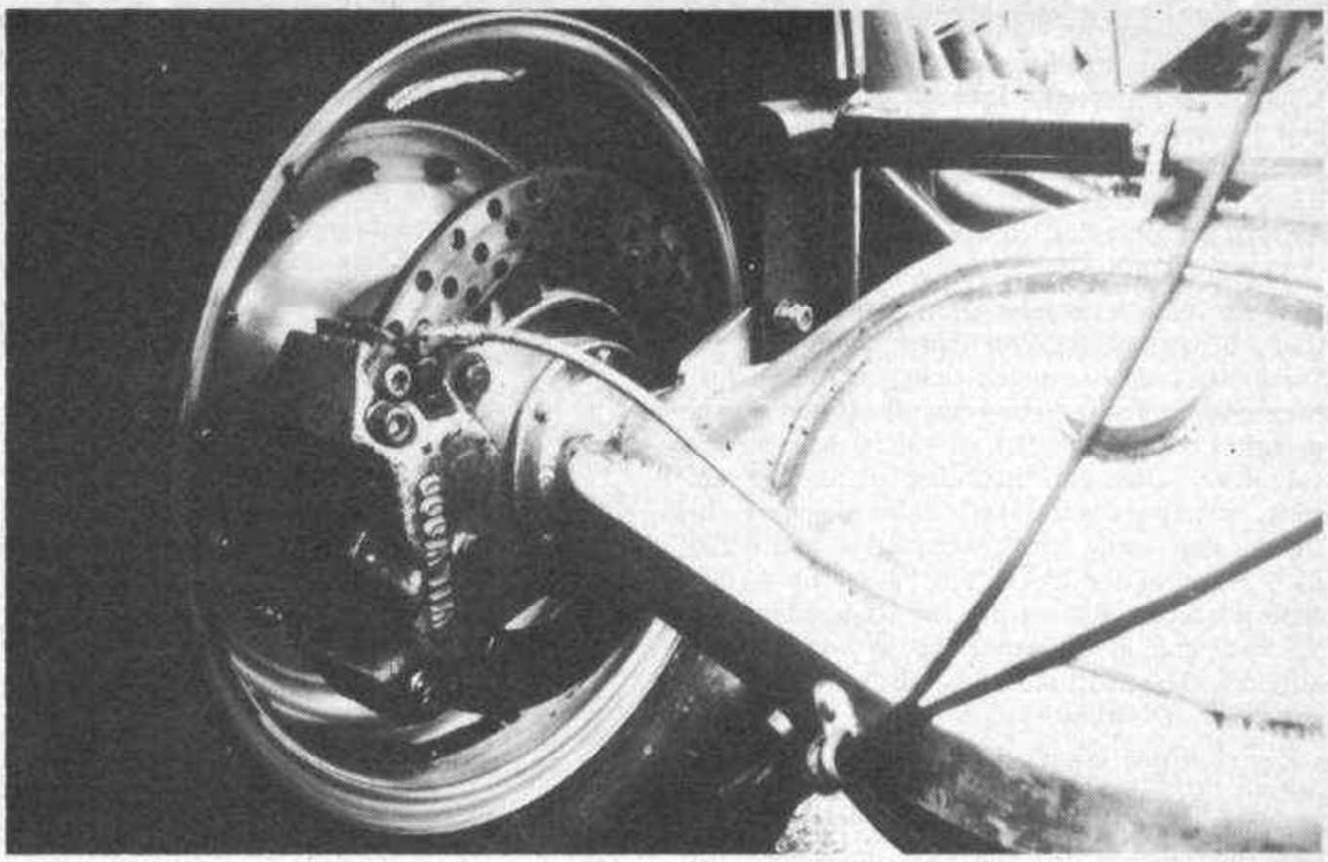
As a general rule you can take it that engine and gearbox owe something to sixties and seventies American production V8 engineering. Those specialists who have made new parts to suit the needs of 2,000 rather than 400 b.h.p. from the so called Super Cars of that era (particularly those powered by Chrysler's 7-litre Hemi) will normally come from the Los Angeles area. That much is predictable, but what is interesting to learn is that the staff of outfits like the legendary Ed Pink, previously just interested in wringing ever more power out of the drag racing V8s, are now composed of a high percentage of expatriate Britons rebuilding Cosworth DFX turbocharged motors.

Frontline carries a supreme example of revitalised production V8, for its Milodon manufactured V8 carries an aluminium cylinder block that is a replica of the Chrysler 426 Hemi. It *could* also carry aluminium cylinder heads on the same theme, but when we inspected the car it was using the iron Hemi heads, a design owing much research and development parentage to Weslake at Rye, Sussex.

In round figures the Hemi was a 7-litre engine and the one used in *Frontline* an 8-litre, this gained by a half inch on stroke for an exactly square bore / stroke ratio. Using Mr Casio's Calculator help and a conversion table I reckon that the Hemi actually measured 6,981 c.c. and that the enlarged engine is 108 by 108 mm. instead of 95.25 mm. stroke and 108 mm. bore. This provides an extra 12.75 mm. stroke for a total 7,931 c.c.

The five main bearings are from TRW modified by Performance Engineering while the bearings within the lower ends of the connecting are modified by the same outfit but supplied by Vandervell. There now seems a good chance that Vandervell bearings will become as commonplace in this demanding sport as in every other branch of motorsport.

The wet sump, containing 10 US Quarts of Kendall S-70 WT in Summer or 60-WT in Winter, is both a much-baffled and much-removed item. Oil has to be changed after each run — there are usually about four runs in competition earnest per day — and the engine inspected for bottom end bearing and rod health on every possible occasion. The team reckon they can fill the front 10 gallon tank (the best ever run consumed just over six gallons, but the tank needs to be full to prevent surge at the start), check the



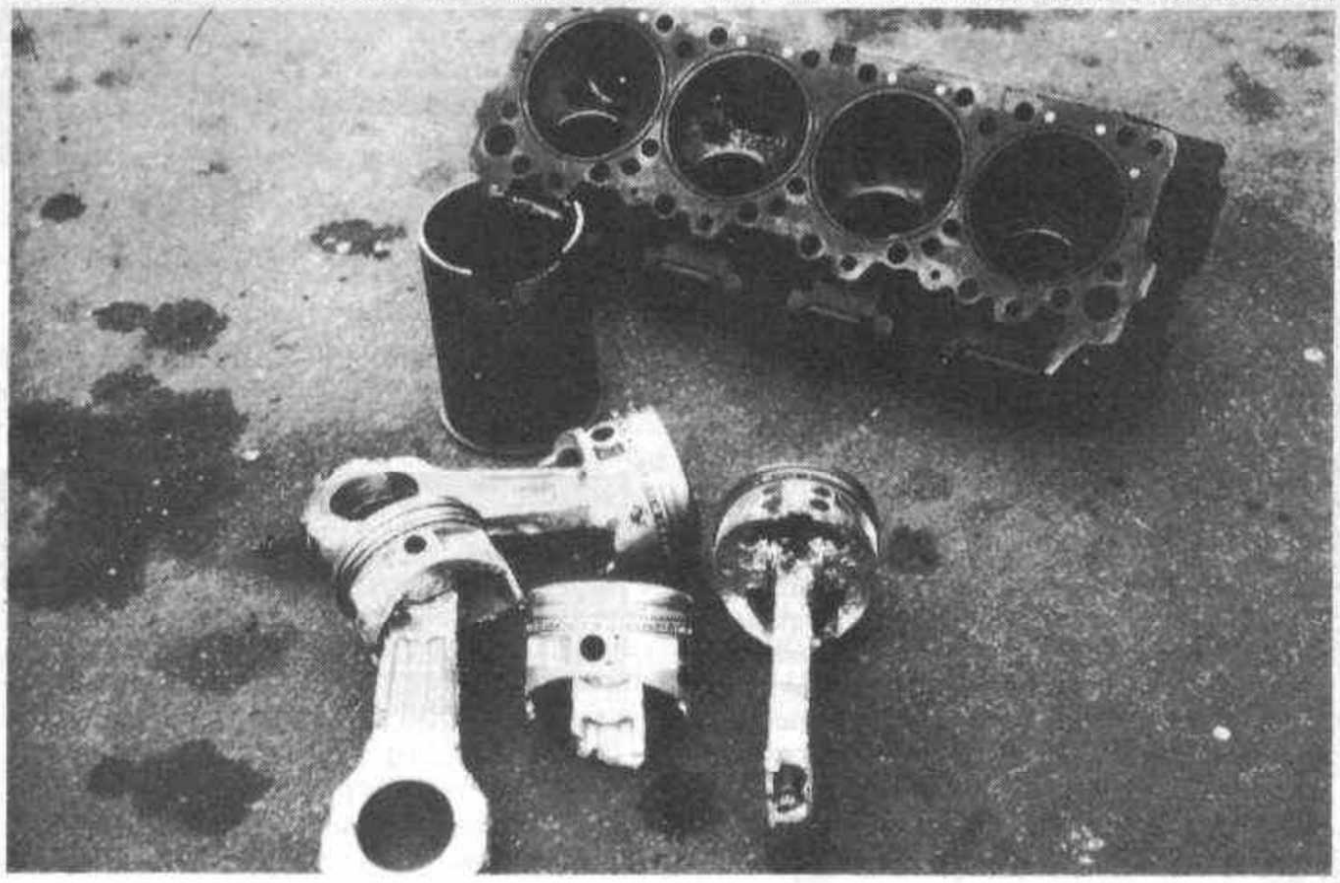
REMINISCENT of a WWI battleship, the rear-axle owes its origins to production Ford.

engine in respect of bearings, rods and pistons, plus the internal health of the removed heads, particularly the valves, in an hour.

The crankshaft was machined from a solid billet of steel in the USA, but Gordon Allen at Slough is becoming involved in such drag racing shafts too. The camshaft will be either by Ed Pink with a 0.640 inch lift for use with flat tappets, or an 0.700 inch lift Crane for use with roller tappets when extra top end horsepower is sought. Frankly the problem in Britain is not power, but transmitting it effectively. Camshaft duration for both types is around 330°. The enormous inlet and exhaust valves are by Manley in stainless steel and conform to the original 426 engine's production head diameters. Looking at the heads it is easy to see that there physically is no space for larger valves. Similarly one could port the heads for extra mixture flow but with a guesstimated 30 p.s.i. supercharger pressure and 8-litres, looking for the last b.h.p. is unprofitable in Britain.

Now we come to the centre of the drag racing team's art, for so many aspects of the power delivery are variable according to track and weather conditions that much of the skill lies in providing the right kind of power delivery for each run. The main variables are compression (6.5 to 9.5:1); the belt drive for the Dan Capp 8-71 gear driven supercharger; the percentage of Nitromethane and Methanol in the fuel (70 to 95 per cent is the possibility, but 80 percent is the largest Methanol boost they have given to the Nitro base so far). Naturally the Mallory Magneto and coil ignition system, modified by Tony Stairs in the UK, has to be blended with these changes, but the NGK B8 ENS spark plugs remain the same. Other variables include the degree of engagement in the centrifugal clutch and the flow rate and mixture of the Enderle fuel injection, a system rather like a river weir since it can flow 17 gallons a minute! The fuel pump is by Hilborn and can be driven between 10 and 22 per cent above engine speed, the latter anything up to a tremendous 10,000 r.p.m. at the finish. The engine's working band obviously varies along with the factors we have listed but 5,000 r.p.m. is likely to see peak torque: the driver just stays flat on the power virtually whatever happens, the

THE results of a recent mechanical disaster, showing the enormous rods, hemispherical heads and special pistons.



clutch softening the impact of such awesome tactics. Imagine standing on some 2,000 b.h.p. in 1,700 lbs overall weight. It makes even a Formula One Ferrari's near 600 b.h.p. in 1,287 lbs pale a little! Allowing the Ferrari a generous 600 sprint b.h.p. it offers 0.47 b.h.p. per lb: on 2,000 b.h.p. the dragster provides 1.8 b.h.p. per lb.

The supercharger can be driven at anything up to 49 per cent over engine r.p.m., but it is the way they change compression that caught my eye. Obviously there are piston changes, but not just their domes. The ratio by which the piston stands proud of the block varies so widely that you get completely different mounting points for the rods, which are also likely to be changed. In Britain they settle for between 0.110 and 0.220 inch proud of the block, but figures up to 400 thou are reportedly used in the USA, where the 5.7 sec. run is commonplace in competition, although the official record is still "only" 5.63s to the credit of Garlits.

For "throw away" items both aluminium pistons (Venolia or BRC) and connecting rods (BRC) are beautifully finished: works of shining, smoothly-finished, art. The three ring pistons cost about £15 each and according to the team "they are either OK or melted!" Otherwise every component in the engine has a life and has to be replaced on a preventative maintenance basis. A complete engine kit from either Pink or Keith Black could cost up to £15,000 but this particular engine dates back a few years, for the complete chassis and engine did a number of shows as an entity before the *Frontline* team purchased them for the 1981 season.

Although the engine is exotic to our eyes, it was the transmission that held most technical interest for us. Together the clutch and flywheel weigh about 60 lb. and account for some £1,500 of the vehicle's value. The secret is in the triple plate Crower Glide clutch. Set up on the centrifugal principles that you commonly find in lawn mowers, the three 11 inch plates are constructed from sintered iron with steel "floater" inserts. A clutch pedal is provided in *Frontline* to aid selection of a neutral position for manoeuvring the car, but the point at which the clutch engages and the amount of slippage provided are all adjustable amongst those variables mentioned earlier. The clutch linkage is by a straight rod, but from the driver's viewpoint there is no question of feeding it in or any of that business, just push the throttle and the clutch does the job at pre-determined points of progressive engagement.

Lenco provide the two speed gearbox that in Steve Clark's words amounts to "an automatic without a brain. There are 2 speeds provided by a planetary gear set with a multi-plate clutch. You apply the clutch and it changes gear. We did have a lever change in 1981, but now it operates via that CO_2 system. First gear is the 1:1 direct and then second is what we call under-driven, more familiar to you as an overdrive ratio". In this case top is under-driven by 38% of direct top, but ratios are available to vary this top gear figure from 21 to 68%.

An alternative to the centrifugal clutch is the Hayes slider clutch which depended on spinning wheels and a simple direct top gearing. As we understand it the big Chrysler V8 gearboxes provided the original entrails for the sport at the top end but these were soon supplanted by specialist parts from outfits like Lenco in much the same way as Hewland got to grips with the VW transaxle and turned that into a competition thoroughbred. However we are told that the multiplate clutches inside the disembowelled auto are very like those of any streetworthy Borg Warner auto.

From gearbox output to the nose of differential input is a very short step on such a mid engine dragster. To bridge the gap a device known as a "Greek Coupler" provides not only a splined vestigial propshaft substitute, but also compensates for movement in two directions as the rig gets underway, particularly resisting the inevitable torque twisting motion.

Lenco again supply much of the internal hardware for the final drive which works on a simple 50% power split with a spool replacing all planetary gear so that no differential action is provided, thus no limited slip complications intrude. The half shafts look fit to serve in a Chieftan tank and have 35 splines at either end. Fully floating hub layout is followed, those massive alloy hubs and special wheel bearings providing a mounting for very thin, cross-drilled (but not internally ventilated) American disc brakes with four piston calipers.

The rest of the rear end transmission depend upon the remarkable properties of those Goodyea Eagle drag racing slicks. These run aroun 3½ p.s.i. to aid that ripple sidewall action, bu have a 45 p.s.i. internal safety tyre *a la* NASCAR According to the team, "the tyres don't so muc wear out as go off in the compound". Shades F1, but the cost per cover is a not unreasonabl £160 from Shadow Racing in Reading. The would reckon to get half a season per set of rea at *Frontline*, but an American drag racer readin that would snort in derision for they have t change far more frequently with a higher an more frequent competition standard.

Those front motorcycle wheels run on hub made by specialists P&S, who also provide th steering rack. The tyres are from Avon in th West Country and are merely selected fro Moped-type stock! Apparently some of the to American teams use Avon now, but there is worry about strength over 230 m.p.h. that ma have to be tackled by a specialist in tyres in th future. Andy Craddock reports "the steering surprisingly good. It takes quite a bit of lock t straighten things out if the traction is uneven sid to side. I'm told you don't have to worry until it' at right angles!"

At £24.50 per gallon of fuel and an approximat £200 per run completed one can see where th sneer "cheque book racing", came from for thi top class of drag racing. Support for such cars i Britain is naturally limited, although spectators a Santa Pod over Easter and reports like thos carried regularly in our weekly contemporar *Motoring News* retain much enthusiasm for thi Top Fuel category, the equivalent of Grand Pri cars in drag racing terms.

For the *Frontline* team the object is not merel to run one five second bracket run, but to back i up with at least a second such run for the British record books.

We thank the team for the time they took t explain the current "state of the art", and wis them luck in their efforts: our respect for th technicalities involved and the blend of skill an courage needed to get the best from such fearsome device remain at a high level. Ever though it is 11 years since the writer wa mesmerised by the day and night drag racin schedule at Orange County, California. — J.W.

Miniatures News

FOR some time, most of the model samples coming to us have been very small, ideal one supposes for flat-dwellers and those who collect motor miniatures in large quantities, but a bit meagre, especially if larger-scale models are recalled. Consequently, it was a change to receive the Hornby Hobbies' idea of what a model car should look like. Their new Scalextric Rover 3500 vee-eight, done in the Patrick Motors Group blue and yellow colours, with the Sport Group's, Duckhams, ICI and *Motor* decals, is 5¼" in length. It carries the racing-number 7 and is intended, of course, for Scalextric track-racing, so wears slicks on all its wheels. But it makes a pleasing static model, within its transparent-fronted display box, being detailed even to wing-mirrors, etc. Out of the box, it will not stand four-square unless the frontal steering-guide is removed; one sees that in fact the front axle does not pivot or have stub-axles, so making the car corner quickly must be very much an under-steering operation! Chad Dodd or Paula Brown have not disclosed to us a price, but any good toy-shop should know. The reference number is C.280. A note says the model is not



THE Hornby Hobbies' model of the Patrick Stephens Rover 3500 (above) and the latest in the line of Type 52 Bugattis with very obviously incorrect wheels.



recommended for children under 36 months, so at least it is unlikely to be crash-tested under tiny feet or systematically dismantled. . . .

Since Ettore Bugatti hit upon the excellent ide of making an electrically-driven children's ca based closely on the lines of a full-size Grand Pri Bugatti, it has been said so as to soften up potential customers for the costly Bugatti Royal by presenting them with a handsome present fo their offspring, several replicas of these attractiv little Type 52 Bugattis have been made, som good, others ghastly. We dislike replicas, wher originals still exist, although they can be excused as making the "real thing" even more desirable However, with these little Bugattis dating back some 56 years, not a lot remain in good order, s Molsheim Models Ltd. has been formed b Richard Crosthwaite and J. A. Gardiner to mak authentic replicas, parts of which could be used t repair Type 52s. Dimensions remain the sam and, of course, Crosthwaite has a great reputation as a body builder. Only limited numbers are to b built, we understand, at a price of £3,000 each with electric propulsion, as the maker's say, "fo the child whose father already has everything. You might well say that again! Those interested can obtain details from Molsheim Cars Ltd. Hoggs Farm, Busted, Sussex (082-581-2240).

W.B

Self-seeking tuner, 12 memories, auto-reverse, around £135.



Seek, and ye shall not find anything like it at the price.

You've probably noticed units like this advertised by our competitors.

And a mine of information their ads usually are, except about price.

No wonder. Micro-chip technology of this advanced standard doesn't come cheap.

Even we (who have been called the pioneers of value in car audio) are inviting you to part with around £135.

However, we also invite you to shop around. (But make sure you compare like with like.)

Our 432 unit is a self-seeking, LW/MW/FM stereo tuner, with digital frequency read-out and 12 electronic memories.

When you press the scan control, the tuner locks-on to the next station on the waveband.

This tuning, called quartz synthesised phase lock loop (PLL), locks-on with precision and eliminates station drift.

The electronic memory enables the set to memorise twelve stations, 6MW and 6FM.

(Switching to long-wave automatically recalls the last LW station you were tuned to.)

Thereafter a finger-light touch will instantly recall them, loud and clear.

Loud and extremely clear, thanks to our interference absorption circuit which filters out snap, crackle and pop on FM.

If the FM stereo signal weakens, the tuner automatically switches to mono.

When you play a cassette the radio switches off and an automatic electric aerial (if you have one) retracts.

And, of course, we're not so pie-in-the-sky as to make a unit like this without auto-reverse.

Thus your tape will play continuously from side to side. Or you can change in mid-stream using the programme control switch.

There's even a built-in illuminated quartz digital clock, which displays for five seconds at the touch of a button.

If you feel you deserve one, they're available from Halfords, most good accessory shops and mail order catalogues.

Harry Moss International Ltd, 51/52 Heming Road, Washford Industrial Estate, Redditch, Worcestershire. Tel: (0527) 23131.

AUDIOLINE



MIDDLE TA

DANGER: H.M. Government Health Departments' WARNIN



As defined by H.M. Government

THINK ABOUT THE HEALTH RISKS BEFORE SMOKING

The new Hyundai Pony.



Full of Western Promise.

From £3,177.

Rarely, if ever, has a new car brought together so much at such a low price.

The new Hyundai Pony gets its looks from master Italian stylist Guigiaro, its power train design from Mitsubishi, and £32 million worth of its tooling from Britain. Plus the kind of equipment you expect in quality cars from the Far East.

This unique combination has produced a car with more of what the world's motorists demand. A car that is so well made, it comes with a 12 month unlimited mileage warranty and a 6 year anti-corrosion guarantee.



Pony is high spirited. Overhead camshaft engine. 0-60 in 14 secs. Top speed 99.4 mph (manufacturer's figures, 1400cc manual).

Pony ride is pure pleasure. Luxurious seating. Comfortable soundproofed interior.

Pony is safe and surefooted. Strong steel body with front and rear crumple zones. Collapsible steering column. Laminated screen. Safety locks. Radial tyres. Open door warning light. Anti-dazzle mirror.

Pony gives you choice. 3 door hatchback and 4 door saloon. 1200cc and 1400cc manual or 1400cc automatic.

Pony costs less to keep. With simple mechanical specification, easier servicing and good fuel economy.

Pony is sleek, with stamina. Excellent aerodynamics. Engineered for maximum reliability and long life.



At these prices, there's no better value on four wheels.

HYUNDAI pony

Eastern dependability. Western style.

Prices from £3,177 for 1200T hatchback to £3,850 for 1400 GLS saloon (main illustration) including seat belts, car tax and VAT (delivery and number plates extra). Automatic Transmission optional extra. Hyundai Car Distributors (UK) Limited, West Bromwich, West Midlands B70 0EJ. Tel: 021-557 9951. A SUBSIDIARY OF INTERNATIONAL MOTORS LIMITED.

Where to test drive the best value on 4 wheels.

As you can see, the new Hyundai Pony looks great in colour. Superbly made, totally equipped and full of Western Promise. Driving it is even better.*

Call at your nearest dealer. At prices from £3,177 to £3,850 the Pony is the finest value on four wheels.

LONDON & SOUTH EAST
BALHAM AUTOS, Balham Hill. 01-675 5353.
JOHN BENNETT AND SONS, Ewhurst. Ewhurst 322.
BARRY COLLINS MOTORS, Wallington. 01-647 5527.
CONTINENTAL CAR CENTRE, Stanmore. 01-954 0077
IMPERIAL MOTORS, Bexhill-on-Sea. Cooden 2629
LEVERPOINT LTD, Ramsgate. Thanet 53465.
NEEDINGWORTH SERVICE STATION, Huntingdon. St. Ives 63180.
NUXLEY ROAD GARAGE, Belvedere. Erith 36006
SAWFORD GARAGE, Tempsford, Sandy. Biggleswade 40238
THORPE BAY AUTOPOINT, Thorpe Bay. Southend on Sea 588200.
UNDERHILL AND YOUNG, Berkhamsted. Berkhamsted 2371.
W & N MOTORS LTD, Highams Park E4. 01-527 7087.

SOUTHERN COUNTIES
BLACK AND WHITE GARAGE, Newbury. Hermitage 200444.
BRUNEL MOTOR COMPANY (SALISBURY) LIMITED, Churchfields, Salisbury 25111
CRITERION GARAGE LTD, Bitterne. Southampton 26907/25466.
HALF MOON LANE GARAGE, Salvington. Worthing 62135
MALVERN MOTORS, Kinson, Bournemouth. Northbourne 79679
MARSH AND CHALFONT LIMITED, Warminster. Warminster 214777
NORMAN RADFORD, Portsmouth. Portsmouth 21462/3.
BERDAN OTTERSHAW LIMITED, Addlestone. Ottershaw 3726
TATES, Brighton, Brighton 411020
ANGUS WELLICOME, Cookham Dean, Maidenhead. Marlow 2059

SOUTH WEST ENGLAND
BRANSONS MOTORS, Yeovil, Yeovil 4998
GREENWAY MOTORS, Taunton. Taunton 73129.
LOWERS GARAGE LIMITED, Wells. Wells 74437
R.H. MOTORS, Marsh Barton, Exeter 38088
ROSELAND MOTORS, Truro. Veryan 347
FRANK VOISEY CARS, Fishponds, Bristol 659358
WHITESTONE MOTOR CO., Melksham. Melksham 703661

EAST MIDLANDS & EAST ANGLIA
R.H. BOOT LIMITED, Cambridge. Cambridge 247072
HENRYS, Peterborough. Peterborough 65787
KINGS OF BARROW LIMITED, Barrow. Bury St Edmunds 81041/810818
LONDON ROAD GARAGE (BOSTON) LIMITED, Boston. Boston 63293
MILL VIEW MOTORS, Stamford. Stamford 3943
SOUTHERINGTONS, Grantham. Grantham 67675
STATION GARAGE, Woodbridge. Framlingham 723963
SUBARU CARS (IPSWICH), Ipswich 51555
SUBARU (COSTESSEY), Costessey. Norwich 745011

CENTRAL ENGLAND
BAYNHALL GARAGE, Kempsey. Worcester 821132
ROD BLANCHARD MOTORS, Watnall. Nottingham 382781
E.L. BOUTS MOTORS LIMITED, Wolverhampton. Wolverhampton 342920
COWLEY ROAD CAR SALES LTD, Oxford. Oxford 772978.
DONCASTER MOTORS, Mansfield. Mansfield 25272.
ENVOY CAR SALES LTD, Leicester. Leicester 65289
FARMER & CARLISLE (COALVILLE) LTD. Coalville 810550.
HOWARD AND JACKSON LTD, Stafford. Stafford 58563
JENSENS OF WEST BROMWICH, West Bromwich. 021-557 9951
LEIGH SINTON MOTORS, Malvern. Leigh Sinton 32351
WILLIAM A. LEWIS, Ludlow. Ludlow 4666
MAIN STREET GARAGE, Burton-on-Trent. Burton 217513
MOTORHOUSE PRESTBURY LIMITED, Prestbury. Cheltenham 35705
NEW STREET MOTORS, Earl Shilton. Hinckley 47488
OXFORD COUNTY CARS, Nuneham Courtney. Oxford. Nuneham 223/389
PLAINS MOTOR COMPANY, Mapperley. Nottingham 204216
QUEDGELEY GARAGE LIMITED, Quedgeley. Gloucester 720332
TIM AND ZOE RANDLES, Stoke-on-Trent. Stoke 47623
J.N. ROYLE AND SON, Oswestry. Queen's Head 216
STOCKWOOD MOTORS LIMITED, Corby. Corby 2531
TUNSTALL CAR SALES, Stoke-on-Trent. Stoke 88997
WATERLOO, MARSH & HAYNES (WOLLASTON) LTD, Woolaston, Stourbridge. Stourbridge 74826

NORTH WEST ENGLAND
ARROWEBROOK MOTORS, Upton, Wirral. 051-677 2311
BOLTON CAR CENTRE, Bolton. Bolton 387861
BOSTON MOTOR COMPANY, Newton, Hyde. 061-368 1663/0684
DAVID BULLOCK MOTOR COMPANY LTD, Congleton, Cheshire. Congleton 3265/3828
CARCRAFT OF ROCHDALE LTD, Rochdale. Rochdale 48047.
FIVE WAYS GARAGE, Bispham, Blackpool 51870.
JOHN MACNAMARA CAR SALES, Lower Darwen, Blackburn 57941
PONY EXPRESS CARS, Kelbrook, Earby 3726
REDLION AUTOS (MAGHULL) LIMITED, Maghull, Merseyside. 051-526 2234
TOLL BAR GARAGE, Lancaster, Lancaster 62939
VICTORIA CAR SALES, Hindley, Wigan. Wigan 56055.
WESTMINSTER MOTORS LIMITED, St. Helens, Merseyside. St. Helens 24748
WILSONS (LINDALE), Grange-over-Sands. Grange 2282

NORTH EAST ENGLAND
CENTRAL GARAGE (LOWFELL) LTD, Gateshead. Gateshead 876025
DONCASTER HYUNDAI AND MAZDA CENTRE, Doncaster. Doncaster 66234
FAWDINGTON'S GARAGE, Corbridge-on-Tyne. Great Whittington 216.
R.N. GOLDEN (BRADFORD), Bradford 632233
R.N. GOLDEN, Huddersfield, Holmfirth 2941
DAVID HOPPER LIMITED, Gosforth, Newcastle-upon-Tyne. 0632-859925
PETER HOWELL, Middlesbrough. Middlesbrough 822884
RICHARD JORDAN (MOTORS) LIMITED, Beverley. Hull 861961
RICHARD JORDAN (MOTORS) LIMITED, Bridlington. Bridlington 70371
LANGLEY MOTORS (LANGLEY MOOR) LTD, Durham. Durham 780438.
PJR MOTORS LIMITED, Hull, North Humberside. 0482 645283.
SMITH AND GARSIDE, Ossett, Ossett 262222.
SNIPPERSGATE MOTOR CO LTD, Hetton-le-Hole. Hetton-le-Hole 262310

WALES
BAGLAN CAR CENTRE, Port Talbot. Briton Ferry 813247
A.H. PETERS AND SONS, Trearddur Bay, Anglesey. Trearddur Bay 860432
KEITH PRICE, Abergavenny, Abergavenny 2612

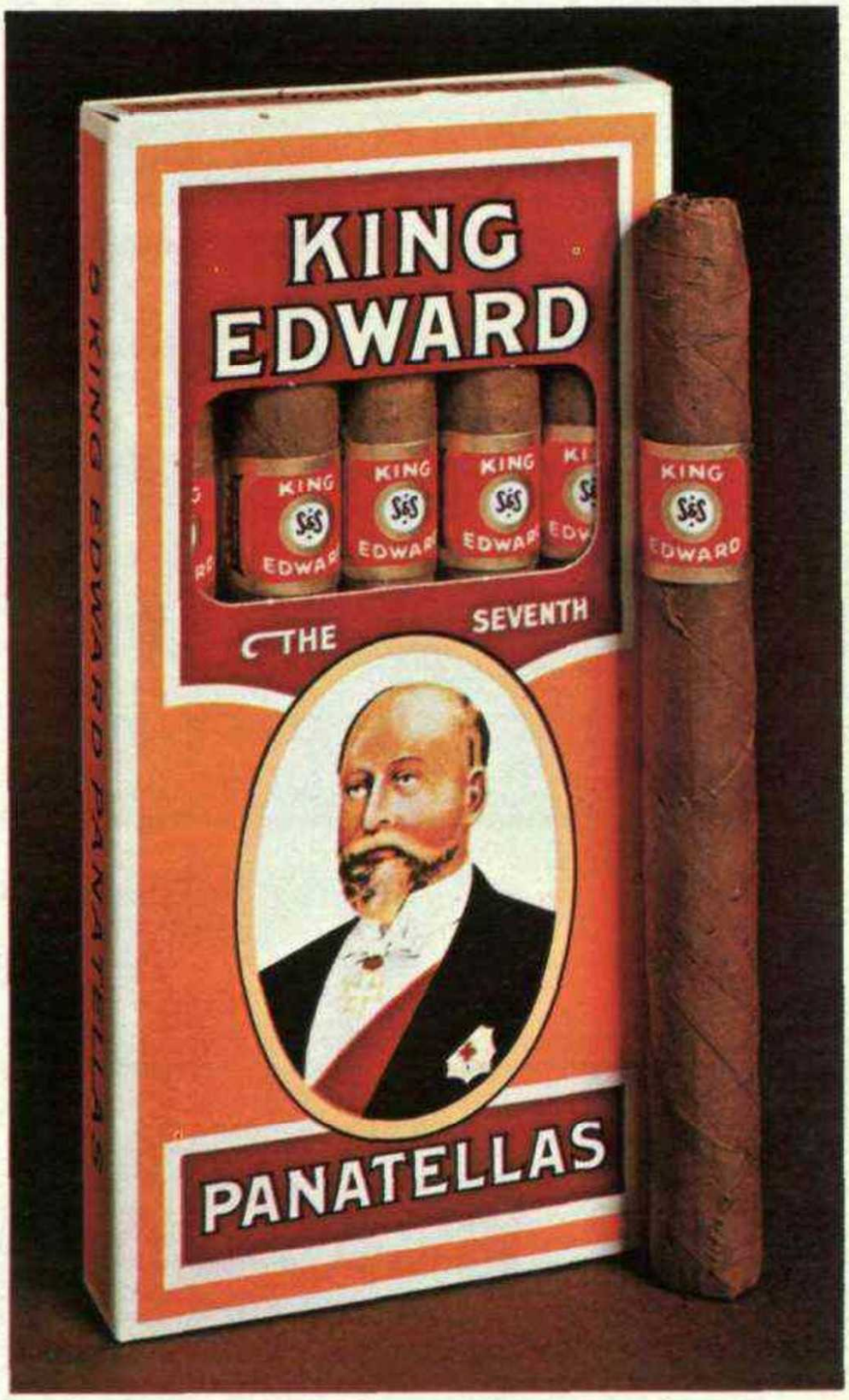
SCOTLAND
PETER CARNIE LIMITED, Corstorphine, Edinburgh. 031-334 1919.
FAIRWAY MOTOR COMPANY (STIRLING) LIMITED, Stirling, Bannockburn 815750.
KINGSMUIR GARAGE, Forfar, Forfar 62980
LOTHIAN SPORTS CARS, Edinburgh. 031-669 8444
MORRISON BROTHERS, Aberdeen. Aberdeen 697350.
PARKER BROTHERS (STEPPS) LTD, Kirkintilloch. 041-776 1708.
REEKIE MOTORS, Kirkcaldy, Kirkcaldy 51932
SQUARE DEAL MOTORS, Falkirk, Falkirk 34009
VICARBURN MOTORS, Newarthill, Motherwell. Holytown 832677

CHANNEL ISLANDS
FALLES LONGUEVILLE ROAD GARAGE LIMITED, Jersey. Jersey 32571/77011

HYUNDAI pony

New dealers are being appointed all the time. Telephone Jill Skidmore for the latest list on 021-557 9951

—YOUR CHOICE—



FINE MILD PANATELLAS

Pack of 5 £2.00 R.R.P.

40p each Panatella R.R.P.

ALSO AVAILABLE IN DRUMS OF 25

From your tobacconist and good pubs... try a pack today!



WELSH RALLY

ON TOP of the World. Björn Waldegård (above) acclimatised himself rapidly to Audi Quattro driving to win this year's Welsh International Rally, on his first attempt in both car and event. His faultless run pushed new Open Championship leader, Henri Toivonen (bottom left), down to second place in his Opel. Third placed Stig Blomqvist (right) brought Talbot back to British rallying, whilst (bottom right) Phil Collins's past promise materialised with an excellent fourth position.







EXPERIENCE THE SENSATION OF POWER, THE LUXURY OF WALNUT AND THE PRESTIGE OF ROVER.



3500 SE



VANDEN PLAS



2300 S

The Rover name stands for innovative design, performance, prestige, technological development and achievement. Qualities that have long made Rover a very special driving experience.

Never more so than now.

The new Rovers come to you with advances in styling, in handling, in running economy, in comfort and in finish. All Rovers are now painted by the world's most advanced and proven paint technology.

The sleek aerodynamics of the Rover body have been further advanced with flush-fitting restyled headlights, a new grille, wrap-round bumpers and a handsome front spoiler† for improved road-holding at high speeds.

At the rear of the car we've deepened the tail-gate window for improved visibility, guaranteed even in poor weather by a new, programmed rear wash-wipe system. The re-designed Rover interior provides a totally new driving environment.

The re-styled low-profile instrument binnacle and centre console combine to give you fingertip controls and quick-to-read instrumentation.

And, as you sit back in supreme comfort, you'll appreciate that a traditional Rover luxury – walnut panelling – has made a welcome return.*

You'll also welcome the fact that we've revised the rear self-levelling suspension* and upgraded the braking system to bring you a more positive and responsive driving experience.

Apart from the legendary performance of the Rover's light alloy 3528cc, V8 155 b.h.p. engine its renowned qualities of smoothness and refinement have reached new peaks.

We've also extended service intervals to 12 months or 12,000 miles (whichever comes first).

We've not only developed the cars, we've added to the range with a 104 m.p.h. twin carburettor five speed 2000 model.

Six new Rovers. From the ultimate luxury of Vanden Plas to the sprightly economy of two litres.

Ask your dealer for a test drive. And enjoy the advanced driving experience.

ROVER ADVANCING THE DRIVING EXPERIENCE

OFFICIAL D.O.T. FIGURES. ROVER 2000 MANUAL: SIMULATED URBAN CYCLE 23.9 MPG (11.8 L/100 KM), CONSTANT 56 MPH, 42.6 MPG (6.6 L/100 KM), CONSTANT 75 MPH, 32.7 MPG (8.6 L/100 KM). ROVER 2000 AUTO: SIMULATED URBAN CYCLE 24.7 MPG (11.4 L/100 KM), CONSTANT 56 MPH, 36.2 MPG (7.8 L/100 KM), CONSTANT 75 MPH, 27.6 MPG (10.2 L/100 KM). ROVER 2000 MANUAL £7451, BASED ON MANUFACTURER'S RECOMMENDED RETAIL PRICE, INCLUDES SEAT BELTS, CAR TAX AND VAT. (NUMBER PLATES, ROAD TAX, DELIVERY, AUTOMATIC TRANSMISSION AND METALLIC PAINT EXTRA). FOR FLEET SALES INFORMATION RING 021-779 4484. †EXCEPT 2000, 2300. *STANDARD ON 2600S, 3500SE, VANDEN PLAS.



SAN MARINO GP RENE ARNOUX and Alain Prost in their Renault RE30Bs lead the small field contesting the San Marino GP into the uphill left hander at Tosa. Behind are the two Ferraris and Alboreto's Tyrrell.



MICHELE ALBORETO continued to enhance his growing reputation as a promising Formula One exponent by driving the Tyrrell 011 smoothly into third place in the San Marino race. His team mate Brian Henton suffered transmission failure on the starting grid.

Drive the long runner.



In a recent independent survey of car owners, forty five per cent said that Michelin gave the longest tread life.

The nearest competitor only scored thirteen per cent.

Switch to

MICHELIN

and insist on no other.





FOR the second half of the San Marino GP the Ferrari 126C2s of Gilles Villeneuve (No. 27) and Didier Pironi swapped places regularly in front of the madly enthusiastic Italian crowd. They had the race to themselves once Rene Arnoux's Renault had retired and Pironi came through to win on the last lap, apparently against team orders. Tragically, of course, it was Villeneuve's last race. Bottom left, Teo Fabi's Toleman-Hart briefly locks its tyres coming into the corner before the pits. Below, ATS team mates Winkelhock and Salazar had a troubled time since Avon didn't turn up to supply their tyres as a result of the FOCA boycott of this event.



RESEARCH AND DEVELOPMENTS T/A® HIGH TECH® RADIALS

BFGoodrich

OBJECTIVE: ***Develop a tread compound with a low hysteresis level, to fulfil high-speed performance criteria.***

SOLUTION: ***Optimise compound properties through Thermography.***

Since tyre failures are often caused by excessive heat build-up, a tyre must have a low hysteresis or heat buildup level. It must therefore contain the proper proportions of component materials that, working together, promote heat buildup resistance without adversely affecting other desired performance criteria.

When compound engineers achieve a proper combination that yields an acceptable balance of low hysteresis and excellent handling characteristics, prototype radial tyres are built and subjected to a series of thermography tests, that determine the heat buildup that the tyre experiences under high-speed running conditions.

The thermography test apparatus consists of a tyre running on a road wheel, opposite an infrared thermal scanner that measures the radial's surface temperature profile. This temperature data is pictured on a Chromatic Colour Graphics Computer system. It's the only thermographic system of its kind in the world, and is used exclusively by its sole developer—BFGoodrich. This computer performs a thermal analysis on a tyre rolling at 80 km/h and can isolate down to one square inch of tread or divide a full or half-tyre section into as many as 300 individual segments. Within these segments, 7,000 temperature elements are analysed for minute fluctuations of 1/10 of a degree.

This technique detects and measures variations in the heat emitted by various regions of the tyre, affected by conduction, convection, and radiation. It also detects flaws in the tyre caused by stress.



Compound for tread must have good traction coefficient for handling and low hysteresis to reduce heat buildup.

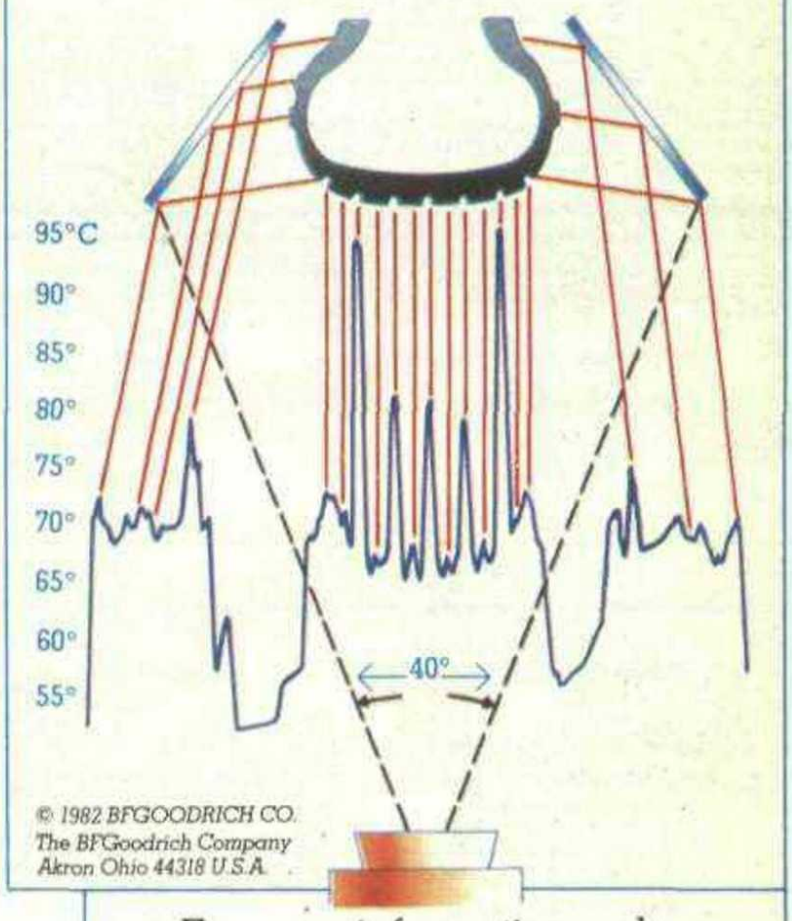
Our Chromatic Colour Graphics Computer system displays the distribution of temperatures throughout the tyre.

Therefore, the total tyre's ability to handle heat build-up under various conditions can be determined.

This design process—which depends upon our advanced technology—has enabled us to design our line of T/A® High Tech® Radials. Radials that offer excellent performance on the track and on the road.

This infrared tyre surface temperature profile depicts a prototype tyre as measured by the infrared thermal scanner.

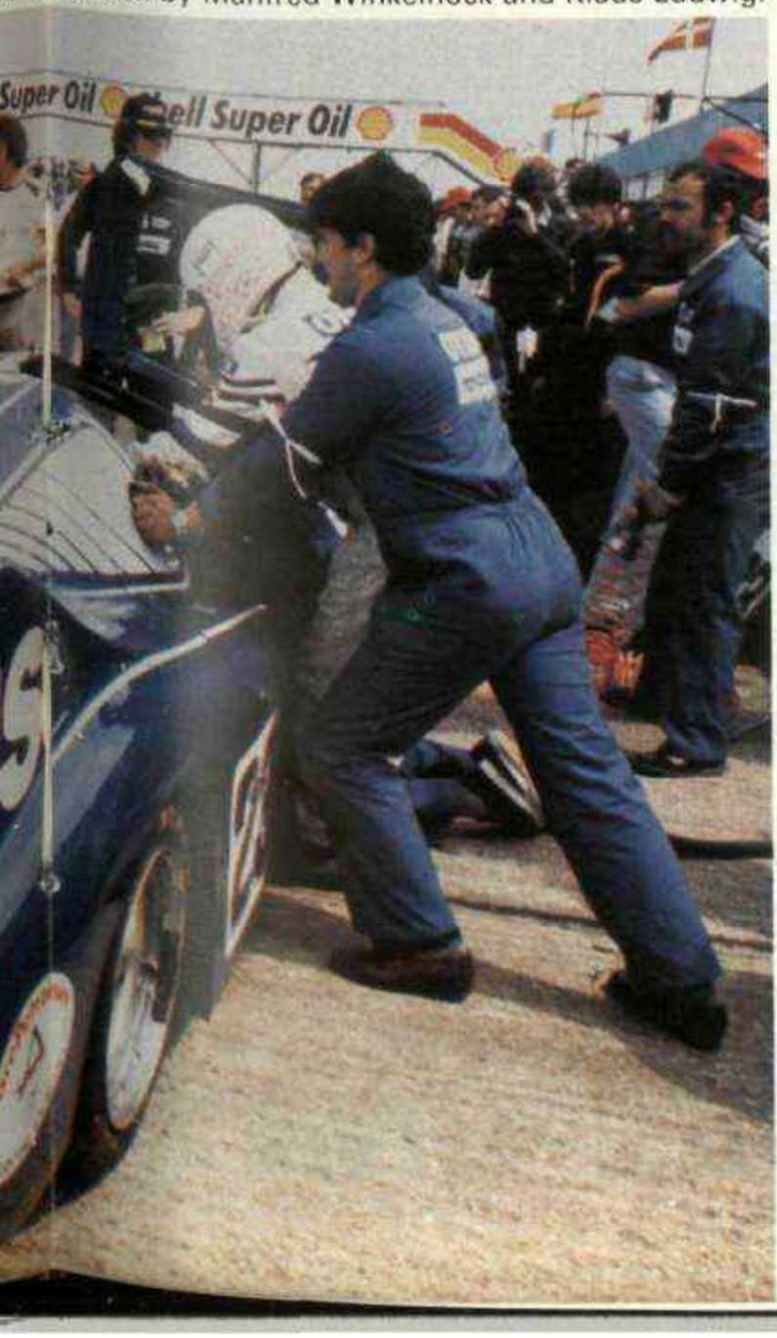
Infrared Thermal Scanner Profile



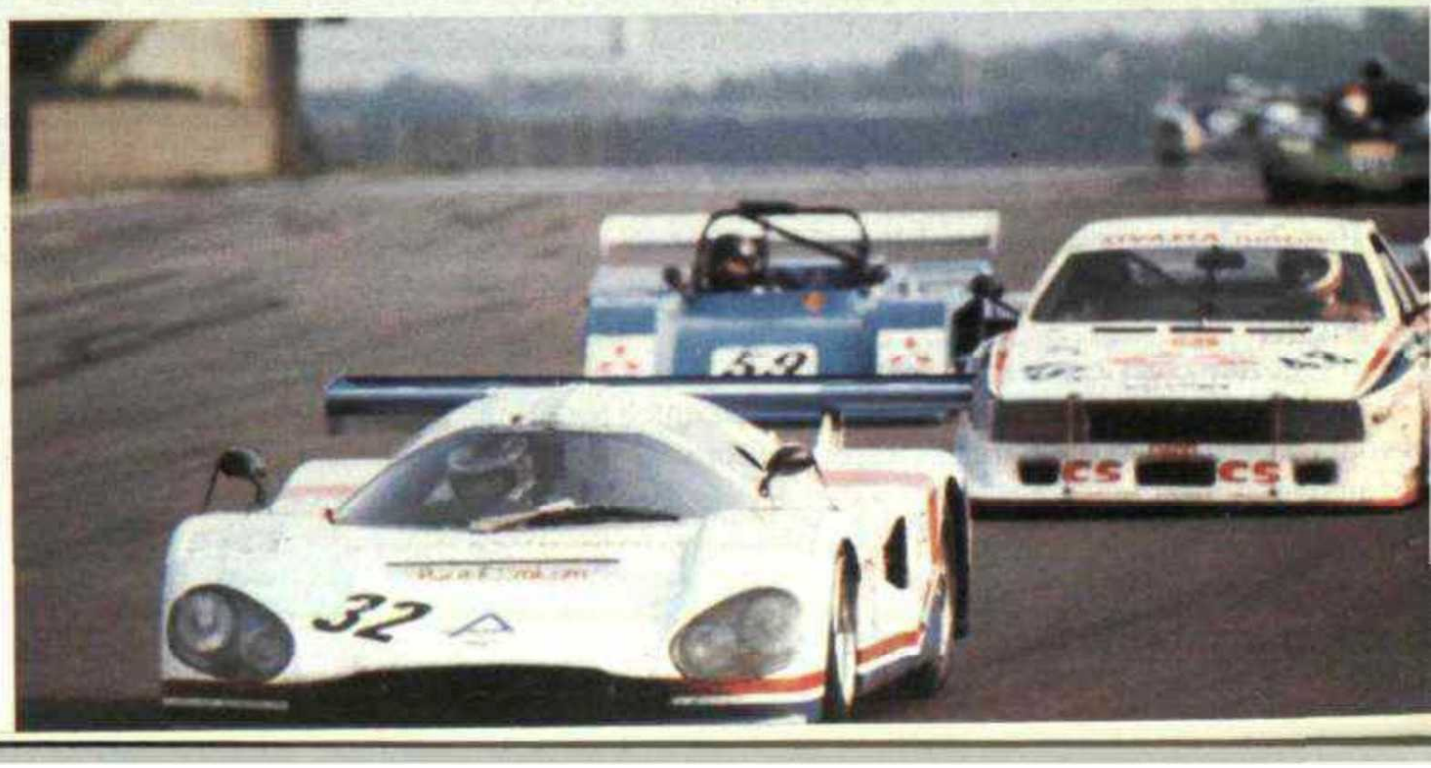
For more information on how our technology benefits you, please contact: BFGoodrich Information Centre, Dept. L P.O. Box 150, Reading, RGI 8DA

PACE SIX HOURS, SILVERSTONE ABOVE, the win
Alboreto stops f
brand new Porsche 956 round Becketts followed by the Sauber of W
Frenchman Bob Wollek proved once again that Reinhold Joest's Po
Martin brothers were much slower and the car finished a distant thi
Mallock / Mike Salmon stole the glory from the works car by qual
position. Below, Briton Gordon Spice prepares to take over the Ronde
(foreground) and Derek Bell collect their awards. Bell received the Jo
the Ford C100 showed signs that its lengthy development is beginnin
then running in a competitive third place for much of the race. The c

ning Group Six Lancia of Riccardo Patrese and Michele
or fuel and fresh tyres. Above right, Jacky Ickx steers the
Valter Brun to finish second and first in GpC. Centre right,
rsche 936C is competitive, but his co-drivers, the Belgian
rd. Bottom right, the private Nimrod Aston Martin of Ray
ifying faster in practice and completing the race in sixth
au 382 from Henri Pescarolo. Bottom left, Riccardo Patrese
nn Woolfe Trophy as the highest placed British driver. Left,
g to pay off at Silverstone, by qualifying fourth fastest and
ar was driven by Manfred Winkelhock and Klaus Ludwig.







Sounds fascinating.



If you've been spoilt by home Hi-fi and will only settle for the best sound quality in your car, why not ask for a demonstration of the Toronto?

It's the new class leader from Blaupunkt.

With 4 x 7 watts music power, you'll get that much more out of your favourite cassette. A fuller, clearer, far more distinctive sound.

Blaupunkt-built for the future.

The new Blaupunkt Toronto features auto-search tuning, 12 station memory with digital frequency display, auto-reverse, hard permalloy tape head, separate bass and treble controls, 4 channel loudspeaker output with integrated front-rear fader, distinctive night-time illumination of controls, and much more.

Sounds fascinating? Then see your local Blaupunkt dealer and hear it for yourself.

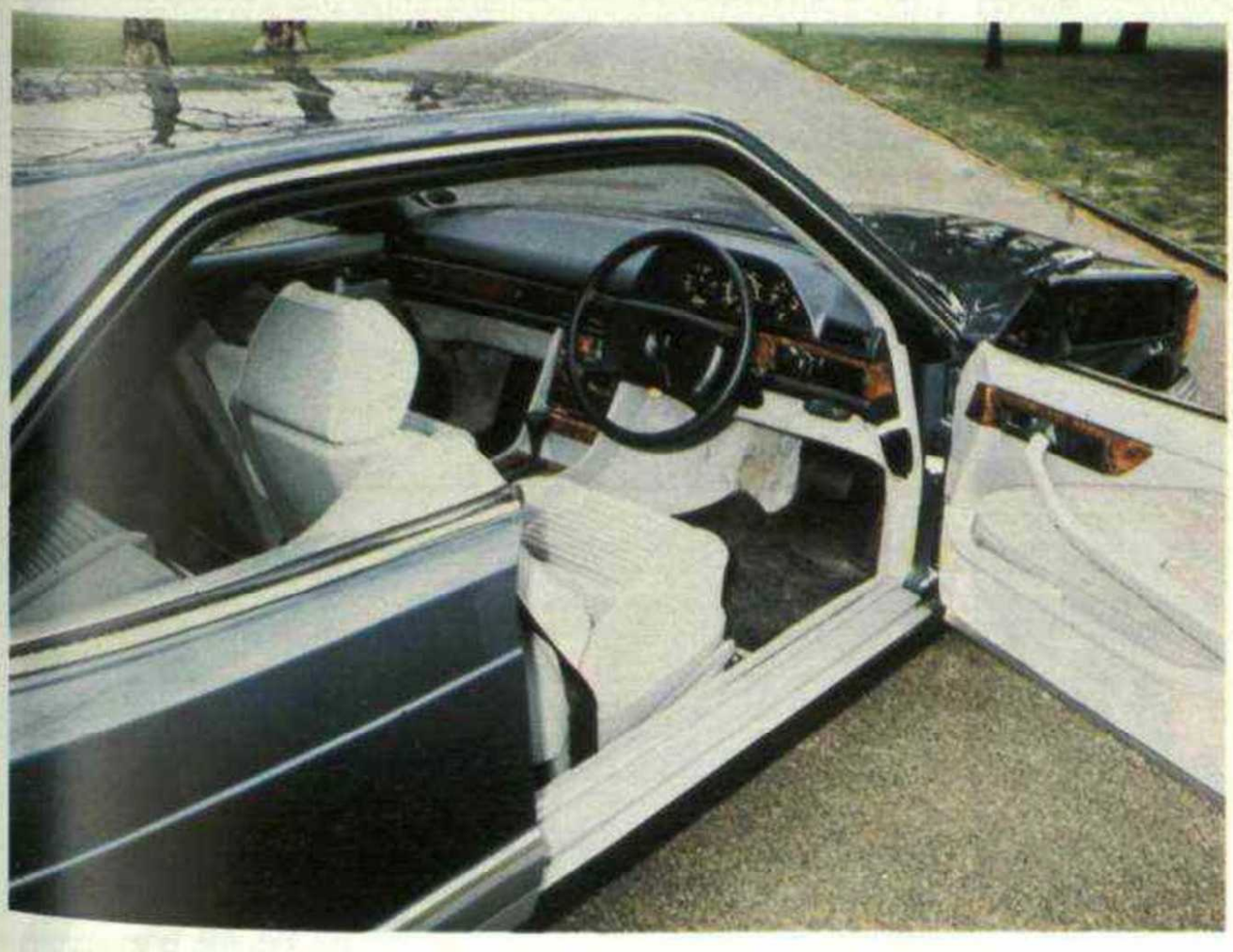
BLAUPUNKT

BOSCH Group

Robert Bosch Ltd., P.O. Box 166, Rhodes Way, Watford WD2 4LB.

Mercedes-Benz 500SEC

Refining refinement



FOLLOWING in the wake of the introduction of the new 'S' class Mercedes-Benz, the German manufacturer has supplemented its range with an impressive new coupé which is far more obviously related to the saloon model than the coupé it replaces. They share many technical features with the S-class saloons and replace the long-running SLC models. Having tested the new 500SEL last spring, we looked forward with considerable anticipation to sampling the coupé version which not only bears considerable visual testimony to the amount of time spent by Mercedes-Benz engineers refining its aerodynamic efficiency, but which also is powered by the latest "energy concept" versions of the light alloy V8 engine. The result of Mercedes' latest endeavours is a large, imposing two-door coupé with splendidly clean lines combining modernity with a timeless appeal and the customary efficiency which one has come to associate the marque's products.

Like their fellows at Porsche, the Mercedes-Benz design team are ever-conscious of the need to combine high performance with efficiency and the practical result of that philosophy is that these big coupés now return fuel consumption figures that could never have been dreamt of a decade or so ago. The most significant, and outwardly obvious, concession to aerodynamics concerns the radiator aperture and grille which slopes upwards and to the rear, eschewing the once-familiar grille and three-pointed star motif which has adorned the front of big Mercedes saloons for so many years. This intensive wind tunnel development work has

SUMPTUOUS and tasteful — the 500SEC's distinctive pillarless body style encapsulates a generous interior.

resulted in a drag co-efficient of 0.34, one of the lowest of any car available in any sector of the market place.

Less obvious changes have taken place beneath the skin. In the interests of saving weight, the bonnet and boot lid have been manufactured from light alloy and the floor pan of the S-class saloon has been shortened by 86 mm. for this coupé which is also 30 mm. lower. What's more, continuing the line of logic that accident avoidance is every bit as crucial a factor in a car's design as the ability to sustain an impact in good shape, the 500SEC is fitted with the ABS anti-lock braking system as basic equipment. The price tag for the big V8-engined machine is £28,700 with the 380SEC also available at £25,700. Standard equipment for both coupé models includes such features as cruise control, stylish alloy wheels, limited slip differential, electric front seat adjustment, choice of leather or velour upholstery, electric sunshine roof, electric windows and door mirror; and the aforementioned ABS system on the 500SEC only.

Entering through the wide opening doors, the interior is nothing new to those who've become familiar with Mercedes products over the past decade or more. Nothing is changed dramatically from model to model, merely refined for ease of accessibility and practicality. From the pull-out handbrake on the right hand side of the fascia, to the informative simplicity of the instruments, through the controls for the air conditioning to the feather-light movement of the gear selector, it's all predictable, superbly engineered and tastefully presented. And the desperately difficult thing about testing a Mercedes, yet another Mercedes, is how to convey this continuing process of evolution without becoming repetitive.

Consider one small point. The coupé design, with its long door and pillarless construction, offers a particular problem over the location and convenience of the seat belts for the front seat occupants. Mercedes have prided themselves over their innovation in the past and, just as they did with progressively deforming safety cells, anti-lock braking and air bags, the new design overcomes this problem with straightforward, innovative engineering. As soon as the occupants are seated, the doors closed and the ignition switched on, an "arm" slides discreetly forward at shoulder level to "offer" the seat belt. If the occupants don't want it, then it slides discreetly away into the body panel just behind the door. If you don't quite grasp what's happening at first glance, and want the belts to emerge again, all you have to do is switch the ignition off for a second and then turn it back on again.

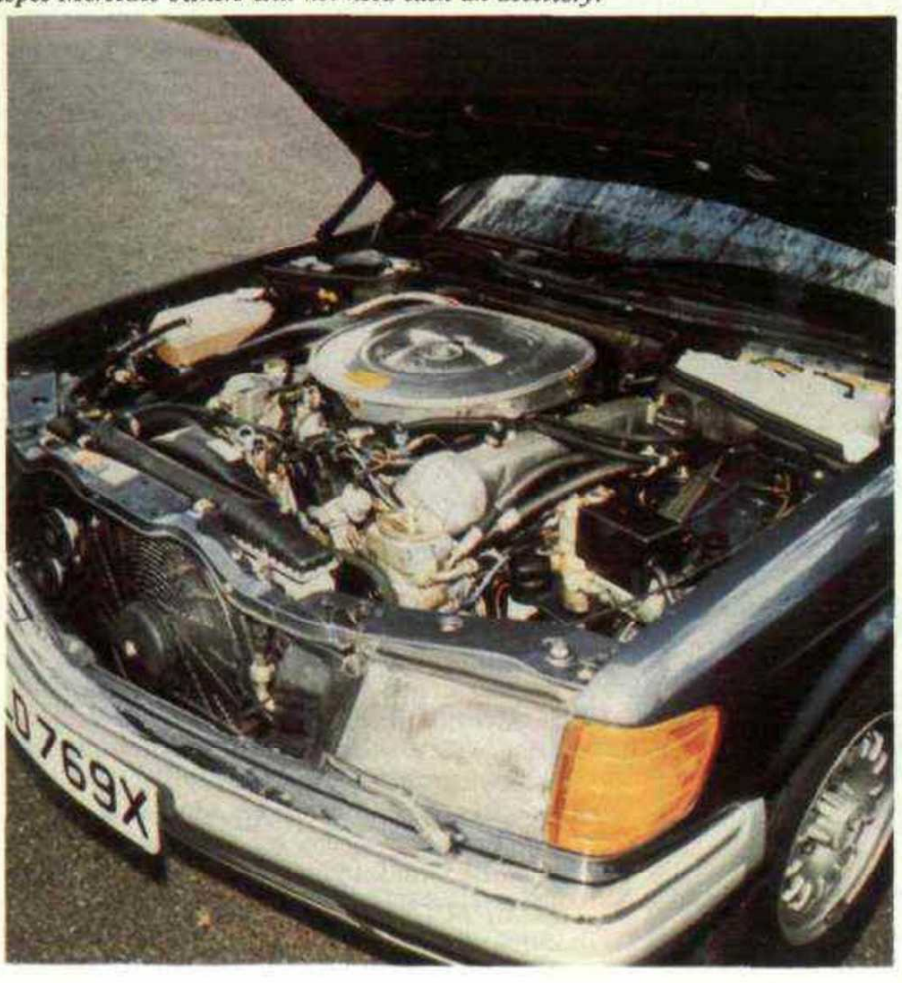
It's only a small point, but I believe that Mercedes-Benz reveal a great deal about their attitude towards personal safety through the way that this detail touch is executed. Unlike the American mentality, which decrees that buzzers should flash, lights blink and ignition (in some cases) decline to allow itself to be switched on if you don't fasten your belts, this German manufacturer leaves the choice to you. Having provided you with superbly engineered

Continued on page 758



THE 500SEC's distinctive "wedge" profile testifies to the amount of work concentrated on Mercedes-Benz aerodynamics.

LEFT, the refined, surprisingly economical 5-litre V8 is tightly packaged beneath the bonnet. Right there is an emergency triangle fastened beneath the bood lid — but one hopes Mercedes owners will not need such an accessory!





The Ford Capri 2·8 injection on Goodyear NCT tyres.



Jackie Stewart on Goodyear NCT tyres.

"When I first tested this tyre for Goodyear, I found it was immediately better than anything else I'd driven on. It has terrific directional agility, combined with excellent grip when you're accelerating, cornering and braking.

This is why Ford and other manufacturers are now specifying the NCT tyre as original equipment on their top line high-performance cars.

Find out more about the Goodyear NCT tyre. You don't have to be Jackie Stewart to notice the difference."

GOODYEAR

Post to: Advertising Department, Goodyear Tyre & Rubber Co. (GB) Ltd., Bushbury, Wolverhampton, West Midlands WV10 6DH.
Please send me your colour brochure on the Goodyear NCT.

Name_____

Address_____

MS3

BELGIAN GRAND PRIX WITH THE impressive new pit facility providing a backdrop to the massed field, Arnoux's Renault leads into the first corner ahead of Rosberg's new Williams FW08, Prost's Renault and Lauda's McLaren. Below, Rosberg did the lion's share of the leading in the débutant Williams, but lost the lead to Watson with just over a lap to go.

With Canon in action at Brands Hatch, the result is a foregone conclusion.

On August 1st you can bank on Canon coming up with some very interesting results.

Canon will be there as Official Camera to the British Grand Prix, providing photographic services and support equipment for the press.

No one worries about results with Canon. You get a perfect picture every time.



Canon (UK) Ltd., Camera Division,
Brent Trading Centre, North Circular Road, Neasden, NW10 0JF.

Official Camera of the Marlboro British Grand Prix 1982

Canon

Taking the world by surprise.



JOHN WATSON drove a steady, well-judged race at Zolder, benefiting from the relatively hard compound Michelin tyres on his McLaren MP4 and surging into the lead on the penultimate lap after closing in relentlessly on Rosberg's tyre-troubled Williams. Left, Irishman Derek Daly drove his first race for Williams at the wheel of the second FW08 but spun off in the closing stages under pressure from Cheever's Talbot which can be seen closing in on the Irishman. Bottom, Nelson Piquet's Brabham-BMW BT50 is harried mercilessly by the Talbots of Laffite and Cheever before both French cars got ahead of the World Champion.

The rally car



as Shell Oils see it.

To Shell Oils, a rally car is simply a test tube on wheels. A test tube for proving in practice what our scientists tell us in theory.

Development starts with a laboratory stage that lasts about three years, working at temperatures from −30°C to 250°C.

From the test tube, new oils are driven 6½ million miles in stationary test engines and real cars.

Work on new oils takes place at Thornton Research Centre, near Chester. And last year, Thornton's efforts made us successful in rallying.

Shell Oils took the World Manufacturer's Championship with Talbot, and the British Championship with Vauxhall and Opel.

This year, we're out with the same running mates, and we're all set to do it again.

All Shell Oils meet the high standards that have made us successful in motor sport.

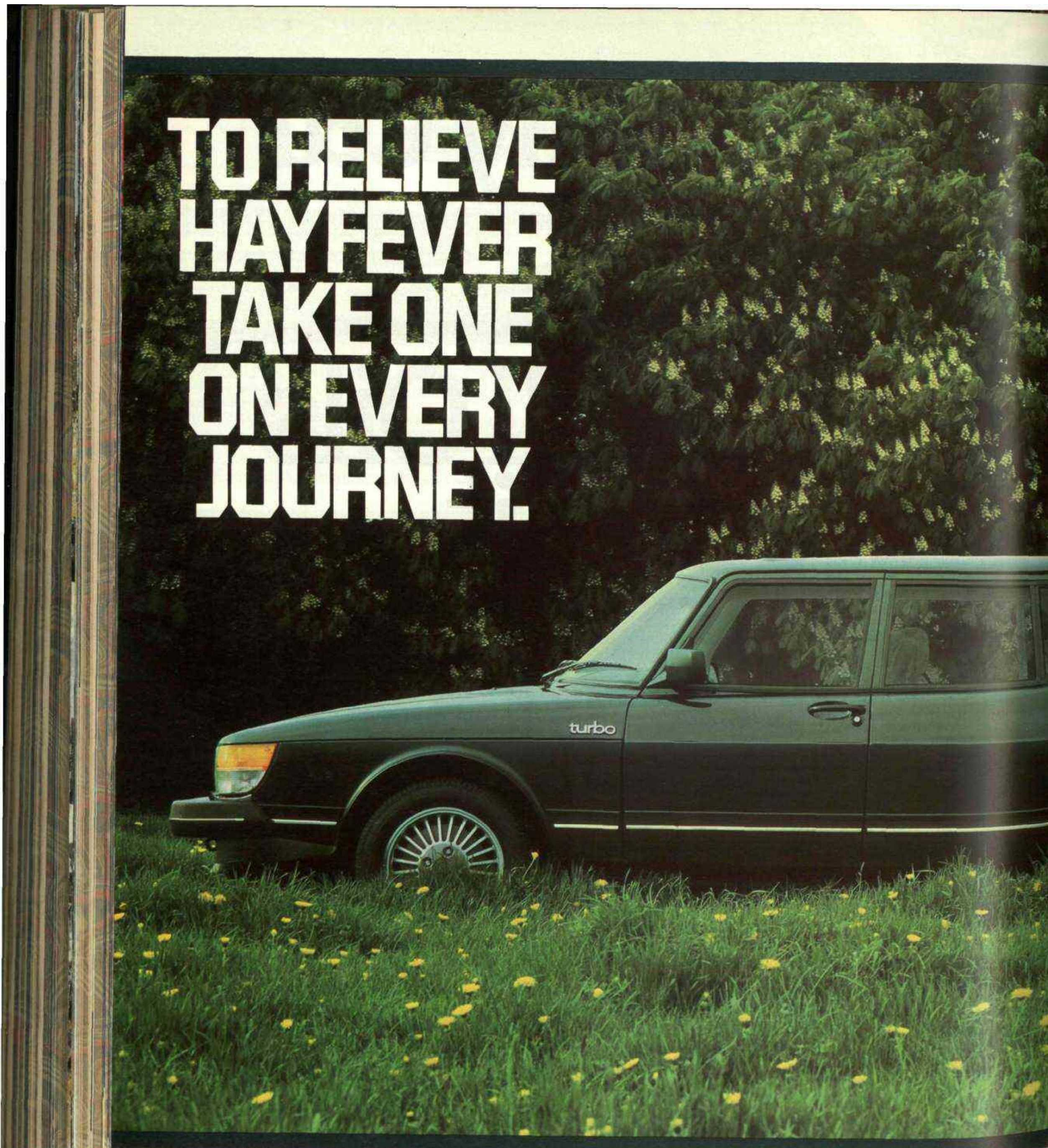
And because we give our oils such a rough ride, you can be sure of a smoother one.



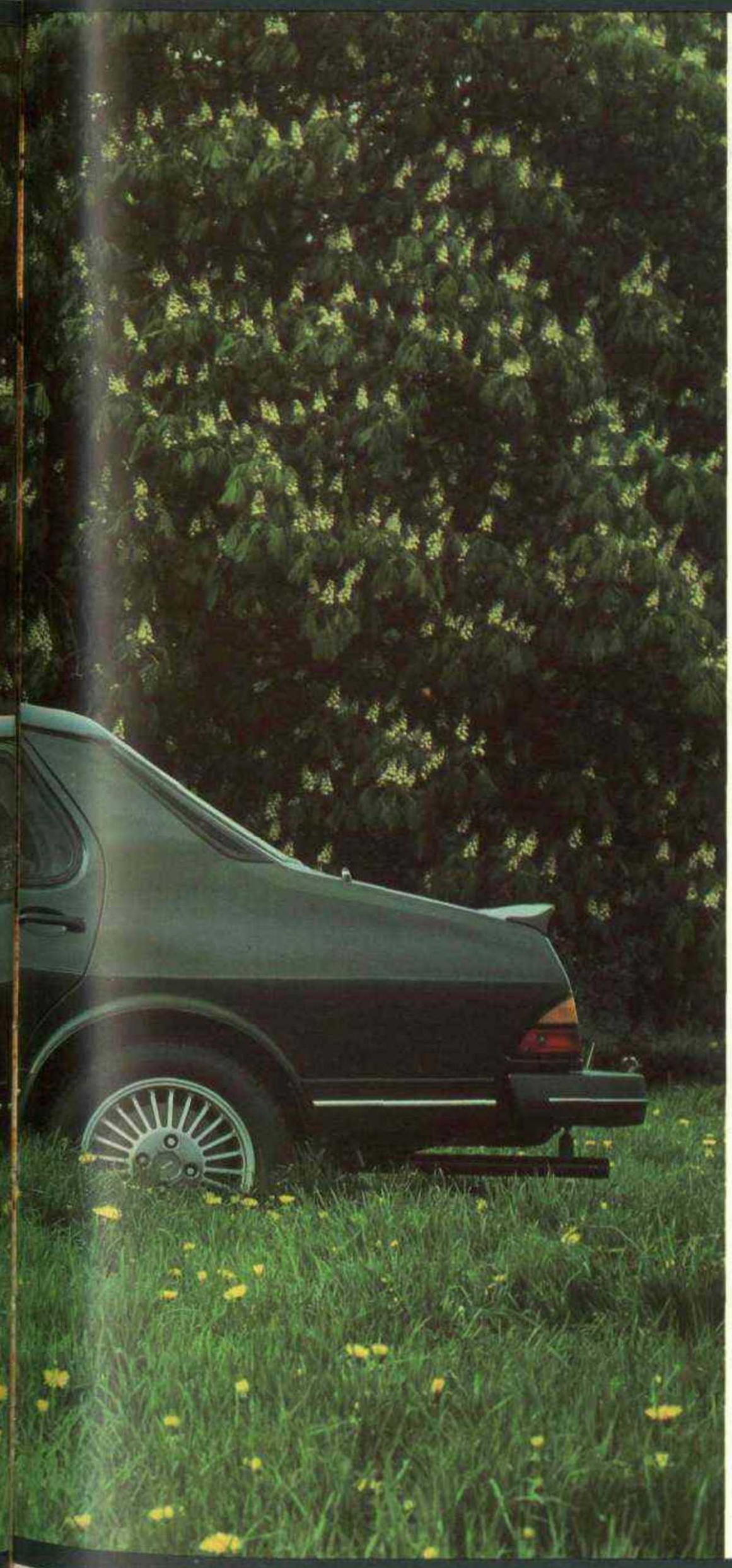
Shell Oils

No oils are driven harder

TO RELIEVE HAYFEVER TAKE ONE ON EVERY JOURNEY.



e Saab 900 Turbo Sedan illustrated costs £11,995. The Saab 900 range starts at £6,895 and the 99 range at £5,950. Prices correct at time of going to press and include Car Tax and VAT.
nköping University of Sweden in conjunction with Saab-Scania engineers. SAAB (Gt Britain) Ltd., Saab House, Fieldhouse Lane, Marlow, Bucks SL7 1LY. Telephone: Marlow (062 84) 6977.



No, at Saab we haven't discovered a miracle cu for hayfever. But what we have invented is a unique ventilation-air-filter for our 900 series, that will stop polle and dust from seeping into the car.

Which must be good news for drivers who suff from hayfever, or other allergies caused by dust or polle

And as well as bringing a welcome respite fro sneezes and sore eyes, the filter will also rid you of two other common car ailments. The dust storm which norma showers you when you switch on the ventilation system, and the windows misting up, before the interior has warmed up.

The air-filter may be a small item, but it typifies th thought that goes into building a Saab. Take the 122 mp Saab Turbo for a spin on a bright summer's day and you quickly discover what we mean.

Immediately you'll notice how the tinted glass cuts down the glare of the sun. And if your No.1 enemy not the pollen count, you'll enjoy breezing along with th sun-roof open and the electric windows down.

And talking of breezing along, there can't be a better speed sensation than the famous Saab turbo charger, that boosts engine power by more than 40%.

With Saab's equally famous road-holding and power-steering, there can't be a more comfortable driv either. Even round narrow country lanes or on surface more suited to agricultural vehicles.

Of course, summer motoring is not all country cruising.

There's the bumper-to-bumper drag to the coa or the nose-to-tail weekend return to the city, guaranteed bring on a bout of backache, a stiff neck or a severe cas of cramp.

Here Saab also have the perfect remedy, in the shape of front seats that support the body from neck knee. With an elastic lumbar support and deep-sided thickly padded back-rests, they adjust right down to th reclining position.

And in case you suffer from a partner who alwa insists on an extra case, we should tell you that the luggag space is also very roomy.

What's more, to load up really long or bulky iten such as water-skis, golf clubs, an outboard motor, or eve sails, we have a fast, 30-second cure. You simply fold dow the back seat and you more than double the boot spac

All in all, a Saab is the perfect panacea for so many of the usual motoring headaches. But don't take o word for it. Ask your local dealer if you can test one. He knows that you'll end up having such a healthy respect f the car, that you'll want him to prescribe one for you immediately.

SAAB

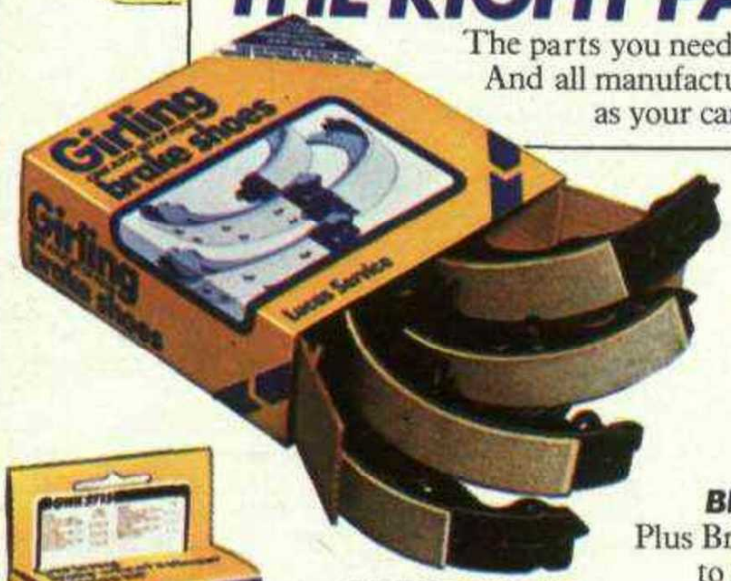
Road Fund Licence, Delivery Charges and number plates are extra. Air-filter arrests all particles bigger than 0.005mm including pollen and nearly all dust, according to tests carried out Export enquiries. Telephone: 01-409 0990. Aftersales telephone: (0604) 43643.

Girling Brakemate



THE RIGHT PARTS FOR THE JOB

The parts you need to tackle that brake job are here.
And all manufactured to the same high standard
as your car's original equipment.



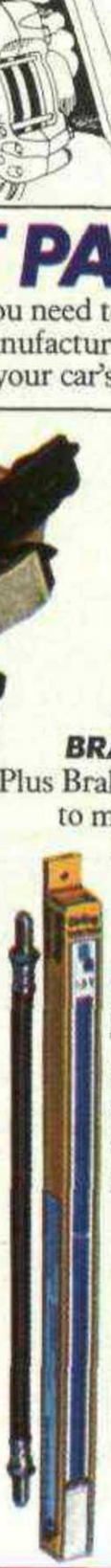
BRAKE SHOES
Plus Return Springs and Hold Down Kits, for maximum lining life.



DISC BRAKE PADS
Plus Brake Pad Fitting Kits, to make fitting simple, safe and sure.



SERVICE KITS
For both master and wheel cylinders.



BRAKE HOSES
The quality range in the safe, straight pack.

BRAKE WHEEL CYLINDERS
Complete with fitting kit.



Also other important parts, e.g. Dust Covers, Grease, etc. Plus a full range of tools, specially designed for easier brake servicing.
Available at motorist DIY centres.

THE RIGHT ADVICE



Clear, illustrated fitting instructions with every part. Guide to the tools you'll need for the job on every pack.



Lucas Girling

The DIY Man's Best Friend

RELIEF FROM HAYFEVER IS CLOSE AT HAND.

ENGLAND

Avon
H.G. Motors, Hinton Garage Bath Ltd., Rush Hill, Odd Down, Bath Avon. Tel: Bath (0225) 833338/833932

Hutton Motor Company, Bridgwater Road, Lympsham, Weston-super-Mare, Avon. Tel: Bleadon (0934) 813012

Yate Motors, 452 Badminton Road, Yate, Nr. Bristol, Avon. Tel: Chipping Sodbury (0454) 313496

Warners Motors Ltd., 574-582 Fishponds Road, Bristol, Avon. Tel: Bristol (0272) 659552

Berkshire
P.C.E. Motors (Reading) Ltd., 64 Cardiff Road, Reading, Berkshire. Tel: Reading (0734) 51724

Speen Garage Ltd., Bath Road, Newbury, Berkshire RG13 1QT. Tel: Newbury (0635) 42566

Wilcox Carnage Ltd., Streatley Garage, Streatley, Nr. Reading, Berkshire. Tel: Goring-on-Thames (0491) 872846 & 872712

Buckinghamshire
C.C. Dillon & Company, Askett Garage, Princes Risborough, Nr. Aylesbury, *Buckinghamshire*. Tel: Princes Risborough (084 44) 3019

Haymill Motors Ltd., Beaconsfield Road, Farnham Common, Slough, Buckinghamshire. Tel: Farnham Common (028 14) 5111 Telex: 848285

River Garage Ltd., London Road, Old Stratford, Milton Keynes, Buckinghamshire. Tel: Milton Keynes (0908) 562194

Eric Silvey Motors, Thames Industrial Estate, Fieldhouse Lane, Marlow, Buckinghamshire. Tel: Marlow (062 84) 5359

Cambridgeshire
Mill Hill Garage, Wimblington Road, March, Cambridgeshire. Tel: March (035 42) 2311

Buckingham & Stanley Ltd., *High Street, Histon, Cambridgeshire.* Tel: Histon (022 023) 2258

Storey-Crighton Ltd., 939/943 Lincoln Road, Walton, Peterborough, Cambridgeshire. Tel: Peterborough (0733) 71836/73543

Cheshire
Anderson Motors Ltd., 31-33 Buxton Road, Hazelgrove, Nr. Stockport, Cheshire. Tel: 061-483-6271/81 *Telex: 669202*

Blacon Motors (Chester) Ltd., Western Avenue, Blacon, Chester. Tel: Chester (0244) 375744

D. H. Grocott Ltd., 98 Welsh Row, Nantwich, Cheshire. Tel: Nantwich (0270) 627678

Cleveland
Bob Alexander Ltd., Chapel Street Garage, Thornaby, Stockton-on-Tees, Cleveland County. Tel: Stockton-on-Tees (0642) 69781

Stokoe Brothers Ltd., Central Garage, West Road, Loftus, Saltburn-by-Sea, Cleveland. Tel: Loftus (0287) 40237

Cornwall
Mewtons Garage, Pendoggett, St. Kew Highway, Bodmin, Cornwall. Tel: Port Isaac (020 888) 221/215

John Richards Garage Ltd., North Roskear Road, Camborne, Cornwall. Tel: Camborne (0209) 713130/718170

Cumbria
Telford Garage (Carlisle) Ltd., Willowholme Industrial Estate, Carlisle, Cumbria. Tel: Carlisle (0228) 26617

Derbyshire
Gordon Lamb (Chesterfield) Ltd., Pottery Lane, Whittington Moor, Chesterfield, Derbyshire. Tel: Chesterfield (0246) 450244

Main Street Garage, Newhall, Burton-on-Trent, Staffs. Tel: Burton-on-Trent (0283) 217513

Rock Bay (Motor Bodies) Ltd., Leek Road, Burbage, Buxton, Derbyshire. Tel: Buxton (0298) 2494/4609

Woodford Garage Ltd., Uttoxeter Road, Mickleover, Derbyshire. Tel: Derby (0332) 513943

Devonshire
Anchor Garage (Bideford) Ltd., Meddon Street, Bideford, Devon. Tel: Bideford (023 72) 2467/8

Chenhalls Garages (South West) Ltd., *Collaton Garage, Collaton St. Mary,* Paignton, Devon. Tel: Paignton (0803) 558567/554205 Telex: 42611

Langs (Plymouth) Ltd., Albert Road, Devonport, Plymouth. Tel: Plymouth (0752) 51810

Torcross Garage (1981) Ltd., Torcross, Kingsbridge, Devon. Tel: Kingsbridge (0548) 580205/580402

Dorset
Arnett International Limited, T/A Arnetts of Bournemouth, 26/32 Oxford Road, Bournemouth, Dorset. Tel: Bournemouth (0202) 296565/6/7/8

Olds, Portesham Motors, Portesham, Nr. Weymouth, Dorset. Tel: Abbotsbury (030 587) 247

Durham
Findlay & Wilkes, Bridge End Garage, Howden-le-Wear, Crook, Co. Durham. Tel: Bishop Auckland (0388) 76215

Gordon Ramsay Ltd., 163 Grange Road, Darlington, County Durham. Tel: Darlington (0325) 65343

Essex
Beacon Hill Garage (East Gate), 4 Moorside Ind Estate, East Gates, Colchester, Essex. Tel: Colchester (0206) 866242

Continental Cars (Stansted) Ltd., Station Road, Stansted, Essex. Tel: 0279-812534

P. S. & J. A. Emery Ltd., Beacon Hill Garage, Wickham Bishops, Witham, Essex. Tel: Maldon (0621) 891240

Forbourn Motors Ltd., High Street, Thorpe Le Soken, Essex. Tel: Clacton-on-Sea (0255) 861207

Tylney Garage Ltd., 41 Bluebridge Industrial Est., Colchester Road, Halstead, Essex. Tel: Halstead (0787) 472183

C & F Warrens Ltd., 72-76 West Street, Rochford, Essex. Tel: Southend (0702) 544461

Gloucestershire
John Wilkins (Motor Engineers) Ltd., Townsend Street, Cheltenham, Gloucestershire. Tel: Cheltenham (0242) 24348

Greater London (North Thames)
Ace Motor Company, 18-23 Radley Mews, Kensington, London W8 6JP. Tel: 01-937 5691

Ace Motor Company, 52 Churchfield Road, Acton, London W3. Tel: 01-992 7866

Ballards Garage, Joles Garage Ltd., 204 Ballards Lane, Finchley, London. Tel: 01-346 6697

Brent Cross Garage Ltd., Hendon Way, Hendon, London NW4. Tel: 01-202 6101

Cricklewood Automobile Co., 63 Shoot-up-Hill, Cricklewood, London. Tel: 01-452 4803/9

Lester Motors Ltd., 250-260 High Road, Chadwell Heath, Essex. Tel: 01-590 2377/6657

Odeon Motors Ltd., Great North Road, Barnet, Herts. Tel: 01-441 5611

Saab (London) Ltd., T/A Saab Piccadilly, Devonshire House, Piccadilly, London. Tel: 01-409 0990 Telex: 8953213

The Swedish Car Centre, Northfield House, 128 Boston Road, Hanwell, Ealing, London. *Tel: 01-567 7035/6521 (Sales)* 01-567 0430 (Service) 01-567 1907 (Spares)

Greater London (South Thames)
Becketts of Eltham, 23-25 Courtyard, Eltham, London. Tel: 01-850 4840

Carr Bros. (Automobiles) Ltd., 112/114 High Street, Purley, Surrey. Tel: 01-660 4811/01-668 4131

Home Park Garage Ltd., 38 Uxbridge Road, Kingston-upon-Thames, Surrey. Tel: 01-546 9516

Hampshire
Balmer Lawn Garage Ltd., 24 Brockley Road, Brockenhurst, Hampshire. Tel: Lymington (0590) 23464 & 23575

Clifford Sales Ltd., Clifford House, *52-74 New Road, Southampton,* Hampshire. Tel: Southampton (0703) 27051/38703

Cross Road Garage, New Cheriton, Alresford, Hampshire. Tel: Bramdean (096 279) 400/455

A. J. Hiscock & Son Ltd., Dean Garage, Hurstbourne Tarrant, Nr. Andover, Hampshire. Tel: Hurstbourne Tarrant (026 476) 316

Russel Company, The Saab Centre, *Middle Wallop, Nr. Stockbridge, Hants.* Tel: Wallop (026 478) 692 (Sales) 460 (Workshop)

West Sussex Specialist Cars Ltd., T/A Polaris, Headley Road, Grayshott, Nr. Hindhead, Surrey. Tel: Hindhead (042 873) 5363

Hereford and Worcestershire
The Birches Garage, The Birches, Shobdon, Leominster, Herefordshire. Tel: Kingsland (056 881) 367

Arthur Moore & Sons Ltd., Central Garage, Worcester Road, Great Witley, Worcester. Tel: Great Witley (029 921) 202 & 291 & 574

Bay Horse Motors (Hereford) Ltd., King's Acre Road, Hereford. Tel: Hereford (0432) 3791/66974

Hertfordshire
Breachwood Motors, The Heath, Breachwood Green, Hitchin, Hertfordshire. Tel: Kimpton (0438) 832166

Humberside
South Humberside Motor Co. Ltd., Haneage Road, Grimsby, South Humberside. Tel: Grimsby (0472) 48527/8

Southall & Stather, The Corner Garage, George Street, Driffield, Humberside. Tel: Driffield (0377) 42150

W. L. Thompson Ltd., Arnold Lane, Anlaby Road, Hull. Tel: Hull (0482) 23773

Isle of Man
Northern Motors Ltd., The Garage, Main Road, Ballaugh, Isle of Man. Tel: Sulby (062 489) 7229

Isle of Wight
York Avenue Garage Ltd., York Avenue, East Cowes, Isle of Wight. Tel: Cowes (0983) 293090/294044

Kent
John Fowler Garages Ltd., Linton Garage, Linton Road, Loose, Maidstone, Kent. Tel: Maidstone (0622) 46629

Seabrook Garage, 215 Seabrook Road, Hythe, Kent. Tel: Hythe (0303) 38467

Station Garage, Station Approach, Borough Green, Sevenoaks, Kent. Tel: Borough Green (0732) 883044

Lancashire
Bay Horse Garage (Burnley) Ltd., Parker Street, Burnley, Lancashire BB11 1UG. Tel: Burnley (0282) 58271/2

Bay Horse Garage Ltd., Longsight Road, Osbaldeston, Blackburn, Lancashire. Tel: Mellor (025 481) 2331

Rigby Road Garages, Rigby Road, Blackpool, Lancashire. Tel: Blackpool (0253) 28374/5/8

Guy Sweeten Ltd., Bow Lane, Preston, Lancashire. Tel: Preston (0772) 51803

Leicestershire
Langrop (Anstey) Ltd., Anstey Garage, Cropston Road, Anstey, Leicester. Tel: Leicester (0533) 363674/362172/363313 (Sales)

Status Garages (Leicester) Ltd., Nelson Street, Leicester. Tel: Leicester (0533) 544123

Thos. B. Williams (Ashby Parva) Ltd., Ashby Garage, Ashby Parva, Lutterworth, Leicester. Tel: Leire (0455) 209191

Lincolnshire
London Road Garage (Boston) Ltd., 200-202 London Road, Boston, Lincolnshire. Tel: Boston (0205) 63293/65034

Malletts of Lincoln, 247 Lincoln Road, North Hykeham, Lincoln. Tel: Lincoln (0522) 681 463

Greater Manchester
Anderson Motors (Hale) Ltd., Bancroft Road, Hale, Altrincham, Greater Manchester. *Tel: 061-980 8004*

Woolfold Motor Company Ltd., Mill Lane, Woolfold, Bury, Greater Manchester. Tel: 061-764 8191

Saab (Manchester) Ltd., Water Street, Greater Manchester M3 4JU. Tel: 061-832 6566

Westune (Scandinavia) Ltd., Crown Lane, Horwich, Bolton, Greater Manchester BL6 5HW. Tel: Horwich (0204) 68621

Merseyside
Cubleys of Ainsdale, Liverpool Road, Ainsdale, Southport, Merseyside. Tel: Southport (0704) 74114/5/6

Gates of Moreton Ltd., 77 Hoylake Road, Moreton, Wirral, Merseyside. Tel: 051-677 2212

Mayfield Garages Ltd., *574 Aigburth Road, Grassendale,* Liverpool, Merseyside. Tel: 051-427 3500

Sherdley Hall Garage, Aspinal Place, Thatto Heath, St. Helens, Merseyside. Tel: St. Helens (0744) 55333

Norfolk
Hannant & Sons Ltd., Newton Road, Castle Acre, Kings Lynn, Norfolk. Tel: Castle Acre (076 05) 238

Harvey Lane Garage Ltd., 32-36 Harvey Lane, Norwich, Norfolk. Tel: Norwich (0603) 33536

Kim Cairns Motors Ltd., St Edmunds Terrace, Hunstanton, Kings Lynn, Norfolk. Tel: Hunstanton (048 53) 33633

Northamptonshire
Rothwell Autopoint (Ringsloe) Ltd., Desborough Road, Rothwell, Northampton. *Tel: Kettering* (0536) 710250/711218

Wonow Limited, T/A Marefair Motors, Freeschool Street, Northampton. Tel: Northampton (0604) 37122/22502

Northumberland
Gordon Ramsay Ltd., County Garage, Hexham, Northumberland. Tel: Hexham (0434) 602184

John Rutherford & Sons Ltd., The Station Garage, Cornhill-on-Tweed, Northumberland TD12 4UG. Tel: Coldstream (0890) 2146/7/8

North Yorkshire
Brecks Garage Ltd., Malton Road, York. Tel: York (0904) 55787

Signpost Motors, Rossett Green, Harrogate, North Yorkshire HG2 9LQ. Tel: Harrogate (0423) 879777

T. Smithwaite Ltd., East Road, *Northallerton, North Yorkshire.* Tel: Northallerton (0609) 3921/2

Nottinghamshire
Blacknell Motors Ltd., Lane End Garage, Mellon Road, Tollerton, Nottingham NG12 4EN. Tel: Plumtree (060 77) 4021

Co-op Garage, Clipstone Road West, Forest Town, Mansfield, Notts. Tel: Mansfield (0623) 21166

S. V. Milnes & Sons Ltd., The Garage, North Muskham, Newark, Nottinghamshire. Tel: Newark (0636) 703232

Nattriss Garage (Mapperley) Ltd., 499-503 Woodborough Road, Nottingham. Tel: Nottingham (0602) 606874

Oxfordshire
Belsyre Garage, 75 Woodstock Road, Oxford. *Tel: Oxford (0865) 57028*

Orbit Motors, East Hanney, Wantage, Oxon. Tel: West Hanney (023 587) 257

White Horse Garage (Banbury) Ltd., 21-27 Broad Street, Banbury, Oxon. Tel: Banbury (0295) 50733

Shropshire
Westbury Garage (Salop) Ltd., Westbury, Nr. Shrewsbury, Salop. Tel: Halfway House (074 378) 457/611 (Sales)

South Yorkshire
Fenton Service Station, Wortley Road, Rotherham, S. Yorkshire. Tel: Rotherham (0709) 551155

Gordon Lamb (Sheffield) Ltd., 115 Ecclesall Road South, Sheffield, South Yorkshire. Tel: Sheffield (0742) 369946

Reg Morris Garages Ltd., Doncaster Road, Westwoodside, Haxey, Doncaster, S. Yorkshire DN9 2DR. Tel: Haxey (0427) 752332

Staffordshire
Anson Garage (Rugeley) Ltd., Market Street, Rugeley, Staffordshire. Tel: Rugeley (088 94) 76113/4

R. H. Breese & Son, Yarlet Bank Service Station, Yarlet, Nr. Stafford. Tel: Sandon (088 97) 248

High Lane Autos, High Lane, Tunstall, Stoke-on-Trent, Staffordshire. Tel: Stoke-on-Trent (0782) 84527

Surrey
Bell & Colvill Ltd., Epsom Road, West Horsley, Surrey KT24 6AU. Tel: East Horsley (048 65) 4671

Berdan Ottershaw Ltd., 103 Spinney Hill, Addlestone, Surrey KT15 1BA. Tel: Ottershaw (093 287) 3726

Valley Service Station Ltd., 2 Outwood Lane, Chipstead, Surrey. Tel: Downland (073 75) 53464 (Showroom) 53771 (Workshop)

Sussex
Ballamy's Garage (Shoreham) Ltd., 120 High Street, Shoreham, West Sussex. Tel: Shoreham (07917) 2456/61791

Jermyn & Sons, 8-14 Seaside, *Eastbourne, East Sussex.* Tel: Eastbourne (0323) 640139/0

Mann & Woodland (Car Sales) Ltd., 10 Medina Place, Hove, Sussex. Tel: Brighton (0273) 71807/720276

Shore Road Garage Ltd., Shore Road, East Wittering, Chichester, West Sussex. Tel: West Wittering (024 366) 2711

Turners Hill Garage Ltd., Turners Hill, Crawley, East Sussex. Tel: Copthorne (0342) 715467/715380

Somerset
Astley Motors, 12 Oxford Road, Pen Mill Industrial Estate, Yeovil, Somerset. Tel: Yeovil (0935) 26701/2

W. E. Bishop & Sons, 60 East Reach, Taunton, Somerset. Tel: Taunton (0823) 88351/2

Ray Hartnoll Motors (Somerset) Ltd., Furnham Road, Chard, Somerset. Tel: Chard (04 606) 2821/2

Suffolk
Dales Service Station, Dales Road, Ipswich, Suffolk. Tel: Ipswich (0473) 42547/43886

Horn Hill Garage Ltd., Horn Hill, Lowestoft, Suffolk. Tel: Lowestoft (0502) 3955 & 65692

Kings Autosales (Bury) Ltd., Street Garage, Barrow, Bury St. Edmunds, *Suffolk IP29 5AP.* Tel: Bury St. Edmunds (0284) 810411 & 810818

Tyne and Wear
Les Allen, Harbour View Garage, Roker, Sunderland, Tyne and Wear. Tel: Sunderland (0783) 77538

Pearsons Garage, Whitley Road, Longbenton, Newcastle-upon-Tyne, Tyne and Wear. Tel: Newcastle (0632) 668223

Warwickshire
Lime Garages (Leamington) Ltd., Lime Avenue, Lillington, Leamington Spa, Warwickshire. Tel: Leamington Spa (0926) 23221/2

West Midlands
Highgate Garage Ltd., West Bromwich Road, Walsall, West Midlands WS1 3HY. Tel: Walsall (0922) 22695 & 27819

Eachelhurst Garage, Eachelhurst Road, Erdington, Birmingham, West Midlands. Tel: 021-351 1027

Five Star Motors Ltd., Hagley Road, Halesowen, West Midlands B63 4JS. Tel: 021-550 6416

Mists Garages Ltd., 138 Soho Hill, Handsworth, Birmingham, West Midlands. *Tel: 021-554 2219/6311/6314*

Wootton Wawen Garage, Stratford Road, Wootton Wawen, Solihull, West Midlands. Tel: Henley-in-Arden (056 42) 3647

Wiltshire
August Motors, Redlynch, Salisbury, Wiltshire. Tel: Downton (0725) 20340

Causeway Garage (Chippenham) Ltd., *London Road, Chippenham, Wiltshire.* Tel: Chippenham (0249) 55871

Swindon Motor Company Ltd., 34 Wood Street, Swindon, Wiltshire. Tel: Swindon (0793) 22065/35524

West Yorkshire
Robert Bowett Ltd., Dewsbury Road, Ossett, Yorkshire. Tel: Ossett (0924) 276023

H. Bryden & Son Ltd., Wellington Road, Leeds, Yorkshire. Tel: Leeds (0532) 633331/2

J.C.T. 600 Ltd., International Auto Centre, Apperley Lane, Yeadon, Leeds, Yorkshire. Tel: Rawdon (0532) 502231/3

Lanka Garage, St. Mary's Lane, Kirkheaton, Huddersfield, Yorkshire. Tel: Huddersfield (0484) 29754

J.C.T. 600 (Bradford), Killinghall Road, Bradford, W. Yorks. *Tel: Bradford (0274) 392321/667234*

NORTHERN IRELAND
Crosstown Motors, 110 Tandragee Road, Newry, County Down. Tel: Jarretts Pass (069 382) 602

R. J. McCleery (Motors) Ltd., Donard Street, Newcastle, County Down. Tel: Newcastle (039 67) 23582

Old Mill Cars Ltd., The Old Mill, Muckamore, Antrim, Co. Antrim. Tel: Massereene (084 94) 67444/67300

N. Thompson (Motors) Ltd., 250-252 Donegall Road, Belfast. Tel: Belfast (0232) 21019 (Sales) 41215 (Service)

Ivan Wilson, Screen Road, Coleraine, Co. Londonderry. Tel: Coleraine (0265) 4045

Channel Islands
J. Le Maitre & Son, Northern Motor Works, Grande Maison Road, St. Sampsons, Guernsey. Tel: Guernsey (0481) 44420

Trademart (C.I.) Ltd., 9 The Esplanade, St. Helier, Jersey. Tel: Central (0534) 36556. Telex: 4192295

SCOTLAND
Central Region
Kippen Autos, Main Street, Kippen, *By Stirling, Central Region.* Tel: Kippen (0786 87) 287

David W. Reid (Garthall), Beancross Road, Grangemouth, Central Region. Tel: Grangemouth (0324) 482709

Fife Region
St. Clair Motors (Kirkcaldy) Ltd., 180-186 St. Clair Street, Kirkcaldy, Fife Region. Tel: Kirkcaldy (0592) 52291/2

Grampian Region
The Keith Garage, 147-149 Moss Street, Keith, Grampian Region. Tel: Keith (054 22) 2501

Highland Region
Caberfeidh Motors Ltd., 60 Harbour Road, Longman South, Inverness IV1 1UF. Tel: Inverness (0463) 39035

Lothian Region
Belgrave Motors (Engineering) Ltd., Westfield Road, Edinburgh, Lothian Region. Tel: 031-337 7204 (Service) 337 7432 (Sales), 346 1615 (Parts)

William B. Cowan Ltd., The Garage, Elphinstone, Tranent, Lothian Region. Tel: Tranent (0875) 610492

West Lothian Region
Dalmen Motors, 28 Glasgow Road, Bathgate, West Lothian. Tel: Bathgate (0506) 52089

Shetland Isles
G. W. Sharp, Gibbleston Road, Scalloway, Shetland Isles ZE1 0TX. Tel: Scalloway (059 588) 377

Strathclyde Region
Cambuslea Garage, Cambuslea Road, Ayr, Strathclyde Region. Tel: Ayr (0292) 266146

Westcars, 162 Crow Road, Glasgow, Strathclyde Region. Tel: 041-334 4661/3

Whitecraigs Motor Co. Ltd., 60 Tantallon Road, Shawlands, Glasgow. Tel: 041-649 6281/2/3

Tayside Region
Dickson Motors (Perth) Ltd., Dunkeld Road, Perth, Tayside Region. Tel: Perth (0738) 28211/7 Telex: 76403

Richard Lawson Garage, Kingsway Circus, Kingsway West, Dundee DD3 8QF. *Tel: Dundee (0382) 816222*

WALES
Clwyd
Ace Valeting Centre, Morville Garage, 28 East Parade, Rhyl, Clwyd. Tel: Rhyl (0745) 37344 (Sales & Parts) 31715 (Service)

Dyfed
Central Garage, Johnston, Haverfordwest, Dyfed. Tel: Haverfordwest (0437) 890377

Exchange Service Station, Capel Bangor, Aberystwyth, Dyfed. Tel: Capel Bangor (097 084) 268

Meusydd Garage, Llandeilo, Dyfed. Tel: Llandeilo (0558) 823533

West Street Garage, West Street, Fishguard, Dyfed SA65 9NL. Tel: Fishguard (0348) 872847

Mid, South, West Glamorgan
Hailey Park Motor Company, Station Road, Llandaff North, Cardiff, South Glamorgan. Tel: Cardiff (0222) 552942

Motor Maintenance (Cardiff) Ltd., Cowys Road Bridge, Cardiff, South Glamorgan. Tel: Cardiff (0222) 485725

Scurlocks (Bridgend) Ltd., Riverside Garage, Riverside, Bridgend, Mid Glamorgan. Tel: Bridgend (0656) 3808

Velindre Service Station, Llangyfelach, Swansea, West Glamorgan. Tel: Swansea (0792) 71960

Gwent
Keith Price, Methyr Road Garage, Abergavenny, Gwent. Tel: Abergavenny (0873) 2612/5414

St. Julians Garage Co. Ltd., 504 Caerleon Road, Newport, Gwent NPT 7NL. *Tel: Newport (0633) 59911/2*

Gwynedd
Pentraeth Garage, Pentraeth, Anglesey, Gwynedd. Tel: Pentraeth (024 870) 246

SAAB

MERCEDES 500 SEC — contd. from page 748

surroundings in which to go motoring, a car which should bring out the best in every driver, it *reminds* you that seat belts are available. It doesn't coerce you or intimidate you into using them. Simply put, it offers you a choice without making you feel guilty about declining the offer. As I say, it may only be a very small point, but I liked it and appreciated the mentality behind it.

One can eulogise endlessly about the Mercedes interior. The quality of the velour seat trim is first-rate, the switches work with perfect precision and the restful atmosphere cocoons you from the reality of the outside world. Even in its most refined form I still have to say that I don't consider the Mercedes V8 to be quite so smooth and silky as the latest Jaguar XJS HE power unit, but I will admit that this is the very first Mercedes in which I've had to consult the rev. counter in order to check whether the engine has fired up or not. And there are not many cars about which you can make that particular observation!

Dramatic improvements in the 5-litre V8 engine's torque characteristics have complimented the aerodynamic improvements and "weight saving" approach to the car's overall design. The 500SEC delivers as much as 90 per cent of its maximum torque as low as 1,000 r.p.m. and sustains it up to an engine speed of 4,500 r.p.m. and as the engine now idles at a remarkable 500 r.p.m., worthwhile improvements in fuel consumption have been achieved. At a steady 56 m.p.h., the "energy concept" 5-litre returns 31.0 m.p.g. as opposed to the 24.4 m.p.g. of the earlier car. That's an improvement of 27.1 per cent over the previous model. In the urban cycle the official figures are even more impressive, the consumption improving from 14.0 m.p.g. to 18.6 m.p.g., 32.9 per cent up. The average consumption for the time the car was here at MOTOR SPORT turned out to be 17.9 m.p.g. which, considering just how much hard driving and rush-hour traffic jams our test running included, reflects pretty well on Mercedes' whole approach to the business of reducing consumption to socially acceptable levels.

Another major improvement has been made in the area of the four speed automatic transmission which, at part throttle, now engages the next higher gear as early as possible. However this in no way impairs the box's ability at translating the message imparted by a firm right foot and rapid down-changes are still available under power. The combination between a very high top gear and easily selected intermediate gears provides a range of options for the enthusiastic driver. It's equally possible to achieve reasonable fuel efficiency as it is to exploit the 500SEC's maximum performance. In this context it should perhaps be pointed out that the "energy concept" 500SEC has a quicker 0-60 m.p.h. time that the 6.9-litre version of the superseded 450SEL. The fact that it can achieve this and perform, overall, more economically, is a measure of what Mercedes-Benz have achieved with this distinctive new coupé.

On the road the 500SEC exudes that quiet Germanic efficiency which makes the driver feel superflous. It might not be as obviously exciting as a Porsche Turbo or a Ferrari Boxer, but the sheer efficiency of the whole package belies description. There is no one area where one can see a quantum leap forward over previous big Mercedes-Benz machines, but at the same time there is no small area that has been forgotten when it comes to minor improvements.

On the road the car is quick, no question about that. And it is also extremely quiet. At an indicated 130 m.p.h. it is totally unruffled, only the slightly obtrusive "thumpbump" of the 205 / 70 VR14 Goodyears reminding the occupants that they are still in contact with *terra firma*. The power steering is finger-tip light, perhaps proving too sensitive for really enthusiastic driving and I personally feel that the steering wheel itself is a little on the large side. Under hard cornering there is a perceptible degree of roll which discourages one from "playing Bears" — remember, this is a sporting limousine, not an out-and-out sports car! During the course of our test the all-disc brakes showed no sign of temperament, but the roads were predominantly too dry for us to exploit the full potential of the ABS system. Anyway, I have to confess that I am sufficiently convinced about the effectiveness of that system not to want to provoke its use when I don't have to. It's designed for getting the Mercedes-Benz driver out of a very tight spot and I had absolutely no intention of jeopardising the 500SEC by trying to emulate such a dramatic situation on a dry road. All the same, it was warmly reassuring to realise that such a splendid capability was available should we need it.

Considering that the 500SEC is marketed as a two door coupé, there is ample room in the rear for two full grown adults. Headroom is more than generous and, although the rear seats are not adjustable, they are fitted with inertia reel seat belts as standard so that the privilege of using such accessories isn't simply confined to the front seat passengers alone. The boot is deep and cavernous, although the sill is high. Under-bonnet accessibility is adequate, although one hopes that the sort of people who will be buying the 500SEC won't want, or be obliged to, soil their hands examining anything more complicated than the oil dipstick.

The Mercedes-Benz 500SEC came equipped with a radio / stereo installation of a very high standard and it goes without saying that there is plenty of space for the stowage of oddments within the door pockets and the reasonably capacious, lockable glove box. Over the years we have heaped superlatives onto the products of the Daimler-Benz AG and feel that the 500SEC continues the sound traditions that have gone before. It is an excellent, outstanding machine, not quite perfect, but sufficiently free from deficiencies so as to satisfy the most discerning and demanding potential customer. The Mercedes-Benz 500SEC may not be the most overtly exciting car in the world, but in terms of constructional integrity, superb finish and all-round value, it must rank very close to the best that money can buy. — A.H.



THE changing face of Mercedes-Benz — as progress in technology is made, the appearance of a Mercedes alters to keep pace: nothing radical, but subtle changes to keep up with the times. In this case, the styling has been conceived with aerodynamic efficiency as a prime consideration.

Blydenstein working ahead

THE man who brought us the Cavalier SR in mildly tuned state several months ago has returned to more ambitious projects. While the Bill Blydenstein 2.3 and 2.6-litre Chevettes continue to be front running rallying contenders in Britain, Bill himself is working on an engine that may be necessary if the environmental lobby ever gain the kind of support that is evident in Germany and the USA. The engine pictured (below) is one of his 16-valve Vauxhalls, but its usual large usual large Weber carburettors draw unleaded fuels for the reduced compression four to provide "over 200 b.h.p." from its 2.6-litres. The engine is expected to be used in competition and will ultimately be turbocharged, where the loss of static compression is an important precautionary step that is required anyway.

Do you remember this same gentleman in his Borgward saloon car racing days? Some people never follow the pack. . . .



BOOK REVIEWS

"The Constant Search — Collecting Motoring & Motorcycling Books", by Charles Mortimer, 303 pp. 11" × 8¼" *The Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ.* £19.95).

Charles Mortimer, Brooklands racing driver and motorcycle racer, who has given us some entertaining books on these subjects, confesses to enjoyment of trading, and in recent times has carried out this form of money-making by buying and selling motoring books. He has now come up with this work, which explains how to approach the hobby or investment and what books to look for. This is really a comprehensive catalogue of such books, magazines, Club journals and the like, covering motoring and motorcycling titles. Having had so many motoring books through my hands, and something of a library of my own, I was asked to wrote a Foreword to what is the first true catalogue of its kind.

The contents are far-ranging, with 24 chapters on the recognised "periods" of the older motor vehicles, the technique of book and catalogue collecting, lists of specialist dealers, a guide to this book itself, and then those on technical, road, motor-racing, individual cars, autobiographies and biographies, etc., *marque* and other histories, rally and kindred books, non-technical titles, including children's motor books, those on taxies, buses, models, mascots and badges, and so on, not forgetting travel, each of these chapters being divided into sections where necessary.

Even cycling is included and the lists are interesting and useful, and Club and other organisational addresses are also provided. There are illustrations, some in colour, of the covers of typical books and magazines.

Having said that, it must be added that accuracy is the essence of any reference work, so it was disappointing to find that some corrections suggested to the author had not been made, leaving one to wonder about the rest of the entries. For example, it was F. L. M. Harris who edited *The Sports Car*, an MG journal which grew out of the *Brooklands Aerodrome Magazine* and *Brooklands-Track and Air*, not Oliver Holmes, with whom I worked before the war after he had founded the last-named of these magazines, and although Mortimer gives February 1902 as the date of the first issue of *The Motor*, the publishers themselves say 1903. My "History of Brooklands Motor Course" first published in 1950 by Grenville is more than "the former three volumes in one" which Mortimer suggests (it incorporates the 200 Mile Race data among other additions) and to my knowledge the first BARC Brooklands Year Book appeared in 1913, not in 1907. Unless the indexing has misled me, I can find no mention of such important one-make titles as "The Lea-Francis Story", Karl Ludvigsen's "Opel — Wheels to the World" and that American writers great, comprehensive Porsche history (his Mercedes competition cars History is indexed and illustrated but I could not find any other reference to it), and the excellent Peugeot books sold here by Albion Scott Ltd., nor are all the Morgan 3-wheeler and Renault titles listed, or under motor-racing circuits, the "MOTOR SPORT Book of Donington". I have an idea that Frostick's Bentley exposure "Cricklewood to Crewe" and "Ford — Dust to Glory" are other omissions, together with Alan Henry's "4-Wheel-Drives". My advance apologies if I have missed the relevant references. . . .

However, Charles is so modest about the whole thing saying he listened to collectors to whom he was selling books to learn as much as possible, that he knows his book will be subject to criticism "because the whole spectrum is far too great for any one person to know everything about every section" of motor book collecting, and he leans on me as a reviewer when expressing views about some of the books and makes the point that he has compiled a guide, not an encyclopaedia, that it seems churlish to have made the afore-quoted criticisms. It is just that I couldn't help enjoying this "Constant Search", in which Mortimer puts little anecdotes from his motoring and book-vending life, and then scanning my own "hoard", to see how it adds up — the author explains the difference between proper collectors, and "hoarders". Not only are magazines dealt with, Club journals have a place in this big book and even the original "Profiles" are in with more weighty books. Incidentally, of *Brooklands — Track and Air*, Mortimer says, "one almost feels its editorial office must have been based at the track". I could have told him that it was at first, moving from the Aero Club to Butt's Lodge and then to the disused mortuary (the Boddy in the mortuary!). Curiously, he does not mention the much older *Brooklands Gazette)* but if he had he wouldn't have ascribed 1924 to the first year of MOTOR SPORT, which should be 1925.

Nor did I have the help of Denis Jenkinson when I kept MOTOR SPORT going throughout the war years, only myself and the extremely enthusiastic and helpful readers of that war-time magazine, although it is true that it was during the war, at RAE Farnborough, that I realised D.S.J.'s worth and persuaded him to write for us when Grand Prix racing restarted. Then the author says he confesses he doesn't know, even now, why *Vintage and Thoroughbred Car* became Lord Montagu's late-lamented *Veteran and Vintage Magazine* — I can tell you Charles, as I thought I had — the former little mag was losing money and was sold out to Lord Montagu when it became known that he was looking for an old-car journal. It seems odd that Road-Test annuals are listed with the weekly and monthly magazines, and why was "Taxi" by Anthony Armstrong omitted?

However, having got that off my chest, I must say the idea is unique and ambitious and that for those who are taking motor-book collecting so seriously that they can afford to first spend nearly £20 on a catalogue before devoting this sum to the now desperately expensive, but highly-fascinating, wide range of such books available from specialist dealers, this is the one for them.

W.B.

"Duesenberg — The Pursuit of Perfection", by Fred Roe. 286 pp. 9¾" x 7½" *(Dalton Watson Ltd., 76 Wardour Street, London, W1V 4AN £27.50)*

This is another of Dalton Watson's high-class mainly pictures books (this one is packed with splendid Duesenberg pictures, beautifully reproduced, starting with the 1905 to 1913 cars of the Mason period and continuing to the end of the fabulous Model-J).

Because many of the cars depicted so beautifully are racing or high-performance road-equipped cars and because the make has tended to be neglected here, this new title, is a worthy addition to motoring history. One could be excused for thinking that every known Model-J Duesenberg has been included (perhaps it has!) and the book ranges wide, including data on the early side-rocking-lever valve-gear Rochester-Duesenberg engines and the various cars in which these were installed, and the later Model-A Duesenberg motor. The racing and record-breaking cars are well covered and there are engine drawings, and photographs of mechanical components, factory interiors, dates, tables, power curves, etc.

The bulk of the book is devoted to the handsome Model-J, however, with special bodywork, illustrious owners, and so on, with a long technical description of this chassis, from a 1929 issue of the *Accessory and Garage* journal forming Appendix III. The other rather brief appendices are about serial and engine numbers from 1920-1937 and details about the eight original Derham tourers, the colour frontispiece depicting a rebuild of one of these cars, from three derilists, photographed outside the Auburn-Cord-Duesenberg Museum in Auburn, Indiana.

There are more than 550 pictures in this art-paper treat for American-car "buffs". — W.B.

"The Golden Age of Motoring". 148 pp., 10¾" x 8½" *(Patrick Stephens Ltd., Bar Hill, Cambridge, CB3 8EL.* £14.95).

This composite work from Edita Lausanne is just another lighthearted picture-book approach to the old days of motoring — the sort of thing usually termed a "coffee-table" job. However, anything from the publishers of the much-coveted "Automobile Year" has to be beautifully produced and presented and it is the little snippets of new information from rare published works and the fine artistic pictures, many in colour, of differing aspects of motoring as it used to be, that make this a little different from other publications of its kind. It contains pictures of cars in comic cartoons and artwork, in reproduced advertisements (including one for Le Gant "Youthlastic" ladies' corsets for more comfortable voyaging, and a classis Hispano Suiza painting) and many unusual aspects of the game, from the beginnings to the vintage period.

Inevitably quite a number of the illustrations and quotations have appeared elsewhere, but there is just sufficient "new" material from books and magazines to make this a rewarding "browse", although too much fictional matter. Most of the cars illustrated are from the Continent, although the caption-writers do not appear to know that it is a Salmson which is seen overturning at Shelsley Walsh on page 50 or that the Napier-Railton was different from a Railton (page 38). This is in many ways a "stunt" book, if a delightful one. It deals with speed, open road, drivers, traffic-jams and associated problems, elegance, prestige, motor complications, and especially lady motorists — from one piece of artistry associated with an Edwardian Renault one notes that there is nothing new, even in the design of ladies' umbrellas! An unusual but expensive contribution to the overall automobile scene, with hardly enough fresh material to justify it. — W.B.

"Canadian Aircraft Since 1919" by K. M. Moldon and H. A. Taylor. 530 pp., 8¾" x 5½".
"Lockheed Aircraft since 1913" by René J. Francillon. 526 pp., 8¾" x 5½" *(Putnam & Co. Ltd., 9, Bow Street, Covent Garden, London, WC2E 7AL.* £20.00 each).

These two all-embracing histories follow the well-known Putnam format, being Bodley Head imprints. The book about Canadian aircraft runs from Avro 504 and even earlier aeroplanes to the Westland Lysander, quoting alphabetically, and the coverage is highly praiseworthy, both pictorially and in description with a wealth of tabulated data. Apart from descriptions of each aeroplane, with mainly photographic support,

and the occasional drawing and scale-plan, the book goes into the matter of the various aircraft-producing companies in Canada, from Avro Canada to Reid and Curtis-Reid, after introductions to the origins of aviation in this country and the civil and military developments.

The book about the famous firm of Lockheed is similarly comprehensive but about the products of that company only, from the Model-G to the S-3 Viking, but there is much information about Lockheed sub-divisions and the expected informative appendices. The frontspiece of the first book shows a fire-fighting Canadair CL-215, that of the other book a Lockheed P-38F-I-LO over Sierra Nevada in 1942, during tests of 165-gallon drop-tanks. — W.B.

"Tiger, Alpine, Rapier — Sporting Cars from the Rootes Group" by Richard Langworth. 175 pp., 10" x 7¼" *(Osprey Publishing Co. Ltd., 12-14, Long Acre, London, WC2E 9LP.* £9.95). Some time ago Richard Langworth gave the impression that he was anti-British, by issuing some snide back-window stickers deriding British cars. He has made some amends for this by saying in the Preface to this book about some of Rootes' more sporting cars that "I have a great admiration for the British Motoring press, for I was weaned on Dennis May and schooled by Bill Boddy, and my run of *Autocar* is one item I must never be without". So in forgiving Richard at least part of his sin against us I read his book with much pleasure, having always regarded the Ford V8-powered Sunbeam Tiger as a very likeable car and having happy memories of Alpines and Rapiers from my earliest road-testing days.

The memories come crowding back, from reading and studying this book. There are quotes from MOTOR SPORT in the text and Langworth has put in a magnificent collection of memory-provoking pictures. These include Rootes publicity photographs, reproductions of their advertisement copy of the relevant time (recalling to me how they used to use big numerals suggesting overall success in a competition when often only a class win had been scored!), shots of the models he is writing about in all forms of competitions, models of another sort posing with these cars, even glamorous Rosemary Smith in beach attire, contrasting with a uniformed chauffeur standing by a Humber Pullman. Names like Norman Garrad, Peter Harper, Peter Proctor, Raymond Baxter, Sheila van Damm, Nancy Mitchell, Gatsonides, Stirling Moss and others too numerous to list, turn on the nostalgia, not only in respect of the Alpines and Rapiers but also the Humbers, the story starting with the Hillman Minx and the Talbot Ten that derived from it (the first car I road-tested for MOTOR SPORT, getting a speeding ticket for my pains). There are views of Rootes' Motor Show stands, their Devonshire House premises in Piccadilly, very prestigious in 1920 but impossible to park anywhere near in post-war days, and altogether this is a very worthwhile "read" for enthusiasts for the makes and types of sporting cars it covers.

The closing chapters are about the Imp ("The car that killed the Rootes Group?") and the aftermath ("Chrysler's Vision!") and there are Appendices giving performance figures for cars ranging from the Sunbeam Ten of 1947 to the Alpine coupé of 1969, averaged between *Autocar* and *Road & Track*, covering the specifications and contemporary prices of these cars (by Graham Robson), and dealing with production runs and Sunbeam Tiger prototypes etc. There have been other books on these subjects but there is space on the shelves for this one. — W.B.

* * *

The Magpie Publishing Co. has brought out two books "The Morgan Year Book 1980-81" compiled by Colin Musgrove, and "The Jaguar Driver's Year Book 1980-81" by Paul Skilleter, both priced at £8.95.

* * *

A new Foulis "Mini Marque History Series" book is "Lotus — The Complete Story" by Chris Harvey, explanatory from its title, and priced at £5.95.

* * *

"The Observer's Book of Cars" has long been appreciated as a pocket-size reference to current models. Now this publisher, Frederick Warne, has enlarged the idea, with two rather nice little, well-illustrated volumes, useful as quick references even to those well versed in the periods covered, namely Classic Cars after 1945 by Mark White and Vintage Cars and Pre-War Classics by the same author. Each book costs £1.95.

* * *

Motor Racing Publications Ltd., 28, Devonshire Road, London, W4 2HD, have a soft cover 160-page book for drag enthusiasts called "Quarter", by Stephen Myatt, which tells you a very great deal about this aspect of the Sport, on two wheels and four (or four with two off the deck!), serious or merely showmanship. It costs £6.50.

* * *

Connoisseur Carbooks Spring 1982 Catalogue has just been published. The 72 page booklet lists and describes all books currently available, plus many important titles scheduled for publication between now and the end of July. Subjects covered are cars, commercial vehicles and motorcycles. Also included, at the end of the catalogue, is a list of books due for publication later in the year for which exact prices and publication dates have not yet been fixed. Available from Connoisseur Carbooks at 28 / 32 Devonshire Road, London W4 2HD.

* * *

Finally, for this month, there has been a spate of new motorcycling books. Osprey offer in their "Collector's Library" series "Vincent Vee-Twins" by Roy Harper, which must enthrall anyone who loves high-performance two-wheelers; Phil Irving writing the Foreword. This one sells for £7.95, as does another in the same series, "BSA Gold Star and Other Singles" by Roy Bacon, Foreword by Brian Martin. Both are massively-illustrated data books. Of more general appeal are "British Motor Cycles Since 1950" by Steve Wilson, which is a PSL of Cambridge publication priced at £8.95 and compiled by Steve Wilson, very much a catalogue-type reference work, and "Exotic Motorcycles" from Osprey (£9.95) which we might have passed over were it not by Vic Willoughby, about 24 well-remembered machines, from the NSU "Flying Hammock" to a Norton with Reynolds' pivoted-fork, these being road or track tested for *The Motor Cycle*, often before any other journalist or the only writer allowed to swing his leg over the saddle — fascinating stuff . . . The types tested include not only up-to-the-minute jobs but restored Big Brough Superiors, be it noted. Unusual travel stories are to be found in "Motorcycle Touring" by Peter "the Bear" Thoeming and Peter Rae, about adventure in many parts of the world on a variety of machines. Osprey netted this one and sell it for £9.95. Finally, there is the self-explanatory IAM "Advanced Motorcycling" soft-cover manual which can be yours for £4.85, or £6.95 in hard-back, from the Queen Anne Press, Holywell House, Worship Street, London, EC2A 2EN. — W.B.

Cars in Books

REFERENCES to cars, or relevant items, can arise from the most unlikely books. For example, in "The Country House in the 1980s" by John Young (Allen & Unwin, 1981) one is reminded, in the chapter about Woburn Abbey, that the wife of the Marquess of Tavistock is a Director of Aston Martin, there is a photograph of Lord Carnaervon outside Highclere Castle with his BMW, in which he presumably "roared off down the drive" after the interview, and a chapter is devoted to Kentwell Hall, in Suffolk. Although it isn't mentioned, this is where Dick Seaman, who drove for Mercedes-Benz before the war, was brought up. It is said that although much of the 3,000 acre estate has been sold (I believe it ran to 5,000 acres when the Seamans lived there) 45 acres still surround the moated Elizabethan mansion — which is open to the public should anyone want to tread in the footsteps of a famous racing driver. Incidentally, the present owner does not drive. . . .

A reader has kindly lent me a most curious little book, written by Col. J. T. C. Fuller, for a series of books by Keegan Hall, Trench, Trubner Ltd., this one titled "Pegasus". It was written at the Staff College, Camberley, in 1925 and deals in a most unusual manner with the evolution of mechanical transportation. The author was especially concerned about the problems of making vehicles fit the available roads, of which he said there were 178,000 miles in Great Britain, the maintenance of which cost £19,000,000 in 1914-15, £45,500,000 by 1921-22, the cost of macadamised roads being very high and their maintenance prohibitively expensive in sparsely inhabited country. In Jamaica, for instance, it cost £1-million a year to maintain roads, and both there and in England this worked out at slightly more than £1 per inhabitant. After light box-cars such as the Ford, useful only for small loads over short distances, lorries of from three to six tons were uneconomical. Special vehicles were needed, like the Renault six twin-wheeled car that had carried out wonderful performances in the Sahara. To this end the little book was illustrated with photographs of cross-country vehicles, such as the Sentinel steam tractor, Crossley-Kegresse, Morris one-ton roadless lorry, the Vulcan two-ton track-driven lorry, a 2½-ton Guy of this type, a tracked 3-ton Daimler lorry and a FWD lorry and trailer of six-tons useful load, again using a Kegresse-type tracked-drive.

From "Edith Evans — A Personal Memoir" by Jean Batters (Hart Davis, 1977) we learn that Dame Edith Evans, the famous actress, was using a cream 25 h.p. Chrysler d.h. coupé in 1947, called Chloe after her late husband, driving it herself after her chauffeur had been called up, bravely but without skill, and that both Dame Gladys Cooper and Margaret Leighton were said to have been hair-raising in this respect, the latter in her Jaguar. Dame Edith's Chrysler was later changed for a Rolls-Royce Silver Cloud, splendidly driven by an ex-Southdown coach driver whom she called "William", as a suitable name for a chauffeur. — W.B.

IT MAKES A FOUR FEEL MORE LIKE A SIX.

The smart silver unit opposite is the amplifier from the new Lucas Electronic Ignition system.

Together with the electronic sensor switch and rotor vane shown, it's designed to replace the conventional contact breaker set, condenser and rotor arm in both four and six cylinder cars.

With quite remarkable results.

By dispensing with the contact set, it eliminates points bounce at higher speeds, giving noticeably smoother top end performance.

By eliminating points arcing at lower engine speeds, it offers improved starting, smoother tick-over and a steadier takeoff.

By increasing the dwell angle (the period of time your coil has to re-energise), it increases performance right across the rev range.

And by replacing the conventional ignition parts in your distributor, it keeps your ignition timing spot-on.

For thousands and thousands of miles.

Which, of course, means less fuel wastage.

In fact, not only will Lucas Electronic Ignition give four cylinder owners many of the advantages of a six.

But also, it'll give six cylinder owners some of the benefits of an eight.

With virtually none of the drawbacks.





LUCAS ELECTRONIC IGNITION COMES AS A COMPLETE KIT, TO FIT FOUR AND SIX CYLINDER CARS, AND CAN BE DIY FITTED WITHIN A COUPLE OF HOURS. IT'S AVAILABLE FROM GARAGES, ACCESSORY SHOPS, SUPERSTORES AND LUCAS SERVICE AGENTS, WHO ARE LISTED UNDER 'GARAGE SERVICES' IN YELLOW PAGES.

For a copy of our informative leaflet 'The Facts about Electronic Ignition', just post this coupon to the address below.

Name _____

Address _____

MS/6/82

Lucas

The right parts for every car.

LUCAS ELECTRICAL LIMITED, PARTS & SERVICE DIVISION,



A MILES M.3A FALCON similar to the one flown in the 1936 King's Cup Race by Flg. Off. Clouston but better faired. This one was raced after the war by D. G. S. Cotter.

AIR

The 1936 King's Cup Race

A Personal Recollection

IN May 1981 this feature dealt with the first post-war Aerial Derby, held in 1919 and won by Capt. Gerald Gathergood's DH 4R, at 129.34 m.p.h. In subsequent years the winners included Capt. Courtney's Martinsyde Semiquaver, at 151.45 m.p.h., and for two years in succession Jimmy James flying the formidable Gloucestershire Mars I, respectively at 163.34 m.p.h. and 177.85 m.p.h. That brings us to 1922, the year in which the first King's Cup Race, for a trophy presented annually by HM King George V, was held, the first, a two-day event, being won by Capt. Barnard with a DH 4A, at 123.6 m.p.h. This became the most famous of British air races and it was held without a break up to the war, although not quite so regularly thereafter.

In the 1930s I was an avid reader of C. G. Grey's outspoken weekly *The Aeroplane* and occasionally wrote for it, including one long technical discourse about how air racing could be improved, which I now find I can only understand by concentrating hard! This led the celebrated Editor, Charles Grey, to summon me to his Piccadilly offices one day in 1936. I had no idea what he wanted but, ever anxious to earn a meagre crust by writing (as I still am), I hastened there by 'bus. I was asked if I would report part of the forthcoming King's Cup Race. I told the monacled Mr. Grey that I had reported plenty of motor races but had never seen an aeroplane race. "Never mind", he replied, "that will prevent you from being biased. Have you a motor-car?" I hadn't at the time, but knowing I could borrow one from friends, I said yes. Grey then called his secretary and laid on Press passes and petrol money.

The night before I was due at the Bristol race control found me driving across Salisbury Plain, very eerie in the darkness, in an early Austin 7 box-saloon, lent by Leslie Ballamy if my recollections are correct. On arrival I presented my credentials shyly and was immediately given VIP treatment, so influential was *The Aeroplane* of those days. The race was a two-day handicap starting from Hatfield and soon competitors began to arrive from the Nottingham direction, for the landing at Whitchurch aerodrome. There had been 26 entries, divided into various classes, and the week beforehand *The Aeroplane* had devoted many pages and a wealth of photographs and drawings to describing how the competing machines had been "tuned" in an endeavour to beat the handicappers. Two BA Double Eagles with Gipsy Six engines and the Percival Vega Gull were in their first King's Cup, and among the over 150 h.p. Single-engined entries were the exciting Mew Gulls, Miles Speed Hawks, and Miles Falcon Six. The de Havillands, father and son, were sportingly flying a DH 90 Dragonfly and the DH Technical School's little TK2 (Waight up), finished in dark green Titanine Satin paint polished to a high gloss by the students to reduce drag to a minimum, was much fancied. The Percival Gulls and Vega Gulls had extra tanks, so that they could do the circuit Hatfield, Norwich, Nottingham, Bristol, High Post, Shoreham, Hatfield without refuelling.

Somewhat bewildered, I noted the gathering cloud and brisk wind. At 11.40 a.m. Capt. Edgar Percival appeared in the Mew Gull and had an argument with the Shell people because they had no 81-Octane fuel for him. I made some play in my story of the leisurely refuelling, compared to the frenzied activity to be seen in the pits during a motor race, and the seeming lack of proper fire-precautions. Percival was, for instance, served with coffee by a waiter in full-rig, before taking off again. Next in was Tommy Rose in the Miles Hawk built for the slimmer Miss Ruth Fonties, and he *did* call for speed from the Shell chaps, but still had time to smoke a cigarette (in the cockpit!) and have a drink while his machine was refuelled. . . .

So the day wore on. W. Humble's Miles Hawk and the TK2, its pilot in his first race, arrived in close company, the former resuming first, and the celebrated C. W. A. Scott urged quick refuelling of his Falcon Six by the National Benzole team who, when Ft. Lt. Wilson's BA Double Eagle taxied up, had two men ready on the petrol-pump handles and two in reserve, but no step ladders on which to reach the fillers; the pilot, in soft hat and raincoat, watched these antics from his cabin window. The other Double Eagle, Capt. Hope's, checked in and immediately took off again. Landing varied from wing tips almost touching the ground to skilled three-pointers. T. H. O. Richardson leap-frogged alarmingly in the Comper Swift (like the TK, a proper single-seater racer) and could profitably have used a motor-racing splash-sheet while the fuel was going in. . . Amy Mollison had a saloon car to lead her BA Eagle-2 to the control, after she had made a model landing. The only prang was that of John Kirwen, whose Hendy Heck broke the port leg of its undercart under braking as he was taxi-ing out after refuelling, causing the machine to fall onto its nose. The pilot was unhurt and seemingly unmoved, but a definite retirement. Alex Henshaw, flying a DH Leopard Moth, said he had been "flat-out" as a navigation check for Flt. Lt. Bonham-Carter's Miles Hawk, but later low oil-pressure caused him to retire. So fast were these pre-war aeroplanes that the Friday's 612-mile course had to be covered twice and soon Percival's Mew Gull was back again, disappearing into the murk before any other aeroplane had appeared. Humble said he would "Just hope about oil", after a hammer and tyre-lever had been needed to shift the fuel-tank fillers of his Miles Hawk. The TK2 was a minute after him, followed another minute later by Rose. Some, like Charles Gardner, pulled up in a sharp climbing turn, S. W. Sparkes (Gull Six) did a real shoot-up, but P. H. Maxwell's Sparrow Hawk, with little fuel in hand, came in very fast and low, while Scott took his time in dropping in from high up. Rain returned after lunch and, mindful of the slow gait of the even-then-elderly Austin 7 and weary from a night on the road, I called it a day at 4.45 p.m., while some competitors were still coming in on their second circuits. I wrote my impressions in longhand and was delighted when they occupied nearly a page of *The Aeroplane's* report, completely unedited, especially as I was in impressive journalistic company, Thurston James, Grey's Technical Editor, having covered the start, and F. D. Bradbrooke, the paper's famous test-pilot, the day's racing, — I wonder who "C.D.P." was, who (like me), did a control point, in this case Shoreham? (With hindsight I still cannot decide whether I was a better aviation writer at the age of 23 than I thought I was, or whether it was the casual journalism of the 1930s that got my story in unaltered).

There was still the Final to be flown on the Saturday, round a 26-mile circuit Hatfield, Hoo End, Sacombe Farm, which Bradbrooke covered. The winner was Charles Gardner's Percival Vega Gull G-AEKE, with two 200 hp Gipsy Six engines, at 164.5 m.p.h. He took the Cup and Viscount Wakefield's (of Castrol) £800. The runners up, if you can say that of aeroplanes, were Rose's Miles Hawk Speed-Six G-ADOD and Flt. Lt. J. B. Wilson's BA Double Eagle, G-AEIN both using Gipsy Six motors — I note that *The Aeroplane* called them this although Grey had once said to me "Boddy, never use 'motor', which is an Americanism, always 'engine'"! As this was a handicap, Percival's Mew Gull was quicker than the winner, at 203 m.p.h. By then even racing aeroplanes were pretty reliable, obviating the forced-landings that gave a thrill to the public but anxiety to pilots. Apart from Kirwen's mishap the only other reported casualties were a bent propeller, also while taxi-ing, on Peter Reiss' Vega Gull, and Matthew's who ran into a ditch after landing Mr. Battye's Hawk Major at Shoreham, although Hope had fuel-feed mix-ups that led to much just one-motor (sorry, engine)

We'll take you to Dallas, teach you to fly in only 3 weeks, and save you money into the bargain.



Perfect weather means you can chalk up flying hours fast —lower fuel costs and full aircraft utilisation mean lower prices.

Choose one of our highly successful pilot training courses: an intensive three-week course leading to a British or American Private Pilot's Licence– with accommodation and return air fare, from only £1,895. Or, if you prefer, a more relaxed four-week course from only £1,995.

Courses include a minimum of 35 hours flight training in Piper aircraft, plus 36 hours ground school; complete flight pack and all examinations are also included. It really does work out cheaper than learning to fly in Europe.

Your courses take place at Curzon's own FAA-approved flying school in Dallas. Departures for courses are on every third Friday, on British Caledonian.

Come to one of our frequent meetings at the London Business School, Sussex Place, Regents Park, London NW1. Talk to some of our instructors and successful pupils. Phone 01-868 1477 for details now.

To: Curzon Flight Ltd., The Olde Barn House, High Road, Eastcote, Pinner, Middlesex HA5 2FW. Day Tel: **01-868 1477.**
Please send me more details of your..... courses.
If finance is required please tick box. ☐

Name_____

Address_____

_____ Post Code_____ Tel:_____

CURZON FLIGHT
Air Training Systems

P8

All our instructors are licenced and rated by both the CAA and the FAA.

aviating (he used Germ oil, kept hot in thermos-flasks, and retired when it leaked) and Mrs. Mollison when the undercart of her BA Eagle wouldn't retract properly.

The Aeroplane which then cost sixpence and had its own sales-van at Hatfield, devoted 18 pages to reporting this 1936 King's Cup Race, including three pages by C. G. G. himself with 38 illustrations, and, to make our Advertising manager jealous, I will add that it netted 11¼ pages of race-orientated ads. The King's Cup race is still held and is due to take place this year on September 4th / 5th based in Leicester. — W.B.

A Happy Reunion

PHILIP GORDON-MARSHALL, whose letter about pre-war flying with Italian racing drivers appeared in the April issue, writes of a happy incident which happened to him when he went to the Badminton Horse Trials at Easter. Looking up, he saw his old DH Leopard Moth, G-ACMN, purring sweetly overhead, on the Saturday. It was built in 1932, somehow survived the war, and passed back into De Havilland's possession and when Gordon-Marshall was posted from Hatfield to Airspeed at Christchurch in 1947 it became virtually his aeroplane for many years. It was lent to an experienced pilot who smashed it badly on landing and as this coincided with Gordon-Marshall joining the Bristol Aeroplane Company, he "lost" the Leopard. It was rebuilt by DH and sold to John Parkes, then Chairman of Alvis Ltd., who had been a qualified pilot from AAF's 601 Squadron, before instructing at Heston, then joining DHs and later Alvis. Mr. Parkes kept the Moth in impeccable condition and continued to fly it after his retirement. He had intended to pass it on to his son Mike, had he not been tragically killed when testing a works Ferrari just when he was coming back to England for good. So Parkes let it go to Henry Labouchere, which Gordon-Marshall says was the best possible home for it, as this is a man who really understands vintage aeroplanes, does all his own maintenance of them and prefers to fly, as far as possible, in the manner of a private-owner pilot of the 1930s. He has got the Leopard back almost to as-new standard and keeps it on the remote Norfolk coast, together with his Tiger Moth.

Gordon-Marshall walked with him to see "his" old aeroplane, parked with modern types on the private landing-ground adjacent to Badminton House, surrounded by its great park. The present owner has received many high offers for it, but has refused to part with it. It was standing by an even older Puss Moth, owned by another vintage flying enthusiast, Alex Norman, son of Desmond Norman of Britten-Norman and grandson of Nigel Norman who virtually created and ran Heston, accompanied the visit to look at G-ACMN. The Normans are a family of aviators, all three of Nigel's sons being very experienced pilots, while Alex, in the Army, is learning to become a pilot and has bought an aged Auster, he remembered that his grandfather's Leopard Moth had the next registration to the Gordon-Marshall, Parkes, Labouchere machine.

Incidentally, Badminton owes much of its character to the Duke of Beaufort, 82, whose country seat it is. Universally known as Master, HM The Queen Mother and he made a special pair, as they walked among the visitors to the Horse Trials, the latter totalling some 200,000. The Master was prevailed upon some years ago to accept the Reg. No. MFH 1, which until recently was on his dark blue Derby Bentley, which was stable companion to a Land-Rover. We understand that His Grace now has a dark blue Ford Granada and a Range-Rover. — W.B.

* * *

Paper Aeroplanes

LIONS CLUB of Yeovil, Somerset, is organising an International Paper Aeroplane Contest, sponsored by the Haynes Publishing Group whose motoring books and manuals absorb over 3,000 tons of paper a year. Entries closed on May 31st but after fly-offs round the country the Grand Fly-Off will be at Yeovil's Fleet Air Arm Museum on June 19th. There are classes for distance, duration, aerobatics, origami(?) and rotary-wing and we bet the entered aircraft all of which will receive Certificates of Performance fly better than those dart-like aeroplanes we made from folded newspapers in our youth. Details from the Fleet Air Arm Museum. — W.B.

* * *

The Things They Said. . . .

"One thing for which England in particular . . . and the greater World beyond that, can give thanks . . . is that British Air Power has been re-established. So long as Great Britain was the subject of mockery and derision the peace of Europe was always in danger. Today . . . no nations are going to war without knowing what England is going to do about it. . . British Air Power never stood higher than it does today, and the Royal Air Force has never had such bright prospects". — This has a topical ring to it but was actually part of an article in "Matters of Moment", entitled "Gaudeamus Igitur", that appeared in *The Aeroplane* for January 5th, 1938.

W.B.

Air Mail

Life in the RAFVR

Sir,

The RAFVR was barely a year old when I received my first flying instruction at the De Havilland School of Flying (also known as No. 13 E & RFTS) at White Waltham, Maidenhead. We were taught on Tiger Moths (DH82A), but other Reserve Schools flew various types. For example, our neighbours at Woodley (Reading), had Miles Magisters and at Hanworth they had a Blackburn Bi-plane (metal) with side-by-side seating.

After the required 25 hours of dual instruction and 25 hours solo on the Tiger Moths we graduated on to Hawker Hart (training special), Audax, Hind etc., and most of our flying was solo, except when being tested for Wings standards. I was not quite up to Wings standard when we were mobilised on September 1st, 1939. I lacked night flying experience because, at that time, there were no facilities for night flying at White Waltham.

You will see from the foregoing paragraph that the VR does not go back as far as the Bulldog, Siskin, Gamecock, Grebe, Snipe, etc., although I have heard that some VR schools had Gauntlets. However, the Royal Auxiliary Air Force existed well before the VR, and its squadrons flew much the same aircraft as the regular Air Force.

Our pre-WW2 flying was "carefree", indeed, I would say that we had the best flying of all time, but did not appreciate that fact at the time. We had wonderful aircraft, the best possible instruction, and an absolute minimum of restrictive regulations. Few of us had, or needed, any money, life was too good to us. Sadly, many of my contemporaries failed to survive the subsequent war years, but I am sure that those who did survive, owed a lot to the training received at the E & RFTS (Elementary And Reserve Flying Training Schools).

During my time at White Waltham there were few dramatic incidents that I can recall, and my own training was on the whole quite uneventful. However it was all absorbing, and we had a lot of fun. One incident I *can* recall concerns the "Cheltenham Flyer" which used to steam past the airfield at a considerable rate headed by the Caerphilly Castle locomotive. It was the GWR's pride and joy! I was on my annual 15 days training spell late in 1937. I had just gone solo and was having further "dual" training, and being tested on various aspects of our programme. My instructor suddenly shouted "I've got her!" and down we went until we were well below the official minimum height, flying through the smoke from the Caerphilly Castle, and hopping over bridges, telephone lines etc. The Tiger Moth was going flat out at about 110 m.p.h., but I guess there was a slight head wind, and my instructor was shouting with rage as the train slowly drew ahead of us. When I looked around I found that we were accompanied by Magisters and Tiger Moths all doing the same thing! The Hawker Bi-planes also joined the procession, and further enraged my instructor because they could overtake the train without effort! One can hardly imagine such a scene today!

Off duty, on the ground, we didn't go far afield, mainly due to lack of money! Few of us had cars, but those who did shared them with the others when possible. (I rode a bicycle from Harrow to White Waltham for weekend flying.) One chap had an old Morris Cowley saloon, with large headlights, and a windscreen that opened outwards. He took six of us out onto the grass aerodrome shooting, with borrowed shotguns, at hare, rabbits and game birds, caught in the headlights. We were surprisingly successful, but I don't know how we avoided serious injury!

The RAFVR was reconstituted after the war, and I flew Chipmunks at Panshanger for a while, and was beginning to train as an instructor, but all non-regular flying was halted in 1953. I later joined No. 7010 Reserve Flight (photo-interpretation), and was retired from the VR in 1975 on reaching my 60th birthday, but 7010, and one other "VR" flight, is still going strong.

Orpington, Kent — F. R. GREEN (F/Lt. RAFVR, Ret'd.)

Glider Achievement

Sir,

My father, Alan Yates, shares a glider with Geoffrey Stephenson, they both fly regularly at Dunstable.

Geoffrey was the first person to *soar* across the Channel as opposed to gliding after an aerotow to the required height of about 10,000'. Geoffrey left Dunstable using initially hill lift, then thermals, eventually reaching 8,000' near Dover then, in a straight glide, managed to land in France.

You may be interested to know that the most recent cross channel glider flight was by Justin Wills, Philip Wills son. Justin flew from Exeter into Germany some 350 miles!

Philip Wills was the first British World Gliding Champion, winning in Spain in 1952. Of course you are lucky now in having George Lee who has won the last three Open Class World Gliding Championships. That is an almost unbelievable achievement.

Please keep up the good work with your superb magazine.

Melrose, Mass. — GRAHAM YATES

Hermetite: your car's got a place for it.



VIZI BLEEDER The 'One-man' brake bleeder.

BRAKE AND CLUTCH FLUID To SAE J1703 & US FMV SS 116 DOT 3 specifications.

TORQSEAL Stops loosening of nuts and bolts through vibration.

INSTANT GASKET The one and only 'gasket-maker in a tube'.

CARBURETTOR OIL Top up for Stromberg C.D. and S.U. Carbs.

RED World famous semi-hardening jointing compound (for all surfaces).

GOLDEN The universal non-setting jointing compound for ease of dismantling.

RADIATOR LEAK SEALANT For radiators, engine blocks and cylinder heads.

ALICLEAN AND FINISHING CREAM For easy cleaning to bring the best out of aluminium and chrome-spoked wheels.

WINDOW SEAL Forms flexible waterproof seal for windscreens.

Hermetite is the name you can trust – after all, we've been manufacturing top quality automotive products for over 60 years. Products you'll find used and respected by the D.I.Y. motorist, the trade and the motor industry itself. You're bound to find a place for Hermetite on your car sooner or later.

Hermetite Products Limited, Tavistock Road, West Drayton, Middlesex, UB7 7RA.

Hermetite

Please send me full colour literature on the whole range of Hermetite products for the DIY motorist.

Name _____

Address _____

MS6

Hermetite Products Limited, Tavistock Road, West Drayton, Middlesex, UB7 7RA.

The name you can trust



DIDIER PIRONI (28) won the San Marino Grand Prix after a race-long duel with Ferrari team-mate Gilles Villeneuve.

The San Marino Grand Prix

— Ferrari First and Second

Imola, April 25th

THE GRAND PRIX of San Marino, held on the undulating Imola circuit, was a straightforward affair. It was a battle between Ferrari and Renault, with two cars apiece, when the circuit opened for official testing on Friday morning at the scheduled time of 10 a.m. From the time the first lap was turned until late Sunday afternoon there were no problems as far as the spectators were concerned, you were either a Ferrari fan or a Renault fan, and each side made it clear which side was theirs. There were some Alfa Romeo fans, but they were eclipsed from the word go, so if you were not wearing red and waving a Ferrari flag you were wearing yellow and black and waving a Renault flag. By Saturday afternoon there were more than 40,000 protagonists around the circuit, and on Sunday for the race the organisers said there were 100,000 around the circuit. This was a bit of an exaggeration, but for sure there were 75,000 and there might have been 80,000, and by the end of the day most of them went home well contented.

At the beginning of the week before the race the FIA Tribunal had sat in Paris and decreed that running cars under the 580 kilogrammes limit was not acceptable, no matter how anyone interpreted the wording of the rules. In consequence Frank Williams withdrew his cars, as did Bernard Ecclestone and Colin Chapman, while the McLaren team was withdrawn amid a certain amount of dissension in the management. Others among the Cosworth-powered "special builders" who have to toe the line in the Ecclestone-Mosley FOCA group also withdrew, as did the Talbot team under the direction of Guy Ligier, though his reasons were obscure. Among the FOCA "hard-liners" Ken Tyrrell broke ranks and appeared in the paddock with his two cars, replacing Slim Borgudd with Brian Henton for "business" reasons and his cars carried advertising for Candy Appliances and Imola Ceramics in return for money. Among the lesser lights of the FOCA clan Gunther Schmidt ignored the "strike call" by Ecclestone and Mosley, and had his two yellow and white ATS entries in the paddock for Winkelhock and Salazar. Why some of the FOCA teams went on strike was not quite clear, but whatever the reason they certainly let-down their drivers and their sponsors.

Ferrari had their two "hard-chargers" Villeneuve and Pironi with the 1982 turbocharged 1½-litre V6 cars and Renault had their 1982 turbocharged cars for Prost and Arnoux. The Toleman-Hart team had their turbocharged 4-cylinder cars for Warwick and Fabi, and Alfa Romeo had their V12-powered Tipo 182 cars for Giacomelli and de Cesaris. The Cosworth V8-powered specials were represented by the two Tyrrells, and the two ATS, as already mentioned, and the two Osellas for Jarier and Paletti. Sadly missed from the line-up were Piquet, Patrese, Rosberg and Lauda, but in all honesty the remaining 14 drivers who were forced to miss the event by the strike action of their team owners, were not going to affect the outcome or figure at the front. It was the supporting cast that was a bit thin on the ground. Of all the drivers who were deceived by their team owners only Lauda was seen in the paddock, making it very clear whose fault it was that he was not going to be seen in

ENTRY

No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Nelson Piquet	BRA	Brabham	BT50	Entry Withdrawn			
2	Riccardo Patrese	I	Brabham	BT49D	Entry Withdrawn			
3	Michele Alboreto	I	Tyrrell	011	Blue	Cosworth V8	Goodyear	Candy Im. Ceramics
4	Brian Henton	GB	Tyrrell	011	Blue	Cosworth V8	Goodyear	Candy Im. Ceramics
5	Derek Daly	IRL	Williams	FW08	Entry Withdrawn			
6	Keijo Rosberg	FIN	Williams	FW08	Entry Withdrawn			
7	John Watson	ULS	McLaren	MP4	Entry Withdrawn			
8	Niki Lauda	A	McLaren	MP4	Entry Withdrawn			
9	Manfred Winkelhock	D	ATS	D6	Yellow White	Cosworth V8	Avon	Liquimoly Copec
10	Eliseo Salazar	CHI	ATS	D6	Yellow White	Cosworth V8	Avon	Liquimoly Copec
11	Elio de Angelis	I	Lotus	91	Entry Withdrawn			
12	Nigel Mansell	GB	Lotus	91	Entry Withdrawn			
14	Roberto Guerrero	COL	Ensign	MN16	Entry Withdrawn			
15	Alain Prost	F	Renault	RE30B	Yellow White Black	Renault V6 t.c	Michelin	ELF
16	René Arnoux	F	Renault	RE30B	Yellow White Black	Renault V6 t.c	Michelin	ELF
17	Jochen Mass	D	March	821	Entry Withdrawn			
18	Raul Boesel	BRA	March	821	Entry Withdrawn			
19	Emilio de Villota	E	March	821	Entry Withdrawn			
20	Francesco Serra	BRA	Fittipaldi	F8D	Entry Withdrawn			
22	Andrea de Cesaris	I	Alfa Romeo	182	Red White	Alfa Romeo V12	Michelin	Marlboro Scaini
23	Bruno Giacomelli	I	Alfa Romeo	182	Red White	Alfa Romeo V12	Michelin	Marlboro Scaini
25	Eddie Cheever	USA	Talbot	JS17	Entry Withdrawn			
26	Jacques Laffite	F	Talbot	JS17	Entry Withdrawn			
27	Gilles Villeneuve	CDN	Ferrari	126C2	Red	Ferrari V6 t.c	Goodyear	Fiat Agip
28	Didier Pironi	F	Ferrari	126C2	Red	Ferrari V6 t.c	Goodyear	Fiat Agip
29	Marc Surer	CH	Arrows	A4	Entry Withdrawn			
30	Mauro Baldi	I	Arrows	A4	Entry Withdrawn			
31	Jean-Pierre Jarier	F	Osella	FA1C	Blue White	Cosworth V8	Pirelli	Denim SAIMA
32	Riccardo Paletti	I	Osella	FA1C	Blue White	Cosworth V8	Pirelli	Denim SAIMA
33	Geoff Lees	GB	Theodore	TY02	Entry Withdrawn			
35	Derek Warwick	GB	Toleman	TG181B	Red White Blue	Hart 415R t.c	Pirelli	Cougar Marine
36	Teo Fabi	I	Toleman	TG181B	Red White Blue	Hart 415R t.c	Pirelli	Cougar Marine

PRACTICE TIMES (Longines Timing)

No.	Driver	Friday pm	Saturday pm
1	N. Piquet	—	—
2	R. Patrese	—	—
3	M. Alboreto	1.34.480	1.33.209
4	B. Henton	1.36.100	1.35.262
5	D. Daly	—	—
6	K. Rosberg	—	—
7	J. Watson	—	—
8	N. Lauda	—	—
9	M. Winkelhock	1.36.155	1.35.790
10	E. Salazar	1.41.255	1.36.434
11	E. de Angelis	—	—
12	N. Mansell	—	—
14	R. Guerrero	—	—
15	A. Prost	**1.31.169 (T)**	1.30.249 (T)
16	R. Arnoux	1.32.628 (T)	**1.29.765**
17	J. Mass	—	—
18	R. Boesel	—	—
19	E. de Villota	—	—
20	F. Serra	—	—
22	A. de Cesaris	1.33.879	1.33.397
23	B. Giacomelli	1.35.214	1.33.230
25	E. Cheever	—	—
26	J. Laffite	—	—
27	G. Villeneuve	1.31.541	1.30.717
28	D. Pironi	1.32.020 (T)	1.32.779 (T)
29	M. Surer	—	—
30	M. Baldi	—	—
31	J-P. Jarier	1.34.715	1.34.336
32	R. Paletti	1.37.999	1.36.228
33	G. Lees	—	—
35	D. Warwick	1.34.062	1.33.503
36	T. Fabi	1.42.529	1.34.647

action, and his sponsors Parmalat and Marlboro were not at all happy with the situation.

There was no point in weeping tears for the strikers, the San Marino GP was about to happen and the 14 entries that were ready were more important. The straight fight between Ferrari and Renault provided more than enough interest and one began to think it could be even better if each team fielded three cars; Lauda in a third Ferrari and Piquet in a third Renault was an intriguing thought, and if Patrese and Rosberg had appeared in the paddock looking for a drive there would have been no shortage of offers. With only 14 runners everyone was assured of getting on the grid, so there was no need for pre-qualifying on Friday morning and the timed afternoon sessions were only going to decide the order of the starting grid, not who was going to be on it. Although the Italian skies were blue and clear there was a cool breeze blowing which suited the turbocharged engines well and it was not long before the existing lap record time was being improved upon by both the Renault and Ferrari drivers. The Alfa Romeo team were not in the running and were making the excuse that their carbon-fibre monocoque 1982 cars were having to carry lead ballast to bring them up to 580 kilogrammes and this had upset their balance. In other words, like some of the FOCA teams, they had been dodging the rules and were now paying the penalty. In actual fact they were performing fairly normally if you study their past record.

In the timed hour in the afternoon Renault were in big trouble with engines for Prost arrived back in the pits in his brand new car with smoke pouring from the right-hand side. He set off again in the spare car as Arnoux arrived back on foot to report that he had abandoned his car on the circuit amid smoke and a small oil fire. Consequently both drivers had to share the spare car to record any sort of competitive times, and Prost decided he liked it better than his new one and opted to keep it for the rest of the meeting. After making fastest lap of the day Prost relinquished RE35B to Arnoux who put in fourth fastest time with it. The Renault team were in the middle of the pit lane and were not looking too confident, while at the top end the Ferrari team were fairly happy, but not fast enough, though Villeneuve was second fastest. However, their happiness disappeared when Pironi failed to come round; a tyre burst and his Ferrari bounced along the guard-rails, ending up a pretty battered wreck, but he was unhurt and returned to the pits to continue practice in the spare car. Even though his time was better than existing standards from 1980 and 1981, he was only fourth in the list.

Due to a wet race last year the official lap record stood at 1 min. 36.089 sec. set by Alan Jones (Williams FW07B) in 1980 and the fastest qualifying time was held by Arnoux (Renault) in the same year at 1 min. 34.523 sec. and now Prost was fastest with 1 min. 31.169 sec. and Pironi's fourth fastest time was 1 min. 32.020 sec., all of which was reasonable for two years of development without cheating the rules.

At the other end of the pits the Toleman team, watched over by Ted Toleman himself, were desperately finishing off an engine change on Fabi's car, due to a blow-up in the morning, but as time was running out he put in a few laps in Warwick's car in order to record a time, but the little Italian rattled about in the cockpit of the big Hampshire lad's car and could not do justice to it. Warwick was in good form and recorded a creditable 1 min. 34.062 sec., which put him ahead of all the Cosworth-powered cars, but admittedly they were all "second-division" runners, and the ATS team were limited to only a handful of laps apiece as they were running on tyres left over from the Long Beach race, thanks to Ecclestone's withdrawal of his IRTS tyre facility.

On Saturday the breeze was cooler and conditions could not have been better for turbo-charged engines so that one was prompted to think that "someone up there" was smiling benevolently on the teams who were keeping faith with the race organisers and the paying public. In the Ferrari garages a car was being completed for Pironi using a renovated monocoque, bits from the crashed 056 car and new bits that had been destined for the next 126C2, which would have been 059. As it was not finished Pironi spent the morning test session in the T-car (057), while Villeneuve retained 058. During some fast laps the brakes heated up so much that the fibre-glass air scoops to the front discs caught fire and the Canadian arrived back at the pits with flames and smoke licking round the front wheels. It was not as desparate as it looked, but the brake pad temperatures being recorded after the car had stopped were causing Ferodo's man Alan Campbell to keep a close watch on things. The back leg of the Imola circuit is very hard on brakes, for after stopping from maximum speed for the *Tosa* hairpin, they are used very hard at the *Aqua-Minerale* chicane, again on the chicane on the high point of the circuit and then they are really slammed on at the foot of the hill for the *Rivazza* corners before returning to the start area. With little time to cool down the heat build-up at the foot of the hill is getting alarming. Looking at the smouldering fibre-glass ducts on Villeneuve's car, Campbell remarked wryly "that little fellow has a very strong right foot." Like Alain Prost he also has remarkable depth perception on the approach to corners.

The ATS team experimented with Pirelli radial tyres on their rear wheels and used Avons on the front, as there were no suitable Pirellis to fit their front wheels, but both drivers decided it was not a good idea.

In the afternoon, which was the final hour for deciding starting grid positions Prost was still using the Renault T-car, whose handling he preferred, and Pironi was still in the spare Ferrari as his new car was still being finished off. He eventually got into it ten minutes before the end of practice, but there was no time left to improve on his position made with the spare car. Villeneuve, Prost and Arnoux vied for pole position, all lapping at under 1 min. 31 sec. until Arnoux got in a really perfect lap and recorded 1 min. 29.765 sec. which stopped any further discussion. This ding-dong between Villeneuve (the obvious idol of the huge crowd) and the two Renaults kept the crowd enthralled and even though it ended up with the Renaults on the front of the grid everyone was happy because it had been a good fight and the little "Cannuck" had given everything he'd got for the honour of Maranello.

Down at the other end of the pits the Toleman team and Brian Hart were quite pleased for Warwick had gone quicker than the day before and Fabi was not far behind him. The quiet and polite Michele Alboreto once more made a good impression, beating both works Alfa Romeos with his Tyrrell 011, and added yet more to his steadily improving performances. Brian Henton, in the second Tyrrell 011 was not in the same class.

When it was all over and the starting grid had been drawn up Ken Tyrrell put in a fatuous protest against all the turbocharged cars. He claimed they were violating the rule that bans the turbine engine from Formula One. Turbine engines as primary power plants driving direct to the wheels through gearing or similar means are not allowed in Formula One; an exhaust-driven turbine driving an air compressor to increase the charge into a 4-stroke engine's cylinders is not the same thing, as any first-year student of engineering knows.

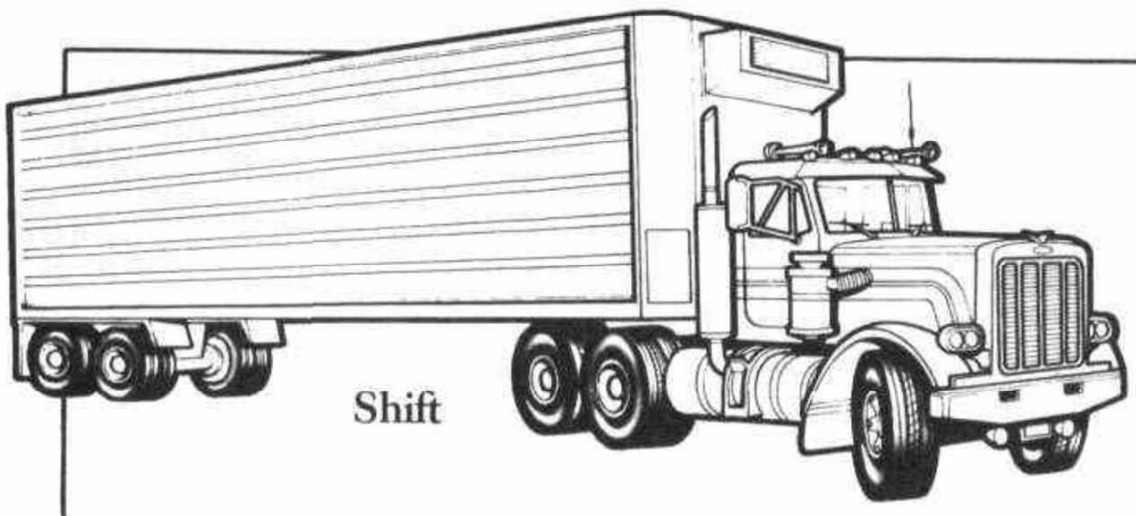
STARTING GRID

16 R. Arnoux *(Renault V6 t/c)* 1 min. 29.765 sec. **22** (1 min. 35.313 sec.)	15 A. Prost *(Renault V6 t/c)* (T) 1 min. 30.249 sec. (T) **5** (1 min. 37.734 sec.)
27 G. Villeneuve *(Ferrari V6 t/c)* 1 min. 30.717 sec. **57** (1 min. 35.136 sec.)	28 D. Pironi *(Ferrari V6 t/c)* 1 min. 32.020 sec. **44** (1 min. 35.036 sec.)
3 M. Alboreto *(Tyrrell-Cosworth V8)* 1 min. 33.209 sec. **17** (1 min. 36.312 sec.)	23 B. Giacomelli *(Alfa Romeo V12)* 1 min. 33.230 sec. **12** (1 min. 37.210 sec.)
22 A. de Cesaris *(Alfa Romeo V12)* 1 min. 33.397 sec. **2** (1 min. 46.445 sec)	35* D. Warwick *(Toleman-Hart t/c)* 1 min. 33.503 sec. (—)
31 J-P. Jarier *(Osella-Cosworth V8)* 1 min. 34.336 sec. **49** (1 min. 36.804 sec.)	36 T. Fabi *(Toleman-Hart t/c)* 1 min. 34.647 sec. **22** (1 min. 38.423 sec.)
4 B. Henton *(Tyrrell-Cosworth V8)* 1 min. 35.262 sec. (—)	9 M. Winkelhock *(ATS-Cosworth V8)* 1 min. 35.790 sec. **18** (1 min. 37.919 sec.)
32 R. Paletti *(Osella-Cosworth V8)* 1 min. 36.228 sec. **7** (1 min. 40.234 sec.)	10 E. Salazar *(ATS-Cosworth V8)* 1 min. 36.434 sec. **29** (1 min. 38.075 sec.)

N.B. Only 14 cars entered the race.
* 35 D. Warwick (Toleman-Hart) failed to complete the parade lap. Times in brackets are best laps in race. Number in bold is lap on which recorded.

Much to the organisers relief and the chagrin of the "strikers" an enormous crowd turned up to see the Renault versus Ferrari battle. They would not have come to see a Williams versus Brabham battle, unless Villeneuve and Lauda had been driving the English cars. The morning half-hour warm-up session went off smoothly and the hillsides in the centre of the circuit were a sea of Ferrari banners with many Renault ones among them. If the race had been an equal confrontation between Ferrari and Alfa Romeo it hardly bears thinking about. The only consolation for the Alfa fans was news that Giorgio Francia, the test-driver, had been out on test in the V8 turbo-charged 1½-litre car, but not, unfortunately, at Imola. There was a mild flurry in the Renault pit as Arnoux's engine seemed off-colour, so the decision was made to change it and the French mechanics did a remarkable job in just one hour, but of course, there was no opportunity to give it a test-run.

The start was scheduled for one minute after 3 p.m. to tie in with Television schedules, for though FOCA representatives had tried to convince the world that the race would be cancelled, hardly anyone in the TV scene listened to them. For Italy it was not warm, the skies were hazy and cloudy and the cool wind was still blowing. The 14 starters left the pit lane, covered a lap and formed up on the dummy-grid, but when they started up again to go round on the parade-lap behind Arnoux's Renault, Paletti's Osella was left behind. In the excitement of being in his first Formula One race the bespectacled

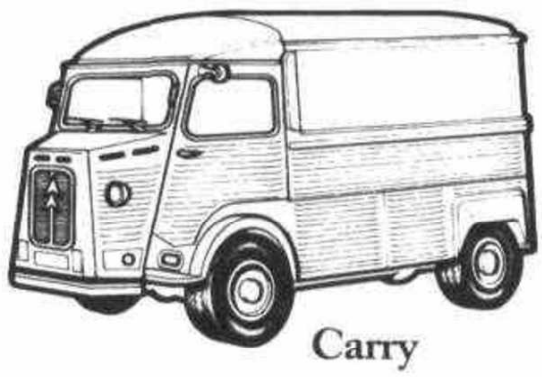




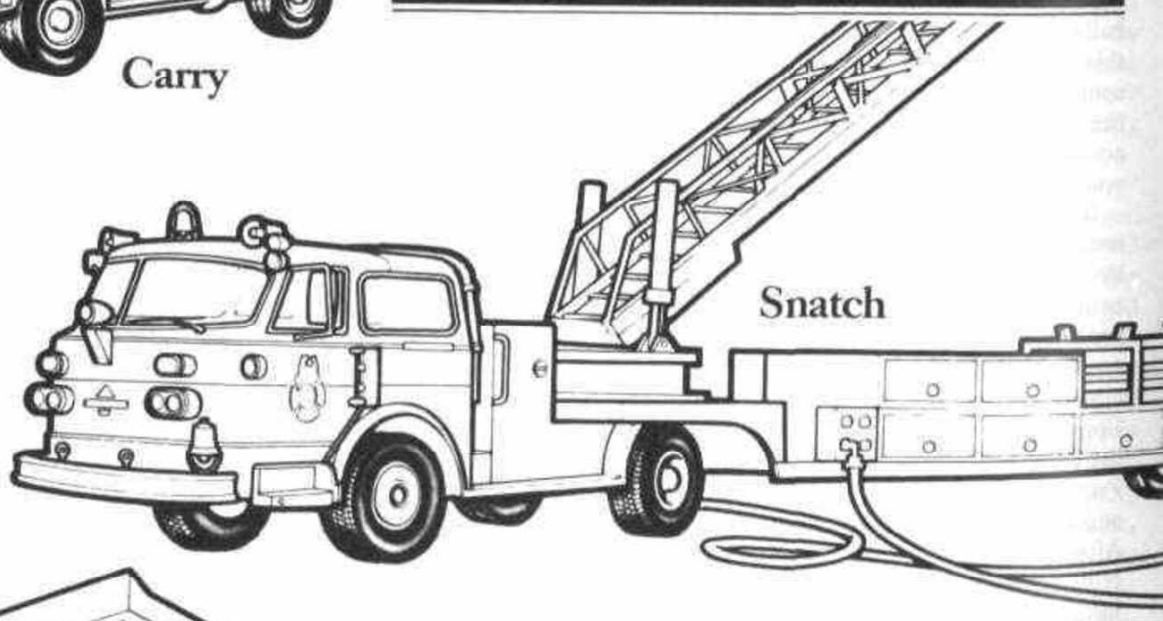


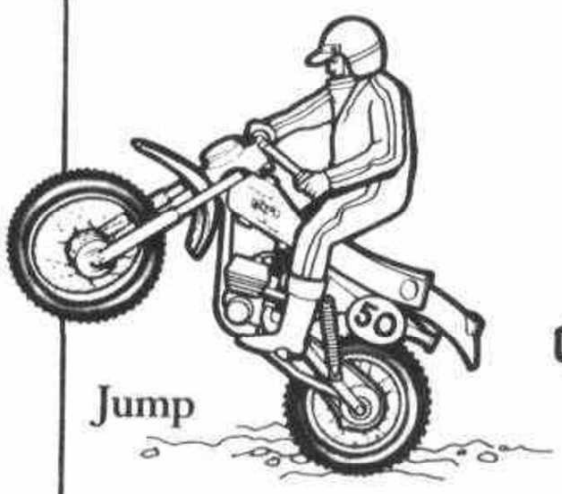
GET ON TO BRIDGESTONE TYRES







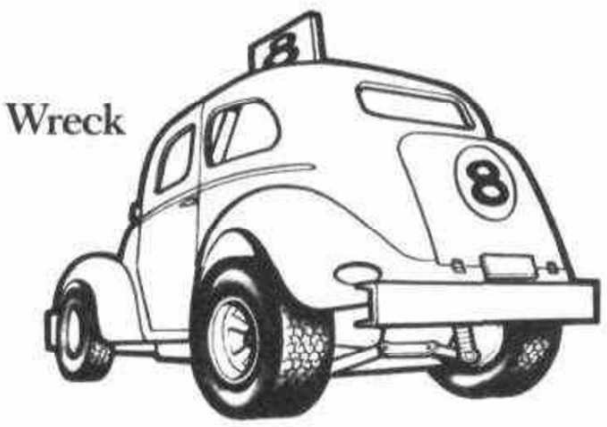


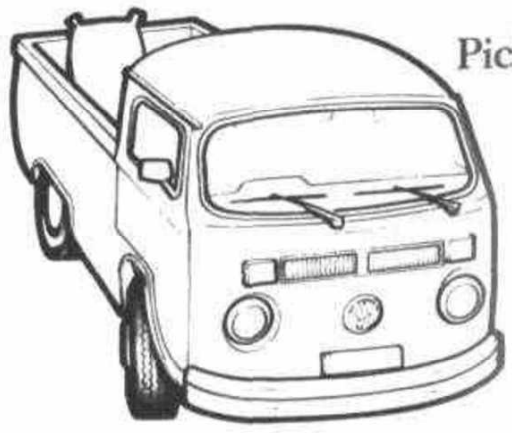








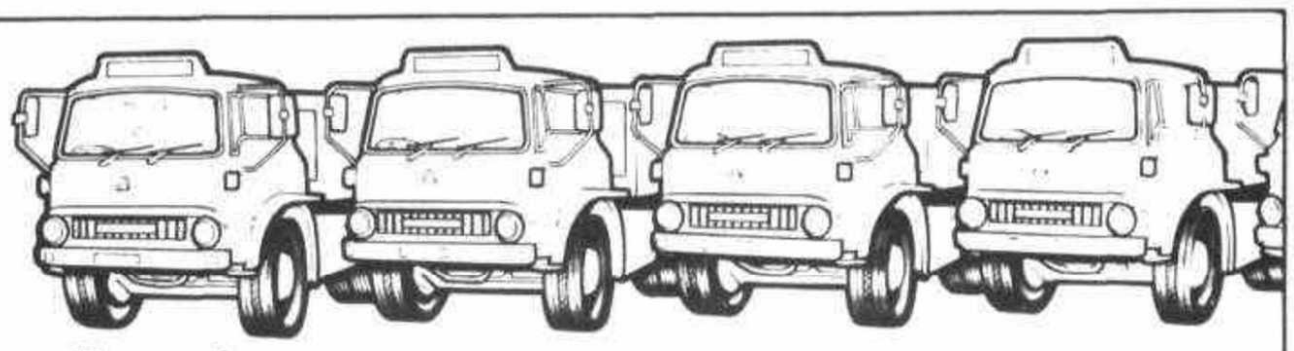




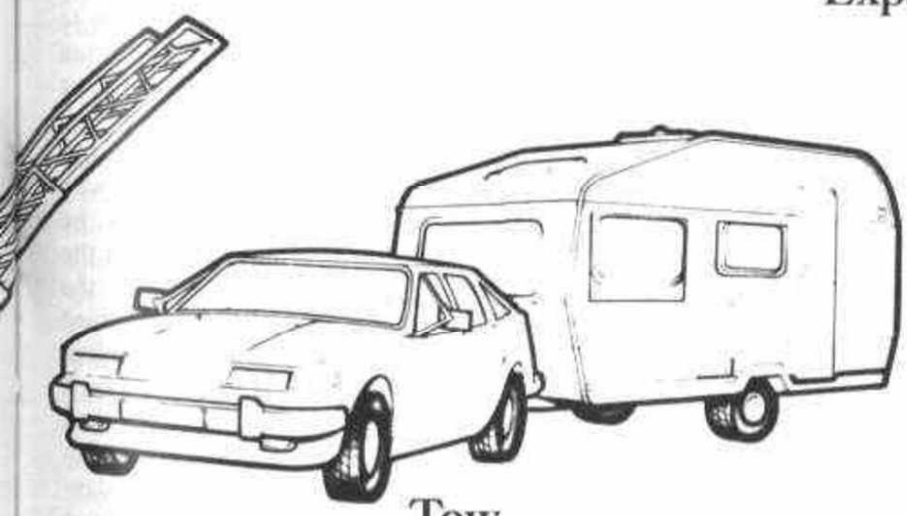
Tyres for all conditions, all vehicles, all climates, all the world over. For fifty years

C. ITOH - BRIDGESTONE TYRE SALES LTD., OLD WALSALL ROAD.

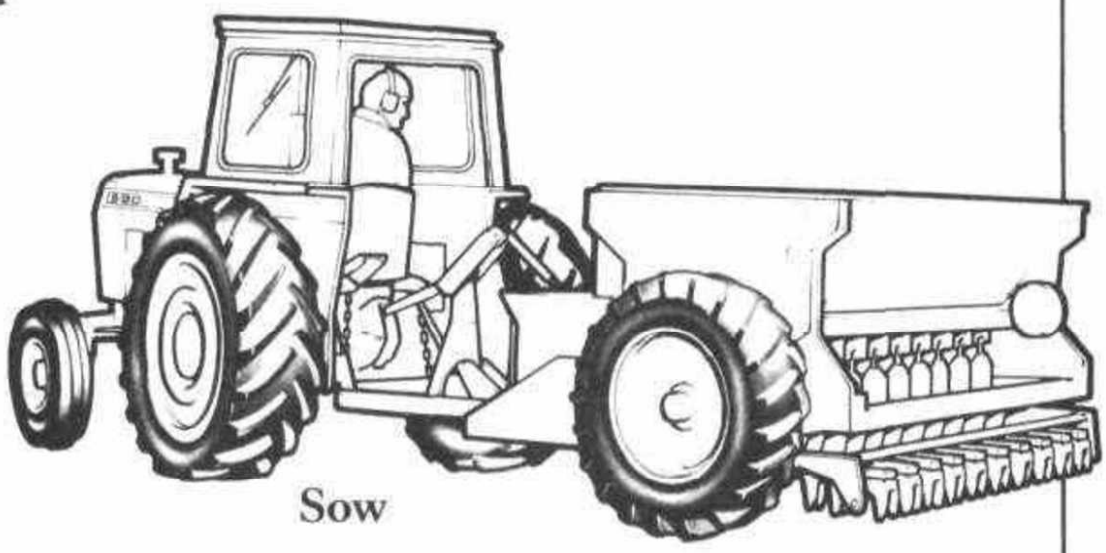




Expand



Tow



Sow





Escape



Scrape





Sin



Two-wheel



Toe and heel



Set down



Stand



and Deliver

Japan's leading manufacturer of quality tyres.
GREAT BARR, BIRMINGHAM, B42 1EA. TEL: 021 358 5921.

BS BRIDGESTONE

Italian got the engine too rich and had to be push-started from the side-lines, by which time the remaining 13 cars were half way round the circuit. As they came through the final corners to form up under the red light there were only 12 cars, Warwick's Toleman-Hart had died on him within sight of the pits but beyond assistance. It had done the same thing during the morning and it was later traced to an electrical connection that was faulty, so as the 12 cars took off under the green light poor Warwick had to abandon his car and walk back to the pits to become a spectator. Meanwhile Paletti could be heard on the back of the circuit about to start the race half a lap late.

It was Arnoux in the lead from Villeneuve and Pironi, with Prost fourth, Alboreto fifth, then the two Alfa Romeos of de Cesaris and Giacomelli with little Teo Fabi in the lone Toleman leading Jarier's Osella, the two ATS cars on their used Avon tyres, and the distant Osella of Paletti. Already Henton's Tyrrell 011 had disappeared, its transmission failing as it left the line. It was soon clear that Prost was in trouble, his engine not pulling at all well and Arnoux and the two Ferraris soon drew away. At the end of lap three the Alfa Romeo of de Cesaris swept into the pits, its engine misfiring due to low fuel pressure caused by a faulty pump or faulty electrics. After the mechanics had fiddled with the installation the hero of Long Beach did another lap without improvement, and after one more try the car was wheeled away. Meanwhile all eyes were on the leading trio, for Arnoux was not getting away from the two red cars from Maranello and as they ran nose-to-tail, in the order Villeneuve, Pironi, they looked very menacing and the hush of the crowd was tense. Almost unnoticed Prost drove into the pit lane with his Renault engine sounding very flat and after the engineers had poked about a bit the car was withdrawn. The engine still ran but sounded very rough and there was no real power, so it was now all down to René Arnoux, and meanwhile Paletti's début race ended when his Osella suspension broke.

The distance between the first three cars varied hardly at all and the expectant crowd were clearly waiting for Villeneuve to attack for the lead. On lap 9 he got very close, and again on lap 13, but always the Renault was just out of reach, and Arnoux was going to keep it that way, even though his engine was running a bit rich and puffing out black smoke under hard acceleration. On lap 18 Villeneuve got so close that he locked a front wheel in endeavouring not to hit the Renault in the rear as they braked for the ess-bend by the pits. This put him off balance momentarily and a few laps later Pironi forced his way by into second place on lap 22, but Villeneuve went by his team-mate on lap 26 and zoomed up on to the tail of the Renault on the next lap and went by into the lead. The crowd let the whole of Imola know and everyone cheered and waved as Villeneuve led from Arnoux and Pironi, but the Renault driver wasn't giving in that easily and at 30 laps, or half distance, the Ferrari, Renault, Ferrari trio were still nose-to-tail.

While all this had been going on the lads at the back had been enjoying themselves and pleasing the spectators, for Fabi resisted the onslaughts of Jarier's Osella and Winkelhock's ATS for 16 laps, while Salazar sat close behind them. It was a really spirited little dice and the "grey porridge" that usually divides the front of a race from the back was not missed at all. When Fabi saw his boost pressure begin to sag he succumbed to the ATS and then headed for the pits rather than risk further trouble. It took a long time to find the cause of the loss of boost but it was eventually traced to a split union on the boost-control unit and once that was replaced the engine ran like new and Fabi set off again, but too many laps behind to do anything but try and be classified last. Winkelhock "goofed" on lap 23, which let Jarier nip by and without affecting the scene Giacomelli's Alfa Romeo expired out on the circuit with engine failure. He had been unable to keep up with Alboreto anyway, who in turn could not hope to keep up with the factory Ferraris and the Renault, so in consequence was having a lonely drive in fourth place.

One lap after half-distance the cheering and waving ceased abruptly and there was no need to ask why, Arnoux had retaken the lead, and on lap 35 Pironi pressed by into second place again, but the three cars were still as if tied together, but on lap 41 Villeneuve was back into second place and the crowd cheered him on for they felt that "Villanova" alone was the only man who could beat the French car. Pironi dropped back a little as if to watch from a safe distance, and on lap 44 Villeneuve was once more right under the Renault's rear aerofoil. As the car from *Viry-Chatillon* accelerated past the pits with its usual puff of rich-mixture black smoke from its exhaust pipes there was a sign of blue smoke amid the black and as Villeneuve ducked out of the slipstream to go by into the lead the Renault engine blew up in a cloud of smoke. The crowd went mad, Ferrari had vanquished the invaders and Villeneuve eased up so that Pironi joined him to reel off the remaining 15 laps in a triumphant "Ferrari Festival". They were both given the "SLOW" signal and Villeneuve knocked the pace down from 1 min. 35 sec. laps to 1 min. 37 sec., but Pironi promptly put in a lap at 1 min. 35 sec. and took over the lead. Villeneuve soon replied with an equally fast lap and it became obvious that team orders were being ignored and Pironi was out to win. He led for laps 46, 47 and 48 and then Villeneuve went ahead, but four laps later the Frenchman was back in the lead! He held it for six laps and then Villeneuve was past again as they started their last lap and the onlookers began to think it was a false alarm and that they had been playing to the gallery, except that there were reports of wheels on the grass and some pretty evil and close "thrust-and-parry". Into the *Tosa* hairpin Pironi carved his way back into the lead in a manoeuvre that would have been heroic if his adversary had been a Renault, but on your own team-mate. . . ! That was it, Pironi stayed ahead for the rest of the lap and for a brief moment the thought crossed the mind that perhaps they were going to stage a dead-heat as a rude gesture to Renault and the FOCA strikers, but no, Pironi won by a few feet and Villeneuve was almost speechless afterwards.

When he got out of the car he was furious, but unlike some drivers in a similar situation who have slunk off to their Motorhomes to sulk, he controlled himself sufficiently to climb up on the winners rostrum with the victor and the unassuming Alboreto, who had netted a nice third place, but he did not congratulate the smiling Didier Pironi. The crowd were happy, it had been a nice day, Ferraris were first and second, and oh yes, an Italian driver was third and a small Italian manufacturer was fourth. It had been a nice day.

In the post-race scrutineering the seven finishing cars were weighed and the results were: Pironi's Ferrari 592.5 kgs, Villeneuve's Ferrari 587.5 kgs., Alboreto's Tyrrell 589.5 kgs., Jarier's Osella 584 kgs., Salazar's ATS 582 kgs., Winkelhock's ATS 578 kgs., and Fabi's Toleman 600 kgs. There was no argument, Winkelhock's ATS was underweight and was disqualified from sixth place, all the more unfortunate for the young German driver as he lost the "back-of-the-field" dice when his ignition system played up and after a pit stop on lap 43 had soldiered on to the finish., Fabi could not claim sixth place officially as he was too many laps behind to be classified, though his car was running strongly.

What does that nice Mr. Tyrrell want to protest about now? — D.S.J.

RESULTS

THE SAN MARINO GRAND PRIX — Formula One — 60 laps — Imola — 5.040 kilometres per lap — 302.4 kilometres — Warm

1st	Didier Pironi	(Ferrari 126C2/056/059)	1 hr. 36 min. 38.887 sec. — 187.7 k.p.h.
2nd	Gilles Villeneuve	(Ferrari 126C2/058)	1 hr. 36 min. 39.253 sec.
3rd	Michele Alboreto	(Tyrrell 011)	1 hr. 37 min. 46. 571 sec.
4th	Jean-Pierre Jarier	(Osella FA1C)	1 lap behind
5th	Eliseo Salazar	(ATS D6)	3 laps behind
***6th**	Manfred Winkelhock	(ATS D6)	6 laps behind
7th	Teo Fabi	(Toleman TG181B)	8 laps behind — not classified
8th	René Arnoux	(Renault RE37B)	Retired on lap 45 — engine failure
9th	Bruno Giacomelli	(Alfa Romeo 182)	Retired on lap 25 — engine failure
10th	Riccardo Paletti	(Osella FA1C)	Retired on lap 8 — suspension failure
11th	Alain Prost	(Renault RE35B)	Retired on lap 7 — engine failure
12th	Andrea de Cesaris	(Alfa Romeo 182)	Retired on lap 5 — fuel system
13th	Brian Henton	(Tyrrell 011)	Retired on lap 1 — transmission
14th	Derek Warwick	(Toleman TG181B)	Retired on parade lap — electrics

Fastest lap: Didier Pironi (Ferrari 126C2/056/059) on lap 44 in 1 min. 35.036 sec. — 190.917 k.p.h.

14 starters — 7 finishers

* N.B. Manfred Winkelhock (ATS D6) disqualified due to car being under weight-limit.

Notes from the Paddock at Imola

THE MECHANICAL scene at Imola could have been interesting had the majority of the FOCA teams not gone on strike. The new Williams FW08 cars were due to make their début and the Brabham team intended to run one BMW-powered BT50 and one Cosworth V8-powered BT49. Lotus were due to make their European début with the Type 91 and the McLaren MP4B, as run so successfully at Long Beach, was a favourite for the Imola circuit. As things turned out the Cosworth factory was only represented by "second division" runners, Tyrrell 011, ATS D6 and Osella FA1C, and the scene was essentially a turbocharged one with Alfa Romeo's V12 in the wings on its own as the Talbot-Ligier team with their Matra V12 engines failed to appear. Guy Ligier does not seem to know whether he is "Arthur or Martha", or in other words whether he is involved with Talbot and the Matra engine firm or on his own as a "special builder" using English components. Wherever his loyalties lie the result was that he withdrew his Talbot-Matra V12 cars from the Imola paddock.

The FOCA chat-line was to the effect that their cars had been made illegal by a new rule made by the FIA Tribunal in Paris and there was no time to alter them before the race. The basic Formula One rule says that there is a minimum weight limit of 580 kilogrammes, and to any normal thinking person that should not need clarification. Some of the twisted brains in Formula One, who

Continued on page 772

Behind the Grand Prix Scene

— Transporters

WITHOUT exception all the teams currently active in Formula One use articulated lorry transport for conveying their cars and material about Europe, and the majority of the tractor units are turbo-charged diesel powered. Three Formula One cars and all the spares such as engines, gearboxes, wheels, suspension parts, bodywork pieces and all the tools of the trade can be carried in a well planned articulated lorry. The usual arrangement is to have a system of ramps constructed in the bodywork so that two cars can be carried on the upper deck, the forward one in the space above the articulation pivot, and the third car on the lower deck, leaving bench space and storage cupboards ahead of it. Low down in the van body, in the space ahead of the rear wheels are lockers that will comfortably take a Cosworth V8 engine, for instance. Most of the van bodies have power-operated tail-gate lifts so that loading a car on to the upper deck is almost a single-handed job. Problems arise when cars are crashed and are un-wheelable, then a mechanic's ingenuity and expertise with a trolley-jack is well worth watching.

Most of the vans are fitted out with work-benches and small power tools such as a grinding wheel, vertical drill, air-compressor unit and a small lathe in some cases, power coming from a built-in generator set. A tubular structure that carries an awning is usually attachable to the side of the van to form a totally covered-in work space in the paddock to accommodate three cars, and it is usually here that total rebuilds are carried out after a practice crash. These awnings have zip-fastened sides and end pieces so that if need be the whole thing can be buttoned up tight to isolate the occupants from the outside world, lighting coming from the generator set. This facility is very useful if time is short and interruptions are unwelcome, or for an all-night job or when the wind and rain are passing horizontally through the paddock.

These vast 30-40 ton transporters seldom carry more than ten or fifteen tons of material, so they perform pretty well on the open road. Some teams have a full-time driver who is totally responsible for the transporter, and while the rest of the team might be working away on the racing cars you will see him washing the transporter, or servicing its fluids, or generally keeping the whole thing ship-shape. Other teams appoint one or other of the regular mechanics to drive the transporter, but even in the case of a full-time driver he will usually take a mechanic along as relief driver. They all have to conform to the EEC transport rules of a limit of eight hours at the wheel and they carry tachograph equipment like any commercial vehicle. With the present day system of Motorways throughout Europe this eight hour limit is no great problem, especially as most of the transporters can cruise at 65-70 m.p.h. For those teams based in England, the Channel crossing from Southampton to Le Havre is a popular route as it allows the crew to get some sleep on the night crossing and it is then Motorway right through to Italy or the South of France. Some of the regular drivers have been driving racing transport for many years, beginning with a small F3 or F2 team and working their way up to the F1 "juggernauts" by which time they have a pretty good knowledge of European roads. Consequently routes and time schedules are left to them, they are merely given

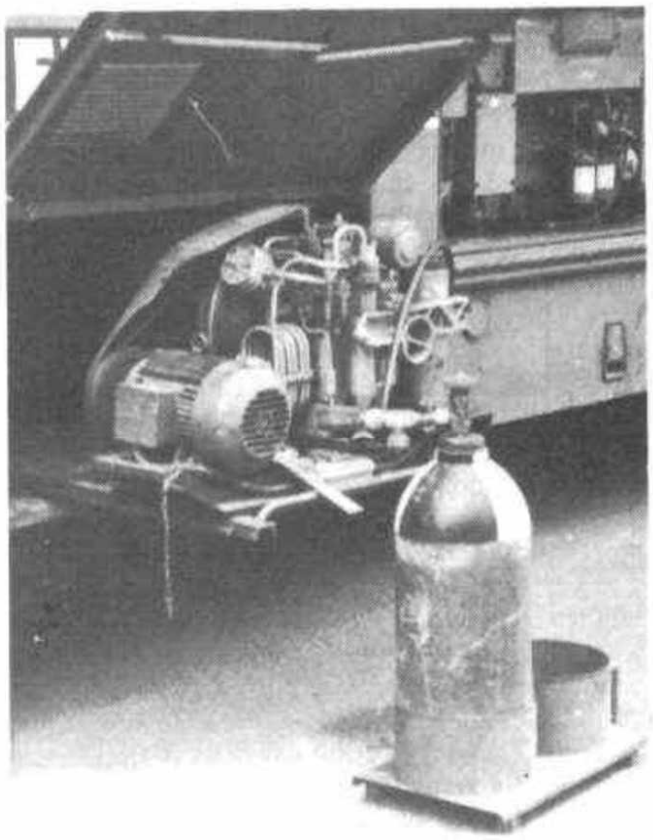


THE RENAULT team's V8, turbocharged, diesel engined transporter in the paddock at Imola.

the time they should be in the paddock at Imola, Paul Ricard or Jarama, and it is up to them to get the job done. This freedom is one of the appeals of racing transport driving, though it is a very responsible job, and not given to any Tom, Dick or Harry. It is no good phoning the team manager to say that the whole lot is upside down in a ditch, but you are all right. He would not be sympathetic or amused. Equally it is no good arriving a day late with the excuse that you missed a Ferry or lost the way. Naturally there is a lot of paperwork to carry with the transporter, with customs documents for cars and spares for crossing frontiers, fuel documents, financial accounting and so on. The driver has his brief case full of vital paperwork, just like the team-manager or team-owner.

To watch these big transporters arriving in a paddock and parking in their allotted spaces is a fascinating business, and more so to watch them leave after a race, especially if one team has had a lot of racing car trouble and needs to get away early. A really skilled driver of a big articulated lorry is an artist to watch as he backs the whole thing through a gap with inches to spare, doing it all on tick-over and using only his mirrors for rearward vision. Some of them don't even bother to open the cab window, so confident are they. And then you will see them edge forward in a sinuous "ess", with the tractor unit covering ground and the rear wheels of the van hardly moving as they turn the whole lot through a right-angle. Occasionally I get the chance to sit at a road-side cafe with a glass of wine and watch all the transporters set off for home, the Ferrari and Alfa Romeo "artics" turning south, Lotus, Williams, Brabham and others turning north and Renault and Talbot heading west. It is a fine sight to see the "circus" on the move.

THE transporter of today is a well equipped and sophisticated machine equipped with all mod-cons such as this compressor filling air bottles for the Ferrari team.



Naturally, some teams like Renault, use transporters from their own factories, the RE30B cars being carried in a model called "Le Centaure" R360 powered by a turbo-charged V8 diesel engine. Ferrari use a Fiat Turbo 190H38, carrying the Iveco plate of the European commercial vehicle consortium. The Alfa Romeo 182 cars are carried in a Fiat 190F 26, but it has a large "Alfa Romeo" across the radiator grille. The Osella team use a Renault Turbo carrying lots of advertising for Denim, their sponsors, and the Toleman team use a very special Ford unit, purpose-built for them and powered by a turbo-charged Cummins 6-cylinder diesel engine. It has a very smooth profile, all the gaps being filled by panelling and its driver will proudly tell you its the best in the game. "She will out-perform the Renault truck any time, especially on long hills". The ATS team use a Ford Transcontinental, a transporter that is highly thought of and the Michelin tyre people use a Berliet Turbo TR280.

No commercial vehicle manufacturer has a monopoly on Formula One transport and the variety is remarkable, examples of Volvo, Mercedes-Benz, Leyland, DAF and Scania-Vabis also being used. Overall the quality of transport is very impressive and it has to be good, for present-day Grand Prix racing

does not allow for inefficiency and there is too much at stake financially to skimp on the transporter and its equipment. With the advent of the 30 or 40 ton articulated commercial vehicle capable of 70-75 m.p.h. and big enough to carry everything a team may require, the paddock scene has undergone a vast change. Paddock area has had to multiply four-fold and no longer do teams use local garages or workshops. Everything is done in the paddock in their self-contained canvas or nylon tents and this has eliminated local interest. At one time you found the Alfa Romeo team in the local Alfa agents premises. Renault in the local Renault garage, another team in the Central Garage, another in the Station Garage and so on, each one surrounded by interested onlookers, especially if an engine was started up or a car tried out up the main street. Now it is all in the paddock, tents side-by-side or cars in lock-up garages forming the pits. It is all very practical and efficient, but somehow not so much fun as it used to be, and close scrutiny of work in progress is restricted to a privileged few.

When I enquired of Renault why such a big firm only brought one spare car to a meeting, especially when both drivers needed it, as has often happened, Jean Sage explained that it was a simple question of transport. The biggest Renault "artic" will not carry four cars, so to bring a second spare car would mean another transporter, albeit smaller, which would mean a second driver and assistant, it would double-up the paperwork, need more paddock space and so on. The three-car transporter is so well organised and so self-contained that they have got its workings down to a fine art. The complication and work and organisation needed to add another vehicle was not worthwhile.

The growth of Grand Prix transport has grown with the expansion and growth of the commercial world and if helicopter "containers" become viable you can be sure the top teams will soon start using them. A top team needs to spend time and thought on its transport just as much as on its racing cars. It's no good having an aerodynamic five-hundred horsepower Grand Prix car and expect to take it to the race in a second-hand London Bus or a solid-tyred Albion. — D.S.J.

NOTES FROM THE PADDOCK — continued

style themselves as *engineers*, claim that the rule says the car shall only weigh 580 kilogrammes while it is being weighed, so they arranged "disposable ballast" in the form of a tank full of water that can be ejected ". . . to cool the brakes . . ." and thus run at 560, 550, even 530 kilogrammes throughout the race and then top-up the water tank before being weighed after the race. There has never been a rule to say they could do this or that they could not do this, so since the cheating has been going on they have "topped up", but not for 15 years as their party line claimed. The new Williams FW08 has been specifically designed to be well below the 580 kilogramme limit and to have its weight brought up with "disposable ballast". The FIA Court ruling clarified the situation by saying that cars would, in future, be weighed as they finished the race, with no "topping-up" of liquids. Frank Williams maintained his cars could not be made legal in time, admitting that they had deliberately built an under-weight car. If the FW08 was going to weigh 580 kilogrammes with its water tank full, I do not see why it could not have raced at Imola with a full tank instead of an empty one. Presumably Gordon Murray's Brabham cars were in the same position, and probably the McLarens as well, but I do not believe the Lotus 91, the Ensign, the March 821, the Fittipaldi, the Arrows A4, and the Theodore were in this category, yet they all went on strike with their "brothers".

Ken Tyrrell broke ranks from the "brotherhood" on the grounds that he had just concluded a sponsorship deal with the Italian Candy Appliances firm and the Imola Ceramics Company, so he had to be there. The Arrows team are sponsored by Ragno Ceramics, who are not far from Imola, and McLaren are sponsored by Marlboro who were sponsoring the Grand Prix, so why didn't they insist on breaking the ranks? As it turned out Ken Tyrrell looked as though he had "drawn the short straw" in the FOCA strike activity and the Union sent him to Imola as "trouble-maker". After the final practice he put in an official protest against the turbo-charged cars of Renault, Ferrari and Toleman-Hart, that was so fatuous and stupid that it could not have come from him, it must have come from the "shop-steward". There is a Formula One rule that says 2-stroke engines, Rotary engines, Diesel engines and Turbine engines cannot be used in F1. Tyrrell put down his £80 fee and protested that the Renaults, Ferraris and Toleman-Hart cars were using Turbines. The Stewards and the Scrutineers were very nice about it and explained what a *Turbine engine* was to "Uncle Ken", threw out the protest and kept the 80 quid. Jean Sage, of Renault, smiled tolerantly and asked how a Cosworth engine circulates its cooling water. By means of a water turbine, called a water pump. Tyrrell kept insisting that he was not at the race as a "FOCA plant to make trouble".

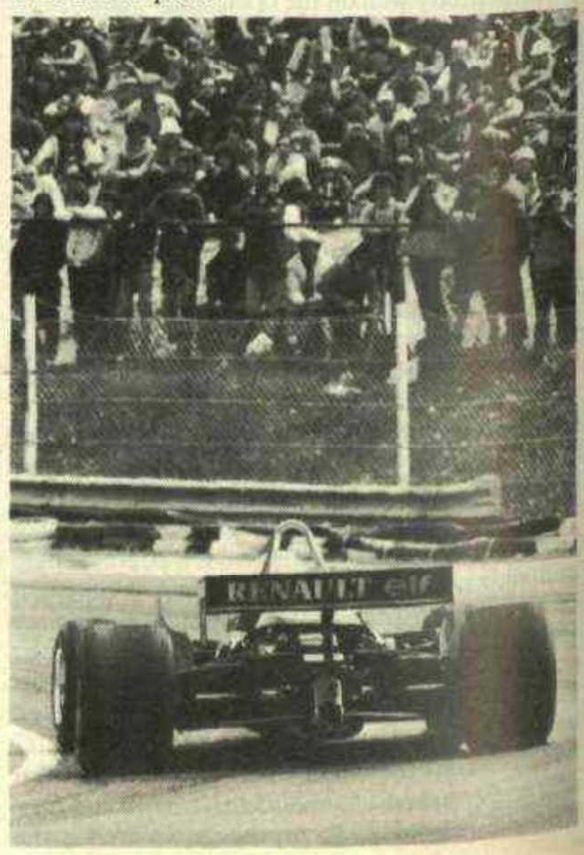
Apart from this unnecessary blot on the landscape the paddock scene was very pleasant, with no one hiding anything, lying, twisting words, being clever or devious and there were no political meetings. It was all very pleasant and though the paddock was only half-full, it was the nice half of Formula One. **Renault** had a brand new car for Alain Prost, number RE30B8, or RE38B in the order of things, while Arnoux had RE37B and RE35B was the spare car. No major changes were made as the RE30B model now seems pretty effective in all quarters and is legally down to a shade over the 580 kg. limit. **Ferrari** had three 1982 cars in their garages, the spare car fitted with small carbon-fibre canard fins on the nose against the normal large aluminium front aerofoil. There was no sign of the "trick" double rear aerofoil used at Long Beach. Keeping up with the juggling of components at the Maranello racing department gets more and more difficult. After Long Beach, Pironi's car (056) was found to have a damaged monocoque so the car was rebuilt around a new monocoque, but the result kept the same number (056). In effect it was a "second generation 056". During the first day of practice at Imola a tyre deflated and Pironi cannoned off the barriers and wrecked the car pretty conclusively. The Long Beach monocoque was on the jig at the factory being repaired at leisure, so overnight twelve Ferrari employees got stuck in and finished the rebuild by 4 a.m. The monocoque was then rushed to Imola and a new car built up around it, using some of the components off the wrecked car and many new ones from Maranello that were destined for the next 126C2 due to be built, which would have been 059. To try to keep things straight the collection of parts built up in the Imola garages was labelled 056, but in fact it was an amalgam of 056 and 059. Villeneuve had 058 that he had finished third with at Long Beach, using the "trick" double rear aerofoil that was protested by Ken Tyrrell (yes, him again!) and the spare car was 057.

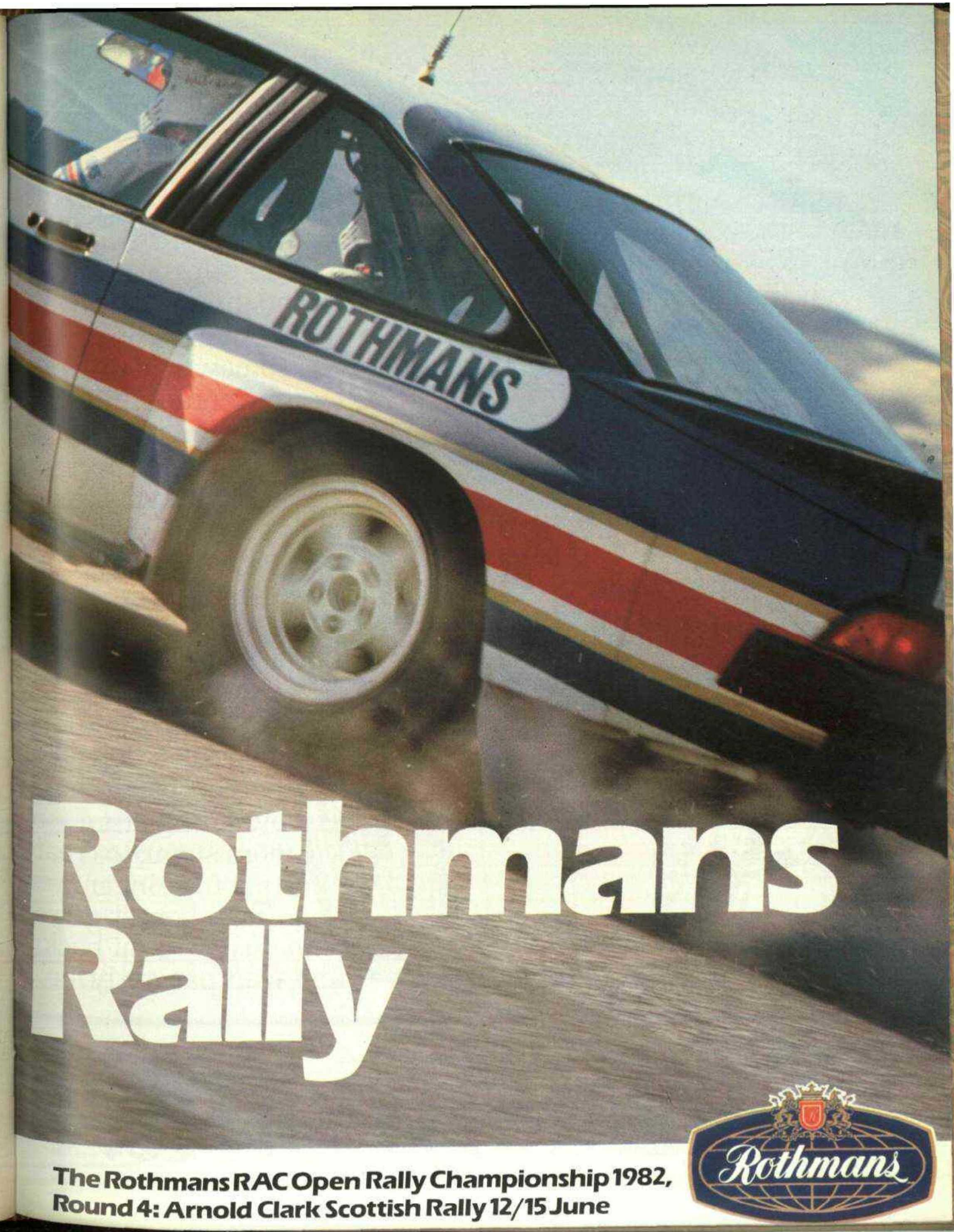
The **Alfa Romeo** team had three 182 models, looking surprisingly crisp and clean, and were juggling with lead ballast to make them legal for Giacomelli and de Cesaris, the cars being numbers 1, 3 and 4 for what Alfa Romeo numbers are worth, number 2 having been severely crashed at Long Beach. When you see an Alfa Romeo engineer making notes on a technical sheet about a specific car and there is no engine or chassis number on the sheet, you begin to wonder if the Autodelta racing department works to any sort of system. Their race results would indicate that there isn't a system.

The **Toleman** team are now sponsored by Ted Toleman himself through his firm of Cougar Marine as Candy Appliances have withdrawn and gone to Tyrrell. Two cars were being run for Warwick and Fabi and the monoblock Hart 4 cylinder engine is now the standard fitting. While still basically the TG181 cars the chassis and suspension components have all been strengthened and the cars have become progressively heavier, but the power from the 415R engine is just about keeping ahead on the equation. In reality the team are marking time while Rory Byrne and his design staff are working flat-out on an entirely new car.

Osella had their usual trio of cars for Jarier and Paletti and **ATS** had their set of cars for Winkelhock and Salazar, but were in trouble with tyres. Avon had agreed to keep the team supplied, but by contract it had to be through Bernard Ecclestone's International Race Tyres Services, and at the last minute the IRTS tyre lorry was recalled to England! Michelin and Pirelli were prepared to help out, but ATS did not have suitable wheel rims for the radial tyres, though they managed to cobble-up a set of rear wheels so the hapless drivers experimented with used Avon cross-ply tyres left over from Long Beach on the front and new Pirelli radials on the back, but it didn't work. Eventually the team dug out some more used Avon tyres from their English factory and flew them down to Imola, but team owner Gunther Schmidt was not happy and very upset about British "blockade" tactics. — D.S.J.

IMOLA tailpiece.





Rothmans Rally

The Rothmans RAC Open Rally Championship 1982,
Round 4: Arnold Clark Scottish Rally 12/15 June

Rothmans

Admittedly, the home brewer finds it rather comforting to have a few gallons of ale lying around.

(During a winter like the last one, it's gratifying to be able to trot along to the cupboard instead of having to battle to the pub).

But sheer quantity isn't the only good thing about brewing your own beer.

There's a surge of expectancy as you open the can and mix it with the sugar and water.

There's the first flush of excitement as you sprinkle on the yeast and give it a good stir.

And, as you place it somewhere warm for fermentation, there's a feeling that all is right with the world.

A few days later, there's the simple joy of syphoning your beer into bottles.

Or into a barrel, if you prefer it on draught.

At the same time, you can reach new heights of adventure by adding just a spot more sugar, to create an even stronger brew.

To be honest, all you can do now is sit back and wait patiently for

'Mine's a pint.'

the next six days or so.

(This problem only arises with your first brew, because while you wait for your second brew, you can sit back and drink your first brew.)

Finally, the day you've been waiting for actually arrives.

With due deference, you gently pour out the first pint, hold it up to the light and take your first sip.

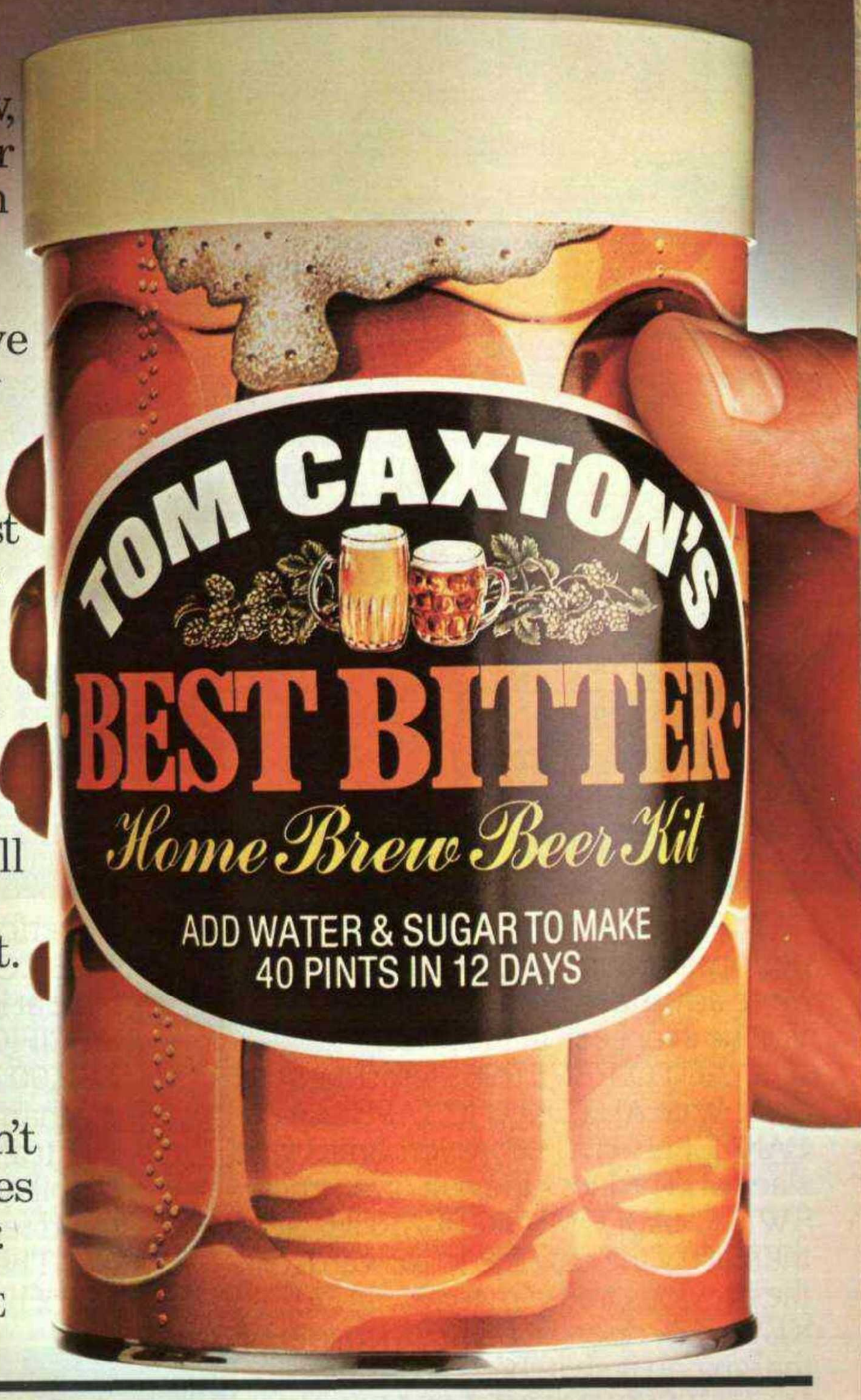
The more emotional first-time brewer is likely to be overcome at the taste of really good ale.

The more practical will reflect that his brew has cost him around 10p a pint.

These reactions are equally true of both our lager and our IPA.

The only thing we can't predict is how long it takes for 5 gallons to disappear.

THERE'S NO PLACE LIKE HOME
FOR BREWING A GOOD PINT.



'Mine's 5 gallons.'

THE HIGH COST OF SOME AUTO-REVERSE SYSTEMS.



AGAINST THE LOW COST OF PIONEERS' NEW KP-7800.



Pioneer cut the cost of high performance in-car. The NEW KP-7800. More advanced Pioneer features than you've ever seen at the price.

AUTO-REVERSE stereo cassette deck. With AUTOMATIC TAPE SLACK CANCELLER (ATSC)-overcomes tape slack and reduces the risk of jamming. SWITCHABLE MUSIC SEARCH-finds the start of the next track (forward) or the previous track (reverse). SAFETY KEY-OFF - disengages the pinch roller if the ignition is switched off during play. PRE-SELECT RADIO-LW, MW with stereo FM. Built-in NOISE SUPPRESSOR (PNS). AUTOMATIC RECEPTION CONTROL (ARC)-for optimum FM performance. SWITCHABLE LOUDNESS CONTOUR-enhances bass and treble at low playing levels. IMPRESSIVE SPECIFICATIONS-frequency response 50-12,000 Hz (±3dB), wow and flutter less than 0.13% (WRMS).

It all adds up to improved reliability, easier operation, superior sound reproduction.

The new KP-7800. Its cut the cost of high performance in-car.



Outstanding tape playback within an even lower budget. The KP-4800 cassette/radio with stereo FM or the KP-575 tape player. Both feature auto-reverse with Pioneers' exclusive ATSC.

PIONEER®

Nobody does it better

The World's No.1 Line Up. Speakers: Co Axial. Cross Axial. Multi Way. Handling up to 60 W. Car Stereo: All-in-one Stereos. Cassette Decks. Graphic Equalizers. Power Boosters. Component Systems.

PIONEER®
SUPER DEALERS
For Demonstration, Installation and After Sales Support.

GREATER LONDON
Stereo Regent Street, 245 Regent St., W1.
Audiocar Equipment, 351 Lea Bridge Rd., Leyton, London E10.
Atkinsons (Kensington) Ltd, at:–
7 Pembridge Villas, W11, 82/84 New Kings Rd., SW6.
Car Radio Services, 1144 High Road, N20.
Car Radio Station at:– 60/61 Albert Embankment, SE1.
1/2 Bensham Lane, CROYDON.
299 Edgware Rd., W2 & 45 Lordship Lane, East Dulwich, SE22.
Car Sounds at:– 325 London Rd., MITCHAM.
119 Addington Rd., SELSDON.
312 Purley Way, CROYDON.
3 Crown Point Parade, SE19.
Cavendish Sales, 279-283 Whitechapel Rd., E1.
Crescent (Dean Walker Penge Ltd.), 5 Croydon Rd., PENGE, SE20.
Dawnfern Ltd., Auto-Audio Installations, The Arches, Wood La., W12.
Hendon Car Stereo Centre, 8 Parson St., Hendon, NW4.
Kaymar, 70 High St., Edgware.
Lion Car Radio, 227/229 Tottenham Ct. Rd., W1.
Mike Wells Car Stereo Systems., 204 North End Rd., W14.
Midson Distributors, 345/347 High Rd., ILFORD.
Neasden Electronics, 51 Dudden Hill Lane, Willesden, NW10.
Neasden Electronics, 152/156 Finchley Rd., NW3.
Sextons I.C.E. at:– 23 York Rd., Waterloo, SE1 & 180 Grays Inn Rd., WC1.
Stereo City, 370 Grays Inn Rd., WC1.
Stereo on Wheels, 22 Chiswick Lane, W4.
Sonic Sound Audio, 248/256 Tottenham Ct. Rd., W1.
ABERDEEN, Reids Motor Supplies, Froghall Rd.
Roy Thomson Ltd., Cults.
ALDERSHOT, Roadsound, 182 Victoria Rd.
BALDOCK, Baldock Car Radio Co., 3 Hitchin St.
BANBURY, Car Radio & Sound Services, 21 North Bar.
BASINGSTOKE, Drivesound, 193 May St., Queens Rd.
BELFAST, Paddy Hopkirk Ltd., 20 Trench Rd., Hydepark Industrial Estate, Mallusk, Newtownabbey.
BIRMINGHAM, Studio Musica, 11 The Grosvenor Centre, Northfield.
340 Sandy Lane, Camp Hill & 182 Stratford Rd., Shirley.
Midland Car Audio, 177/2 Pershore Road, Cotteridge.
A.T. Gittins & Son Ltd., 15 Sutton St. & 19 Aston Rd., North.
I.C.E. Tronics, Bromsgrove Street.
BLACKBURN, Car Radio Installations, 28 Higher Eanam.
BLACKPOOL, M. Green & Son (Blackpool) Ltd., 81 Ansdell Rd.
BOLTON, M. Bell Electronics, 1 Daffodil Rd., Farnworth.
BOURNEMOUTH, Autoradio, 106 Castle Lane West.
BRADFORD, Autosound Services, 15/17 Spring Gdns.
BRISTOL, R.T. Crabbe, Lawnwood Rd., Easton.
BURGESS HILL, Road Radio, 41 Station Rd.
BURNLEY, Burnley Car Radio, 392a Colne Rd.
CARLISLE, Rockerby Ltd., Currock Rd.
CARDIFF, B. & B. Auto Services, 4 Romilly Cres., Canton.
Uplands Car Radio, 184 North Rd.
CASTLEFORD, Eric Wiley, 64 Beancroft Rd.
CHELMSFORD, Midson Distributors, 61 Broomfield Rd.
CHELTENHAM, Regent Components, 2 Gloucester Rd.
Bristol St. Motors Ltd., 73/93 Winchcombe St.
CHESTERFIELD, Car Radio Centre, 390 Derby Rd.
CHIPPENHAM, J.D. Stereo Center, Station Hill.
COLNE, Weeks & Davies, Brakel House, Khyber St.
COVENTRY, The Parkside Garage Ltd., Warwick Rd.
CRAWLEY, Road Radio, 4a Ifield Rd.
DERBY, Autolec, 234 Normanton Rd.
DONCASTER, Autosound Services, Carr House Rd.
DUDLEY, F.H. Jennings, Cinderbank, Netherton.
EASTBOURNE, Ivy Car Radio, 405 Seaside.
EAST GRINSTEAD, Car Sounds, The Parade, Felbridge.
EDINBURGH, Eastern Car Radio, 34 Castorphine Rd.
George Thomson, 25 Rodney St.
EGHAM, Thames Car Radio, 158 High St.
EPSOM, Car Sounds, 176 East St.
GATESHEAD, Rockerby Ltd., Saltmeadows Rd.
GLASGOW, Motorsound Ltd., 134 Eyshleven Rd.
GLOUCESTER, Mounts, Shell Show House, Eastern Ave.
GREATER MANCHESTER, Car Radio Centre, 183 Washway Rd., Sale.
Car - Home Entertainments Ltd., 167 Cross Street, Sale.
Specialised Equipment Ltd., 275 Deansgate.
Autosound Services, 708 Chester Rd., Stretford.
Autosound Services, 2 Huddersfield Rd., Oldham.
Car Music Centre, 4 Primrose Bank, Oldham.
Sound & Time Ltd., 59 Bury New Rd.
GRIMSBY, C.H. Turner, 1/5 Corporation Rd.
GUILDFORD, Norman Richardson Reliance House, Walnut Tree Cl.
HADLEIGH, Midson Distributors, 313 London Rd.
HASTINGS, In Car Radio, 117 Sedlescombe Rd. Nth., St. Leonards.
HAYES, Ashford Car Radio Ltd., 97/2 Uxbridge Rd.
HIGH WYCOMBE, Mobilec, Desborough Rd.
HILLINGDON, S.K. Radio, 3 New Broadway, Uxbridge Road.
HOLMFIRTH, R.F. Ward, Woodside Works, Woodhead Rd.
HORSHAM, Road Radio, 31 Springfield Rd.
HUDDERSFIELD, Autosound Services, 89/91 Bradford Rd.
HULL, A.C.C. Ltd., 38 Boothferry Rd.
IPSWICH, Ipswich Car Radio, 313 Woodbridge Rd.
KENDAL, Andrew Brown Ltd., Wildman St.
LANCASTER, Mobile Radio, 34 Lower Church St.
LEAMINGTON SPA, Clarendon Motor Services
Leamington Ltd., 75 Clarendon St.
LEEDS, Autosound Services, 11a Cherry Row.
Car Care Leeds Ltd., 31 Kirkstall Rd.
LEICESTER, Castle Motor Co., Abbey Lane.
Car Radio Services, 285/287 Welford Rd.
LEIGHTON BUZZARD, Camden Car Radio, Lake St.
LINCOLN, Eastern Tapes Ltd., 174 Burton Rd.
LIVERPOOL, CBS Audio Visual, 126/128 St. John's Precinct.
LLANDUDNO, Autosound Ltd., 18 Vaughan St.
LUTON, Mobilec, Dallow Rd.
MACCLESFIELD, Car & Home Stereo Ltd., 44 Sunderland St.
NEWCASTLE UPON TYNE, Dennis Car Radio, 18 Scotswood Rd.
NORWICH, Norfolk Car Audio, 128 Dereham Rd.
NOTTINGHAM, Audiovision, 27 Hayworth Road, Sandiacre.
Autosound Services, Mansfield Rd.
OXFORD, Harrwells of Oxford Ltd., Oxford Rd., Kidlington.
PAIGNTON, Mobile Sound Centre, 248 Torquay Rd., Preston.
PERTH, Car Radio Services, 94 Leonard Rd.
PETERBOROUGH, Auto Sound Centre, 1110 Lincoln Rd.
PLYMOUTH, Turnbulls Garage, Bretonside.
PORTSMOUTH, Car Entertainments, 121 Highland Rd.
PRESTON, Car Radio Preston, 290 Blackpool Rd.
Mobile Radio Preston Ltd., 85/87 Fylde Rd.
READING, Mobilec, 139 Caversham Rd.
REDDITCH, Auto Ignition Services (Redditch) Ltd., Unit 9, Brook St.
REDHILL, Road Radio, 93 Brighton Rd.
RIPON, Ripon Auto Electrics, Blossomgate.
ROMFORD, Midson Distributors, 187 South St.
SCARBOROUGH, A.C.C. Ltd., 35/43 Trafalgar Rd.
SHEFFIELD, Autosound Services, 306/310 Shalesmoor.
SLOUGH, Mobilec, 175 Bath Road.
SKIPTON, Car Radio Skipton, Unicorn Buildings, Devonshire Pl.
SOUTHAMPTON, Anglesea Car Radio, 23/27 Church St., Shirley.
Sextons I.C.E., 37 Bedford Rd.
STAFFORD, G.T. Autos, Drummond Rd., Aston Field Ind. Est.
STAINES, Ashford Car Radio, Norris Rd.
STOCKPORT, T.S.A. Car Radio, 33 Greek St.
Specialised Equipment Ltd., 341 Wellington Rd. Nth.
SUNDERLAND, Auto Save, 11 Windsor Terrace, Grown.
SWANSEA, Uplands Car Radio, 3 Gwydr Square, Uplands.
SWINDON, E.H. Bradley Engineering Ltd., Okus Trading Estate.
TAUNTON, H.N. Hucklev Ltd., Castle St., Tangier.
VIRGINIA WATER, Wentworth Car Radio, 409 Strood Rd.
WAKEFIELD, T.S.A. Car Radio, Garden Rd.
WALSALL, J.S. Lunt Motor Holdings Ltd., Queen St.
WALTON ON THAMES, Weybridge Enterprise Ltd., 1 Annett Rd.
WATFORD, Auto Sound Services, 80 Queens Rd.
WELWYN GARDEN CITY, Inca Car Audio,
Woodhall Shopping Centre.
WEYBRIDGE, Thames Car Radio, High St., Addlestone.
WOKING, S.K. Radio, 45 Chobham Rd.
WOLVERHAMPTON, Charles Clark, 52 Chapel Ash, Clifton St.
WORCESTER, Mobile Electrics Ltd., Gregory's, Mill St.
Automobile Services Worcester Ltd., White Ladies Clo., Little Longdon.
YEOVIL, Auto Sound, Addlewell Lane.
YORK, Autosound Services, Toft Green.
Motorists Mecca, 148 Micklegate.
CHANNEL ISLES JERSEY, Selecta Vision, 20 Beresford St., St. Helier.
GUERNSEY, Sound Track, Church Sq., St. Peter Port.
8203/981



Bentley Mulsanne Turbo

SINCE W.B.'s words in April's "Matters of Moment", we have had the chance to sample the turbocharged version of the Bentley Mulsanne, albeit briefly. Unashamedly aimed at restoring some of the individuality to the marque, lost when the last R-Type rolled off the production line more than a quarter of a century ago, the Mulsanne Turbo will widen the appeal of Rolls-Royce Motors' products as well as providing the first Bentley to be more than a radiator shell different from an equivalent Rolls-Royce since 1955.

Externally, the new car is distinguishable from the normally aspirated Mulsanne (which continues in production) only by the painted radiator shell, twin exhaust pipes and the very discreet "Turbo" badges low on the front wings and on the boot lid. With the exception of a leather rimmed steering wheel and another small "Turbo" badge, the interior is indistinguishable from a normal Mulsanne.

The turbocharged version of the 6,750 c.c. V8 Rolls-Royce engine is, like all RR products, the result of a long gestation period. RR engineers first looked at the possibilities of turbocharging back in 1974, but the project aimed specifically at providing the then un-named successor to the T-Type with considerably enhanced performance did not get underway until 1977. The result is a vehicle fully in keeping with RR practice, yet with that sparkle of extra performance so much in the Bentley tradition.

A Garrett AiResearch turbocharger is situated at the front offside of the already crammed engine bay and is fed directly from both exhaust manifolds. It blows through a Solex four choke carburetter which is situated in the V in a sealed air chest which is finished in the traditional black stove enamel with "Turbo" cast on the cover. A waste-gate limits the maximum boost (a figure not quoted by the manufacturers) but in addition there are sophisticated control systems to ensure that the set up is running at the optimum efficiency at all times. An air dump valve is fitted to the compressor side of the turbo unit so that when there is a depression in the inlet manifold (such as when cruising on part throttle), the

ONLY the painted radiator shell gives the game away.

output from the compressor is returned to the inlet, thus allowing the engine to operate as a normally aspirated unit but at the same time keeping the turbine running so that when further demand is made on the engine by opening the throttle further, there is no delay in providing boost for the carburetter.

Within the engine itself, special pistons are used which have been designed to withstand the higher mechanical and thermal stresses associated with a turbocharger installation — steel struts are inserted into the piston casting to control the differential expansion of the cast iron cylinder liner and the aluminium piston to ensure that optimum running clearances are maintained throughout the operating range. The compression ratio, static, is 8.0:1, but this rises effectively to some 11:1 at full boost. The fuel system and exhaust systems have been re-designed to cope with the additional demands placed on them, while the distributor is new and includes a knock sensor as well as having advance and retard characteristics designed to suit the turbocharged unit.

The transmission is mainly unaltered, although an uprated torque converter is fitted to the automatic transmission to cope with the 50% increase in power claimed for the engine and the rear axle ratio has been raised to 2.7:1 to improve high speed cruising and give better fuel economy. The half shafts have also been uprated and specially designed Avon VR tyres are used exclusively.

The experienced driver can tell straightaway that the car he is driving is turbocharged, even if there are no badges on the vehicle to tell him so before he sets off — or rather that used to be the case, for there is absolutely no hint of a turbocharger at work in the Bentley Mulsanne. No whine, no lag, no surge, no strange exhaust note, just smooth continuous power whenever it is required. Those familiar with the Spirit or Mulsanne in normally aspirated form would notice a slight increase in exhaust noise within the car, nothing unpleasant, just a slight but noticeable burble, and they would certainly remark on the increase in performance, but nothing more.

When one considers that the all up weight of

Continued on page 780

Letters from Readers

N.B. –*Opinions expressed are those of our Correspondents and* MOTOR SPORT *does not necessarily associate itself with them.* –Ed.

Gilles Villeneuve

Sir,

Like many other Grand Prix enthusiasts I was deeply saddened by the death of Gilles Villeneuve at Zolder on May 8th and felt compelled to put pen to paper regarding this brilliant little French-Canadian.

Gilles was an out-and-out racer. His only object was beating the guy in front, whether he be 2nd or 22nd he would drive absolutely on the limit, all the time and at every circuit. It was the only way he knew.

It was this thorough enthusiasm for driving flat-out that led him, on occasions, to frightening crashes, but he always walked away (or drove away, as at Zandvoort 1979) never knowing when he was beaten.

The paying public loved him, as did the thousands who admired his skills on television. Not the neatest driver — and maybe not the greatest, but certainly nobody gave more in sheer effort than little Gilles, and that is what those who loved him appreciated most.

Formula One, possibly losing public interest due to the constant political "bickering", has now lost one of its greatest ambassadors in Gilles Villeneuve.

Crawley, Sussex M. N. BUSH

[We have received many letters expressing similar sentiments. For D.S.J.'s comments see page 712.]

Formula One slimmers?

Sir,

The current troubles in Formula One concerning minimum car weights makes me again wonder why little mention is ever made of the drivers' weights.

I can only recollect ever having seen one reference on this subject some years back, when the point was made that the lighter drivers must have a considerable advantage as long as they possessed the physical strength to last race distances.

As the current battle to remain competitive with the turbos becomes even more frantic, will we see the Cosworth fraternity filling their cars with Willie Carson types or, come to that, midget Frenchmen?

Perhaps drivers should also be of a standard weight *à la* horse racing: we could then be treated to post-race scrutineering with dehydrated drivers being encouraged by their managers to top up with essential fluids.

Mind you the likes of Alan Jones would become even more valuable assets because, as well as physical strength, given a crate of "Fosters" he could easily top up with a couple of gallons to attain the standard weight.

Seriously though has anyone thought of the advantage of light drivers. It must make some difference, surely.

Odiham, Hants. J. H. PRATT

FOFA

Sir,

This is a letter from a fan of Formula One motor racing; possibly a dying breed.

We have all suffered from this long multi-sided argument between the power hungry parties from all sides. At the end of the day there is only one loser, the spectator. Perhaps it is time to form FOFA (Formula One Fans Association). All our members could boycott a complete race meeting! we could stand in front of the grid to make our point: at the French Grand Prix their fans could ban English cars and we could ban French drivers at the British. In other words we could be just as pigheaded and destructive as the other parties.

Seriously, the fans are the ones with the most to lose and yet there is no representation for us at all. It results in us paying the money to see the races and read the adverts while constructors, drivers and sponsors get excessively rich from our hard earned money.

Ironically it would only be by our withdrawing our presence that it would have any influence as then we would really hit them where it hurts — the wallet. But that is just what we would not do because we want to see good racing and it's not much to ask when you consider their reward.

My frustration in writing this letter follows the theoretical damage to the San Marino Grand Prix, which as we all know was a damn good race, and the fact that I have just read Alan Jones' book "A Driving Ambition". I am a great admirer of his driving and his general behaviour on and off the track, but was very disillusioned by his attitude to money, fans and the sport. Without picking on anything in particular, I was simply left feeling disappointed in a man who is a great racer. I sometimes feel we punters are just a burden to the "great" racing fraternity. Incidentally, I was very unimpressed with the book which was not written for fans at all (in contrast, Doug Nye's book "Racers" about Frank Williams' team is superb).

Anyway, what about FOFA? Not to stop races, only to make them happen. There has got to be something we can demand of the sport even if it is only the right to have the next scheduled race happen when promised.

Middlesbrough GEOFF EMMERSON

Pit Stops

Sir,

Somewhat belatedly I would like to support your views expressed in the February edition regarding pit stops during racing.

I am shocked to learn of Mr. Duckworth's views on the subject considering the number of his engines used in American racing, and therefore his knowledge of it. Pit stops are the norm rather than the exception in most American racing including the prestigious NASCAR Stock Car series and CART with Indy Type cars. If any racing follower entertains ideas of "Fred Karno" he should watch pit teams win and sometimes lose a race by the incredible efforts they make. A full tyre change and refuel in under 20 seconds is commonplace, and a fumble can lose upwards of $50,000, "for the want of a nail the battle was lost" is a truism in this racing. The crews clad in fireproof clothing, equipped with helmets and knee pads, literally hurl themselves into action, nuts are stuck to the replacement wheels ready for the screeching air wrenches, pressure hoses fill the tanks, and built-in jacks (which can fail and recently lost a driver the Phoenix 500 CART) lift the car.

Gone are the knock-on hubs beaten with a hammer, gone are the milk churns of fuel, in its place a ballet of speed, action and efficiency of time and motion. There is nothing Fred Karno about the modern pit stop Mr. Duckworth.

Edmonton, Alberta G. D. PILBOROUGH

BRM Parade

Sir,

As a race spectator since 1948, I would like, through the medium of MOTOR SPORT, to thank the owner and Dan Margulies, for the sight and sound of the V16 BRM at Silverstone on April 17.

I thought Dan Margulies drove the difficult car with much verve, perhaps a little reminiscent of Froilan Gonzalez? It certainly made my day and I'm sure also for many other enthusiast's present.

Ascot, Berks R. M. WOODRUFF.

VSCC Replies

Sir,

"Cynics among the onlookers suggested that only sponsorship makes racing that close . . .!" was the comment in your report of the dice between the Hon Patrick Lindsay and Donald Day in the Haggar Trophy race at the VSCC April Silverstone meeting.

The implication was obviously that prize money was at stake. May I make it clear that all Messrs. Lindsay and Day were racing for was the privilege of holding the Haggar Trophy for one year, and a pint tankard which the winner is allowed to keep? The sponsorship money from the Haggar Company, for which we are duly grateful, is used for the furtherance of vintage racing for the benefit of everybody, not merely the drivers taking part in the Haggar Trophy race.

Due to ignorance of this fact, the inference that Donald Day lapped slower in a later unsponsored race because there was no money at stake was thus unfair to this very sporting driver who has been racing for tankards in VSCC events in his ERA R14B for nearly a quarter of a century.

Newbury, Berks. PETER HULL
Secretary, VSCC

In Praise of Charles Lucas

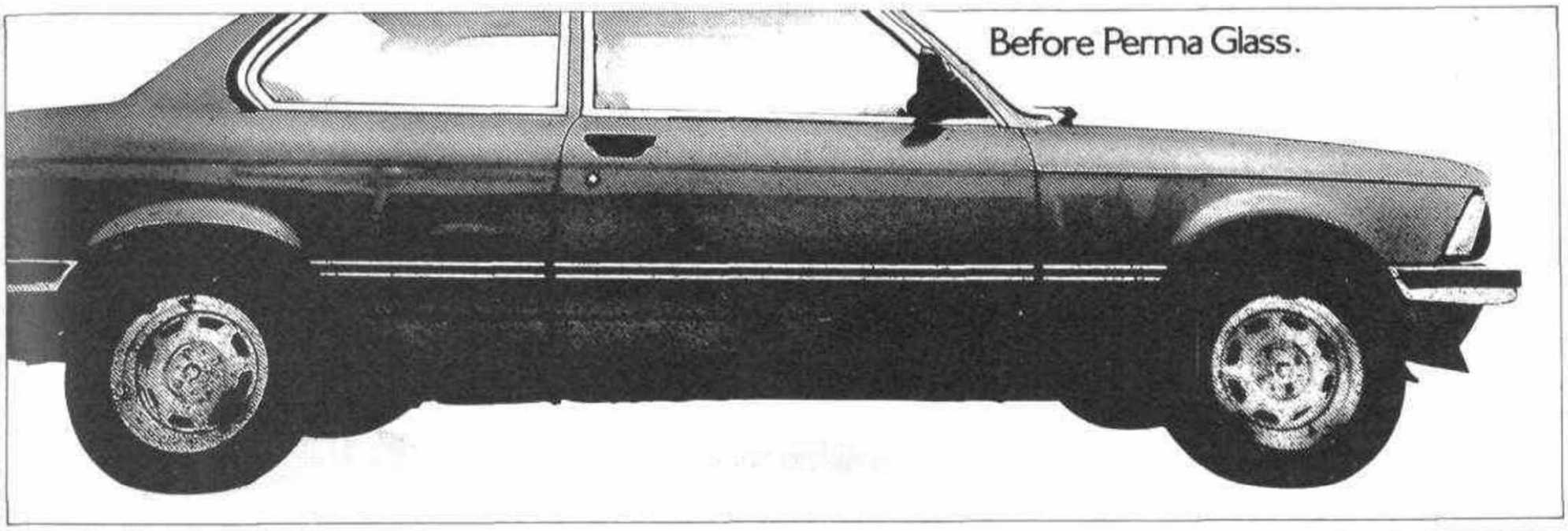
Sir,

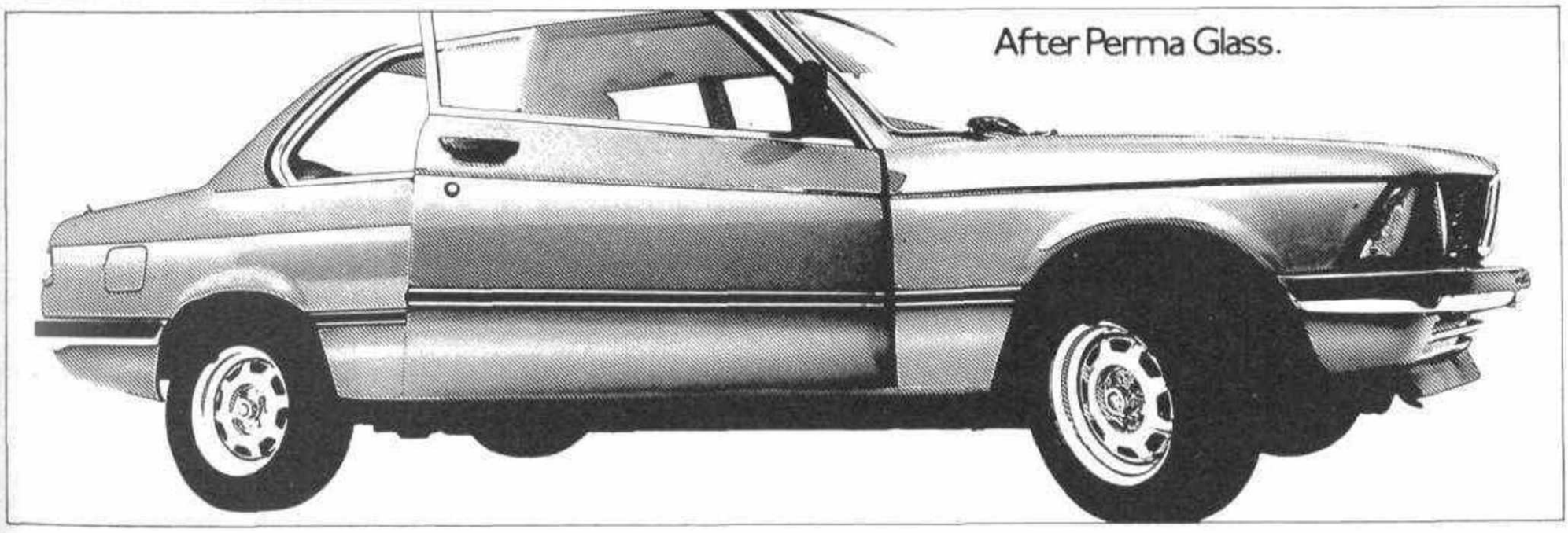
Having been an avid reader of MOTOR SPORT and Denis Jenkinson for over 30 years I long since realise that D.S.J. has a number of prejudices which he likes to parade in his column from time to time. One of these is that historic races cannot be compared with the real thing and whereas they are mildly entertaining, the car's performances in the hands of mainly amateurs are only average.

The article on the Maserati 250F number 2528 made excellent reading but his comment that "Charles Lucas's lap times were barely equal to that of a well driven Mini Cooper" is just not true.

I competed in most of the historic events when Luke was racing this car and although my records are not complete — the race results service in the 60s was only just beginning to become efficient — I have the results and the programme for the historic race at the Martini International meeting on the pre-chicane Silverstone GP Circuit on 20th May, 1967. Lucas' winning speed in his 250F was 97.41 m.p.h. with a fastest lap at 1 min. 44.2 sec., 101.12 m.p.h. The touring car 1000-1300 group 5-lap record stood that day to John Rhodes in a Mini Cooper at 1 min. 50.8 sec., 95.01 m.p.h. — hardly comparable.

Incidentally Luke's time would have put him on row 2 in the 1956 British Grand Prix which was held at Silverstone with Jean Behra on row 5, albeit with the earlier heavier car. Unfortunately a





Perma Glass. For a showroom shine that lasts all year.

Who needs all the work of weekly waxing and polishing, when you can wipe it over with Perma Glass instead!

It's the sensational high technology polymer glass sealant that deep cleans, seals, protects and supershines in minutes. And lasts up to one full year.

Wipe on the unique Perma Glass compound. It actually bonds to your car's paintwork and chrome, virtually locking out dirt, tar, tree sap, salt, sun and detergents.

It resists oxidisation and shrugs off fingerprints, felt pens and many other damaging materials.

And all it needs to keep that dazzling showroom shine is an occasional wash or damp wipe.

Perma Glass. For a year round supershine in a few simple minutes.

Ask for it at your autoshop.

From Fosmin. For smarter work and an easier life.



Fosmin Fosmin Chemicals Ltd., Stirling Road, London W3 8DN.

direct comparison cannot be made with the 1957 race when the lightweight car first came out as the GP that year was at Aintree but in 1958 the best 250F practice time was Bonnier's time of 1 min. 43.0 sec. Before anyone shouts "better tyres and circuits" these were only marginally better in 1967. The circuit surfaces at that time were very average and the "sticky" compound tyres for historic cars appeared with Dunlop's 184 compound in 1969. I well remember this as most of us reduced our lap times at Silverstone by four seconds at least. Before that date we used very hard tyres which, although economical, as they would often last for two seasons, made the cars much more difficult to drive and if a race was accomplished without someone having a major accident we thought we were lucky. Most of us who drove regularly in these events survived a number of these as we were always very anxious to put on a good show otherwise the risk was always there that the race organisers would lose interest if we were not entertaining to the paying public. As a consequence very good races developed all through the fields between the individual cars despite the disparity in performance.

Those early races during the 60s provided the foundation of the highly organised and entertaining historic championship events which we now have.

Brixham, Devon BARRY SIMPSON

Air-cooled 1958 ERA?

Sir,

In 1957, I began a Technical Apprenticeship with Birmid Industries Ltd., of Smethwick, Staffs., and in 1958 worked for a training period of some months in the magnesium foundries of one of the Birmid companies, Birmingham Aluminium Castings Co. (1903) Ltd., Dartmouth Road, Smethwick. At that time I had no particular knowledge or interest in cars, but one job I worked on puzzled me then and even more so over the following years. This was a batch of some half-dozen or so 6-cylinder, air-cooled, cylinder blocks cast in electron alloy for ERA. That they were 6-cylinder, air-cooled magnesium cylinder blocks is a fact — I worked on 2 or 3 of them myself, assisting a grand old foundryman, Bill Gebby, then past retiring age (now deceased). I can remember being then under the clear impression that they were for a customer called ERA, and that they were for car engines. I can remember commenting then that ERA were makers of famous racing cars. I don't think (with hindsight) that the cylinder blocks were for aero-engines; for two reasons. Firstly, I can't recall the castings being subject to the inspection and testing procedures (X-rays, etc.) common to most of the foundry's other production for aircraft. Secondly, the blocks were not large; I now estimate a capacity of, say, 2 litres.

In all the years since, I have never come across any reference or mention of such engines in any motor magazine or book. Anyone any ideas?

Leamington Spa, Warks. BOB NEW

Service?

Sir,

I must reply to the letter from Mr. Roger Millin in April's MOTOR SPORT.

He appears to have misread my letter and is also unfamiliar with the heater motor installation on a BMW 2500. The motor is visible when the bonnet is lifted and, after removing the grille, there are the brushes. Therefore, the motor was not removed and brush replacement is simple.

I cannot compete with Mr. Millins' very favourable collection of professional qualifications, which I'm sure impressed many MOTOR SPORT readers.

As for missing my vocation, a "trite" remark, I feel, being employed as a Service Representative, covering Europe, Africa and the Middle East, I teach engineers of too many nationalities to number, subjects including hydraulics, mechanics, air systems, electrics and electronics and feel that I should be able to join two wires together and replace a brush spring in half an hour.

Cheshire M. McGAHEY

Porsche Policy

Sir,

For several years I have been a Porsche fanatic, having obtained great pleasure from owning a 911S for four years.

Recently, I have made numerous enquiries to Porsche dealers on the Continent to purchase a new 911SC for personal export to UK at a price of approximately £12,900. The replies indicate that Porsche Zuffenhausen have decreed that no RHD UK specification cars are to be made available for sale on the Continent for personal export. This is against the spirit of the Free Trade Agreement within the EEC.

It grieves me to think that Porsche deliberately entertain a "Lost Sales Policy" in the benign hope of maintaining excessively high mark up on UK sales.

So, come on Porsche, let's have a fairer pricing policy in UK, or perhaps you would prefer to see me at the BMW showroom, God forbid.

Bath, Avon RICHARD F. GREEN

Badge Engineering

Sir,

The introduction of a Metro bearing the MG badge will be met with sadness and not a little anger by many with feeling for the marque. True that the first MGs were no more than special versions of an early Morris produced by Kimber in a little workshop, and so the new "MG Metro" could be said to be continuing that tradition, however, the key point of that MG tradition is that the cars were made by a separate workforce on a separate site. To stick a few badges on the occasional car as it comes off the production line does not make it an MG. The very name "Morris Garages" implies that the cars have a distant origin. BL are simply prostituting the name.

Glasgow BRIAN MUCCI

[We agree that sticking a few badges on a Metro does not make it an MG, but there is more to this newcomer than that. See page 705. — Ed.]

Split Rear Seats

Sir,

Very little is ever completely new in design — in 1950 or 1951, probably 1951, Earls Court show car, the Harold Radford "Countryman" on Bentley Mk. VI chassis, seating three across the rear seat, was fitted with asymmetrically divided rear cushions and squabs, with sequential power operation to both sides allowing either or both to fold forward to provide additional luggage accommodation.

This was the first time that I had designed seats quite like this, but I would not be prepared to say that there had not been similar previous designs by other designers.

Pinner, Middx. G. F. MOSELEY

BENTLEY MULSANNE TURBO

Continued from page 777

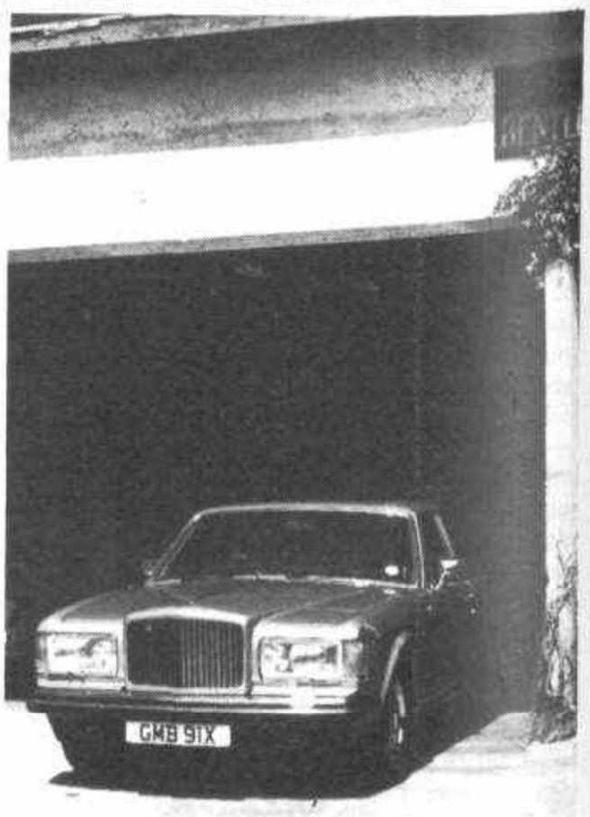
the vehicle approaches 2½ tons, an acceleration capability of 0 to 60 m.p.h. in 7½ sec. with an automatic gearbox is very impressive. Top speed is well in excess of 130 m.p.h. — we were able to push the needle right off the 140 m.p.h. speedometer without any trouble, at which speed a colleague, travelling in the back, was able to write notes in a perfectly legible hand. Perhaps most impressive of all is the pick up in the middle of the range — just where it is needed for safe overtaking. Power is on tap instantly and 50 to 70 m.p.h. is achieved in a mere five seconds without using the kickdown.

The standards of comfort, of course, are all that one expects from a Rolls-Royce, and the new Avon tyres have not affected the ride despite their much stronger construction. It takes quite a while to get used to the Mulsanne Turbo, for it is so effortless that one is invariably travelling at about 20 m.p.h. faster than one thinks. The brakes are well up to this, but the steering is not as convincing as it might be, lacking feel and making it difficult to place the car absolutely accurately. To get the best out of the power available firmer suspension would be an advantage, for the amount of body roll when cornering fast is uncomfortable.

Fuel consumption is not going to worry the owner of a car costing £58,613, but RR claim that the turbocharged Mulsanne shows an overall improvement on its normally aspirated brother of some 5%. A completely different package to the last "Blower" Bentley, which was a speed machine pure and simple, the new car from Crewe provides the rushed hush of the eighties just as the 8-litre Bentley gave discerning motorists of the thirties the chance to travel very quickly, in comfort and quiet. — P.H.J.W.

BELOW, with the speedometer needle beyond the 140 m.p.h. mark, the Mulsanne Turbo was perfectly steady. Right, parked below the sign erected by the old Bentley Company when they used La Moderne *in Le Mans as their 24-hour race headquarters.*





The Original

IRVIN



Flying Jacket

The Jacket worn by WW2 Fighter Aces.

Each jacket is individually tailored from selected sheepskin with long wool and leather trimmings, on the same machines used in the War.

Colour is dark brown with honey wool on the inside.

Hardwearing, comfortable, warm and practical — perfect for sports cars and flying.

Send 15p stamp for colour catalogue and ordering details of this and other flying jackets.

Individually tailored.

Exclusively available from the manufacturers:-

AVIATION LEATHERCRAFT THRUXTON AIRPORT, Nr. Andover, HANTS SP11 8PW Tel: 0264 77 2811 Telex 47178 Wheels G.



★ We will deliver anywhere in the World

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

RATES	20p per word (maximum 80 words) £3.00 minimum charge. (Maximum of two cars per reader.)
BOX NOs.	£2.00 extra per advertisement. 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, EC2A 4DA.** Telephone 01-628 4741 Ext 30 for information on small Display and Trade Advertisements.

FOR SALE

MG (RED) TD, built Dec. 1951, CL 12463, eng xpag 12273, professional rebuild 1981, superb, photo on request, rare opportunity at over £7,000, offers to L. Highton, Kirkhead House, Loweswater, Cumbria or Tel: 0900 85 600 (w/ends only). (29767

HEALEY 3000 MK3 1965, red, 65,000 miles, overdrive, wire wheels, good condition, £3,950 o.n.o. Tel: Kings Somborne (Hants) 645. (29770

E-TYPE 74 SERIES III V12 Roadster, manual, white coachwork, black leather trim, all usual refinements, pampered throughout its 25,000 miles by elderly owner, best offer over £9,000. Tel: 0508 31253 for full details. (29771

ASTON DB4C Red/blue, Vantage engine, s/s exhaust, 800 miles since professional rebuild, chassis, body, mechanics, hardtop, new hood, tonneau, superb, £15,000. Details. Tel: 08243207 6-8 pm. (29772

LANCIA 1600cc Fulvia Zagato, rare beautiful and rapid in Lancia blue, in excellent condition, property of Lancia enthusiast, taxed and long M.o.T. £1,400. Airey, New Cheriton, Alresford, Hants. Tel: Bramdean 234. (29773

BULLNOSE MORRIS Cowley, 1926, 2-seater with Dickey, immaculate condition, completely restored 2 years ago, blue body with black wings, offers around £6,500. Tel: 0327 830776. (29774

1965 MGB Concours, chrome wires, red/beige, ready for showing, not used on road only for testing, M.o.T. May 83, taxed, £5,000 o.n.o. 1972 MGB, teal blue, concours, chrome wires, beige interior, £5,500 o.n.o. Both the cars completely rebuilt to concours standard, one must go. Tel: Paignton 552046. (29775

MERCEDES 280SL, H-Reg, manual, P.A.S., 1 lady owner, 53,000 miles, service history from new, beautifully finished in black, with white leather interior, outstanding condition throughout, £6,950 (good exchange poss.). Tel: 0691 59501 50509. (29776

ALVIS TF21 Mk. 4 saloon, 1966, recent respray from bare metal, first class body and mechanics, one owner last 11 years, genuine 71,000 miles, £3,500. Tel: Wroxham (06053) 2310. (29777

TR2 1955 1 owner from new, 48,000 miles in new condition throughout, any trial, many new spares, £4,500 o.n.o. Tel: 061-427 3671. (29778

CONVERTIBLE 280SE MERCEDES. This is the rare model manufactured for one year only. Totally rebuilt mechanically 2,000 miles ago, just completed £1,000 paintwork, special registration No., absolutely mint condition, new mohair hood, £16,000. Sorry no p/ex or H.P. Private sale. Tel: Oxshott 2842. (29779

CHEVROLET MASTER Sport Sedan 1935, rare car, in need of restoration, £2,000. Tel: Henley-on-Thames 4227 after 8 p.m. (29780

MGB GT V8, 1974, chrome bumper model, new M.o.T., excellent condition, £2,700 o.v.n.o. Tel: Stuart on 01-242 1234 ext 2786 daytime. (29781

SEVERAL COLLECTABLE French cars for sale, also stone built house with large garden. Tarn area. Tel: eves/weekend 0103368 268510 or 06846 2042. (29782

***E-TYPE JAGUAR** 73, V12, white, c.w.w., manual, roadster, concours conditions, £9,950. 2.4 Mk. II, 61, concours condition £2,950. Tel: 0793 762728.* (29783

1923 BULLNOSE MORRIS Oxford and 1925 8/12 Citroen 4 seat tourers being sold to finance Bentley, both superb and M.o.T.s. Offers £6,250 and £4,750 respectively. Tel: Romsey (0794) 517081 office, Southampton (0703) 767090 home. (29786

BENTLEY T-SERIES 1967, left hand drive, needs 2 new tyres and exhaust, bargain. Volkswagen SP2 Sports from Brazil, only 75 produced. Left hand drive. Rare! 1975. Tel: Netherlands 40-118900. (29787

MGA TWIN CAM 1959, immaculate and completely original, well known concours winner, reluctantly offered for sale. Full history available. Ex-works demonstrator, £6,500. Spares available including engine to maintain vehicle, £2,000. Tel: Runfold 3164. (29712

MGA 1600 Roadster, 1960, 600 miles since professionally restored (body, engine, gearbox), new interior, chariot red, w.w. M.o.T. April 1983, offers over £4,000. Tel: Northwood (Middx) 29418. (29713

BENTLEY MK6 Standard steel 4¼ Saloon, 1948, very nice original unspoiled car, low mileage, £3,995 o.n.o. Tel: Grimsby (0472) 78732 evenings; Immingham (0469) 76321 days. (29716

BENTLEY MK VI 1952, good history and low mileage, £5,000. Stag, 1972, automatic, £1,200. For further details ring Wincanton 32002 or 32345 or Bath 64766. (29717

MGA 1600 F.H.C., 1959, taxed and tested, £1,200. Tel: Leyland (Lancs) 53109. (29718

LOTUS ELITE 504, 1975, P.A.S., air cond., chocolate brown, recent tyres, exhaust gearbox, low mileage, £3,500. Tel: Southend (0702) 552324. (29720

TR6 1973 professionally rebuilt, engine, clutch, fuel injection, dampers, rack, radiator, body panels, chrome, carpets, hood, tinted glass, Wolfrace wheels, XVS tyres, all bills. Superb car surplus to requirements. View: Mayfair Hampshire. £2,500. Tel: Hartley Wintney 2079. (29723

RENAULT 5 GORDINI, blue, December 1980, 13,000 miles, radio/cassette, immaculate, £4,300 o.n.o. Tel: 0425 612509. (29725

FOR SALE—continued

MORGAN PLUS 8, one of the few lightweight models made in 1976, in excellent condition and low mileage, for full details and photograph. Tel: Henley-in-Arden 3320. (29727

TRIUMPH HERALD 13.65 h.p., 1968, white, drop head, new hood, mint condition, M.o.T., an appreciating asset, £725 o.n.o. Tel: 0273 602389. (29728

SCIMITAR manual overdrive, suitable spares, written off. Tel: Saffron Walden 22330. (28366

MGA 1600, 1959, L.H.D., red, w/wheels, bootrack, only 3,000 miles since total restoration to original condition, investment for American or European buyer, best offer over £5,500 for quick sale. Tel: 09326 2806. (29628

1930 HYPER Lea Francis, Cozette blower, engine running, sensible offers. Tel: Byfleet 49760 (evenings). (29629

AN UNUSUAL opportunity, really unique 1970 Mustang convertible, right hand drive, one family owner, truly immaculate bodywork, new power hood, genuine 80,000 miles, economical 302 engine, auto, excellent mechanics, company maintained regardless of cost. History from new, offers invited over £2,750. Tel: 01-451 3939 (day) or 01-452 2841 (evenings). (29507

JENSEN INTERCEPTOR III, 1976, one of the last produced having louvred bonnet and walnut fascia. Very good condition. Offers invited in the region of £6,500. Tel: Chelmsford 86833. (29276

MGB V8, teal blue, M-Reg, recent high quality respray and engine rebuild, radio, transistor ignition, Kunifer brake pipes. Waxed and undersealed when new, kept in heated garage during last winter, £3,000. Tel: Paul Morgan 0604 880244. (29156

MGM 1932, totally original, taxed, fitted with trials wings etc, but with proper wings, valances, weather equipment, and spares. Competed with considerable success for last twelve years in VSCC (and other) races, sprints, driving tests and trials. Offers around £5,000. Mike Rushton. Tel: Childs Ercall 309. (29277

MGB GT V8, M-Reg, teal blue, sun roof, immaculate inside and out. New gearbox, batteries, suspension, carpets, tow bar, halogens, Luminition, all usual V8 refinements. £2,800 o.n.o. Mike Rushton. Tel: Childs Ercall 309. (29277

OSCA MASERATI 1600 GT2 coupé by Fissore. Original instruments, alloy wheels etc.; one of the last true OSCAs in good condition at the realistic price of £4,295. Ferrari 250 GT 2+2, in deplorable condition but 95% complete, suitable for spares or replica rebuild, £3,450 o.n.o. Tel: D. Nelson on Leicester 669393. (29278

E-TYPE JAGUAR 4.2 convertible, primrose, all new body, all running gear and engine rebuilt, retrimmed, new hood, over £6,000 spent, offer £8,000. Tel: 021-328 2145 day, 0789 731494 evenings. (29282

1926 AUSTIN SEVEN Saloon, dark green/black prize winner, £3,600, full details. Tel: Ashbourne day 9932 42308; eves 9932 43390. (29283

***LOTUS ELAN +2S 130/5** 1974 N-Reg, white, oatmeal interior, 26,000 miles, maintained by specialists, £4,750 o.n.o. Tel: Bristol 734298 pm only if interested to acquire an excellent example.* (29188

LIGHT 15 1952, l.h.d., fine example of a classic car. Tel: (evenings/weekends) Mold 55397. (95584

E-TYPE JAGUAR 1965 F.H.C., genuine 39,000 miles, extensive interior and mechanical restoration, dark blue/red interior, quick sale, £3,750. Tel: Chandler's Ford 3217. (29190

LAGONDA M45 Tourer, 1934, very original excepting engine rebuild, retrim, repaint, rewiring, rechroming, and new radiator in recent years. £14,500 o.n.o. Clive Sherwood 021-453 3168 home or 021-233 2997 office (Birmingham area). (28606

1981 (X) Alfa Romeo Sprint, blue, radio, one owner, 5,000 miles, £4,650 o.n.o. Tel: 041-357 1642 evenings (Glasgow). (29154

BMW 3.0 CSL (Lightweight), Polaris silver, rebuilt by enthusiast to original and pristine condition, £8,000 spent, £3,500 o.v.n.o. Tel: 0202 294038 evenings; 0202 20932 daytime. (29499

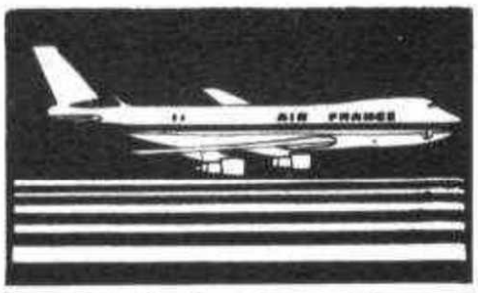
MORGAN 4/4 2-STR X-Reg, 1981, 3,500 miles, red, wires, aluminium, and all extras, immaculate, £8,500. Tel: 0202 476571 (Mrs. Walker daytime); 0202 475674 evenings/weekends, Bournemouth. (29501

CITROËN LIGHT FIFTEEN, 1952, completely restored in 1981 and immaculate, fitted with period valve radio and the rare extras of wire wheels and twin carburettors. Included are many new and secondhand spares and the original French logbook with plates. £3,000. Tel: Kidderminster 700328. (29502

TRIUMPH SPITFIRE 1500, 1976, o/drive, s/top, pimento red, excellent condition, radio/cassette, Waxoyled, £1,650. Tel: 01-311 1608. (29505

TURNER MK. III, 1966, Ford 1500 hard/soft tops, tonneau, spare set wire wheels; M.o.T. July. £1,600 o.n.o. Stroud 79519, Glos. (30093

BMW 730 Bavaria, Aug. 1979, 39,000 miles, metallic green, Auto, P.A.S., alloy wheels, tinted glass, radio/cassette, electric 3-position steel sunroof, electric windows, central locking and sheepskin rugs. Absolutely pristine, must be seen. £6,900. Tel: Tavistock (0822) 2858 evenings/weekends. (30095



PAGE & MOY LTD

International Motor Racing Tours 1982



★ **Le Mans 19/20 June**
5 itineraries from only £36

★ **French GP 25 June**
2 Coach Tours from £59
2 Air Tours from £179

★ **Air and Coach Tours to all remaining Grands Prix**

Telephone Leicester (0533) 552521 to provisionally reserve a seat on any of these tours or send for our free brochure today.

Page and Moy Ltd. 136-140 London Road, Leicester LE2 1EN

Please send me a copy of your new 48 page colour Motor Racing Tours brochure.

Name .....

Address.....

.....

ATOL 133BC MS June 82.

Nigel Dawes



TELEPHONE BIRTSMORTON 068 481 525



ASTON MARTIN DB4 Convertible. LHD. Complete restoration undertaken. Bills available.



ASTON MARTIN DB1. Concours condition. Only 15 made.



AUSTIN 7 SPECIAL 1929. Superb and exciting little car. Now with full weather equipment. **£5,750.**



AUSTIN NIPPY. Very sound and usable car. **£2,950.**

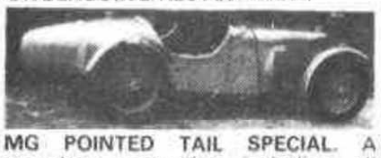


AUSTIN OPEL. New engine, retrimmed, in sound condition. Offers over **£2,100.**

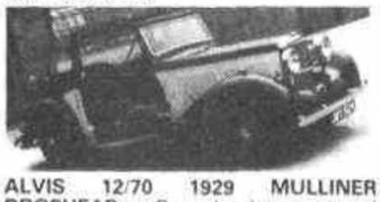


AUSTIN 7 CHUMMY. Complete restoration, Concours condition. **£3,950.**

UNGERGOING RESTORATION.



MG POINTED TAIL SPECIAL. A complete restoration including all aluminium pointed tail body, ZA engine, full leather trim. Ring for details etc., etc.



ALVIS 12/70 1929 MULLINER DROPHEAD. Completely restored throughout about to be retrimmed in Connolly hide. Ring for full details.

Many other cars in stock.

BIRTSMORTON COURT NR. MALVERN WORCESTERSHIRE

VISITS BY APPOINTMENT ONLY

FOR SALE—continued

KOUGAR JAGUAR 4.2 litre Sports Racing car, professionally built in 1981 and finished in BRG with special registration, absolutely superb, £5,250. 1920 Model T Ford, 2 seater Speedster, totally rebuilt, taxed, M.o.T., £5,000. Will exchange either or both cars for classic, vintage or P.V.T. car. w.h.y. T. Walder, 3, Fawley Close, Cranleigh, Surrey. Tel: Cranleigh 6316. (29938

ALFA SPIDER 2000, April 1976, red, 14,000 miles, superb condition, rustproofed from new, £4,750. Tel: Beverley (0482) 869685. (29943

TRIUMPH STAG 1976, white, automatic, 33,000 miles only, engine rebuilt, new M.o.T., superb, £4,250. Tel: Canterbury 710352. (29643

1968 DAIMLER V8 250, auto, 63,000 miles, excellent condition, taxed, M.o.T., offers around £2,250. Tel: 051-342 5019 (Wirrall. (29642

AC GREYHOUND 1962, 2.2 litre engine with overdrive, sunroof, £15,000. Tel: R. Rowlandson, Godalming (04868) 6362. (29641

MUSTANG 289 Classic, 1966 version, electric hood, L.H.D. Tel: Fittleworth 454. (29635

TRIUMPH STAG, 1978, only 20,000 miles, red with tan interior, automatic £4,850. Tel: Offley 542. (29035

TRIUMPH TR 4A, 1965, totally rebuilt, all steel body, galvanised chassis, beautiful order, o.drive, 'Surrey' etc. £2,500 o.n.o. Tel: 051-462 4904. (29026

WINTON, 1900, probably oldest in Europe, tiller steering, mostly correct some renovation needed. Original paint? £8,750 o.n.o. exchange WHY? Also magnificent Delahaye 135MS 3 position drophead coupé, very flashy, bodywork believed Pourtou, fully restored, offers exchanges. Tel: 01-737 3861. 32 Carlisle Mansions, London SW1. (28825

HUMBER SEDAN, 1952. Mint condition, low mileage, around £2,000. Tel: 090523 27065 29 (no agents). (92954

MORGAN PLUS 8, 1973, signal red, one owner since new, 38,000 miles, extremely good condition for year, aluminium panels, Konis, Michelin XWX, full history, fully serviced and maintained. £5,000 o.n.o. Tel: Twyford (0734) 343464. Evenings after 6 p.m. (28004

ASTON MARTIN DB6, 1969. Automatic, brown, new engine, 15,000 miles, red leather interior, stereo, sun roof, electric windows, excellent condition, matintained Richard Williams. £5,600, must sell — moving house. Tel: 01-493 1189 (day) Ickford (08447) 508 (Bucks.). (28586

SUNSHINE MOTORING THIS YEAR. TVR 3000S, gold, convertible, under 30,000 miles, immaculate condition. £5,350. Tel: Colchester 210114 for further details. (27779

NEW MORGAN 4/4. Four seater, red, wire wheels, available August. What offers? Replies Box 6648. (26931

X-REGD. Marcos 2-litre, minimal mileage, Wolfrace wheels, Cobeau seats, sun roof. £6,950. Replies to Box No. 6661. (29440

ALFASUD 1.5 TI W-Reg. 1 owner under 10,000. Navy blue, sunroof, rustproof 6 year guarantee. A1 condition. Company car forces sale. £3,000. Tel: 9-5 Bristol 666961 (ext. 2291) Ev. Wkends. Chew Mayna 2843. (29444

ASTON MARTIN BD5, 1964, taxed, M.o.T. Brick, 5-speed ZF box, selectraide etc. Excellent order throughout, good Pirellis, recent new exhaust. Present owner (AMOC) for 12 years. £5,250. Tel: Reading 332365. (29445

MG TA, 1939. Restored in v.g. order, tested. Much work and money has been put into this car. £3,850. D.D. White, 0325 74 303. (29443

LOTUS ELAN Sprint, 1971, FHC, Daytona yellow/white, excellent original condition, t.glass, e.windows, new MOT. £2,995, or p.exchange for S3 Super 7BV. Tel: 01-854 1078 (Frank). (29432

MGB GT, 28,000 miles, one owner, dark red, overdrive, radio, immaculate. £3,500. Tel: 01-731 0679. (29433

1965, Humber Imperial, Thrup & Maberly Black, immaculate, 3,000 miles since recon. engine fitted. Auto. PAS. Best offers invited. Tel: Bucklers Hard 249 (Hants.). (29434

RILEY ADELPHI, 1936. Rolling Chassis with book. £250. ABC Scootmata 1919, £550. Vintage leather trunk box, £85. Citroen G.S. Club Estate 1979, towbar, nic £1,650. Bromfield 206. (29436

MORGAN + 4, 1957. Four seater, Triumph engine, Moss Box. Fully restored. £4,950. Tel: 0937 62149. (29438

MINT JAGUAR V12 Roadster, DON 22K, willow green, black hide, chrome wheels, Blaupunkt radio stereo. This fine weather only car, is immaculate throughout, surely the finest on offer at £7,995. West Midlands (0562) 740520. (29189

911 TARGA, R.H.D., MoT, silver, new tyres and top. Engine rebuild, immaculate condition. £4,250 o.n.o. Southend-on-Sea 201243. (30184

BENTLEY CONTINENTAL SI, 1957 6-cylinder 4.9-litre. Chassis BC848. Fixed Head Coupé by Park. Black, red inside. Immaculate condition. Two owners, full main agent history. 127,000 miles, engine and chassis rebuild at 113,000. Swop, cash adjustment either way or sell. Tel: 0684 72779 (Glos.). (30209

FOR SALE—continued

ROLLS-ROYCE Mulliner 2-door coupé (Corniche model) only 11,000 miles from new with full Rolls-Royce service history. First registered in 1969. White with black vinyl roof, totally immaculate. Will exchange for veteran car or veteran vintage motor cycles, cash either way. Brian Verral, 20 Tooting Bec Road, London, SW17. Tel: 01-672 1142. (29275

E-TYPE Roadster, 1966, 4.2-litre, blue metallic, professionally rebuilt to meticulous standard using all new body panels, new interior trim and hood, £7,800. Tel: 0274 498255. (30211

LEA FRANCIS 14 Sports 1948. Not concours but good practical and reliable transport with a period flavour. Same ownership since 1975. Much improved and properly maintained by the present owner. Offers. Tel: Redditch (0527) 42598. (30212

JENSEN HEALEY 1972 L-Reg. Exceptional condition. Less than 50,000 miles. Hardly used past 3 years. Long MOT and tax. £2,000 o.n.o. Tel: Fleet 21129 evenings. (30214

MORGAN + 8 X-Registration, 1,000 miles from new, signal red, reclining seats, headrests, luggage rack, wind deflectors, door handles, underseal. £10,250. Tel: 0454 613800. (30204

BENTLEY R-TYPE, 1954 Standard Steel Saloon, Auto transmission. Shell grey over Tudor grey. Bought London agent October 1979 for £6,250. In use every week, not Concours but good looking and pleasure to drive. Cash wanted to finish restoration on another Rolls Royce. Car is taxed and MoT'd until March 1983. 4 new tyres etc. Sensible offers on £4,950. I am going to sell. Tel: Poole (0202) 676469 daytime or (0207) 708344 evening. (30205

MGB GTV8, 1975, Damask, 45,000 miles. Present owner since 1978. £3,750. Tel: High Halden (Kent) 573. (30206

MGB GT 1981. Snapdragon, stereo radio cassette, supercover, Dinitrol, £5,450. Tel: Church Stretton (0694) 722537. (30207

MGB 1974, Roadster, hard top, tonneau, good solid car. Recent exhaust, 11 months MOT. £1,250. 0282 66111 (Nelson Lancs). 7 until 8 evenings. (30208

MORGAN 4/4 4-seater, late 1979, excellent condition, silver, 13,000 miles, leather interior, wires, aluminium body and wings, numerous extras. £7,500. Tel: Broadstone 699442 (Dorset). (30199

LOTUS 7 S4 1600. Ford GT bored to 1,780 c.c. with Mike Spence, head sparkling in Lotus yellow and green. £3,500 o.v.n.o. Tel: 0353 89 660 (Cambs.) Daytime. (30201

MGB LE Roadster, 1981 Commemorative model. 600 miles. Wire wheels undersealed. £6,000. Tel: 0747 870777 (Wilts.). (30202

ALFA ROMEO 2000 Spyder, 1973, red with black interior, minilite type alloy wheels, radio. Taxed and MoT. Very smart. £2,250. Tel: Frome 0373 812331 after 6 p.m. or Sundays and Mondays. (30203

LANCIA FULVIA Zagato 1600. In outstanding condition. 1972 model, ivory with retrimmed interior. Radio, new MoT. 120 m.p.h. performance with economy 35 m.p.g. £1,750 o.n.o. 0993 830983 (Oxfordshire). (30191

BENTLEY 4¼ Derby 1937 Thrupp and Maberly Sports saloon, nicely run-in after meticulous five year rebuild. Winner RREC "Best Personal Restoration" 1980. Regretfully for sale to finance another rebuild. Insurance valuation £10,000 — what do you think? Full details to genuine enquiries. Wisbech (0945) 582055 evenings. (30194

TRIUMPH TR6, 1973, excellent condition, 56,000 miles, h/s tops, stereo, £29,000. Tel: 01-394 1711, ex 215 or 01-995 0279. (30198

KOUGAR JAGUAR 4.2 litre, maroon, full weather equipment, 5,000 miles, absolutely stunning, £7,750 or exchange E-Type or XK Roadster. Tel: 0733 242536 (Cambs.). (30195

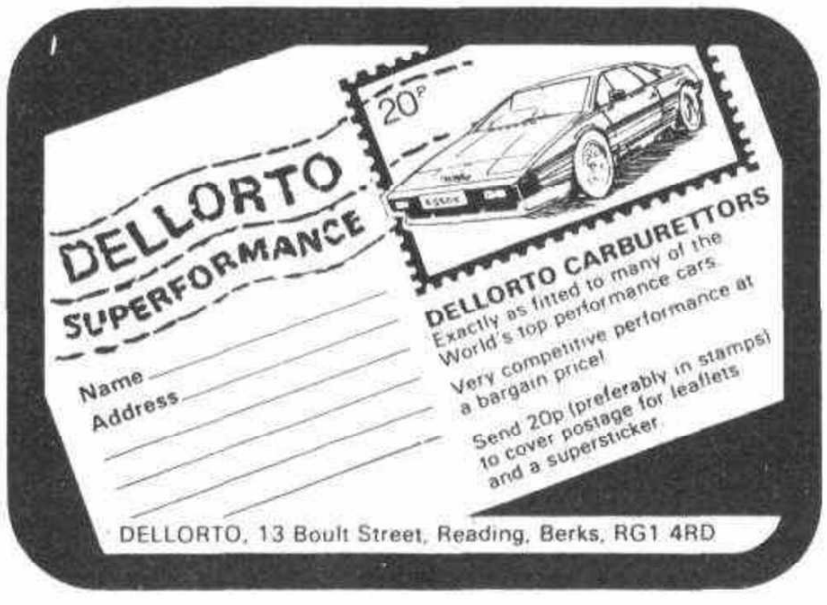
MINI 1275GT, 1978, black, alloys, sunroof, e.ignition, Weber 28/36, twin tanks, Hopkirk seats, full dash, other extras, immaculate. £1,850. Thornbury (0454) 416925. (30196

1973 VOLVO 1800 ES with steel sunroof in Aston Martin Oxford Blue with biscuit leather interior — in "as new" condition, respray etc. Recently completed costing in excess of £2,000. Invoices available. Mechanically in top class order, offers around £4,000. Tel: P. F. Kitson—Teffont 374. (30185

ALVIS T.C.21 3½-litre 1955 Drophead by Tickford. Total Body and Chassis rebuild at cost of over £5,000. Finished in black over silver. Wire wheels new Tyres. Taxed, MoT. Offers in the region of £5,000. Wolseley 15/50 Saloon, 1957. Original grey with red trim, genuine 30,000 miles from new. One lady owner in unmarked condition throughout. Offers in the region of £1,500. Tel: Langport 251249. (30186

TVR 3000S blue, convertible, May 1979, 13,000 miles only. Fastidious retired Group Captain has kept this car immaculately and only anno domini forces sale. £6,000. Available June 3rd onwards. Oldham 2724 3277. (30187

ASTON MARTIN DB6, 1968, auto., excellent, £3,750. Jaguar 3.4 Mk2, 1965, manual, immaculate, £2,500. Exchange 350SL, "E" Type Porsche. Tel.: Stubbington 2588. (30250



MOTOSPOT

N. KILWORTH, LUTTERWORTH, LEICS. (4 miles off Exit 20 M1)

Ring (up to 10 p.m.) before visit 0858 880626 or 04555 2548



1931 MORRIS COWLEY, Tourer	£4,250
1932 MORRIS MINOR, Family 8	£2,195
1936 MORRIS 8 TOURER, (Another!)	£2,350
1936 MORRIS 8 SI SAL, Unrestored	£695
1938 MORRIS 8 SII SAL, Nice	£1,695
1933 AUSTIN 7 TOURER, Flat Rad.	£2,750
1928 AUSTIN 7 CHUMMY, Tourer	£3,550



1935 OPEL P4 Drophead, R.H.D.	£2,500
1939 JOWETT 10, Very good.	£1,295
1947 MORRIS 8 SE, Clean car.	£1,095
1947 MG TC, Super condition.	£5,950
1934 HILLMAN 10, Lovely and original.	£1,950
1958 ARMSTRONG SIDDELEY, Sapphire. Absolutely beautiful restored ex-Guernsey car.	
GAYID ON HUMBER IMPERIAL, Near mint.	£995
1951 MAYFLOWER, In gleaming black.	£995
1949 RILEY RM 2½, Excellent.	£2,750

MORE ARRIVING — PLEASE RING

All M.o.T.'d. Finance, 2 yr. warranty, comp. ins., exchange available.

Tony Gilbert Cars
(of Coventry)

Every car listed below has been carefully selected and is in first class condition.

80 Alfa Romeo Alfasud 1350 4-door. Midnight blue, check trim, absolutely immaculate. **£2,695**

81 Triumph TR7 Convertible. 10,000 miles, torquoise blue, alloy wheels, as new. **£4,995**

81 Ford Mustang 2.3 Turbo, RHD, 9,000 miles, PAS, blue with silver coachlines with matching velour trim, alloy wheels. **£4,995**

77 VW Scirocco GLS, 32,000 miles, metallic gold, brown cord trim, radio, outstanding. **£2,445**

78 Triumph TR7, White/red, 38,000 miles, sun-roof. **£2,675**

78 Austin Mini 1275 GT, 27,000 miles, russet brown, tan roof, alloys, nudge bars f/r. **£1,995**

1969 Jaguar 4.2 E-Type, 2-seater fixed head. White, black leather trim, wire wheels, manual. Receipts for over £2,000. Superior condition. **£4,995**

Austin Healey 100-Six, 2 owners, BRG. Fully restored. **£3,995**

M.A.A. MEMBERS

12 MONTHS M.A.A. WARRANTY AVAILABLE

Please telephone for further details on (0203) 24660 or call at our showroom at:-

84-86 London Road, Coventry

SPORTS CARS AND SPORTS SALOONS ALWAYS BOUGHT FOR TOP PRICES.

FOR SALE—continued

LANCIA MONTE CARLO Spyder, gold, 1978, low mileage, excellent condition, M.o.T. £3,295. Tel: Bournemouth 25353. (30091

LOTUS ESPRIT 'S', 1977, yellow, 39,000 miles, excellent condition, £5,200. Tel: Woking 23295 after 6.00 p.m. (30096

HISTORIC SINGLE Seater M.G., well known V.S.C.C. competitor, original 1934 'Q' Type Twice blown engine, much recent work, chance to acquire superb racing car, appearance similar Maserati 250F. £12,500. Tel: Sheffield 308608. (30097

1981 (X) Metro L, nautilus blue, 1,500 miles, radio, company car forces sale, save £1,000, £3,250. Tel: Ascot 24501. (30098

1980 MG Midget, yellow, 12,000 miles, superb condition, stereo / cassette. £2,995. Tel: Ascot 24501 (30098

JAGUAR MK. I. (1959) 2.4 auto, grey with red interior, 33,000 miles, outstanding condition. £2,000 o.n.o. Tel: Blackburn (0254) 53762 Evening (30099

FORD ANGLIA, 1957, sage green with matching trim, 49,000 miles, superb condition. £575 o.n.o. Tel: Blackburn (0254) 53762 evenings. (30099

MERCEDES 250SE Coupe, 1964, f.h.d., P.a.s., electric sunroof, pale green with dark green seats, one owner since 1972, offers invited. Tel: Woking 67434. (30100

TRIUMPH SPITFIRE 1977, yellow, overdrive, under 15,000 miles, one owner, excellent condition, undamaged, recently resprayed. £1,995. Tel: Swindon 47350 after 12th June. (30101

TVR TAIMAR, Oct. 78T, burgundy oatmeal coachband, company car forces sale. £4,000. Tel: Henley-in-Arden (05642) 4568 West Midlands. (30102

1934 SINGER LE MANS, beautiful condition, M.o.T., ready for immediate use. £3,850 o.n.o. Tel: Barkway 408 (Herts). (27781

LAGONDA RAPIER, 1935, due to rubber cheque re-advertised, 4-seater sports body, styled on Le Mans Bentley, new trim, tyres, reduced to £4,500 o.n.o. house move imminent. Tel: Prestatyn 6549 evenings. (30104

AUSTIN SEVEN, 1933, 4-seater tourer, new hood, trim, tyres, good runner. £2,400 o.n.o. Tel: Prestatyn 6549 evenings. (30104

DELLOW MARK II, 1952, unfinished project. Tel: Brixham (Devon) 08045 2115. (30106

ASTON MARTIN DB6, Vantage 1966, auto, navy blue, interesting history, body restored to high standard, no rust at all, many parts recently renewed inc. exhaust, battery, carbs, Selectaride shocks, brakes, tyres etc., M.o.T., tax, price 5,200 o.n.o. Tel: Guildford 65693 after 7 pm (home). (30107

FORD 1600E, 1969, silver fox, this classic car has been enthusiastically maintained to showroom condition, must be one of the finest examples around, no money spared. Tel: Seaton Devon 23035. (30108

TVR 2500M, June 77, white, brown trim, sunroof, one owner, full service history, 27,000 careful miles. £3,400 o.n.o. Tel: 075 881 2011 mornings. (30109

LOTUS ECLAT 520, R-Reg, one owner, red, low mileage, immaculate cond., recent service and tune, M.o.T. and tax, 28 m.p.g. £4,200. Tel: Penn (Bucks) 2155. (30110

ALFA SPIDER, R-Reg, white, one owner, 26,000 miles. £3,000. Tel: Leamington Spa 28048. (30111

LANCIA BETA Spyder 2000, April 1977, beige, 26,000 miles, excellent condition, Blaupunkt radio. £2,100. Tel: 061 456 5744. (30112

GILBERN INVADER II, 1971, white, resprayed, new engine, brakes radiator, all usual extras, many spares, good condition. £1,900 o.n.o. Tel: Watersmeet (Herts) 455. (30115

1970 MGB GT; exceptional condition following comprehensive and expensive rebuild, all bills available, B.R.G., Rostyle wheels, o/d, Webasto sunroof, Radiomobile radio, used daily for 5,000 miles since, M.o.T.'d, taxed, some spares, private sale @ £1,750 o.n.o. (or p/ex. hatchback?) Tel: 0308 25489 Dorset. (30115

SCIMITAR GTE, 1980, man., o/d, gold, hide interior, 22,000 miles, p.a.s., elect.w., alloys, stereo, immaculate car, £5,850. Blackpool 723757. (30116

RILEY 1.5 1958, M.o.T., one owner, under 42,000 miles. Must sell. Offers Tel: Dumfries 65745. (30143

SUPERB AUSTIN 2200 (1800 shape) K reg. but 1980 condition. Radio, towbar, plus many extras. Beautiful blue paintwork, immaculate chromium, undersealed, Waxoyled, new M.o.T. Must be seen to be appreciated. Not the cheapest, but you won't find a better example. £995 o.n.o. Tel: 943 1246 (Surrey). (30144

AUSTIN SPRITE 1964. Excellent condition, used daily, M.o.T. December, many new parts resprayed. £1,000. Tel: 01 267 6580. (30145

AUSTIN A50. 1955, Reg. No. 99ARA. Black, red leather interior, green Log Book, v.g.c. £695 o.n.o. Tel: Chesterfield (0246) 851990, 9-10 p.m. only. (30146

MGC GT 1968. Black with w.w., o.d, rec. engine and gearbox, new M.o.T., special number £2,200 o.n.o. Tel: 0303 (Kent) 43092. (30152

RILEY MONACO 1933. Beautiful condition, taxed, M.o.T. £2,600 o.n.o. Tel: Colchester (0206) 67438. (30153

FOR SALE—continued

JAGUAR 420G 1967, in immaculate original condition. Original metallic grey coachwork and unmarked red hide interior and full sunroof. Chauffeur driven from new, having only covered a genuine 50,000 miles with history. Original handbook, green log book and toolkit unused. An extremely inexpensive classic car at £12,750. Tel: 01-594 4287 day, Hornchurch 71180 eve. (30148

BMW 3.0 CSL lightweight sports coupé, 1974, 140 m.p.h., 20 m.p.g. Fuel injection, electric tinted windows, h.r.w., p.a.s., stereo, electric aerial, Alpina wheels. Scheel seats, metallic pale blue dark blue CSL stripes. Beautiful and practical full four seater, very fast. Service history, full year's M.o.T. Any trial. Finance available. In my own private ownership 2½ years. 3,500. Tel: Glos. 0453 45238. (30149

LOTUS ELAN f.h.c., 1967. Restored, immaculate, radio, taxed, M.o.T. £1,900 o.n.o. Tel: Bath (0225) 313801. (30150

VOLVO 1800ES Automatic. 1973 "L" registration. Completely refurbished and in excellent order throughout. Finished in gold metallic, with black leather interior. £3,900. Tel: Basildon 42234. (30151

LANCIA ZAGATO 1600 Fulvia Sport. 1972. 75,000 miles, std. electric windows, long M.o.T. Very good condition, very fast car. £1,050. Tel: 0367 81 401 or 0367 21692. (30154

MORRIS TWENTY Oxford Special Coupé, 1934. Black, fully restored, with tax and M.o.T., and many spares. Very rare motor. £4,250 o.n.o. Buying house, must sell. Whale, 26, Middleborough Road, Coventry. (30155

PORSCHE 928 1979 model. 16,000 miles, silver with black leather, manual, air conditioning, P7s, electric mirror and seats. £700 hi-fi. Lots of reliable welly for £11,995 o.n.o. Tel: Brighton (0273) 32390. (30156

DAIMLER DOUBLE SIX Vanden Plas. Due to bereavement. Genuine 22,500 miles, 1974, excellent condition, £2,900 o.n.o. Tel: 0254 830338, 7 p.m.-9 p.m. (30157

MORGAN 4/4 2-seater, 1980 (V). 9,100 miles, diamond white, black hood and upholstery, numerous extras, undersealed etc. Offers around £7,000. Exchange Mazda RX7 Series 2 considered. Tel: Perth 0738 28647. (30158

AUSTIN 7 Special, short chassis, pointed tail body, twin SUs, ally head, lowered, fully finished, very very fast. £2,000 o.n.o. Also many Austin 7 spares 1926-39. Tel: 021 704 1904 eves. weekends. (30159

CLAN CRUSADER, 1973, yellow, NGG 105M, must be one of the last originals made, £1,300. Tel: 031-336 6361 Edinburgh. (29921

TRIUMPH TR5, 1969, finished in white, black interior, immaculate condition throughout, mechanically excellent, M.o.T., taxed, must be seen. £2,800 o.n.o., for further details. Tel: Loughton 01-508 0881 evenings, weekends. (29923

ASTON MARTIN DB2/4 Mk.I, 1955, 3-litre, Reg. OBY 2, partially restored, complete. £2,000 o.n.o. Tel: Westerham 62813. (29925

1930 AUSTIN 16 saloon, all original, but fabric shaggy. £1,750. Come along chaps! Tel: 01-340 3911. (29825

TVR 3000M, 1978, white/brown coachband, vinyl and sunroof, low mileage, superb condition, many extras, £4,895. Tel: for details Swindon (0793) 32863. (29926

MORGAN THREE-WHEELER super sports, Matchless MX4 engine, 1935, first class condition, complete, £4,500 o.n.o. Tel: Redditch 24163 (home) or 0926 644420 (work). (29927

911 PORSCHE Targa 2.7, 1974 series, low mileage, good condition, manual change, £5,800. Tel: 01-940 3904. (29928

MONICA 5,660 c.c. 4-door luxury GT, featured May Classic & Sports Car. £6,500. Tel: High Wycombe 882276 from 6-6-82. (29929

LOTUS ELAN S4, reliable car in sound original condition, £1,990 o.n.o. Tel: Worcester 358709. (29930

E-TYPE JAGUAR F.H.C., c.w.w., blue/grey, 1968, £4,500 o.n.o. Tel: Pershore (0386) 553918. (29931

KARMANN GHIA VW 1969, one owner, complete service history, genuine 21,400 miles, excellent throughout, any sensible offer considered. Tel: Ottery St. Mary 040481 2091. (29932

AUSTIN 7 Ulster Replica and Chummy kits of parts. £1,100 and £1,800, both with new bodies. Tel: East Meon 385. (29934

TR6 1974 N-REG Mimosa, H&S tops, 54,000 miles, extras, beautiful condition, £2,800. Tel: Dursley 45959 (Gloucestershire). (29935

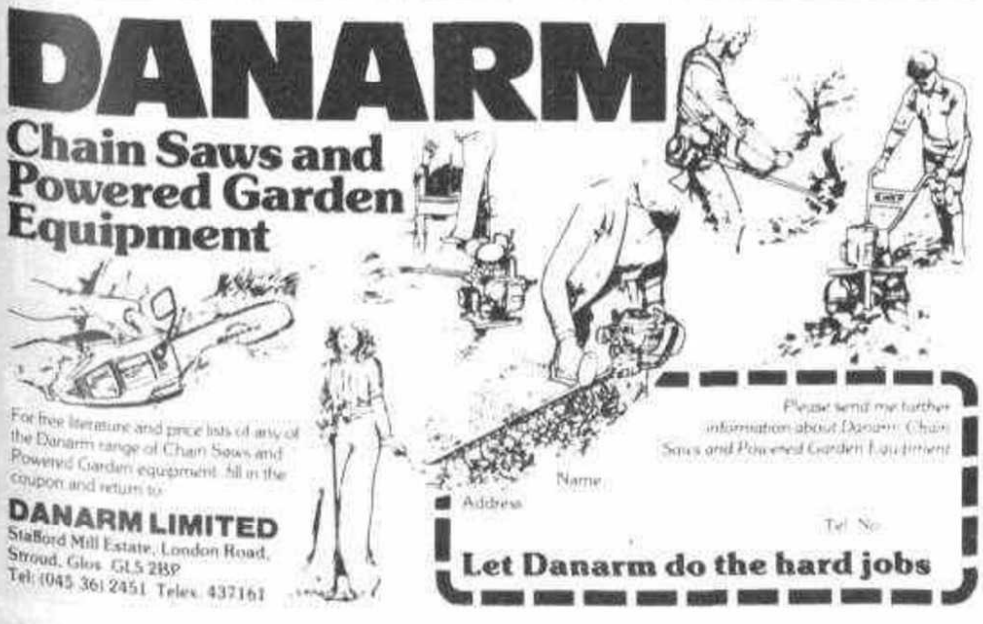
AUSTIN HEALEY 3000 Mk I BT7, 1961, excellent, 9,000 since new engine, gearbox, wings, interior, suspension etc., many extras, new hood, works hardtop, 72-spoke wheels, roll-bar, registration TRY 61, Riviera blue/white, full M.o.T., view Classic Prescott £3,950 o.n.o. Tel: 021-355 1284. (29936

ESCORT MKII 1600 Sport, 1976, gold with black trim, RS alloys, four new 185 Grand Prix S, complete Janspeed system, excellent condition, £1,775. Tel: 01-360 3331. (29937

AUSTIN CHUMMY 1928, sound, complete, used daily, M.o.T. May 1983. £3,250 or p.ex 12/50. Bell, Snowdon Flat, Vaynol, Gwynedd. (29939

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

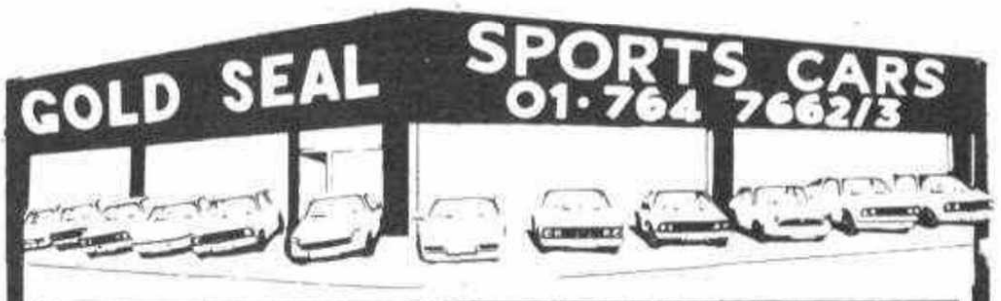
Name

Address

Tel. No.

Let Danarm do the hard jobs

GOLD SEAL SPORTS CARS
01·764 7662/3





£7,995 PORSCHE 911. 1975. P Reg. French blue with russett trim, electric sunroof, electric windows, radio cassette, service history.



£5,695 VAUVAUXHALL ROYALE COUPE. 1979. Metallic silver, burgundy velour, auto with p.a.s. metal sunroof, electric windows, tinted glass, alloy wheels, central locking, radio cassette.



£5,595 BMW 323I. 1979. Finished in Topaz Metallic brown with beige cloth trim, radio cassette, tinted glass.



£3,795 MGB GT V8. 1976. R-Reg. 5th from last manufactured, glacier white with black cloth, overdrive, sunshine roof.



£3,495 ALFA ROMEO GIULIETTA 1.8 V-Reg. Avorio with tan coachlines, brown cloth trim, alloy wheels, radio etc., one owner, 20,000 miles.



£2,695 AUSTIN MINI 1275 GT. 1979. Black with tan cloth, sunshine roof, tinted glass, radio cassette etc. 19,000 miles.

£15,645 ROLLS-BOYCE SILVER SHADOW. 1975 P-Reg. (1976 series). Metallic blue with magnolia hide, service history.

£9,995 BMW 635 CSi. 1979. Polaris silver with navy hide, Mahle alloy wheels, spoilers, electric windows, radio cassette etc.

£8,695 LOTUS ELITE 1980. Metallic silver with red hide, 5-speed gearbox, alloy wheels etc.

£7,995 LOTUS ECLAT. 1979. Championship gold with champagne hide, 5-speed gearbox, alloy wheels, etc., 24,000 miles.

£7,795 JAGUAR XJS. 1978. T-Reg. Superb in yellow with black hide auto with p.a.s., air conditioning etc.

£7,695 PONTIAC TRANS AM. 1980/1 4.9 Turbo. Stunning in white with red trim, detachable roof panels, air conditioning, 5,000 miles, mint condition.

£7,595 MERCEDES 200. 1980. Unmarked in classic white with black cloth, power steering, central locking, radio / cassette with electric aerial, tinted glass etc.

£6,995 PORSCHE 911. 1975. Metallic ice green with Russett trim electric sunroof, electric windows, front and rear spoilers, radio cassette.

£5,995 BMW 733i. Automatic. 1978. Metallic Reseda green with factory air conditioning, electric sunroof, electric windows, radio cassette etc.

£5,495 BMW 528i. Automatic 1978. Anthracite with beige cloth, air conditioning, Bluespot radio cassette.

£4,995 BMW 520 Auto. 1978. T-Reg. Metallic Fiord blue with navy cloth, p.a.s., metal sunroof, Mahle wheels, radio cassette, tinted glass, over carpets etc.

£4,695 FORD RS2000 1980. Red with tan cloth, sunshine roof, radio cassette, one owner, 24,000 miles.

£4,695 MGB GT 1980. V-Reg. Blaze with black cloth trim, radio cassette, sun roof, one owner from new, 24,000 miles.

£4,495 MERCEDES 280 SE 1975. Ivory with Tan interior, auto with p.a.s., central locking, radio cassette etc.

£4,495 JAGUAR XJ6 4.2 1978. Moroccan bronze with tan hide, electric windows, tinted glass, radio cassette etc.

£3,995 ROVER 3500 AUTO. 1979. Persian aqua with Biscuit cloth, radio cassette, Denovos etc.

£3,795 PONTIAC TRANS AM. 1977. 6.6 engine. Auto with p.a.s., white with red trim, T-Reg.

£3,295 ALFA SUD SPRINT 1.5 1979. Yellow with tan cloth, tinted glass, sunshine roof, etc.

£3,195 FORD CAPRI 1.6 AUTOMATIC. T-Reg. Venetial red with biscuit interior and vinyl roof with sunshine roof, Wolfrace Sonic alloy wheels, cruise control, radio cassette, twin spots, Custom seats, 1 owner, mint condition.

£2,595 TOYOTA CELICA 2000 GT LIFTBACK. 1978. Metallic blue with ivory trim, twin cam engine, 5-speed gearbox, one owner from new.

£2,495 LANCIA BETA SPYDER 2000. 1977. Signal orange with tan trim, radio cassette etc.

£995 SUZUKI GS 550L. 1980. 4-cylinder D.O.H.C. 6-speed gearbox, alloy wheels, lots of chrome, 7,000 miles.

CARE CARE "CAR CARE" EXTENDED WARRANTY AVAILABLE ★ WANTED QUALITY SPORTS CARS FOR CASH ★ ANY CAR/MOTOR CYCLE PART EXCHANGED

TEL: 01-764 7662/3
620-628 STREATHAM HIGH ROAD, STREATHAM, S.W.16.

Garnetts of Guiseley Ltd

LOTUS

X-Reg. ELITE. Gold, P.A.S., champagne leather, stereo, 14,000 miles, 1 owner. . **£9,895**

79 Reg. ELITE. White, black marcasite, stereo, 1 owner, 38,000 miles. **£7,695**

79 Reg. ELITE. Bronze, champagne leather, auto, P.A.S., A/C, stereo, 27,000 miles. ... **£8,950**

79 Reg. ELITE. Bronze, P.A.S., sunroof, stereo, lady owner, 28,000 miles. ..... **P.O.A.**

X Reg. ESPRIT. Limited edition in black and gold, full commemorative spec. 19,000 miles. **£9,450**

V Reg. ESPRIT. Limited edition in black and gold, only 9,000 miles, 1 owner from new. **£9,950**

80 ESPRIT SII. Lagoon blue, champagne leather, stereo, 18,000 miles. **£9,250**

FERRARI 80 Reg. 308 GT4 in metallic garnet, cream hide, A/C, stereo, C.B. unit, wide alloy wheels, 10,500 miles. **£13,995**

MASERATI

New MERAK SS plus 2. Argente, check velour, A/C, stereo. **£19,690**

New KYALAMI 5-seater coupé. Chiaro Celeste, blue leather. **£28,928**

T Reg. MERAK SS. Blue, A/C, 26,000 miles. **£8,975**

76 Reg. MERAK SS. Silver, A/C, sunroof, 27,000 miles. . **£7,495**

78 Reg. KYALAMI 4.2 manual. In argente with red leather, A/C, P.A.S., stereo, 30,000 miles, personal reg. number. **£12,950**

SPORTS CARS

MERCEDES 450SLC. V Reg. in magnatite metallic, oyster velour, A/C, P.A.S., E.S.R., W/W, cruise control, mag. wheels, stereo, 26,000 miles. **£15,695**

R Reg. TRIUMPH STAG. Red, stereo, P.A.S., 41,000 miles. **£3,895**

R Reg. CAPRI 3-LITRE GHIA. Gold metallic, sunroof, push button radio, 40,000 miles. **£2,395**

20 Leeds Road, Rawdon, Leeds Tel: (0532) 502156.

Lotus Maserati

COIL SPRINGS

	front	rear
Elan/Plus 2/Europa	£10	£12
Gilbern/Scimitar/Ginetta	£17	£17
Healey/Alpine/Tiger V8	£18	£26
Piper/Marcos/TVR/Clan	£17	£17
Aston/Bristol/Alvis	£22	£22
Jensen/Lagonda/AC	£23	£23
Alfa/Lancia/Fiat	£20	£20
Jaguar/Daimler	£28	£16
MG TD/TF/ZA/A/B/GT	£11.50	—

PLUS Race/Rally springs — any car and valve springs/anti-roll bars

Sheffield (0742) 754779

SIZZEY

WANTED: Peugeot, Matra Rancho, VW, Porsche 911, Fiat X1/9, Volvo Estates.

Peugeot 504 Convertible, refurbished.	£4,950
81 W Peugeot 104 ZS coupe.	£3,895
80 V Fiat X1/9 1500, targa top, mint.	£4,295
79 Matra Rancho Estate, radio, stereo.	£3,650
75 N Reliant Scimitar GTE. Superb.	£2,450

Geoffrey Sizzey (Automobiles) Ltd
Wisborough Green (0403) 700661

MORGAN MODELS



(Actual Model)

Highly detailed metal kits for the adult enthusiast. Rubber-like tyres, plated fittings in most cases, simple construction with no soldering. 11 years of production

1/43 Scale

1939 4-seat tourer	£7.25
1950 coupe	£7.25
1964 +8	£7.25
1964 4-seat tourer	£7.25

1/76 Scale

1939 Family 4 — 3 wheeler	£2.20

1/86 Scale

1964 +8	£1.75

***Special** kit for converting 1/43 +8 into bench seat +4 state if wire or disc wheels* £1.25

15p for catalogue — free on request with order
TRADE ENQUIRIES WELCOME

BKL Developments
23 Bailey Cres.,
Poole, Dorset, BH15 3EZ.
Tel: Poole 685539

Harrison & Hetherington
(Vehicle Auctions) Ltd.

Austin 1935 (12 — 6) Open Road Tourer, 15.9 h.p. Reg. No. ARM 837, in original condition carrying Dept. of Transport Test Certificate to 17/8/82.

Morris 1931 Light Van (Type MM8). Reg. No. BR 8725 with Non-original Body.

FOR SALE
at Borderway Mart, Rosehill, Carlisle. Tel: 20808.
on Tuesday, 22nd June at 2.30 p.m.



3½-Litre Bentley 1935 Airline Saloon

Good condition with new upholstery and carpets, aluminium 4-door body repainted in maroon, this is one of the rare and good looking Park Ward Airline Saloons

Price £7,450

David Roscoe, office 01-828 7777
Weekends 0565 830010 (Cheshire)

FERRARI 212 INTER

Chassis Number 0249



beautiful original condition, new red paint, excellent grey leather, triple 36 DCS/3 Weber engine (170 bhp), just rebuilt by Graypaul Motors, left hand drive. **US$38,000**

FERRARI 500/625 F2/F1

Chassis No. 500 / 0210 / F2



Five year restoration by Graypaul Motors. Most history available, the most successful chassis Ferrari ever produced. 100pt concours or race winner. Offered with spare wheels, bodywork, most of Type 553 engine. Offers over **US$200,000** considered for this rare and valuable beast.

PLEASE CONTACT ERIC STEWART ON TADWORTH (073 781) 2976

ALFA SAAB

FULL RANGE OF NEW ALFA ROMEO & SAAB CARS FOR IMMEDIATE OR EARLY DELIVERY.

THE 1982 GTV's IN OUR SHOWROOM NOW

All used cars up to 5 years old sold with one years full warranty

1982 Demonstrations Vehicles — Huge Savings!!

Saab Turbo 4-door Sedan. Pine green metallic. **£9,995**
Saab 900 GLS 4-door. Slate grey metallic, sunroof. **£6,795**
Saab 900 GL 4-door. Cameo beige. **£5,995**
Alfa Romeo Alfetta 2000L Saloon. Dutch blue. **£5,995**
Alfa Romeo Giulietta 1.6. Chocolate brown (1982 model). **£5,495**
Alfa Romeo Alfasud 1350 Ti. Alfa red. **£5,195**
Alfa Romeo Alfasud 1.5 4-door. Alfa red. **£4,695**

1982 Alfasud 1.5 4-door in ivory. **£4,495**
1981 (Nov.) Alfasud 1.5 4-door in ivory. **£3,995**
1981 Giulietta 2.0 in black. **£4,995**
1981 Alfasud 1.5 4-door in dark blue. **£3,795**

1980 W Alfetta 2000L Turbo in beige metallic. Factory fitted sunroof. Alloy wheels, shattering. **£4,995**

1980 Giulietta 1.8 *in olive green* metallic. One owner, 11,000 miles only. **£3,795**
1980 Alfetta 2000 GTV in red. One owner. **£4,295**
1980 Alfasud 1.5 4-door in white. One owner. **£2,995**
1979 Saab 900 GL 3-door in dark brown. 18,000. One owner. **£3,895**
1979 Saab 900 GLS 3-door in yellow. One owner. **£3,895**
1979 Lancia HPE 1.6 in beige. One owner. **£3,095**
1979 Alfasud Ti 1.5 in red. **£2,695**
1979 Giulietta 1.6 in red. **£2,895**
1978 Scimitar GTE in brown. **£4,295**
1978 'T' *Alfasud Sprint* 1.5 in red. One owner. **£2,995**
1978 Alfasud Sprint 1.3 in red. Zeibarted, low mileage. **£2,595**

1976 Alfa Romeo Spider in silver. **£2,795**
1976 *Alfa Romeo Berlina* auto. in Le Mans blue. Exceptional. **£1,495**

Due in 1981, Suzuki SC 100 in black. **£2,395**

Westune

WESTUNE LTD, CROWN LANE, HORWICH, BOLTON

Tel: Bolton (0204) 68621

LIBRA MOTIVE

Official *Morgan* Service Agents

Visit our Showroom, 2 minutes Finchley Road Tube, 6-10 Rosemont Road, Hampstead, London NW3 6NE. 01-435-8159 • 01-794-7009

WE BUY, SELL & SERVICE MORGANS



FOR SALE—continued

XK150S DROPHEAD 3.4. Rare, low mileage, stored, mohair hood, excellent condition throughout. £7,000 o.n.o. Tel. or write to John Hope, c/o T. Lund & Son Limited, PO Box 4, Argyll Mills, Bingley, West Yorkshire BD16 4JW. Tel.: 0274 562301 (day), 0943 863377 (night). (30147

MG MIDGET MK. III. 1969, 1,275 c.c., red, w/w, full tonneau, Corbeau seats, good value. £500 o.n.o.Tel.: Axminster 32234. (30240

LOTUS SEVEN SERIES IV. Fifteen stone, 44-year-old bachelor with long M.o.T. has now met potential partner in almost mint condition, and wishes to dispose of this posy vehicle with full weather equipment. She is currently fitted with a 1600 E which performs well. A spare twin cam is available for purchasers who fancy quick acceleration. £2,500. Non-messers please phone 0225 20312 (daytime). (30241

TVR 2500. 1972, rare model, superb condition throughout, maintained regardless of cost, new engine and many more new parts, low mileage, sunroof, tints, radio / cassette, totally immaculate. £2,395 o.n.o. Tel.: Swindon (0793) 32863. (30242

SUNBEAM LOTUS. April 1981, black and silver, Series Eleven. Ex-director's car, fully serviced from new, large glass sunroof, mud flaps, extra spare wheel, nice clean car. Offers around £5,250. Tel.: Coventry *(0203) 304977 (office hours).* (30243

CITROËN GSX2, August 1977, one careful owner, genuine 21,000 miles, red, steel sunroof, all original condition, best offer Brentwood 220754. (30615

PORSCHE 911. Reg. No. 5 BHR, white, 1974, fitted turbo body, electric windows, sunroof and aerial, service history, new tyres, superb condition, PCGB owner, urgent sale needed. £4,950 o.n.o. Tel.: Brentwood (Essex) 228574. (30245

COLLECTOR OFFERS for sale the following cars: 1953 Aston Martin DB 2/4 saloon, £7,000. 1955 AC Ace 2-seater sports AC engine, £8,000. Both cars are totally rebuilt and immaculate. For details tel.: Price, Scunthorpe (0724) 762851. (30246

PORSCHE 924 CELEBRATION. Taxed, tested, v.g.c., '78' series but 'V' plate, 54,000 miles. £4,950. Tel.: 050783 777. (30247

MORGAN 4-SEATER. 1980, 7,300 miles, aluminium body, leather, wire wheels, etc., registration, 29 MOG. Offers. Tel.: Oxford 727822. (30248

BMW 3.0 CS. *Restored to concours condition, 50,432* miles from new, summer use only, full prospectus and photographs available, directors personal car, maintained professionaly. Tel.: 0889 882152. (30251

LOTUS EUROPA SPECIAL. 1973, 5-speed, bronze and beautiful; *oatmeal interior, gas-flow giving* impressive performance. £3,500. Tel.: Aldershot 314637. (30252

COLLECTOR OFFERS the following cars for sale: 1936 Morgan, 2-seater, Climax engine, £6,000. 1937 Aston Martin, *2-litre, short chassis, sports,* £10,000. Both cars are totally rebuilt and immaculate. For details phone Price on Scunthorpe (0724) 762851. (30249

ROLLS-ROYCE 20/25 Windover Small D-Back Saloon, 1930 model, aluminium body, wings, £5,950. MG Magna, 1932, rare 4-seat tourer, MG Reg. No., £3,950. Both remarkably rustfree, original, easily restored. Tel.: Sedgefield 20724. (30253

TVR VIXEN 1800S, 1967, complete but needs refurbishing, non-runner, can deliver, offers. Tel: Shorne (Kent) 2863. (30376

FOR SALE—continued

E-TYPE 2+2. 1967, one dedicated owner since 1970, personalised registration 624 MW. Laid up every winter, genuine 72,000 miles since new, recent engine recondition, extras include corrosion proofing, stainless exhaust, front wheel arches. A truly marvellous machine. Offers around £10,000. Tel.: Chippenham 3487 private sale. (30254

TRIUMPH TR6. 1970, 150 b.h.p., overdrive, rebuilt and used as second car, beautiful signal red bodywork and in excellent condition throughout. £2,500. Tel.: 0763 89 251 (Hertfordshire). (30255

TR6. M-Reg. 39,000 miles, white / brown interior, radio / cassette, immaculate condition throughout, horse forces sale! £3,125. Tel.: Ampthill 403952 evenings. (30256

ALFA ROMEO SPYDER VELOCE 2000. R-Reg., low mileage, recent clutch, Michelin XAS's, new mohair hood, immaculate. £3,495 o.n.o. Tel.: 01-504 9017 evenings. (30257

XK150 JAGUAR. 1950, black, f.h.c., Borg-Warner transmission, beige interior, probably one of the finest cossetted, original examples available, needs no renovation. £7,000. Tel.: Kingsclere (0635) 297184. (30258

MKII JAGUAR. 1963, black, 3.4, M.o.T., manual, interior renovated, extensive body renovation, new brakes, steering, UJs, clutch, etc. in last five years. £1,500. Tel.: Kingsclere (0635) 297184. (30258

1275 GT MINI. 1970, one years M.o.T., engine balanced, lightened, Tuftrided, Powermax pistons, 649 Cam LCB. Fitted alloy wheels with rally specials, arches, twin spots, stereo, radio / cassette, good condition. £460. Tel.: Northwich 76688 after 7 p.m. (30259

ASTON MARTIN DBS6, Vantage, 1970, sunroof, two owners, 34,000 miles, mint, £6,250, may p.x. Tel: 01-673 1919. (30377

MGB GT 1972, *o.d, Kenlowe, radio, 8 months M.o.T.,* recent respray and new panels, £1,250. Tel: Kenilworth 56198. (30378

1936 LAGONDA LG4S, D.H.C., fine car in going order, taxed and M.o.T.'d to Nov. 82, grey with green upholstery, £9,500 *o.v.n.o.* Tel: Collier Street (Kent) 254. (30369

MORGAN 4/4 4-seater, 1976, ivory, reconditioned engine under guaranteee, smart, £5,850. Tel: Norwich 744133 (or 53704 after 16th June). (30369

PORSCHE 924 Lux, 1978, radio, 24,000 recorded miles, year's M.o.T., sparkling red bodywork, superb throughout, looks better than new, emphatically the best, photograph available, £5,595. Tel: Ware 2458. (30370

ZAGATO ALFA Romeo, 1600GT Junior Z, 1973, immaculate rust-free, red hatchback, 32,000 miles, year's M.o.T. £3,500 o.n.o. Tel: 01-318 0523. (30371

BENTLEY S1, 1957, Mulliner Six Light Saloon, *similar* to Flying Spur, shell grey over black pearl, registration No. TLL 5, excellent original condition, £7,950. Tel: 061-681 3315. (30373

1951 BENTLEY Continental, £2,500? No. Instead, Healey (Riley) twin-cam (Silverstone mechanics), all-alloy, similar appearance and everyday performance, owner overseas. Tel: 04716 216. (30375

MG BGT V8, 1974 N, damask red, chrome bumpers, 50,500 miles, extras include Endrust, electronic ignition, intermittent wipe, halogen headlamps, rear fogs, radio, exceptional condition, £3,300. Tel: Yardley Gobion 542266. (30365

FOR SALE—continued

LOTUS ELITE 502, 1980, 5,000 miles, Bermuda blue, leather upholstery, Pioneer stereo, air-conditioning, showroom condition, and run in "by the book", £8,750 or reasonable offer, please phone (0923) 21006 (Watford, Herts), evenings weekends; (09277) 68029 (Office). (30374

MGB ROADSTER April 1981, 1,000 miles, immaculate, sensible offers to Peter Kimberley. Tel: Office 021-705 8201, home 0386 858264. (30364

TR6 1971 K-REG, white, excellent condition, overdrive, wire wheels, hard top, 6,600 miles, new M.o.T., £2,150. Tel: 0373 61978. (30366

PORSCHE 911E LUX, 2.4 litre, Dec. 72, 50,140 miles, original condition, elec windows sunroof, leather interior, Recaros, recent £1,200 Maltins engine overhaul, offers over £5,000. Tel: Cardiff 735394. (30367

SAAB 99EMS, T-Reg, 26,300 miles, excellent condition, recent tyres / exhaust, £2,950 o.n.o. Tel: Cardiff 735394. (30367

MORGAN 4/4 four seater, 1976, 27,000 miles only, rebuilt 1981, black, excellent condition, £4,600. Tel: *Sheffield (0742) 666140.* (30372

ASTON MARTIN DB4 1962, only a personal inspection will reveal how superb it is, both bodily and mechanically, 62,000 miles, 2 previous owners, orig docs/tools, bills for £5,500 spent recently with specialists on *body, interior and mechanics. £7,500* o.n.o. Tel: 01-788 4884. (30358

MORGAN 4/4 4-seater, 1981, dark blue, wire wheels, tonneau, underseal, luggage rack, 10,000 miles, £7,400. Tel: 0272 848735. (30360

MORGAN 4/4, *basic 2-seater, low mileage, superb* condition, looks like new car, bargain at £4,750. Tel: 0635 253484 (Berkshire). (30361

LIMITED EDITION MGB Roadster, X-Reg, 400 miles, wire wheels, extensive preparation, best of the batch. *Tel: Ormskirk 72345 daytime.* (30362

GENUINE ORIGINAL AVO built RS1600, 1974N, Modena, sunroof, excellent condition, rebuilt alloy block BDA road car, £2,000. Tel: Hull 655676. (30363

MG TC 1947, concours condition, £6,000 no offers. *Alfa Romeo Spider Duetto, 1968, restored to mint,* L.H.D., £4,250. Tel: Netherlands 40-118900. (30266

ASTON MARTIN, 1961, DB4, beautiful example, recent restoration to body, covered 1,400 miles in last 4 years, £4,750 o.n.o. Tel: 01-903 1333 ext. 178; 01-864 7880 eves & weekends. (30262

RS2000 CUSTOM 1980 V-Reg, 18,000 miles, faultless condition, Nordic blue, brown trim, one previous owner, no reasonable offer refused or will consider p.ex. Tel: Ipswich 47723. (30263

PORSCHE 924 Lux, 1980 model in guards red, black white check interior, sun roof, electric windows, stereo etc, faultless condition inside and out, 26,000 miles, £7,700. Tel: 01-398 8484 evenings and weekends, 01-398 5498 daytime. (30264

AUSTIN HEALEY 3000, 1959, body, engine, trim professionally rebuilt to high standard, Colorado red, o.d, £3,950. Tel: 0793 850784 office. (30265

DATSUN 240Z, K-Regd., red, Samuri head / exhaust, sunroof, new front wings, Grant spoiler, bumper and four Dunlops on alloys. Year's M.o.T. £925 o.n.o. Tel: 0280 Brackley 703210 evenings. (30392

ALFA ROMEO Spyder 2000, 1977 drophead, 43,000 miles, red, excellent condition, private sale at £3,275. Tel: 074 981 2205 office 0458 251080 evenings / weekends. (30393

FOR SALE—continued

PEUGEOT 304, Cabriolet, 1974, M, yellow, black canvas hood and tonneaus, rustproofed, outstanding throughout. £1,650. Tel: 029921-634 (Worcs.). (30394

ALFA ROMEO, 1976, GT coupe, 3,900 miles from new, immaculate condition throughout, ladies shopping car. £1,975 o.n.o. Tel: 0535 274743. (30387

PARNELL, 1966, 2-litre sports racing car, built by Parnell Team, driven by Mike Spence, 6 races only, most successful car in its class that year. Could walk away with 2-litre class in Atlantic-Bellini Championship. Rebuilt BRM motor with dyno-sheet. Ready to run with spare uprights and wheels. Tel: 0930 51077 / 52174. (30388

151 ABL. Famous 1962 Works rally MGA. Bodywork superb, fully rewired, all running gear overhauled, fitted full competition gearbox and presently running 1800 cc motor, but with stripped 1622 cc full competition motor including 1¾" SU's. Tel: 1093 51077 / 52174. (30388

JENSEN INTERCEPTOR, 1973, black, sunroof, stereo, personalised, refrigeration, good condition. £3,475. PX. Tel Btn 687399. (30389

PORSCHE 911 *Lux Coupe, 1977, 38,000 miles, Grand* Prix white with "black look", black pinstripe interior, fitted genuine Porsche spoilers, twin driving lamps and headlamp washers, electric roof, windows, mirror and aerial, service history, original condition *and virtually indistinguishable from new. A car for the* perfectionist. £8,995. Tel: Bedale (N. Yorks) 22589. (30390

AUSTIN 7, saloon, 1933, excellent condition, interior entirely retrimmed. £2,250. Tel: Northampton 61231 *(day) 64560 (evenings).* (30391

1936 LINCOLN ZEPHYR V12, actual car illustrated in Encyclopedia of the World's Classic Cars, good running order and condition. £6,000. Also 1975 Alfa Romeo Montreal, right hand drive, much *recent expenditure.* £3,500. *Dave Smith, Southport* 66396 (evenings). (30383

3-LITRE MARCOS, 1969, Seychelles blue, only used during the summer months, excellent condition throughout, MOC member. £3,900 o.n.o. Tel: Ashford *(Kent)* 21904 9.00-5.30 *p.m.* (30384

DOLOMITE SPRINT. R-Reg, low mileage, really excellent condition throughout, yellow black vinyl sunshine roof, overdrive, tinted windows, cloth trim, stereo radio, cassette. £1,795. Tel: St. Albans 58686. (30385

FIAT X19, W-Reqd., (1980) 15,500 miles, red, £3,950 o.n.o. Tel: Weston-Super-Mare. Tel: 32375. (30379

FERRARI DINO 308 GT4, red, black interior. £4,000 engine rebuild, Pioneer Hi-Fi system, £5,750. Tel: 0245 467507. (30380

FROGEYE SPRITE, 1961, all steel, light blue, exceptional condition, 1098 cc engine, long M.o.T., taxed. £1,250. Tel: 01-213 4592 (office). (30381

MORGAN 4/4, 4-seater, Nov. '81, royal ivory, tan leather, aluminium body and wings, all extras, only 600 miles, regret to sell. Offers. Tel: Exeter 860 805. (30382

AUSTIN ASCOT Saloon, 1935, restoration complete, outstanding condition. £2,650 o.n.o. Tel: 0332 767208. (30400

1926 BUGATTI Type 40, Grand Sport, repainted and retrimmed but not the best job in the world. But running, and only £17,000. Also very nice 12/50 Alvis tourer, retrimmed superbly, excellent mechanics etc. £6,750. Tel: 01-737 3861. (30399

MIKE DUNCAN

Midlands Morgan Agent

92 WINDMILL HILL, HALESOWEN, BIRMINGHAM

TEL: CRADLEY HEATH (0384) 67675

1980 MORGAN +8 SOLD so red, stone leather interior, 17,000 [illegible] stereo / radio. **£9,150**

1979 MORGAN +8. *Silver grey aluminium,* black leather interior, 15,000 miles. **£8,650**

1976 MORGAN +8. Burgundy metallic, stone leather interior, 18,000 miles from new. **£6,750**

1982 MORGAN 4/4 [illegible]ATER. Signal red, wire wheels, 400 mi[illegible]y. SOLD **£8,750**

1980 MORGAN 4/4 4-SEATER. Silver black leather interior, wire wheels, 2,500 miles. **£8,250**

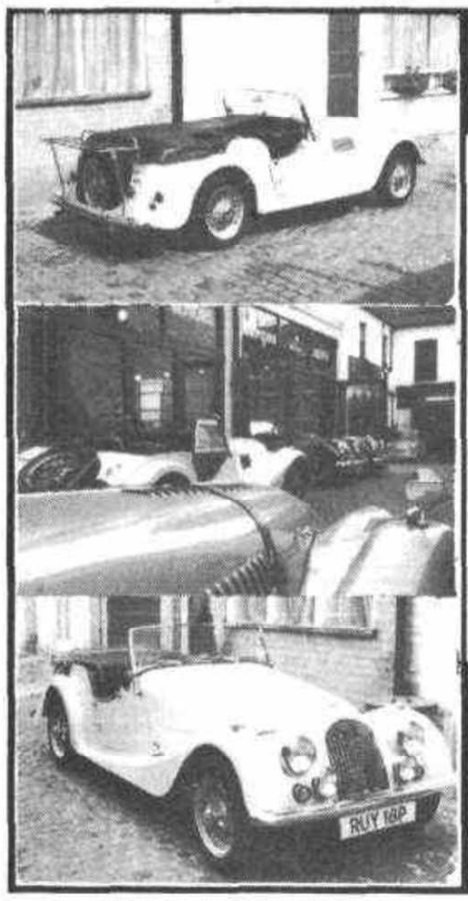
1978 MORGAN 4/4 [illegible]ER. Signal red, stone leather interior, c[illegible]vner, 8,500 miles. SOLD **£6,850**

1978 MORGAN 4/4 2-SEATER. Snowberry white, black leather interior, chrome wire wheels, radio / stereo, 3,500 miles. **£6,750**

1976 MORGAN 4/4 4-SEATER. Signal red, wire wheels, luggage rack. **£5,750**

1973 E-TYPE JAGUAR. Primrose yellow, chrome wire wheels, not concours, not the best example in the country, just immaculate. **£9,850**

1963 AUSTIN HEALEY 3000. Metallic blue, chrome wire wheels. **£4,100**



The London *Morgan* Distributors

Buy a **Morgan** and get one free: What insanity is this? What hocus pocus is this **Morgan** nonsense you cry. Fear not, all will be revealed as your eyes read fervently down the greatest **Morgan** advertisement printed in living memory. In order to acquire your free **Morgan,** all you have to do is purchase any one of the following or, if you like, one **Morgan** for yourself and one for the wife. Then you get two free **Morgans** — riveting isn't it? You obvously will want a **Morgan** plus 8 so how about a 1982 **Morgan** plus 8, delivery mileage only, metallic green, aluminium body and wings, spare wheel cover, luggage rack, with black leather interior and folding and reclining seats. This **Morgan** is the one fitted with P6 Pirelli tyres. Glue yourself to the road. Another **Morgan** plus 8 could be of interest, 1980 **Morgan** plus 8 finished in maroon red with cream leather interior, matching hood and sidescreens. Spare wheel cover and luggage rack. The same coloured interior is on a nut brown **Morgan** plus 8 manufactured in 1978. Luggage rack and folding reclining seats are the **Morgan** extras. At this point, you probably need to remove the eyeballs which no doubt are now glazed with wonder at the thought of driving let alone owning a **Morgan**. Wipe clean, re-insert and start for the wife, on our **Morgan** 4/4 list. In with a double-shuffle comes the **Morgan** 4/4 2-seater, 1982 signal red. This **Morgan** has delivery mileage only, it comes fitted with wire wheels, bonnet strap and folding reclining seats. If you have a few saucepan lids then perhaps in the same colour a 1980 **Morgan** 4/4 4-seater is what is required. This **Morgan** is fitted with a tonneau cover, folding reclining seats and has done 10,000 miles. If you have an 80ft boat, the tow bar would not do. Signal red is also the colour of another **Morgan** 4/4 manufactured in 1978. This **Morgan,** however, is the two-seater model. Again signal red is the colour of a 1971 **Morgan** 4/4 which not only has bucket seats and a roll bar (saves the flat hat when cruising the wrong way up) but also a re-conditioned engine. If we said we had another **Morgan** in signal red, you wouldn't believe us, would you? So instead how about canary yellow which is the colour of a 1951 **Morgan** plus 4 Coupé. Completely re-built and re-upholstered recently. This is the one with twin spare wheels. Why does it have two spare wheels? In case you get two punctures, dummy. Last but not least is a 1970 **Morgan** 4/4 2-seater in indigo blue, wire wheels and leather interior, one owner. Will your friend have his free **Morgan** this month? Accessory of the month is the sport and headlamp stone guards.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

ALVIS TA21 3-litre Saloon, 1951. Restored. Current MoT, could be concours car with extra work. Offers please. Tel: Hildenborough 832116. (30189

RILEY R.M.A. 1951. Excellent condition throughout, finished in old English white. Offers around £2,500. Tel: Dorchester (0305) 63726. (30190

1966 MARK V Alpine sport, blue, hard soft top, overdrive 3/4. MOT. £2,400. Plymouth 880798. (30193

MG Y complete and running £650, head gaskets for MG, Sunbeam, Talbot, Darracq, Delage, Fiat 1920-1935. Tel: 074788-671. (30397

MERCEDES 250SL. Auto, p.a.s., 72,000 miles, two owners, soft and hard tops, both rear seat conversions, magnificent condition throughout. £6,250 o.n.o. Tel: Yeovil 872258. (30396

LOTUS EUROPA twin cam, exceptional condition, fully rebuilt by Lotus dealer including galvanised chassis, new tyres, s/s exhaust, any trial £2,750 o.v.n.o. Tel: (050783) 741 evenings. (30395

2-LITRE Vitesse Convertible, white, M.o.T. to 1983, new gearbox, bargain at £550 o.n.o. Tel: Kenilworth 53971 evenings. (30409

1982 DUTTON, £1,950 o.n.o. Balanced 1600 c.c., x-flow, D.C.40's stage II cam, built to professional standards, engineers report available. Tel: (0782) 311201 314281. (30411

BRISTOL 411, Mk II, silver with new blue leather interior and matching carpet. £4,500. Tel: 01-222 0879. (30410

1981 (X) MORGAN 4+4, 2-seater, nut brown, with cream hood and leather upholstery, extras, wire wheels +8 spotlights, reversing lights, fully rust-proofed with 5 year guarantee. Only 800 miles. £7950. Tel: 01-658 6625. (30408

1926 BENTLEY, 3 4½-litre, handsome two seater body by H. M. Bentley. Excellent condition throughout, fast and sporting. £22,000. Tel: Dickleburgh (Norfolk) 492. (30404

SUNBEAM RAPIER Mk IIIA, original and sound, 47,000 miles, long tax and M.o.T. £430. Tel: Leeds 784844. (30405

LANCIA FULVIA Zagato Sport, red, 11 months M.o.T., 46,000 miles, Motorola, spots, £1,250 o.n.o. Tel: Wetherby (West Yorks) 64336. (30406

MG MIDGET, 1972, L-Reg., harvest gold, tonneau, luggage rack, new Michelin XZX's, new hood, Dimitrol rust treated, only 52,000 miles. £925. Tel: Southend (0702) 582107. (30407

ASTON DB5, 1964, immaculate BRG and beige interior, 65,000 miles, history. £6,500 o.n.o. Tel: 01-222 0879. (30410

MORGAN 4/4, four seater, 1971, 45,000 miles extras, offers around £3,750. Tel: Wakefield 361258. (30412

LOTUS SEVEN S3, re-wired, resprayed, 1500 cc, webers etc., good condition. Tel: 01-458 3506. (30401

UNREGISTERED MGB Roadster, vermillion, delivery mileage. £6,450. Tel: Crewe 820483. (30402

JENSEN HEALEY, 1973, series I, Reg. ERA 771L, red with black interior, 48,000 miles recorded, average condition. £1,250. Tel: 021-430 5640. (30403

MG TC and TD, one must go. TC (1949) is unrestored but very sound and usable, £3,850 o.n.o. TD (1953) is restored and beautiful. £5,600. Tel: Work 01-409 7359, home 01-789 2088. (30630

X19 1500, Gold, V-Reg., 29,000 miles, radio cassette, elec. aerial, beautiful, targa, summer is here. £3,250. Tel: 01-947 8815 eves. 01-994 3636 ext. 241 days. (30626

BMW 316, 1978, T-Reg., 28,000 miles, immac. cond., £3,000. Tel: Luton 414 729. (30627

FOR SALE—continued

ALVIS TD21, 1963, 5-speed manual gearbox, sunroof, well maintained, dark blue. £2,500. Tel: Dorking 0306 883638. (30628

MGB GT 1975, chrome bumpers, sunroof, overdrive, radio, blue, 43,000 miles. £2,250. Tel: Winchester 881677. (30629

ROLLS SHADOW Convertible, 1967. US model with tinted glass and air conditioning. Regal red with tan interior, black hood, very good condition throughout, Corniche features £12,950. Tel: 0695 422203. (30622

FERRARI DINO 246, 1969, red, black interior, recently refurbished to a high standard, left hand drive, engine and gearbox overhauled and new bumpers. £6,950. Tel: 0695 422203. (30622

1961 TRIUMPH Herald 1200 fixed head coupe, red and white, one lady over, total mileage 27,062, completely original and spare unused, lower half requires attention, otherwise exceptionally good and drives beautifully. Offers over £300. Tel: 051-648 2894 (anytime). (30623

1966 (JULY), Sunbeam Tiger 4.2, British Racing Green, hard soft tops, 12 months M.o.T., very good condition throughout, £1,595. Tel: Northampton 37314 (daytime). (30624

BRISTOL 403, 1955, 2 owners from new, taxed and M.o.T., very good condition. £4,000 o.n.o. Tel: Telford 882123. (30625

MORGAN PLUS 8, 1981X, lightweight anthracite red leather, 19,000, extras. £9,500 o.n.o. May p.ex. Tel: 0495 370578. (30617

MGA 1500, red, wire wheels, steel wings, renovated throughout, full engine, gearbox rebuild, simply superb. £2,800. Tel: 051-546 0329. (30616

MORGAN 4/4, 1978, royal ivory, black interior, 37,000 miles, 12 months M.o.T. £5,500. Tel: 021 475 4452. (30620

1955 RME Riley 1½, 61,000 miles, original, in daily use, taxed, tested, sensible offers around £800. Tel: 0792 892327. (30621

LOTUS EUROPA Special JPS, 1975, oatmeal interior, excellent condition. £3,850. Tel: Nottingham 261512 evenings. (30610

MGC GT, 1970, manual with overdrive gearbox, sunshine roof, blue, black interior, excellent original condition, taxed and M.o.T. £1,850. Tel: 08845 303 (Devon, evenings). (30612

E-TYPE V12, 2+2 manual, red, c.w.w., mint condition, superbly maintained, most history available. £5,350. Tel: 01-422 4528. (30614

1934 3½ Bentley Vanden Plas Tourer, beautiful car, owned for past 14 years, offers (Lancs.) 0704 621241. (30614

TR6 1975, Mimosa, immaculate, 2 owners, soft plus vinyl hardtop with sunroof, tape radio, extras, new tyres, £2,999. Tel: Epsom 21559 eves. (30608

JAGUAR XJS, July 1976, white, cruise control system, radio stereo, Michelin tyres, 44,800 miles, £3,895 or exchange BMW 528i or Lotus Eclat T registered. Tel: Cradley Heath 636370. (30609

PORSCHE 911 2.7 coupe, 1975, metallic ice green with maroon interior, electric sunroof, tinted windows, side mirror and radio cassette, £6,500 o.n.o. Tel: Watford 48660. (30604

E-TYPE 3.8 D.H.C. Carmen red, fully restored, reg no. 12 CKE, new engine, superb condition, £9,250. Tel: 0508 470464 evenings. (30580

MG MIDGET June 1979, Brooklands green, Cadulac rustproofed, used as weekend car, hence immaculate condition, £2,700 o.n.o. Tel: Hugh Davies, office Amersham 4433 x 231, home Tring 7407. (30581

FOR SALE—continued

PORSCHE 914 Two litre fuel injection, 1975, new clutch and heat exchangers, 42,000 miles, yellow with black targa top, alloy wheels, excellent condition, two owners, L.H.D. £2,750. Tel: Chesterfield 205830 or Nottingham 282810. (30605

MORGAN 4/4 2-seater, new, red, available now, private sale, £8,350 o.n.o. Tel: 01-458 7939 evenings. (30606

SCIMITAR COUPE, 1969, V6, manual, o.d., sound, attractive, original, long M.o.T., recent clutch, brakes, and water pump, new tyres, stainless exhaust. £1,100. Tel: Dunblane 822829 (Scotland). (30607

BMW 3.0 CSA, 1973, eggshell blue, alloy wheels, full-length stainless exhaust (18ga. by Langford & Knight), impeccably cared for, rust free, must be seen to be believed, includes cherished registration, £3,000. Tel: Tavistock (0822) 2858. (30598

JAGUARS. ONE OWNER, long M.o.T.'s, excellent overall condition, Mkll 2.4 1965 £1,450, XJ6 2.8 1970 £950, offers considered, full details. Tel: Rustington 70469 (W. Sussex). (30599

E-TYPE ROADSTER 3.8 1962, following new: body (dark blue), wheels, tyres, chrome, hood, glass, lights, exhaust, interior (light grey), following rebuilt: engine, brakes, suspension, clutch. £8,750. Tel: 074671 2181. (30600

MERCEDES 190SL Sports, 1962, soft/hard top, white with red leather, absolutely immaculate condition, plus host of spares, offers around £5,750. Tel: Day, 0535 65414, evening 0535 67579. (30602

MG TA 1937, 2-seater, completely renovated to a high standard, finished cream and brown like works cars, full M.o.T., spare needed hence reduced price £3,950. Consider pre-war British road or racing motor cycle in exchange. Tel: 056 44 2303. (30603

SCIMITAR GTE 78, brown, cream, electric tinted windows, sunroof, new tyres, £4,500 o.n.o. Tel: Dursley 860326. (30591

DOLOMITE SPRINT V-Reg, green, 15,000 miles, overdrive, radio, etc, absolutely perfect. £3,150. Tel: Reading 863100, evenings. (30592

1938 MORGAN 4/4, 1,122 c.c. Coventry Climax engine, in B.R.G., very good condition, taxed, M.o.T., various spares including engine and gearbox, reluctant sale, offers around, £3,000. Tel: 0934 833371, Yatton, Avon. (30593

INEXPENSIVE PERFORMANCE Rebuilt V6 Capri, £1,200, all offers considered, modified, fast, full spec. Tel: Sheffield (0742) 468856. (30594

AC 428 COUPE. 1970, ruby red, white trim, Wilton carpets, 2 owners, factory documented history, very low mileage, pristine condition throughout, part exchange considered, £9,450 o.n.o. Tel: 021 707 8166 daytime; 021-745 8077 evenings. (30597

LOTUS ELITE 1976, one owner from new, used as third car hence genuine 23,000 miles, substantiated by service records, magnificent condition, looks and drives like 1981 model, this may not be the cheapest Elite but definitely the best, £4,950. Tel: Brighton 555650 evenings, weekends. (30588

BENTLEY S1, 1956, one owner, 70,600 miles, full history available, new M.o.T., maintained regardless of cost. £6,000 o.n.o. Tel: 0403 700303. (30589

MG-B GT June 1980, 9,000 miles, red, sunroof, undersealed, excellent condition. £4,750. Tel: Steeple Morden 852 144 after 6 p.m. (30649

TR6 1975, Gleaming yellow, black trim, h.s. top, stereo, only 31,000 miles, Ziebarted from new. Totally exceptional throughout. £2,995. Tel: 01-747 3571 eves. (30650

FOR SALE—continued

RILEY GAMECOCK 1932, two seater Tourer, body, chassis, restored, very attractive in cream and crimson (as original), engine, gearbox fair, offers around £4,000. Tel: Chelmsford 83572. (30582

BMW 728 March 1978, manual gearbox, dark blue/grey interior, central locking and National Panasonic radio cassette, inertia reel rear seat belts, 45,000 miles with service history. £4,150. Tel: Morrison 01-693 7166. (30583

SUNBEAM ALPINE Series IV, 1964, reg 139 KOT, black, red interior, bodywork very good, ideal restoration £425, spare engine available. Tel: Ringwood (04254) 6695 evenings; Burley (Hants) 2306 day. (30590

BRA COBRA 289 replica, red, black trim, alloy wheels, tuned MGB engine, o.d., works built prototype car, chassis no. 81-001-B, immaculate condition, £6,800. Tel: Doncaster 23325 business, 710310 home. (30584

MORGAN 4/4 twin cam, B.R.G., beige hood, screens, aluminium body, +8 style wheels, Lotus big valve twin cam engine, close ratio gearbox, rack and pinion steering, special lowered suspension, professionally restored from chassis upwards, superb condition, £5,950. Tel: Derby 810862 home; Doncaster 23325 business. (30585

ALFA ROMEO 1750 GTV Bertone Coupé, outstanding condition, finished in red with black interior, Waxoyled, alloy wheels, stereo, genine 52,000 miles, £1,950. Tel: Leicester 541696 days, Gaddsby 687 evenings. (30586

TRIUMPH TR3 1957, 59,500 miles, white with red interior, 2 owners from new, current owner 14 years, very good condition, new M.o.T., £500 recently spent on renovation, original log book, sale includes a number of spares, £2,450. Tel: Cheltenham (0242) 26816 evenings; 01-947 6635 weekends. (30587

MG TC 1946. One lady owner till 1974, stored by myself ever since, genuine mileage of 69,000. Body needs some restoration but 100% original. Original bill of sale. Handbook, tools and new hood supplied with car. Offers over £4,000. Tel: Northbourne 77050 (Bournemouth). (30651

DATSUN 260Z, "T", real eyecatcher, must be seen with extras. £3,495 o.n.o. Tel: 0332 552600 550282. (30652

AC 428 1970 Coupé. Fixed head. Holley 4 barrel carb., 450 b.h.p. Ford engine. New respray, silver. £6,500 o.n.o. Also AC 428 Convertible (very rare). Probably the best in existence. Tel: Chudleigh (0626) 853127. (30653

LOTUS ELAN 2+2 S135. Beautiful commemoration model. Black Gold. Any inspection welcomed. £3,500. Tel: Brighton 509922. (30656

1923 DEEMSTER. 2-seater tourer with dickey seat. Good usable little car originally manufactured by the Wilkinson Sword company. Original 1½-litre Anzani engine. £4,250 o.n.o. Tel: 01-546 2027. (30657

BMW 2002 Cabriolet, 1973 "L" reg. Metallic gold, 67,000 miles, rust free, and in excellent mechanical order. Usual extras. £2,100 o.n.o. Tel: Wheathill 201 (Somerset) after 7 p.m. (30658

MORGAN +4. 1966, 4-seater, wire wheels, leather upholstery, tonneau, 2 owners, excellent condition, 86,000 miles. £3,600 o.n.o. Tel: Byfleet (Surrey) 49314. (30659

FERRARI 275 GTB, 4-cam. Beautiful concours car must give way to aeroplane. Red beige, 39,000 warranted miles and full Maranello history. Only £29,950 (due to urgent need to sell). Bolton. Tel: Ipswich (0473) 47999. (30663

Hire a Sports Car

Morgan 4/4 2 & 4 str's & +8's, MGB Convertibles, Triumph TR7 Convertibles and Golf GTi, Jeep Renegade.

sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309



FOR SALE—continued

JAGUAR XK 140 FHC. 1956 in BRG, suede green interior. Outstanding original condition. 60,000 miles with history. Buff log book. £7,500. Tel: (04254) 78595. (30661

ALFA ROMEO 1.6 Junior 1974 Red. 29,000 miles. Mint example of this collectable model. Unused spare, etc., M.o.T., expensive stereo. £1,850. Tel: (04254) 78595. (30661

TVR 3000 Martin 8, 76-R, Celebration model, fawn/brown, 40,000 miles, o.d., e/windows, Wolfraces, s/roof, v.g.c. £3,995. Tel: Horley (02934) 73533. (30662

1971 MINI Cooper "S" 1275 Mk. III. Only 38,400 recorded miles. Totally original, as new condition throughout. £3,250. Tel: Malvern (06845) 68777 day, 65589 evenings. (30664

BMW. TOURING 1972. Rare hatchback model. Excellent condition, no rust, very good mechanically. Serviced by BMW agent. £995. Tel: Sherborne 4191 (day), 3298 (evening) Dorset. (30665

JENSEN HEALEY Mk. II. 5-speed. July 1975. Excellent condition, one owner, 83,000 miles, Ziebart treated, year's M.o.T. £2,250. Tel: Markfield 3475 (Leicestershire). (30666

BENTLEY CONTINENTAL "R" type Mulliner Fastback 1953. Manual, excellent condition, rebuilt engine. Unique opportunity. £18,500. Tel: 01 504 2064. (30667

1970 E-TYPE ROADSTER, Series 2. White, black upholstery, hood, tonneau. Engine overhauled, body rebuilt, resprayed. 55,000 miles. Registered 9 JGG. £6,900 o.n.o. Howard. Tel: Disley (Cheshire) 4180 or 2113. (30669

TVR 3000M, 1973. 62,000 miles, red/tan vinyl roof, "Removatop", Sundym, history and bills. £2,250 o.n.o. Tel: Bristol 738247. (30668

FERRARI 195, 1950, short chassis, partly restored, rebuilt chassis, suspension, brakes, etc.; exceptionally attractive Vignale alloy body. Opportunity to complete the rebuild of this very rare early Ferrari. Alfa Romeo 1900CSS. Alloy Ghia body, very rare, complete and very sound but needs restoring. All reasonable offers will be considered on these cars as one of them must be sold. Francis, Old Penywrlodd, Clyro, Hereford HR3 6JX. Tel: 0497 820792. (30579

FORD V8 3-WINDOW COUPE. 1936, extremely rare and desirable 2-seater plus dickey. Very sound original body an mechanics. £2,850 for quick sale. Tel.: Chelmsford 400078. (30573

ASTON MARTIN DB3S. No.10. This was the last 3S raced by the works, and the only one with wishbone front suspension. It was recenly stripped to the last nut and bolt and completely rebuilt. It is thus guaranteed ready to race (can be seen at Silverstone July 3rd). Claimed by most to be one of the prettiest sports cars ever. Tel.: High Wycombe 712214. (30586

ORIGINAL DROOP SNOOT FIRENZA. R-Reg., only 37,000 miles, great car, staggering performance. Only £2,950. Tel.: Chesterfield (0246) 202811. (30576

TRIUMPH 2500S. Flagship of the Triumph range. 38,000 miles; superb condition, a sought after model. £2,250. Tel.: Newton Abbot (0626) 69879. (30588

ASTON MARTIN VOLANTE DB6. 1968, storm red, black trim, two owners, very low mileage, complete mechanical and total body restoration just completed, new hood, carpets, re-chromed, fantastic condition, absolutely no expense spared, fully documented history, a classic investment — this must be seen! £16,500. Tel.: David Dawson on 01-303 6766 (office hours) or 01-467 6174 (evenings). (30568

ZAGATO 1600 FULVIA SPORT. Genuine, 48,000 miles from new. Best offer under £1,000. Tel.: Stafford 51766. (30569

MORGAN 4/4 2-SEATER. October 1976, cosseted example, dark blue with black leather upholstery, wire wheels, spots, luggage rack and undersealed. 18,000 miles with maintenance records. £5,250. Tel.: Workingham 786905. (30570

MGB GT V8. R-Reg., white, one owner, 40,000 miles, s/s roof, radio, first class condition. £3,900. Tel.: Knutsford 4310. (30571

SD31 SAAB TURBO with personalised number plate, 1978. Black, one owner, regular Saab service. £4,500. Tel.: 08675 2233 (evening) or 0865 513397 (day) (Oxford). (30572

MGB ROADSTER. W-Reg., Brooklands green, 14,500 miles, rustproofed, one lady owner. £4,375. Tel.: Swindon 74064? (30564

ASTON DB4. Outstanding, pristine appearance, full owner history, breathtaking performance, long M.o.T., taxed. £3,450. A. Healey 100-4, B.R.G., excellent, complete. £1,450. Tel.: 01 894 9639. (30565

LOTUS ESPRIT Commemorative edition No. 097. June 1979, full specification including black leather, twin skyports, expensive stereo, more. Full service, new tyres, genuine 32,000 miles. Immaculate. House purchase neccesitates reluctant sale. Serious enquiries only please. £7,500. Tel.: Northwich 41701. (30567

MORGAN +8. November 1978, 18,000 miles, lightweight, 5-speed, ivory leather interior, underseal, towbar, XWX, excellent condition. £6,900 o.n.o. Tel.: Brookwood 80066. (30560

FRAZER NASH TT REPLICA. Well-known history, excellent condition throughout. Realistically priced. Tel.: Weeton (039136) 661 (Evenings). (30561

TVR TASMIN 2.8 COUPE SERIES 2. 1981 (X), white with blue stripes, bumpers and matching interior. Latest spec. car, 1,700 miles only, Momo alloy wheels, tax, warranted, as new throughout. Repeat 1,700 miles. £10,250 p.x. etc. Tel.: Dane End (092084) 561 (Herts). (30562

TVR 1600M. 1976, lagoon blue, silver coachband, tints, alloys, stereo radio cassette, 57,000 miles, new tyres, years M.o.T., lovely car. Tel.: Brentwood 228173. (30556

AUSTIN HEALEY 3000 MK. III. 1964, 81,000 miles, white, black leather, walnut, triple Weber 45s, full race camshaft, side exhaust, etc., 72-spoke wire wheels, XAS, looks standard, low mileage since engine and gearbox rebuild, one fond owner eight years. £3,500. Tel.: Banbury 73671. (30563

R.A.L.

The world's largest selection of Motoring Video Tapes.

Free Catalogue

R.A.L.
17/18 Great Pulteney Street,
London W1R 3DG
01-437 4173

John Britten

Morgan TVR



We don't have time to think of a rhyme
We're much too busy by far
But look for our sign now the weather is fine
And we'll definitely sell you a car.

Hello, Good Evening and Welcome to Auntie Nysha's Agony Cloumn (believe me you too would be in agony if you had to write this ad with **Nysha**). If you are having trouble with your staid old run of the mill automotive partner, then come along to the **John Britten Dating Agency** and trade it in for a newer model (we are only referring to four wheeled and not two legged partners). So how about having a blind date with one of the following: **New TVR Tasmin Convertible** choice of two ex-stock, **Squadron Blue** or **Silver,** and we can offer early delivery on



models ordered to choice. With summer now here the **convertible** really does come into its own, so be daring, go topless this summer with a **TVR** and enjoy yourself. Prices start from **£9,885!** If this is too rich for you try one of our **good condition pre-owned** (there's that lovely expression again) **TVR's or Morgans,** beginning with the following — **1981X TVR Tasmin Convertible, Silver,** one owner, 13,000 miles, very bright example, **£8,500. 1981 TVR Tasmin 2+2, white,** red and blue side stripes, moon roof, exceptional condition but high mileage, **£7,950. 1979 TVR 3000S convertible, black,** radio cassette, black leather seats (ooh! Nice) **£5,500. 1978 TVR Taimar, white,** green modelband, oatmeal trim, sunroof, radio, 35,000 miles, very clean, **£4,950. 1978 T TVR 3000S convertible, blue,** one owner, black cloth interior, National Panasonic radio cassette, drives well, **£4,750. 1978 TVR Taimar, squadron blue,** silver modelband, Philips radio cassette, Wolfrace wheels, ex-factory demonstrator, **£4,500. 1977S TVR Taimar, white,** brown modelband, Wolfrace wheels, radio, sunroof, excellent value **£4,250. 1977 TVR Taimar Turbo, maroon,** neutral modelband, radio cassette, electric windows, leather seats, Wolfrace wheels, unbeatable performance per pound, **£5,950. 1977 STVR Taimar, white,** brown modelband, Wolfrace wheels, sunroof, radio cassette, well known at Arkley, **£4,500. 1975 TVR 3000M, brown,** black vinyl roof, sunroof, radio cassette, wooden dashboard, no longer covered in football stickers, **£3,500. 1982 Morgan 4/4 2-seater,**



signal red, wire wheels, 200 miles, change of plans forces sale. **1981, Morgan 4/4 2-seater, red,** wire wheels, one owner, 8,000 miles, leather trim, reclining seats, former property of heart surgeon. **1978T Morgan 4/4 2-seater, royal ivory,** wire wheels, raclining seats, luggage rack, 23,000 miles, sporting little number. **1977 Morgan 4/4 2-seater, deep Brunswick green,** wire wheels, bucket seats, alloy body, 22,000 miles, lived peacefully in Sussex. **1977S Morgan 4/4 2-seater, signal red,** wire wheels, luggage rack, alloy body, 16,000 miles, little used example. **1977 Morgan 4/4 2-seater, nut brown,** stone leather trim, wire wheels, aeroscreens, 5,000 genuine miles, absolutely perfect condition, **Morgan of the month. 1975N Morgan 4/4 2-seater, signal red,** wire wheels, non standard bucket seats, wings off respray (the very best kind), excellent in every way. **1974 Morgan 4/4 2-seater, silver, black wings,** leather reclining seats, shiny chrome wire wheels, loved or hated colour scheme. **1977 Morgan 4/4 4-seater, signal red,** wire wheels, luggage rack, 40,000 miles, Donald Duck hood, cherished example looking for new home. **1976R Morgan 4/4 4-seater, deep Brunswick green,** wire wheels, reclining seats, changed for a Metro would you believe! **1975 Morgan 4/4 4-seater, cardinal red,** wire wheels, luggage rack, 41,000 miles, resplendent after a trip to **Harper's Bazaar.**





1981 Morgan +8, signal red, stone leather, 18,000 miles, hence not as expensive at it might be. **1977S Morgan +8, deep Brunswick green,** black leather interior, 24,000 miles, part exchanged for new +8, lucky fella! **1977 Morgan +8, Royal Ivory,** black leather, 30,000 miles, one of the last of the 4-speed variety, very nice condition. **1973 Morgan +8, Royal Ivory,** black leather trim, one owner, 6,000 miles, supplied and serviced by this garage, slightly older twin of the aforementioned 77, but obviously not as expensive. **Arkley SS kits** — give yourself a lift for the summer, transform your sad, tired, miserable **Midget** into an absolutely adorable, adaptable **Arkley** (Goodness what will they think of next). The front and rear ends cost **£360 plus VAT** and we



have a good supply in stock at present. **Odds and Ends: 1979 Panther Lima, white and blue,** 22,000 miles, 2 owners, radio cassette, **£4,500. 1970 Arkley SS, black** with gold pinstripes, 1275 cc engine, **£995. 1977 MG Midget, white,** radio, **£1,850. 1979 Lotus Elite 503, metallic blue,** one owner, 34,000 miles, leather seats, **£6,950. 1975 Arkley SS, green** with white wings, 1500 c.c. engine, **£1,500. 1975 MG Midget, blue, £1,395. 1974 BMW 3-litre CSL,** gold, alloy wheels, Philips radio cassette, one owner from new, **£2,950. 1972 Gilbern Invader Estate, white,** black vinyl roof, sunroof, 7,000 miles on RS 3.1 engine, overdrive, radio, **£2,350.** Well that's it from **Nysha's Agony Column** this month (it has been excruciating), and in answer to **J.B. Worried of Hampshire,** Yes, No, Not that we know of, and occasionally but keep your socks on!

JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

ARE YOU INTERESTED IN MOTOR RACING?

LOOKING FOR AN EXPERIENCED TEAM?

We undertake development on saloon cars, single-seaters, rally cars, cars for long distance events etc.

We have 17 years experience in race engineering with an excellent reliability record as a racing team. Our highly qualified and experienced staff operate an outstanding range of technical equipment for engine, body, suspension, chassis, etc., development, design, preparation and manufacture.

We aim for quality and reliability.

Apply Box No. 6663



Alvis Single-Seater Historic Racing Car

Built in 1953 with a 1938 4.3 Alvis engine. Tubular chassis, de Dion rear end, Salisbury diff, hydraulic brakes, last raced April, Silverstone. Well known and reliable car, ready to race

Offers around £11,500

Tel: Office 01-828 7777 (David Roscoe) or Weekends 0565 830010 (Cheshire)



DAIMLER DART 1963

C Specification.

Complete rebuild. New chassis, suspension, servo-brakes, stainless exhaust. Rebuilt engine just run in, still under warranty. New hood, good leather and body. Exceptional car at £5,500.

Telephone: daytime 0904 (York) 22946, evening 0901 30557.

'SPORTS CARS IN THE SOUTH' AT

Hamble Motors

A fine selection of beautifully kept and cared for cars, drawn from the gentle rural surroundings of Sussex, Hampshire, and Dorset; where cars have an easy life.

PORSCHE—	**944.** Delivery mileage in Guards red with sunroof, and Panasonic 4-speaker radio / cassette.	**£14,250**
	924. 1982 model. White with sunroof, PDM, and radio cassette, 8,000 miles.	**£10,250**
	924. 1980. White with 5-speed, PDM, radio cassette. 17,000 miles.	**£8,650**
BMW —	**323i Alpina. 1981 'X'.** 5-speed close ratio, LSD, spoilers, Alloys, P7's, sunroof, radio stereo (4-speakers), 9,000 miles.	**£9,995**
	323i. 1979. Black, with sunroof.	**£5,750**
	320. 1981. White with sunroof.	**£6,995**
MG —	**BGT. 1980. White. BGT. 1979.** Red. **BGT. 1978.** Gold sand. **Roadster. 1981.** Inca. **Roadster. 1979.** Black.	
TRIUMPH —	**TR7. 1980.** Coupé, red. **TR7. 1979.** Coupé, blue. **TR7 Convertible. 1981.** Persian Aqua. **TR7 Convertible. 1980.** Red.	
MERCEDES —	**280CE. 1979.** Metallic blue, sunroof, air conditioning, alloys, cruise control.	**£9,250**
	280E. 1979 V. Red, sunroof, alloys, electric windows, cruise control.	**£8,995**
	200. 1978 T. Blue.	**£5,250**
FERRARI —	**308 GTB. 1979.** Red, full specification.	
	308 GTB. 1977. Black, special registration number, full specification.	
AUDI —	**200 TURBO. 1980 W.** Full specification, half new price.	**£7,495**
JAGUAR —	**V12 E 2+2.** Silver. Very fine example.	**£6,495**
LOTUS —	**7.** Big value, twin carb., 1980, 10,000 miles. Superb.	**£5,495**

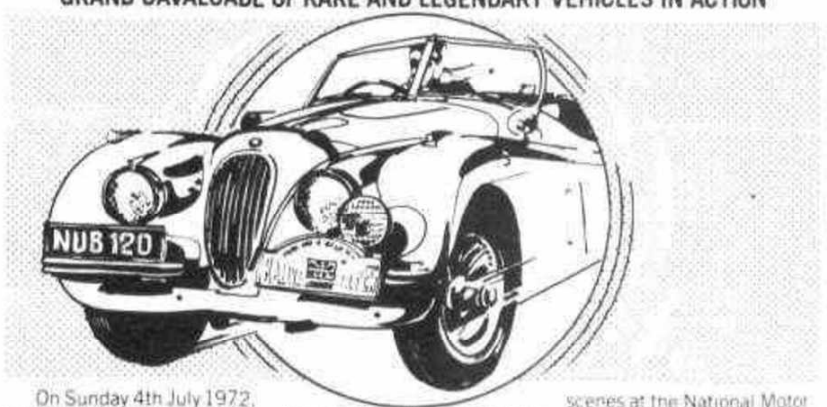
Should you visit us, we believe you will find all our cars in 'as new' condition. All are offered with 12 months warranty, and are fully serviced.

For details please telephone Hamble (042 122) 3757 or 5450
Hamble, Nr. Southampton, Hampshire

Beaulieu SPECIAL EVENT

10th. ANNIVERSARY MUSEUM ACTION DAY

GRAND CAVALCADE OF RARE AND LEGENDARY VEHICLES IN ACTION



On Sunday 4th July 1972, His Royal Highness the Duke of Kent personally opened the National Motor Museum in its new building within the grounds of Palace House, Beaulieu.

During these last ten years a lot has happened. Many new vehicles have been added to the collection; new displays created; new audio-visuals, and so much more. To celebrate the Anniversary, the National Motor Museum Trust will be holding a special Museum Action Day on Sunday 4th July 1982.

Enter the Steam Roller Driving Competition.

Visit the National Motor Museum's World Famous Motoring Library.

See Restoration in Progress in our workshops.

Don't miss this opportunity to see behind the scenes at the National Motor Museum.

All this plus Palace House, Beaulieu Abbey and the Gardens are part of the inclusive admission.

People arriving in pre-1960 vehicles admitted at HALF-PRICE

These cars will be displayed around the Exhibition Arena.

SUNDAY JULY 4th 10am-6pm.



THE NATIONAL MOTOR MUSEUM,
JOHN MONTAGU BUILDING, BEAULIEU,
HAMPSHIRE SO4 7ZN. Telephone: (0590) 612345.

THE NATIONAL MOTOR MUSEUM · PALACE HOUSE AND GARDENS
BEAULIEU ABBEY AND EXHIBITION OF MONASTIC LIFE

LOTUS TURBO HIRE PORSCHE TURBO HIRE BMW HIRE



SELF DRIVE FROM £80 PER DAY

STATIC DISPLAY FROM £50 PER DAY

LONG HIRES — CHEAPER RATES

YES, WE RENT THEM!!

To hire one of these superb cars you need some suitable *experience for insurance, and a few bob!*
We take all major credit cards, and will deliver and collect from Heathrow, Gatwick, Luton and Manchester.

THE LOTUS HAS: Full leather trim, air conditioning, radio telephone, quadrophonic cassette/radio.

THE PORSCHE HAS: Bright red bodywork, full leather trim, radio/cassette.

THE BMW HAS: P.A.S., radio/cassette, tinted glass.

BETTACAR (HODDESDON) LTD

21 HIGH STREET, HODDESDON, HERTS
TEL: (09924) 69619

FOR SALE—continued

ASTON MARTIN VOLANTE MARK 2, 1970, one of 35 made, light navy hood and hide, automatic, p.a.s., power hood and windows; as driven by royalty. Serviced by Aston Martin specialists, beautiful condition. Bargain £15,000. Tel.: 01-958 5739 (day), 01-202 2890 (evenings). (30550

BENTLEY R, 1954, automatic, black pearl shell grey, ten original interior, sunroof, radio, many bills and *history, excellent order, £1,000 recently spent*. M.o.T. December 1982. £4,500. Tel.: 01-638 1200 day, 02514 7843 (Fleet, Hants) evenings. (30552

ASTON MARTIN DB2, 1953, vantage engine, Alfin drums, fully retrimmed, new set of Turbospeeds. Urgent sale needed so nearest £2,400 please. Tel.: Hemel Hempstead 64273. (30555

FROGEYE SPRITES. Two for sale, both restored bodywork and mechanically, one dark green, one cherry red. £975 each. For further information please tel. 021 354 5645 (Birmingham). (30558

LAGONDA V12 SALOON 11ft chassis, reconditioned *engine, ancillaries, respray, new tyres, new burr* walnut veneers. 11 month M.o.T. Tel.: Tring 3013. (30557

BLYDENSTEIN CAVALIER COUPÉ, STAGE 1, 1977, black, Luminition, five new P6's on Carmona alloys, superb condition. £2,495 o.n.o. Tel.: Kelshall 335 (Royston Herts). (30559

MG VA SALOON, 1939, complete but needs restoration, garaged. Offers. Tel.: Kelshall 335 (Royston, Herts). (30559

1950 DAIMLER, 2½-litre, Consort saloon, 44,000 miles, one owner, offers before June 7th, after June *20th. Tel: 0493 62113.* (30631

AUSTIN HEALEY Sprite, beige soft top and interior, resprayed orginal blue, engine lightened and balanced Niki carburetter, oil cooler, very quick with spare engine and gearbox, taxed and M.o.T.'d £575. Tel: for details, evenings Badgers Mount 381. (30632

THE STAFFORD Special, 1938, single seater, dismantled mess, no gearbox or Meadows engine, twin cam 69 x 100 available. £2,000. Tim Ely Parcorner Drive, East Horsley 3465 Surrey. (30633

1937 RILEY 12/4 Adelphi, 1496 cc twin cam, four seater saloon, sunshine roof, new wood, original. £2,500. *Tim Ely, Parcorner Drive, East Horsley 3465.* (30633

BMW 320 Manual 1979, met. blue vinyl, E.S.R., tints, radio, very fine £4,500. Tel: Onecote Staffs 325. (30634

ROVER 75, 1953, 3-litre engine, overdrive, body and mechanics sound, full M.o.T., stainless exhaust, HMV, radio. £500. Numerous early P4 spares including some new body panels. Tel: (0926) 32862. (30635

MORGAN +8, July 1978, 38,000 miles, metallic red, stone leather interior, reclining seats, Michelins, rustproofed, other extras, v.g.c. £8,000 o.n.o. Tel: Swindon 750724 weekday evenings and or Godsall 2007 weekends. (30636

1932 FRAZER NASH, Meadows engine, original body, mechanically sound, present owner 17 years, sensibly priced. Tel: 021-353 0534 evenings. (30637

FORD MODEL T 1911, four seater tourer, in a very nice original condition and well preserved, complete with all brass fittings. Ford Model T 1926 coupe, completely original and complate running order very sound and no rust. Tel: 0766 770374. (30641

FOR SALE—continued

LOTUS ELAN S4, convertible, white good condition, M.o.T. 12 months to May 83, investment model. £2,300. Tel: Maldon Essex 0621 52916 or office 0621 55067. (30638

AUSTIN ARROW tourer 7 h.p. 1933, very rare investment model, offers. Tel: Maldon Essex 0621 52916 or office 0621 55067. (30638

SILVER SHADOW 1974, peacock blue, 66,000 miles, *history, usual refinements*, drives and looks like Rolls should. £10,950 quick sale. Tel: 061-491 1661 Manchester. (30639

E-TYPE V12 Jaguar, 2+2 coupe, automatic, British Racing Green, beige leather interior, Zone tinted glass, sunroof, stereo radio cassette, chrome steel wheels, four previous owners, 70,000 miles, rust free bodywork, mechanically excellent, new M.o.T. £5,750. Twyford, Berks (0734) 341986 evenings. (30640

JAGUAR 420G, 1968, excellent and totally reliable car, 12 months M.o.T., 4 months tax; plus another, complete for spares, or repair. £550. Space required, Les Wilson (Motor Books) J.D.C. Member. Tel: 0942 893632 evenings. (30642

VOLVO 1800ES Sports estate; 1972 white o drive, M.o.T. and tax excellent throughout. £2,5000 o.n.o. Tel: Runcorn (09285) 76235. Possible viewing London. (30643

JENSEN HEALEY, 74, white, low mileage, hard top, soft top, tonneau, roll bar, stereo, M.o.T., tax. £1,495. Tel: Caterham 44486 (after 5.30 p.m.). (30644

JAGUAR XK150SE. FHC, 1960, silver-blue metallic, having covered only some 40,000 miles since new in the hands of three owners (myself for last five years), this car is in remarkably fine original condition, usual SE features include C-Type head, w.w. and overdrive, new carpets recently fitted, must sell due to house move. A *rare* opportunity to acquire a well maintained low-mileage XK £6,500. Tel: Wilmslow (0625) 524596. (30645

SCIROCCO GTI, five speed W-Reg., 1 owner, 12,000 miles, immaculate, metallic silver. £4,650. Tel: 061-427 1876 (Plus 4). (30646

XK 150 D.H.C., running, requiring restoration. £1,000 worth new steel panels (Top quality) included. £2,850. Tel: 061-427 1876 (Plus 4). (30646

2000 CC Volkswagen Motorcaravan, W-Registration, 4/5 berths, elevating roof, fridge, as new, low mileage, taxed. £6,500. Tel: Blagdon Hill 202 evenings (Somerset). (30647

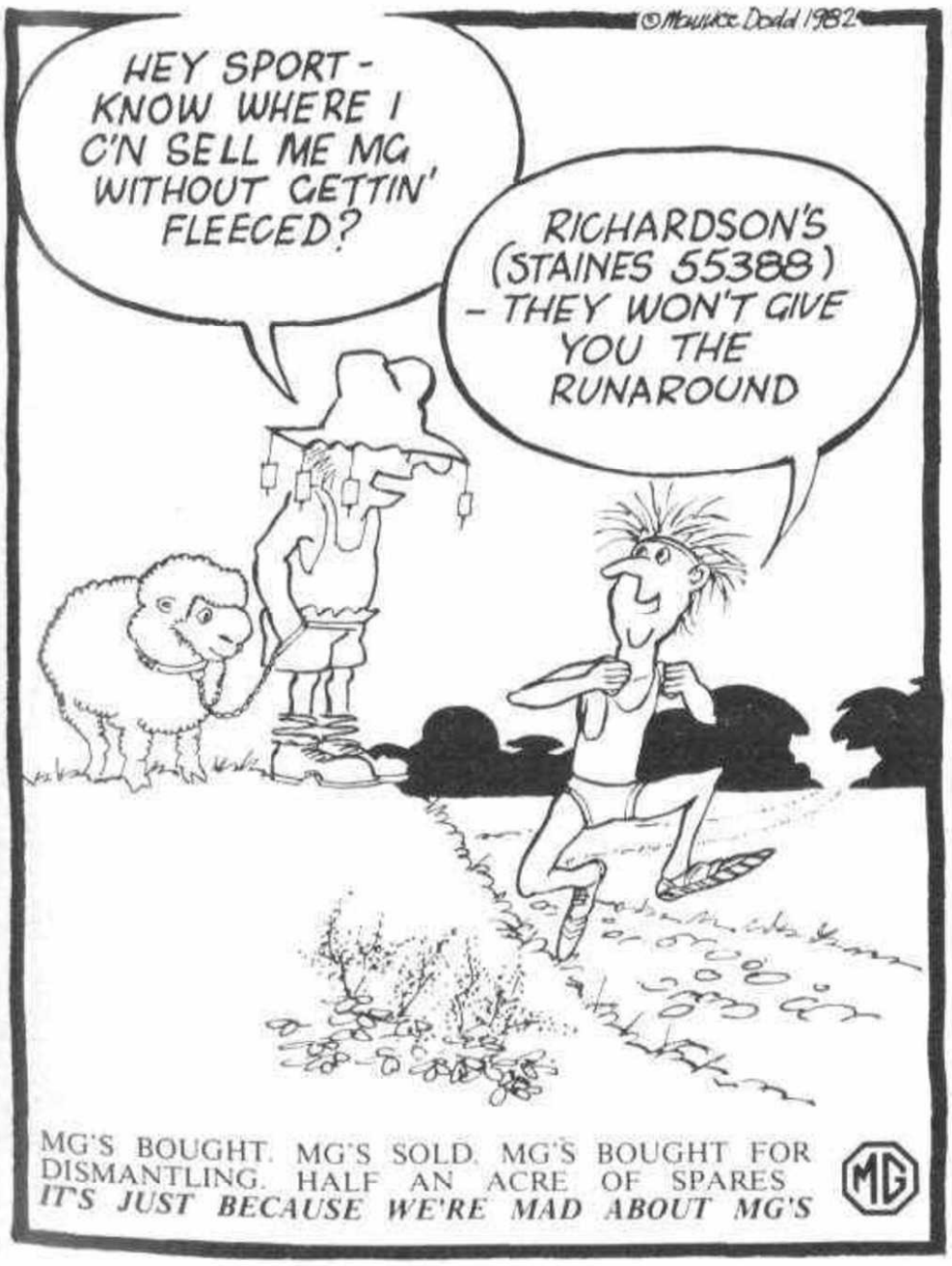
MORGAN 4/4 1981, 1,300 miles only, many extras including wire wheels. £7,650 o.n.o. Tel: Leigh Sinton 32089. (30670

FERRARI DINO 246GTS, excellent original condition, £8,500 o.n.o. Tel: Salisbury 22562. (30671

JAGUAR E-TYPE 1965 Roadster, primrose black, new hood. £4,250 o.n.o. Tel: Salisbury 22562. (30671

E-TYPE V12 ROADSTER. One of the last production batch. Series 3. 1974 (N) reg. Manual. Finished in Azure blue with navy blue leather. Tinted glass, white wall tyres, history, mileage 32,500, JDC member, garaged, never used in wet weather. Investment at £7,950. Tel: 01-624 7275. (30672

JAGUAR XK150S, D.H.C., 38,000 miles, 3 owners, original white paint, special black Morocco hide, 15" and 16" chrome wire wheels and tyres, Reg. No. 78 PP, as new throughout. £9,000. Tel: Malone 01-648 5418 evenings. (30673



PERFORMANCE CARS

GREAT WEST ROAD BRENTFORD MIDDX. Tel: 01-560 7011

HERE TODAY HERE TOMORROW

ALL QUOTED MILEAGES ARE WARRANTED. SINCE 1946 WE HAVE FEARLESSLY AND UNASHAMEDLY STATED YEAR AND PRICE ON ALL OUR CARS.

1970 Alfa Romeo 17/50 Spyder Veloce. White, 50,243 miles. **£2,600**
1968 Aston Martin DB6. Auto, Royal blue, p.a.s., wires. **£5,795**
1967 Aston Martin DB6. Olive, 2 owners only, 1st lady owner 10 years. Auto., p.a.s., electric windows, radio, history file. **£5,500**
1928 Bentley 3-litre. Red Label 2-seater, magnificent example. **£22,500**
1963 Bentley Series III. Two-tone green, radio, last owner 6 years. **£6,500**
1947 (52 Reg.) Bentley Mk. 6 Tourer. Please phone for details. **£18,995**
1979 BMW 520/6. Automatic, one owner, 23,084 miles, all black, sunroof, p.a.s., e/mirrors, radio/cassette, electric aerial. **£5,445**
1969 (H) Daimler Sovereign. Automatic, red/beige. **£995**
1981 Datsun 280 ZX. LHD, black, power steering, fuel injection, radio, 8,071 km. **£6,295**
1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio. **£4,195**
1981 Fiat X1/9. Grey, one owner, 1,663 miles, radio/cassette. **£4,775**
1977 Ford Capri 1600. Red, exceptional. **£1,695**
1925 Hispano Suiza H6B. Boat-type tourer, superb example. **£48,000**
1955 Jaguar XK140. Fixed head coupe, BRG, last owner 7 years, JDC Club Member, overdrive, buff log book. **£4,500**
1976 Jaguar XJS. Automatic, green, most extras. **£4,995**
1967 Jaguar 420 Auto. Dark blue, approx. £500 spent by us. **£895**
1961 Jaguar XK150. FHC, automatic, white, one owner, 69,826 miles, sunroof, wire wheels. **£6,060**
1981 (X) Lancia Beta 2000. Brown, one owner, 4,178 miles, sunroof, electric windows, radio/cassette. **£4,295**
1963 Lagonda Rapide. Automatic, original logbook, history file. **£6,700**
1981 Reg (80 Model) MGB. Hard/soft top, radio/cassette, undersealed, one owner, 11,917 miles. **£5,695**
1981 MGB Commemorative Model. 270 miles. **£6,595**
1981 MGB GT LE. Pewter, one owner, 8,113 miles, vinyl roof, radio/cassette. **£6,295**
1981 MGB LE. Bronze, one owner, 2,164 miles. **£6,225**
1980 MGB GT. Yellow, 16,698 miles, sun & vinyl roof, radio, rustproofed. **£4,745**
1980 (W) MGB. Yellow, one owner, 22,800 miles. **£4,795**
1979 MGB GT. Red, remove-a-top sunroof. **£3,745**
1979 MGB GT. Inca yellow, 2 owners only. **£3,695**
1979 MG Midget. Pageant blue, 35,407 miles. **£2,845**
1979 MGB. Yellow, radio, etc. **£3,745**
1978 (T) MGB GT. Red, 30,440 miles. **£3,495**
1978 MGB GT. Pageant blue, 27,400 miles, extras. **£3,495**
1976 MG Midget. Yellow, radio, tonneau. **£1,575**
1976 MGB GT V8. Bracken, black nylon, sunroof, radio/cassette. **£3,545**
1975 MGB GT V8. Citron, sunroof, radio/cassette. **£3,500**
1975 MGB GT. Jubilee model, green, two owners, sunroof. **£2,745**
1974 MG Midget. Blaze, roll bar, radio. **£1,475**
1973 Model MGB GT. Automatic, yellow, sunroof, radio. **£2,295**
1970 (69 Model) MGC GT. Purple, wires, radio/cassette. **£2,975**
1970 MGB GT. Automatic, black, vinyl roof. **£1,395**
1954 MG TF 1250. Black, last owner 10 years, wire wheels. **£5,400**
1965 Sunbeam Tiger. Hard/soft top, last owner 11 years. **£2,995**
1981 TR7, DHC. One owner, 7,400 miles, Persian Aqua. **£5,225**
1981 TR7, DHC. Red, one owner, 13,777 miles. **£4,995**
1981 TR7, DHC. Green, one owner, 12,229 miles. **£5,295**
1980 TR7, DHC. Blue, 18,711 miles, Ziebarted. **£4,295**
1979 Triumph Spitfire. Carmine, tan check trim, one owner, 14,899 miles, hard and soft top, undersealed, radio, complete service history. **£3,195**
1977 TR7. Yellow, one owner, 27,375 miles, radio/cassette. **£2,245**
1977 Triumph Stag. (Last year of production.) Green, one owner (BLMC) elec. windows, radio, PAS, o/d, hard/soft top. **£5,445**
1972 (L) GT6 Mk. III. Yellow, o/d, radio, £640 spent by us 8/9/81. **£1,895**

New Victory 41. 19 mm. Teak Deck stem to stern. Teak interior. Sleeps 8. Powell spars. Lucas sails. 4.236 Perkins. **£66,000 + VAT. Take cars and/or property in part exchange.**

PERFORMANCE CARS LTD.
GREAT WEST ROAD, BRENTFORD, MIDDX.

☎ 01-560 7011

One mile west of Chiswick roundabout and M4 exit No. 2.
Our nearest tube station is South Ealing on the Piccadilly line, then cross to our repair division (W. H. Cocks and Sons) for transport. 2 minutes from Brentford Central, Southern Line.

SPORTS CARS AND COLLECTORS CARS WANTED FOR IMMEDIATE PURCHASE.

5,000 WELL DESIGNED A4 COLOUR LEAFLETS FOR AS LITTLE AS £179!

- Includes artwork, typesetting, colour separations and highest quality printing.
- Choice of **48** standard designs — personalised to suit your product.
- National network of photographic studios.

Send off for our free 8 page full colour explanatory brochure.

DRIFTGOLD Colormaster
6, Newland Street,
Witham,
Essex
Telephone (STD 0376)
518611



PORSCHE CARRERA 3.0 RS FACTORY LIGHTWEIGHT 1974

1 of only a few right hand drive cars ever built. Completely original black with red side Carrera script. Recaro seats. 8 x 9" rims with new P7s. 32,000 miles only. Can be sold with or without reg. no. TOY 84. Substantial offers required.



PORSCHE CARRERA 2.7 RS TOURING 1973 Behara red, Recaro seats, 40,000 miles only. Full history, original tools, handbooks etc. Same owner last 8 years. £10,995

HASSOP MOTOR CO., 291 WILLESDEN LANE, LONDON NW2
Tel: 01-459 0111/6534/5

FOR SALE—continued

RILEY 2½-LITRE roadster, 1951, red with white hide interior, black hood, superb condition, some spares, £4,000. Tel: Malone 01-648 5418 evenings. (30673

SCIMITAR GTE manual overdrive, dark blue, 1975, fitted towbar, used as third vehicle for last two years and in very nice condition, £2,730. Tel: Tenterden 3174. (30674

LSD 2 REGISTRATION No., Fiat 127, M.o.T. 83, available for immediate transfer, a unique number for a banker, pop star, motor enthusiast or, offers. Tel: Farnborough, Hants 545031. (30675

1936 TALBOT 105 Saloon, fully restored, private sale, £5,950 o.n.o. Serious enquiries to Box. No. 6666. (30676

TVR TASMIN 2.8i convertible, 1981, auto, 8,000 miles, silver with blue trim hood, all extras and PAS, alarm, mirrors, immaculate, £8,750. Tel: eves 01-937 3736 or 096276 268 day. (30677

DAIMLER SP250, 1962, maroon, M.o.T., taxed, hard top, soft top, much mechanical work in recent years, extras include Kenlowe, SS exhaust, air horns, q-h headlights. £2,100 or haggle. Tel: Portsmouth 730839. (30678

MG TF 1250, 1954, black, green trim, good condition with chrome luggage race and some spares, present owner 21 years, £5,750 o.n.o. Tel: Fareham (0329) 235183. (30679

JAGUAR MK IX, 1960, auto, 82,500 miles, particularly good specimen, 2 tone grey, present owner 12 years, garage foreman (retired), original tools, workshop manual, radio, etc, run regularly, £1,950 which includes about £500 worth of running spares, some new. Tel: Alstonfield (Derbys) 310 or Nottingham 875211. (30680

PORSCHE 911SC SPORT Coupe, 1981, zinc silver metallic, stereo system, sun roof, P.D.M., etc., 12,000 miles, private sale by sole owner, £16,400. Tel: business 0742 663245; home 0742 368878. (30681

1960 BENTLEY S2, electric windows, P.A.S., excellent running order, unmarked chrome, but wings need tidying, hence, £2,895 o.n.o. Tel: Prestbury, Cheshire (0625) 829509 829386. (30682

MORGAN 1947, 4/4, full test, much work done, sound car, £2,600, may cheap p.ex. Tel: 0709 558967. (30683

1961 TVR MK II, good shape all round, fitted recon MG 1600 engine, kept garaged, easy to M.o.T., £500. Tel: eves 01-458 9727. (30684

TRIUMPH TR6 1972, white, 50,000 miles, hard soft tops, radio, good condition, £1,850. Tel: Orpington 72747 eves. (30685

TVR TURBO convertible, 1979, 26,000 miles, metallic blue, beige hood and trim, Wolfrace wheels, roll bar, LSD, etc., impeccable condition, £7,995, poss. p.ex. Tel: 062982 2410. (30686

FERRARI 308GTB, red black, guaranteed 2,800 miles, deep spoiler, w.w., a.c., indistinguishable from new £14,500, want GTS. Tel: 062982 2410 (Matlock). (30686

LOTUS ELAN +2 S130, 1972, Vegantune engine 22,000 miles ago, beautiful quality respray, five year history in my ownership, very attractive car which must be seen. £3,850 o.n.o. Tel.: 061-747 8423. (30688

BMW 3.0 CSL. Beautiful example of this rare light-weight coupé, finished in metallic silver with black upholstery, genuine reason for sale. £4,250 o.n.o. Tel.: 01-641 1881 (Surrey). (30692

JAGUAR E-TYPE 2+2, 1969, green tan upholstery, taxed January, requires attention. £3,000. Tel.: Burton on Trent 703565. (30693

TRIUMPH GT6, Red, black trim, tax & M.o.T., low mileage, radio cassette, v.g.c. £1,500 o.n.o. Tel.: Bedford (0234) 68138. (30694

SAAB 99 EMS SALOON, 1977, black, well cared for, returns 30 m.p.g. £1,950. Tel.: Castleton (Gwent) 680808. (30695

AUSTIN RUBY DROPHEAD, 1939, taxed, M.o.T., used daily, good runner. £1,650. Tel.: Bishops Waltham, Hants. 2684. (30696

SCIMITAR GTE, L-Reg., auto., 68,000 miles, M.o.T. October 1982. £700 for quick sale. Tel.: 0302 539142. (30697

ALFASUD 1.5 SUPER SERIES III, 1981 W, 9,000 miles, dark blue, one owner, taxed till October, excellent condition. £3,200 o.n.o. Tel.: Pickmere 3202. (30698

ALFA ROMEO Sprint Veloce 1.5, 1982, Alfa red, registered February 1982, 3,600 miles, 1982 specification, mint condition. £5,395. Tel.: Kidderminster 751835. (30699

ROVER 12, 1938, one owner 42 years, excellent condition, year's M.o.T., original handbook, tools, etc. £2,750 o.n.o. Tel.: Collingham Bridge 74158. (30700

MGB GT, 1979, British racing green, genuine mileage 11,700, absolutely immaculate, tax and M.o.T. February 1983. £3,950. Tel.: Worcester 54321. (30702

MGA 1600 MK.III CONVERTIBLE. White, black interior, requires rebuilding. Reasonable offers please. Tel.: 0283-73 4338 Derbyshire. (30703

MARCOS, 1967, 12 months M.o.T., six months tax, twin cam engine, good condition, history with car. £2,500. Tel.: 061-428 6356. (30704

BMW 3.0 CSI COUPE, 1972 November, dark metallic blue, recent M.o.T., surplus to requirements; excellent condition. £1,750. Tel.: 0283-73 4338 Derbyshire. (30703

TR6. Many new parts, mechanically excellent, h/s tops, M.o.T. March '83, must sell, bargain. £1,250. Tel.: Sulgrave 436. (30705

MGA 1600 ROADSTER. Red, stunning condition, not a rebuild, owned eight years, low mileage. £2,950. Full details. Tel.: 024 369 2684 (Sussex). (30774

BENTLEY MK6, 1951, private, very nice condition, original radio, tools, handbook, just tested, finished in original metallic green, no rust. £3,000. Tel.: Fiwal, Hull 867382. (30775

1935 RILEY KESTREL 4 light saloon, £2,950 and 1935 MG PA 2-seater, £4,750. Both good condition. Offers considered. Tel.: Maidstone 843445. (30776

JAGUAR V12 E-TYPE. Late 1973, manual, d.h.c., primrose, black trim, 27,000 miles, carefully stored last five years, immaculate. £12,000. Tel.: 0624 23858. (30630

TRIUMPH STAG, Aug 1977 (S), manual, overdrive, brown, radio cassette, 16,000 miles, immaculate. £4,950. Tel: 0303 56026 after 6 p.m. (30756

PEUGEOT 404 Saloon, 1973, two owners, 47,000 miles, documented history, taxed, M.o.T., excellent condition, interesting and practical. £1,250. Tel: Herne Bay 66978. (30758

PORSCHE 911, Targa 2.7, June 1977 (V), l.h.d., yellow, good condition throughout, recent new clutch, 911 Reg. No. £8,950. Tel: (0293) 882655. (30759

TR4A, 1967, Red, M.o.T., taxed, w/wheels, overdrive, h/s tops, good condition, offers to 0787 476684. (30757

STAG R, manual, owned by B.L. until 1980, 36,000 miles. £3,050 for quick sale, cheaper p.ex considered. Tel: 0509 842506 (Loughborough). (30760

JAGUAR 240, 1969, M.o.T. and taxed, new engine done 33,000 miles, new exhaust, petrol tank and radiator, good interior, requires new clutch and some body restoration. £900. Tel: Wokingham 791513. (30761

250F MASERATI 1956, a lot of effort has been expended in making this genuine car one of the best and most competitive of its type. Serious enquiries to Box No. 6667. (30762

1927 3-litre Speed model Bentley, S.S. engine 'A' Type box, etc., superb heavy gauge chassis, which should last for ever, not concours, but original in every way. Offers and appointment for viewing to Box No. 6668. (30765

T.V.R. 3000M. 1976, carnival red with black modelband, tints, alloys, etc, 48,000 miles. £2,800 o.n.o. Possible exchange. Tel: 0782 260471. (30763

LOTUS ELAN +2S 130, 1974, brown and silver, oatmeal interior, alloy wheels, excellent condition, maintained regularly by specialists. Long tax / M.o.T. £3,700. Tel: Coolham (Sussex) 464. (30766

RENAULT 5 Gordini, 1980, red, sunroof, rustproofed, 30,000 miles, one owner. £3,750. Tel: Nott'm 254654. (30422

SUPERB IMPORTED, genuine 3.0 litre, Ford Cort., big six XLE, automatic, Mk. III, V-Reg., metallic blue, many extras. 11 months M.o.T., Wax Oil treated, 60,000 miles. £2,750. Tel: Chippenham 57264. (30426

BUGATTI TYPE 43, Grand Sport body, not used since engine, crank and chassis rebuilt, offers over £50,000. Replies to Box No. 6669. (30767

1926 3-LITRE Bentley Tourer, body stripped for reupholstery, needs other work. £14,000. Tel: 0246 6114 after 6 p.m. (30768

MONTE CARLO, 1978, Rosso red, brown cloth trim, 38,000 miles only, radio rustproofed etc., a very nice example throughout. Must be sold hence £2,550 o.n.o. Tel: Sheffield 23967 306861 evenings. (30769

LOTUS ELAN S4 SE, F.H.C., 1969, white, black interior, Sundym tinted glass, stainless exhaust, good body, mechanics full service history. £2,100 o.n.o. Tel: Weymouth (03057) 71930 evenings. (30770

HISPANO-SUIZA 27 h.p. first reg. 1927, restored, extremely elegant narrow V-screen, town carriage by Victor Broome, built to the highest standards, a magnificent motor car. £20,000. Tel: 061-773 1587. (30771

BENTLEY MK.VI, 1950, running ideal for renovation £1,000. Bentley Mk. VI 1950 all parts good for spares £550. Please Telephone Scarborough 0723 61249. (30772

BSA THREE-WHEELERS, 1934 S/Sports, 1934 Deluxe, mechanically complete, some body parts missing. £1,000 the two. Tel: 0454 772261. (30773

RILEY 1930 9 h.p., rolling chassis, simple restoration, £550. 1934 ex-works demonstrator, 22T211, £750. Tel: 01-852 8904. (30733

MGB ROADSTER, 1973, superb original condition, blaze, wire wheels, overdrive, current owner since 1974, previously owned by British Leyland, used only in dry weather as second car for last 3½ years, 43,000 miles, an exceptional example and an investment at £2,100. Tel: Little Chalfont (02404) 4265 (Bucks). (30734

Demonstration anytime, anywhere in UK within 24 hours.

1980 Mercedes 500 SL. Champagne metallic, cruise control, extra rear seats, alloy wheels, LSD, an exceptional low mileage, one owner example.

1980 Lotus Eclat 2.2. Eye-catching in red with black hide upholstery, radio / stereo cassette, one owner.

1980 Lotus Eclat 2.2 finished in metallic brown with brown fabric upholstery. Sunroof, stereo / radio cassette, one owner. Absolutely as new.

1980 Jaguar XJS. Signal red with tan leather upholstery, 19,000 miles, can only be described as immaculate.

1979 Mercedes 450 SE. In silver grey with charcoal velour, air conditioning, heated seats, electric sunroof, cruise control, alloy wheels, a first class example.

979 Lotus Eclat 521. Red with black Marcasite upholstery, a regularly maintained example.

1980 Porsche 924 Lux. Silver metallic, sunroof, immaculate example.

1976 Lotus Elite 503. In black, power steering, radio/cassette.

1977 Lotus Elite 504. Stunning in Lotus yellow, p.a.s., air cond., auto, 23,000 miles, a one owner car.

1977 TVR 3000M. Mexico brown with contrasting vinyl and sunroofs, alloy wheels, a nice example.



For further details contact
TREVOR HARTLAND
or RODNEY THOMAS
We are buyers of good quality used Lotus and specialist cars

Goldblatt (Specialist Cars) Ltd.
WOOD STREET, CARDIFF. Tel (0222) 493530/371609

HENDON WAY MOTORS

1981 LOTUS Esprit S3. Black, 10,000 miles, red velour, radio/cassette, one owner
1981 LOTUS Esprit S2 2.2. Yellow, 5,000 miles, leather, radio/cassette.
1980 (Series) LOTUS Esprit S2. Black, low mileage, leather int., radio/cassette.
1980 LOTUS Esprit. White, 20,000 miles, 1 owner, leather trim, radio / stereo.
1979 LOTUS Esprit S2. Commemorative Model, 9,000 miles only, one owner, radio/stereo.
1979 LOTUS ESPRIT S2. Commemorative, 19,000 miles only, radio/stereo.
1979 LOTUS ESPRIT S2. Met. bronze, 23,000 miles, leather int., one owner.
1977 LOTUS Elite 501. Met. blue, 28,000 miles.
1974 LOTUS Elan Plus 2S/130. Met. green, one owner, 31,000 miles.
1973 LOTUS Elan Sprint. FHC, green, 2,000 miles.
1971 LOTUS Elan Sprint. FHC, red/white, sunroof, full history, two owners, 32,000 miles, original paintwork.
1982 (Series) MORGAN PLUS 8. BRG, del. mileage, aluminium body, stone leather int.
1892 (Series) MORGAN PLUS 8. White, 13,000 miles only. Extras.
1981 (Series) MORGAN PLUS 8. Black, leather int., 9,000 miles.
1978 MORGAN PLUS 8. White, 29,000 miles.
1978 (Series) MORGAN PLUS 8. Met. brown, 8,000.
1975 MORGAN PLUS 8. Red, 25,000 miles.
1979 MORGAN 4/4. 2-seater, burgundy, 26,000 miles.
1978 MORGAN 4/4. 2-seater, blue, 13,000 miles, w/w.
1977 MORGAN 4/4. 2-seater, brown, 24,000 miles, w/w.
1973 MORGAN 4/4. 2-seater, ivory, 41,000 miles, w/w.
1982 MORGAN 4/4. 4-seater, ivory, w/w, leather int., del. mileage.
1981 MORGAN 4/4. 4-seater, brown, 12,000 miles. w/w.
1981 MORGAN 4/4. 4-seater, green, 14,000 miles, w/w.
1980 MORGAN 4/4. 4-seater, red, 11,000 miles, w/w.
1980 MORGAN 4/4. 4-seater, red, 14,000 miles, w/w.
1977 MORGAN 4/4. 4-seater, ivory, 23,000 miles, w/w.
1975 (Series) MORGAN 4/4. 4-seater, red, 45,000 miles, wire wheels.
1979 FERRARI 308 GT4. Silver, one owner, leather int. 23,000 miles.
1976 FERRARI 308 GT4. Red/black, 38,000 miles.
1974 FERRARI Dino 246 GT. Met. ice blue, 20,000 miles.
1974 FERRARI Dino 246 GT. Black, 29,000 miles, service history, one owner, radio/stereo.
1974 FERRARI Dino 246 GT SPYDER. White, 30,000.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1972 FERRARI GTC4. Celeste, 28,000 miles only.
1975 (Series) JAGUAR E-TYPE V12 Roadster. Auto., 38,000 miles, full history, radio/stereo.
1974 (Series) JAGUAR E-Type V12 Roadster. Auto., azure, 22,000 miles, one owner, full history, radio/stereo.
1972 JAGUAR E-TYPE V12 Roadster. Auto, Met. silver, low mileage, service history.
1970 JAGUAR E-Type Roadster 4.2. Black, c.w.w., superb condition.
1965 JAGUAR E-Type 4.2. FHC, met. ice blue, 45,000 miles, c.w.w.
1970 JAGUAR E-Type Roadster 4.2. Blue, 4,000 miles only, 1 owner.
1960 JAGUAR XK 150. DHC, white, full history, very original.
1982 PORSCHE 924 TURBO. 4,000 miles, onyx. Extras.
1981 PORSCHE 924 Carrera Turbo. Red, 7,000 miles, air cond., P7's, forged wheels, lim. slip, PDM.
1981 PORSCHE 924. Onyx, 16,000 miles, 1 owner.
1981 (Series) PORSCHE 924. Guards Red, 19,000 miles, one owner.
1979 PORSCHE 924. Met. blue, 37,000 miles.
1978 PORSCHE 924. Auto, regency, 32,000 miles.
1980 PORSCHE 911 TURBO 3.3. Red.
1979 PORSCHE 911 SC Targa. Metallic blue, 32,000.
1978 PORSCHE 911 SC. Met. blue, 37,000 miles.
1979 (Series) PORSCHE 911 SC. Met blue, 33,000 miles.
1976 PORSCHE 911 S Targa. Beige, low mileage.
1974 (Series) PORSCHE 911E Targa. White, history, radio/stereo.
1936 BENTLEY 4¼ Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.
1982 BMW 323i Convertible. Beur conversion, 1,200 miles, alloy wheels, Recaro seats, radio / stereo.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

STAG 1977 S, unmarked, one retired owner, documented 4,567 miles; brown, automatic, unused soft-top, condition begs sensible offers. Tel. Ninfield 892905. (30735

ALFASUD SPRINT 1.5 T-Reg, black, beige cloth interior, radio cassette, fog spots, excellent condition, company car forces reluctant sale, £2,495 o.n.o. Tel: Goring-on-Thames (0491) 873689. (30736

ASTON MARTIN DBS 1967, two owners, superb condition, burgundy, same family for last thirteen years, full history, maintained by ace engineer, selling due to expensive love affair with horse, £4,250. Tel: Haywards Heath 400645. (30737

ALFA ROMEO 1.6 Duetto Spider, 1968, white, two seater, soft top, beautiful condition, M.o.T. cert. £1,500 for quick sale. Tel. Hurst 01-222 1244 office hours; 01-834 7481 other times. (30738

MGA 1600 MKII 1962 roadster, red, works hardtop, year's M.o.T., goes well, £2,750 for quick sale. Allegro 1500 Estate, 1976, £750. Tel. Knowle (056 45) 4443 day, 79912 eves. (30739

MGB GT, 1973 L, harvest gold, sun roof, overdrive, 62,000 miles only, new clutch, new M.o.T., excellent mechanics, good body, £1,390. Tel. Nettlebed (0491) 641339 anytime. (30740

ARMSTRONG SIDDELEY Whitley 18, 1953, sound, auction 4th June, price guide £600-£800. Stride & Son, St. Johns Street, Chichester. Tel: 0243 782626. (30742

MGA COUPE 1960, red coachwork in brilliant condition, very good throughout, black interior, £3,350. Tel. Leatherhead 372493. (30741

LIMITED EDITION MGB GT, pewter metallic, delivery mileage only, registration June 1982, bodyshield, 12 months road tax and supercover, surely last available in country. Enjoyable investment at £7,275. Tel: Leamington Spa 24683 27897. (Consider exchange mint condition Midget). (30743

1913 AX RENAULT beautiful example of this reliable tourer with Dickie £9,150. Tel: 0702 613606 or 03708 2100. (30744

BENTLEY S3, 1955, garnet over silver grey hide trim, extremely good condition, new P.A.S., exhaust system, over £2,500 spent, £6,250 o.n.o. Tel: Bookham 58495 (Surrey). (30745

FERRARI DINO 246 GTS, 1973, yellow, black interior, immaculate, 39,000 miles, £9,500 o.n.o. Tel: Bangor (0248) 51911 day, 0286 870564 eves. (30746

PEUGEOT 504 Convertible, 1975, 55,000 miles, unmarked bodywork in B.R.G., fast and economical 4-seater, £3,000. Tel: Bilston 41539. (30750

FOR SALE—continued

ASTON MARTIN DBS6 Vantage, 1970, manual, blue/tan interior, all usual extras including Removatop, excellent condition, 2nd car, professionally maintained for Director of Coachbuilders, offers over £4,000. Tel: Watford 25816 office after 7th June. (30747

LOTUS ELAN Sprint, 5-speed, d.h.c., ground up restoration over past 2 years to better-than-new condition, under 100 miles on the clock, probably the finest Elan anywhere in the world, serious collectors. Tel: Alton 86810 work, 87408 home. (30748

MORGAN 4/4 2-seater, May 1979, royal ivory, 7,400 miles, rarely used in winter, excellent condition, £6,500 o.n.o. Tel: 0742 443377 (day); 0742 305033 (evening). (30749

1932 FORD Model 'B' Streetrod, built to the very highest of standards from superb all steel original car, fitted with Rover 3.5 engine, auto gearbox, Jaguar rear axle, original chassis designed and boxed by leading specialists, chrome wire wheels, etc., finished in deep maroon with black Connolly hide interior, must be viewed to be appreciated, cost approx £12,500 to complete, must be reluctantly sold, all serious offers considered. Tel: Wells 01-805 4793 office. (30751

ALFASUD 1.5 TI, 1979, 36,000 miles, red, stereo radio cassette, very good condition, 1 year M.o.T., £1,900 o.n.o. Tel: 01-505 3544 evenings. (30752

PORSCHE 911T Lux, 2.2-litre, 1970-71, engine reconditioned, excellent original condition, £2,950. Tel: Walton-on-Thames 47916 evenings. (30753

BENTLEY 1953 R-Type, standard saloon, automatic, 132,000 miles, private sale, £4,000 o.n.o. Francis Alexander, Broomhall Chambers, Sunningdale, Berks. Tel: Ascot 21645. (30754

MGB ROADSTER S Reg, white, really immaculate, radio cassette, overdrive, full years M.o.T., new exhaust and shock absorbers, regularly serviced, only 27,000 miles, lady owner, must sell, expanding family, £2,750 for superb car. Tel: 01-761 3146 evenings. (30755

ROLLS-ROYCE 1929 Phantom I. First owner Sir Malcolm Campbell. Showroom condition throughout. Unused since 1939. M.o.T., Tax. Coachcraft bodywork. Urgent — emigrating. £15,000. Tel: Lincoln (0522) 31598. Super car, weddings, show, etc. (30793

SUNSHINE MOTORING THIS YEAR. TVR 3000S, gold, convertible, under 30,000 miles, immaculate condition. £5,350. Tel: Colchester 210114 for further details. (27779

FOR SALE—continued

TRIUMPH STAG. 1978, only 20,000 miles, red with tan interior, automatic, £4,850. Tel: Offley 542. (29035

TRIUMPH TR 4A. 1965, totally rebuilt, all steel body, galvanised chassis, beautiful order, o/drive, 'Surrey' etc. £2,500 o.n.o. Tel: 051-462 4904. (29026

WINTON. 1900, probably oldest in Europe, tiller steering, mostly correct some renovation needed. Original paint? £8,750 o.n.o. exchange WHY? Also magnificent Delahaye 135MS 3-position drophead coupé, very flashy, bodywork believed Pourtou, fully restored, offers / exchanges. Tel: 01-737 3861 32 Carlisle Mansions, London SW1. (28825

HUMBER SEDAN. 1952. Mint condition, low mileage, around £2,000. Tel: 090523 27065 29 (no agents). (92954

MORGAN PLUS 8. 1973, signal red, one owner since new, 38,000 miles, extremely good condition for year, aluminium panels, Konis / Michelin XWX, full history, fully serviced and maintained. £5,000 o.n.o. Tel: Twyford (0734) 343464 Evenings after 6 p.m. (28004

ASTON MARTIN DB6. 1969. Automatic, brown, new engine, 15,000 miles, red leather interior, stereo, sun roof, electric windows, excellent condition, matintained Richard Williams. £5,600 must sell — moving house. Tel: 01-493 1189 (day) Ickford (08447) 508 (Bucks.). (28586

NEW MORGAN 4/4. Four seater, red, wire wheels, available August. What offers? Replies Box 6648. (26931

X-REGD. Marcos 2-litre, minimal mileage, Wolfrace wheels, Cobeau seats, sun-roof. £6,950. Replies to Box No. 6661. (29440

ALFASUD 1.5 TI W-Reg. 1 owner under 10,000. Navy blue, sunroof, rustproof, 6 year guarantee. A1 condition. Company car forces sale. £3,000. Tel: 9-5 Bristol 666961 (ext. 2291) Ev./Wkends. Chew Mayna 2843. (29444

ASTON MARTIN BD5. 1964, taxed, M.o.T. Brick, 5-speed ZF box, selectraide etc. Excellent order throughout, good Pirellis, recent new exhaust. Present owner (AMOC) for 12 years. £5,250. Tel: Reading 332365. (29445

MG TA. 1939. Restored in v.g. order, tested. Much work and money has been put into this car. £3,850. D.D. White. 0325 74 303. (29443

MGB GT. 28,000 miles, one owner, dark red, overdrive, radio, immaculate. £3,500. Tel: 01-731 0679. (29433

MORGAN - 4, 1957. Four seater, Triumph engine, Moss Box. Fully restored, £4,950. Tel: 0937 62149. (29438

LATE ADDITIONS TO DISPLAY ADVERTISEMENTS
Phone 01-628 4741 ext 7 or 34 for details

MORGAN +8, July 1977, a wonderful example of the marque, this car has been virtually unused by its one owner, having covered less than 2,200 miles from new, full specification includes aluminium body, 5-speed g/box, limited slip differential, alloy wheels, finished in metallic burgundy with silver metallic wheel arches and running boards. £8,750. Tel: Bristol 0272 277166. (30654

GODFREY DAVIS (London) Ltd. offer a 1982 (X) Capri Injection in cardinal red "Cologne" alloy wheels, Philips "micro computer" stereo cassette. Balance of Ford warranty plus two years parts and labour warranty. £7,000. Contact Ray Dickens on 01-997 3388. 374 Ealing Road, Alperton, Middx.

WANTED

WANTED ALVIS Pre-war tourer, drophead preferred but any model considered, immediate decision and cash. Tel: Luton 56036. (94650

ALVIS SPEED 4.3 tourer. Bugatti 4-cylinder, any condition or convertible 8-cylinder, for renovation. Type 507 BMW 3-litre Lagonda tourer, Vauxhall 30/98 (chassis only considered). 1750 Alfa (prefer supercharged 2-seater, but anything considered). Tel: 01-737 3861, 01-761 4241. (95029

ROLLS-ROYCE AND BENTLEYS WANTED. Good condition or low mileage only. Standard and coachbuilt. Tel: 01-373 2296. (95728

WANTED 8-CYLINDER magneto, good price paid. Tel: 01-578 3810. (90699

WANTED MERCEDES for cash all 230SL, 250SL, 280SL, in fair or good condition. Tel: 0254 32424, 0706 227305. (27782

ASTON MARTIN Le Mans, 1932-34, preferably complete and original, though some work not objected to. Also interested in any International or Le Mans Spares, particularly engine parts, starters, dynamos, lamps. (Rotax or craftsmen). Box No. 6653. (27776



WALKER & DEEKES SPORTS CARS



SPECIALISTS IN QUALITY TRIUMPH and MG SPORTS CARS

TR7 Convertible 1980W. Silver	£4,250	**MGB GT 1981.** Black, 10,000m	£5,250	**TR8 Convertible 1980.** Red, alloy wheels	£6,250
TR7 1980. Black, sun roof, alloy wheels	£3,795	**MGB GT 1978T.** Russet brown, one owner	£3,195	**TR8 Coupe 1978T.** Brooklands green, US spec, power steering, air cond., sun roof, 17,000m	£4,250
TR7 1979. Inca yellow, 5-speed, 23,000m	£3,195	**MGB GT 1975.** Bracken, sun roof, o/drive	£2,095	**Datsun 280ZX 1979.** Black, 5-speed, alloy wheels	£4,250
TR7 1978. Blue, 23,000m	£2,495	**NGB GT 1974N.** Citron yellow, chrome bumpers	£1,895	**Morgan +8 1975.** B. R. Green, 30,000m	£4,950
TR7 1977S. White, auto, 37,000m	£2,195	**MGB GT 1973M.** Teal blue, o/drive	£1,695	**Alfa Romeo 2000 Spyder 1978.** Dark blue	£3,850
TR7 1977. Russet, 5-speed, sun roof	£2,195	**MGB GT 1972.** White, o/drive	£1,495	**Jensen Healey GT 1976.** Regal red, 44,000m	£2,395
TR7 1977. Blue, sun roof	£1,995	**MGB GT 1970.** Mineral blue, wire wheels	£1,095	**BMW 320 1979.** Red, auto, 34,000m	£4,395
Spitfire 1980. Red, o/drive, 6,000m	£3,295	**MGB GT V8 1976.** Primrose yellow, sun roof	£3,495	**RS2000 1976R.** Daytona yellow, alloy wheels	£2,350
Spitfire 1978. Black, 31,000m	£2,195	**MGB 1981 LE.** Bronze, 8,000m	£5,350	**Lancia Beta 1600 Coupe 1978T.** Brown	£1,795
Spitfire 1977S. White	£1,895	**MGB 1978.** Sandglow, 33,000m	£2,950	**Fiat X19 1979V.** Silver, one owner	£3,495
Spitfire 1975P. French blue, 57,000m	£1,595	**MGB 1977.** Red, 41,000m, o/drive	£2,695	**Fiat X19 1979.** Silver, 28,000m	£3,295
Spitfire 1974N. White, o/drive	£1,295	**MGB 1971.** Bronze yellow, h/s tops, o/d, 61,000m	£1,295	**Fiat X19 Lido 1979.** Black, 19,000m	£2,995
TR6 1975. Magenta, o/drive, h/s tops, alloy whls	£2,950	**Midget 1979.** Inca yellow, 26,000m	£2,795	**Fiat X19 1977.** Metallic red, 42,000m	£2,195
TR6 1971K. Red, o/drive, one owner	£1,695	**Midget 1979.** Vermilion red, 27,000m	£2,795	**Mini 1275 GT 1980.** Black, s/roof, 16,000m	£2,495
GT6 1974. French blue, o/drive	£1,795	**Midget 1978.** Sandglow, 34,000m	£2,295	**Mini 1275GT 1979.** Green, s/roof, 23,000m	£2,195
GT6 1973. Emerald green, o/drive, 55,000m	£1,695	**MGC Roadster 1968.** Mineral blue, w/w, o/d	£1,950		

SANDRIDGE GARAGE, ST ALBANS ROAD, SANDRIDGE, ST ALBANS. TEL: ST ALBANS 61000 58709

WANTED—continued

TR6, TR6. Wanted. Cash waiting, might consider car needing work. Tel: Offley 542. (93604
WANTED. E-TYPES for cash all V12s in fair or good condition. Tel: 0254 32424, 0706 227305. (27782
FIAT 508S owners, please write Peter Randell, 1609 Michelle Place, Victoria, B.C. Canada giving details of car, parts, other owners addresses. (27456
WANTED. SPORTS CARS and sports saloons. The very best prices paid for the right cars, cash or bankers draft, HP settled, will collect anywhere. Tony Gilbert Cars. Tel: Coventry (0203) 24660. (27207
FERRARI, BUGATTI, DELUGE and other sports car sales brochures wanted by collector, Jensen, Braabyvej 44, DK-4690 Hasley, Denmark. (93646
WANTED. PRESTIGE vintage oa early classic sports tourer, exchange bungalow country position near Worthing, realistic value, £23,000. Tel: 02434 71622. (28820
AC 427 or 428 any condition welcome, prompt cash. Brunner, Kronengasse 1,5400 Baden, Switzerland. (26709
WANTED URGENTLY. Rolls-Royce, Bentleys, any model, any year, conditions. Please phone anytime, 24 hours, Dartford 21013. (86028
WANTED. Sports cars, sports saloons, cash, H.P. settled, Banker's draft, very best prices paid for right cars, will collect. Tel: Tony Gilbert Cars, 0203 24660, or call at our Showroom, 84-86 London Road, Coventry. (29036
TR6 WANTED might consider car needing attention. Tel: Offley 542. (29035
JAGUAR/DAIMLER XJ 5.3C or Double Six Vanden Plas, 1977 model only, with GM box and leather must be excellent condition, low miles with history for collection on arrival in UK shortly. Write D. Young PO Box 1623 Canberra City Act 2601 Australia. (29279
WANTED XK120 workshop manual, also chrome strips for rear of head lamps and chassis frame for XK120. 57 West Street, Lilley, Nr. Luton. Tel: 046276 532. (29711
WANTED MEADOWS 4ED engine or any Meadows engine spares. 57 West Street, Lilley, Nr. Luton. Tel: 046276 532. (29711
WANTED. EARLY Formula 5000 Lola, Surtees, McLaren etc., complete or rolling chassis, alternatively Formula One chassis. Tel: Leicester 737802 eves. (29714
WANTED FOR VINTAGE 4½ Bentley Tourer, two case rear trunk, approx 32" wide, 19" deep, 15" high, any make, any colour. Hamilton, 25A Alma Road, Clifton, Bristol 8. Tel: Bristol 736721. (29634
TRIUMPH SPITFIRE MkIII or IV, one owner, low mileage preferred. Tel: Wigan 212911. (29639
PRE-WAR ROLLS Motor car or chassis wanted, Nudd, Hemington House, Shardlow. Tel: Derby 792177 anytime. (30210
RILEY 1½/2½ Roadster, drophead or saloon 1946-55, any condition considered. Tel: Saffron Walden 22330. (28366
WANTED AUSTIN 7 5.6 crown wheel and pinion or complete axle. Good price offered, will collect. Tel: 078 571 4610. (29626
ROLLS-ROYCE or Bentley Drophead required, 1946-1962, preferably one needing complete restoration. Tel: Rugby 810568. (30105
TR5 WANTED by enthusiast, cash waiting for immaculate low mileage example, full details to: P. Oakley, B.A.C. Ltd., P. O. Box 1732, Riyadh, Saudi Arabia. (30113
WANTED, 1970/77 Alfa Romeo 1750, 2000 GTV, Bertone Coupe, Berlina Saloon or 1600 Junior, original condition, no rust or respreyed, genuine low mileage, cash waiting. Box 6662. (30118
HUMBER 14/40 saloon or Austin 20 formal wanted. Originality most important. Tel: Hayward 0527 76002 or 0562 710227. (29945
4¼ MX OVERDRIVE open four seater Bentley, must be in good condition, fullest details including price to Denton, Holmwood House, Turvey, Beds. (30213
FIAT GAMINE "Noddy Car", any condition, or scrap car, or spares, literature or any information or other owners. Tel: 021-745 5534. (30197
MOTOR SPORT bound volumes 1 through 12 and 31 to 55, also any motoring books and art. I will collect. R. L. Scoma 8605 N. Milwaukee, Niles, Illinois, 60648 USA. (30142
ALVIS TD, TC, TE 21 drophead in good sound all-round condition, good price paid for suitable example. Tel: 01-546 2027. (30657
FERRARI 308 GT4, private cash buyer will pay top price for genuine, well maintained car. Tel: Petersfield (0730) 4957 day, 2484 eves. (30687
1930s SPORTS, tourer or special wanted, under two litres, VSCC eligible, running order or nearly so. Tel: Haddenham (0844) 291592. (30690
WANTED, WANTED USA purchaster requires any old or interesting sports or racing car, also old Rolls, Bentley or Ferrari, condition unimportant and best price paid. Tel: 01-385 1805 (London). (30413
ALVIS SPEED 20/25 tourer, or silver eagle tourer or Lagonda tourer. Tel: 061-427 1876. (30646
MORGAN +8 Wanted, preferably early 5-speed, realistic price. Todd, Larkrise, Windmill Hill, Ellington, Northumberland. Tel: 0670 861488. (30648

MISCELLANEOUS

COOPER MK 10, Lotus 6 or 7, Lotus Climax Mk. II, Lola Climax, or any interesting sport, or sports racing car built before December 1959, interesting pre-war car considered as an alternative, accepted in part payment for a wholesale motor car and commercial factoring business, with freehold premises in Dublin. Finance can be arranged in certain instances, reply with details etc. to Box. No. 6665. (30549
MOTOR SPORT 1952-1971 inc. Aug 52 missing, 21 copies Speed 36, 37 N.V.G. condition, best offer over £100 complete. Tel: Petersfield 67405. (30554
HEADLAMPS, CIRCA 1924, chrome, bell shaped, Lucas Kor, 8½", glass, restored as original, offers over £250 pair. Tel: 0633 858434. (30578
COLLECTION OF RAC badges from 1910. Auster rear windscreen, Miller, w/w BE cover in makers wrappings. S.A.E. details, McPherson, Upper Milton, Wells, Somerset. (30596
RESTORATION AND plating service for your lamps, sealed units, radiator surrounds, contact us. Rare items to clear: Lucas Bullseye P100, all types P80, QK596 SS100 Marchal, Carl Zeiss, Grebel, Bosch headlamps, P100 spares/glasses, spotlamps, FT57/8, FT37, 236, long, short trumpet horns, new Alte chrome horns, 1130 Torpedo sidelamps, rear lamps, opera lamps, RR, Bentley, SS Jaguar dessmo mascots, badges, Brooklands, National Motorists, RAC, AA, S.A.E. list overseas enquiries welcome. Wanted lamps, horns, glasses, mascots, badges. S. Butler, Silver Firs, Sandy Lane, Aylmerton, Norfolk, West Runton 366 STD 026 375. (30619

MISCELLANEOUS – continued

ROLLS ROYCE spanners, tools, for 20 H.P., 20/25, 25/30, Phl, large selection grease guns, klaxons, lights, trunks, badges, mascots. Tel: for details Tavistock 4370. (30611
PAIR OF Stephen Grebel headlamps, 11" diameter, suit vintage Rolls, Hispano etc, £325, please ring after 8th June. Tel: 01-366 7056 evenings or weekend only. (30192
MG VA radiators and shells, rusty chassis, good axles, bonnet etc. Tel: 0383 823751 evenings. (30200
SUPERB CAR trailer, three axle all steel 30 cwt. capacity with ramps and winch, fantastic stability, suitable commercial or private use, £695. Tel: Kendal (0539) 25519. (30386
BOOKS, MAGAZINES, Car catalogues etc., wanted, Motor Racing, Autocourse, Sports Car and Lotus Owner and Similar, Catalogue and book collections purchased. Tel: Green (0635) 253484 (Newbury). (30361
ORIGINAL TYPE Motor Sport binders, 4" spines, 4-18 months old, v.g.c., £3.25 each. Tel: Reading 416058. (30398
HIGH TENSILE bright plated bolts and nuts (B.S.F.) or U.N.F.) in assorted packs. S.A.E. for leaflet. W. G. Platts, The Schoolroom, Thrumpton, Nottingham. (29941
SALES LITERATURE for sale, hundreds of items from 1960s to date, very reasonable prices, send for lists to: J. M. MacKean, Lowood, Lyndhurst Road, Mossley Hill, Liverpool L18 8AU. (29933
BOOK BARGAINS we have quality books at reduced prices on a variety of transport subjects, S.A.E. for list, also we can supply to order most transport titles in the UK and a selection from US and continent. Drop us a line with your requirements. Weatherheads Bookshop Ltd., 58 Kingsbury, Aylesbury, Bucks. Tel: 0296 23153 24985. (30092
TRANSPORTATION All cars, any distance, full insurance, Chilterns Towing Service. Tel: Gerrards Cross (02813) 83396, immediate quotation. (30117
FERRARI YEARBOOKS 1954 and 1956 originals, £200 each or trade for Pomeroy, early bound, Motor Sport etc. R. L. Scoma, 8605 N. Milwaukee, Niles Illinois, 60648 USA. (30142
COMMISSION A watercolour portrait of your vehicle, cost only £35.40. For details and sample send £1 to Harbour, 25 High Street, Robertsbridge, E. Sussex. (30188
A35 1959, complete, suitable restoration, 5966 AC. Including spare engine, £225. Rover T75 1957, easy restoration project, £200. First class Morris MG components c 1930/1, oil pump, cylinder head, sump, camshaft, etc, £140 lot. Pinfield Lodge, Barntgreen, Birmingham. Tel: 021-445 2551. (30618
ENAMELLED BADGE Restoration Service. The restorers who use only genuine glass in their comprehensive service. SAE please with your enquiry to Pamela David Enamels, 6 Overtons Close, Radford Semele, Leamington Spa. Tel: 0926 23018. (29722
GENUINE ROLLS Royce Merlin V12 Aero engine. Supercharged 1,760 h.p., model 724/1 complete on stand with log book, maintenance and inspection manuals, plus many spares, £3,600. Tel: Rusper 541 (Sussex). (29784
MOTOR SPORT June 1954-March 1959 + 34 Sports Cars Illustrated August 1957-December 1958. Cars Illustrated 1959-61 less 4, v.g.c. £50. Tel: Alderton (Glos.) 286. (29922
MG SPARES NA petrol tank, £16; 2 P bonnet sides £12 each; J2 prop shaft £9.50; 1927 Morris Commodore engine (crank, rods, cam gear), same as 18/80 £400; 14/40 engine £150; F Magna block £65; PA Spare wheel holder £12.50; M Speedo £10.50; 14/40 speedo £12.50; P & L wiper motors £5.25; PA & TC horns £7; new TC distributor £16; M clutch plate £6.50; 4 J2 brake drums £7.50 each; NA chassis £150; 4 P road springs £20; J2 axle casing £20; 2 (new) to fit J2 & PA starter motors £27.50; 2 new TC head gaskets £6.25; P&N front hubs £7; also many more smaller parts. Barry Bone, Quoins Jarvis Lane, Steyning, Sussex. Tel: 0903 813355. S.A.E Please. (29942
ROLLS-ROYCE 20/25 AND 20 Cylinder Heads. Brand new, available, fully assembled, new valves, springs, coreplugs, etc. Stoved finish, export arranged. Limited batch. Only £1,680. Why risk an old head which can cost as much? Alden Ltd., 72 Charlotte St., London W1. Tel: 01-323 0862. Telex: 21698. (94530
NEW MOTORING books at very special prices. Motor Racing, histories etc., write for lists, Terry Wills, "Highways", Thornbury Road, Alverston, Bristol. (29020
MOTOR MAGAZINES and other motoring literature. Michael Smith, Specialist in Motor Magazines, 14 Edyvean Close, Rugby, CV22 6LD. (28769
COLLECTION/DELIVERY. Cars, motorcycles, spares, maximum 30cwt, fully insured, owner-driver, sensible rates. Tel: Southamptom 30875. (28418
ASH FRAMEWORK supplied for D.I.Y. classic and vintage car restoration. Any wood parts not held in stock can be manufactured to order if detailed drawings or original parts in reasonable condition are provided. Steam-bending, veneering and laminating undertaken. E. B. Mould, Coachbuilder, Joiner, 31 Sandbach, Great Lumley, Chester-le-Street, Co. Durham. Tel: 0632 653148 (work) or 0385 881191 (after 6 p.m.). (28235
WORLD WIDE SHIPPING of valuable vehicles. We specialise in their handling and securing within containers. Let our methods ensure safe arrival at destination. Cheaper insurance too. We also offer Ro-Ro, conventional and air freight at competitive prices. Swanscombe Auto-Exports, Swanscombe Garage, Swanscombe Road, London W11. Tel: 01-602 3555. Telex: 27950 (Ref. 221). (28017
CHROME WIRES, splined for hubs, spinners, tyres, new and secondhand for Jaguar MkII, S-Type, E-Type, Daimler Sovereign V8 250. Tel: 01-527 8041 or 01-520 6775. (84378
UK AND CONTINENTAL Transportation, well established personal and competitive service, multiples, one to three vehicles, comprehensive insurance, import/export facilities, storage. Tel: MS Transport Services on 01-393 4715 (24 Hour Ansafone). Telex 261507 ref 2016. (78949
CAR RECOVERY and delivery, local, national, continental, singles, doubles. Tel: Cartrek, Esher 62785 (Surrey). (82479
BOOKLIST NO. 823 of out-of-print and rare Motoring, Motorcycle and Bicycle books and magazines now available, price £2.00 UK, £3.00 overseas. Sales Literature, manuals, handbooks, programmes, road tests, photographs and posters. Eric Thompson, Long Common House, Shamley Green, Guildford, Surrey. Tel: 0483 892129. (26499
1909 ROLLS-ROYCE SILVER GHOST I. Set 4 mudguards, copper and brass inlet and water pipes, crankshaft damper. Other oddments. Tel: Bucklers Hard 249 (Hants.). (29434

MISCELLANEOUS – continued

SILVERSTONE. Half mile from circuit, 300 year old renovated cottage, 6 bedrooms, each with wash-hand basin and fitted wardrobes, 2 bathrooms, shower cloakrooms, large beamed lounge with inglenook fireplace, beamed dining room, cellar, music, billiard / play room with stone corner fireplace, oak blocked floors, bar. Utility room, boiler room, fitted kitchen with waste disposal, dish washer, etc. Half acre of lawned, well-stocked gardens, treble garage workshop, summer house. £67,500. Tel: Silverstone (0327) 857578. (29155
OVERSEAS READERS competing in vintage and historic events in the UK. We have vacancies for one or two more cars in our workshops for storage, rebuilding, restoration, race preparation and delivery etc. Excellent spares service and back-up facilities. Box No. 6660. (29281
SPITFIRE 1500 hard top. Immaculate, very little use, red. £95. Tel: Hornchurch 56076. (29442
3JRB, 4JRB, 5JRB. Registration No.'s for sale. Offers please to 3 Marlborough Road, Buxton, Derbyshire. (29437
CAR BROCHURES for sale. For price list, s.a.e. to Paul Robbins, 15 Hamilton Drive, Glasgow. (29508
BROOKES VINTAGE car trunk. Matching suitcases. Suitable large vintage tourer, pair brass sidelamps 4" dia., Marchal foglamp 7" dia., Lucas FT37 foglamp, pair Lucas 236. Cadillac silvered dial speedo. Sell / swop any all above for MGT spares. WHY. Tel: Bolton 50417. (29647
CORK CLUTCHES. Re-lined to original specifications, postal service. SAE for further details to Namrick Limited, 176 Nevill Avenue, Hove, Sussex. (29644
NUTS & BOLTS. High tensile bright zinc plated for restoration. BSF ranges up to 3/2". SAE for list. Namrick Ltd., 176 Nevill Avenue, Hove, Sussex. (29644
RARE LAMPS, horns, automobilia for disposal (1900-1939) — Marchal bullseye 12" restored headlamps, Grebel 9" headlamps, plus 9", 6", pair 5" hand Grebel spotlamps, pairs large Duplex Lucas acetelene brass headlamps, opera lamps, Brass & Nickel Boa Constrictor 6' horns, P100 "Bullseye" headlamps, P100S, P100L, P100R, R100, OK596 all restored, spotlamps-FT37, FT58/2, top hinged tribar, Wraith, Bosch, S38 hand spotlamps all restored, long & short trumpet horns, new Alto horns all restored, Edwardian unbelievable picnic set, Edwardian motoring coat, lots more. M. Wraight, 9 Coniston Crescent, Weymouth, Dorset. Tel: 03057-70463 (6-7 evenings). (29640
RARE MASCOTS, badges for disposal (1900-1939). Original Rolls-Royce & Bentley mascots including solid silver Ghost, Phantom, 20/25, Wraith kneeler, Mk6, 3½ etc., Brooklands Aero Club, Brooklands members, early RAC in brass & chrome, AA Stenson Cooke and 5", 6" Skeleton types, BARC, National Motorists, etc., etc. All in superb condition and priced to sell, plus 50 pairs P100 headlamps, spares, glasses, SS Jaguar spares, owleye taillamps, etc., only absolute quality items available, much more rare automobilia here. Absolutely no reproductions. Prompt shipping happily arranged. Mickey Wraight, 9 Coniston Crescent, Weymouth, Dorset. Tel: 03057 70463 (evenings 6-7). (29640
GOOD 820 × 120 TYRE on steel artillery wheel. Two 1927 car clocks. Pile of MOTOR SPORTS. Tel: Tillingham 303 (Essex). (29638
EARLY MOTORING Literature bought and sold. 26 page spring catalogue only 50p, listing books, magazines, brochures etc, at very reasonable prices. Les Wilson, Woodvine Cottage, 52, Manchester Road, Astley, Manchester M29 7EJ. Tel: 0942 893632. (30642
EARLY MOTOR SPORT for sale/exchange, Vol 4 Nos. 2, 9, 10 and 11, Vol. 9 complete bound, Vol. 15 Nos. 1-10. Plus Formula Magazine (US). Wanted: Motor Sport, March 1928, May and June 1929, Feb to Dec 1940 plus odd copies of Autosport Vols. 1, 2 & 3. Tel: 01-948 1532 (day), 01-940 5963 (eves). (30689
RILEY SPARES 9 h.p. and 12/4, some sporty. Tel: Ely 04865 3465. (30633
R6 TYRES unused, 550L x 15, 600L x 15. Tim Ely, Parcorner Drive, East Horsley 3465, Surrey. (30633
USEFUL BITS Allard K1 grille, Jaguar Mk IV doors, bonnet, P100s, Mk V grille rad, Mk VII headlights, Mk I dash, seats, Mk II splines, 5 w.w, E-Type splines, 3 w.w, MG TC 16" comp w.w, 2 J40 pedal cars, WWII Flying Jacket. Tel: 021-744 6015. (30701
280SL ENGINE, for sale minus valve gear, full reconditioned head, 80,000 miles block, owner bought new, for details Tel: 01-657 2719 (Sanderstead, Surrey). (30764
JACKS 75 Vintage car, commercial jacks from £5 each, or offer for lot, hundreds of 'V' belts, £100 the lot. Tel: 01-675 1409. (30732
WOLSELEY HORNET head, crank, new Fourteen crank, side valve Riley front and rear axles, many other spares for Riley 9 and 12/4. New P5, P6, P7 and Luvax Vane shock absorbers. Tel: 01-675 1409. (30732

EXCHANGE

1929 M-TYPE MG. 1934, PA MG, Ford-engined, some restoration needed, exchange both for T-Type MG. Tel.: 0454 772261. (30773
GENTLEMAN'S ELEGANT farmhouse residence, circa 1600, situated South-East Essex amid open countryside, close to Yachtsman's Mecca, thorough professional restoration providing four bedrooms, three reception, four car garage, peace and quiet and one acre, £130,000. Edwardian Ghost, veteran, W. O. Bentley or interesting car taken in part exchange. Replies to Box. No. 6664. (30261

FORTHCOMING EVENTS

WITHAM HISTORIC Vehicle Club present their 5th Annual Vintage Vehicle gathering on Sunday 8th August 1982 at Church Road, Hatfield Peveral, Essex. Details from J. C. Goodman, 2 Chippingdell, Witham, Essex. Tel: 0376 516918 eves or weekends. (30553
NOTICE OF CANCELLATION South Wales Autojumble & Car Mart, Tredegar House, Newport, June 6th. (30574
PORSCHE AUTOJUMBLE organised and run by the Porsche Club Gt. Britain at Chateau Impney, Nr. Droitwich on Saturday 3rd July 1982, all Porsche enthusiasts welcome. Limited number of stalls still available, ring 03756 77281 for details. (30601
AUTOJUMBLE GRAND London, Sunday 31st October, Westminster, details S.A.E. PGG Ltd, 2nd floor, 73 New Bond Street, London W1Y 9BD. (30141
MOST IMPORTANT events. Dorking Swapmeet 17/7/82, Mid Surrey Autojumble 18/7/82, Thruxton Autojumble 1/8/82, SEV Autojumble (Leighton Buzzard) 22/8/82, Wheels at Longleat Autojumble 29-30/8/82. Most events 100 stalls. Details Betchworth 3955. (30691

EVENTS—continued

DAIMLER & LANCHESTER Owners Club. Sat. June 12th. Annual Gen. Meeting, 1.30 p.m., Mere Golf & Conference Centre, Knutsford, Cheshire. Sun. June 13th. National Rally, 10.30 a.m. Tatton Park, Knutsford, Cheshire. Details (SAE) Soc. Secretary, Sandy Marcus, 32 Midholm, London NW11 6LN. (29029
YEOVIL FESTIVAL of Transport, August 14th, 15th 1982. Entries invited for all classes. Closing date Monday 14th June. Details from Chris Hicks, 116 Legion Road, Yeovil, Somerset. Tel: 0935 22319. (93624
AUTO SUNDAY JULY 4th. Family Day out, autojumble and concours competition (all classes), flying display and other attractions, country park setting near Bracknell. Anticipated attendance 10,000 plus. Book early. Entry details telephone Bracknell 54995. (27455
SOUTH HANTS VEHICLE Preservation Society's enlarged Autojumble, Havant College 6th June. Sites £5, sell your classic vehicle, automart entries £10, details: Phil Potter, 4 Ladram Road, Gosport, Hants. (27787
GIANT COLLECTORS car mart at Doncaster Racecourse Autojumble, Saturday July 10th. Entries invited, cost only £2 for pre-war vehicles, £5 for post-war. Autojumble stalls £5 for 12'. 20 vehicles and 130 stalls already booked. Details Tel: Doncaster 854161. (29435
WELSH MOTOR Museum and Rhuddlan Borough Council midsummer picnic run and concours, June 27th. Free entries, commemorative plaques for all entries. Now including motor cycles and custom cars. Entries from the RBC Town Hall, Rhyl, Clwyd. (6692
BEN LYNWOOD Rally, Ascot, Berks. Saturday June 26th. Veteran, Vintage, PVT entries welcome also "60 Years of Jaguars" display. Sir William Lyons and Duncan Hamilton invited. Details: Paul Finn, Lynwood, Sunninghill, Ascot, Berks. Tel: 0990 20191. (29724
TOY AND MODEL Collectors Fair, The Stour Centre, Ashford, Kent, Sunday, June 27th, 1982. From 10.30 a.m. to 4 p.m. Dinky, Lesney, Hornby, Tinplate etc. Details Tel: 0233 29462. (29719

CLUBS

PORSCHE CLUB Great Britain. Membership open to owners and enthusiasts throughout the world. Details from Roy Gilham, Executive Director, PCGB, 64 Raisins Hill, Pinner, Middlesex. (90945
AC OWNERS. If you own an AC or are interested, why not join our club. Monthly magazine, meetings, sprints, Concours, dinner dance, filmshows, etc. Details from Membership Secretary, 4 Portsmouth Road, Camberley, Surrey TU15 1LA. (61278
MASERATI CLUB Owners and enthusiasts, details from secretary, M. J. Miles, The Paddock, Old Salisbury Road, Abbots Ann, Andover SP11 7NJ. Tel: 026471312. (82614
AUSTIN TEN Drivers Club. 17th National Event at Berkely, Gloucestershire on June 26th, 27th. Enquiries Tel: Cheltenham 43708. (29500
BMW DRIVERS CLUB. Such friendly helpful people. Totally independent. BMWDC PO Box 8 Derham, Norfolk. Tel: 0362 4459. Only £8.80 p.a., no joining fee. (29645

MOTOR SPORT

SELF BINDER

to hold your 12 issues and keep MOTOR SPORT clean and tidy in one volume

Price £3.25 (UK)
(inc. post & packing).
£3.50 overseas

ALSO: for those who prefer the original type of binder, they are now available

Price £4.25 (UK)
(inc. post & packing).
£4.50 overseas

BOOKS

HISTORY OF BROOKLANDS
by William Boddy
Price £17.20 (UK)
(inc. post & packing).

GEORGES ROESCH AND THE INVINCIBLE TALBOT
by Anthony Blight
Price £10.20 (UK)
(inc. post & packing).

MOTOR SPORT BOOK OF DONINGTON
by William Boddy
Price £1.30 (UK)
(inc. post & packing).

Standard House, Bonhill Street, London EC2A 4DA
Tel: 01-628 4741 Ext. 28

Eoin Young's

RARE BOOKS

Motormedia
P.O. Box 3, East Horsley,
Surrey, U.K.
Telephone: 04865 3311

BUGATTI — WORK AND ART

This superb stiffback book was produced as a treatise by E. Hallums in 1979 under the title "Bugatti — The Quality of Work and the Quality of Art" but for a variety of reasons only a few copies reached the market internationally. Lavishly published on art paper with excellent period photographs and drawings, this modern collector's piece portrays Ettore Bugatti's engineering as an art form with polished expertise. Format is 8½ x 11½ inches with a tailored slipcase. 90 pages. Recommended. £30 (includes packing and postage). Only a limited number of copies available.

** **"THE CONSTANT SEARCH"**. Special offer. This bible for motoring book collectors by the doyen, Charles Mortimer, specially autographed, plus Eoin Young's 1982 Catalogue of Rare Motoring Books, for £25 including packing and postage. This superb guide for motoring book collector's as a coffee-table tome with the latest catalogue of rare old motoring books to fill the holes you've just discovered in your collection.

DON'T BUY A SNOOPER BEFORE READING THIS



Not licensed for UK use

ONLY by purchasing SNOOPER RADAR DETECTORS DIRECT from AUDAX Service the original importers will YOUR SNOOPER be exhaustively tested on BOTH radar bands BEFORE DESPATCH by a qualified Boffin. ONLY THEN is it covered by AUDAX 2 YEAR WRITTEN GUARANTEE. Surface and hidden models from £79 to £169. Delivery ex stock. Write or phone for full technical details. Independent test reports etc. From Service Dept., AUDAX INTERNATIONAL MARKETING. Tel: 01-660 2896. 24 VOLT models available for use in UK and abroad.

(Box 10) 45, Green Lane, Purley, Surrey CR2 3PQ.



CAR PULLOVERS

A superb V-Neck Acrilic Pullover, beautifully embroiderd (in Gold, Black or Red thread) with the name of your car.

Popular examples include: MG, Jaguar, Scirocco GLi, BMW 320, Triumph Stag, etc., etc.

We will embroider *any* car name reqd. Also Christian names, clubs, racing teams etc.

EXCELLENT VALUE £9.83 (incl. P&P)

2 Pullovers **£17.65** (incl. P&P)

SPECIAL CLUB & TEAM RATE. 12 Pullovers £8.33 each.

Pullovers available following colours. (Sizes 24„-48„) Black, Red, Navy, Royal Blue, Bottle Green and Burgundy.

When ordering state: Name of car etc., colour of embroidery, colour of Pullover (+ 2nd choice) and size reqd.

Own Motifs/Emblems from 20 pullovers. Details on request.

Cheques, PO's:-

TAYLORS EMBROIDERY, ROYAL OAK, HIGH ST., NEWHALL, BURTON-ON-TRENT, STAFFS.
Tel: (0283) 221873

EUROPEAN MOTOR INSURANCE



01-363 4966 **01-366 7447** **01-367 0878**

Motor Insurance Policies for Europe now available at very competitive rates for all types of cars. Green Cards ranging 1 month to 1 year. Underwritten by a leading British Insurer.

Bellevue Insurance Brokers Limited
66 Silver Street, Enfield, Middlesex, England.

Merryfields Performance Centre

ROMFORD BRANCH 161 MAWNEY ROAD, ROMFORD, ESSEX ROMFORD 22717

Situated on the main A12



LOTUS ELITE 504, R-Reg. Blue metallic, realistically priced at **£3,995**

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



E-TYPE CONVERTIBLE M-Reg. Hard and soft tops, finished in Azure blue with biscuit interior, chrome wire wheels, Whitewall tyres, documentation and history to support the 26,000 from two owners. Pristine condition. **£9,950**

LOTUS ESPRIT 1979. Metallic silver, black leather, service history, immaculate, one of the best looking cars in the country. **£8,450**
LOTUS ELITE 503 Late 1978, X-Reg. Red with black leather interior. **£5,995**
LOTUS ELITE 503 R-Reg. White, Marcasite trim, well above av. **£4,750**
LOTUS ECLAT 520 1976. Red with beige interior, mag wheels, outstanding condition. **£3,750**
X1/9 Metallic green, 1978. 29,000 miles, known to us for two years. **£2,595**
TR7 1977. Tahiti blue low mileage by one owner. **£2,295**
BMW 728 T-Reg. Manual, met. green, tints, central locking, full service history, immaculate condition. **£4,995**
TR7 W-Reg. One lady owner, 19,000 miles, 5 speed gearbox. **£3,950**
TR7 1977. Yellow, radio/cassette, Wolfrace wheels **£2,295**
X1/9s. Choice of two 1978's, met. blue and met. green, average mileage and in excellent condition. ..... **from £2,295**
TRIUMPH STAG 1975. Yellow coachwork, manual overdrive a definite for the summer. **£2,995**
TRIUMPH STAG 1977. Tahiti blue, beige interior, automatic, p.a.s., hard and soft tops, very attractive car, realistically priced. **£3,450**
E-TYPE 2+2 1968. A beautiful specimen, done 63,000 miles, dark blue bodywork with unblemished piped red leather interior, manual gearbox, chrome wire wheels. **£4,495**
E-TYPE V12 2+2. Red with beige leather, chrome wheels, Whitewall tyres, 53,000. ..... **£4,995**
TVR P-Reg. Red with white body stripe, economical with Ford 1600 engine. **£2,595**
MGB GT T-Reg. Yellow with tinted windows, low mileage. **£2,995**
RELIANT SCIMITARS. Choice of two, 1974 and 1975, one blue, one white, sun roofs and mag wheels. ..... **from £1,695**
FERRARI 308 GTB 1977. Silver with blue interior, very tight to drive backed by history. **£9,750**
MASERATI MERAK SS. Metallic silver, W-Reg, 8,000 miles. **£13,750**
CORVETTE STINGRAY 1978. Red, low mileage, alloy wheels, no emission control, a very fast machine. **£6,450**

WE CURRENTLY REQUIRE 4 Fiat X1/9s 77/80; 3 GTEs Auto or Manual; 6 Lotus Esprits 77/80.

EXCELLENT PART EXCHANGE ALLOWANCES.
SPORTS CARS DESPERATELY REQUIRED. HIGHEST CASH PRICES PAID.

ELFORDS mazda RX7

ALTOGETHER, THE SOUTH'S TOP MAZDA TURBO SPECIALISTS



. . . this stylish, luxury, and high performance car offers you the latest in technology and performance as standard. But with our specialist turbo charging, and quality RX7 accessories, we can show you superb performance and reliability backed up by superb after sales service. If you're thinking of a Mazda, think ELFORDS . . Turbo charging available on all Mazda models.

ELFORDS ENGINEERING LTD · TUCKTON ROAD, SOUTHBOURNE, BOURNEMOUTH 431883



PORSCHE

FOR NEW & USED

Consult The Official Sales Centre for Yorkshire & N. Humberside

JCT600 Apperley Lane, Yeadon, Leeds LS19 7BZ. Tel: (0532) 502231.

MORGAN AGENTS

ALLON WHITE & SON (CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205

SALES SERVICE SPARES by Morgan enthusiasts

Used Morgans purchased and supplied

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

JAGUAR

SPECIALISTS FOR ALL SERVICING AND REPAIRS

paintwork, welding and chassis alignment, fuel injection tuning and analysis, UK & European collection and delivery, comprehensive spares stock of most parts for all models, air freight and postal service

90, Peckham Rye, London SE15
01-639 1000, 01-639 9704, 01-639 2245

TVR TASMIN IN THE MIDLANDS

TASMIN 2.8 CONVERTIBLES.
Choice of black or red from old price of **£11,800**

TASMIN 2.8 FIXED HEAD SERIES 2.
Latest spec. car. Graphite grey, silver bands and bumpers, blue trim. **£13,824**

TASMIN 200. 2-LITRES
Fixed head in Italian red with gold bands and bumpers, extras. **£10,690**
Convertible in omega gold metallic, black trim, extras. **£10,230**

DEMONSTRATOR
1982 "X" 2.8 Convertible. Silver metallic, low mileage. **£9,950**

DELIVERY MILEAGE MGs
MGB Roadsters. Various colours, 'on road' with 12 months road tax. **£6,258**

1980 MG Midget. Black commemorative model. One owner, 9,000 miles. **£3,750**

ROLLS-ROYCE
'W' (1980) Shadow II. 9,000 miles, one owner, shell grey / caribbean blue **£27,950**

1965 Gordon Keeble. Appreciating classic 4-seater. Wedgwood blue with black trim. **£6,250**

1978 Jaguar XJS. Signal red, black trim and vinyl roof, w/w tyres. **£6,950**

1946 Austin 10. Daily use until 1977, sliding roof, opening windscreen, etc. **£1,350**

* Excellent part exchange allowances
* Leasing & HP willingly arranged.

For demonstration anywhere of these exciting, yet practical and luxuriously finished all British Sports cars please telephone:

TVR CENTRE, VULCAN ROAD, BILSTON (0902) 44151



This truly magnificent 1973 example must be seen to be believed. It looks like new, drives like new yet is totally original. One owner/Driver, full operating log, 32,000 miles, undersealed and complete with highly polished Wolfrace wheels, Rollover bar, burglar alarm, reclining seats etc. etc. Never damaged or otherwise misused. Offered complete with dust cover and a few spares. **£6250.**

Telephone Bournemouth 520727 between 7 pm and 10 pm

MOTOR INSURANCE

FOR ECONOMY WITH SECURITY
(BIA AND LLOYDS COMPANIES ONLY)
FILL IN THE COUPON OR PHONE

01-221 2222

INSTALMENT PLAN AVAILABLE IMMEDIATE COVER

Name (Mr, Mrs, Miss, Ms)_____ married/single*
Address_____
_____ Date of birth_____
Country of birth_____ UK resident for_____ years.
Full/Prov* Licence for_____ years_____ months.
Occupation_____ 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 claims bonus with_____ Ins. Co. Ltd., myself only to drive*/myself and spouse only*/named drivers*. Age of additional youngest driver_____ Full/Prov* Lic. for_____ 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 details.
*delete as app. ANNUAL GREEN CARDS AVAILABLE

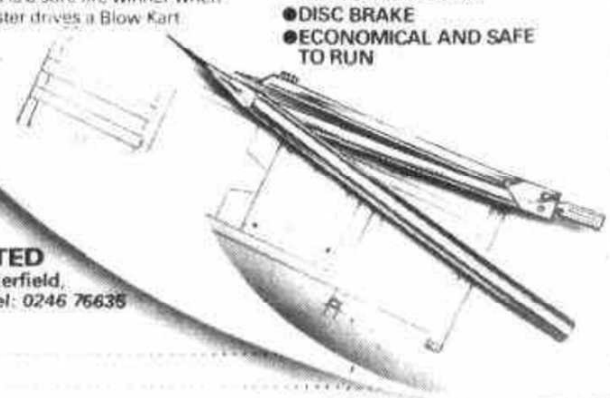
HYDE PARK INSURANCE CONSULTANTS
191 WESTBOURNE GROVE, LONDON W11 MS/5/82

The Blow Kart
Designed for children with parents in mind



The sensational new Blow Kart, 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 Blow Kart.

- 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 .....

MS 5/82 ..... PLEASE USE BLOCK CAPITALS

The Chequered Flag

London's Leading Sports Car Specialists

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

JAGUAR XJS. Outstanding Coupé in Green Sand with Beige leather, all the usual extra XJS refinements, a one owner 1977 car with service history. **£6,485**

MGB. Currently 10 specially hand-picked Roadsters in stock, all with overdrive. Various colours and extras. 1977/81. ..... **From £2,985**

LOTUS ELITE 501. Very good 1979 version in Red with Black trim, 5-speeds, elec. tints and mirrors, radio/tape, alloys, etc. Service History. **£6,785**

FERRARI DINO 246 GT. Superb example in Racing Red with Black trim, alloy-wheels, elec. windows, elec. aerial, radio, etc. Special No. **£9,985**

ALFA ROMEO 2000 SPYDER. Attractive in Primrose with Black cockpit, 5-speeds, Radio / Tape / elec. aerial. Service History. 1978(S). **£5,485**

RENAULT 5 GORDINI. 1980, finished in Black with Red velour trim, 5-speed, alloy wheels, sunroof, 1 lady owner. Only 18,000 miles. Service History. **£3,585**

AUDI COUPÉ GT 5S. An unblemished one-owner 1981 example of these most attractive coupés. Blue with Grey cloth, 5-cyls., 5-speeds, alloys, sunroof, elec. tints, radio / tape / elec. aerial, Service History, very low mileage. **£7,485**

MG MIDGET. Choice of 4 1978 / 80 models in Yellow, Blue, Brown or Black. ..... **From £2,585**

CHEVROLET CORVETTE STINGRAY. Really superb split-roof coupé in Silver with Green trim and coach lines. Auto, PAS, Air-cond., elec. tints., AM/FM Radio, 350 High-performance engine, Wolfrace alloys, etc. **£6,485**

TVR TASMIN COUPÉ. Sapphire Blue with Dark Blue trim, bumpers and model band, alloy wheels, radio, tape, elec. windows etc. New and unreg'd at a special price.

PORSCHE 924. Choice of two 1978 automatic examples of these popular coupés, Guards Red or Silver, both with sunroof, alloys, radio / tape, etc. **£5,985**

FORD CAPRI 3-LITRE. Choice of 2 of these underated coupés, a yellow Ghia and a white X-Pack, both with 7" alloys, wide-arches, sunroof, radio, etc. ..... **From £3,485**

LOTUS ESPRIT SII. Super 1979 example in Gold with Beige leather, radio / tape, alloys, etc. **£7,985**

BMW 635. A truly superb CSI coupé in Black with Beige trim, auto., PAS, elec. sunroof, mirror, air cond., radio / tape, etc. A one-owner 1980 car with full Service History. **£13,785**

LANCIA DELTA. A one owner 1500 'W' reg'd Delta supplied and serviced by us. 5-speeds, alloy wheels, radio, etc. Service History shows 10,000 miles only. **£3,785**

FORD FIESTA 1300 GHIA. Very smart in Midnight Blue with Red cloth trim, sunroof, radio, etc. **£3,285**

MORGAN 4+4. The popular open 4-seater tourer in Red with Dark Blue trim, Tonneau, etc. Moderate mileage, 1978. ..... **£5,985**

TVR 3000M. Outstanding late coupé in Red with Black trim, smoked-glass sunroof, alloys, radio, etc. A 1980 low mileage one-owner car. **£6,285**

MAZDA RX7. Pristine Coupé. In Sunset Red with Charcoal cloth, glass sunroof, 5-speeds, alloys, spoilers, radio / tape, etc. A *one-owner 1981 car with service* history showing only 7,000 miles. **£6,985**

SAAB 99 TURBO. Impressive example of these sought-after cars, Black with Red velour trim, alloy-wheels, radio, etc. Service History. **£3,985**

BMW 728A. *Most impressive in* Polaris Silver with Blue cloth, Auto, PAS, radio / tape, Centre-locking, tints, etc. A one-owner car with service history. **£5,985**

SCIMITAR GTE. Choice of 2 O/Drive or Auto models in Celtic Brown or Capricorn Blue; various specs and extras. 1978/80. ..... **From £4,485**

SALOONS. Selection of part-exchange bargains. Escorts, Minis, Cortinas, Fiestas, Strada, etc. All at very reasonable prices.

PORSCHE 924 TURBO. Beautiful Silver-Over Blue Scheme; 5 speeds, alloys with P'6s, sunroof, radio / tape, elec. tints & mirrors. A one-owner 1980 (W) car with service history showing nominal mileage. **£10,985**

BMW 323i. Specially selected 1979 example of these fuel-injected sports saloons. Black with Black cloth and Motorsport stripes, steel sunroof, Bronze tints, alloy-wheels, Radio / cass. **£5,785**

LANCIA COUPÉS. Choice of 4, Both 2000 and 1600 examples, former with sunroofs, all 5-speeds, alloy-wheels, radio, etc. 1980/81. **From £3,985**

TRIUMPH TR7. Probably the best value-for-money sports car on the road. Choice of several 4/5 speeds or Auto; sunroof, etc. 1979/81. **From £3,485**

TVR TASMIN COUPÉ. Attractive Anthracite with Beige cloth, 2.8 V6 injection unit, alloys, elec. tints, radio / tape, etc. A one-owner 1981 car with history showing only 4,000 miles. **£8,985**

PORSCHE 928 AUTOMATIC. 2 of these supercars to choose from. 1979 in Copper Brown and 1980 in Guards Red. Extras include ESR, Air cond., PDM, radio / cass., Cruise control and usual luxurious refinements, Both low mileage with Service Records. ..... **From £11,985**

ALFA ROMEO MONTREAL COUPÉ. Really excellent example of this collectors' car in Burnt Amber with Black trim, 5-speeds, alloys, air cond., elec. tints, etc. **£6,985**

MAZDA RX7. Very attractive 1980 coupé in Pale Blue Metallic with Grey & Black cloth trim, fully equipped 1980 car with Service History. **£5,985**

PANTHER LIMA. Eye-catching open 2 str. in Yellow & Black with Black cockpit, Lthr wheel, & spoiler; chrome wire-wheels, Radio / tape, etc. **£3,985**

PORSCHE 911 SC. Choice of 2, 1980 Celtic Brown Targa with Beige leather or 1979 G.P. White Coupé with Black pinstripe. Fitted ESR, radio / cass. plus all normal extras. Both low-mileage with service records. ..... **From £11,985**

TVR TASMIN CONVERTIBLE. White with Blue cloth and model bands, radio / tape, auto., elec. aerial, elec. tints, alloy-wheels, etc. New and unreg'd at a special price.

TRIUMPH TR7 CONVERTIBLE. *Choice of 4; Triton Green, Platinum* Silver, Red or Acqua. All 5-speed, radio, etc. 1980 / 81. ..... **From £5,185**

LANCIA HPE. 3 excellent examples of these high-performance estates. Red or Blue 1600's and a 2000 with sunroof etc. 1978/81. ..... **From £2,485**

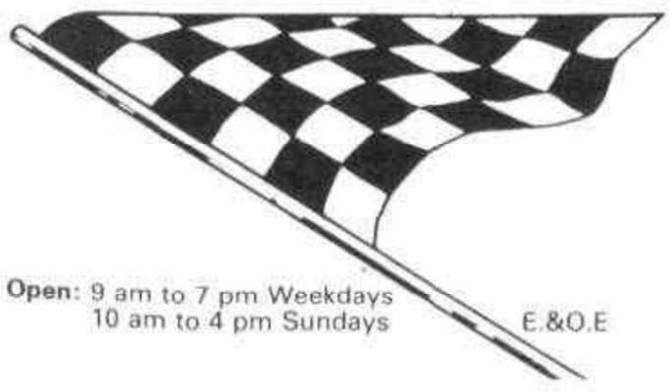
PORSCHE 911 SPORTS COUPÉ. Unmarked 1980 example in Guards Red / Black trim. Fitted elec. sunroof, elec. tints & mirrors, cruise control, front & rear spoilers, fogs & spots, etc. Low mileage with service records. **£14,985**

TRIUMPH SPITFIRE 1500. We currently have a selection of 4 hand-picked examples in various colours. 1978/81. ..... **From £2,385**

FIAT X19 1500. Choice of 6 of these attractive cars. Metallic Blue, Gold Red, or Silver, all with 5-speeds, Radio / Tape, alloy wheels. 1980/81. **From £4,185**

MGB GT. 3 carefully-selected overdrive models in stock, various colours and specs. of these popular cars. 1979/80. ..... **From £3,985**

PORSCHE 911 CARRERA -3 COUPÉ. Striking in Black with Black cloth, elec. sunroof, tints, large spoiler, radio / tape, elec. aerial. 'S' reg'd. **£10,685**



Open: 9 am to 7 pm Weekdays
10 am to 4 pm Sundays

E.&O.E

VAUXHALL GM OPEL

Now You can see the General Motors Show at:—

Chiswick High Road London W4 01-995 0022

Sports Cars at 548-560 High Road, W4.
General Motors Main Dealers at 512-518 High Road, W4.
Lancia Solus Dealers at 610-624 High Road, W4.
Vauxhall/Opel Parts & Service 01-995 8941-3.
Lancia Parts & Service 01-995 0102-4.
TVR & Scimitar Parts & Service 01-994 7871-2.

LANCIA

Simon J. Robinson



MGA SPARES

Just a small selection from our NEW CATALOGUE

Front Shroud (Bonnet Surround)	£325
Front Shroud, repair section (front grille area)	£125
Front Inner wings	£38.50
Front Valance	£65.00
Front Duct Panel	£12.50
Front Wings	£160
Rear Wings	£150

Wing Repair Sections all available. See Catalogue

Boot rear wrapper section	£21.00		
Boot Floor	£25.00	Grab Handles	£12.50 each
Door Skins	£35.00	Seat Kits in leather	£168.00
Front Bumpers	£49.50	Arm Rest	£18.50
Rear Bumpers	£39.50	Side Screen holder	£24.00
Front Grilles	£55.00	Side Screens	£90.00 a pair
Badge Bars	£16.00	Carpet Sets, from	£45.00

Many Parts available from the New Catalogue. (Well illustrated) Please call for details

MG SELECTION

MGA's	
1958 Twin-Cam Roadster	£2,500
1962 Mk.II Roadster, Red Interior	£3,500
1957 1500, Wire Wheels, mint condition	£4,100
1955 Roadster, O/Eng White, very clean	£2,600
1958 Roadster, Runner for restoration	£950
1500 FHC, Wire Wheels, rough but complete	£500
MGB's	
1978 Roadster, 1 Owner, 40,000 mls	£2,500
1975 Roadster, Chrome bumpers, mint condition	£2,300
1974 Roadster, 51,000 mls	£1,850
1972 Roadster, Bronze	£1,250
MGB GT's	
1977 GT. Brooklands Green. 1 owner. 21,000 mls only	£2,850
1978 GT. Red. 4,500 mls excellent condition	£2,800
1973 GT. Red. very clean	£1,450
MIDGETS	
1979 1 owner. 22,000 mls	£2,800
1977 Black. 41,000 mls	£1,850
1972 Bronze.	£850
1961 Very original and clean	£1,250

Free Stock list available

All MGB & MIDGET Spares Stocked
MANY OTHER CARS AVAILABLE

M.G.A. Centre, Cleveland Street, Darlington, Co Durham. Tel: (0325) 281343/4

BARCLAYCARD VISA

SE SPECIALISED ENGINES

Manorway Industrial Estate. Grays. Essex. Phone: 0375-78606.

FORD only Exchange Reconditioned Units. 12 Month/12,000 Mile Guarantee. If you own an AC, Gilbern, Ginetta, Lotus Seven, Marcos, Morgan, Scimitar, Trident, TVR, Capri, Cortina, Escort, Granada, Transit, Zephyr/Zodiac Mk. 4 or **TRIUMPH STAG CONVERSION** we can supply a Standard unit from: Examples: 1200. £112. O.H. Cams. £187. V4's £208. V6's £239.

But why not have a more **EFFICIENT** Tuned Unit, with new parts. Built for Road use to give more **POWER** and **ECONOMY** whilst remaining **TRACTABLE**. We prefer you to see the engine built.

TUNED ENGINES from	STAGE 1	2.	3.
105E to 1500	£203	£251	—
ALL X FLOWS	£223	£284	£317
ALL O.H. CAMS	£281	£360	£462
ALL V4's	£298	£361	£473
ALL V6's	£351	£417	£567

We also do Big Ones For Small.
1500 for 1200 £145
2000 for 1700 V4. £238
3000 for 2.5 £275
TRIUMPH STAG V6 CONVERSIONS. FROM £1275.

Tuned 2.3-2.8 V6's and all Fiesta's Prices on application.
Carbs. Cross Drilled Cranks. Balanced and Overbored, etc. Machining. Exchange Heads £23. Exchange Crankshafts. 3 Hour Reboring Service By Appointment. Try our Tuned Cars: Triumph Stag Stage 1 V6. Capri Stage 2. AC Stage 3. One day fitting. S.A.E. for details. All Prices subject to VAT.

PARKER & PARKER LTD.

OFFICIAL PORSCHE CENTRE

1968 FERRARI 330GTC
Rosso Chiaro, Grey Leather, Borrani wire wheels, offers over **£13,000**

1938 MG TA
Red / Red Leather, Restored Example, offers over **£5,500**

Kendal, Cumbria.

Tel: (0539) 24331
Ian Parker



1966 FERRARI 275 G.T.B/C

Chassis No. 9035

Ex Roy Pike, Piers Courage 1966, Le Mans Class Winner, 8th Overall, other successes at Montlhery 1,000 km, Monza 1,000 km, etc., full lightweight spec., dry sump engine, Borrani wheels.

In addition spares include alternative ratio axle / gearbox wide wheels, steering box, exhausts, clutch and brake parts etc.

Tel: 0206262240

ALL MOTOR INSURANCE
LOW RATES WITH INSTALMENTS

- Self Drive Hire
- Commercial Vehicles
- Motorcycles
- Mature Drivers

LLOYD'S & B.I.A. CO's ONLY
YOUNG DRIVERS SPORTS and G.T. CARS

Name ..... Age .....
Address .....
.....
Occupation ..... Period of Residence in U.K..... years
Full / Provisional licence for ..... years.
Comp / TP, F & T / TP Only. Excess £ .....
Make ..... Model ..... Year .....
C.C. ..... Value £.....
Garaged YES / NO O.O.D. / ANY DRIVER / NAME DRIVERS ..... Anybody to drive under 21 YES / NO, under 25 years YES / NO. *Business / Pleasure Use. I am entitled to .....NCB with ..... Ins. Co.
Please advise full particulars of additional drivers, accidents and convictions ..... IF NOT ENTITLED TO NCB
Please advise how experience gained as FURTHER DISCOUNTS MAY BE ARRANGED.

*Full details of any business must be given.

Motts Godwin Insurance Brokers
561-3 Watford Way, Mill Hill NW7 4RT
Tel: 01 906 1544

SoundProof YOUR CAR WITH AN ACOUSTIKIT

Britain's Top Selling Mail Order Kit with **up to 50% more coverage**

An Acoustikit helps safer, better driving and boosts the resale value of your car. It's the sound insulation system that gives all-round protection against nerve wracking noise from the engine, gears, road etc. Uses the finest combination of materials. Britain's top-selling mail- order kit.

Choose: Either a **Super Acoustikit,** which insulates the entire car, or an **Underbonnet Acoustikit,** which insulates the engine compartment (Basic materials also available on request).

Complete and ready to install. All kits are ready-cut for **immediate** installation. Simple to fit. Complete, easy to follow instructions provided. *Please allow 28 days for delivery.*

PRICES START AT ONLY £15.00 VAT inc

A TYPICAL SUPER ACOUSTIKIT LAYOUT



Money back guarantee
No quibbling

Acoustikit, Hammond Ave., Stockport, SK4 1PQ.

LOOK HERE FOR YOUR CAR

Winterphote d ls not listed) Superkits shown first in heavy type
Underbonnet Kits shown second (carriage costs are shown in coupon)

Alfa Romeo		
Alfasud SW Sal	£28	£10.25
Alfetta	£28	£10.25
Audi		
80 Sal Ext (excl	£39	£10.50
100 Sal Exc 1980	£39	£10.50
Mk 1 & V		
British Leyland		
Metro	£26	£10.25
Mini Sal Club Sal	£28	£9.75
Mini Est Club Est	£35	£9.75
Mini Pick up	£15	£9.75
Mini Van	£26	£9.75
1100 1300	£35	£10.25
Maxi	£39	£10.25
Allegro Sal Est	£35	£10.50
Marina Sal Est	£39	£10.25
Marina Van		
(Double Cab)	£60	£10.25
Ital Sal	£35	£10.25
MG Midget		
MGB GT	£35	£10.25
Princess II	£39	£10.25
Sherpa Van		
(Double Cab)	£60	£10.25
Land Rover SWB	£55	£10.50
Range Rover	£60	£10.50
Chrysler Talbot		
Avenger Sal Est	£39	£10.25
Hunter Estate	£39	£10.25
Alpine 75 77	£39	£10.25
Sunbeam	£35	£10.25
Horizon	£35	£10.25
Solara	£39	£10.25
Citroen		
2CV6	£35	£10.25
Ami 8	£35	£10.25
Visa	£35	£10.25
GS Club		
Sal Est	£35	£10.25
Dyane 6	£35	£10.25
Colt Mitsubishi		
1400 GLX	£35	£10.25
Lancia Gamma		
Sal Est 78 on	£39	£10.25
Coupe 78 on	£39	£10.25
Sigma 78 on	£39	£10.25
Beaumont	£35	£10.25
Datsun		
Cherry Sal		
Cou Est	£35	£10.25
Cherry 1000	£35	£10.25
F11 Sal Cou Est	£35	£10.25
Sunny 1200		
Sal Cou Est	£35	£10.25
Violet 140		
160J SX	£39	£10.25
160 1800		
Sal Est Ms I & II	£39	£10.25
Fiat		
124 131	£39	£10.25
126	£35	£10.50
128 128 3P	£35	£10.25
131 Sal Est	£39	£10.25
Strada	£39	£10.25
Panda	£35	£10.25
Ford		
Fiesta all models	£31	£10.25
Escort		
1100 Ghia Est	£39	£10.25
Estate Van	£39	£10.25
Capri 1600	£39	£10.25
Cortina 1300 to		
Sal Est	£39	£10.50
Granada Ms I & II		
Sal Est Ghia	£39	£10.50
Lada Sal Est	£35	£10.50

Honda		
Civic	£35	£10.50
Accord HB 4 dr		
Sal	£35	£10.25
Prelude	£35	£10.25
Opel Manta		
Mk I Sal	£35	£10.25
Kadett Sal Est		
(Rocky)	£35	£10.25
Mazda (All 78 on)		
1300 Hatchback	£35	£10.25
818 Sal Cou Est	£35	£10.25
323	£35	£10.25
616	£35	£10.25
818 Sal Cou Est	£35	£10.25
Mentor		
Sal Clou	£39	£10.25
Peugeot		
104 Sal HB	£39	£10.25
304 Sal HB	£39	£10.25
305 Sal	£39	£10.25
504		
Sal Est Ms I & II	£39	£10.25
604 Sal	£39	£10.25
Polski Fiat		
125P Sal Est	£39	£10.25
Renault		
4 5 6	£35	£10.25
12 14	£39	£10.25
15 16 17		
18 20 30	£39	£10.50
Fuego	£39	£10.50
Saab		
95 96 99 900	£39	£10.25
Simca		
1000 1100	£31	£10.25
1301 1501		
Sal Est	£35	£10.25
Subaru 1600 1800		
Sal Cou Est	£39	£10.25
Toyota		
Corolla HB 4 dr		
Only	£39	
30 Sal Clou		
Est HB*	£26	£10.25
Carina Sal Est*	£26	£10.25
Cressida*	£26	£10.25
Celica*	£26	£10.25
Triumph		
Dol Spr 1500	£39	£10.25
Toledo	£35	£10.25
2000 Mk II	£39	£10.25
Spitfire Mk 3 & IV	£35	£10.25
GT6 Mk I & II	£35	£10.25
TR7	£31	£10.25
Acclaim	£35	£10.25
Vauxhall		
Nova	£35	£10.25
Chev Sal Est HB	£31	£10.25
Viva HA HC HB		
Sal Est	£39	£10.25
Volvo 66 FE FD		
Sal Est	£39	£10.25
Cit Sal Clou	£39	£10.25
Bedford HA Van	£39	£10.25
Volvo 240		
22 44 66	£35	£10.25
343 345	£39	£10.25
140 240 Sal Est	£39	£10.25
V W		
Golf*	£19	£10.25
Polo*	£19	£10.25
Derby to 81*	£19	£10.25
81 on	£39	£10.25
Pass Sal Est	£39	£10.25
Scirocco*	£19	£10.25
Jetta*	£19	£10.25
*2 x Door & Bonnet only		

TO: ACOUSTIKIT, Dept, MS31, 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

Make _____ Model _____ Year _____

I enclose cheque/PO payable to Acoustikit for £_____ which is the cost listed above plus part carriage charge of £3.60 (superkits) or £2.50 (underbonnet kits). OR

Please charge my Access*/Barclaycard* account. My account no. is:

Name _____

Address _____

ACOUSTIKIT

ACCESS/BARCLAYCARD orders please phone 061 480 3791



Moto-Lita

The finest hand built steering wheels available

Over 25 years' experience in the manufacture of special and replica steering wheels.
Suppliers to Aston Martin, Lola, Leyland competition, Opel, Peugeot, Rolls-Royce, Saab, Ford, Panther, Talbot and many more.
Many styles and diameters with wood or leather rims with hubs to suit over 600 car models including many early classics.
Prices from £47.00 complete. Send 15p stamp for colour catalogue.

MOTO-LITA LTD., THRUXTON RACING CIRCUIT, NR. ANDOVER, HANTS SP11 8PW
Tel: 026477 2811 Telex: 47178 Wheels G.



* Voted "ROLLS-ROYCE" of steering wheels by Autocapitale, Italy's Premier Car Magazine



1968 FERRARI 365 GTC

MINT CONDITION THROUGHOUT
Private owner. Red with black hide interior. This car is offered for private sale.
£16,500
For further enquiries please ring (0742) 890627

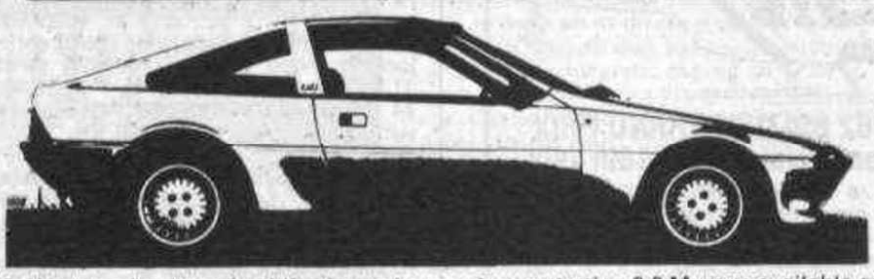


MATRA BAGHEERA S

We are pleased to be able to offer a superb specimen of the final series l.h.d. Bagheera 3 seat coupé finished in orange with brown tweed cloth trim. First registered September 1977 (S) and having done only 29,000 miles from new. This is a rare opportunity to acquire one of these economical sports tourers in totally unmarked original condition throughout.
Price £2,850 with 24 months Warranty

STANMORE MOTOR CO
65 STANMORE HILL, STANMORE, MIDDLESEX
Tel.: 01-954 3199 / 1699

M A T R A M U R E N A



● We hope by date of publication to have a demonstration 2.2 Murena available and to be able to offer personal import facilities on both 2.2 and 1.6 versions for early delivery. Please phone for details — meanwhile we continue to specialise in sales, service and parts facilities for the Matra Bagheera "S" and "X".

SPORTS CARS UNLIMITED

SOUTHEND GARAGE (bk Fernwood Rd.,) Jesmond, Newcastle upon Tyne, NE2 1TJ Tel: (0632) 814036. Answerphone (Saturdays 0207 71271)



V-REG ASTON MARTIN LAGONDA, 4-DOOR EXECUTIVE SPORTS SALOON. Finished in metallic bronze with complementing magnolia soft kid glove hide upholstery, auto, PAS, air conditioned, bronzed tinted windows, cruise control, computerised instrument panel, full electric operated seats, windows and mirrors. Can only be described as British craftsmanship at its best. Cost today in excess of £55,000.
£34,999

1973 BMW 2002 CABRIOLET. Finished in metallic turquoise coachwork with complementing black and grey velour upholstery, manual, tinted windows, alloy wheels, radio, ex-showbusiness personality car, viewing highly recommended.
£3,499

1971 ROLLS-ROYCE SILVER SHADOW. Sage green, red interior, personalised number, service history, looks and drives much later vehicle.
£8,999

DJ 021 on PEUGEOT 304S CONVERTIBLE. Metallic green, brown interior, new hood, radio/cassette, number to stay with vehicle, fine example of rarity.
£2,499

Buyers of Executive and sports cars, wanted urgently Mercedes 280, 350, 380, SE, SL, SLC, Rolls, Jaguars and Porsche.

A. TONKS & SONS LTD.,
50/52 High Street, Harbourne, Birmingham.
021 427 3235 Mon-Fri 9.00 a.m. to 8.00 p.m. Sat. 9.00 a.m. to 6.00 p.m.
MAIN DEALER
Cars always wanted, please telephone us.
MOTOR AGENTS ASSOCIATION MAA

LOTUS, 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/TP&T cover
Owner only/and wife/Any driver/Named driver, age .....
Make of car ..... model .....
CC ..... Value ..... Year ..... Car Garaged/Left in open
Present insurers ..... No claim bonus ..... years
Age of youngest driver ..... State vehicle owner .....
Details of all accidents and convictions should be enclosed including those of additional drivers.

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 2422



---

7 Wenny Road, Chatteris, Cambs
Tel: 03543-2460

RWBanks Alfa Romeo Specialist



1973 2000 GTV. Blue, 44,800 miles. Lovely car.
1975 2000 GTV. Burgundy, 45,900 miles. Superb.
1975 2000 GTV. Blue, 23,300 miles. Mint.
1973 Montreal. Red, LHD. Excellent condition throughout.

2000 GTV (Bertone) & 2000 Spider bought for cash.

HOWES MOTORS
4 Wheel Drive Centre

Jeep See the complete range of latest CJ7s including "Renegade" and the fabulous new "Laredo" – only at Howes. Now with economical 4 cyl. petrol or diesel options. We care about your Jeep – largest parts and service dept. in UK. Used, low mileage Jeeps always available.

Eaton Bray, nr. Dunstable, Beds. (0525)220508

England's largest distributor

REGISTRATION NUMBERS

AUTOPLATES

TO BUY OR SELL A NUMBER
QUICK ANSWER — COMPUTER SERVICE
PHONE: PRESTEIGNE (054 44) 7992/7993
or write
AUTOPLATES (DEPT 9), PRESTEIGNE, POWYS, LD8 2NH.
(MEMBER OF C.N.D.A.)



1982 BRITISH GRAND PRIX
Brands Hatch: Sun 18th July

Come to our luxury hotel and fly into the circuit over the crowds and the traffic jams by helicopter.
By road, we are just 45 mins from Central London on the A2 trunk Road — well away from the routes into Brands. By rail — for those who want to take it easy and enjoy a bottle or two — our courtesy car will meet your train from Victoria (40 mins) and take you direct to the hotel and your helicopter. All this plus light refreshments when you arrive for only **£66.00** per person + VAT, return.
Book now with:

Cabair Helicopters on 01-953 4411

Selected Cars

78 (T) PORSCHE 928. Manual, L.H.D., v.g.c. **£9,995**
78 (T) BMW 728. Auto, elec roof, central locking, alloy wheels, metallic paint, 31,000 miles. **£6,995**
74 (N) MERCEDES 280SE. 'New Look' with elec roof, white, 38,500 miles, outstanding. **£5,995**
78 (T) BMW 320. Auto/PAS, 28,000 miles, s/s roof, alloy wheels, superb. **£4,785**
78 (T) MUSTANG GHIA. RHD, 28,000 miles, one owner, bargain. **£3,450**
75 AMC PACER. Auto, RHD. **£2,695**
75 JAGUAR XJ6. 48,000 miles. **£2,395**
73 JENSEN MARK III. 51,000 mls. **£2,345**
73 MGB GT. Local low mileage car, rare automatic model. **£1,995**
52 ARMSTRONG SIDDELEY WHITLEY SPORTS SALOON. **Offers**
64 ANGLIA 1200E SUPER. **£995**

36 PANORAMA ROAD, SANDBANKS, POOLE, DORSET
0202 709407, evenings 0202 700200



FERRARI 330 GTC

Immaculate example of this classic two seater GT, new exhaust, no rust, believed 35,000 miles, LHD and Exportable to USA as manufactured 1967.

Best offer accepted
CHRISTOPHER STEWART
22A Islington Green, London N1
Evenings Tel: 01-354 2908

JR

TAKE THE CHEQUERED FLAG!

Train & Race with Jim Russell

SPECIAL 8-DAY COURSES AVAILABLE MARCH - OCTOBER

Write now for FREE BROCHURE
Jim Russell Racing Drivers School
London Road, Downham Market, Norfolk PE38 0DF, England
Tel: Downham Market 0366-383397

JIM RUSSELL uses & recommends Esso

Straight EIGHT



ROLLS-ROYCE PHANTOM VI 1973. Manufactured. LEFT-HAND DRIVE. Finished in black over burgundy, beige hide, burgundy piping, cocktail cabinet, radio, ex-property of the British Government. One owner. **£36,500**



BENTLEY SI CONTINENTAL 1965 by PARK WARD. Very rare and beautiful, sand over chestnut, tan hide interior, must be seen. **£13,950**



MERCEDES 600 SALOON 1972. Beautiful light gold, black hide interior, new whitewall tyres, every refinement, extremely well maintained, outstanding apearance. **£9,950**



BMW 633CSi COUPÉ 1977. Polaris silver, blue hide/velour interior, radio/stereo, p.a.s., electric windows, alloy wheels, etc. **£6,850**

JAGUAR E-TYPE V12 2+2. Choice of two at **£5,750 each**

CORNICHE CONVERTIBLE 1980. Ivory, tan hood, matching hide interior, 6,500 miles, makers warranty. **£45,500**

MASERATI MERAK 1978. Metallic blue, black hide interior, air conditioned, radio / stereo, electric windows, etc. **£9,750**

ROLLS-ROYCE SILVER SHADOW. Long wheelbase, LHD, 1976, garnet and black hide, 4 head restraints, (ex Royalty). **£16,950**

MERCEDES 350SL 1973. Gold, hard / soft tops, radio / stereo, alloy wheels, whitewall tyres, etc. **£6,950**

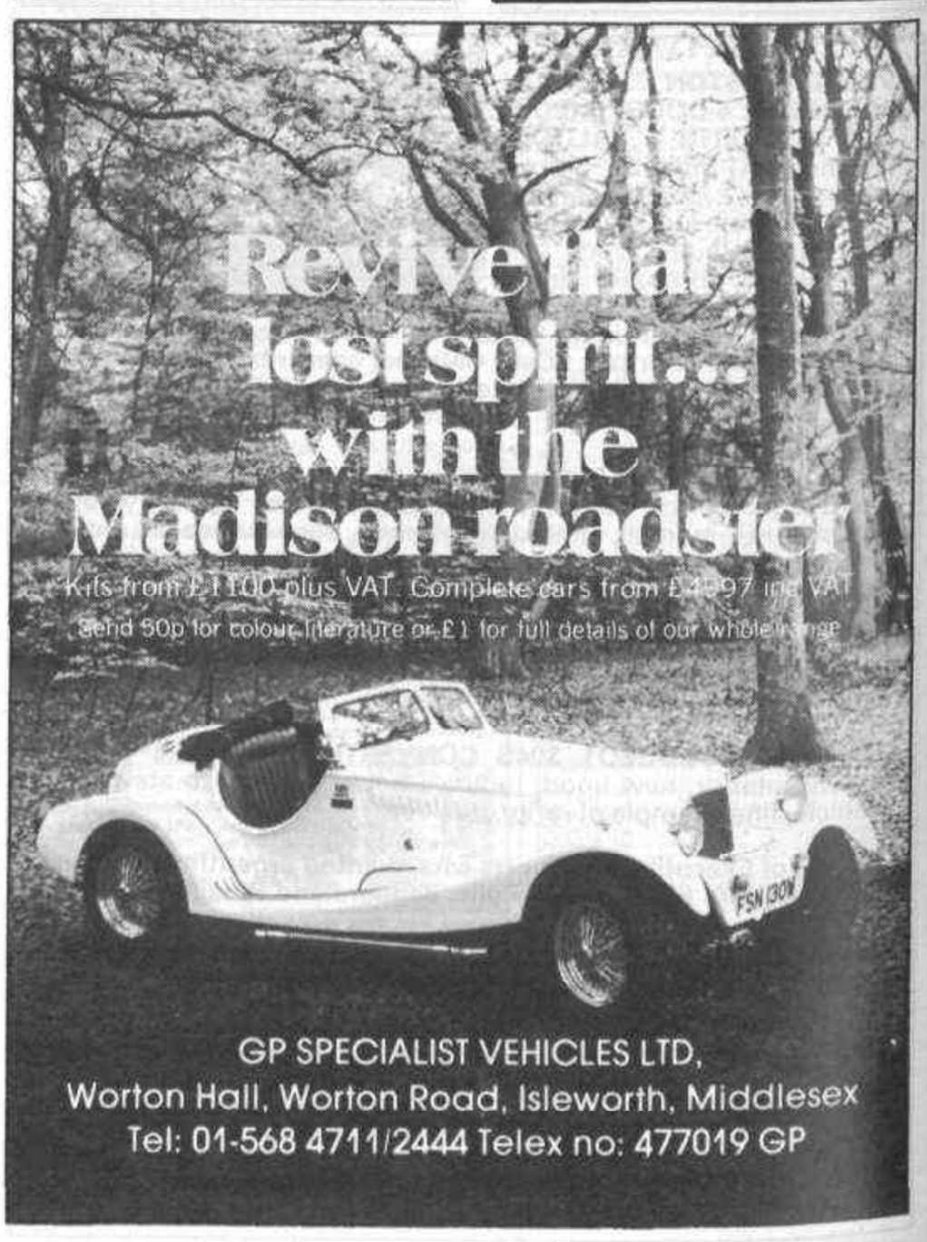
MERCEDES 300SE Coupé, 1964. One owner, burgundy with tan hide trim, radio, auto and p.a.s., superb example. **£4,500**

PORSCHE 911 CARRERA TARGA. LHD, 1975, Guards red with black hide interior. **£6,950**

JAGUAR XK150 CONVERTIBLE, 1957. BRG, chrome wire wheels, auto. **£6,950**

The above is only a small selection of our current stock. Please phone for current stock list.

158-160 GOLDHAWK ROAD, SHEPHERDS BUSH. LONDON W12
01-743 6201 or 01-743 9679



How to gain up to £600 Bonus

in difference between 'Ordinary' and Dealers' top 'Book' price condition for 3yr. old car on trade-in

FINNIGAN'S WAXOYL



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' 3 yr-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 comparitive 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 £100 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 prefab units suffering from chattering rivets, bolts, screws.

'Tadpole' Molecules

Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties; sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks, or peels off as do chemically active types which, as you may have seen, often oxydise and disintegrate, expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, benefits existing seals! Magnetic molecules fill broken gaps, "Creep" across bared metal; reknit skin torn by flying grit etc., Be more than happy with clean, transparent Waxoyl. Quality controlled at every stage. Not a bought-in product marketed under another name.

Powerful airless spray up to 8ft. long feeds direct from Waxoyl can



HOLD CAR IN 'PROUD OWNER' Condition ALL WAXOYL PROOFED AND *RUST FREE!*

No Hoist Needed

AA REPORTS after FOUR WINTERS "No rust on visible WAXOYL treated areas"

NORTH SEA OIL — LAING off-shore's largest Rig uses WAXOYL on sea-washed equipment

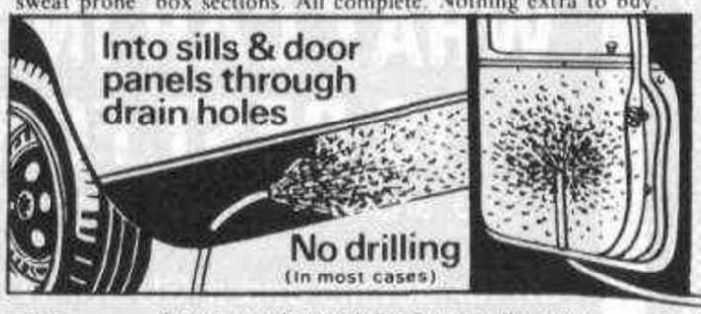
One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

Easy and Fun to do!

With Finnigan SUPER 'JUMBO' Applicator

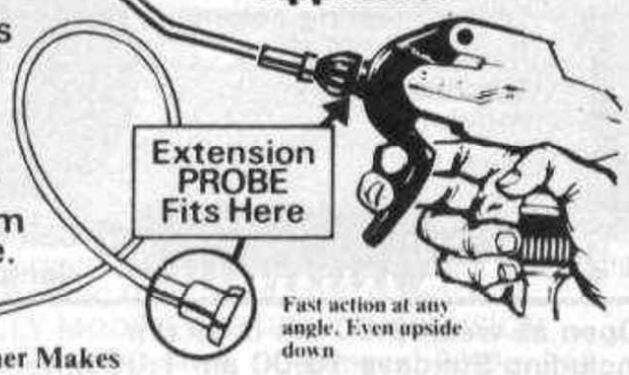
Min. preparation. No need to crawl-under car (in most cases) Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway) Adjustable, wide-to-concentrated spray nozzle plus cranked extension speeds 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.



WAXOYL DO-IT-YOURSELF RUSTPROOFING

with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator

Extension PROBE sprays ends & sides all round. No bare patches. ◀ Full 360° from 5mm dia. nozzle.



Fast action at any angle. Even upside down

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 infernal stuff on UNDERside. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap **in entire vehicle system.** Result? Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

This sorts out rustproofers like nothing else. Swiss Gov't. Labs. put Waxoyl-coated metal strips along with those of other leading makes into withering spray tests in corrosive atmospheres. Raise temps to 40°C for two hours twice daily. Salt sprays for five minutes every hour. *Continuously* until rustproofers break down.

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn 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 rustprooler 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 Eng'ng. Polytechnic: *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date'*.

If Considering Other Makes

Please realise that some rustproofers give short-lived results using thin cheap oils. Those with harmful acids need washing off (otherwise acids eat metal!) Zinc compounds eventually fail. But please, watch out! Others (even with ads, that look like Waxoyl ads.) may try to charm you into buying something that seems to be Waxoyl. But salt and water spray tests prove it can't be.

Year After Year Protection

Ignore pounding grit, slush, vicious road salt(!) in rust-loaded Winter conditions. Be indifferent to wet, sticky, Summer days' condensation rust moisture dripping onto raw metal edges within box sections, sills, door panels: all sweat-prone areas.

USUALLY PER RETURN DESPATCH

TRIAL OFFER: 500ml (.88Pt.) TIN for your oil can test behind chrome strips or brush on door edges free brake linkages. See Waxoyl chase water off metal

Quite amazing! Trial Offer, Send	£ 2.15
7 oz Waxoyl Aerosol. Send	£ 1.75
JUMBO SPRAYER Complete	£ 4.50
SMALL CAR 5 Litre (1.1 Gal.)	£ 8.90
BIG CAR 10 Litre (2.2 Gal.)	£14.89
DRUMS: 20 Litre **£25.90** 60 Lit.	£69.90

200 Litre **£215 Prices incl. carr. & VAT**

SPECIAL KIT OFFER
SAVE **£1** Waxoyl (10 Litre) with 'JUMBO' including all attachments complete **£18.39**

RUST NEVER HAS A CHANCE. New car or old car. Thanks to Waxoyl unique Inhibitor. Enormously powerful *penetration!* And *Tenacity* against relentless *vibration* which soon disintegrates many an otherwise respectable rustproofer. Tenacity holds 'Showroom' condition ready for Waxoyl surprise pay-off on trade-in. PLUS! Smooth ride pleasures. Long-life Waxoyl built-in Lubricant soaks into moving parts. PLUS! Top value for money! If you can't wait to enjoy wonderful Waxoyl benefits, order now. FREEPOST.

FREEPOST! Send Now! NO STAMP NEEDED!

Just use our Freepost address on your envelope as given on the coupon opposite. If Access/Barclay/Trust card, no surcharge. Please quote number or use 24-hr 'phone order. Personal callers welcome Mon. to Fri. 9 a.m. to 4.30 p.m.
Finnigan's Ltd. Freepost (MSW) Prudhoe NE42 5BR

To FINNIGAN'S SPECIALITY PAINTS LTD. FREEPOST (MSW) Prudhoe, Northum. NE42 5BR.

Enclose Chq/MO/PO/Cash £ _____
Rush my order (Please tick box) PRINT CAPS.

☐ Trial ☐ 5 Litre ☐ 60 Litre
☐ Aerosol ☐ 10 Litre ☐ 45 Gal
☐ Jumbo ☐ 20 Litre ☐ Kit

'Access/Barclay/Trust Card No. _____
Or 24 Hr. Telephone order 0661 32411.

Name _____

Address _____

Regd Office 354180 (Eng)

THE MIDLANDS SCIMITAR & TVR PARTS CENTRE

When you need genuine TVR and Scimitar parts FAST that's when you need us MOST



Open all week 8.00 am 8.00 pm
including Sundays 10.00 am 1.00 pm

- Trade discounts to the public on parts and accessories.
- Largest stock of spare parts in the Midlands.
- 24 hour turnround on items not held in stock.
- Free van delivery service within 40 mile radius.
- Club discounts.
- Same day dispatch.
- Worldwide shipping and air-freight service.
- Terms C.O.D.

Phone (0283) 813593 for immediate parts service

A DECADE OF SERVICE TO OUR CUSTOMERS 10

Peter Smith Sports Cars Ltd

Peter Smith Sports Cars Limited,
Station Road, Hatton, Derbyshire, DE6 5PT
Telephone: (0283) 813593 812984

DYNAMIC BALANCING

Basset Down are the balancing people
Write or 'phone for priced leaflet

Basset Down Ltd,
Swindon, SN4 9PQ.
Telephone 0793-812331

LOTUS, ALL FORD — V6, ETC.

ELAN, L/CORTINA, ESCORT, LOTUS 7 manifolds from **£44** incl. V.A.T. & P.&P.
ELAN SILENCERS full range from £28
SCIMITAR; all V6; KIT CARS; MORGAN.
Manifolds, cams, heads, silencers, etc
for most cars. SAE list — state car, engine,
Open to 7 p.m. near Brands Hatch

HOWE EXHAUSTS
Rear Hollyville Cafe, Main Road A20
West Kingsdown, Kent. Tel: 2347

MOTOR WHEEL SERVICE REPAIR CO. THE EXPERTS

REPAIRS—REBUILDS. We offer a full repair service including re-enamelling, and re-chroming of All Wire Wheels, including Borrani's. Our Staff have established an enviable reputation for their skill in re-furbishing VINTAGE and VETERAN WHEELS including the manufacture of those which are obsolete. We can offer an "ON THE SPOT" EXCHANGE WIRE WHEEL SERVICE for most British Sports Cars from 1950. Having the facilities to manufacture most Knock-on Wire Wheels in Chrome, we can offer for a Wide range of British and European Cars, the largest selection of Knock-on and Bolt-on Wire Wheels in the UK.
Along with our Wire wheels, we have a full renovation service for both alloy and steel wheels and offer an exchange service for STAGS, SPRINTS, JAGS & ASTONS ETC. Also available NEW ALLOYS for Ford range, Jag., Rovers etc. CONTACT US NOW FOR MORE INFORMATION.

OFFICIAL DUNLOP DISTRIBUTOR & SERVICE AGENT

71 JEDDO ROAD, SHEPHERDS BUSH, LONDON W12 9ED 01-749 1391/743 3532

WEST LONDON MOTORS

WE BUY

ALFA-ROMEO SPYDERS
1300 & 1600 GT JUNIORS - GTV Pre 1976

WEST LONDON MOTORS
220 Fulham Palace Road W6.
01-385 0066

QUEENSBERRY ROAD GARAGE

SCIMITAR
SALES, SPARES & REPAIRS
JENSEN

	List
NEW SCIMITAR GTC 2.8. Stunning red, PAS, elec windows, tints.	
NEW SCIMITAR GTE 2.8. Champagne, PAS, elec windows, tints.	
1979 SCIMITAR GTE. Blue, auto, PAS, s/roof.	£5,495
1979 SCIMITAR GTE. Blue, man o/d.	£4,950
1978 SCIMITAR GTE. Brown, auto, PAS, s/roof.	£4,495
1974 SCIMITAR GTE. Champagne, man o/d.	£2,495
1967 SCIMITAR COUPE. Beige, man o/d.	£1,595
1967 SCIMITAR COUPE. Mulberry, man o/d.	£1,795
1975 DAIMLER DOUBLE SIX. Immaculate.	£2,695
1962 DAIMLER SP250. Immaculate.	£4,250
1965 TVR GRIFFITHS V8.	£4,495
1972 (73 mdl) JENSEN INTERCEPTOR III.	£3,995

KETTERING, NORTHANTS
Tel: (0536) 513351

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

Mr/Mrs/Miss ..... Age .....
Address .....
Occupation ..... Full/Prov Licence ..... yrs
Make & Model .....
Year ..... cc ..... Value £ ..... No Claims Bonus ..... yrs

Please tick as appropriate
Comprehensive ☐ Third Party Fire & Theft ☐ Third Party Only ☐
Owner Only Driver ☐ And Spouse ☐ Any Driver ☐
The car will be garaged ☐ off the road ☐ on the road ☐
The car will be used for: social, domestic & pleasure only ☐ and commuting ☐ and business ☐

PLEASE ENCLOSE FULL DETAILS OF ANY ACCIDENTS OR CONVICTIONS

EXPRESS SERVICE
Smooth Perspex
NUMBER PLATES
VISA ACCESS COD
PHONE 0748 2403 (WORKDAYS) 0748 580383 (EVES & SAT)
WHITE/YELLOW REFLECTIVE PLATES WITH BLACK LETTERS (LEGAL ALL CARS)
OR
BLACK PLATES WITH MULTI-LINE ENGRAVED SILVER LETTERS (LEGAL PRE W'93 ONLY)
FREE
YOUR NAME OR INSCRIPTION ON THE BOTTOM OF THE PLATES IF REQUIRED
PRICE PER PAIR £9.95 + £1 POSTAGE
SINGLE PLATE £5.95 + 60p POSTAGE
POST OR PHONE NOW
Cheque/PO/Credit Card No. stating type and sizes required to
Vale Automatics
UNIT 20, Vale Road, RHYL, Clwyd

PRIVATE SALE
FERRARI 365 BOXER
15,000 miles, absolutely original and 9" rear wheels, very early car.
£15,000
PLEASE PHONE
0565-3344

Super luxury AMERICAN MOTORHOMES
. . .best selection outside USA
Madisons
Blackpool Road, Clifton, Nr Preston. Kirkham 684619


SCIMITAR
in SOUTH YORKSHIRE

ARE YOU likely to be called up for the Falklands?
ARE YOU likely to be made redundant before 1990?
ARE YOU likely to drop dead within the next 5 years?
If you can answer **YES** to any of these questions, you might as well buy your dream car **NOW.**
Special bonus for those of you who are into leather:—
1966 DAIMLER 250 V8 SALOON. Leather upholstery, maroon coachwork, beautiful condition. Fast appreciating classic. A snip at **£2,250**
1974 SCIMITAR GTE SE5A AUTO. Leather upholstery, Regency beige. Exceptional gleaming bodywork. Full length sunroof. Low mileage. **£2,100**
1968 E-TYPE SERIES 1½ 2+2 AUTO. Black leather upholstery. Pale blue coachwork. *Still one of the most eyecatching cars on the road anywhere in* the world. What's going to out-perform you at only **£4,500**
For the man who not only knows where he is going, but has been there for some time, ASTON MARTIN DB6 **VANTAGE.** Gleaming everywhere. Unbeatable British at its very best. Midnight blue, midnight express. **P.O.A.**
MG 'C' ROADSTER. O/d. 1968, white with black leather upholstery and black hood. Very original, very sound, very collectable. Price includes full respray. **£2,450**
1971 MARCOS 3-LITRE (VOLVO). Superbly maintained, black, beautiful beast, reduced by £500. Has been with us too long, now is the time to buy it. **£3,495**
1978 TVR 3000M. Dark green / cream top and sunroof. Rocket performance, rugged reliability, rare indeed, rarer still with overdrive. **£4,650**
SELECTED SCIMITARS
NEW GTE and GTC. Built to order, individual spec. **List**
1979 GTE manual / overdrive, T-Reg., cream coachband on brown, low mileage. **£5,600**
1978 GTE manual / overdrive, T-Reg., silver coachband, low mileage, one owner. **£4,750**
1977 GTE manual / overdrive. Yellow, low mileage, one owner. **£3,995**
Scimitars give low cost executive motoring performance — good looks — economy and no body rot — GREAT CARS — GREAT VALUE.
1973 TRIUMPH TR6. Yellow, rapidly becoming rare. Positively cheap at **£2,495**
1975 TRIUMPH TR6 on 'P' plate, one of the last. Absolutely outstanding, the best we've ever had. It's got everything, stunning maroon coachwork, immaculate tan interior and hood. Overdrive, lots of history. A real eyecatcher. Must be seen. **£3,750**
SCIMITAR/TVR — PARTS AND SERVICE
Immaculate sports cars bought for cash or sold on commission. Please enquire for details.
We can service YOUR car, whatever its make, whatever its vintage. CRYPTON ELECTRONIC TUNING.
2 miles from M1 junction 33 or 34.
DEARNE VALLEY MOTORS
0709 95 SHEFFIELD RD. 2966
ROTHERHAM

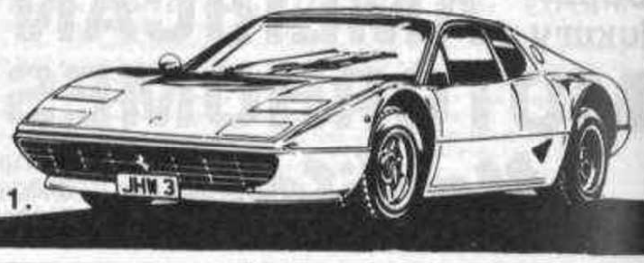
Edwards of Tamworth ltd
Toleman Group
PERFORMANCE PARTS & ACCESSORIES FOR YOUR VOLKSWAGEN GOLF — JETTA — SCIROCCO
HELLA
TWIN HEADLAMP GRILLE
FOG & DRIVING LAMP KITS
AIR HORN KITS
SPOILERS — WHEEL ARCH KITS by
Ellenberg
BBS



Oettinger — ENGINE CONVERSIONS AVAILABLE 1800-2000cc
ELECTRICALLY-OPERATED WINDOWS
FULLY MODIFIED SPORTS SUSPENSION
Oettinger 2000cc 16 valve engine
"With a 0-60 mph time in the region of 7.1 sec and a top speed of just over 135 mph this Golf is certainly no slouch".
Motor Sport — April 1982
Oettinger 2000cc 16 valve engine
"for quick motoring on secondary roads I don't think I could nominate another machine that would be quicker".
Motor Sport — April 1982
SUSPENSION KITS
BILSTEIN 'SPORTPAKET'
KONI
WOLFRACE WHEELS & SEATS
MOMO & RAID STEERING WHEELS
IMPEX LONG-RANGE FUEL TANKS
COLESHILL ROAD
FAZELEY
TAMWORTH
Telex: 341769
Telephone: 0827-3396

Ferrari

CURRENT STOCK INCLUDES:
1972 246 GT in metallic blue, full service history, another collector's car.
1979 (V) 308 GT4 in silver, wire wheels, sun roof, stereo, low mileage for year.
1970 246 GT in silver, very low mileage, Earls Court Showcar. Must be seen to be appreciated.



Emblem Sports Cars (U.K.)

SALISBURY ROAD, BLANDFORD DORSET. Telephone Blandford (0258) 51211.

KADETT SR £1,400 SAVED
PORSCHE £4,000 SAVED

Similar savings on any new car are easily made by buying in Europe and importing.
R.H.D. and British specification.
Our book tells you how in simple steps.
Just £1.95 Post Free. Send now, no stamp required.

Troubadour Trading Co. (Dept. MS)
FREEPOST Frettenham Norwich NR12 7BR.

For all models of Metro including our fabulous new Metro Turbo's, the Monaco Metro and the Frazer Tickford Metro

The Northern Metro Centre
Bridge End Garage
Levens, Kendal, Cumbria
Tel: Witherslack (0448 52) 441
Crosthwaite (04488) 418 (Night)

MR.Z

SPECIALISTS IN THE SERVICING, SALES AND RESTORATION OF DATSUN 240Z/260Z

Bodyshop (bodyjig), Workshops, Trimshop (seats). PARTS new s/h and reconditioned. SALES (12 months warranty), Z's WANTED including salvage/parts

HORSHAM (0403) 67774

SPECIALIST AUTOMOBILE ENGINEERS APS **TURBO SUPERCHARGING 10 YRS EXPERIENCE**

Complete turbo/supercharger installations road-race Ford V6 APS/Holley kits, minimum 15% power increase. **£160 p&p £4**
Rover V8/Stag APS/Holley kits, minimum 15% power increase. **£230 p&p £6**
Rover V8 exchange engines, individually built to own specification from £525 plus VAT
Rover V8 tuning parts road-race. SAE for lists

AUTO-POWER SERVICES, SOUTH MARCH, DAVENTRY, NORTHANTS Tel: 03272 76161

KEELER MOTOR GROUP
01-868 8787

MERCEDES BENZ 450SEL 1979. Golden Brown, one owner, 36,000 miles, full service history. **£13,750**

CAPRI 2.8i 1981. Met. two tone green, 6,000 miles, only one owner. **£6,995**

DATSUN 260Z 2+2 1977. Met. Maroon beautiful condition. **£2,995**

VW GOLF (CABRIOLET) 1980. Met. blue, 17,500 miles. **£5,425**

ROLLS-ROYCE CLOUD III 1965. Convertible, white / white leather, beautiful condition. **£21,500**

ROLLS-ROYCE CLOUD III SALOON. Silver, showroom condition, full history known. **£10,500**

AMG MERCEDES BENZ SPORT PARTS AMG

sole official A.M.G. importers for the UK

Wheel arch extensions
G Model **£185.00 set**

Front Spoilers
123 Deformable **£130.00**
126 Deformable **£130.00**
116 Deformable **£130.00**
107 Deformable **£130.00**

Boot Lid Spoilers
126 **£80.00**
116 **£80.00**
107 **£80.00**
123 **£80.00**
123T **£80.00**

Rear Aprons
126 **£130.00**
123 **£130.00**

Entrance Sill Apron
126SE **£130.00 pair**
126SEL **£130.00 pair**
116SE **£130.00 pair**
116SEL **£130.00 pair**
123 **£125.00 pair**

Wheel arch mouldings, chrome finish
126 **£140.00 set**
116 **£140.00 set**
123 **£130.00 set**
107 **£140.00 set**



500SEC

The above car is shown with front and rear spoilers, rear apron, entrance sill aprons, Rial 7 x 16 wheels, Goodyear NCT 225/50VR16 tyres, lowered suspension, Koni shock absorbers, colour coded chrome and plastic parts.

Sports Steering Wheels
All models **£105.00**

Engine Modification

126
500SE & SEC
35 b.h.p. increase **£1,266.00**
45-55 b.h.p. increase **£2,342.00**
380SE & SEC
35 b.h.p. increase **£1,266.00**

116
450SE & SEL
45-55 b.h.p. increase **£2,368.00**
350SE
35 b.h.p. increase **£1,266.00**

123
280E & CE & TE
10-15 b.h.p. increase **£378.00**
25-30 b.h.p. increase **£886.00**
40-45 b.h.p. increase **£1,851.00**

107
Many modifications available, please enquire for details.

G Model
Many modifications available including the fitment of a 5-litre engine. Please enquire.

We are able to supply Mercedes Benz vehicles already modified to your requirements. Alternatively, we can modify your existing vehicle to whatever degree you wish, including colour coded or black look chrome.

Full Colour 12x12 brochure pack now available, send £5.00, refundable on first order. All A.M.G. parts are guaranteed for 12 months irrespective of mileage. All prices quoted are for parts unfitted, unpainted and exclusive of VAT

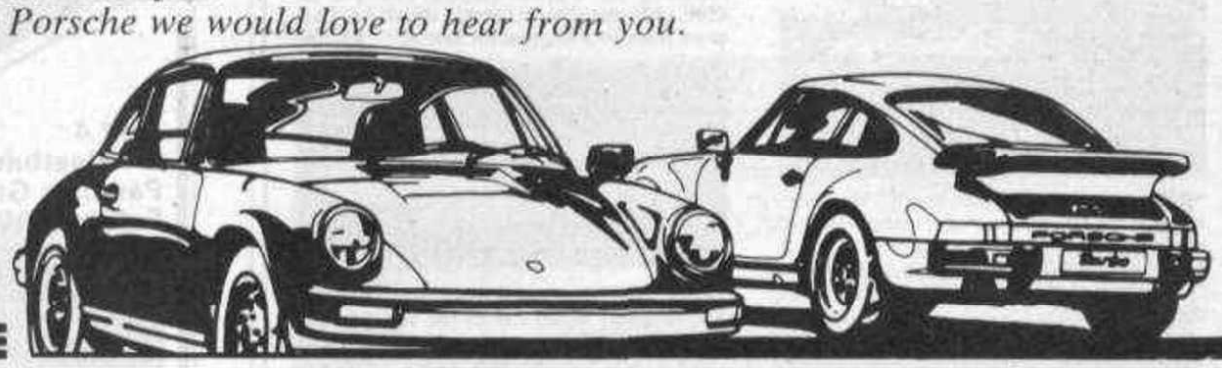
Duncan Hamilton & Co. Ltd.

THE SQUARE, BAGSHOT, SURREY, GU19 5AX, ENGLAND Telephone: Bagshot (0276) 71010 Telex: 858334

DO NOT BUY A PORSCHE UNTIL YOU HAVE CONTACTED US.

We sell and service only new and nearly new Porsche cars. As the worlds first purpose built Exclusively Porsche Centre we are dedicated to the marque and have a constantly changing stock of late model used examples.

If you are talking Porsche we would love to hear from you.



Official Porsche Centre
Parks (Exeter) Ltd.
West St, Exeter EX1 1BB
Telephone (0392) 32145/6

Parks

PORSCHE

PRIVATE SALE
FERRARI 365 GTC4
30,000 miles. Pristine. Borrani wires, full history.
£17,500
PLEASE PHONE
0565-3344

HIGH PERFORMANCE
LOW PROFILE TYRES
Pirelli P7's — the lowest prices
supplied at enormous discounts
HAMPSTEAD TYRES LTD
131-35 Fortune Green Road,
London NW6
Tel: 01-435 8988/4992

CARBURATION PROBLEMS
SIMPLY RING 01-540 8128 OR 01-540 2723



Southern Carburetters
are leading main agents for: SU, Weber, Zenith, Solex and Stromberg. Our range of carburetters and parts covers cars from the 50's to the present day.

ENGINE TUNING
Our workshops have comprehensive tuning facilities available. Ring now for an appointment

ACCESS AND VISA CARDS ACCEPTED
SOUTHERN CARBURETTERS 49 THE BROADWAY WIMBLEDON LONDON SW19 1QD

FOR SCIMITARS
Our expert, experienced attention. All mechanical overhauls, exchange units. Piranha ignition, Koni and Girling shock absorbers, uprated road springs, heavy duty stainless exhausts and free-flow manifolds, heavy gauge replacement fuel tanks. Road and competition preparaton. 'Rooster Turbo system' for all 3-litre V6 engined cars.

Robin Rew, Workshop Unit 7
Silverstone Circuit, Towcester,
Northants. Tel. Silverstone 857 903



AND FOR SABRES TOO!!

Astra & Kadett

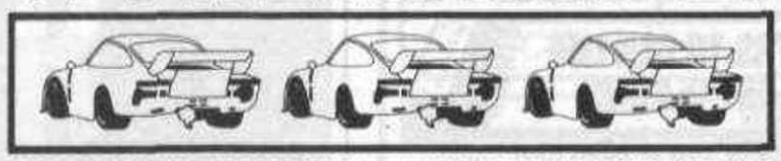


A whole range of performance parts, aerodynamic aids and handling equipment is now available from Blydenstein for the 1300 and 1600 Astra and Kadett models. Performance starts with the 'A' pack giving an extra 10-12 bhp. At the other end of the scale, the boosted turbocharger installation gives six-cylinder urge with four-cylinder economy. Combine the tuning with air dams, spoilers, uprated springs and shock absorbers. Competition parts and a blueprinted engine service for Group 1/2/A also available. Ring for detailed leaflets.

Blydenstein Racing Limited
Station Works, Shepreth, Royston, Herts. SG8 6PZ Tel 0763 60051

PERFORMANCE CARS SOLD AND WANTED

WYKEHAMS LTD



LONDON CENTRE FOR
GTi ENGINEERING

WYKEHAM HOUSE · 8-12 BRAMBER ROAD
FULHAM · LONDON W14 9PB · TEL. 01-381 3131



1980 W Golf GLi convertible, Black/beige hood, radio cassette, one owner. **£5,500**



Opel Senator 3.0 CD, 1980, Beige metallic, full spec. including alloy wheels, steel sunroof, auto PAS, radio cassette, etc. **£6,950**



Rolls-Royce Silver Shadow, 1970, Caribbean blue, beige hide interior, air conditioning, radio cassette, new Avon tyres, 85,000 miles. **£7,250**



1953 Jaguar XK 120 Roadster , Reg. no. PK 120. Red coachwork/black interior, chrome 15" wires, also original 16" wires and hardtop. Superb rust-free condition, mechanically good with many items recently renewed. **£7,950**

Visit our showrooms and see the new range of Zender and BBS body styling kits, spoilers and accessories for the VW, Audi range.

We have a selection of unused and "preowned" (to coin the American phrase) GTi Golfs which can be viewed at Bramber Road, Fulham's only Golf Centre. We also have a comprehensive selection of accessories and performance equipment with which to transform your Golf into an Exotic Rocket. Special this month "Rabbit Injection" Badges.

GTi Accessories: ATS and BBS wheels all styles — Pirelli P6 and P7 tyres — Free flow exhaust systems — Zender front and rear spoilers, body styling kits, twin headlamp conversions, kits, special steering wheels, uprated braking kits, uprated suspension kit. K Jetronic experts. Major servicing and repairs. In-car entertainment.

GTi Engineering at Silverstone, 1800cc engine conversions and rolling road tuning. We now have a new comprehensive brochure listing all existing and many new accessories for the Volkswagen Audi range. Please ring for details.

GTi Stocklist

New
1982 Golf GTi, Lhasa green, steel sunroof, tinted glass. **List**
1982 Golf GTi, Diamond silver, steel sunroof. **List**
1982 Golf GTi, Black, sunroof, tinted glass. **List**
1982 Golf GTi, Mars red. **List**
1982 Golf GTi, Alpine white, sunroof. **List**

Pre-owned
1982 Golf GTi, Mars red, steel roof, tinted glass, 2,500 miles. **£5,750**
1982 Golf GTi, Black, sunroof, radio cassette, 6,000 miles. **£5,750**
1981 Golf GTi, Mars red, 20,000 miles. **£4,950**
1979 Golf GTi, Black, sunroof, 28,000 miles, ATS wheels, P6 tyres, radio cassette. **£4,250**
1979 Golf GTi, LHD, black, bodystyling kit, alloy wheels, rear spoiler, radio cassette. **£2,950**



Quattro, 1981 Turbo Coupé, Superb 4-wheel drive handling, finished in Helios Blue metallic, black/grey velour, Pioneer electronic radio cassette, one titled owner. **£10,950**

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, coach trimming, full service and body work facilities. All work carried out by factory trained engineers with a full photographic record.



"Raiders of the Lost Arc" Mercedes Replica. This famous and fabulous 120 m.p.h. car is now on the way to the USA along with a 420G Covertible. Americans form an orderly queue and bring your dollars please!



Jaguar Mk. I & II *(photo)*. Shows a few of our selection of more that 20 cars including 2.4's, 3.4's and 3.8's, plus several 'S' Types and 420's. Prices from **£250 to £6,750** depending on condition.

1965 E-Type FHC 4.2. Carmen red, black trim, chrome wires, sunshine roof **£3,950**

1977 XJ Coupé 4.2. superb low mileage example, new alloy wheels and tyres, rust free, red with black trim **£5,750**

XJ's several early cars in stock including chassis No. 1 "V12 II" **£450-£3,250**

1965-68 Daimler 250 V8. Choice of several including an o/drive manual example at **£500.** Another 1965 example which has had more than £6,500 spent for sale at **£4,250**



Jaguar Mk. X 420G Convertible *(photo)*. Showing our demo car in the company of another well known marque! We believe our car offers unbeatable value regardless of cost — see for yourself.

1958/9 XK150's choice of 3, an auto FHC, a totally restored FHC and a 2,000 mile DHC. **£6,250/£7,500**

1964 Jensen CV8, a very good example of this exciting motor car. **£3,250**

1970 Ferrari 365 2+2. By Pininfarina. A really great car in very nice order throughout. Reg. No. 9VP. **£8,250**

Jaguar Mk. VII, VIII and IX without question we have the best stock of these fabulous cars in the world both auto or manual examples. **£500-£5,750**

Jaguar Mk. X and 420G's, a good selection from **£500 to £3,750**

1967 Reliant Scimitar 3-litre GT. By Ogle, o/d, fast and fun, only **£1,750**

JAGUAR CORNER, SOUTHFIELD ROAD HINCKLEY, LEICESTERSHIRE. PHONE: HINCKLEY (0455) 613948

Enquiries in the USA:- John Hewer, West Palm Beach, Phone (305) 761 1776

JOHN LEWIS

CLASSIC MERCEDES SPECIALISTS

Unit 4
2-5 Heathman's Rd.
Parson's Green Lane
Fulham SW6

Telephone
01-731 3734



NICE CARS FINISH FIRST

In today's race for value, quality and good investment, the Mercedes motor car really does finish first. I am constantly stocking coupés and convertibles in the years between 1962 and 1972, the last of the coachbuilt Mercedes. So if you want a not-so-used classic Mercedes, please call on me.

CURRENT STOCK

1971 MERCEDES 280SE 3.5 CONVERTIBLE. Black with black hide.
1971 MERCEDES 280SE 3.5 COUPÉ. Dark grey metallic with red hide.
1970 MERCEDES 280SE 3.5 COUPÉ. Sand metallic with black hide.
1970 MERCEDES 280SE 3.5 COUPÉ. Silver metallic with red hide.
1968 MERCEDES 280SE COUPÉ. White with black hide.
1968 MERCEDES 280SE COUPÉ. Silver with black hide.
1967 MERCEDES 250SE COUPÉ. Silver with black hide.
1964 MERCEDES 220SE CONVERTIBLE. White with blue hide.
1963 BENTLEY 2-DOOR FLYING SPUR CONTINENTAL. Very rare.

I look forward to hearing from you if you want to purchase, or if you want to sell a classic Mercedes.

CLASSIC MERCEDES SPECIALISTS

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 any time. 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. **£7.50.** 2.5 litre **£12.88.** 5 litre (1.1 gall.) **£18.60.** 20 litre PAIL **£65.50. Bulk reductions. USUALLY PER RETURN DESPATCH. USE FREEPOST No stamp needed.**

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

Using same Hamertite 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 (5.5 gall) HAMMERTITE & 2.5 litre (.55 gall). Special **FIREPROOF** thinners incl. full instns. Only **£18.85** carr free. Please state colour. **PER RETURN DESPATCH. USE FREEPOST COUPON.**

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, timer, boat trailers (resists sea water and abuse). **Use on any surface. TRIAL OFFER:** 250 ml. (.44 pint) TIN incl. colour samples and full info. (does car wheels or complete m/cycle). State colour **£2.25** post free. USE FREEPOST COUPON. If pay by Access/Barclay Trust Card Quote No. Use 24 hr. ph. Call personally 9 to 4.30 Mon to Fri. **USUALLY PER RETURN DESPATCH.**

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) FREEPOST, PRUDHOE, Northumb. NE42 5BR. Ph. 0661-32411. Regd Office No. 354 180 (London)

GREENCOAT MOTOR COMPANY

ZOO GARAGE, LEATHERHEAD ROAD, CHESSINGTON, SURREY
Telex: Greencoat via Amstelco London 21879 Telephone: 01-394 1114



1980 JAGUAR XJS. 21,000 miles, onyx green, tan leather. **£9,975**



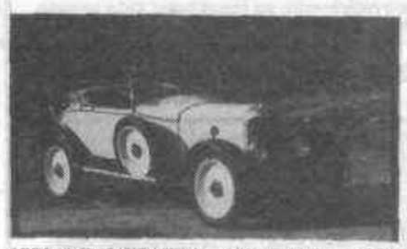
1978 T TRIUMPH STAG. Auto., one owner, 17,000 miles, Tahiti blue, tan interior. **£5,750**



1979 PORSCHE 911SC. Black, 33,000 miles, full history, quite superb. **£11,250**



1974 E V12 ROADSTER. Only 29,000 miles, silver, hard top, chrome wheels. **£8,650**



1926 AC 2-SEATER. With dickey, fully restored, looks stupendous, goes well, sacrifice by private owner. **£6,950**



ASTON MARTIN DB6 VOLANTE. One owner, only 18,000 miles, auto., silver, rare and collectable. **£14,450**

ALSO IN STOCK

1978 ALFA SPYDER. Dark blue, one owner, only 22,000 miles. **£5,750**
1978 T ALFA SPYDER. Mid-green, 32,000 miles, one of the last. **£4,950**
1980 MG MIDGET. Yellow, one owner, only 11,000 miles. **£3,395**
1978 MG MIDGET. Damask red, tan interior, 28,000 miles. **£2,395**
1976 ALFA MONTREAL. RHD, silver, 40,000 miles. **£5,950**
1973 M JAGUAR E V12 ROADSTER. White, black interior, manual. **£6,750**
1980 PORSCHE 924 LUX. Roman purple, sunroof, 28,000 miles. **£7,950**

P&A Wood

Great Bardfield, Braintree, Essex.
Tel: Great Dunmow (0371) 810604



Bentley SIII, 1963 2-door coupé by H. J. Mulliner. Finished in Regal Red with Beige upholstery. 42,000 miles only with full service history. An excellent example of this comparatively rare and most attractive car.

SPECIALISTS SOLELY IN ROLLS-ROYCE AND BENTLEY SALES, SERVICE AND REPAIRS

GERRY PORTER (London) LIMITED

11-13 Atherstone Mews, South Kensington, London SW7 5BX
Telephone 01-584 7458 Telex 8952387 'Memorable'
Behind Vanderbilt Hotel at crossroads of Gloucester Road and Cromwell Road



Mercedes 300SL Gullwing, 1955. Very few of these astonishing cars were imported new into this country, and this must be among the finest survivors. The most painstaking restoration has just been completed, including removal of the body shell, rebuilding of all mechanical components by experts on the marque, and concluding with replating of all chromework, repainting in superb silver metallic, and retrimming of the interior in blue leather with matching carpets.

Bentley 3-Litre tourer, inexpensive.
Bentley 4¼-Litre MX drophead VdP.
Mercedes 300SL Roadster, superb.
Jaguar XK140DHC, very sound.
Riley Imp Supercharged, mint order.
Rolls-Royce Silver Ghost Brewster.
Rolls-Royce Silver Shadow, 1975.
Bentley SIII, super usable car.
Alvis Speed 20, Cross & Ellis DHC.
Aston Martin DB 2/4 III Drophead.
Bentley R-Type Continental, 4.9, 1954
Rolls-Royce Corniche Drophead.
Mercedes 300SL Gullwing, 39,000 miles.
Rolls Silver Dawn, priced to sell.
Bentley Mark VI, Park Ward tourer.
Lagonda M45 Tourer, BRG, excellent.

Please call if you have for sale any supercharged Mercedes Cabriolet suitable for restoration or a 300SL, or any Vintage Bentley.

MOTOR INSURANCE

LOW RATES

YOUNG AND CONVICTED DRIVERS
AMERICAN CARS
PERFORMANCE CARS

MONTHLY PAYMENTS

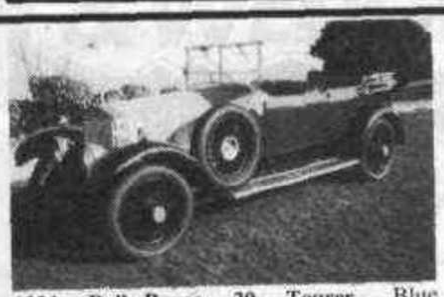
Telephone now for instant quote.

Grosvenor Manx Biddlecombe Ltd., 166 / 168 Bishops Gate, London EC2M 4LX.

01-377 1245

Cornfield Carriage Co.

10 Cornfield Lane, Eastbourne, Sussex BN21 4NE



1924 Rolls-Royce 20 Tourer, Blue coachwork, concours condition.



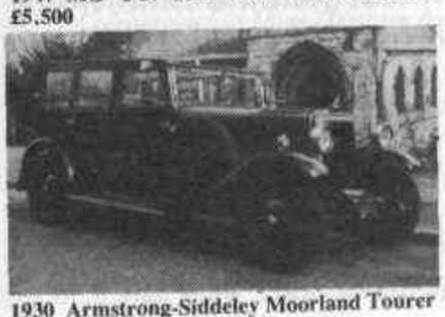
1929 Rolls-Royce 20 Park Ward Saloon, recent restoration.



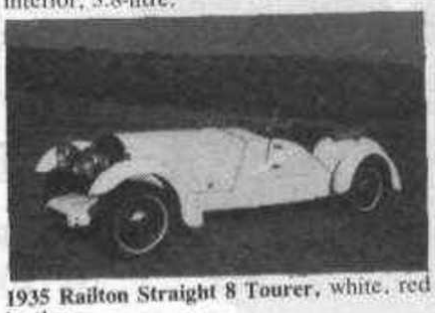
1947 MG TC. Red with black interior. **£5,500**



1956 Jaguar XK140 FHC. Red, black interior, 3.8-litre.



1930 Armstrong-Siddeley Moorland Tourer as seen on BBC TV's Lady Astor.



1935 Railton Straight 8 Tourer, white, red leather.

WE CAN LOCATE VINTAGE OR CLASSIC CARS
For further details of this service, our own stock, or photographs, please ring: EASTBOURNE (0323) 30167 (day), 24794 (evening), or London viewing phone 01-440 1268 anytime



£15,950. 1966 FERRARI 275GTB. Long nose, torque tube model. Full and interesting history.



£10,950. 1975 PORSCHE TURBO 3.0. Reg. No. 2GOO. Original road test car, one owner, 38,000 miles with AFN Service history. Ice green metallic.

Plus our usual stock of vintage and classic cars, please send for stock list

WE STILL URGENTLY REQUIRE ANY VINTAGE OR CLASSIC CAR.

BRIAN CLASSIC LTD. Bucklow Hill (0565) 830423 (Cheshire).

PRIVATE COLLECTION FOR SALE

1972 FERRARI DAYTONA SPYDER. The real thing, 11,000 miles.
1966 FERRARI 275 GTB LONG NOSE. Engine just completely rebuilt.
1964 LAMBORGHINI 350GT. Chassis No. 15, immaculate.
1972 LAMBORGHINI MIURA SV. Totally restored, 15,000 miles from new.
1971 LOLA T222. Ready to race.
All cars have a history and are in immaculate order. Vast sums have been spent on them. Please telephone 028582 331 for further information.

WHEELS

WIRE & EASY CLEAN
SPECIALIST REPAIRERS
WHEEL STOVE ENAMELLING
The Best Car Co. Ltd.,
5, Lancaster Road,
Wimbledon,
S.W.19. 01-946 6316.

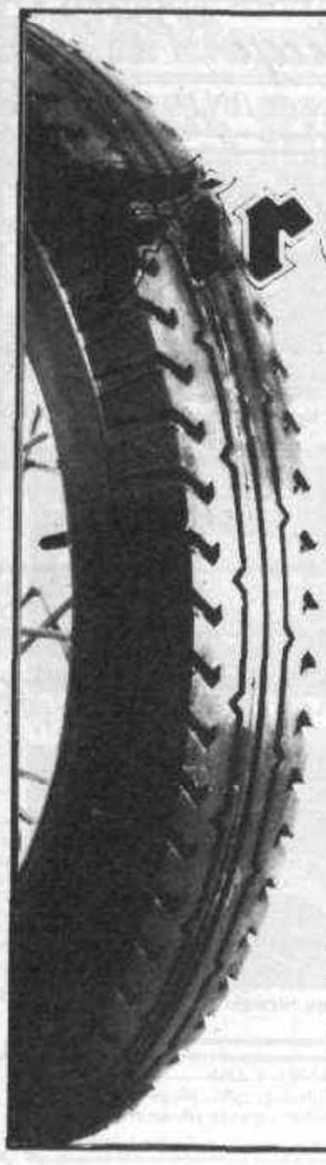
Get attached to a Witter
Britain's No. 1 towing bracket
Send for the price list and name of your nearest Witter stockist, or find him in Yellow Pages.
For information or advice:
C.P. Witter Ltd., Chester 18. Tel. 0244 41166
WITTER TOWING BRACKETS

DAVID SCOTT-MONCRIEFF & SON LIMITED

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927

Our staff are experienced to undertake all types of work on all makes of cars. We specialise in Rolls-Royce, Bentley, classic and vintage marques, from M.o.T. testing, servicing and general repairs to complete restorations. Arrangements can be made for us to visit cars for estimates and opinions. Our charges remain, for the present, at £8.50 per hour and our opening hours are from Monday to Friday from 9.00 am until 5.00 pm.

BRITANNIA ENGINEERING WORKS, WEST STREET, LEEK, STAFFS ST13 8AF
Telephone Leek (0538) 384300 Cables: Buntycars, Leek, Staffs.



Take a closer look at
THE
restone
VINTAGE TYRE
Range

- ★ Authentic tread designs made in the original moulds.
- ★ Strict quality control.
- ★ Longer lasting tread compounds.
- ★ Greater tread depth.
- ★ Excellent value for money.
- ★ The finest genuine whitewalls.

IF YOU WANT PROOF
contact

Lambrook Tyres

Lambrook Farm, Farway, Colyton, Devon
Tel. Farway (0404 87) 282. Open until 9.30 p.m.

Additional Agents:-
Malcolm Elder—Steeple Aston 40606 (Oxfordshire)
Mike Hirst—Gt. Longstone 227 (Derbyshire)

Chris Drake Collectors Cars Ltd

Specialists in the sale of high performance collectors road cars and historic competition cars

Rare Historic Competition Ferrari



1955 Ferrari 750 Monza 3-litre Sports Racing Car. Chassis and engine No. 0530M ex-Bornonaro. 1955 Targa & Giro de Sicilia. Coil sprung model with 5-speed transaxle. Beautiful condition. Red with tan interior. Complete with 1982 FIA forms for Group 1 International Historic Racing. **P.O.A.**

1955 Grand Prix Connaught 'B' Type 2½ litre 'Syracuse'. Unique opportunity to acquire a very historic Grand Prix car fully restored in mint condition ready to race 1982 FIA forms. **P.O.A.**



Viewing by appointment at Deeves Hall Cottage, Earls Lane, Ridge, Near Potters Bar, Herts. *(14 miles from Central London)*
Telephone: Potters Bar 51974.

SERVICE
01-449 3208

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

RESTORATIONS AND REPAIRS

55, LEICESTER RD., BARNET, HERTS

SALES
01-449 2954
(evening)
01-445 1869



Rolls-Royce 1957 Silver Cloud 1. Elegant four-door aluminium coachwork by James Young ('57 Earls Court Show Car). Finished in roman bronze with tan hide trim, electric windows and disappearing division, p.a.s., excellent history and moderate mileage. A first class, all round example of this much sought after series.



Morris Minor 1000, 1964, four door de luxe. Another superb one owner example with detailed documented records from day one, recorded only 1,800 miles from new, exterior finished in Trafalgar blue with two tone blue / grey interior trim, entire car virtually indistinguishable from new. Just fully serviced.



Delage, 1927. A most attractive and unusual four-seater, four door period saloon, still carrying the original wooden coachwork, with its excellent yet unrestored cloth interior trim, carriage windows and door handles, wooden artillery wheels and twin side mounted spares.



Rolls-Royce Silver Shadow, 1974. *Standard 4-door* sports saloon. A first class example of this popular flared arch series, carefully maintained and finished in metallic bronze with contrasting tan hide and carpet. Currently M.o.T. tested and representing excellent value.

CLASSIC, VINTAGE CARS AND MOTORCYCLES URGENTLY WANTED. SALES AND SERVICE, 55, Leicester Road, New Barnet, Herts.

PRIVATE SALE

FERRARI DINO SPYDER

11,400 miles. Absolutely untouched and carefully used. Original tyres on wide wheels.

£15,000

PLEASE PHONE
0565-3344

1954 Rolls Royce Silver Dawn.

James Young owner driver saloon alloy body, design No. C20 SD (see The Elegance Continues) Chassis No. SRH 68.

A truly rare and beautiful motorcar, one of only 9 built, and reputably one of only two left in the U.K. Colour: sand over sable, with neutral leather interior. One owner for the past 14 years, throughout which this vehicle has been scrupulously maintained both mechanically and bodily, which is reflected by her current magnificent condition. Ill health now forces much regretted sale of this prestigious, original and valuable motorcar.

Offers, please, to John Langton, Newlands, Headley, Bordon, Hampshire. Telephone Hedley Down (0482) 712260.

CAR MG CLUB

ACTION AND AID FOR ALL MG's

Extensive activities, everything from local social events to full race meetings. Technical support by registers, vintage to MGB and Modern Midget.

Spares and Service Scheme, which includes discounts plus a fine monthly magazine. Join the main club or one of our 64 associated overseas centres. Contact the:

MG CAR CLUB, 67 WIDE BARGATE, BOSTON, LINCS. Tel: (0205) 64301.

● Experts in Ferrari, Porsche, Jaguar and Aston Martin.

D. K. ENGINEERING

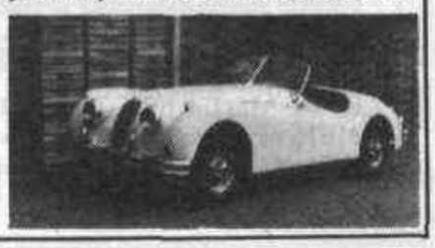
● Service and repairs undertaken speedily and at realistic cost.

Motor Agents Association

FERRARI 275 GTB 4 CAM. Red, r.h.d., excellent example. **£32,000**
JAGUAR MK. II 1963, SALOON, 2.4-LITRE. Overdrive, wire wheels, Sherwood green, unrestored superb original condition. Winner of numerous Jaguar Drivers Club awards. **£4,850**
MARCH FORMULA I 1971. Chassis No. 72/1, excellent condition, no side pods, set of spare wheels but no engine, otherwise complete, fire system. **£3,500**
ALFASUD 1.3 1979. 14,000 miles, 1 owner, yellow with cloth trim, superb. **£2,200**
FERRARI 308 GTSi 1982. **POA**

Wanted: Ferrari 308 GTB or GT4 in good condition

For further details and workshop bookings please telephone David Cottingham, Northwood 21399 / 27012 / 25435.
Workshop: Rear of 12/16 Hallowell Road, Northwood.



BRIAN MATHER
will sell
BY AUCTION
his
PRIVATE COLLECTION
at
BAILEY'S MILL, THE CLIFF, MATLOCK, DERBYS.
(15 mins. from Junction 28 M1)

on Saturday 19 June, 1982 at 10.30 a.m.

(Viewing Friday 18 June 9.00 a.m.—4.00 p.m. and on morning of Sale)

Including

1924 Bentley 3-litre Cabriolet Coupé by H. J. Mulliner (believed to be the only one left of the two originals), regularly used and in original unrestored splendour. Hood can be raised in ten seconds, wind up windows. **1929 MG "M"-Type** the 11th one built (May '29) complete as last used by me since 1972. **Lanchester 21 H.P.** Barrel-sided Tourer, in excellent condition. **1934 Chain Gang Frazer Nash** as last raced by me in the '60s and early '70s with a fair degree of success. 2-litre. Duplex chain drive on 3rd and top. Built for outer circuit at Brooklands, known as ***"Festina Lente". 1938 Armstrong Siddeley 14/6 Family Sports*** *Saloon, one family* owned into the '70s. 21,000 miles from new, certified history, superb runner. **1968 Morgan +4**, four-seater 2.2-litre (one of the last) rebuilt at Malvern under 1000 miles ago. **1946 AC 2-litre saloon, 1963 Reliant Sabre Six Sports Car** with full race engine (the **1965 Monte Carlo** works prepared car), **1964 Reliant Sabre Six "WUM 97"** as raced and perfected by me over the last six years or so. **1935 Austin 12/4** kit of parts, **Rover 110, Land Rover SWB 1961** excellent, **Triumph 2500** estate, **Jaguar "420G", Ford Granada 3000 XL, Cortina 1600** D/L 40,000 miles, plus lots of spares including:— Lots of MG "M"-Type, Sabre Six, Jaguar, Wire Wheels etc., etc.

AND

3 Scott Motorcycles 1930's — 1959, Royal Enfield Flat Tank 1924, Norton International Featherbed, Norton International rigid 1936-7 (requires assembly), **Velocette Venom Clubman Veeline Sports,** 22,000 miles from new. **1946 Vincent HRD Touring Rapide** in excellent condition, M.o.T. Tested. **1958 Sunbeam S8 Excellent, M.o.T. Tested. Triumph Daytona 1973** 27,000 miles, **NVT 125 c.c. Trail Bike, Yamaha TY80** Schoolboy Trials, **BMW R100/7** in mint condition under 3,000 dry miles. Plus spares for :— AJS, Matchless, BSA Norton, Velocette, Vincent, etc., etc.

PLUS

Workshop Equipment, Milling cutters, boring bars, reamers, drills, nuts and bolts, rivets, stationary engines, generators, workshop manuals and literature, handbooks, old magazines, etc.

CATALOGUES *price 65p incl. postage available end of May from Brian Mather at the above address.*

41 Birmingham Road Wolverhampton Tel 58456

BRADBURN & WEDGE DATSUN

Kincraft Chevrolet — winner of 1978 Historic GT Championship, LG600, suitable for Atlantic series, small amount of work required to race. **£4,000**

Lotus 47 twin cam, Hewland box, needs rebuild, would make good historic GT car. **£3,500**

Lister Bristol — ex Williams, Brian Wingfield car, as raced in Lloyds and Scottish last year. **£6,500**

Lister Bristol — ex Jack Sears, David Muirhead, fully rebuilt, original and superb, ready to race. **£15,000**

Tojeiro Rolling Chassis — ex Brian Lister / Archie Scott Brown, similar chassis to LOY 500, Turner Mag wheels etc. **£3,000**

Austin Healey 100M — nice car — not concours but good. **£3,750**

Austin Healey 3000 — thoroughbred race car, built by John Chatham, alloy body, works. Hard top and panels, full race engine on Webers, Sebring C/R S/C box, LSD, 4 races only since completed at great expense. **£7,000**

Arnott Le Mans Coupé — climax engine, not run since Le Mans 1957, still registered in Miss Daphne Arnott's name — bargain at **£3,995**

Reliant Sabre 6 — ex works rally car, Mays head, Webers, LSD, Halda, original condition. **£3,995**

TVR Tuscan SWB S/E V8 — choice of two, from **£5,000**

Bristol 404 LHD — ex Brussels show car, just undergoing a full mechanical overhaul in our workshops. **£8,500**

Arnolt Bristol Roadster LHD — ex Hugh Hefner, very low mileage, original condition and superb. **£10,000**

Bristol 401 — choice of two for restoration, from **£750**

Datsun 280ZX Sports and 2+2 — several to choose from starting at **£4,500**

Datsun 260 Z 2+2 — 1976, good car, one owner, Metallic brown. **£2,995**

Datsun 260Z 2+2 — 1977, W registered, metallic blue. **£3,495**

41 Birmingham Road Wolverhampton Tel 58456

01-499 9951
MONDAY TO SATURDAY

Laurence Kayne (Ascot) Ltd

18, BRUTON PLACE, BERKELEY SQUARE, LONDON W.1

(03447) 4919
evenings & weekends
nr Windsor.



1965 Bentley Continental S3 Flying Spur by H. J. Mulliner. Having undergone extensive restoration, bringing this motorcar into first class condition. **£13,500**

1973 Corniche Convertibles. Choice of two low mileage examples from.... **£18,500**

1970 Bentley Convertible by H. J. Mulliner. Very original and excellent mechanically. **£13,750**

1970 Rolls-Royce Phantom VI Limousine with cocktail bar. Jump seats and electric division. **£22,500**

1971 Rolls-Royce Corniche Fixed Head Coupé. One private owner from new. **£10,950**

1965 Rolls-Royce Silver Cloud III with coachwork by James Young. SCT 100 design. One owner, 70,000 miles. **£18,500**

1968 Rolls-Royce 2-door Fixed Head Coupé. 2 owners, full service history, refrigeration ideal for export. **£8,950**

IN ADDITION TO THE ABOVE WE ARE ABLE TO OFFER A CHOICE OF TWENTY-FIVE OTHER FINE EXAMPLES
WE ARE LOOKING TO PURCHASE SIMILAR MOTORCARS TO THOSE LISTED ABOVE

JOHN FAIRFAX & CO.



1939 Alvis Speed 25. Vanden Plas Tourer in maroon, excellent condition and ready for a pleasant summer motoring, good value at £9,500.

Jaguar XK120. Roadster in red, retrimmed in new Connolly hide and new carpets, 16" chrome wires, triple carb 3.8 engine, disc brakes, striking looking car and way above average £10,500.

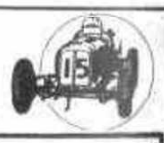
1959 Cooper F1. Coil / leaf suspension, 2.2 Climax rebuilt with many new major components, complete rebuild of vehicle almost finished when it should be most competitive available.

We still have our 1967 race of Champions winning **Gurney Eagle** which must be a most desirable and rare car for a serious collector.

Ex Roy Lane **F1 March** very good order from £5,750 depending on which engine and box you want.

Phone Martin Johnson on 0448 31676 or write Low Graythwaite Hall, Newby Bridge, Cumbria LA12 8AZ.

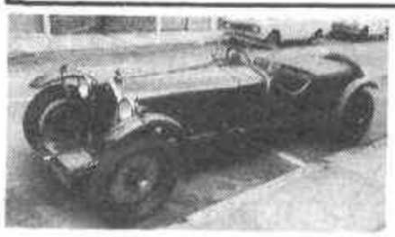
REES BROS. EST. 1921



ELMS ROAD, ALDERSHOT, HANTS GU11 1LP

RESTORATION & REPAIRS

Our Specialist Restoration and Repair services are available for vehicles of all ages. We undertake any work from a simple service to a full chassis-up restoration and pride ourselves in offering a professional yet competitively priced and personal service second to none.
Quotations are given free of charge and without obligation.
BODY & MECHANICAL WORK **ELECTRICAL & TRIM WORK** **SHOT & BEAD BLASTING**



1931 Alfa Romeo 8C. EX-Borachzini Mille Miglia Team car No. 3. Reg 'GP 3753'. Substantial price required *(illus.)* **P.O.A.**
1973 Triumph TR6. Red/black int., 2 owners, overdrive, superb throughout, one of the very best. **£2,750**
1957 Triumph TR3. Overdrive, dark blue / light blue interior, sound and desirable. **£1,495**
1936 AUSTIN 10 Saloon. Complete and running. **£445**
1955 Split Screen Minor. Ditto. **£195**

SPRITES & MIDGETS
Rebuild / Repairs / Servicing / Spare parts (S/H & new)

Telephone: ALDERSHOT (0252) 23038

DUNCAN HAMILTON & CO. LTD.



Ferrari Daytona Spyder. One of only seven factory built right-hand-drive cars. Beautifully finished in red with matching trim. Utterly unique and in concours condition throughout.

Proudly Offer



Crestliner

Crestliner Rampage 26ft Power Boat. 2 x 260 HP Mercruiser engines. Very low hours run. Immaculately kept, extremely fast and lots of fun. Available immediately in the South of France.



1974 Ferrari 365 Boxer. Finished in red with black trim, 21,000 miles only, extensive history. A fast appreciating asset. A large sum of money has recently been spent on this vehicle.

FRAZER



1982 Frazer Tickford. Silver with grey hide interior piped in red. Full specification, our own demonstration car having covered only 1,800 miles since new. As distributors we can also offer early delivery on new Frazers to your specification.



1974 E-Type V12 Roadster. Being one of the last fifty cars built it is painted black with tan hide trim and carries the signed commemorative plaque, 19,000 miles only, full history and magnificent.

As specialists in Jaguar and Classic motor cars for the last 33 years we are always interested in purchasing desirable and outstanding vehicles.

THE SQUARE BAGSHOT SURREY
TELEX 858334 TEL.: BAGSHOT (0276) 71010

1972/73 FERRARI 312-PB

The last Ferrari prototype racer. Ex-Factory World Championship team car. Restored to museum condition by Ferrari. Ready for display or historic racing. Will consider Ferraris in part exchange.

P. G. SACHS, 55 BROAD STREET, NEW YORK, N. Y. 10021 U.S.A.
Telephone: (212) 676-8023

R. S. WILLIAMS

ASTON MARTIN SPECIALISTS OFFER THE FOLLOWING USED CARS.

DB6 1969. One owner, manual gearbox, PAS, white with black interior, factory fitted air conditioning, stainless steel exhaust system, 85,000 miles, recent attention to engine, clutch, etc. **£7,500.**

V8 S Reg 1978 Model. Pewter with grey interior, manual gearbox, Vantage spoilers, 32,000 miles. **£13,250.**

DB6 Volante 1968. Kingfisher blue with black interior, PAS, automatic gearbox, recent expenditure within the last 10,000 miles of £11,000 (engine, trimming, gearbox etc). **£14,000.**

V8 1979 Model. (Wooden dash), blue with natural hide interior, one owner, full service history, automatic gearbox, 40,000 miles. **£13,750.**

The above cars are covered by a 4 months parts & labour guarantee.

31–35 PADFIELD ROAD, S.E.5
Tel: 01-733 1062

TWO EXTRA-ORDINARY AMERICANS

CORVETTE STINGRAY 350. Delivered new in 1978 and has only covered 3,500 miles since. Full spec plus cruise control. Finished in deep burgundy. Looks and drives like a new car. **£6,950**

OLDSMOBILE 442 (7.4) Convertible by Fisher. The legendary 1970 model, this car has been owned by our Managing Director since import from the States in 1973. Total mileage 63,000, engine rebuilt and gearbox overhaul just completed. Always maintained regardless of expense. Finished in white with original Fawn Hood and Dark Brown interior, this high performance collector's item is in immaculate condition throughout. **£5,000**

LESBOURNE GARAGES LIMITED REIGATE 49411

NOSTALGIA

PROMISES, PROMISES!

Readers of these monthly preambles may have noticed references to a new **'COB 1'**, currently under assembly at Autokraft's premises at Brooklands. **'COB 1'** is, in fact, the registration number of my own **7-LITRE COBRA** which I hope, when completed, may go down in the record books as being possibly the most powerful modified production sportscar ever built: the main modification to the normal 450+ b.h.p. of the 'production' 427 Cobra being the addition of a couple of turbochargers! The project, naturally, has taken literally years longer to complete than was first envisaged (no fault of Autokraft's, I must emphasise), but to those who have waited avidly for some positive news of progress, I can tell you that the engine was run in the car for the first time on May 7th, and I am keeping everything crossed that I may be able to show off the monster at the **AMOC ST. JOHN HORSFALL MEETING ON JULY 3rd AT SILVERSTONE** — but no promises!

WANTED — appropriate cars to sell-on-commission, an established 'NOSTALGIA' speciality. EXCHANGES — always considered

THE 7th ANNIVERSARY OF MONTHLY CLASSIC CAR GET-TOGETHERS AT 'THE GOAT' PUB, HERTFORD HEATH, IS AT NOON ON JUNE 6th!

I pride myself that 'NOSTALGIA' cars are among the best in the world. Many 'Concours' Awards and judging appointments substantiate this claim.

FOR THE HISTORIC FJ CHAMP. — LOLA MK. 5: probably the most competitive and beautiful contender of all, being a 1963 car with full Holbay-Ford all-steel dry sump engine, etc.; totally restored bodily & mechanically, and track-tested since; an absolute Show-piece, eligible for historic F2 events, trailer if required; **for sale literally, thousands below cost of restoration, etc.**



1924 BENTLEY 3-LITRE BOAT-TAIL 3-str — pp. 1793; certainly among the finest and prettiest '3-litres' anywhere, a judge in the B.D.C. recently declaring that he would award it very high marks for authenticity and presentation; original engine/chassis/all running gear, with Townshend's perfect replica of the unique 'Nagle' Mulliner Boat-Tail.



I AM PROUD TO OFFER PROBABLY THE MOST ACQUIRABLE (NON-WORKS) XK JAGUAR IN THE WORLD!

1951 JAGUAR XK120 ROADSTER — REG NO. XK 1: Winner of a dozen major 'Concours' Awards, including overall Supreme Champion at International XK Day; **total warranted mileage from new is 22,000!** Utter perfection throughout, endorsed by the crowds recently surrounding it in the paddocks at Silverstone and Brands Hatch, and also one of the most delightful sportscars I have ever driven.



FOR THE ATLANTIC HISTORIC GT CHAMPIONSHIP LOLA T160 CAN-AM; a definite potential outright winner in this highly prestigious new series, being a lighter, more powerful, developed open version of the T70IIIB (and much cheaper too!); complete package includes spare 5-litre injected Chevy race engine, lots of new spares, etc.:



ROD LEACH
TEL: HERTFORD (0992) 58891
9 a.m. - 10 p.m. 7 days per week
Write: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RT.
VISITS BY APPOINTMENT ONLY

Straight Six

Peravale House
48 High St, Edgware, Middlesex
viewing by appointment only
01-951 0188 Telex 21698
Aldena G
world wide shipping service available

International dealers in fine cars



D TYPE REPLICAS choice of two, one is a Wingfield car built in 1980 to a very high specification specially adapted for a tall driver of 6ft. 3in. Fully built in anti roll bar inside the fin, full fire extinguishing system, tonneau cover, finished in BRG with green Connolly leather. A masterpiece at **£22,500**
The other one is a Lynx Replica built in 1980 by Marsh Plant Racing. The car has been built to the most exacting standards. Based on a 1965 E-Type with all new parts fitted, to brakes, steering and suspension, engine rebuilt by Ex Lister man. Gearbox rebuilt with new parts and new clutch assembly, fitted, completely reconditioned, differential unit, all new discs and brake cylinders fitted, all items stove enamelled. Price **£22,500**. This car would cost today in excess of £29,000.



XK 150 DROPHEAD COUPE 1958. Finished in carmen red with complete interior retrim by Suffolk and Turley, rebuilt engine, a good example at a reasonable price. **£7,500**



LOTUS ELAN SERIES 3 S/E 1968 FHC. Black with black trim, gold coachlines, bumpers, knock off wheels. £1,500 spent over last 2 years including rebuilt engine, resprayed, retrim. **£2,250**
XK120 ROADSTER — Fully restored to concours condition in red with biscuit and red trim, wire wheels. **£12,500**
XJS 1976 — A rare manual example in white with black interior, new clutch, overhauled, power steering, a very good, well cared for car. Not expensive at **£4,950**
XK120 FHC — In mint restored condition, black with beige leather, a rare car, wire wheels. **£10,000**



XK150 DROPHEAD COUPE. Old English white with red leather interior, a superb original car with a rust free body and underside, a delightful car to drive and one we can highly recommend to the owner who does not want or does not have the time to tinker with his car. Very reliable starter in completely excellent condition. Price **£10,000**



TWO AUTOMATICS: Both cars are in excellent condition. The white XK150 DHC is totally original having covered only 37,252 miles from new and is a three owner vehicle. Rebuilt engine last year, new soft top, disc wheels. **£10,000**.
The black XK150 DHC has been fully restored by ourselves, the work includes full retrim in black, tinted glass, rebuilt engine, new tyres, exhaust, full rechrome, radio / stereo. A fabulous and rare car. **£12,500**

XK150 DROPHEAD COUPE — Automatic, finished in British Racing Green with suede green interior, this car has been the subject of much refurbishment over the last few years, including retrim and respray, much mechanical work done, including gearbox, brakes, steering etc., this car is a beautiful example and a realistic bargain at **£8,500**

V12 E TYPE 2+2 1972 MODEL. Left hand drive, Ascot fawn with beige leather, chrome wire wheels, manual gearbox, tinted glass, radio cassette, air conditioning, 36,000 miles from new. A superb V12E. **£6,000**

XK150 FHC — BRG with red leather, 3.8-litre with overdrive, wire wheels. **£4,750**
E TYPE 4.2 FHC 1969 in mint condition with rebuilt engine 2½ years ago. Sunroof, radio, resprayed original pale primrose with black leather interior. Mainly rechromed. New sills have been fitted. **£5,250**
JAGUAR MK I SALOON. British racing green, wire wheels, 3.4-litre with overdrive, featured in Classic Car Magazine. **£4,500**

Fourth Great Year!
VETERAN / VINTAGE / CLASSIC CAR RALLY
(Sponsored by TRAFALGAR HOUSE DEVELOPMENTS LTD)
at the 3-day
ST. HELENS SHOW
Sherdley Park, St. Helens, Merseyside
SATURDAY, 31st JULY 1982
(Classes for cars, motorcycles, engines, etc.)
ENTRY FREE. Plaques, trophies, etc.
Closing date for entries: 2nd July 1982
Forms from: The Show Organiser, Town Hall, St. Helens. Tel.: 24061 ext. 2296/2298
PLUS
Full military tattoo (twice daily), on Thur., Fri., Sat., 29, 30, 31 July.
CANVAS CITY; SHOWJUMPING; TRADE STANDS etc.
ADMISSION TO SHOWGROUND FREE!

WARNING TO LOTUS BUYERS

Do NOT buy a used Lotus until you have read one of our publications;-
ELAN & PLUS TWO BUYERS GUIDE ..... £3.95 inc p&p
ESPRIT BUYERS GUIDE £2.95 inc p&p
SEVEN BUYERS GUIDE £2.95 inc p&p

Packed with vital facts, advice and photographs. Complete set £9 inc p&p. An official Club Lotus commissioned publication. Send cheque, PO or quote Barclaycard or Access number to:-

LOTUS PUBLICATIONS
PO Box 8, DEREHAM, Norfolk
or Tel: 0362 4459

CAR DUST COVERS

Keep your car in showroom condition with our high quality low cost 100% cotton dust covers, fitted with tie-on tapes

100% cotton dust covers. Keep your cherished paintwork scratch and dust free with our purpose made high quality at low cost dust covers 9' 8" wide by 15' **£17.50.** 9' 8" by 17' **£19.50.** 11' 6" by 19' **£23.50.** 11' 6" by 20' **£25.50.** 11' 6" by 22' **£28.50.** 11' 6" by 24' **32.50.** 15' 6" by 22' **£36.70.** 15' 6" by 24' **£42.95.** 15' 6" by 28' **£45.95.** Personalise your cover with giant emblems approx 16" by 18".
Aston Martin, Jaguar, MG, Triumph, Ferrari, Porsche, Jensen, Alfa Romeo, Austin Healey, Morgan, Lotus, Mercedes, Lola, Chevron, Maserati, Alvis, BMW, Daimler, Riley, Rover, TVR, Bristol. Affixed to your car cover for only £5 add £2.25 cover for postage, packing, all prices include VAT.
For that finishing touch. Free initialling or your car registration number in gold with every order. Please state as required. **Please send cheques with order payable to Adrian Sacks.** Other emblems available to order. **All overseas enquiries welcome.**

37/38 Kirkgate Market Hall, Arndale Centre, Bradford, West Yorks BD1 1TF.
Tel: Bradford (0274) 29876 office
Evenings or Sundays Tel: Ilkley (0943) 602372

E-TYPES E-TYPES E-TYPES

The most famous sports car in the World is still the most exciting — in terms of acceleration, top speed, sensational good looks, investment potential, practicability, value-for-money and all-round aura.
We can restore your E-type with fastidious loving care whether it be just a stripped monocoque rebuild, a mechanical overhaul or a total last nut and bolt restoration.

We are proud to be the B.L. Heritage Approved Restorer of E-types and as a result we can legally reproduce E-type parts from original drawings, jigs, and sub-contractors. We are working with the B.L. Heritage Approved Manufacturers to maintain and re-introduce more and more vital parts.

Why not experience a real sports car?
Why not let us hand build you a sensational E-Type?
BUT Beware cheap imitations for obvious reasons.

THE NUMBER ONE E-TYPE RESTORATION COMPANY

MCR PHOENIX AUTOMOTIVE LTD.
Office address only — 1-5 Carver Street, Birmingham B1 3DF.
Telephone: 021 236 2854

SLASHED PRICES!

DOOR SKINS **FROM £9.00.**
Rear Arch Panel **£7.70.**
Bottom Rear Quarter Panel **£13.75.**
Front Floor Panels **£13.20.**
Rear Floor Panels **£9.90.**
Inner Sills **£13.20.**

All Panels in stock for rebuilds & all proven in our associated workshops.

Steering Wheels — Brake Pipes — Hose Sets
"A" Post Seals **£4.10 each** —
All Bonnets **£525.00.**

THE MOST COMPREHENSIVE STOCK OF E-TYPE PARTS IN THE WORLD. WHY NOT BUY FROM THE COMPANY THAT CAN SUPPLY ALL YOUR NEEDS?

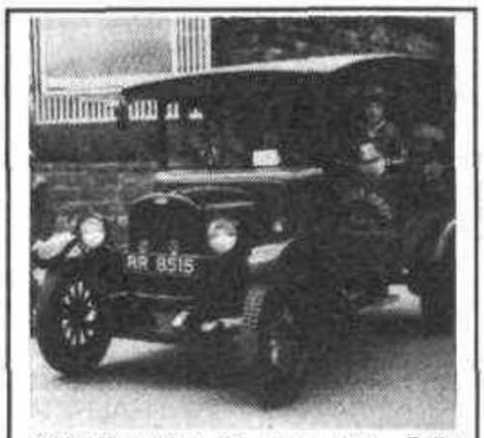
Send SAE for details of our DISCOUNT CLUB: BL HERITAGE APPROVED SUPPLIER,

PHOENIX ENGINEERING INTERNATIONAL LTD.,
Rawcliffe Bridge, Goole, England.
Tel: Goole (0405) 83339. Telex 51311.

INVESTMENT FOR FUTURE
LIMITED EDITION

THE LANCEFIELD COLLECTION

Six Limited Edition Prints, signed, numbered and professionally framed and mounted, measuring 15" x 12", only £29.50 each including VAT, P&P. Monthly invoices possible. Ring for further details to: Lancefield Reproductions Limited on 01-866 9811, or send SAE for brochure and order form to **Lancefield Reproductions Limited, 23 Waxwell Lane, Pinner, Middlesex HA5 3EJ**



1926 Chevrolet 30 cwt van. Fully restored. £4,000 or would consider part exchange interesting car, preferably Austin 7.
Can be viewed Old Hall Corner, Oulton Park, June 13th or Contact Dave Hallam on 0298 77201 after June 13th.
Also 1961 Velocette Venom. Fully rebuilt. £1,000

CLASSIC CARS IN SCOTLAND

1927 **Rolls-Royce 20 H.P.** Fitted luggage box and cases.
1937 **Austin 10.** 1 owner, guaranteed 41,000 miles.
1949 **Morris Minor Series 'M'.** Earliest model.
1951 **Bentley Mk. VI.** In duo tone green.
1953 **Bentley 'R' Type.** Empress coachwork by Hooper, superb.
1954 **Rolls Royce Silver Dawn.** Black over golden sand.
1954 **Lagonda Tickford 4-door saloon.**
1958 **Rolls-Royce Cloud 1.** One owner from new, 97,000 miles.
1958 **MG "Varitone" Magnette.** 2 owners, 60,000 miles.
1962 **Bentley Continental SII.** By H. J. Mulliner. Champagne with red hide.
1968 **Jaguar 'S' Type 3.4.** Manual, 1 owner, as new, very low mileage.
1970 **Rolls-Royce Shadow.** 2 owners, duo-tone, service history.
1970 **'E' Type Jaguar 4.2 D.H.C.** Man., chrome wire wheels and white wall tyres.
1975 **NSU RO80.** Superb order, new rotary engine fitted.

The above vehicles are all in exceptional condition.
Interesting cars? Talk to us about buying and selling.

BELMONT GARAGE EDINBURGH
Tel: Mr. Aitchison 031 665 6876 (days) 031 332 2362 (nights).

ALAN WRAGG

PRESENTS A LIMITED PRODUCTION OF "Austin Seven"

Single seat Racing cars



Eligible for:- V.S.C.C. B.O.C. and 750 club events.
Available, complete or in kit form P.O.A.
For further details send 8" x 4" S.A.E.
We also design and build Alvis Specials, produce hand-forged chassis for all Bugatti types.
Have a fully equipped workshop catering for general restoration work, plus polishing and bead-blasting facilities.

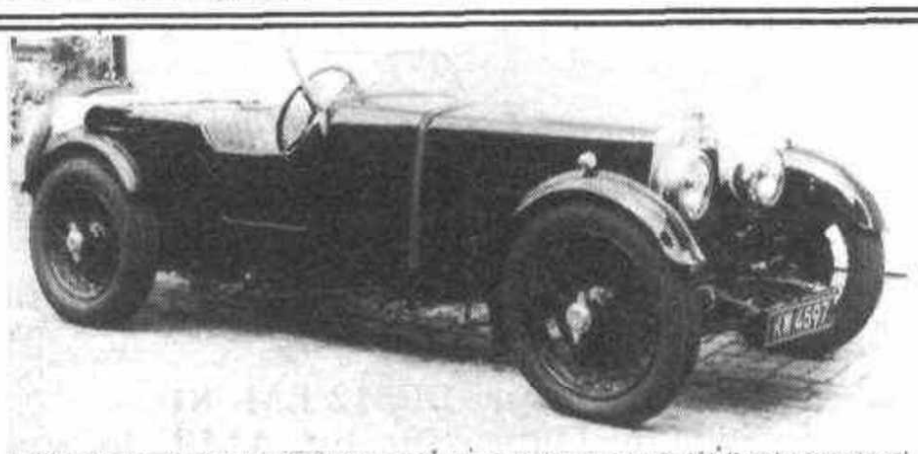
Sherwood Restorations
3 Blidworth Lodge,
Rigg Lane, Blidworth,
Nottinghamshire, NG21 0NX
Tel: Blidworth 2358

DCM LTD



15, PETERSHAM MEWS, SW7. TEL: 01 584 1245.





ASTON MARTIN INTERNATIONAL 1928. The first short chassis 1½-litre International built. Shown at 1928 London Motor Show. Full history, a very rare vintage Aston.
£10,950



FERRARI 275 GT BERLINETTA. First registered 1965. Two cam configuration. The car is in perfect original condition having covered only 7,750 miles from new **(seven thousand seven hundred and fifty miles)**. The car is "as new", spare wheel and tyre unused. Full history at Maranello Concessionaries, red with black interior and one owner from new.
£29,950



JAGUAR E TYPE SERIES 1½. Gunmetal metallic silver with red interior. Stripped and rebuilt by ourselves 1,000 miles ago. All suspension parts etc. plated, all mechanical components rebuilt. Perfect coachwork. 48,000 miles from new, only.
£10,950

We are currently expecting a number of other classic Ferraris and some Bentleys. Please telephone for further details.

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.

TOULMIN

"Leaders in the world of MG parts"

Purveyors of fine pieces for the discerning MG enthusiast (T type through A/B/C/V8 & Midget)

We carry a comprehensive stock of MG parts. Overseas mail order a speciality.

Special offer Leyland Petrol tanks **£59**

SAE or International Response coupons (overseas)

Leather covered steering wheel **£45**

Original horn push **£15**

MGC discs **£7 set + VAT**



01 560 1722

01 560 2228

HAPPINESS is having an MG T.M.C.

TOULMIN MOTORS (1962) LTD
103 Windmill Road Brentford, Middlesex, England.

THE BULLNOSE MORRIS

Just one of the many types of vintage, veteran and classic cars that we restore



Specialist craftsmen in fully equipped workshops work to the very highest standards and our on-site facilities include pattern-making shop, foundry, and general machine shop, sheet metal shop (wheeling, folding, louvrecutting etc) and a paint shop. In addition to complete mechanical overhauls we undertake plating, polishing and all upholstery and trimming.

Our coachbuilding, through years of experience is renowned throughout the UK and beyond and we can supply complete bodies in fully panelled or ash frame only form.

The workshops are supported by extensive stocks of obsolete and replica parts and over 1,000 sq. ft. of store area is devoted to parts for the Bullnose and Flatnose Morris alone.

Our newly-built, two-storey museum of 5,000 sq. ft. floor area containing cars of the period 1903-1938 provides valuable reference and a pleasing atmosphere in which to discuss your restoration requirements.

We are confident that if your car is capable of restoration we can restore it, either totally or any part of it as required using all the advantages of modern technology but with the care and attention of a bygone age.

THE COOKE GROUP
West Avenue, Wigston, Leicester LE8 2FB
Tel.: (0533) 881234

LAMBERT LEY STREET LTD (MODELS)

309 LEY STREET, ILFORD, ESSEX
01-478 5659 **Telex 21120 Ref. 285**

AMR ¼3rd kit

Ferrari 250 SWB LM 61 'Moss'	£13.50
Ferrari 250 SWB TT 61 'Moss'	£13.50
Porsche 935 K4-'81	£12.95
Porsche 911 SEB '72	£11.95
Fittipaldi F8 '80 F1	£10.06
Ferrari T5 '80 F1 Monaco	£10.06
Ferrari 250 GTO TT 63	£15.45
Ferrari 250 GTO TT 62	£15.45
Ferrari 250 GTO LM 62	£15.45
Ferrari 250 GTO T.D.F. 64	£15.45
Cadillac LM 50	£14.95
Porsche 935 M/Dick "Joest" 81	£13.95
Porsche 911 LM 71	£11.95
Porsche 911 LM 72	£11.95
Maserati 151 LM 61	£13.95
Porsche 935 'Momo' 80	£13.95
Cadillac 1950 Cabriolet	£18.50

LITTLE SMASHERS ¼3rd kit

IBEC 308 LM 81 (Trimmer)	£8.95

FDS ¼3rd kits

Ferrari 308 GTB Olio Fiat '80	£7.75
Ferrari 246 GT LM '72	£7.75
Fittipaldi F7 F1 '80	£6.15
Ferrari 126C Turbo F1 '81 Monaco	£11.95
Brabham BT49 F1 '80	£6.15
Porsche RSR Turbo '74 LM	£7.75
Tyrrell 010 F1 81	£6.15
Arrows A3 Ragno F1 81	£6.15
Alfa Romeo 179C F1 81	£6.15
Porsche Carrera Turbo 77 Daytona	£7.75
Ferrari 126 F1 1981	£11.95
Ensign 180 F1 81	£6.15
Theodore TY01 F1 81	£6.15
Osella FA1B F1 81	£6.15

TRON ¼3rd kit

Ferrari 365 GTB 4	£11.95
Ferrari BB512 Le Mans 80 "Crockfords"	£11.95
Ferrari 512BB Europ Univ LM80	£11.95
Ferrari 512BB Daytona '79	£11.95
Opel Ascona 'Publimmo'	£8.95



¼3rd Ferrari BB512 LM '81

European University by AMR in Paris £15.50 kit, £31.10 built (UK), £14.60 kit £28.55 built (Overseas).

Prices include postage

(The built models are made by our own model maker, to a very high standard)

We accept Visa, Access, Diners, Amex, Eurocheque, etc. Overseas customers — 13p in the £ of model prices

Postage UK 50p, Overseas £2.50 unless stated

Open 10.00 am-5.30 pm Mon to Sat. closed all day Thursday

SEND FOR OUR 1982 CATALOGUE. £1.00, UK £2.00 OVERSEAS

HI FI ¼3rd kit

Brabham BT24 F1 '67	£8.95
Ferrari 158 F1 '64	£8.95
Brabham BT 16 F1 '66	£8.95
Ferrari 126 KKK L/B '81 F1	£8.95
Ferrari 126 KKK M/N '81 F1	£8.95
Ferrari 308 GTB 'Facetti' 81	£10.06
Osella FA1 F1 80	£8.95

MERI ¼3rd kits

Ferrari 206 coupe 'Parkes'	£8.95
Fiat 124 S/Remo '75	£9.25
Fiat 124 'Olio Fiat' M/C 76	£9.25

TENARIV ¼3rd kit

ATS F1 '80	£10.06
Fittipaldi F8 F1 '80	£10.06
Osella 'Denim' F1 '80	£10.00
Ferrari P4 LM	£11.95
Daytona Cobra LM '65	£11.95
Talbot Ligier F1 '81	£10.50

WESTERN ¼3rd

Lotus 81 F 80 kit	£10.85
Lotus 81 F 80 built	£21.40
Jaguar 'D' Type kit	£10.85
Jaguar 'D' Type built	£21.40
Lotus 'Essex' Esprit Turbo kit	£16.38
Lotus 'Essex' Esprit Turbo built	£21.40
Aston Martin DB3S Le Mans	£10.85
Aston Martin DB3S Le Mans built	£21.40
McLaren MP4 F1 '81 kit	£10.85
McLaren MP4 F1 '81 built	£21.40

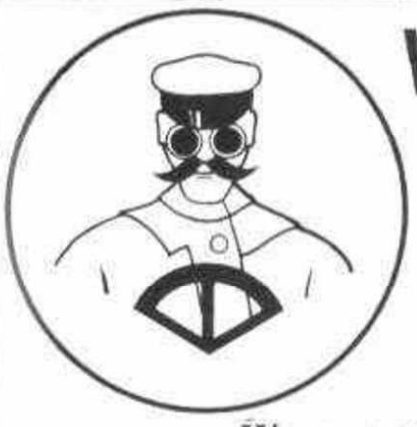
1/24th

Maserati 250F kit	£39.67
Maserati 250F built	£77.62
Mercedes W125 kit	£39.67
Mercedes W125 built	£77.62

Post on 1/24th
(UK) £1.50; (Europe) £2.00; (USA/Aust) £7.00 (Airmail).

Hand with keys

BARCLAYCARD



WATCH FOR THE SIGN OF THE AUTOMOBILIST!

MOBILE SHOP

Our new van will be attending most major events throughout the country, carrying a very comprehensive stock of parts

CATALOGUE

If you are not already the owner of our fully illustrated catalogue — send 50 pence or $3.00 overseas and it will be sent to you by return

NEW ITEMS

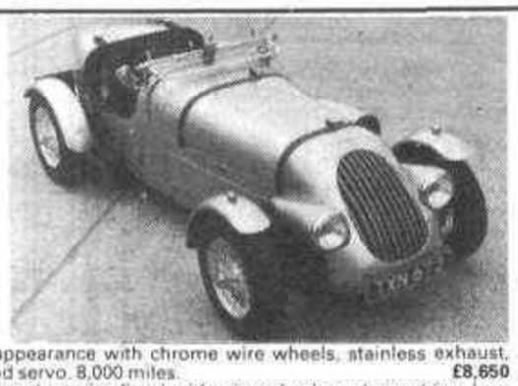
1) Pre-war steel number plates signwritten to your own specification — £15.00 pair
2) Old unused Pyrene brass fire extinguishers (unfilled) — £12.00 each
3) Brass fuel tank gauges — 10½" length — £13.50 each

AND MUCH MUCH MORE. . . .

We are open during the week between 0830 — 1700 hours for cash customers.

THE COMPLETE AUTOMOBILIST LIMITED
39 Main Street, Baston, Peterborough PE6 9NX
TELEPHONE: 07786 312 (24 hour answering service)

Lenham Motor Company Ltd



We are pleased to offer the following Lenham Bodied Healeys from stock — Ready for the summer!

1957 100/6. Ice blue with black leather interior. Fine specification includes wire wheels and overdrive. Stainless steel exhaust. New. **£9,950**

1965 Mk. III. Silver with red hide. Superb appearance with chrome wire wheels, stainless exhaust, hood, heater, extra instruments, overdrive and servo. 8,000 miles. **£8,650**
1957 100/6. Light metallic racing green with red interior fitted with wire wheels and overdrive. Low mileage. **£4,995**

Other Stock
1979 MG Midget. Bright red with black trim, 34,000 miles, radio-stereo new hood. **£2,695**
1966 Healey 3000 Mk. III. Dark BRG with black trim. Quite simply one of the nicest and most genuine 3000's you could find. Please telephone for a full description. **£6,500**
1966 Lotus Elan S3 F.H.C. A very attractive little car with excellent mechanics. **£2,195**
Don't Forget! Apart from an extensive range of **Hard-tops** we are able to offer 1st quality hoods for MGB, Midget, Sprite and Spitfire, with 'same day fitting' service.

47 West Street, Harrietsham, Nr. Maidstone, Kent.
Tel: (0622) 859570.

MORNTANE ENGINEERING LTD.

1-8 COLLEGE YARD, HIGHGATE ROAD LONDON N.W.5 01-485 2376

Exclusively for pre-war Aston Martins
Renovations, race preparation.
Very comprehensive supply of spares. Send for list.

Long Chassis 4-seater, 2-litre tourer. Excellent condition, very genuine and pleasant family car.

International 2/4 seater.

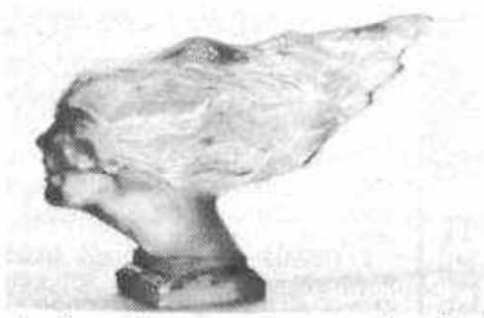
Mk II S/c 2/4 seater. Excellent condition throughout.

Other cars in process of restoration.

Phillips

Fine Art Auctioneers & Valuers since 1796

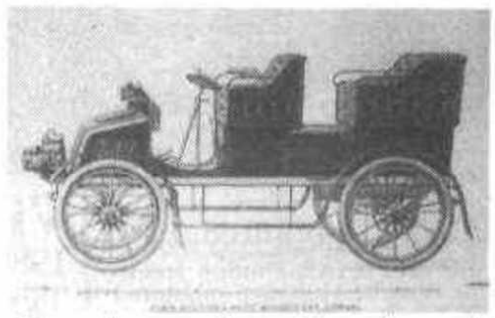
A selection of items to be included in our sale of AUTOMOBILIA, AERONAUTICA and NAUTICA
on Wednesday 19th June
at 12 noon



A fine glass car mascot by Red Ashay



'Biggles' — a table lighter in the form of this famous aviator of fiction



One of a number of good coach builders drawings



Roy Nockolds — Convoy Encounter



Roy Nockolds — Kaye Don in the Sunbeam 'Tiger' at Brooklands

Viewing: Day prior and morning of sale
Illustrated Catalogue £1.20 by post
For further information please contact Andrew Hilton or Jeremy Collins on 01-629 6602

7 Blenheim Street, New Bond Street, London, W1Y 0AS. Telephone: 01-629 6602.

Edinburgh · Glasgow · Leeds · Merseyside · Chester · Colwyn Bay · Knowle · Norwich · Ipswich · Oxford · Bath · Exeter
New York · Boston · Toronto · Montreal · Ottawa · Geneva · The Hague · Dublin

Members of the Society of Fine Art Auctioneers

THE HERITAGE COLLECTION

The Motor Museum for all the family

Largest in Europe The finest collection of Historic British cars anywhere in Europe may be seen at Syon Park in West London where there are many other attractions which make an ideal family outing.

90 Cars There are 300 cars in the collection, with 90 on permanent display at Syon Park, from the earliest 1895 Wolseley to the present day. Veteran, Vintage or Classic, Production or Prototype, the collection has something to appeal to everyone.

Running Displays Rides are available when there are running displays of Historic Cars.



Syon Park Set in 55 acres, Syon House is a splendid example of a Robert Adam interior.

There are gardens laid out by Capability Brown, a conservatory, an aviary and aquarium, and one of the most comprehensive garden centres in the country.

open every day

The Heritage Motor Museum is open every day 10am till 5.30pm. Open Bank Holidays except Christmas and Boxing Day.

Special rates for parties. Write or 'phone . . . Heritage Motor Museum, Syon Park, Brentford, Middlesex. 01-560 1378.

A SPECIAL JAGUAR EXHIBITION

Come to Syon Park and see the complete historical development of Jaguar, from Swallow side car and the SS One through to the Latest XJ. They are all here at the world's largest collection of historic British cars.

Closes Sunday 6th June
LAST FEW WEEKS

HERITAGE COLLECTION AT SYON PARK

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

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

D&L Coach Works
Cage Pond Garage, Pound Lane, Shenley, Herts. Radlett 7561
12 miles central London
Proprietor
Len Channer

Paintwork and body restorations on antique, vintage and collectors' cars. As used by London's leading purveyors
Silver Cloud & Bentley 1, 2, 3, & Mk. 6 & R Type Bentley are our speciality.

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

Headlinings, leathercloths, Duck and Mohair hoodings, moquettes, carpets, Bedford Cords, and felts. Draught excluders, wing pipings, window channels, trimmings, rubber and sponge sections, leather helmets, accessories and leather renovation kits.

ALL THIS IS AVAILABLE for Vintage and Classic cars at keen prices from the **WOOLIES CATALOGUE**. Send 55p for your copy today. UK post paid. (Overseas: Europe 65p; USA $2.00, bills please, airpost paid).

BY RETURN MAIL ORDER and over the counter sales. Open Monday to Friday 9-5 (lunch 1-2). Other times by appointment.
Ian and Caroline Woolstenholmes are "WOOLIES MS", off Blenheim Way, Northfields Industrial Estate, Market Deeping, Nr Peterborough PE6 8LD.
Tel: Market Deeping (0778) 347347.

PRICES SLASHED

UP TO 30% OFF!

- THANKS to Vintage Tyre Supplies Ltd some tyres are reduced by up to 30% on last year's prices.
- IN FACT all tyres will be held down to a minimum profit margin to give you the *best possible value*.

Buy now

ENTHUSIASTS are advised to buy now to take advantage of the low prices—VTS cannot guarantee these prices indefinitely.

Official and Appointed . . .

AS OFFICIAL Dunlop stockists and BL Heritage appointed Vintage Tyre Supplies come well recommended.



U-TURN IN TYRE PRICES!

Vintage Tyre Supplies beat inflation

1982 sees a new competitive spirit in tyre sales. Vintage Tyre Supplies are set to stay ahead by cutting prices by up to 30% on certain sizes.

Economic sense

RANGES OF Olympic, Lester, Bedford and Universal are stocked and offered at advantageous prices. For the perfectionists the leading brand is available for a few pence more.

Keep a low profile

DUNLOP, Pirelli and Michelin 50/60/70% profile tyres are ready and waiting for your high performance motoring.

EXPERT balancing and fitting with the latest equipment for all your wheels and tyres—even up to 21 inch.

To your doorstep

WORLDWIDE delivery is efficiently and promptly organised to your instructions by Vintage Tyre Supplies. *Carriage extra.*

Wheel Rims

WHEEL rims for beaded edge tyres can be had in sizes 710×90, 815×105, 820×120, 880×120 and 895×135.

Road or Race

WHEN the crossplys on your Morris 8 show signs of wear or the Dunlop R5's on your Bugatti 35B are scrubbed Vintage Tyre Supplies have new ones off the shelf.

MIDLANDS STOCKIST

RALPH WILDE now stocks and supplies tyres from the conveniently placed Birmingham area.

His address is Lyric House, Offchurch Lane, Radford Semele, Nr Leamington Spa, Warwickshire CV31 1TN. Telephone—

(0926)26935

NEW American range

EXCLUSIVE

FUN RUBBER from the States in the shape of Dunlop GT Qualifiers are a must for your wide wheels.

Whether you need the sporty 70, wider 60 or extra wide 50, you can expect *street tough performance*.

Wide whitewalls are also stocked for american machinery buffs.

THIS MONTHS SPECIAL

Stop Press!

- 500/525×16 Dunlop D2 103 ... **£29.00**
- 650×17 Firestone 4 ply ... **£39.00**
- 30×3½ Coker B/Edge ... **£25.00**

While stocks last.
Carriage & VAT extra.

VINTAGE TYRE SUPPLIES LTD

PRICE LIST & DETAILS – VINTAGE TYRE SUPPLIES LTD, 12 DALSTON GDNS., HONEYPOT LANE, STANMORE, MIDDLESEX HA7 1BY, ENGLAND. TELEPHONE: 01-206 0722. TELEX: 992043.

RESTORATION
IN THE SOUTH WEST

Complete rebuilds, trimming, cabinet making/french polishing, etc. Sales and commissions.

FOR SALE:
ASTON MARTIN DB2, undergoing complete restoration.

VINTAGE SERVICES
3-53 Salterton Road, Exmouth Tel: 72293

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.
Please enclose S.A.E.

---

maserati

From stock new/used parts for
A6/1500, A6G/2000, A6GCS, 3500, 3700, 4000, Sebring, Mistral.
RICHARD CRUMP ● GROOMS BARN ● BULLS CROSS RIDE ●
WALTHAM CROSS ● HERTFORDSHIRE ● Tel: Waltham Cross 22121

GRAND PRIX METALCRAFT LIMITED

ARTISTS IN ALUMINIUM

We have the largest independent panel shop in England, and are renowned for our beautiful bodies. Prototype or Replica. We also produce part panels, wings, fuel tanks etc. All types of welding and sheet metalwork. All our work is to aircraft standards and second to none.

ENQUIRIES
2-3 Thane Works, Thane Villas, London N.7.

Telephone: 01-609 0384

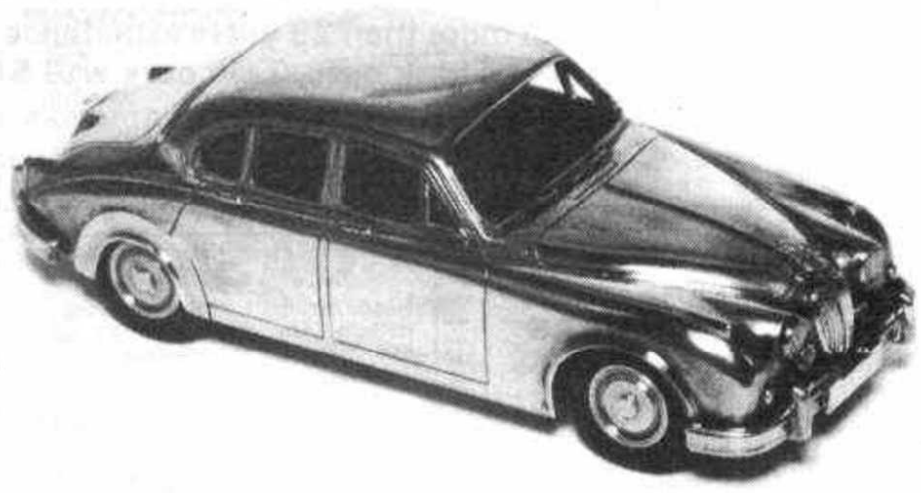
Austin Healey

ACCIDENT MECHANICAL RENOVATION

Large or small repairs
Over 25 years on big
HEALEYS and SPRITES

Contact:
H. Everard, Ex Cape Works
at
Everick Panels, Wise Terrace
Leamington Spa, Warks. CV31 3AS
0926 25038

THE JAGUAR MKII



- ★ "Classic 43" is a brand new range of 1:43rd scale high fidelity hand built collector's models; manufactured in metal; finished in acrylic and cellulose paint with chrome brightwork
- ★ First release is the best-selling Jaguar of all time the famous Mark 2 — see picture above of prototype
- ★ There will be regular new releases in this series — probably five each year — but
- ★ Quality will be high so that production quantities will be limited
- ★ So order yours now to be sure of being among the first to have what will be a most collected series
- ★ This range will not be released as kits
- ★ Price: £25.70 inc. post and packing anywhere in the world.

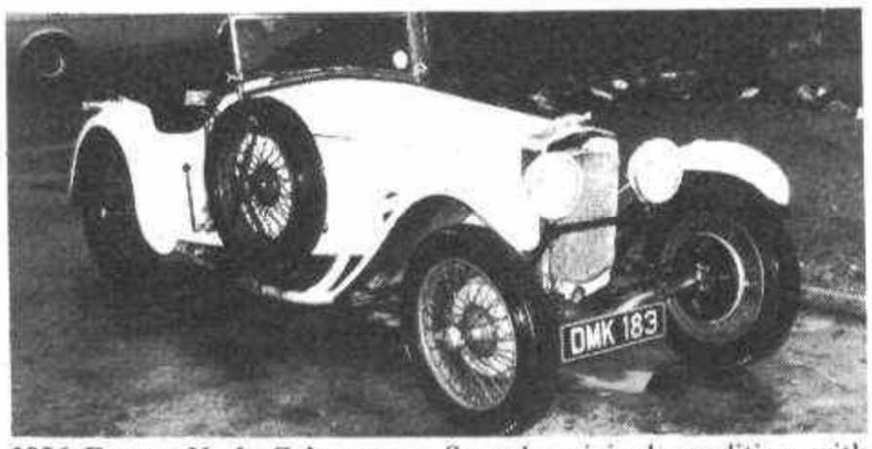
N.B. Telephone and mail orders accepted on Barclaycard, Access, Chargex, Mastercharge, Bankamerica, Carte Bleue, etc., etc.

BRIAN HARVEY'S
GRAND PRIX MODELS
173/175 Watling St. (A5 road)
Radlett, Herts, UK
Tel.: Radlett (09276) 2828/9
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

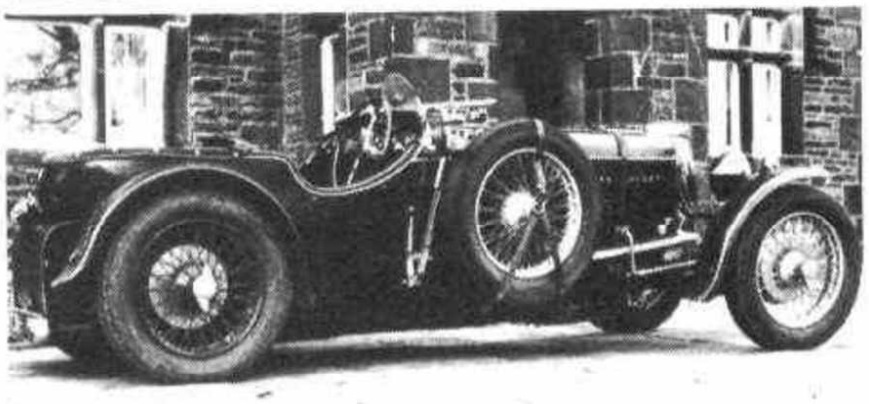
GRAND PRIX MODELS

BARCLAYCARD welcome here

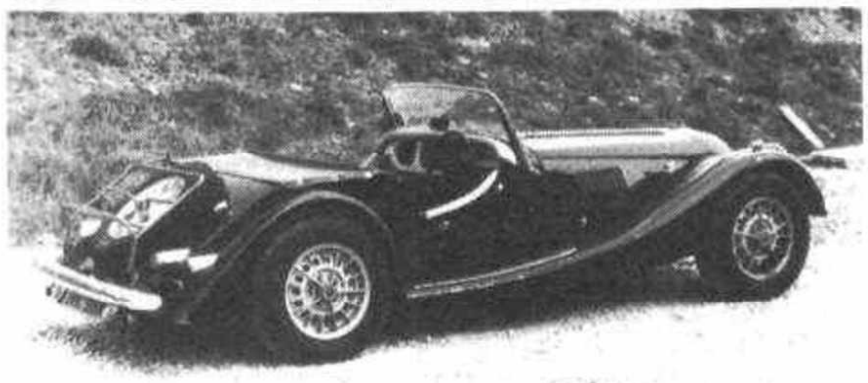
COLDANES LIMITED



1936 Frazer Nash Colmore — Superb original condition with excellent original history including Brooklands wins. Photo.



1933 Frazer Nash TT Replica — excellent condition with known competition history. Similar to photo.



1974 Morgan Plus 8, ex-concours winning car — black, beige upholstery. Photo. **£5,250.**



1971 Rolls-Royce Silver Shadow — Turquoise with black Everflex roof. Photo. **£8,750.**

Also available: 1950 HWM Alta.
1966 E-Type Jaguar 2+2.
1960 Mk. 2 Jaguar 2.4.
420G Jaguar.

Two Rolls-Royce Griffon 57A Aero engines £1,250 each.

WANTED D-TYPE JAGUAR IN GOOD CONDITION AND PREFERABLY HISTORY
Alan Dunkerley, Ramsbottom 3616 evenings, Burnley 23596 days

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

WESTFORD TRAILERS, DROITWICH, WORCS

Car transportation service. Trailer capacity 2 tons. Continental assignments undertaken. Trailers for sale or hire.

Telephone Christine
0905 773912 0905 772081
½ mile from M5, Junction 5

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

UPHOLSTERY IS OUR BUSINESS

Specialists in Vintage & Classic Car trimming.
Also authentic leather motoring coats & helmets.
Coats made to measure from £175. Write or phone for details & measurement chart.
Helmets: Biggles style in black or brown leather/chamois lined. Small, medium or large, please state hat size when ordering. £18.40 post paid UK.
Skinflair, 33-35 High Street, Long Buckby, Northants. Phone Long Buckby 842819.

•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•

DONINGTON

AUTOFAIR

THE ULTIMATE
AUTOJUMBLE

SAT/SUN JUNE 12/13
"Something for everything on wheels"

STEAM'82

SAT/SUN 26/27 JUNE
Over 30 Traction Engines and Rollers in Steam, plus Vintage Vehicles, Tractors, Fun Fair, Trade Stands, Stationary Engines, Models and Miniatures.

All on the hard standing paddock areas of Britain's newest International Motor Sports Centre, Donington Park.
Donington Park Racing Ltd, Castle Donington, Derby. Telephone 0332 810048



Unretouched photo

Send 20p stamps 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 ¼3rd scale models.
Also new traction engine kits and Foden Steam Wagon

HIGHLY DETAILED 1/24th SCALE
METAL MODEL CAR KITS
1925 AUSTIN 7 Tourer
£16.10
inc VAT post free
other kits priced from
£8.05

Wills Finecast, Lower Road, Forest Row, Sussex, RH18 5HE

HARTFORD MOTORS (OXFORD) LIMITED

Offer for Sale a Unique
JAGUAR MK. V DROPHEAD COUPE



Manufactured 16th May, 1950. One of only 395 right-hand drive models built. Refurbished to an extremely high standard. Finished in cream paintwork, red hide trim and dark sand hood. All in keeping with original specifications. Engine re-built and re-wired throughout.

A stylish and very usable Collector's car. £10,950

to view contact

Mr. J. T. Hunt,
Hartford Motors (Oxford) Limited,
Seacourt Tower, West Way, Oxford.
Telephone: Oxford 49966 Telex: 83277

BEWLEY HOUSE GARAGE

BITTAFORD, NEAR IVYBRIDGE, DEVON Telephone 07554 2437

MOTOR AGENTS ASSOCIATION MAA

SPECIALISTS IN CLASSIC AND COLLECTORS CARS
OVER 100 CARS ALWAYS IN STOCK



1949 Allard P1. *(illus.)* **£3,000**



1963 Lotus 7. Pristine condition *(illus.)* **£2,850**



1977 Panther Lima. 38,000 miles, mint. *(illus.)* **£3,650**



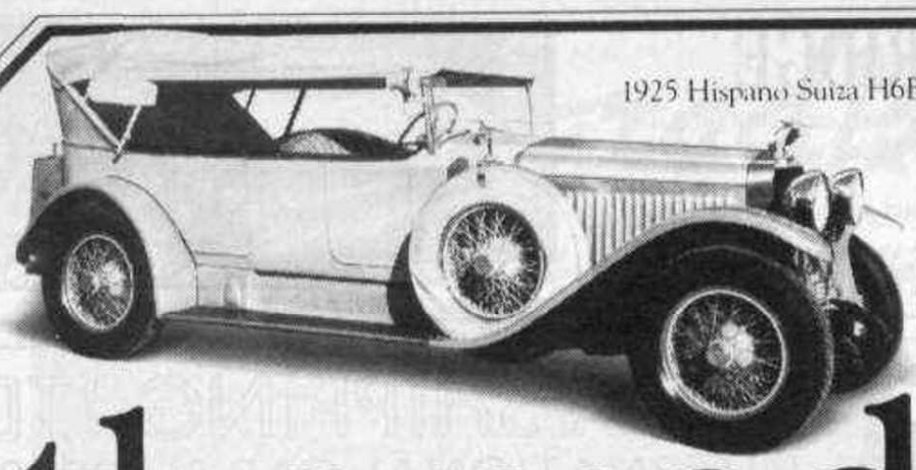
1960 Jaguar 'E' Type 3.8. *(illus.).* **£3,950**



1970 VW Karmann Ghia Convertible lhd *(illus.)* **£1,000**

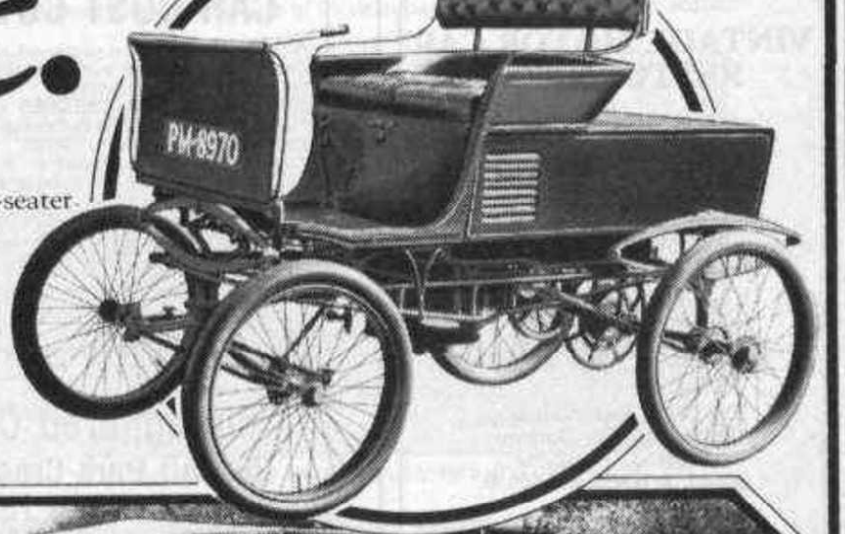
1959 Frog Eyed Sprite. Restored. **£1,100**
1964 Bentley SIII. Magnificent. **£7,250**
1960 Bentley SII. Some history. **£4,750**
1960 Bedford Fire Tender. Fully equipped. **£1,500**
1973 Chevrolet Caprice. Power hood, mint. **£3,000**
1968 Daimler V.8. Exceptional. **£1,500**
1952 Jensen Interceptor. Requires work. **£1,000**
1970 Jensen Interceptor SII. **£1,750**
1968 Jaguar 420 G. Magnificent. **£1,500**
1971 Jaguar V12 E Type 2+2. Rebuilt. **£5,500**
1955 Lagonda 3-litre Tickford Saloon. **£1,500**
1973 Mercedes Cotswold 408 Concorde Caravette. **£6,000**
1960 Mercedes 190 Saloon. **£1,500**
1975 Royale 16ft. luxury touring caravan. **£1,750**
2 Sunbeam Alpines. **from £850**
1955 Wolseley 6/90. Ready for use. **£950**
1976 Jaguar XJS. Auto. B.R.G. **£5,650**
VW Cabriolet. Rebuilt and immac. **£2,850**

Plus many many more
Open every day 9 a.m. to 6 p.m.



1925 Hispano Suiza H6B.

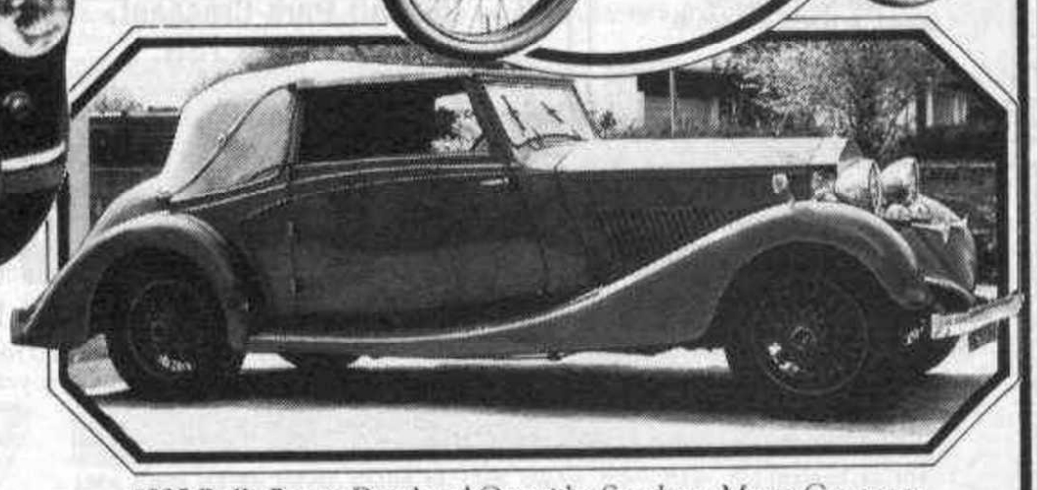
Four of the models in our new range.



1896 Whitney 4½h.p. 2-seater Steam Stanhope.



1953 Aston-Martin DB2/4 Mk1.



1925 Rolls-Royce Drophead Coupé by Southern Motor Company.

CHRISTIE'S AT BEAULIEU 20 JULY

Whether you're looking for a vintage car of the highest quality to add to your collection or want to pick up an early Morris Minor in good condition, you'll be interested in our forthcoming sale at the National Motor Museum, Beaulieu on the 20th July.

You'll not only have the opportunity to choose from a fascinating range of veteran, vintage and classic cars, you'll also be able to discuss them with our motor specialists and other interested enthusiasts.

NO BUYERS PREMIUM

We are recognised internationally as the leading auctioneers of quality collectors cars. It's a reputation we're proud of and one we don't want to lose.

This attitude is reflected in the fact that, at our UK car auctions, we make a point of not charging a buyers premium.

ILLUSTRATED CATALOGUE

You can see all the models that will be on sale at Beaulieu in our comprehensive catalogue.

This includes photographs, some in full colour, and a brief history of each car.

To find out more about the rest of the veteran, vintage and classic cars in our new range send us a cheque or Postal Order for £10 made out to: 'Christie's South Kensington'.

So that we can be sure to include every last car that will be on offer, we will send you a copy of our catalogue nearer to, but in good time for the sale at Beaulieu on 20th July. It will be a classic souvenir of a memorable occasion.

Christie's South Kensington

Write to Robert Brooks, Christie's South Kensington, 85 Old Brompton Road, LONDON SW7 3JS. Tel: (01) 581 2231.

In Association with Lord Montagu of Beaulieu.

PADDON BROTHERS — KNIGHTSBRIDGE

BRITAINS OLDEST DEALER IN ROLLS-ROYCE CARS — FOUNDED 1907

60 CHEVAL PLACE
LONDON SW7 1EN

Telephone: 01-589 9477/8

1965 S Cloud III. Another lovely car in shell grey / steel blue, with only 66,000 miles.
1980 S Shadow. Willow gold, beige hide, absolutely immaculate.
1979 S Shadow II. Brewster green, beige hide, 11,000 miles only.

LOW MILEACE SILVER CLOUD URGENTLY WANTED.



1964 S Cloud III. In extremely fine condition, a beautiful car, finished in silver mink.

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 74E. Tx 8812320

VINTAGE MOTOR CAR RESTORATION



David A. C. Royle

The Old School, Staindrop, Darlington, Co. Durham. England. Telephone Staindrop 60452 and 60630.

A comprehensive restoration, service of the highest quality.

CAR DUST COVERS

Protect your cherished paintwork with our 100% Cotton Covers. Your initials embroidered onto your cover **free** if requested.
NEW UNIQUE SEMI TAILORED COVERS with Elasticated ends for Sports Cars up to 13' 2" long £36.70; up to 15' 4" long £39.90
Covers with tie-on Tapes! 9' 8" Wide x 15' £17.70; x 17' **£19.70**; 11' 6" wide x 19' **£23.70**, x 20' **£25.70** x 22 **£28.70**, 15' 4" wide x 24' **£36.70**, x 28' **£39.70** 19' 2" wide x 32' **£45.70**.
Giant 18" x 16" (approx) **ALFA, ALVIS, ASTON, AUSTIN HEALEY, BMW, CITROEN, FERRARI, JAGUAR, JENSEN, LOTUS, MERCEDES, MORGAN, PORSCHE, RILEY, ROVER, SUNBEAM** or **TRIUMPH** Emblem affixed to your cover for £5 extra.
P&P £1.95 / cover. Prices include VAT Cheque with order please to:

Thoroughbred Covers
26 Holt Park Crescent, Leeds LS16 7SN.

Tel: 0532 610695 anytime
Overseas enquiries welcomed.

We're giving away a ROLLS-ROYCE PHANTOM II 1930 OPEN TOURER.
Plus
£300 for a badge design

Your address on P.C. for full details.

Motor Club Secretaries not already contacted please write.

THE CLASSLINE CLUB LTD., FREEPOST, HARROGATE HG1 5BR. N. YORKS.

PAUL BEC

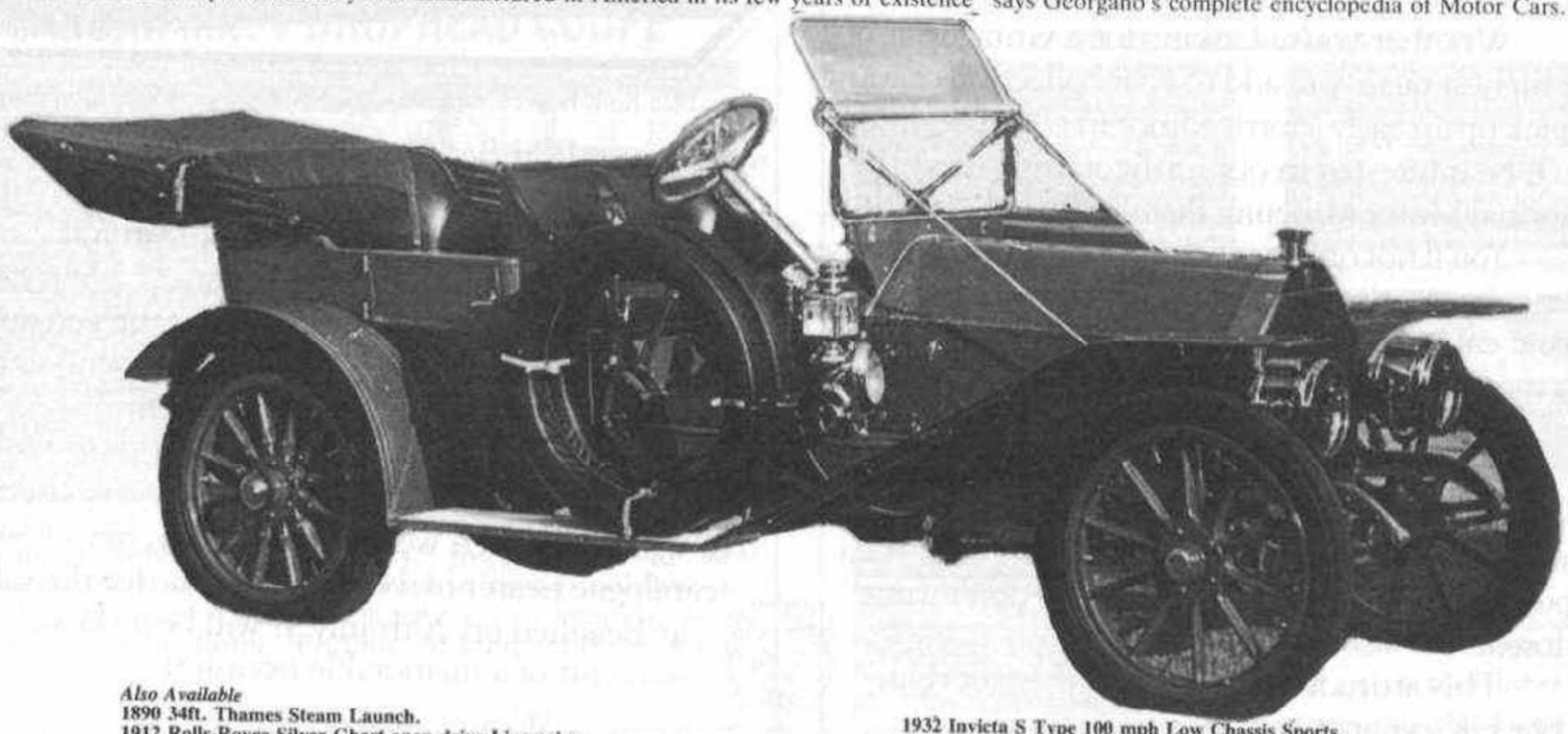
CLASSIC and VINTAGE
The widest choice at highly competitive prices

UPHOLSTERY MATERIALS TRIMS, PIPINGS (cloths, hooding, carpet, door trim etc.)
RUBBER & SPONGE MOULDINGS & WINDOW CHANNELS
ACCESSORIES & NUMBER PLATES
COACHFITTINGS & ELECTRICAL ITEMS
all you need for vehicle restoration — fully listed in our new 52 page catalogue, 75p UK, £1.50 Europe, £3 (or equivalent bills) elsewhere, post paid.
PROMPT MAIL ORDER DESPATCHES — CALLERS WELCOME during office hours
Credit Card Orders Accepted
VINTAGE SUPPLIES (MS), HIGH ST., STALHAM, NORWICH, NR12 9BB.
Tel: Stalham (0692) 81534. Answerphone.

C.A.R. HOWARD LTD.

1910 PALMER-SINGER 60 H.P. 6 CYL. TOY TONNEAU

Restored absolutely regardless of expense by Harrah's, Reno. The restoration paid for by tens of thousands of optimistic gamblers. "The Palmer-Singer was one of the finest and most expensive luxury cars manufactured in America in its few years of existence" says Georgano's complete encyclopedia of Motor Cars.



Also Available
1890 34ft. Thames Steam Launch.
1912 Rolls-Royce Silver Ghost open drive Limousine.
1915 Simplex 50 hp chain drive 7 passenger open touring.
1923 Rolls-Royce Silver Ghost 3/4 Cabriolet.
1929 Mercedes-Benz SS 38/250 factory-bodied Sports-Tourer.
1932 Invicta S Type 100 mph Low Chassis Sports.
1936 Lagonda LG 45 Drophead Coupé.
1951 Ferrari FII Single Seater.
1953 Ferrari 375 America Coupé.
1952 Bentley Mark VI Hooper 2 dr. Empress Line Sports Saloon.

16 QUEENS GATE PLACE MEWS LONDON SW7
Telephone 01-584 6552/3 (office) 01-584 7926 (showroom & workshop)
Telex 28604 Mono Ref. 1765

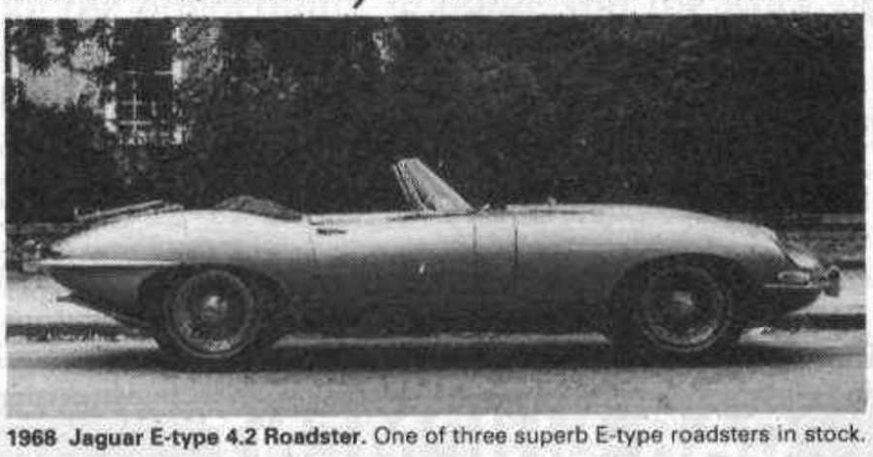
The world famous **Paradise Garage**

01-736 2302/3/4.
Telex 917 927

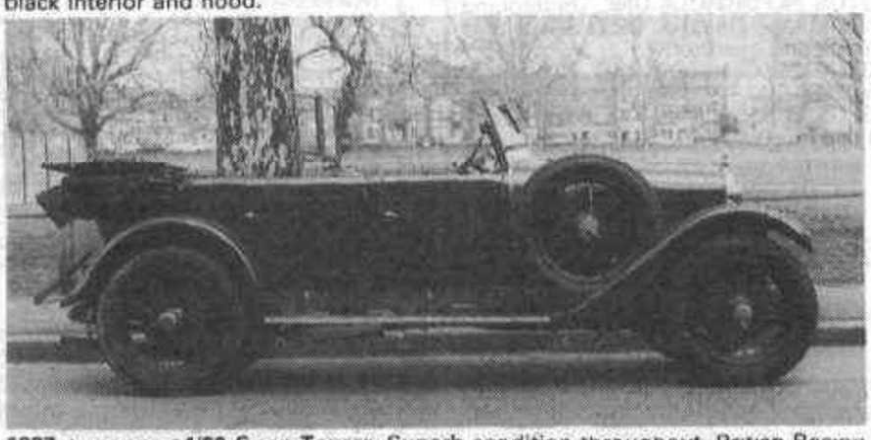
London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



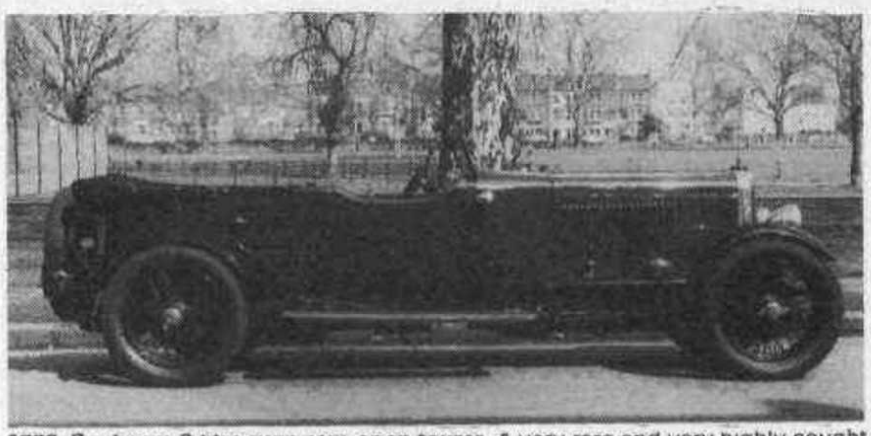
1961 Aston Martin DB4 Convertible. Excellent original condition. Silver with black interior and hood.



1968 Jaguar E-type 4.2 Roadster. One of three superb E-type roadsters in stock.



1927 Lagonda 14/60 Open Tourer. Superb condition throughout. British Racing Green.



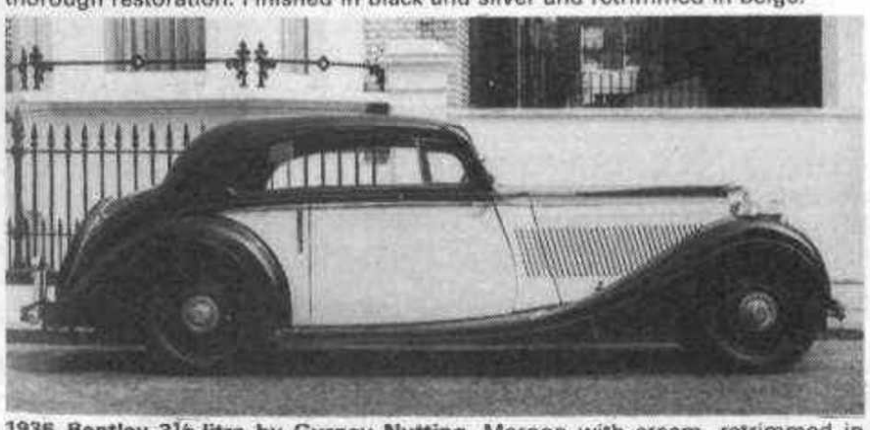
1926 Sunbeam 3-litre twin cam open tourer. A very rare and very highly sought after vintage car. Superb throughout.



1948 Bentley Mk VI standard steel saloon. This car has been the subject of a very thorough restoration. Finished in black and silver and retrimmed in beige.



1964 Rolls Royce Silver Cloud III. One owner from new. Maintained to the highest standards throughout. Silver with blue interior.



1936 Bentley 3½-litre by Gurney Nutting. Maroon with cream, retrimmed in beige. Very rare and beautiful coachwork.



1967 Lamborghini 400 GT. L.H.D., Maroon with tan interior. Excellent throughout.

'Other Cars In Stock'

1931 Alvis 12/50 Tourer
1936 Alvis Speed 25 Charlesworth Sports Saloon
1934 Alvis Firefly
1933 Alvis Speed 20 SA
1950 Alvis TA 14 Standard Saloon
1936 Aston Martin 1½-litre Mk II
1969 Aston Martin DB6 Mk II
1972 Aston Martin DBS
1967 Aston Martin DB6 Volante
1965 Austin Healey 3000 Mk III — choice of two
1930 Austin 7 Gordon England
1953 Bentley R-type
1957 Bentley SI Continental Fastback
1965 Bentley SIII Flying Spur
1972 Bristol 411
1931 Buick Straight 8
1957 Ford Thunderbird
1923 Ford Model T Tourer
1937 Humber Vogue Saloon
1951 Jaguar Mk V drophead
1958 Jaguar XK150 drophead
1960 Jaguar XK150 fixed head
1947 Jaguar 3½-litre saloon
1974 Jensen Interceptor
1934 Lagonda Rapier
1939 Lagonda LG6 — drophead
1931 Lancia Dilambda
1966 Mercedes 250 SE Coupe
1953 MG TD — restored
1953 MG TD — original
1934 MG J2
1933 Rolls Royce 20/25 Open Tourer
1933 Rolls Royce Phantom II by Brewster
1924 Rolls Royce 20 HP Doctors Coupe
1964 Rolls Royce SCIII
1933 Talbot 105
1935 Talbot 65
1938 Triumph Dolmite
1923 Vauxhall D-type

10 minutes from central London, 150 yds. from Parsons Green tube

Wheelers of London W1

SPECIALISTS IN ROLLS-ROYCE, BENTLEY AND OTHER FINE CARS

We are proud to offer a selection from our comprehensive stock:

1979 Shadow II. Shell grey with dark blue hide and dark blue Everflex, 14,000 miles from new, immaculate condition. **£23,750**
1976 Silver Shadow. Scots pine with magnolia hide, black Everflex roof, 46,000 miles, cherished number. **£14,250**
1972 Bentley T. Shell grey over Caribbean blue, dark blue hide. **£8,950**
1971 Bentley Corniche Convertible. Shell Grey with black hood, black hide. **£13,950**
1970 Bentley T. Velvet green with beige hide, good service history, excellent condition throughout. **£6,950**
1969 Bentley T. Seychelles blue with grey hide, F.S.S. air cond., new engine fitted in '79, gold plated fittings. **£6,650**
1978 Mercedes 280CE. Icon gold, 28,000 miles, sliding roof, full history, immaculate condition. **£7,950**

Wide range of Rolls-Royce & Bentleys always in stock



1980 Silver Shadow II. Moorland Green with beige hide, beige Everflex roof, 13,000 miles, 1 owner, full documented service history, as new. **£26,250**

Telephone:
(Office Hours) 01-387 9540 (Eves / Weekends) 01-886 5456

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.

F1 SHADOW DN3. Race of Champions winner, less engine and gearbox. £2,000
LOTUS 24 FORMULA ONE. Undergoing restoration. Chassis No. 951. Less engine and gearbox.
LOTUS 23. Chassis No. 80. Rebuilding started.
LOTUS 11 S2. Le Man, needs bodywork. £4,000
WANTED Any interesting Grand Prix cars.

Phone Peter Bloore on
(0491) 39475 Telex 847872

AVIATION BOOKS

BRITISH ISLES AIRFIELD GUIDE 9TH EDITION — New edition of our popular guide to all used and disused airfields in the UK & Eire. Includes for the first time details of First World War aerodromes and 3-colour 18" × 24" fold-out Map. **Price £2.00 plus 35p for p&p**
WRECKS & RELICS 8TH EDITION — Brand new 1982 guide to all preserved, instructional and derelict aircraft in the UK & Eire. An essential addition to every aviation enthusiasts' library. **Price £4.95 plus 55p for p&p.**
Order from — Merseyside Aviation Society Ltd., Hgr 2/MS2, Liverpool Airport, Liverpool L24 8QE.

R. F. FUGGLE LTD ESTD. 1906

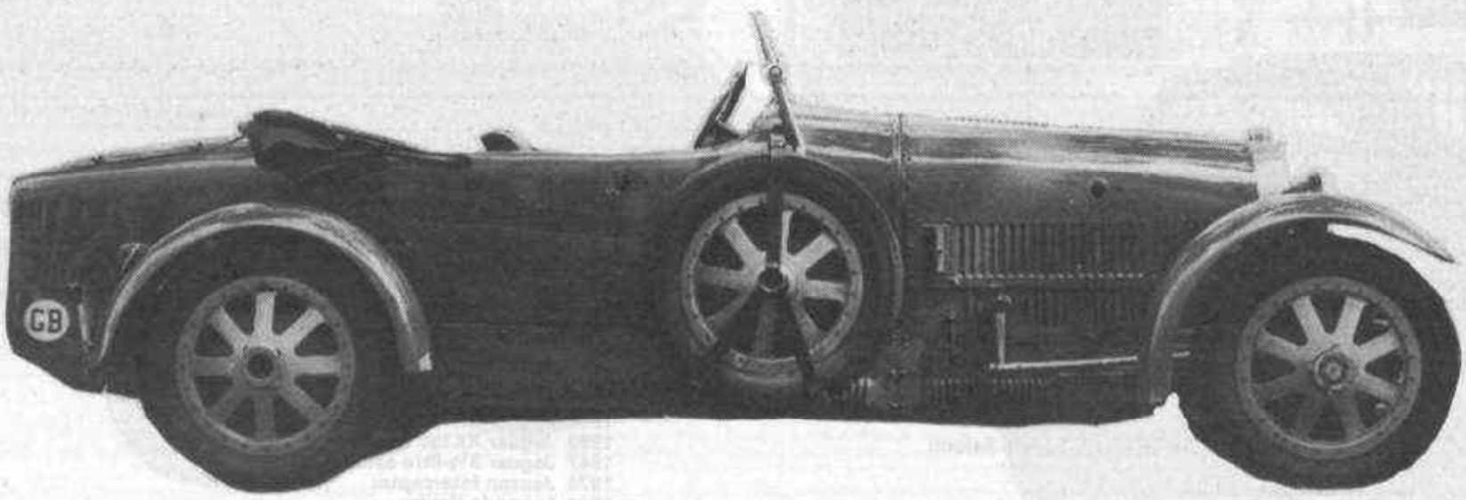
If you are seeking an older quality type of motor car possessing a worthy and impeccable background then maybe we have it. For example in hand is a **2.2 litre 406** BRISTOL which has done 4,200 miles from new.
A 405 BRISTOL on which the previous owner has lavished £17,000. A rather lovely R-Type Continental BENTLEY and a 1949 one owner ROLLS ROYCE SPORTS SALOON which has done 43,000 miles. We are at **Bushey Heath, Herts. Tel: 01-950 1685.**

OPEN FROM
9.30-6.00
MONDAY TO
SATURDAY
SUNDAYS BY
APPOINTMENT ONLY

COYS
OF KENSINGTON

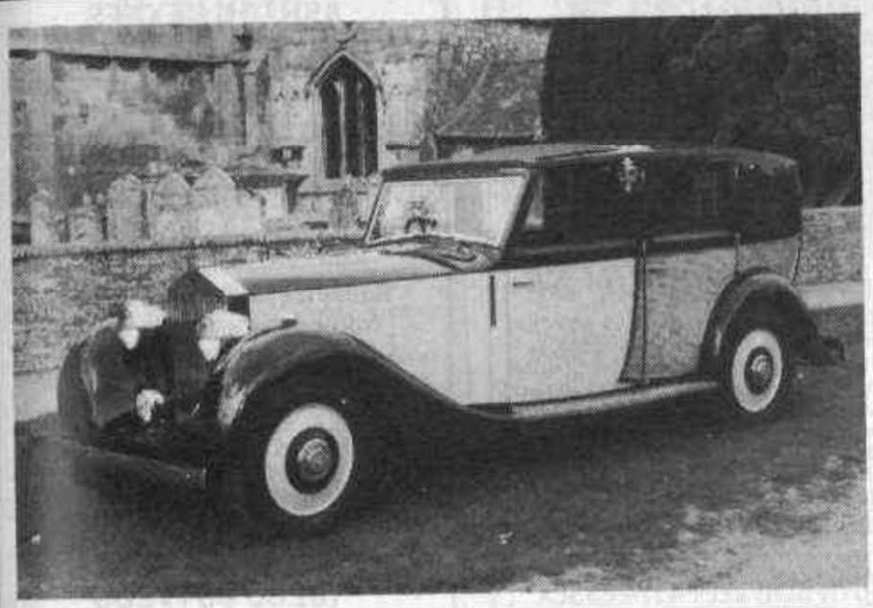
WE WILL TRAVEL
ANYWHERE IN
THE WORLD
TO OBTAIN A
CLASSIC MOTOR
CAR

SPECIALISTS IN FINE HISTORIC AUTOMOBILES



1927 Type 43 Bugatti, Chassis No. B3172, Engine No. 12 Fully restored example. *Similar to above.*
Also Available:
Type 49 Bugatti with Faux Cabriolet body by Bugatti.
Type 44 Weyman 2 door fixed head coupe.

COYS OF KENSINGTON (SALES) LIMITED — 2-4 QUEENSGATE MEWS
LONDON SW7 ENGLAND — TELEPHONE 01-584 7444 — TELEX 261701 COYKENG



We have just restored the coachwork and trim on this 1936 Rolls-Royce 20/25 Brougham Deville, by Windovers, in 9 months, for an American customer.

We Specialize in high quality trim and bodywork and would like the opportunity to quote you for work on your car.

ANTIQUE AUTOMOBILES LTD.

35-39 MAIN ST., BASTON, PETERBOROUGH
Telephone: Greatford (07786) 288/488

WANTED

ANY:

ALVIS, LAGONDA, ASTON MARTIN, JAGUAR, BENTLEY, ROLLS-ROYCE, RILEY, ETC.

PLEASE RING:

01-731 4383

9.30 am-6.30 pm

WANTED

By private collector

Vintage Rolls, Bentley, Lagonda etc. Immediate decision, cash available.

No dealers please.

Phone: Penkridge 2165

Fly in a de Havilland Puss, Hornet or Tiger Moth, Dragonfly or Rapide on Sunday 27th June.

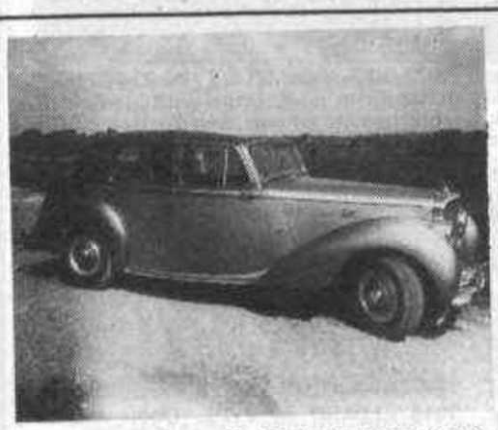


Send s.a.e. for booking form. Or come to see the world's oldest aircraft types in air at 7 pm on Saturday 5th June. Historic aeroplanes and road vehicles on view every day.

All this and more at the

The Shuttleworth Collection

Old Warden Aerodrome, near Biggleswade, Beds.



1920 MAG engine 1100 c.c. V Twin Cycle Pacer belt driven Motor Cycle, in excellent condition. A very high performance machine. **£1,495**

1928 Hispano Suiza H6C (8-litre) engine and H6B chassis, gearbox and front axle, incomplete rear axle, baulk head and many other parts, the engine has new pistons and liners, crank reground and remetalled. **£6,000**

1952 Bentley Mk. VI Big Bore in outstanding condition, full history, finished in Shell and Tudor Greys. **£5,500**

1953 Bentley "R" Type a very smart example with Manual transmission. **£4,250**

1954 Bentley "R" Type Automatic in excellent original condition, 105,000 miles. **£5,750**

1976 Jaguar X.J.S. Automatic, electric sun roof, finished in Red with Black vinyl roof, one owner 27,000 miles, an outstanding example. **£5,350**

Particularly interested in Rolls-Royces, Hispano Suiza, Vauxhall 30/98 and Vintage Motor Cycles

Large quantity of used Mk. VI and 'R' type spares

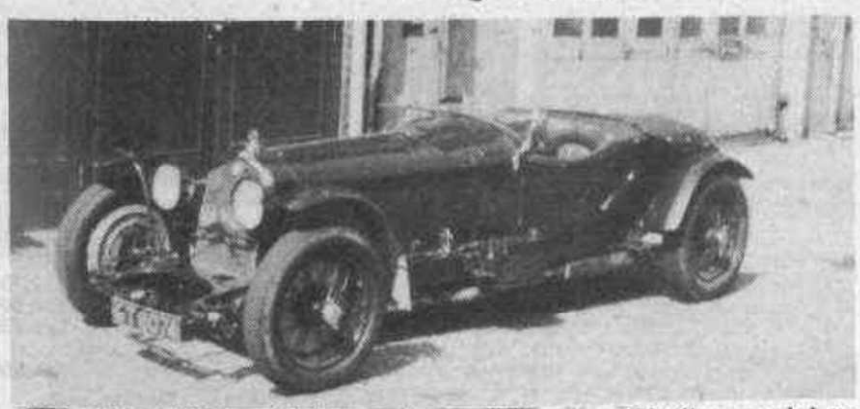
LIDDELL & HORNER (Tel. 0264 3643)

WESTOVER FARM, GOODWORTH CLATFORD, ANDOVER SP11 7LF

01-584 7332 — 01-584 7472

DAN MARGULIES

12 QUEEN'S GATE PLACE MEWS, LONDON SW7



1932 Alfa 2.3-litre. 8c Supercharged 4-seater. Similar model to above undergoing restoration.



1936 Ruey Sprite 1½-litre. 2-seater sports in excellent order.



1929 Maserati 2.5-litre. Grand Prix car in mint condition. Chassis No. 2514.

1938 Alfa Romeo 2.9-litre. Supercharged Le Mans Coupé. Chassis No. 412033.

1925 Bugatti Type 35. GP 2-seater.
1923 Bentley 3-litre. Long chassis Tourer.
1933 Aston Martin 1½-litre. Long chassis Tourer.
1921 Vauxhall 30/98 'E' Type. Velox Tourer.
1926 Frazer-Nash. 'Fast Tourer' Anzani 1½-litre.

HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

David A. C. Royle



1926 ROLLS-ROYCE TWENTY. Original coachwork by Joseph Cockshoot and believed converted to shooting brake by them in 1948 Twin sidemounts. Barker dipping. Good running order.



1953 ASTON MARTIN DB 2/4 (MK I). Dark metallic blue, much work carried out bodily and mechanically. Now in concours condition. MoT until November 1982. **£5,750**



1952 BENTLEY 'R' TYPE. 66,000 miles, believed genuine. Laid up many years. Dark green with beige interior. All tools, radio, handbook etc. A most original and usable motor car. **£5,650**



1972 V12 JAGUAR E TYPE 2+2. 21,000 miles from new, white with black trim, chrome wire wheels, two owners. **£7,650** *(Similar to above)*



1950 VAUXHALL VELOX. Mechanically overhauled. Repainted from bare metal. Excellent all round condition. MoT Nov. 1982. **£1,650**



1948 ALLARD M TYPE. Open 4 seat tourer. Black with red interior. New hood and paintwork. Excellent mechanics. New MoT. **£4,850**

VMCR, THE OLD SCHOOL, STAINDROP, NR. DARLINGTON, CO. DURHAM. TEL: STAINDROP (0833) 60452 OR 60630.



BENTLEY MK6/ SI

This fine car has been built to exacting standards by a prominent collector. It features an SI engine, a continental R-Type differential, stainless exhaust, 15" wheels. Will do 0-60 in six seconds and well over 100 in not many more. It laps Brands in 1 min. 2 sec. and yet ticks over in traffic like a limousine pulling top gear from 4 m.p.h.
Perhaps the ultimate sports car.

£12,500
SOUTH BENFLEET 4174 ESSEX

ASHTON KEYNES VINTAGE RESTORATIONS LIMITED

Ashton Keynes, Swindon, Wilts.

Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery

Chassis and mechanical rebuilds

Coachbuilders award 1979

Tel: Cirencester (0285 861) 288

MALCOLM C. ELDER

office: Enstone (060 872) 238
home: Steeple Aston (0869) 40606
UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP.

Part exchanges considered. Callers preferably by appointment.





1912	**FIAT** Tipo 52B tourer. *(Photo).*	£12,500	
1924	**SPARKBROOK** 250 cc JAP m/c.	£1,250	
1924	**BAYLISS THOMAS** Supersports.	£4,500	
1926	**DOUGLAS EW** Motorcycle.	£1,500	
1926	**BENTLEY** 3-litre speed model.	£26,000	
1930	**DELAGE D8** by Chapron. *(Photo)*	£26,500	
1930	**FIAT 514** Weyman saloon.	£3,450	
1934	**AUSTIN 7** sports 2-seater.	£2,850	
1935	**SUNBEAM** Dawn saloon.	£3,475	
1936	**AUSTIN 7** Ruby saloon.	£1,550	
1936	**AUSTIN 7** 2-seat special.	£3,000	
1951	**JAGUAR XK120** Roadster.	£8,000	
1955	**F.N.** 250 cc Motorcycle.	£425	
1956	**FORD 10** Thames pick-up.	£950	
1959	**DAIMLER DK400** Hearse.	£2,750	
1963	**DAIMLER** 2½-litre V8 saloon.	£750	
1971	**ROVER 3500** (K-Reg'd).	£675	
1972	**SAAB 96** saloon.	£750	

NEW TYRES stocked. Most sizes, vintage, PVT, classic and motorcycle. Enquiries welcome.

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.

Roland Duce Ltd.

VINTAGE AND SPECIALIST CARS

MARKET OVERTON, Nr. OAKHAM, RUTLAND, LEICESTERSHIRE.
Tel., Thistleton (057283) 261/2 and 232.
Telex No. 341652

Hours of business: 9.30 am to 5.30 p.m.

Monday to Saturday.

Sundays — appointments only.



427 Cobra

1964 Austin Healey 3000 Mk. III.	£5,950	1982 BMW R100RS Bike.		1929 Lagonda 2-litre.	£12,750
1936 Alfa Romeo 6c.	£23,000	1916 Buick 2-seat.	£8,650	1967 Lamborghini 400GT 2+2.	£10,000
1936 Alvis 4.3. Body by Offord & Sons.		1928 Essex Saloon.	£3,850	1946 MG TC.	£6,250
1936 4.3 Alvis. Body by Cross & Ellis.	£15,000	1973 Ferrari 365 GT 2+2.	£8,750	1979 Mercedes 450 SEL.	
1936 Alvis SA SP20 Tourer.	£15,000	1925 Ford Model T 2-seat.	£5,350	1975 Mercedes 450 SE.	£4,850
1931 Austin 7 open 2-seat.	£2,500	1928 Humber Special.	£5,650	1981 Matra Rancho *Convertible.*	
1971 Aston Martin DBS6.	£4,850	1903 Holsman Highwheeler.		1982 4-door Range Rover. £3,000 off list price.	
1971 Aston Martin V8.	£3,850	1929 Chrysler De-Soto.	£9,750	1910 Nagant.	
1968 Aston Martin DB6.	£5,350	1966 Jaguar E-Type FH.	£5,850	1972 Panther J72.	
1959 Bentley S1.	£3,750	1973 Jaguar V12 Roadster.	£8,250	1977 Porsche Turbo.	£14,250
1962 Bentley S2 Continental. H. J. Mulliner Coachwork.	£16,250	1968 Iso Griffo. RHD Manual.	£6,250	1931 Rolls Royce PII Tourer.	£22,000



1972 Mercedes 350SLC LHD. £5,250



1936 Rolls Royce 25/30 Cabriolet. £15,000



1961 Ferrari 250 GT 2+2. £7,600

Finance available on cars over £5,000.

Customers will be met at Peterborough Station, King's Cross 50 minutes.

B. M. Ellis Huddersfield Ltd.

Telephone 0484 31426

1937 Rolls-Royce 25/30. H. J. Mulliner Sedanca De Ville, black/maroon, beige interior rear, black front, fully restored.
1963 Rolls-Royce Silver Cloud III. Pine Green, refrigeration, 3 owners, 69,000 miles.
1954 Rolls Royce Silver Dawn. Tudor grey with grey interior, 49,000 miles from new.
1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.
1949 Bentley James Young. 4-door coachbuilt saloon. Dawn blue with beige int. Rec. mileage 64,000. Fully restored.
1961 Vanden Plas 3-litre. Black over blue/grey, 50,000 miles.
1971 K Mercedes Benz 250 CE Coupé. Metallic whisky, white trim, PAS, electric sunroof, manual gearbox, genuine mileage 50,000, absolutely superb.
1979 Land Rover. 12-seater safari, genuine mileage 8,000.

MARTIN REED
(Sportscar Garages)



Daimler 2-seat Conquest Roadster. 2½-litre. Black and Chrome. Immaculate. (One of only 50 produced.)
Daimler DB 18 1947. Very original indeed.
Other cars in stock include:
1933 Rover 10. Exceptionally original condition.
1947 Bentley Mk. VI. Recent extensive mechanical overhaul.
Wanted: Thoroughbred Cars (preferably open) in Top Condition, especially Daimlers.

☎ **Hoddesdon 64824**

DAVID HOWARD CARS

RANVILLES FARM, ROMSEY, HAMPSHIRE. Tel: Ower (042136) 481

1925 Humber 11.4 H.P. Saloon. Fine original leather and full of character. **£5,500**
1926 Morris Cowley 2 seater and dickey. Chassis up rebuild. **£5,950**
1934 Alvis Firefly DHC by Cross and Ellis. exceptionally pretty car in excellent order throughout. **£4,950**
1934 Austin Light 12/4 Drophead and Dickey by Gordon. Very unusual and attractive. **£3,700**
1934 Morris Minor 2 seater. Restored to concours. **£2,850**
1936 Lagonda LG 45 Pillarless Saloon. Original down to the 1936 insurance certificate. Superb. M.o.T. tax. *(illus.)* **£8,750.**
1939 AC 2-litre 2/3 seater drophead, the last A.C. built before the war. **£3,400**
1951 Bentley 4½-litre H. J. Mulliner Lightweight Saloon. Nice condition. **£4,000**
1961 Hillman Minx. 13,500 miles. Showroom condition. **£1,050**
1963 Aston Martin DB4 Convertible. Maintained by Robin Hamilton. Pale blue metallic. Very fine indeed. **£9,750**
1967 Triumph Vitesse Convertible. 2-litre. Dark blue. New M.o.T. **£875**



1968 Morris 1000 Traveller. Green with another for spares. **£775**
1968 Jaguar 4.2 E Type F.H.C. Dark blue. 9,000 miles on new engine. Superb throughout. **£5,300**
1979 Ford Capri 3.0 Ghia. 35,000 miles. Unmarked condition. Very fast. **£3,950**

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

Classic Automobiles
P.J. FISCHER

Specialist in low mileage, classic Rolls Royce & Bentley cars.



1961 S2 Cont. Mulliner 2-door. Finished in burgundy with tan interior, one owner last 19 years. As new condition throughout! **£17,750**

ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS

1954 Silver Dawn. Black pearl / shell-grey, tan interior, 82,000 miles. **1964 Silver Cloud III.** Astral blue, 36,000 miles. **1963 SCIII,** Moss green, 72,000 miles. **1961 SCIII.** Sage / smoke-green, 40,000 miles. **1961 SCII.** Black with red int., 72,000 miles. **1960 SCII.** Dawn blue. **1964 / 5 S3 Bentleys** choice of 4 low mileage cars. **1957 Bentleys S1** choice of 2 low mileage cars. **Flying Spurs S2+S3** choice of several cars in stock. Also **1965 S3 Bentley LHD.** 45,000 miles. **1967 Silver Shadow.** 48,000 miles. **1975 Silver Shadow.** 39,000 miles, sand / sable. **1976 Silver Shadow.** Card red, 22,000 miles.

WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS OF THE TYPE WE SELL

Established 10 years — After Sales Service — Restoration Chrome Plating 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



STANLEY MANN

Vintage and classic cars

Specialists in the vintage Bentley and Lagonda

The garage rear of 23,
Edgwarebury Lane,
Edgware,
Middlesex. HA8 8LH
Daytime phone 01-958 3789,
evenings Radlett (09276) 5612.

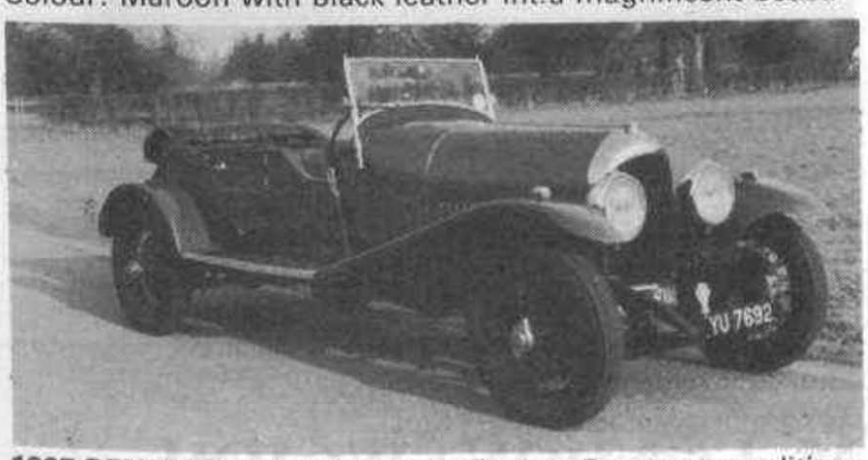
Callers welcome. Open weekdays and Sunday mornings. Closed Saturdays. Just 30 minutes from Central London. Nearest tube station – Edgware.



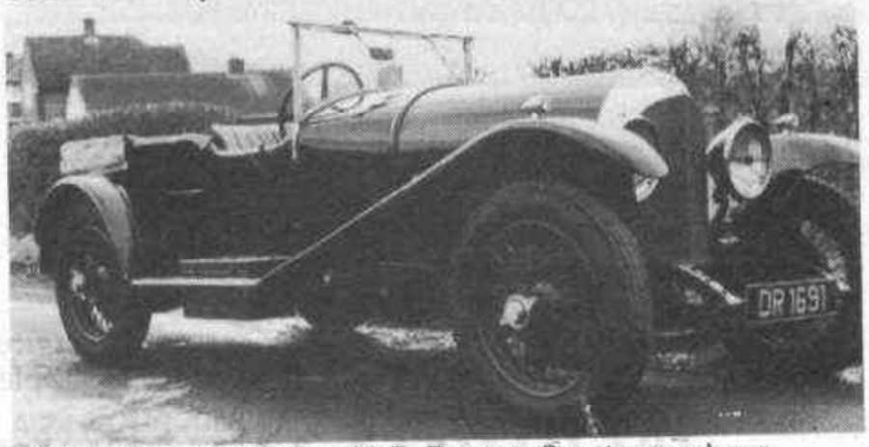
1928 BENTLEY 4½-Litre V.D.P. Rep. body by Tony Robinson. Colour: Maroon with black leather int: a magnificent beast.



1931 LAGONDA 2-Litre Speed Model, Low Chassis Continental Sports Tourer. Fully restored.



1927 BENTLEY 3/4½-Litre Sport Tourer. Excellent condition.



1927 BENTLEY 3-Litre V.D.P. Tourer. Similar to above.

TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

(Member of the Frank Dale Group)

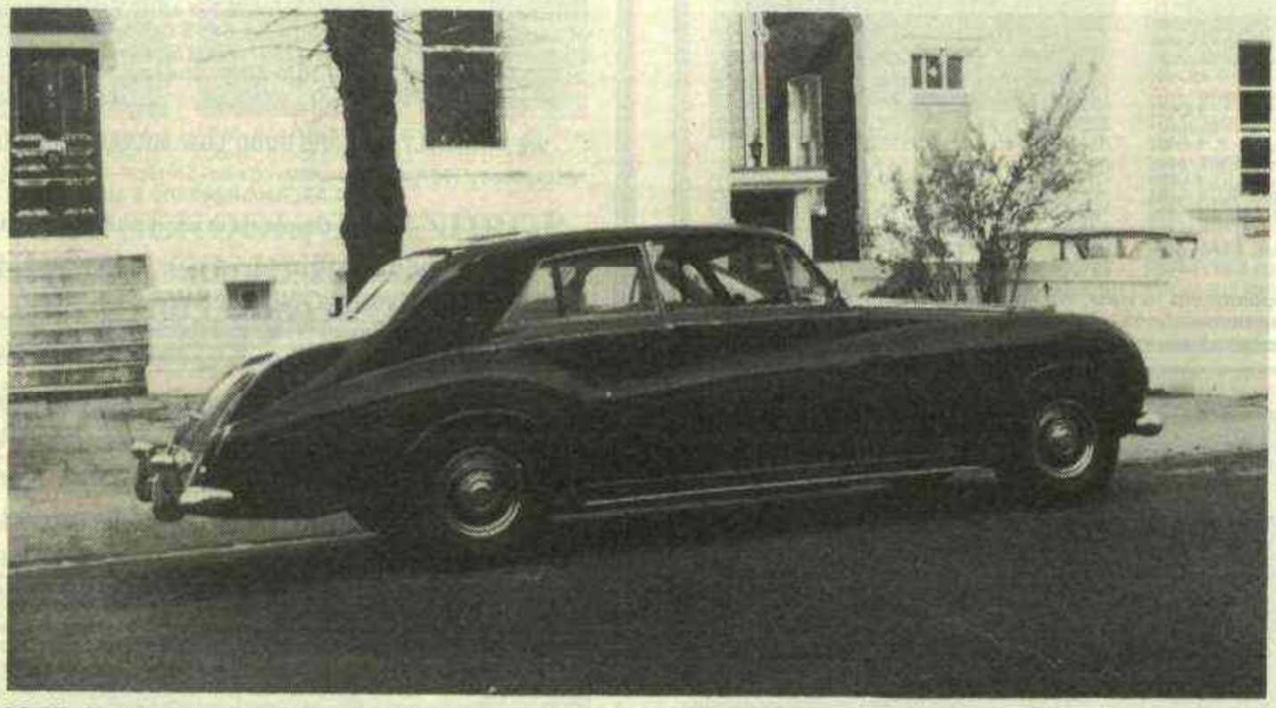
TELEX: 885983
EFDALE G



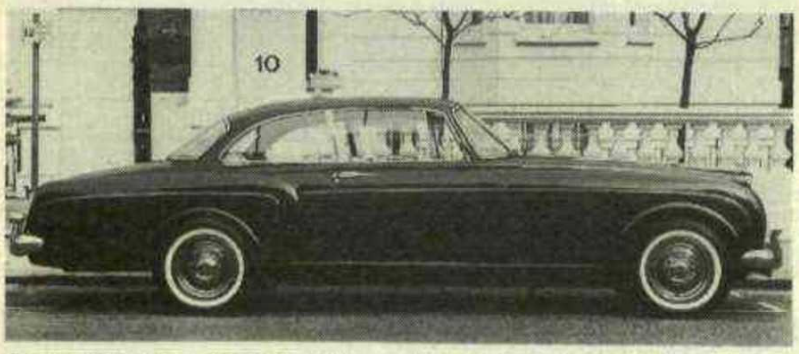
1965 Rolls-Royce Silver Cloud III Convertible by Mulliner Park Ward. Completely restored.



1971 Rolls Royce Silver Shadow Convertible by Mulliner Park Ward. Also choice of 4 Corniche Rolls-Royce.



1965 Rolls-Royce Silver Cloud III. Unique 2 door saloon by James Young on long wheel base chassis. Restored.



1962 Bentley S2 Continenal 2 door Coupé by H. J. Mulliner. Extremely rare and beautiful.



1965 Bentley S3 Continental Flying Spur. Choice of 3.

Opening hours 9 a.m.-6 p.m.: Saturdays until midday

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 Tee & Whiten (The Lincoln's Inn Press Ltd.) for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

WILLIAM LOUGHRAN LTD.

proudly present



THE FIRST AND THE LAST OF THE GREAT JAGUAR CLASSICS.
1937 SS100 3½-LITRE in British Racing Green, green hide, extremely original, this magnificent car is featured in the Jaguar Driver Magazine Oct. 1970 having completed the French Veteran Rally. **£27,950**
1974 V12 E TYPE ROADSTER. Auto, gold badge commemorative Model one of the last 50 built, black tan hide, chrome wire wheels, 10,000 miles, full history. **£15,950**



1972 FERRARI DAYTONA SPYDER. Racing red, tan hide, air con., 38,000 miles, magnificent condition. *Illus.* **£42,950**
Also: 1972 FERRARI DAYTONA, Ferrari red with champagne hide. Concours condition. Available with Reg. No. L63 by negotiation. **£35,950**



UNREGISTERED PANTHER DE VILLE. Two tone metallic chestnut over silver sand, black hide and matching Everflex roof, delivery mileage, todays list price over £67,000. Colossal saving at. **£44,950**



1911 DE LAUNEY BELLVILLE. 6 cyl., Brewster body, a very original Edwardian classic with interesting history. **£28,950**



1965 ROLLS-ROYCE SCIII. Steel blue over shell grey, surf blue hide, we consider this to be the finest SCIII available anywhere having covered only 6,000 miles full documented service history. **£27,950**



1953 ROLLS-ROYCE SILVER WRAITH. Touring Limousine Mulliner body, black, tan hide, this vehicle is in mint condition and must be seen to be appreciated, having covered only 87,000 miles an average of only 3,000 miles per annum, complete with Reg No. NLM1. **£24,950**



1969 FERRARI 365 GT 2+2. Metallic sand, tan hide, a unique opportunity to acquire this magnificent classic car in concours condition 17,000 miles. **£18,950**



1968 FERRARI 365 GTC. Metallic dark blue, beige hide recently had complete rebuild at Grey Paul Motors, new Borrani chrome wire wheels, 29,000 miles. **£23,950**

Always a good selection of Ferrari, Porsche, Mercedes and Rolls-Royce in stock. Part exchange welcome. Finance and leasing facilities available.

FOR OVERSEAS ENQUIRIES WE HAVE A 24 HOUR ANSWERING SERVICE

The Hawthorns, Gill Lane, Walmer Bridge Nr. Preston Lancs. Tel: 0772 613213 or 613114

Marlboro European F3 Trophy

A round of the F.I.A. European Formula Three Championship (including Marlboro British Formula Three Championship)

Grand Prix Circuit

Silverstone

SUNDAY JUNE 13th

Qualifying June 12th



Supporting races for Tricentrol British Saloons, British Formula Ford, British Sports 2000, CAV Sports Cars, Tricentrol Clubmans Sports, Pre-74 Formula Ford from 12.30

supported by DAILY EXPRESS

ADMISSION PRICES:

RACEDAY TRACKSIDE ENCLOSURES: ADULT £3.50 INCLUDING COVERED GRANDSTAND SEATS. Parking Free. Adult Paddock Transfer £1.50 Extra. Saturday Trackside Enclosures: Adult £1.00

ALL ACCOMPANIED CHILDREN UNDER 15 FREE OF THESE CHARGES.

Tickets can be booked in advance from Booking Office, Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN. Tel: Silverstone: (0327) 857273.

The Organisers/Promoters reserve the right to amend or cancel the programme without notice.

Organised by BRDC