December 1982 Vol. LVIII No. 12 60p

MOTOR SPORT

The Magazine that gave its name to the Sport



Why Shell Oils invest money going round and round in circles.

Formula 3 Sponsorship is one of the most exciting ways of using up money at high speed. But from Shell Oils' point of view, every pound spent pays dividends – in full.

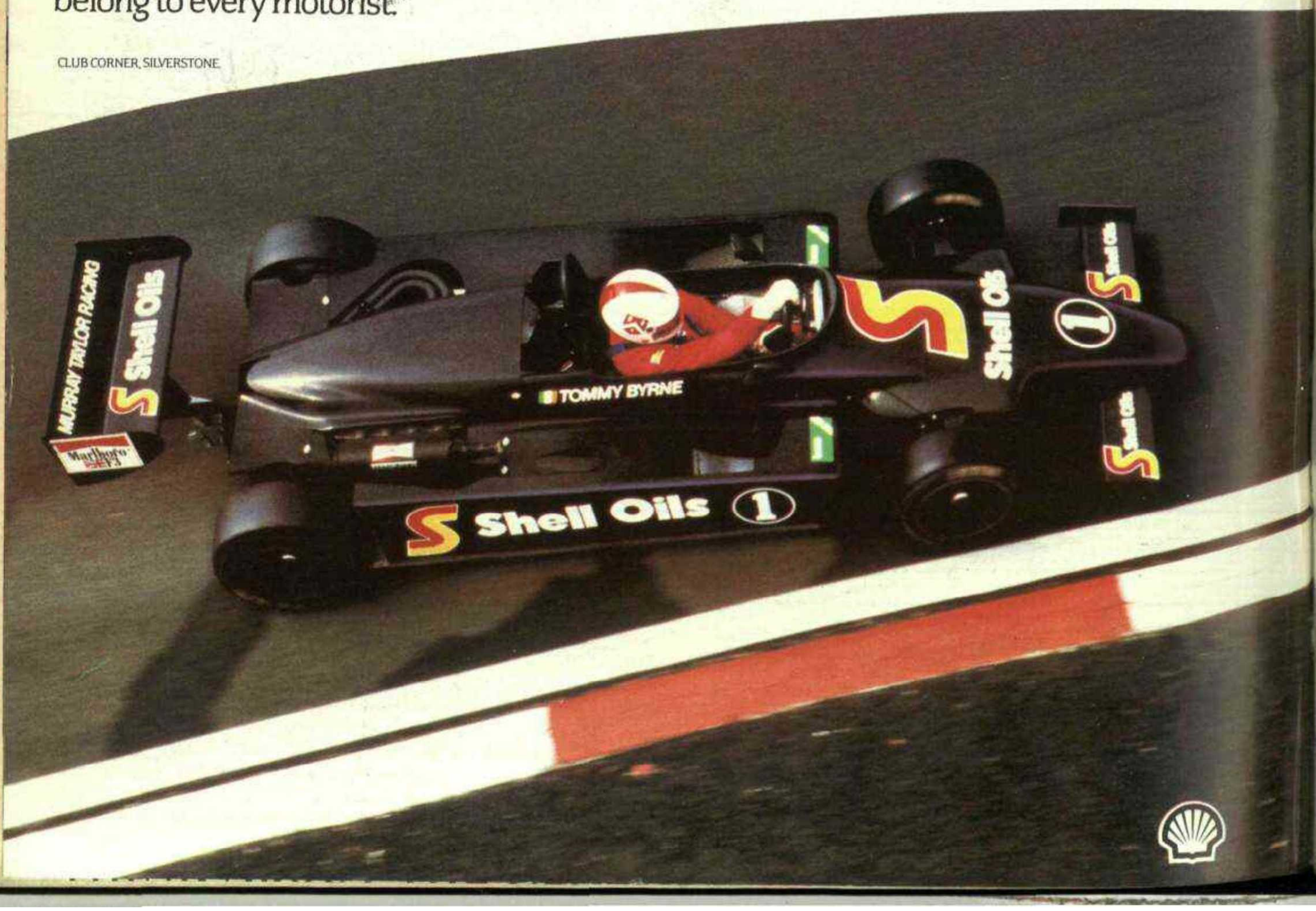
This season, Shell Oils are running with top F3 driver, Tommy Byrne. Among other successes, he's aiming to break the current record for wins in a single season. Tommy's engine constantly runs at high revs – at temperatures of up to 300°C. This helps to test the toughness and protective qualities of the oil.

Analysis of oil samples taken from the engine also help Shell Oils to develop even more advanced products.

The results help racing drivers to keep on winning. But the long term victories belong to every motorist.

Shell Oils
No oils are driven harder

CLUB CORNER, SILVERSTONE.



CARS FOR SALE

USED SEVENS. A small selection of low mileage Sevens usually available. Fully serviced and warranted by the factory. Please telephone for details.

OTHER CARS

1979 (V) Saab 900 Turbo. Burgundy, 5 door, 12 month Saab warranty **£4,950**
1979 Ford Capri Ghia, auto etc. **3,650**

Caterham Cars

25 YEARS 1957—1982

MANUFACTURERS SUPER SEVEN

SUPER SEVEN

THE SPORTS CAR PROVEN ON THE RACE TRACK



CAV Production Sports Car Championship.
Class B Winner — John Stenning.
STP Modified Sports Car Championship.
Class B Winner — Rob Cox Allison.
Donington Production GT Championship.
Champion: Gary White.

LOTUS SEVEN CLUB

Thurs Dec. 2nd. White Hart, Godstone meet the Prodsport and Modsport drivers.

SUPER SEVEN SERIES III



A MERRY XMAS TO ALL OUR READERS

NEW SUPER SEVEN SPECIFICATIONS

Long Cockpit Seven (L/C)

The **Super Seven L/C** now available to give increased leg room for taller drivers. Visibility is increased and re-contoured seats improve support and comfort. The external dimensions and appearance are unchanged. A demonstration **Super Seven L/C** is usually at Caterham but please telephone (0883) 46666 to confirm availability.

DELIVERY ORDERS NOW TAKEN FOR SPRING '83 DELIVERY

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 (84 b.h.p.) **£5,663**. 1600 GT Sprint (110 b.h.p.). **£6,070**. New Twin Cam (130 b.h.p.). **£6,884**. 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 a DIY special. Order **NOW** for 1983 delivery. **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.

PUBLICATIONS

BROOKLANDS BOOKS

Reprints of Lotus and Caterham Road Tests, drawings, impressions, etc. from leading British and overseas magazines. Colour cover.

Seven 1957-80 (28 tests)	£4.95
★ **Seven.** Collection No. 1 1957-82 (26 tests).	£3.95
Elan. 1962-73.	£4.95
Elan. 1962-74.	£3.95
Europa. 1966-75.	£4.95
★ **Europa.** 1966-74.	£3.95
★ **Elite/Eclat.** 1974-81.	£4.95
★ **Esprit.** 1975-81.	£4.95

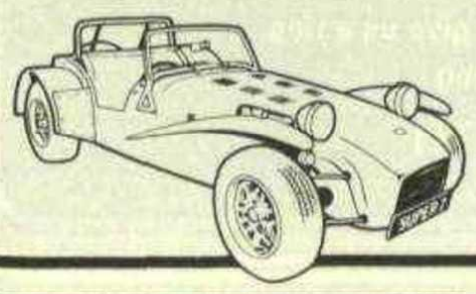
★ New issues

Postage & packing — inland 65p, overseas £1.00 (surface).

HARDBACK BOOKS

Legend of the Lotus Seven by Ortenburger	£11.95
Story of Lotus 1947-60 by Ian Smith	£8.95
Story of Lotus 1961-71 by Doug Nye	£10.95

Postage & packing — inland £1.38, overseas £3.20 (surface)



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

WANTED FOR CASH

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

Lotus Esprit, Eclat, Europa — average mileage for year and good condition cars only.
HP Accounts settled.

How does your car handle itself in public?



Does it corner, or does it lurch? Is your car affected by side winds? Are your passengers taking the shocks? If your car is behaving badly, it could well be that your shock absorbers are letting you down.

Konis will make your car behave. They give you a better ride. Give your car a new lease of life. And, because of their built-in adjustment, promise safer motoring for the life of your car.

Konis have been fitted to every Formula One World Champion's car for the past eleven years.

For safety's sake, fit Koni. Red Koni 'D's for safety and comfort, or Yellow Koni Sports for supreme sports car roadholding.

Koni– they'll make your car better behaved



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

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

1975 MGBGT V8, one owner, 31,000 miles, overdrive, chrome wheels, radio / cassette, Citron with Black cloth interior trim. **£3,995**

1979 MGBGT, 18,000 miles, one lady owner, overdrive, sunroof, tinted glass, Yellow. **£4,345**

1975 MGBGT, overdrive, radio, Bracken with Tan cloth trim. **£2,345**

1973 MGBGT, overdrive, radio, Teal Blue with Ochre cloth trim. **£1,895**

1980 MGB ROADSTER, one owner, 25,000 miles, overdrive, radio, distinctive in Black. **£3,995**

1978 MGB ROADSTER, overdrive, headrests, low mileage, T-Reg., Vermilion. **£3,295**

1975 MGB ROADSTER, overdrive, radio, Red with Black trim. **£2,095**

1979 MG MIDGET 1500, one owner, 25,000 miles, Damask Red with Tan interior. **£2,995**

1981 TRIUMPH TR7 CONVERTIBLE, 5-speed, one owner, 12,000 miles, Persian Aqua with Blue interior. **£4,995**

1981 TRIUMPH TR7 COUPE, 5-speed gearbox, sunroof, alloy wheels, 6,000 miles, one owner. **£4,995**

1978 TRIUMPH TR7 COUPE, sunroof, radio, low mileage, Brooklands Green. **£2,595**

1976 TRIUMPH SPITFIRE 1500, overdrive, tonneau cover, low mileage, Java Green with Tan trim. **£1,895**

1979 RELIANT SCIMITAR GTE, 7,000 miles only, overdrive, sunroof, electric windows, Wolfrace wheels, radio / cassette, Maroon with Tan cloth trim. **£5,995**

1979 LOTUS ELITE 503, 5-speed, power steering, air conditioning, radio / cassette, Metallic Gold with Tan hide interior. **£7,995**

1973 LOTUS EUROPA SPECIAL, low mileage, 5-speed, alloy wheels, radio, Metallic Blue with Oatmeal trim. **£3,995**

1972 JAGUAR V12 E-TYPE 2+2, L-Reg, British Racing Green / Tan interior, virtually as new, service history, supplied by us to the last considerate owner, 32,000 miles only, tremendous investment. **£7,995**

1977 JAGUAR XJ6 4.2, S-Reg (November), 25,000 miles only, automatic, power steering, radio / cassette, electric windows, superb example in White with Tan interior. **£4,495**

1980 MERCEDES 350SL, 18,000 miles, service history, hard & soft tops, automatic, power steering, rear seat, cruise control, radio / cassette. Distinctive regn. no. LEO 82. Metallic Gold. **£16,495**

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

Connoisseur Carbooks

THE COMPLETE ENCYCLOPEDIA OF MOTOR CARS
G.N. Georgano. 3rd edition of this stupendous reference work. Now more than 4300 makes documented; 500,000 words of text; over 2400 illus., 48 pgs in colour. An absolute must! 704 large pages. **£25.00**

THE AUTOMOBILE YEAR BOOK OF SPORTS CAR RACING 1953-1978
From the publishers of "Automobile Year" – a superb photographic compilation covering a quarter-century of sport car competition. 160 large pgs, 150 colour and b/w illus. **£14.95**

THE MILLER DYNASTY
Mark L. Dees. A book of unrivalled detail on Harry Miller, his cars and his all-pervading influence on the world of racing car design. A milestone in motoring literature! 527 large pgs, 700 illus. **£35.00**

3-LITRE BENTLEY EXPERIMENTAL NUMBER TWO – THE PRIMAL SPIRIT OF THE IMMORTAL RACING BENTLEYS
Timothy Houlding. First in a new series of books on the vintage racing Bentleys. Published in a limited edition of 3,000 copies; well produced and featuring many rare photos. 80 pgs, 60 illus. **£8.90**

RAID FERRARI D'EPOCA: MODENA 1981
Celebration of a Ferrari gathering where over 100 cars convened and were strikingly photographed. Text in English/French/Italian. 98 pgs, 184 illus., 144 colour. **£19.95**

THE LAMBORGHINIS: A COLLECTOR'S GUIDE
Chris Harvey. Latest title in the successful Collector's Guide series, featuring all models from first to latest plus specifications, production figures and excellent photos. 128 pgs, 135 illus. **£8.95**

"STARWARD VIDEO PROFILES"
First two in this new series of videos on specific motor cars. Each one lasts about 30 minutes and illustrates the cars' history, development and performance. Please state whether VHS or Betamax required. Titles are Ferrari 250GT Competition and Jaguar XK Story. **EACH £28.75**

THE AUTOMOBILE YEAR BOOK OF MODELS 2, 1983
As lavish as last year's edition! Photos abound (including magnificent colour plates) and there are listings of new models worldwide as well as feature articles on early plastic kits, Tamiya PMC models etc. Large format. **£14.95**

"REMEMBER THOSE GREAT VOLKSWAGEN ADS?"
Intriguing book about the VW advertising campaign in USA. Features many press ads. and TV commercials and will provide the VW enthusiast with great enjoyment and interest. 208 pgs, over 300 illus., 60 colour. **£17.50**

LOTUS: THE ELITE, ELAN, EUROPA
Harvey. New in Harvey's Classic Car series – includes history, road test reports, modifications, competition, personalities, more. October publication. 248 large pgs, over 100 b/w illus., 16 pgs in colour. **£14.95**

MGB: A GUIDE TO PURCHASE & D-I-Y RESTORATION
Porter. Lavishly illustrated practical book covering all models including MGB V8 & MGC. November publication. Approx. 200 pgs, 650 illus. **£8.95**

BENTLEY PAST & PRESENT
Rivers Fletcher. An absorbing personal reminiscence of Bentley written by a well-known journalist and containing many previously unpublished photos. Due September/October. Approx. 256 pgs, 150 illus. **£12.95**

PORSCHE PAST & PRESENT
Jenkinson. In same series as Bentley book, again personal in style and well illustrated. October/November publication. Approx. 256 pgs, 150 illus. **£10.95**

RACING COBRA
Christy & Friedman. A book as exciting as the cars it describes. Packed with first-hand recollections of the all-conquering Shelby Cobras and illustrated with many previously unseen photos. November publication. 208 pgs, about 300 illus. **£9.95**

COMPLETE GUIDE TO FERRARI 308 SERIES
Wallace A. Wyss. An important addition to the recently initiated Dalton Watson "Complete Guide" series. Contains much technical and historical information and a fine array of photos. October publication. About 96 pgs, 120 ill., 40 colour. **£6.50**

LAMBORGHINI MIURA
Marchet & Coltrin. Well illustrated book on one of the most interesting & successful Lamborghini models. In preparation for some time – now set for publication in November. 184 pgs, 175 b/w illus., 8 pgs in colour. **£9.95**

LOOKING BACK. Motor racing photographer Jesse Alexander has chosen for this book the very best of his photos spanning the exciting period 1954-1967. Through his talent, the races, the personalities and the very feel of motor racing are vividly recaptured, in a large-format book which no enthusiast should miss. Highly recommended! 159 pages, 237 photos. **£21.95**

SALE — BOOK BARGAINS!

Porsche Museum. Was £6.96	SALE! £3.95
Trucks: An Illustrated History 1896-1920. Was £14.95.	SALE! £5.95
French Cars 1920-25. Was £6.25	SALE! £2.95
Blue Blood. French G.P. history. Was £9.95	SALE! £3.95
Engines: The Search For Power. Was £14.95.	SALE! £7.50
Supercharged Mercedes. Was £17.95.	SALE! £8.95
Pit & Paddock. Frostick. Was £7.95.	SALE! £3.95
Triumph Cars, 75-Year History. Was £14.95.	SALE! £7.95
Art & The Automobile. Was £7.95.	SALE! £3.95
Photo Formula 1, 1953-78. Was £19.95.	SALE! £7.95
Corvette, America's Star-Spangled Sports Car. Was £15.00.	SALE! £8.95
Death Race: Le Mans 1955. Was £3.95.	SALE! £1.95
Isotta Fraschini. Was £17.95.	SALE! £12.95
Le Mans 24-Hour Race 1979. Was £15.95.	SALE! £8.95
Le Mans 24-Hour Race 1978. Was £14.95.	SALE! £8.95
Motoring In The 30s. Robson. Was £8.95.	SALE! £3.95

THE ANATOMY & DEVELOPMENT OF THE F1 RACING CAR FROM 1975.
Incandela. Detailed history and analysis, written by a professional mechanic. 208 pgs, 143 illus. **£14.95**

GRAND PRIX WORLD CHAMPIONSHIP 82.
Windsor. Autocar's revealing reportage of the F1 season augmented by several outstanding feature articles by Peter Windsor. Outstanding value. 76 large pgs, 198 illus., 10 colour. **£2.25**

MONZA 1922-1982.
Illustrated history of famous circuit with driver's-eye view of all corners and comprehensive race and record data. 48 large pgs, 65 illus., 39 colour. **£2.95**

• • •

PHOTOFACTS SERIES.
New American books covering mechanical and styling changes of individual models plus numerous illus. of exteriors, interiors, engines etc. An intelligent concept, skilfully executed. Each book has 80 large pgs:

Chevy El Camino 1959-82.	£5.95
Chrysler 300 1955-61.	£5.95

• • •

THE CLASSY FORD V8.
Sorensen. Beautifully produced book packed with photos of Fords & Mercurys from 1932 to 1953. Includes full info. on production figures, options, colours, accessories etc. 240 large pgs, 397 illus., 15 colour. **£21.00**

THE FIBREGLASS REPAIR & CONSTRUCTION HANDBOOK.
Wiley. Helpful new book for restorers/repairers. 216 pgs, 221 illus. **£7.50**

SUPER PROFILES.
3 more titles in this series, each 56 pgs with about 100 illus., 20 colour. Publication Nov. '82. Titles:

Porsche 911 Carrera. Harvey.	£4.95
Morris Minor. Newell.	£4.95
Lotus Elan. Arnold.	£4.95

• • •

COMPLETE BOOK OF COLLECTIBLE CARS 1940-1980.
Langworth & Robson. Detailed guide to over 600 European & U.S. cars which have achieved collectible status and are likely to appreciate. 383 pgs, 1000 illus., 60 colour. **£9.95**

• • •

BROOKLANDS BOOKS. New titles in this series for publication Oct/Nov/Dec '82. Each book 70-100 pages, fully illustrated:

Jeep 1942-1954.	£3.95
VW Scirocco 1974-1981.	£4.95
Cadillac In The 60s.	£3.95
Triumph TR6 1969-1976.	£4.95
TR7 &TR8 1975-1981.	£4.95
Opel GT 1968-1973.	£4.95
Lamborghini Countach 1971-1982.	£3.95
Lotus Elite 1957-1964.	£4.95
Elan Collection 2, 1963-1972.	£3.95
Reliant Scimitar 1964-1982.	£4.95
Alfa Spyder 1966-1981.	£4.95
Daimler Dart & V8 250 1959-1969.	£4.95
American Motor Muscle Cars 1966-1970.	£4.95
Chevrolet Muscle Cars 1966-1971.	£4.95
Camaro Muscle Cars 1966-1972.	£4.95
Muscle Cars Compared 1966-1970.	£4.95

ABARTH
Faza Fiat-Abarth-Lancia Bible. 196 pgs, 1000 ill. £2.95

AC
AC & Cobra. McLellan. 176 pgs, 300 ill. £14.50
AC Cobra 1962-1969. Road tests, 100 pgs. £4.95

ALFA ROMEO
Alfa Romeo Spiders. Owen. 135 pgs, 100 ill. £8.95
Alfa Romeo. Hull & Slater. 2nd edn. 320 pgs £21.00
Alfissimo! Owen. 4-cylinder twin-cam Alfas since WW2. 311 pgs, 240 ill. £12.95

ALVIS
Alvis, Story Of The Red Triangle. Day. 335 pgs, 254 ill. £12.95

ASTON MARTIN
Aston Martin 1959-69. 144 pgs, 200 ill. £10.00
Aston Martin V8s. McComb. 136 pgs, 100 ill. £6.95
Aston Martin. Autocar Special. 400 ill. £7.95
Aston Martin & Lagonda. Harvey. 283 ill. £17.95
Racing With The David Brown Aston Martins, Vol.1. Wyer & Nixon. 250 pgs, 310 ill. £14.95
As above, Vol.2. 249 pgs, 187 ill. £14.95

AUSTIN
The Austin 7. Wyatt. 216 pgs, 120 ill. £8.95
Austin 7 Competition Cars 1922-1982. 64 pgs £3.50
Austin 1906-1952. Wyatt. 256 pgs, 89 ill. £12.50
Austin 7 Companion. 288 pgs, many ill. £8.00
Austin 7 In The 30s. 100 pgs. £4.95

AUSTIN HEALEY
Sprites & Midgets Collector's Guide. 112 pgs. £7.95
Big Healeys Collector's Guide. 128 pgs. £7.95
Healey The Handsome Brute. 239 pgs, 210 ill. £12.95
Austin Healey. Story Of The Big Healeys. Geoffrey Healey. 256 pgs, 150 ill. £9.95
More Healeys: Frogeyes, Sprites & Midgets. Healey. 224 pgs, 156 ill. £9.95
Austin Healey 100 1952-59. Road tests, 100 pgs. £4.95
Austin Healey 3000 1959-67. 100 pgs. £4.95
Healey Sprite 1958-71. 100 pgs. £4.95
Healey 100 & 3000 1952-68. £3.95

BMW
BMW: A History. Schrader. 392 pgs, 1000 ill. £24.95
Unbeatable BMW. Racing History, 1959-79. £9.95
BMW Since 1945. 112 pgs, 100+ ill. £6.95

BRISTOL
Bristol Cars & Engines. Setright. 160 pgs. £6.00

BRITISH LEYLAND
BL: The Truth About The Cars. 192 pgs, 184 ill. £7.95

BUGATTI
Bugatti, The Dynamics Of Mythology. Borgeson. 223 pgs, 228 ill. £9.95
Bugatti. Conway. 463 pgs, 439 ill. £9.95
Bugatti Pocket History. 72 pgs, 67 ill. £2.50

CITROEN
Citroen SM. 136 pgs, 100 ill. £6.95
Citroen 2cv 1948-82. 100 pgs. £4.95
Traction Avant 1934-1957. 100 pgs. £4.95

DAIMLER
Daimler Tradition. Smith. 334 pgs. £12.95
Daimler & Lanchester Owners' Companion. Good info., mostly postwar. 75 pgs, 72 ill. £1.95

DATSUN
Z-Series Collector's Guide. 128 pgs, 130 ill. £7.95
Datsun Z-Cars. 96 pgs, 170 ill. £3.95

DE TOMASO
De Tomaso Pantera. 136 pgs, 100 ill. £8.95
De Tomaso Automobiles. 224 pgs, 242 ill. £10.95
De Tomaso Collection 1, 1962-81. 70 pgs. £3.95

E.R.A.
E.R.A. The History Of English Racing Automobiles Limited. 268 pgs, 471 ill, 88 colour. £45.00

FERRARI
Ferrari 308 & Mondial. 135 pgs, 100 ill. £6.95
Ferrari Turbo. Thompson. 136 pgs, 150 ill. £9.95
Ferrari Daytona. 160 pgs, 170 ill. £14.95
Enzo Ferrari: 50 Years Of Greatness. 168 pgs. £8.95
Ferrari Legend: The Road Cars. 446 pgs. £19.95
Ferrari: The Man, The Machines. 348 pgs, 400 illus., 48 pages in colour. £15.95
Illustrated Ferrari Buyer's Guide. 169 pgs. £6.95
Ferrari Berlinetta: Superb col. book. £49.50
Ferrari Album 1. 182 ill. £8.95
Ferrari Album 2. 181 ill. £8.95
Ferrari Album 3. 200 ill. £9.95
Flat-12. Ferrari 3-litre racing history. Henry. 144 pgs, 130 ill. £8.95
250GTO Super Profile. 56 pgs, 98 ill. £3.95
Great Marques: Ferrari. 80 col. ill. £3.95
Dino, The Little Ferrari. Nye. 320 pgs. £13.95
Testa Rossa V-12. 256 pgs, 300 ill. £14.95
Ferraris For The Road. Rasmussen. 125 pgs, 286 ill., 114 colour. £16.95
Road & Track On Ferrari 1975-81. 88 pgs. £4.95
As above, 1968/74. 88 pgs. £4.95
Boxer! The Flat-12 Racing & GT Cars. Thompson. 184 pgs, 240 ill., 24 colour. £14.95
Ferrari 275GTB & GTS. Webb. 135 pgs, 95 ill. £6.95
Berlinetta Boxer 365 & 512. 136 pgs, 90 ill. £6.95
Dino 206GT, 246 GT & GTS. Webb. 136 pgs. £6.95
Ferrari 1977-1981. Road tests, 100 pgs. £4.95
The Colonel's Ferraris. 167 pgs. £10.00

FIAT
Fiat X1/9. Walton. 135 pgs, 100 ill. £6.95
Fiat X1/9 1972-80. Road tests, 100 pgs. £4.95
Project X1/9. 48 pgs, 76 ill. £3.60
Road & Track On Fiat Sports Cars 1968-81. £4.95

FORD
Sporting Cortinas Collector's Guide. £7.95
Sporting Escorts Collector's Guide. £7.95
Ford Escort RS. Robson. 135 pgs, 108 ill. £6.95
Escort RS 1968-80. Road tests, 100 pgs. £4.95
Capri. Walton. 285 pgs, 211 ill. £7.95

FRAZER NASH
Frazer Nash. Thirlby. 206 pgs, 100 ill. £6.50

HISPANO-SUIZA
Legendary Hispano-Suiza. Green. 235 pgs, almost 400 ill. £10.00

JAGUAR
E Type Collector's Guide. Skilleter. 160 ill. £7.95
XKs Collector's Guide. 128 pgs, 142 ill. £7.95
Jaguar. Montagu. 256 pgs, 200 ill. £14.95
Classic Jaguar Saloons Collector's Guide. £7.95
Jaguar Saloon Cars. Skilleter. 602 pgs, 807 ill. £24.00
Jaguar XK. Harvey. 246 pgs, 228 ill. £15.00
E-Type End Of An Era. 248 pgs, 150 ill. £15.00
Jaguar Sports Racing & Works Competition Cars To 1953. Whyte. 416 pgs, 580 ill. £19.95
Jaguar Sports. "Autocar". 338 ill. £6.95
Great Marques: Jaguar. 80 colour ill. £3.95
Jaguar Sports Cars. Skilleter. 360 pgs. £13.75
Powered By Jaguar. Nye. 168 pgs. £10.95
Jaguar E-Type. Jenkinson. 136 pgs. £6.95
Mk 2 Saloons Super Profile. 103 ill. £3.95
Jaguar, History Of A Great British Car. Whyte. 249 pgs, 182 ill. £9.95
Jaguar XJ. Harvey. 136 pgs, 90 ill. £6.95
Jag. Drivers' Yearbook 1980/81. 169 ill. £8.95
Official Jaguar E Manual. 6-cyl. cars. 412 pgs, 800 ill. £15.00

JEEP
The Jeep. 272 pgs, 500 ill., 46 colour. £12.95
Jeep. Clayton. 128 pgs, 78 ill. £9.95

LAMBORGHINI
Lamborghini. Borel. 2nd edition. 184 pgs, superb colour throughout. £25.00
Lamborghini, Cars From Sant'Agata Bolognese. Box & Crump. 213 pgs, 317 ill, 16 colour. £12.95
Lamborghini Countach. 136 pgs. £6.95
History Of Lamborghini. 169 pgs. £9.95
Lamborghini 1970-75. Road tests, 100 pgs. £4.95
Lamborghini 1964-70. As above, 100 pgs. £4.95

LANCIA
La Lancia, 70 Years Of Excellence. Weemink. 303 pgs, over 500 ill. £19.95
Lancia. "Autocar". 288 pgs, many ill. £10.00

LOTUS
Lotus Esprit. Walton. 135 pgs, 100 ill. £6.95
Elan & Europa Collector's Guide. £7.95
Story Of Lotus 47/60. 192 pgs. £8.95
Story Of Lotus 61/71. 288 pgs. £10.95
Elan & Plus 2 Buyer's Guide. 58 pgs. £3.95
Lotus The Complete Story. 138 pgs. £5.95
Original Lotus Elite. 136 pgs, 180 ill. £8.95
Elan 1962-74 Autobooks Manual. 136 pgs. £7.95
Legend Of The Lotus Seven. Ortenburger. 176 pgs, 200 ill. £11.95
Theme Lotus. F1 history. 200 pgs, 200 ill. £9.95
Europa 1966-74. Rd. tests, 70 pgs. £3.95
Lotus 7 1957-82. 70pgs. £3.95
Esprit 1975-81. 100 pgs. £4.95
Elite & Eclat 1974-81. £4.95

MASERATI
Maserati Bora & Merak. Norbye. 135 pgs, 100 ill. £6.95
Maserati Birdcage. Finn. 207 pgs. £9.95
Maserati Road Cars: The Postwar Production Cars 1964-1979. 230 pgs, almost 500 ill. £14.95
Maserati 250F. Jenkinson. 117 ill. £3.95

MERCEDES-BENZ
Mercedes-Benz V8s. McComb. 136 pgs. £6.95
M-B Roadsters. Setright. 135 pgs, 100 ill. £6.95
Great Marques: Mercedes-Benz. 79 col. ill. £3.95
Magnificent Mercedes. Robson. Complete history. 224 pgs, 266 ill. £14.95
M-B Production Models 1946-75. 175 pgs. £11.95

MG
MGB. McComb. 135 pgs, 100 ill. £6.95
MG: The Art Of Abingdon. 264 pgs, 535 ill. £15.95
MGA, B & C Collector's Guide. Robson. £8.95
T Series Collector's Guide. Robson. £7.95
MG. McComb. Full history. 300 pgs. £10.95
The MG Story. Clausager. 80 col. ill. £6.95
MGA History & Restoration Guide. Vitrikas. 240 pgs, 256 ill. Excellent. £11.95
MG Past & Present. 240 pgs, 220 ill. £9.95
MG: The A, B & C. Harvey. 190 ill. £14.95
The Mighty MGs. Robson. Covers twin-cam, MGC & MGBV8 cars. 224 pgs, 68 ill. £10.95
MGB Super Profile. 118 ill. £3.95
The Immortal T Series. Harvey. 150 ill. £14.95
MG Workshop Manual (M to TF). 600 pgs. £15.00

MINI – MINI-COOPER – METRO
Metro: The Book Of The Car. Robson. 192 pgs. £8.95
Mini. Golding. 207 pgs. 200 ill. £7.95
Amazing Mini. Filby. 256 pgs, 254 ill. £8.95
Mini-Cooper & S. Walton. 136 pgs, 100 ill. £8.95
Mini-Cooper 1961-71. Road tests, 100 pgs. £4.95
How To Modify Your Mini, 350+ ill. £4.95

MORGAN
Moggie. Purchase, Maintenance & Enjoyment Of. £8.95
Morgan Sports Cars. Musgrove. 112 pgs, 72 ill. £6.95
4-Wheel Morgan Vol. 1, Flat-Rad. Models. £7.95
4-Wheel Morgan Vol. 2, Cowled-rad. Models. £8.95
Morgan Yearbook 1980/81. 120 pgs, 120 ill. £2.25
Morgan Sports. 80 pgs, 200 ill. £4.95
Morgan 1969-79. Road tests, 100 pgs. £4.95
Morgan 1960-70. As above, 100 pgs.

MORRIS
Morris Minor, World's Supreme Small Car. Skilleter. 224 pgs, 216 ill. £9.95
Bullnose & Flatnose Morris. 277 pgs. £7.95
Morris Cars, The First 35 Years. 104 pgs. £4.50
Morris Minor 1948-70. Road tests, 100 pgs. £4.95
Morris Minor 1948-82. As above, 70 pgs. £3.95

PORSCHE
911 Collector's Guide. Cotton. 128 pgs. £7.95
911 Turbo. Cotton. 135 pgs, 96 ill. £6.95
Porsche Excellence Was Expected. Ludvigsen. 875 pgs, 1100 ill, 100 colour. £35.00
The Porsche Book. 472 pgs, 650 ill. £15.95
Porsche Racing Cars Of The 70s. 164 pgs. £8.95
Porsche 924, 928, 944: The New Generation. Stoniger. 168 pgs, 185 ill. £9.95
Porsche 924 1975-81. Road tests, 100 pgs. £4.95
Porsche 356. Jenkinson. 136 pgs, 90 ill. £6.95
Porsches For The Road. Superb pict. book. 126 pgs, 262 ill, 112 colour. £19.95
Porsche 911 Story. Frere. 209 pgs, 139 ill. £10.95
Porsche Engineers Talk Shop. 44 pgs. £2.95
Great Marques: Porsche. 88 colour ill. £3.95
Porsche Owner's Companion. 192 pgs, 100 ill. £10.95
Porsche SAE Papers. 41 pgs, 70 ill. £5.40
356 Technical Manual. 304 pgs, 297 ill. £7.95

RILEY
As Old As The Industry. Riley 1898-1969. 504 pgs, 384 ill. £24.95
Riley: Production & Competition History Of The Pre-1939 Cars. Birmingham. 272 pgs, 260 illus. £8.50

ROLLS-ROYCE & BENTLEY
The Story Of The Black Beauty. 205 pgs, 46 ill. £6.95
Great Marques: Rolls-Royce. 75 col. ill. £3.95
Bentley, Cricklewood To Crewe. 302 pgs. £12.50
Bentley, 50 Yrs. Of The Marque. 600 ill. £14.50
Rolls-Royce, Story Of The Best Car In The World. 296 pgs, 700 ill, 43 colour. £9.95
Those Elegant Rolls-Royce. Over 850 ill. £14.50
Coachwork On R-R 1906-1939. 700 ill. £14.50
Rolls-Royce Silver Cloud. 136 pgs. £6.95
Rolls-Royce Silver Shadow. 136 pgs. £6.95
W.O. Bentley, Engineer. Bastow. 366 pgs. £19.95
Silver Shadow 1965-80. 100 pgs. £4.95

ROVER & LAND-ROVER
Land-Rover, The Early Years. 152 pgs, 167 ill. £14.95
Postwar Rover P4 & P5. 136 pgs, 98 ill. £4.50
Rover P4 1955-64. Road tests, 100 pgs. £4.95
Rover P4 1949-59. Similar, 100 pgs. £4.95
Land-Rover, The Unbeatable 4 x 4. Slavin & Mackie. 256 pgs, 167 ill. £10.95
Land-Rover, Workhorse Of The World. £6.95
Land-Rover 1948-73. Road tests, 70 pgs. £3.95
Range Rover 1970-81. As above, 100 pgs. £4.95

SAAB
From Two-Stroke To Turbo: Saab In Motorsport Since 1949. 128 pgs, 221 ill. £5.95
Saab, The Innovator. History, 160 pgs. £8.95

SUNBEAM
Tiger, Alpine, Rapier. Langworth. 192 pgs. £9.95
Tiger, Making Of A Sports Car. 224 pgs. £9.95
Alpine, The Classic Sunbeam. 256 pgs. £9.95

TALBOT
Georges Roesch & The Invincible Talbot. Blight. 496 pgs, 181 ill. £8.75

TRIUMPH
TRs Collector's Guide. Robson. 128 pgs. £8.95
Complete Guide To TR7 & 8. 122 ill. £6.50
Triumph Spitfire & GT6. Robson. 192 pgs. £9.95
Triumph Spitfire. Cook. 144 pgs, 92 ill. £4.95
Stag 1970-80. Road tests, 100 pgs. £4.95
Spitfire 1962-80. 100 pgs. £4.95
GT6 1962-74. 100 pgs. £4.95
TR4 & 5 1961-69. 100 pgs. £4.95
TR2 & 3 1953-60. 100 pgs. £4.95

TVR
TVR Collector's Guide. 126 pgs, 131 ill. £7.95
TVR 1960-80. Road tests, 100 pgs. £4.95

VANWALL
Vanwall. The Story Of Tony Vandervell & His Racing Cars. Jenkinson & Posthumus. 176 pgs, 131 ill. £5.95

VAUXHALL
Vauxhall. Sedgwick. 112 pgs, 250 ill. £7.70

VW
The VW Beetle. Boddy. 136 pgs, 100 ill. £6.95
VW Beetle & Derivatives. 367 ill. £8.00
VW Story. Stoniger. 216 pgs, 166 ill. £9.50
Beetle 1956-77. Road tests, 100 pgs. £4.95
VW Cars 1936-56. As above, 100 pgs. £4.95

VOLVO
Complete Guide To Volvo 1800 Series. Creighton. 96 pgs, 120 ill., 35 colour. £6.50

MOTOR RACING

Grand Prix Vol. 2, 1966-1973. 259 pgs.	£11.95
Grand Prix Vol. 1, 1950-1965. 283 pgs.	£9.95
Art Of Gordon Crosby. 100 pgs.	£9.95
For The Record: My Years With Ferrari: Lauda. 224 pgs, 27 ill.	£4.95
Goodwood. Garnier. 120 pgs, 240 ill.	£7.00
The Certain Sound. Wyer. 264 pgs, 170 ill.	£17.50
24 Heures Du Mans 1981. French text.	£16.95
Autocourse 1981-82. 256 pgs.	£13.95
History Of Brooklands Motor Course 1906-1940. Boddy. 374 pgs, 300 ill.	£15.90
Brooklands Pictorial History. 227 ill.	£6.00
Historic Car Racing 1, 1981. 392 ill.	£12.95
Formula 1: Art & Technicalities Of Grand Prix Driving. Lauda. 245 pgs, 157 ill.	£9.95
Racing Mechanic. Cuoghi story. 176 pgs.	£7.95
Mille Miglia 1927-1957. 209 pgs, 274 ill.	£15.95
Formula Jr. Guide. Morrow. 128 pgs.	£2.60
Design & Development Of The Indy Car. Huntington. 176 pgs, 365 ill, 85 colour.	£5.95
Le Mans 24 Hour Race 1949-73. 210 pgs.	£15.95
Racers: Inside Story Of Williams Grand Prix Engineering. Nye. 191 pgs, 73 ill.	£10.95
The Roaring 20s. Posthumus. 221 ill.	£8.95

RESTORATION

Car Interior Restoration. Boyce. 144 pgs.	£4.20
Auto Body Solder. Cowan. 51 pgs, 61 ill.	£4.20
Car Bodywork In Glass Reinforced Plastics. Wood. 212 pgs, 160 ill.	£8.95
Do Your Own Car Spraying. 96 pgs, 89 ill.	£3.95
Restoration Of Postwar Cars. 168 pgs.	£8.95
Bodywork Maintenance & Repairs. 117 pgs.	£5.75
Restoration & Preservation Of Vintage & Classic Cars. Wood. 297 pgs, 200 ill.	£9.50

RALLYING

Rothman's World Rallying 4. 300 ill.	£7.95
Illustrated History Of Rallying. Robson. 208 pgs.	£9.95
Rally Navigation. Holmes. 159 pgs.	£4.95

MODELLING

Danhausen World Model Car Book '82.	£3.95
History Of British Dinky Toys 1934-64.	£4.50
Automobile Yearbook Of Models 1, 1982. 168 pgs, 100s of ill, many colour.	£14.95
Corgi Toys. 117 pgs, 350 ill.	£5.50
Dinky Toy Price Guide. 288 pgs.	£6.95
Price Guide To Metal Toys. 652 ill.	£14.50
Dinky Toys & Modelled Miniatures. Richardson. Complete history, 312 pgs, many ill.	£25.00
Complete Car Modeller. Wingrove. 152 pgs.	£8.95
Models Cars Of G. Wingrove. 112 pgs.	£18.50
Minic: Lines Bros. Tinplate Vehicles. Richardson. 146 pgs, 255 ill.	£5.95
Leaney Matchbox 1-75 Series Diecasts.	£4.25

AMERICAN CARS

80 Years Of Cadillac & La Salle. 2000 ill.	£21.95
75 Years Of Pontiac & Oakland. 2500 ill.	£21.95
American Follies. 167 pgs, 103 col. ill.	£9.95
Car Spotter's Encyclopaedia 1940-1980. 3000 ill.	£4.95
Fearsome Fords 1959-1973. 184 pgs.	£8.50
The Big "Little GTO" Book. 179 pgs, 205 ill.	£8.95
American Cars Of The 70s. 200 ill.	£4.95
Ency. Of American Cars 1940-70. 1086 ill.	£8.95
Muscle Cars. 112 pgs, 325 ill.	£3.95
Buick: Complete History. 444 pgs, 708 ill.	£29.95
Cadillac: Complete History. 488 pgs.	£17.95
The Great Camaro. 144 pgs, 319 ill.	£10.95
Camaro. 96 pgs, 218 ill.	£3.95
Shelby's Wildlife, The Cobras & Mustangs. Wyss. 224 pgs, 200 ill.	£10.50
Shelby Buyer's Guide. 80 pgs, 120 ill.	£6.95
Mustang Recognition Guide. 226 pgs, 552 ill.	£9.95
Duesenberg. Dalton Watson. 550 ill.	£27.50
Fabulous Firebird. 160 pgs, 400 ill.	£11.50
American Challenge. Ford's Le Mans Program. 47 pgs, 48 ill.	£4.20

GENERAL BOOKS

The Price Guide & Identification Of Automobilia. 256 pgs, 800 ill.	£19.50
Richard Shuttleworth. 190 pgs, 274 ill.	£10.00
British Sports Car Road Tests. 128 pgs.	£6.95
British Cars Of The Late 60s. 200 ill.	£5.95
British Cars Of The Early 60s. 200 ill.	£4.95
British Cars Of The Late 50s. 200 ill.	£4.95
British Cars Of The Early 50s. 200 ill.	£4.95
World Cars 1982. 440 pgs, 1100 ill.	£16.25
Off Road! 120 pgs, 120 col. ill.	£5.95
The Four-Wheel Drive Book. 254 pgs, 150 ill.	£10.95
Michelin Magic. Norbye. 224 pgs, 160 ill.	£6.95
From Cyclecar To Microcar. 241 ill.	£9.75
Mid-Engined Exotic Cars. 195 ill.	£10.95

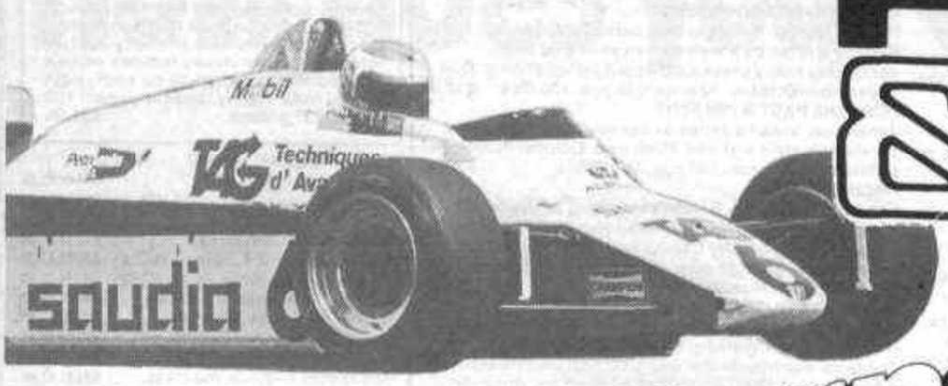
Connoisseur Carbooks

28 & 32 Devonshire Road, Chiswick, London W4 2HD, England.

Mail order customers: please add £1.50 (overseas customers £2.50) to the total value of your order to cover post/packing. Cheques & POs payable to Connoisseur Carbooks. We also accept mail or telephone orders on Visa, Access, Mastercard, Eurocharge. Our tel. no is **01 994 6783** (Ansaphone outside business hours). Your books will be packed with care and despatched promptly.

Calling customers: Come & browse anytime from 9.00 to 5.30 Monday to Friday. **Late night opening Thursday till 8.00 pm.** Saturday opening 10.00 to 4.00.

All prices correct at time of printing but may be subject to change.



PAGE & MOY LTD

International Motor Racing Tours 1983

From Only £24

There's a thousand good reasons why you should send now for the 1983 Page & Moy 48 page Motor Racing Holidays brochure. Here's just five of them:

★ **THERE ARE MORE TOURS THAN EVER BEFORE TO THE FORMULA ONE GRANDS PRIX — PLUS, DAYTONA 500, MACAU GRAND PRIX AND THE WIEZE BEER FESTIVAL.**

★ **MANY PRICES ARE CHEAPER THAN LAST YEAR.** At **£24,** the Belgian Grand Prix is cheaper than it was in 1979!

★ **TOURS ORGANISED BY EXPERTS.** Read what the experts think: "Whenever I can travel to a Grand Prix with Page & Moy, I do so — because I know the whole trip will be efficiently organised and administered by experienced motor racing enthusiasts, who are also very nice people." — Murray Walker.

★ **WE HAVE TOURS AND HOLIDAYS TO ALL THE RACES TO SUIT YOUR REQUIREMENT WITHIN YOUR BUDGET, WHATEVER IT MAY BE.**

★ **IT'S THE MOST COMPREHENSIVE BROCHURE AROUND.**

DAYTONA 500
FEBRUARY 20
9 day Florida Holiday from **£399**

US WEST GP
MARCH 27
3 exciting new itineraries: an 8 day holiday in Long Beach **£499,** 11 day holiday in Long Beach, Las Vegas and San Francisco **£599** and 15 day holiday in Long Beach and Hawaii **£729**

FRENCH GP
PAUL RICARD — APRIL 17
4 itineraries from **£64**

SAN MARINO GP
MAY 1
2 tours from **£85**

MONACO GRAND PRIX — MAY 15

FOR TWENTY YEARS, THERE'S ONLY BEEN ONE WAY TO GO THERE — THAT'S THE PAGE & MOY WAY. WE CATER FOR EVERYBODY FROM THE ENTHUSIAST TRAVELLING ON A TIME AND MONEY BUDGET, TO THE COMPANY PROMOTIONS MANAGER LOOKING FOR THE MOST SPECTACULAR INCENTIVE. WE'LL LOOK AFTER YOU FROM THE MOMENT YOU PLACE YOUR BOOKING.

PRICES START FROM £59

NEW MONACO AND BELGIAN GRAND PRIX COACH TOUR — TWO GRANDS PRIX — ONE HOLIDAY **£175.** WE ARE THE MONACO EXPERTS, BUT IT'S NO SECRET. SOME OF OUR MONACO ACCOMMODATION HAS GONE ALREADY — **SO BOOK NOW. RING CLARE ON LEICESTER (0533) 552521 TO MAKE A PROVISIONAL RESERVATION.**

BELGIAN GP
MAY 22
Terrific value, cheaper than 1979 from **£24**

US EAST AND CANADIAN GPs
JUNE 5 and 12
3 itineraries from **£499**. Go to both races **£669**

★★★★★★★★★★★★★★★★

LE MANS
JUNE 18 AND 19
4-day tour **£37**
De-luxe **£79**
Air Taxis from **£189**

★★★★★★★★★★★★★★★★

SWISS GP
DIJON — JULY 10
3 itineraries from **£41**
New 6 day wine tasting holiday **£135**

GERMAN GP
AUGUST 7
5 itineraries to this Grand Prix from **£33**
New 6 day tour with wine tasting **£129**

AUSTRIAN GP
AUGUST 14
3 budget weekend tours from **£69**

15 DAY COACH HOLIDAY TO THE GERMAN AND AUSTRIAN GRANDS PRIX
Visit 8 beautiful cities offering many exciting excursions **£219**

DUTCH GP
AUGUST 28
What a way to spend a Bank Holiday Weekend — from as little as **£26**

ITALIAN GP
MONZA — SEPTEMBER 11
3 itineraries from **£78** for our budget weekend to **£209** for our new 8 day holiday visiting Lake Lucerne, Como, the Adriatic Coast and Innsbruck

NEW YORK GP
SEPTEMBER 25
Brand new Grand Prix race — itineraries from **£499**

LAS VEGAS GP
OCTOBER 9
2 exciting new itineraries from **£529**

MACAU GP
NOVEMBER 12 and 13
Car and Motorcycle Grands Prix. 12 night Far East holiday **£759**

WIEZE BEER FESTIVAL
End of season party at the Oktoberfest from **£22.50**

For a copy of our free 48 page brochure detailing our Grand Prix tours in 1983 please fill in the coupon below or **Dial-a-Brochure on Leicester (0533) 552521**

PAGE & MOY LTD.
136-140 LONDON ROAD
LEICESTER LE2 1EN

PAGE & MOY LTD

FREE

48 PAGE COLOUR MOTOR RACING BROCHURE DETAILING MANY HOLIDAYS TO GRANDS PRIX AND SPORTS CAR RACES.

TO PAGE & MOY LTD., 136-140 LONDON ROAD, LEICESTER LE2 1EN
Telephone: Leicester
(Reservations only) 0533 552521
(Management) 0533 542000

Please send me your free illustrated motor racing Brochure.

BLOCK CAPITALS PLEASE

Name ..... Mr/Mrs/Miss

Adress .....

..... County .....

ATOL 133BC 803—HM 9146

PAGE & MOY LTD

POST THIS COUPON TODAY

Postage will be paid by licensee

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

BUSINESS REPLY SERVICE
Licence No. LE1039

Page & Moy Ltd.
136-140 London Road,
Leicester,
LE2 1EN

HOW TO POST:
1) Cut along dotted line.
2) Fold across A.A.
3) Fold down B. B and C. C.
4) Tuck short flap into flap leaving our address on the outside.
NO STAMP NEEDED

demon tweeks

Send large SAE for Literature Pack.

Our Lotus 23



We race with... HISTORIC SPORTS CAR CLUB

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

Telescopic **Shock Absorbers** & Inserts

Largest U.K. Koni stockist.

We've lots of shocks in stock for you!

DECEMBER OFFER **20%** *off Konis & Bilsteins bought in sets of 4.*

Boge/Armstrong Standard replacement shock absorbers for most popular cars — from just **£19.95 PAIR!**

Golf GTi Owners!

NEW FROM KONI!

If you thought your Golf GTi road holding was already pretty good you'll be amazed when you fit the new Koni complete suspension kit consisting of 4 specially rated springs and 4 adjustable sporting shock absorbers.

PRICE £350 + VAT CARRIAGE FREE

Rover SD1 Owners!

KONI REAR SUSPENSION KIT

A superb Koni replacement kit for the standard Rover strut system, but at a fraction of the price! Kit includes 2 uprated springs and 2 Koni Special (I) shock absorbers.

KIT PRICE £138.00 + VAT CARRIAGE FREE.

Also available with Load Adjusters to take the strain out of towing

KIT PRICE £160.00 + VAT CARRIAGE FREE

Wheels



SPECIAL COMPETITION RALLY USER SCHEME AVAILABLE TO MISTRAL/WHEEL USERS

MISTRAL & REVOLUTION

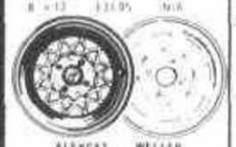
	Mistral	Rilcum
5 x 10	£42.95	£31.80 (R)
5 x 12	£20.35	£35.40 (R)
5½ x 12	£25.95	N/A
5½ x 13	£25.75	£38.75 (R)
6 x 13	£26.50	£40.00 (R)
7 x 13	£29.50	£42.40 (C)

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



SUPERSLOT

	SLOT	TORNADO
5 x 10	£18.95	£18.95
5 x 12	£23.65	£29.35
5½ x 13	£29.35	£27.95
6 x 13	£29.95	£29.30
7 x 13	£30.25	N/A
8 x 13	£31.95	N/A



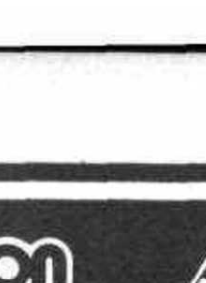
ALLEYCAT ALLOY — WELLER 8 SPOKE STEEL

	Alloy car	Weller 8 Spoke
5½ x 10	N/A	£13.75
6 x 12	£21.65	£31.60
5½ x 13	£25.35	£27.50
6 x 13	£25.95	£27.50
7 x 13	£30.25	£28.15
8 x 13	£31.95	N/A

ALEYCAT & WELLER USE STD. NUTS

CARRIAGE WHEELS £1 EACH
LOCKNUTS (Set of 16) £13.95

Seats



CORBEAU

GT4	£47.25
GT5	£57.25
GT6	£76.95
GT7	£83.85
GT8	£83.95
GT8 H/Back	£73.25
GT9	£55.95
GT9 H/Back	£54.95
GT8 Black	£72.25
GT9 Euro	£104.45
GT8 Euro H/Back	£101.85
Euro Subframe	£19.50
Sub Frame	£ 9.95
Comp Frame	£ 19.50
Flat Bar	£ 1.50
H/Rest	£ 8.95

HUSKINSON HX2000 GT SEATS

HX2000 Fixback Recline	£89.95
HX2100 L+ Back Recline	£89.95
HX2150 H/Back Recline	£89.95
HX2200 L+ Back with Front	£70.75
HX2300 H/Back Recline	£70.75
Headrest	£ 9.50
Universal Subframe (Bolt)	
Slider	£12.95
Adaptor Bar Fixing (not all cars)	£ 9.75

RECARO

Rally	£185.00
Hi-Back Rear	£195.00
Ideal 'N' (L)	£235.00
Ideal 'S' (L)	£250.00
Combination Electric	£295.00
Ideal 'S' (L) Electric	£310.00
Orthopaedic Centre	£395.00
Headrest	£20.23
Subframe	Prices £ 16.00

SCEPTRE

Low sided Sports	£36.25
Twin Comfort Low Recline	£44.00
Hi-Back Extra Low Recline	
Slide	£54.00
Subframe – Std & Euro	£9.95

ALL SEATS £3.50 DELIVERY



Tyres

	S/YEAR N.C.T.	PIRELLI P6 & P7
185 60HR (13)	£41.35	£49.00
205 60VR (13)	£53.15	£62.20
205 50VR (15)	£57.20	£61.85
195 60HR (14)	£48.85	£52.55
195 55VR (14)	£48.25	£53.35
195 60HR (14)	£58.65	£62.25
205 60HR (14)	£62.25	
205 60VR (14)	£76.95	
205 70VR (14)	£76.95	
195/50VR (15)	£68.95	£109.00
195 60HR (15)	£64.10	£68.45
205 60HR (15)	£62.25	£73.95
205 60VR (15)	£78.50	£92.30
225 60HR (15)	£94.50	
225 60VR (15)	£113.00	£128.00
205/55VR (16)	£108.00	£152.70
225/50ZR (16)	£103.65	£121.80

20% OFF PIRELLI
IF ORDERED IN 4's

CARRIAGE TYRES £3.50 PER 2 TYRES "MAINLAND ONLY"

KLEBER

195 x 10 R 13	14.97
185/70 x 13 V/S T	35.45
195/70 x 13 V/S T	36.95
185/70 x 13 H/S T	25.75
195/70 x 13 V/S T	28.75
185/70 x 13 H/S T	28.95
185/70 x 13 V/S T	26.45
175/70 x 13 H/S T	30.75
185/70 x 13 V/S T	24.95
185/70 x 13 S T	36.45
205/70 x 14 S T	50.25
185/70 x 13 S T	39.50

Manifolds

P & P £1.25

	OT	FEED SPECIALS
RS2000	£75.70	£47.00
1300/1500 X/Flow	£46.75	£32.00
Mexico X/Flow	£46.75	£38.00
Mini Cooper LCB	£41.55	£23.00
Cooper S Spranch	£53.95	£18.00
Capri 2 1600 OHC	£75.70	
Capri 2 2000 OHC	£75.70	

Coil Springs



ALL GUARANTEED 12 MONTHS

	Prices per Pair
LEYLAND	
MG B GT (F) +	£29.95
MG B Coupe (F) +	£18.45
Midget Rally (F) *	£19.85
Midget Lowered (F) +	£25.95
Midget 1500 Height (F) +	£25.95
Range Rover (F & R) +	£39.90
Triumph TR2 (F & R) +	£25.75
Spitfire (F) +	£26.68
Triumph 2, 2.5 & 2.8 (F)	£21.50
Triumph 5 & 8 (R) +	£28.20
Dolly Sprint (F) +	£20.95
Dolly Sprint (R) +	£18.50
Triumph 2000 (F & R) +	£27.65
All not available for Range Rovers	
BMW	
BMW 325i (F) +	£28.25
BMW 525i (R) +	£11.45
FORD	
Capri (F) +	£17.85
Cortina Mk I + Estate +	£18.35
Cortina Mk II +	£18.35
Cortina Mk III +	£18.85
Cortina 1600E GT/2	£19.90
Cortina Mk 3 (F & R) +	£25.95
Escort 1100 RS 1850 +	£17.95
Escort 1100 RS 1300 +	£16.95
Escort 1100 RS 1900 +	£26.50
Escort 1100 RS 1950 +	£20.75
Escort (1100/1300) 1450 +	£18.95
Escort (1100/1300) 1850 +	£17.95
Escort (1100/1300) 1800 +	£19.95
Escort 1100 RS World Cup	£18.95
Fiesta (F) +	£11.95
Fiesta (R) +	£16.95
Escort Mk 1 (F) +	£20.25
Escort Mk 2 (R) +	£22.95
Escort Mk 1 (R) +	£22.95
Escort Mk 2 (R) +	£24.75
Granada (F) +	£28.95
Granada (R) +	£26.95
Cortina Mk 4 (F) +	£34.75
Cortina Mk 4 (R) +	£33.40
LOTUS	
Elan (F) Standard	£19.00
Elan (R) Standard	£19.95
Elan (2 + 2) Standard	£24.00
Elan +130 Standard	£24.00
Eclat Standard	£19.95
RELIANT	
Scimitar (R) GTE	£29.85
Scimitar (R) SE6/SE6B	£25.50
Scimitar (R) SE5/SE5A	£22.85
TALBOT	
Alpine (R) *	£25.50
Alpine (F) *	£27.50
Imp RAC Spec (F) *	£31.20
Imp RAC Spec (R) *	£24.95
Sunbeam (F) 1315/5 *	£27.00
Sunbeam (R) 1315/5 *	£27.20
Sunbeam (F) 1600 *	£20.65
Sunbeam (R) 1600 *	£20.65
Sunbeam (F) 1500	£25.35
Sunbeam (R) 1500	£19.25
TVR	
TVR 3000 (F)	£26.95
TVR 3000 (R)	£19.95
VAUXHALL	
Chevette (F) Estate *	£21.85
Chevette (R) Estate *	£24.25
Chevette (F) *	£26.85
Chevette (R) *	£24.25
Cavalier (F) +	£26.75
Cavalier (R) +	£24.25
Magnum (F) +	£20.85
Magnum (R) +	£23.25
VOLKSWAGEN	
Golf GTi (F) + (R) +	£21.60
Golf GTi + (R) +	£23.25
Golf Std (F) + (R) +	£23.60
Golf Std (F) + (R) +	£21.25

SYMBOL CODE

\+ Will not fit Models From Standard

* Rally Spec Available

Wide Height Difference From Standard Car

STD Standard Spec Available

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

Struts



GT STRUTS

15" to 14" Fast Road	£32.95
205/60 VR Rally	£38.95
Super Tarmac Road	£33.95
Lowered Wedged Rally	£21.75
World Cup Mk II Ltd	£39.95

STRUT ACCESSORIES

Strut Gaiters	Each £2.30
Brake Pipes	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. No deposits charged to Trade Accounts.

CARRIAGE & PACKING £1.50 PER PAIR

Lever Arm Shocks



ALL OUR UNITS ARE TO THE HIGHEST STANDARDS

	30% UR	STD	NEW
Dble Arm	£7.25	£9.95	£7.65
Single Arm	£6.50	£ 7.75	£6.95
Marina	£5.95	£7.65	£9.25

Cortina Mk I & II Adjustable Rear Lowers (New) £12.65 Each

All Lever Arm Shocks carry a £10 Surcharge returnable on receipt of a similar serviceable lever arm

CARRIAGE & PACKING £3.50 for 2 PAIRS

Conversion Kits

LEVERS TO TELLS

Marina Mk 1 & 2 Complete Kit	
Adjustable Armstrong	£43.75
Monroe Hi-Duty	£56.95
Spax Adjustable	£54.00
Koni (The Best)	£65.00

Conversions available for Sprites (Rear) MG/A (Rear) Healey 3000 (Front) MA/1000 (F & R)

Roley 45/1E & RI Koni Duty

ALL £65 PER KIT

CARRIAGE & PACKING £3.50

ROVER SDI REAR TELESCOPIC COIL SPRING CONVERSION

Monroe Kit Complete	£47.50
Koni Kit Complete	£138.50

CARRIAGE £3.50 SECURICOR

Leaf Springs



EXAMPLES

	Prices Each
Sprite Mk 1 & 2 - 3 & 4	£25.34
Healey 100/6 3000	£28.50
Austin Mk 1 Hi-Duty	£27.00
Escort COR & COB	£19.95
Cortina Mk 1 & 2	£28.00
Capri Mk II & III	£29.50
Morris 1000	£21.20
Morris 1800 Hi-Duty	£26.20
Landrovers	From £34.50
Hillman Hunter	£24.00
Jaguar XK 150 S/2 S/3	£38.00
Jensen Interceptor	£67.00
MGA 55-62	£35.50
MGB	£25.20
MGB Coupe H/Duty	£26.00
MG Magnette 1A 2B	£40.50
Triumph 2 - 3 - 3A	£27.00
Herald	£48.00
Vitesses 6/2 3/1	£36.25
Spitfire Mk 1 2 3	£36.25
GT6 Mk 2 & 3	£37.00
LDG Ford	£19.95
CDB Ford	£19.95

CARRIAGE 2 SPRINGS £3.50

Add VAT to all prices

SEND FOR COLOUR CATALOGUE – ONLY 50p

ALL AVAILABLE MAIL ORDER – SECURICOR RAPID DELIVERY to UK mainland addresses at £3.50 for 48 hour or £4.50 for 24 hour p.m. 51a



Whether buying or selling used vehicles - you'll get a better deal through BCA!

Because BCA are the biggest in the business they attract the largest volume and the greatest variety of both vehicles and buyers. Add to this BCA's 35 years of auctioneering experience with all types of vehicles, including cars, light commercials, plant and equipment and municipal authority vehicles, plus 13 nationwide centres, and you've got a better deal! Give us a call.

BIRMINGHAM
MON. 12 noon and THURS. 11 a.m. Chester Road, Erdington, Birmingham. Tel: 021-749 1331/4

BLACKPOOL
MON. and WED. 1 p.m. Bond Street, Blackpool. Tel: 0253 402651

BRIGHOUSE
MON. and THURS. 11 a.m. (Light Commercials every Monday) Armytage Road, Brighouse, Yorks. Tel: 0484 718555 Telex: 51621

CARDIFF
TUES. and THURS. 1 p.m. Ferry Road, Grangetown, Cardiff. Tel: 0222 44744

EDINBURGH
MON. 2 p.m. and THURS. 12 noon. Ingliston Showground, Ingliston Road, Newbridge, Midlothian. Tel: 031-333 2151

ENFIELD
TUES., THURS. and SAT. 11 a.m. 620 Gt. Cambridge Road (A10), Enfield, Middx. Tel: 01-366 1144

FARNBOROUGH
WED. and FRI. 11 a.m. Plus Top Car Auctions on 1st and 3rd Mondays. Frimley Bridges, Farnborough, Hants. Tel: Camberley (0276) 27161

LEIGHTON BUZZARD
MON. and WED. 1 p.m. Stanbridge Road, Leighton Buzzard, Bedfordshire. Tel: 0525 374785

MANCHESTER
TUES. and FRI. 12 noon. Talbot Road, Old Trafford, Manchester M16 0PF. Tel: 061-872 2044

MEASHAM
TUES. and FRI. 11 a.m. Tamworth Road, Measham, Nr. Burton-on-Trent, Staffs. Tel: 0530 70322 Telex: 34610

NOTTINGHAM
WED. 11.30 a.m. and FRI. 12 noon. Burgess Road, Carlton, Nottingham. Tel: 0602 873311

TEWKESBURY
WED. 12 noon and FRI. 5.30 p.m. Newtown Industrial Estate, Northway Lane, Tewkesbury, Glos. Tel: 0684 292307

TUNBRIDGE WELLS
TUES. and FRI. 12 noon. Broadwater Lane, Tunbridge Wells, Kent. Tel: 0892 25196/8

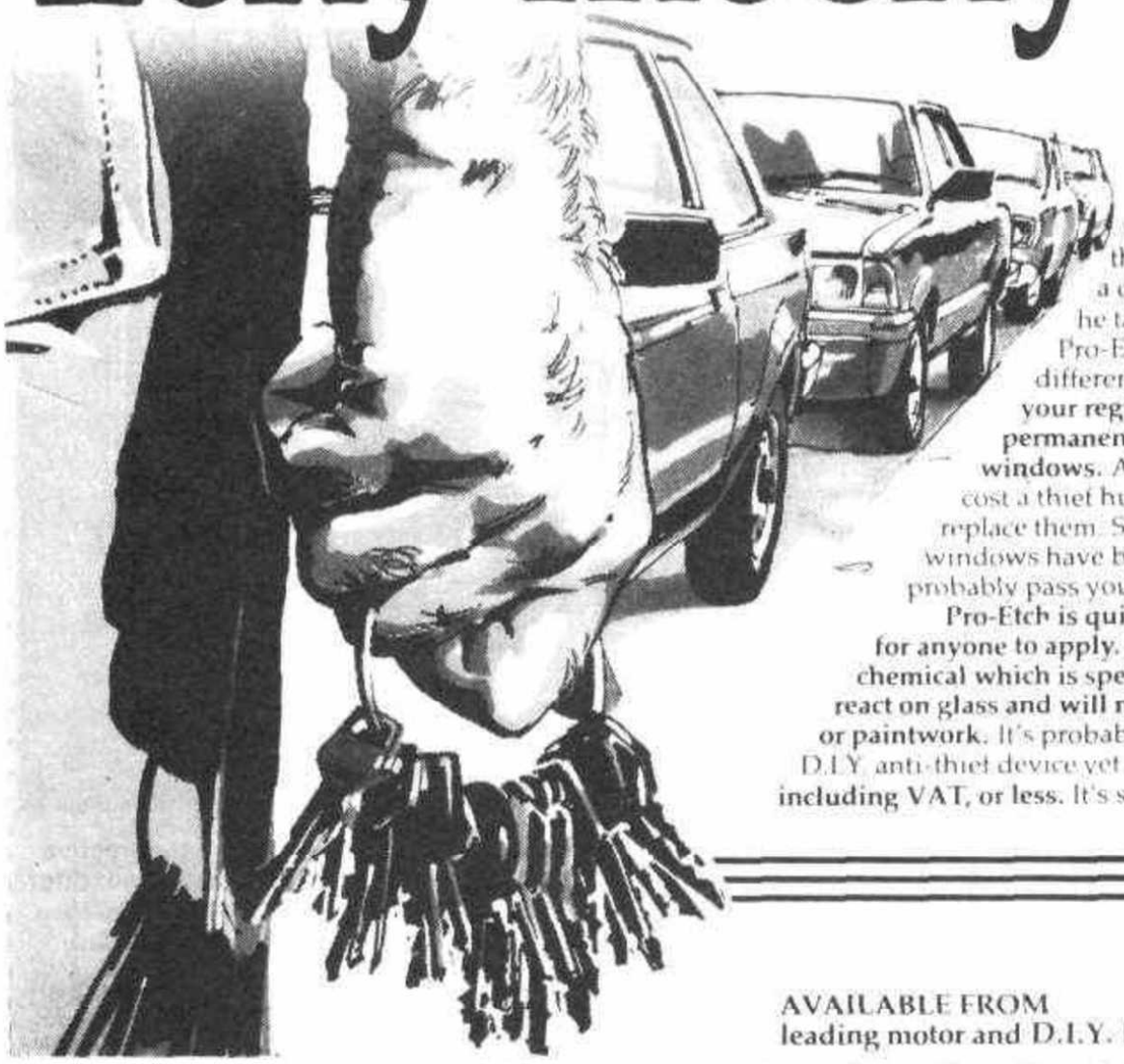
**All branches have a 24 hour telephone answering service*



BRITISH CAR AUCTIONS

HEAD OFFICE:
EXPEDIER HOUSE, FARNHAM, SURREY
TELEPHONE: FARNHAM 711222
TELEX: 858192

Eeny-meeny-miny-mo



Which car will the thief take? He knows how easy it is to steal a car, so easy that a car is stolen every one and a half minutes. Last year that amounted to 370,978 throughout the UK.

What you must do is make it as difficult for him as possible. So that when he has to make a choice, it's not your car he takes. Hermetite D.I.Y. Pro-Etch could make that difference. **Pro-Etch etches your registration number permanently onto your car windows.** All of them. It would cost a thief hundreds of pounds to replace them. So if he knows your windows have been Pro-Etched, he'll probably pass your car by.

Pro-Etch is quick, clean, safe and easy for anyone to apply. It utilises a dry pad chemical which is specially formulated to react on glass and will not harm skin, clothes or paintwork. It's probably the most effective D.I.Y. anti-thief device yet. **The cost? Only £5.75 including VAT, or less.** It's so simple, it's criminal.



Hermetite
PRO-ETCH

AVAILABLE FROM
leading motor and D.I.Y. Retailers.

Hermetite Products Ltd., West Drayton, Middx.
Tel. (08954) 45511

LOTUS:
THE ELITE, ELAN, EUROPA
by Chris Harvey

CLASSIC CARS No.8
LOTUS: The Elite, Elan and Europa.

In this book, the eighth in the successful Classic Car Series, author Chris Harvey manages to combine good background research with an eminently readable and enjoyable text, unusual in many respects in that it includes realistic and informed criticism as well as praise.

Contents include chapters on racing cars for the road, the original Lotus Elite, the Elan, brave new Europa, contemporary road testers' reports, the cars in competition, buying and restoring, interchangeability of spare parts and modifications, the men behind the marque, clubs and the Lotus logbook.

This super book contains 256 pages, over 150 black and white photos and 16 pages in colour and would make a worthwhile addition to any enthusiast's library.

Available from leading motor accessory shops and bookshops or by posting the coupon below.

£15.95 (inc. p&p)

Oxford Illustrated Press
Sparkford Yeovil Somerset BA22 7JJ England
Tel: North Cadbury (0963) 40635 Telex: 46212

Please send me:
☐ copy(ies) of Lotus The Elite, Elan, Europa at £15.95 (inc. p&p)
☐ list of available titles

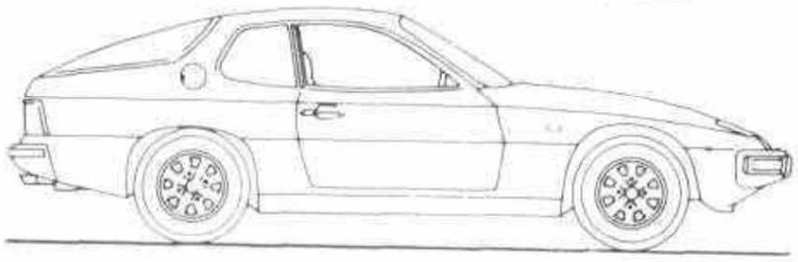
I enclose cheque/postal order for £_____ or please debit my Access/Barclaycard A/C No _____

Name _____

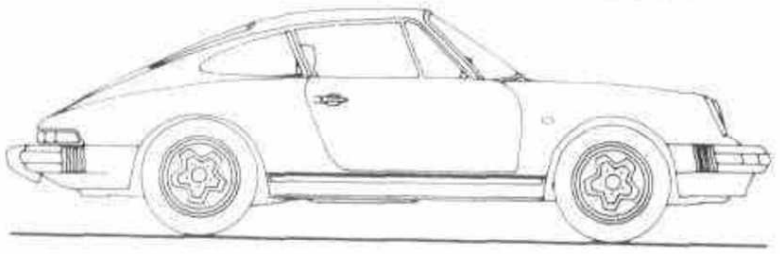
Address _____

Please mark your envelope: Car Books MS/1/01

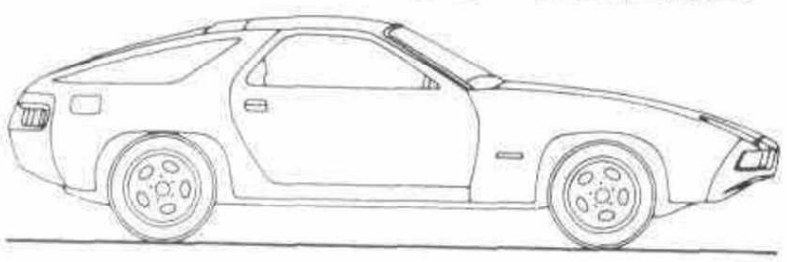
IF YOU'VE GOT ONE OF THESE



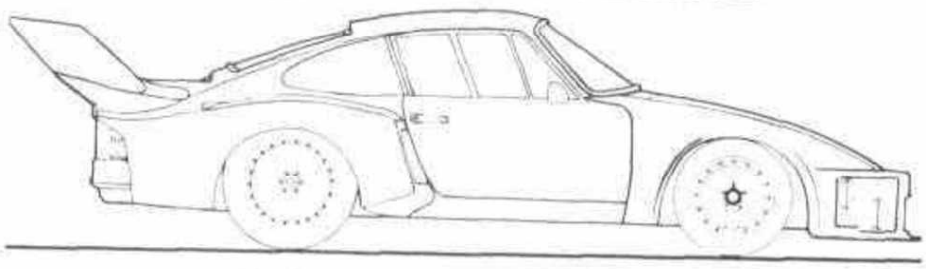
OR ONE OF THESE



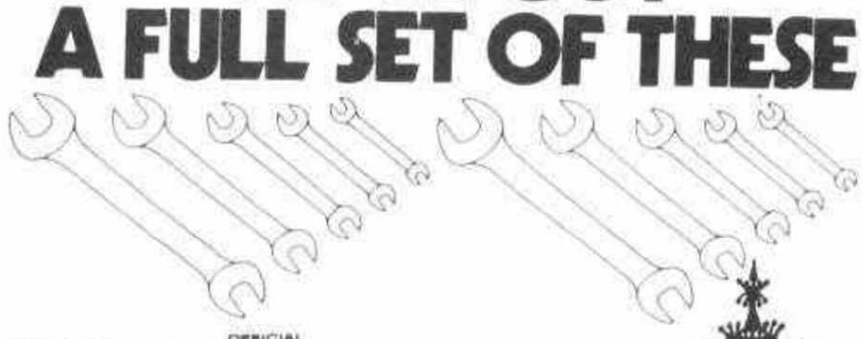
OR ONE OF THESE



OR EVEN ONE OF THESE



WE'VE GOT A FULL SET OF THESE



OFFICIAL
PORSCHE
CENTRE

All kinds of people sell **Porsche**, but the only place to have one serviced is with an **Official Porsche Centre** using **Porsche** manufactured parts fitted by **Porsche** trained technicians.

High Street, Billingshurst
Tel: Billingshurst (040 381) 3341



Malaya

The Ultimate Place to Buy Cars



Car thefts are booming. Radio/Stereo units are the most attractive pickings for the car thief or vandal. Many car alarms just do not offer the right protection. Gamma Electronic alarms are designed to safeguard your car and its contents. Don't wait until it's too late.

Computalarm

Dashboard mounted keyboard with your own personal code no. Electronically safeguards car and accessories against forced entry and vandalism, plus immobilises ignition. Amazingly powerful 100 watt siren. Automatically shuts off and resets after 30 seconds.
Easy DIY installation.
(12volt neg.)





£69.90
(Inc. VAT, post free)

Black Magic

Compact siren. Electronically protects car against thieves/vandals. Voltage drop sensor activates siren, immobilises engine. Easy DIY fitting. Hidden interior switch with time delay. No holes to drill in car body. 12volt neg. Automatic cut-out and reset after 30 secs.



£29.90
(Inc. VAT, post free)

Ultrasonic

For convertibles/sun roofs/estate cars, etc —2 hidden sensors detect any movement inside the car and the alarm electronically activates (protection from slashed sun roofs or smashed windows).
Simple DIY connection to Black Magic/Computalarm or ANY current sensor type alarm. (12volt neg.)



£25.90 (Inc. VAT, post free)

LONDON FITTING CENTRES

01-455 5544 (North London)
01-540 9991 (South London)

Please send _____ (model)
£_____ enclosed
Name _____
Address _____
_____

Pay by phoning thro' Access or Barclaycard no. on 01-455 5544, or send cheque/PO
Mach One, 125 Golders Green Road, London NW11
Personal callers welcome

VISA

'Did magnificent job on MGB Sports!

says Scottish user, (since re-endorsed). *'As an engineer'* says Warrington user *'find Waxoyl far superior in steel preservation and long life lubrication'*
Waxoyl also slows down depreciation. Holds highest re-sale value BONUS!
NOW EASIER STILL WITH FURTHER DEVELOPED WAXOYL FORMULA!



'Treated ex-works Austin Healey before Himalayan Rally' says SPORTING CARS *'Very impressed with way it withstood such extremes of temperature and rough conditions.'* Application of Waxoyl, dealt with in several past issues, GOOD MOTORING now says' *No doubt Waxoyl made quite a difference to longevity of our little Fiat 500 already four years old when bought end of 1976 and Fiat did not have exactly enviable reputation for body quality at that time. Sold car late 1981'*.

You could be on to a good thing, too, when you Waxoyl rustproof your car. UP goes market value, just as it did for this Merseyside user: *'Eleven years ago, treated 3 Yr. old Austin 1100. Sold it for more than I paid for it.'* Also on to a good thing (Edinburgh): *'... sold 5 Yr. old Avenger. Trade-in almost price when new.'* *Waxoyl does everything you claim,'* Manchester user: *'Made 40 Quid on Hillman Super Minx Convertible, bought for £60, riddled with rust. Treated with Waxoyl, sprayed exterior with Hammerite.'* (High-Gloss Hammered Enamel – another Finnigan rust killer). *'Used car for 3 years, sold it for £100.'* Now why not get highest resale value on *your* car, too? May we suggest ordering Waxoyl today. Try the Special Kit Offer. You'll be pleased with the pay-off!

Proud owner of **16 Yrs. old Jaguar** says: *'Money won't buy it. Have used only Waxoyl over the years. Thank you for wonderful Waxoyl!'*

Up to £600 Trade-In Bonus

Scarce and pricey Top-Class Used Cars, as you will know, are invariably **rustfree.** Hence Waxoyl pay-off! Welcome pounds more than for 'ordinary' condition on trade-in. **Even up to £600 difference** according to make. (see motoring journals classifications). It's not unknown for long-ago Waxoyl treated cars being classed as collectors' items today. More kudos to enjoy! And there's **further** Bonus. Waxoyl **lubricates** too! Keeps car in sweet running good humour, lubricates parts that ordinary oiling cannot reach.

Rust Inhibitor the Key

Finnigan chemists have unusual, if not unique, rust inhibitor. Kills rust dead. Only rustproofer that **does** (according to one of world's major oil company's test report). Come-back no problem.

Finnigan engineers know *how, where, and why* cars succumb to rust-rot. Stripped-down new, mod. mileage cars, old 'bangers', showed exactly how Waxoyl can (and 'does!) hold 'Showroom' condition. Oldies roadworthy if there's metal enough to polarise with Waxoyl.

Spray Plan photos simplify 'Showroom' condition at every stage. Waxoyl kills 'creeping corrosion' behind prefab. unit paint cracks. Keeps vital load-bearing chassis members safe from splashed-up rust spores in mud, slush vicious road SALT! in faults 'spot-welded seams, joints. Under wheel arches! At screwed on accessory fitments. Condensation rusting in Box sections. Nothing forgotten. Nothing left to chance!

No need to crawl under car in most cases.



How Waxoyl holds 'Showroom' Condition

Waxoyl covers every rust trap in entire car system. Preserves road worthiness. Load-bearing members, suspension, locking points, shock absorbers all rust safe. Your car, barring accidents, stays equal to proud display in top-class sales floor. "Showroom" condition!

Up to £100 + VAT at Rustproofing Centres

Professionals charge mostly for labour. Do-It-Yourself at **FRACTION** of cost, with 'all-in-one-go' Waxoyl rust proofing, and Finnigan 'JUMBO' Applicator. Order along with Waxoyl supply. **Usually per return despatch.**

AA REPORTS after FOUR WINTERS
"No rust on 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

Please watch out! Others may try to charm you into buying something that may seem to be Waxoyl – even with ads. that resemble Waxoyl ads., ONLY FINNIGAN'S MAKE WAXOYL. It isn't a bought-in product sold under another name. Order direct.

WAXOYL DO-IT-YOURSELF RUSTPROOFING

with FINNIGAN'S *Fast Working* New, Adjustable Spray, Trigger operated 'SUPER JUMBO' Applicator

Easy & Fun To Do!

No need to crawl under car in most cases! 'JUMBO' 8ft. long jet sprays entire chassis. Extension PROBE (included with cranked extension for awkward areas) concentrates full 360° spray within box sections. No unsprayed gaps as with pin-hole and fan spraying 'wand' types.

No car age limit so long as metal polarises to Waxoyl. Future rust attack no problem. 'JUMBO' Applicator works **FOUR TIMES FASTER** than any other similar design. No face mask. No hand work! Hardly ever touch fluid (soft and smooth to hands anyway).





Treacherous Multi-Metal Corrosion.

What is not generally known is that treacherous electrical inter-action between dissimilar metals intensifies corrosive action. Todays cars are all multi-metal constructions: Zinc, Steel, Aluminium, Copper, Stainless Steel, Cadmium. Water passing over any of these metals, then on to steel bodywork, even some distance away, causes rapid corrosion, and your car loses that "Showroom" condition.

First and Only Successful Rustproofer to Beat Multi-Metal Corrosion

as well as Road Salt Rusting on Mild Steel. Original Waxoyl formula, now further developed, produces greatly intensified power resulting from unceasing R&D in Finnigan's Works' laboratories. Now with deeper **Penetration** into metal and rust pores, with even greater **Tenacity** – the distinguishing mark of any rustproofer's real worth.

Tremendous Waxoyl Pay-Off!

Thus, Waxoyl offers you a truly wonderful investment. A pay-off which many, many thousands of Waxoyl enthusiasts have already enjoyed to date. So, why not get on to the Waxoyl band wagon too! Complete and mail (FREEPOST) order coupon today. Yes! Why not!

Most Sinister of all Road Conditions in Lab. Tests

Finnigan's chemists used what is a formidable combination of two dissimilar type metals: Copper wire wrapped around Steel. Degreased Steel plates were tightly over-wrapped with emery rubbed Copper wire. Twelve of these plates were each sprayed with salt water and immediately coated on top of the salt solution with twelve leading advertised rustproofers, including WAXOYL. This most sinister of rust-rot tests lasted seven days, by then, only the WAXOYL ED plate remained bright and clean.

Colour leaflets, available on request, show how the test plates reacted.

The test results also proved conclusively that the further developed new WAXOYL formula is fully capable of everything that is promised of it as an **all-metal preservative.**

'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 oxidise and disintegrate, expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, stays active indefinitely! Magnetic molecules fill broken gaps. "Creep" across bared metal; (chip skin torn by flying grit etc. **Be more than happy with clean, transparent Waxoyl.**

Why Big World Users Trust Waxoyl

Waxoyl Kills Rust with no come-back (The only rustproofer that DOES, according to test results by one of world's biggest oil companies.) *'Rust stopping qualities very good'* reports Swiss Gov't. after Lab. tests. *'Most satisfactory'* says Chrysler Centre, Basle, Australia, N.S.W: *'On Rover 3,500 coating still intact in corrosive sea air'* Motor Magazine : *'Remains active indefinitely'* Westerly Marine, Portsmouth: *'Protection excellent on marine diesel oil tanks'* (Tank bases standing on supports otherwise impossible to rustproof.) *'Fantastic stuff'* says Citroen Car Club. Veteran Motorists Mag: *'No sign of corrosion on '72 car; does inhibit existing rust'* Autocar Mag. *'One of cheapest, effective ways to protect a car'* Chesterfield: *'9 Yr. old Volvo looks less than half its age'* Civil Eng'ng. Polytechnic: *'On Mole Valley Flood Scheme, base steel instrument cases in open countryside rust-free to date!'*

FREEPOST. No stamp needed.
Just use our FREEPOST address on the envelope as given on coupon.

RUST NEVER HAS A CHANCE!

Thanks to unique Waxoyl! Inhibitor. Enormously powerful *penetration!* And *tenacity* against relentless vibration which soon disintegrates an otherwise respectable rustproofer.

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	£ 2.82
7 oz Waxoyl Aerosol Send	£ 1.75
JUMBO SPRAYER Complete	£ 5.18
AVERAGE CAR 5 Litre (1.1 Gal.)	£10.99
BIG CAR 10 Litre (2.2 Gal.)	£21.71
DRUMS: 20 Litre £40.71 60 Lit.	£98.04
200 Litre **£293.25 Prices incl. carr. & VAT**	

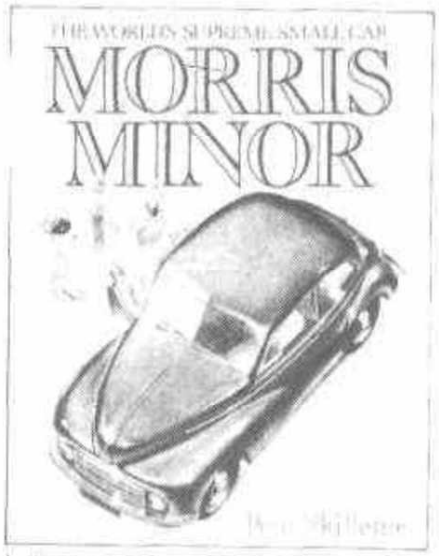
SPECIAL KIT OFFER
SAVE **£1.17** Waxoyl (5 Litre) with 'JUMBO' including all attachments complete **£15.00**

Send to FINNIGAN'S LTD. (MSW) FREEPOST, Prudhoe, Northum. NE42 5BR

Enc. Chq/MO/PO/Cash £
Rush my order (please tick box)
☐ Trial ☐ 5 Litre ☐ 60 Litre
☐ Aerosol ☐ 10 Litre ☐ 45 Gal
☐ Jumbo ☐ 20 Litre ☐ Kit
☐ Access/Barclay/Trust Card
No/
or 24 Hr. Phone Order 0661 32411
Name
PRINT CAPS
Address

Regd. Office 354180 (England)

If pay by Access/Barclay/Trust Card. No charge (Quote No) 24 Hr. Ph. Service. Personal callers welcome 9am–4.30pm Mon. to Fri.
***DESPATCH USUALLY PER RETURN, FINNIGAN'S LTD (MSW) FREEPOST, PRUDHOE NE42 5BR Phone: 0661 32411**

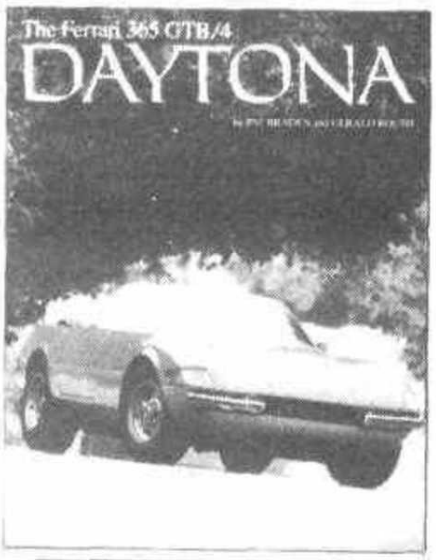


MORRIS MINOR
The World's Supreme Small Car
Paul Skilleter
NEW EDITION **£9.95**

This bestseller has now been reprinted with even more information. Skilleter gives a full account of the Morris Minor's varied service from hearse to tractor, plus technical, political and competition detail too.

THE FERRARI 365GTB/4 DAYTONA
A definitive history of Ferrari's most beautiful V-12 sports car
Pat Braden & Gerald Roush
£14.95 NEW!

The best of Ferrari's archetype, front-engined V-12, high performance grand touring coupés which could vie for the title of "fastest car in the world".



OSPREY

Classic Bestsellers

OSPREY

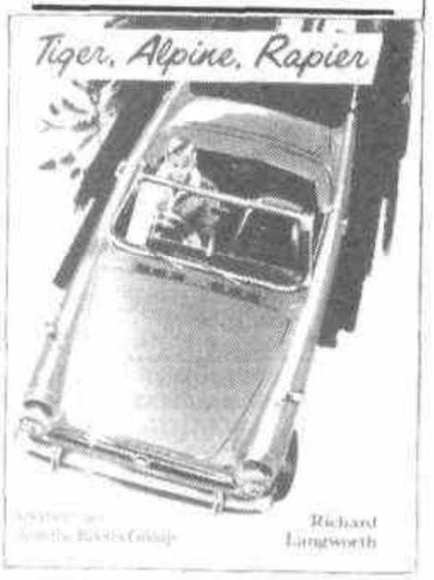


MG by McComb
F. Wilson McComb
£10.95

Quite the best full length history of the men and the cars which have made the MG name world famous.

TIGER, ALPINE, RAPIER
Sporting cars from the Rootes Group
Richard Longworth
£9.95

Fills the gaps, expands much of the development story, adds previously undocumented specification data and anecdotes



Available from all good bookshops or, in the case of difficulty, from 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 please send for our FREE catalogue.

LOWER MOTOR INSURANCE RATES FOR SPORTS CARS

Telephone
01-530 3633
(3 lines)

Telephone
01-590 3471/2/3
(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.

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

Premium Instalment Plans

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

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

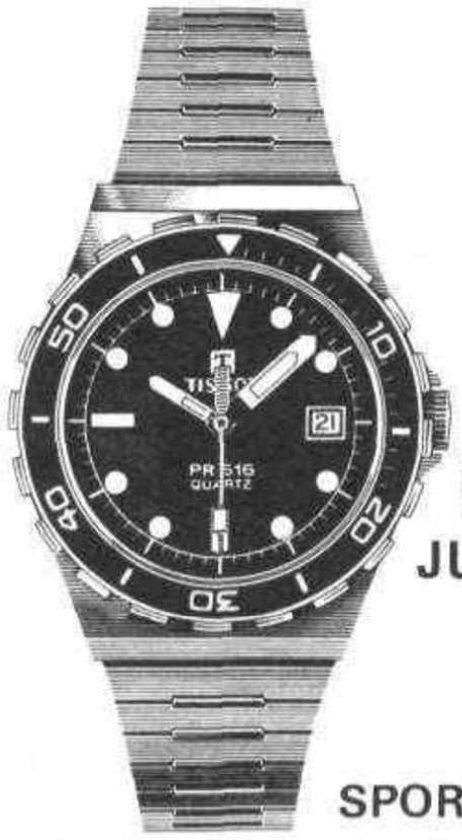
M.R.B. INSURANCE BROKERS LTD.
13 HIGH STREET, WANSTEAD, LONDON E.11
313 HIGH ROAD, CHADWELL HEATH, ROMFORD, ESSEX.

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 .....

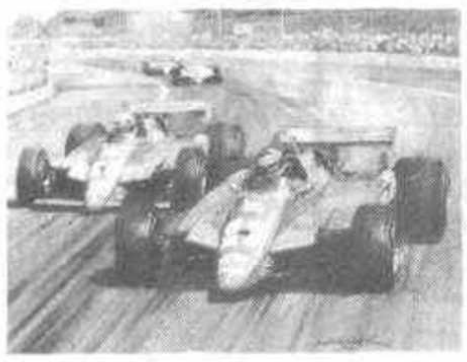
Signature .....

These 4 exclusive MICHAEL TURNER framed prints for only £19.96

PRICE HELD AT 1981 LEVEL

CARRIAGE FREE

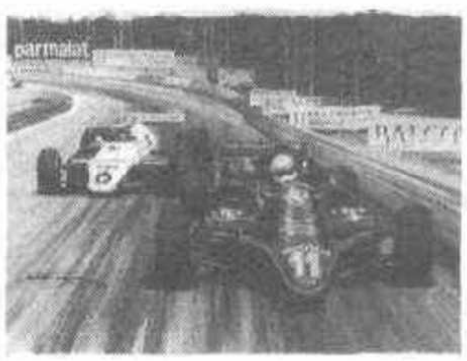
or £4.99 each + £2.50 carriage and packing



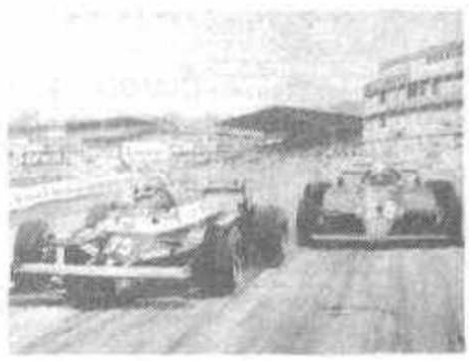
VILLENEUVE / PIRONI IMOLA



LAUDA / LONG BEACH



De ANGELIS / ROSBERG AUSTRIA



WARWICK / PIRONI BRANDS HATCH

SPORT-A-MOTIVE ART are pleased to announce their latest edition of full colour, framed prints by **Michael Turner**, capturing the excitement and action of the 1982 season in fine detail.

They are faithfully reproduced on top quality art paper and handsomely framed in a Teak stained natural wood with a gilt line, chosen to blend with any decor in the home, office or workplace. They are covered with glass (not plastic) and each measure 13" x 10".

The black and white newsprint photographs above could not hope to do these magnificent prints justice, and we're so confident that you will be highly delighted with them that they are covered by our money-back guarantee.

We have been able to hold the prices at the same level as the 1981 set, so they represent tremendous value for money and are ideal gifts for the Motor Racing enthusiast.

To order, simply fill in the form below. (If you prefer not to cut your magazine, write full details on your letter.) If you have an Access or Barclaycard, ring **0495 310592**, quoting your account number and requirements.

All orders are dispatched promptly. Allow 14 days for delivery, but hurry, Christmas is coming!

Please note that we still have good stocks of our 1981 sets of Giles Villeneuve, Alan Jones-Monaco, John Watson-Silverstone, Prost, Jones-Hockenheim and Piquet-Imola. Plus a large selection of Motoring prints and originals. Send 9" x 4" SAE for lists or telephone for gallery viewing.

SEE US ON STAND 36 AT THE MOTORSPORT'S SHOW 7th to 16th JANUARY.

SPORT-A-MOTIVE ART

DEPT. MS3, 60, BEAUFORT STREET, BRYNMAWR, GWENT, NP3 4AE (0495) 310592

PLEASE SEND THE FOLLOWING FRAMED PRINTS

	Villeneuve / Pironi Imola	@ £4.99	
	Niki Lauda Long Beach	@ £4.99	
	Rosberg / De Angelis Austria	@ £4.99	
	Warwick / Pironi Brands Hatch	@ £4.99	
	P & P for above		£2.50
	Sets of 4 @ £19.96 per set carriage free		

I enclose cheque for £ payable to Sport-A-Motive Art or debit my Access / Barclaycard A/c No.

Signed

Name

Address

BLOCK LETTERS PLEASE



MICRO
THE BIG NAME
MICRO 18 BROCK STREET, BATH, AVON.

"OUR PERSON TO PERSON SERVICE IS UNBEATABLE"

SAYS MANAGING DIRECTOR: CRISPIN THOMAS

"We're a well established company and we're after your Business...give us a chance and you won't regret it!"



PETER # THE BIG NAME
for helpful advice...packed with product knowledge he can answer all the queries you may have...



DIANA # THE BIG NAME
for written orders and general information...she'll do her very best to provide all the details you may require...



VERNA # THE BIG NAME
for Credit Card Orders... she's the expert at painless processing... please 'phone her now, but have your Card ready...



DICK # THE BIG NAME
in Stores Control...a man of many parts, Dick will whisk your order out via Securicor within 48 hours of receipt.
OR, YOU CAN ALWAYS SPEAK TO CRISPIN!

Cordless: Short Range

▶ MICRO JP700S

To connect the miniature base station to your 'phone system takes seconds... then carry the lightweight handset (it comes with a belt clip) and you can receive incoming calls at any distance up to 500 feet from your existing 'phone. Ideal for office or home... particularly the smallest room.

Fully guaranteed for 2 years.



BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£75**

▶ MICRO FF600S

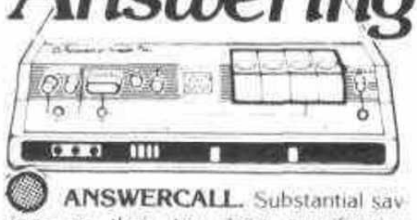
This super de-luxe model has a range of up to 200 yards. Features include touch button dialling to anywhere in the world via your own 'phone line, last number re-call; two-way intercom facility; integral security to preclude unauthorised use. **The finest specification available in the U.K. Fully guaranteed for 2 years.**



BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£135**

PLEASE RING 0225-20312 TO CLARIFY DETAILS

Telephone Answering



ANSWERCALL. Substantial savings on their two best specification machines. ● Latest twin-tape technology. ● 'Phone call recording capability. ● Monitoring facility. ● Call counter. ● British Telecom Approved. ● Free fitting kit. The AC2 model with 'Remote' feature allows you to collect messages anywhere – anytime, represents a super buy at £199 delivered whilst the AC1 incorporating all the latest features, unbeatable value.

BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£139**

Wire-less Intercoms



There's no messy cables or fitting problems with these multi-channel FM intercoms. Just plug as many as you like into your 240v mains supply and you will have instant direct speech communication between each and every one of them.

BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£29**

Automatic Telephone



▶ CRYPTO MF35

Every feature a businessman could want – hands free operation, 52 memories, clock, calendar, call timer, engaged number nagger, call stacking facility and many more. It saves time money & frustration.

BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£225**

Transfer Your Calls



▶ Who's on duty tonight? Don't miss vital enquiries... our call diverter will re-route them instantly to any pre-set number without the caller knowing. Given that you have 2 or more lines, then this will pick up that extra business! How long will it take to increase you profits by...

BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£395**

#MICRO # THE BIG NAME FOR VALUE

The Micro Equipment Centre Limited. Reg. no. 1487807

We specialise you benefit

All goods fully guaranteed

Every Credit Card accepted by Phone

Next Day despatch 24 hr Delivery

MICRO 18 BROCK STREET, BATH, AVON

WE'RE CONFIDENT

Our success is based on an efficient service backed by a rigid policy of Quality Control. Any piece of equipment which does not meet our exacting standards is rejected and returned to the suppliers to be sold elsewhere. **Better buy from Micro.**

#Cordless: Medium Range

▷ MICRO HP 1001

Superb for up to a quarter of a mile from your 'phone. Very suitable for offices, estates, small farms etc. Touch button, world-wide dialling via own 'phone line, automatic last number redialling facility and special security system. For those who want to extend the range up to a mile, depending on terrain, then an optional, small roof mounted aerial, ready for installation is available for only an extra £30 delivered.



Fully guaranteed for 2 years.



BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£185**

#Cordless: Long Range

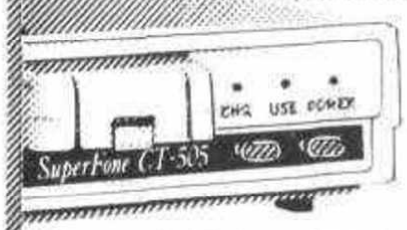


▷ MICRO TUNED CT 505
(up to 1 mile)

The world's most popular cordless, even better when specially tuned gives a range of up to one mile.

▷ CT 505
(up to several miles)

You will need two special roof mounted aerials one for base and one for your car – so for these please add exactly £100 to the price below.



Cordless 'phones give clear, fully duplex speech up to 5 miles depending on the area but are most efficient on 'line of sight' basis. Trees and buildings are no problem, hills and mountains do deflect the radio waves – sometimes affecting performance. **Fully guaranteed for 2 years.**

BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£249**

MICRONEWS

A REPORT BY HUGH JAMPTON, SPECIAL CORRESPONDENT.

Yes friends, it was all happening at the time of my recent visit to Micro's Georgian premises in Bath. On the first floor the air of quiet efficiency in the Administration Department was only disturbed by the fierce crackle of envelope opening and the dull thud of cheques hitting the desk tops. On the next floor, I entered the Dealing Room and was immediately impressed by the continuous soft warbling of electronic 'phones, matched only by the continuous loud warbling of the knowledgeable sales staff. It was only the persistent, but pleasant smell of Credit Card numbers which reminded me that it was time for a visit to Packing and Despatch on the ground floor. It was here that I discovered something of great interest to all readers. Despite the fascination of parcels disappearing, lemming like, through the doors and into Securicor vans, I noticed a small room neatly stocked with all sorts of goodies. It was all ex-demonstration equipment I was told in hushed tones – could be bought, worth the money, I was told in hushed tones – you got a 'real bargain' there I was told in hushed tones as I handed over my cheque. Tell your friends that if they're quick and they've got a Credit Card, Crispin or Peter might find something for them I was told in hushed tones – so that's what I'm telling you. (Please read this last bit very quietly).

Because British Standards have yet to be published and the proposed independent Testing Board has yet to appraise the equipment certain items in this advertisement denoted by triangular symbols obviously cannot be classified as Approved for use with British Telecom lines. We wish to point out that despite the fact that our equipment meets the stringent US and other International Standards, new legislation requires every item to be labelled 'PROHIBITED' from direct or indirect connection to any telecommunication system run by British Telecommunications. Action may be taken against anyone so connecting this apparatus. We are confident that no action will be taken in what we hope will be the short period prior to the equipment being able to gain approval.

PLEASE RING 0225·20314 TO PLACE ORDERS

PhoneCall Recorder



▶ Easily installed in any part of the premises, the Scope TR450 will automatically record all incoming and outgoing telephone conversations. Purpose built with 2 tape speeds and cue-reviewing facility.

BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£199**

Memory Telephones



▶ Businessmen need one of these new electronic 'phones. Not only will it hold the eleven most used numbers in its micro-chip memory, but it automatically re-dials engaged numbers and plays music to the caller if he has to 'hold-on'.

Single memory version. Ideal as an 'extension'

£29

BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£49**

Talking Pagers



YOU GET THE MESSAGE FAST

Cut the frustration of continuously trying to locate key personnel. This big value system will enable your receptionist to selectively "bleep" any one of the six top pocket paging units, and also pass a verbal message to it up to half a mile. Complete with six individual "talking" pocketpagers. Cost-effective at this really competitive price (subject to H.O. Licence).

BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£495**

Moving Messages



INFOSCAN M3 MERCHANDISER

- A compact model complete with display tray 12" wide wide.
- Shop window, counter top, enquiry desk – people can't fail to notice.
- Any message from a single word to 234 characters.
- Variable speeds 9 automatic repeat.

BETTER BUY FROM MICRO INC VAT & 24 hrs DELIVERY **£135**

#MICRO # THE BIG NAME FOR SERVICE

Bona Fide retailers are requested to write for trade terms.



Lotus exclusivity. Exclusively from Motorway Sports Cars.

There's only one Lotus dealer in Kent. So if you want to sample the pleasures of exhilarating performance, a standard of engineering excellence second to none, coupled with the economy and comfort found in all Lotus products, come to Motorway Sports Cars.

We'll gladly arrange a test drive in any of the Lotus products from the Lotus Turbo Esprit, truly the 'supercar' of the decade, to the stylish four seater Elite or new Lotus Eclat Excel. We'll show you our fully equipped service bays and our large stocks of parts and accessories. We'll tell you the whole Lotus range is available for Company leasing — and explain just how generous our part exchange schemes can be.

Take a look at our selection of Lotus cars below. Visit Kent's centre for Lotus exclusively. Now.

NEW CARS

Lotus Turbo Esprit. Air Conditioned. Choice of Colours.
Lotus Esprit S3. Choice of Colours.
Riviera Elite. Specification and price on application.
Eclat Excel and Esprit Turbo. Models available for demonstration — ring for an appointment *NOW!*

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

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.

GORDON LAMB OFFICIAL PORSCHE CENTRE



1981 (April) 924 LUX. Finished in pewter metallic, with brown / beige pinstripe trim, p.d.m., radio, coin / cassette holder. **£9,450**
1981 (April) 924 LUX. Finished in Alpine white with black / grey check trim, p.d.m., radio / cassette unit. **£9,450**
1977 (Jan.) 911 TARGA. Finished in arrow blue with black pinstripe trim, radio / cass. unit. **£8,950**
1981 (Feb.) 911 SC TARGA. Finished in Grand Prix white with blue / black check trim and Martini stripes to coachwork. Radio / cassette unit. **£15,250**
1981 (Aug.) 928S AUTOMATIC. Finished in pewter metallic with brown / beige velour check trim, p.d.m., stereo radio / cassette unit. **£21,750**
1982 (May) 928S AUTOMATIC. Finished in Rosewood metallic with beige / brown Berber trim, p.d.m., stereo radio / cassette unit. **£24,500**
1981 (Jan) 924 LUX TURBO. Finished in diamond silver metallic, p.d.m., sunroof, stereo radio / cassette unit. **£11,950**

Broombank Road, Sheepbridge, Chesterfield. Tel: 0246 451611.

THE BEST IN BRITAIN

1981 Winner CUSTOMER SATISFACTION AWARD
Presented by SEWELLS
independant consultants to the motor trade.

maltin PORSCHE

1979 T PORSCHE 924 LUX. Guards red, Black interior, sunroof, stereo, 36,000 miles. **£7,250**
1979 V PORSCHE 911SC SPORT TARGA. Silver metallic, Black interior, 43,000 miles, 80 series. **£13,650**
1980 PORSCHE 911SC COUPÉ. Black, Black interior, 30,000 miles. **£14,250**
1980 W PORSCHE 911 SC COUPÉ. Guards Red / Black leather, 27,000 miles. **£14,650**
1979 PORSCHE 928 AUTO COUPÉ. Metallic Blue, Black interior, 36,000 miles, air conditioning, 1 owner. **£12,950**
1979 PORSCHE 928 AUTO. Light Blue Metallic, Blue/Black interior, 31,000 miles. **£12,950**

PORSCHE SALES We always hold a good range of used Porsche models — please telephone for details. We are also enthusiastic buyers of all used Porsche.

PORSCHE AFTER SALES With Porsche trained personnel, we are able to offer full Porsche service and coachwork facilities.

PORSCHE PARTS We have a Parts Department which holds a comprehensive stock for all Porsche models. We offer a Red Star and COD service (24 hours).

OFFICIAL PORSCHE CENTRE
Maltin Car Concessionaires Ltd. 18-20 Reading Road
Henley-on-Thames. Oxon. Tel (04912) 78111

Now start your very own
SUPERB RACING & RACING SPORTS CAR
Model Museum

Probably the finest racing car models ever created

For the first time ever, Bellini makes it possible for you to start a unique collection of the most beautiful and painstakingly accurate 1/20 scale (8"-9" long) metal models representing renowned Le Mans, Grand Prix, and G.T. Cars.

You can start your own model museum, and become one of a select group of Connoisseur Collectors. Each theme consists of 20 cars issued at the rate of two or three per year. Single models can be supplied in either finished form or kit, thus enabling you to create your own.



GRAND PRIX COLLECTION

MASERATI 250 F *Illustrated* **(Available now)**

AUSTIN 750 O.H.C. (Available now)



LE MANS COLLECTION

LAGONDA M45R *Illustrated* **(Available now)**

FERRARI 250 TR (Available now)
ASTON MARTIN Ulster (Available shortly)
TALBOT - LAGO (Available shortly)

TO APPRECIATE THESE BEAUTIFUL MODELS
send for full details and colour leaflets to
Bellini Ltd., FREEPOST, Dept. N6
Lincoln Way, Windmill Road,
Sunbury-on-Thames, Middx. TW16 5BR

Prices: **KITS : £78.00 + £11.70 VAT = £89.70**
FINISHED : £130.50 + £19.58 VAT = £150.08

OVERSEAS ENQUIRIES WELCOME

Bellini models *the Collectors' Choice*

SEND COUPON NOW FOR FREE DETAILS

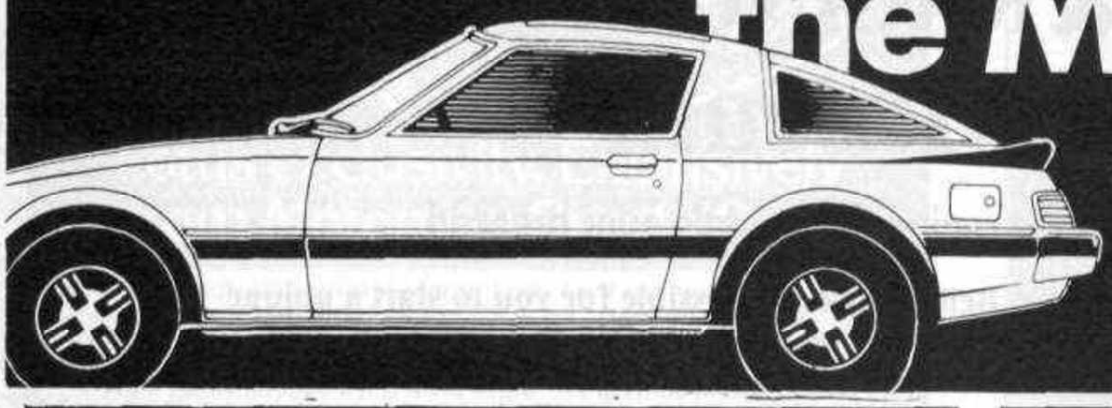
Please send me full colour details
of Bellini Models.
(Should you not wish to cut coupon, send p.c.)

NAME .....

ADDRESS .....

.....

Drive out of Portman in the Mazda RX7



Or the RX7 Sports Coupe from £9,199
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

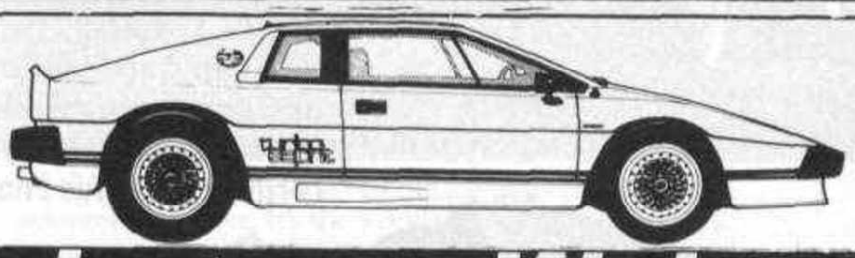
MATRA MURENA



MATRA MURENA 1.6 and 2.2 (1983 Models) Now available on a personal import basis with prices ranging from £5,900 to £6,900 (all UK taxes paid) collection excluded. Please send large S.A.E., 28p stamp for full details. We hope to offer conversion to R.H.D. in 1983. **BAGHEERA 'S' and 'X'** we continue to specialise in servicing and sales of this model and offer a comprehensive new and used parts facility at competitive prices. We are always interested in purchasing first class examples.

Sports Cars Unlimited

SOUTHEND GARAGE (bk Fernwood Rd.), Jesmond, Newcastle upon Tyne, NE2 1TJ. Tel: (0632) 814036 (Answerphone and Saturdays 0207 71271)



Lotus IN Wales

ONLY OFFICIAL DEALER
SALES — SERVICE — PARTS

pms
pembroke motor services Ltd

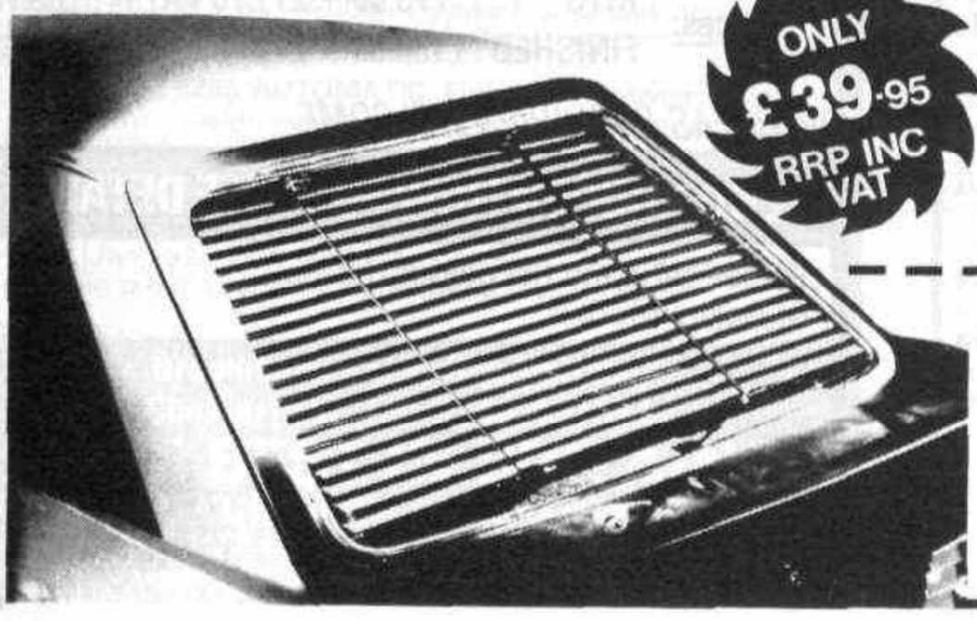
Main Street, Pembroke SA71 4DB Telephone: Pembroke 683168

Alfa Romeo **MAIN DEALER**

HI TRIX

FULLY AUTOMATIC CAR LOUVRE BLIND

Add super 'custom styling' to your car with the world's first electronically controlled car louvre blind. It opens and closes when you switch the ignition on or off and you control every stage in between by a dashboard switch. Hi-trix keeps the car cool on sunny days, cuts out rear dazzle at night and stops prying eyes from seeing what is in the back of the car. One size fits all cars, including hatchbacks. There's eight great colours to match your trim. Fitting and cleaning couldn't be easier. Send for full details now.



ONLY £39.95 RRP INC VAT



From most branches of Halfords, Motorist Discount Centres and other leading accessory shops, or post coupon.

Please send me colour leaflet and order form

NAME _____

ADDRESS _____

_____

POST TO: **HI-TRIX LTD** (DEPT. MS)
VICTORIA ROAD, SOUTH SHIELDS, TYNE & WEAR, NE34 6EX.
TELEPHONE: 0632 566535

SPORTS LEASE

AVAILABLE WITH ONLY 1 MONTH'S ADVANCE RENTAL

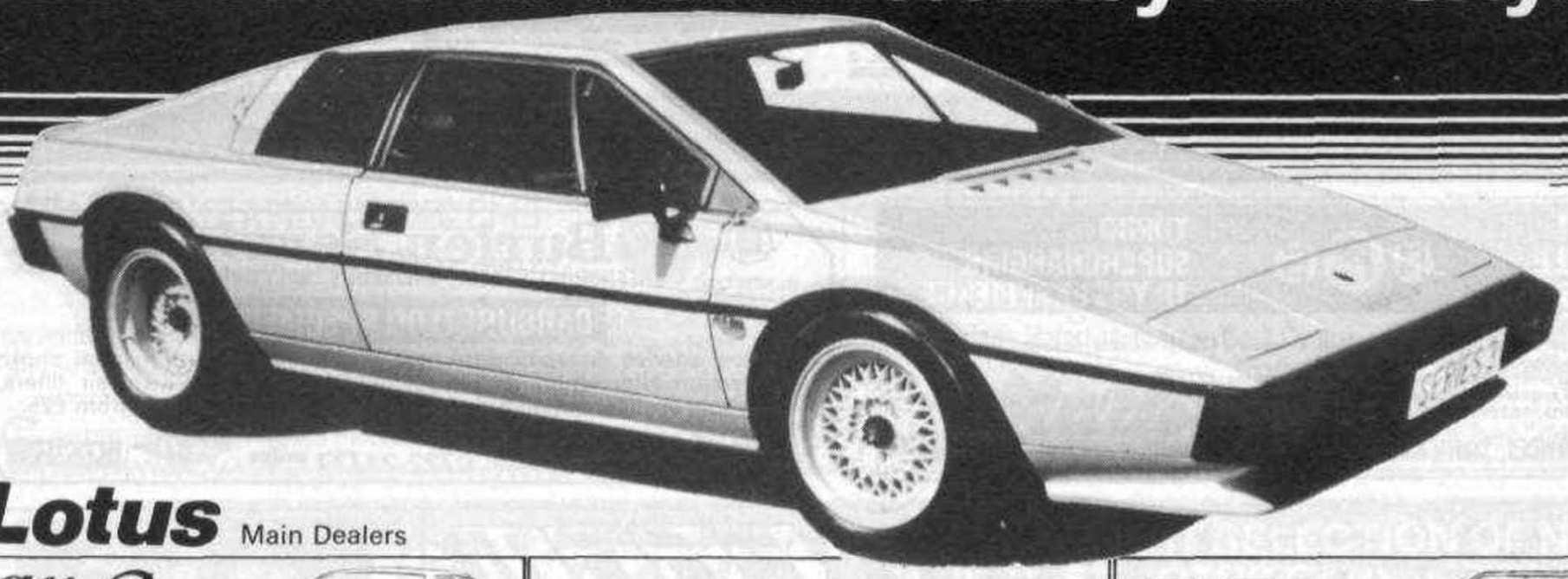
Any other make of family or sports car supplied at the same highly competitive rates.
One or two year agreements also arranged. Immediate delivery all models. Lease purchase available.

	35 Monthly	Deposit		35 Monthly	Deposit
Mazda 1.5GT	£139.22	£50.00	BMW 316	£189.73	£569.19
Ford Escort XR3	£141.68	£425.09	Lotus Eclat	£344.50	£1,033.50
Alfasud 1.5TiX Hatchback	£149.00	£50.00	Alfa GTV 2.0	£206.98	£50.00
Alfa Sprint Veloce	£162.00	£50.00	Lotus Esprit Turbo	£416.00	£1,248.00
Sunbeam Lotus	£197.12	NIL	Maserati Merak SS	£467.00	£1,401.00
Mazda RX7	£231.62	£50.00	Ford Sierra 1600L	£187.30	£100.00

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 Main Dealers

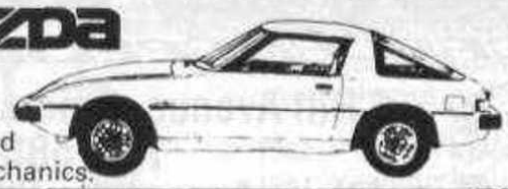
Alfa Romeo

since 1976. One of the largest dealers



mazda

since 1971. Fully trained Rotary mechanics.



TVR

since 1968. The oldest dealer in the UK.



TALBOT Main Dealers



PEUGEOT Main Dealers



Maserati Main Dealers



SPECIAL FINANCE OFFERS

Vehicle	Deposit	Weekly	Vehicle	Deposit	Weekly
Alfasud TiX 1.5 Veloce	£825.00	£31.47	TVR 2.8 Convertible	£1,425.00	£54.35
Ford Escort XR3	£855.00	£32.61	Lotus Esprit S3	£2,025.00	£77.24
Sunbeam Lotus	£1,100.00	£41.19	Lotus Eclat	£2,175.00	£82.96
Talbot Rancho	£945.00	£36.04	Golf GTi	£1,425.00	£54.35
Mazda RX7 Coupe	£1,320.00	£50.35	Alfa Sprint Veloce	£900.00	£34.33
BMW 520i	£1,470.00	£56.06	Maserati Merak SS Coupé	£2,775.00	£105.84



This month's special offer — new Lotus Sunbeam on the road with no part exchange £7,000, a saving of £1,200.

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. All persons are eligible, subject to credit status.

BRIDGE MOTORS (BOCKING) LTD

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

Porsche

Colin Grant



Porsche 928S. Auto. 1980. Full spec., 19,000 miles, service history. **£18,450**
Porsche 928. Auto. 1979. Ice blue, elec. seats, p.d.m., 20,000 miles, history. **£13,950**



Porsche 3.3 Turbo, 1982 Y-Reg. Red / cream leather, delivery mileage. **P.O.A.**
1979 3.3. White / black leather, 19,000 miles, 2 owners. **£18,950**
1977 3.0. Met. red / lobster leather. **£13,750**
All full specification.



911SC Targa. W-Reg, 1981, red, 29,000. **£15,250**
911SC Sport Targa. Talbot yellow, 1980, P.D.M., cruise, 31,000 miles. **£14,950**
911 Targa. 1975 mdl, orange, 54,000. **£7,950**



Porsche 911SC Sport Coupe. 1979, red, air cond., 38,000 miles, history. **£13,950**
911SC Coupe. 1982 Y-Reg, red, delivery mileage. **P.O.A.**



Porsche 924. Choice of 3: 1978 / '79 / '80 in red, silver and blue with sunroof, automatic and manual. **£5,950-£7,950**



Lotus Esprit S2. 1980, Essex blue / champagne leather trim, radio / cassette, 16,000 miles, 2 owners, history, outstanding. **£9,750**



Mercedes Benz 450SL. 1980, met. blue / blue leather, r/seat, alloy wheel, e/windows, 22,000 miles, 2 owners. **£16,450**
350SL. T-Reg, met. blue, e/windows, 39,000 miles, 2 owners. **£12,950**
450SL. 1973, met. blue, e/windows, alloy wheels, 64,000 miles. **£7,950**



Mercedes Benz 280SL. 1970, white, V-Reg, automatic, P.A.S., F.S.H, hard & soft top, 66,000 miles, full history. **P.O.A.**
250SL. Red, auto, 1967, exportable. **£4,500**

SPECIALIST AUTOMOBILE ENGINEERS APS **TURBO SUPERCHARGING 10 YRS EXPERIENCE**

Complete turbo/supercharger installations road-race. Ford V6 APS/Holley kits, minimum 15% power increase. **£190 p&p £4**
Rover V8/Stag APS/Holley kits, minimum 15% power increase. **£273 p&p £6**
Rover V8 exchange engines, individually built to own specification from **£625** plus VAT
Rover V8 tuning parts road-race. SAE for lists.

AUTO-POWER SERVICES, SOUTH MARCH, DAVENTRY, NORTHANTS Tel: 03272 76161

BL HERITAGE APPROVED

Burlen Services
GREENCROFT STREET, SALISBURY, WILTSHIRE SP1 1JF

CARBURETTOR SPECIALISTS

Spares, service & repair kits, new & exchange units, manual choke conversion kits, tuning & replacement carburetters, K&N air filters, chrome air filters. Mail order service. SU carb restoration from £25.

STROMBERG WEBER **Tel: 0722 21777** SOLEX ZENITH



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

Lost your grip! The excellence of 911 traction, both in wet and dry, is well known. However, if we get December snow like last year, you'll discover — if you haven't already in mud! — that in these conditions VR rated steel braced tyres reduce the excellent to the distinctly normal. Whilst 'knobbly' tyres or chains are obviously ideal, you'll find a significant improvement by just fitting a couple of 'cooking' SR rated tyres. A couple of 165SRx15, preferably remoulds, would be favourite, and they will fit your 6J wheels. Or if you're on 16" wheels, you'll have to run to a couple of second-hand steel wheels at approx £10 each.
Please note. If you forget they are there when you get back on good tarmac, we've got an excellent panel beater!



1978 3.3 Turbo. Converted by ourselves in April 1981, including engine and transmission rebuild. 16,000 since. Finished in Guards Red with black trim, it has E.S.R. and all normal extras, with simplified semi-lightweight 935 style bodywork. A dramatically individual, lighter than standard car, yet retaining Turbo luxury and refinement. **£16,950**



'Ducktail' transfers. Porsche in black, white, red, blue or gold. **£17.25** ea.
Carrera RS in same colours plus green. **£11.50** ea.



2.7 Carrera RS lightweight specification 911, with 3.0RS style bodywork, uprated suspension, L.S.D. close ratios, roll cage, Recaro buckets, full harness, heater, radio and elec windows! In Guards Red with black lightweight trim, it's done 20,000 since full engine rebuild and new suspension, 15,000 since transmission rebuild. On 8J and 9J x 16, with 9J and 11J x 1[illegible] competition wheels. An excellent example of the 'shopping racer', reliable, economical, practical and competitive. **£10,750**



Owner's handbooks. Available for all models. **£6.50**

Please don't drink (TOO MUCH) and drive (TOO FAST) and get caught! We really don't want (can't afford) to lose you.
N.B. All prices include V.A.T. (Muldoon complained!)

XMAS PRESENTS

Here we are again, full of good cheer, the spirit of commercial-mas and the urge to sell you something! And all these pictures are a lot easier than trying to write intelligent copy!



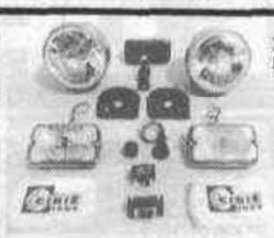
Porsche books and workshop manuals. **£3.95** to **£17.95**



Locking wheel nuts for 5 stud hubs. **£35**/set



1980 924 Lux. Indiana red met., tan trim, 5-speed and all Lux extras, plus sunroof, 42,000, 1 owner, full history, extremely tidy and everything a 924 should be. **£7,500**
1980 Model 924 Lux Automatic. Mocca black, tan trim, all Lux extras, plus sunroof and 2 door mirrors. 31,000, 2 owners, full history and beautiful. She'll love it! **£7,500**



Fog and spot lights, front and rear. **£6.05** to **£41.52** ea.



1977 Carrera 3.0 Sport. Grand Prix White, black pinstripe trim, all Sport extras with 3.0 Turbo rear spoiler. 200 b.h.p. and almost indistinguishable from current 911SC. 52,000, 3 owners, full service history, last 3 years with us. **£9,950**



Recaro seats. From **£207** to **£586.50**!
Headrests. **£25.30**
Subframes available for all models.



B.C.F. fire extinguishers, from. **£21.53**
Elec. master switch. **£14.49**
Full harness seat belt kit. **£41.23**



Carrera side transfers, in black, white, red, blue or gold, 65 inches long. **£20.12**
Porsche side transfer, in black or white. 70 inches long. **£12.50**



Centre console, fits any 1973 on 911. **£90.84**
Cassette holders for above. **£1.70** ea.

International Ferrari



Ferrari 400 GT. Auto, 1979. Red / beige leather trim, full extras including air cond., radio / stereo etc. **£13,950**



308 GTB. V-Reg., red, 26,000 miles, 2 owners, full spec. **£13,950**
308 GTS T-Reg. Red, 33,000 miles, full spec. **£13,950**



Ferrari 308 GT4. Red, 1978 V-Reg, 31,000 miles, history, all usual extras. **£9,450**



Ferrari Boxer 512. 1977, S-Reg., red, 33,000 miles, history. **£18,750**
Boxer 365, 1974, red, sports exhaust and wheels, LSD, 41,000 miles history, outstanding example. **£15,950**



BMW 635 W-Reg. Met. red, automatic, air cond., e/roof, TRX wheels & tyres. **£14,450**



Mazda RX7 Elford Turbo. 1981, "X"-Reg. Mk. II. Met. blue / blue trim, sunroof, radio / stereo, P6's full spec., CB radio. **£9,450**



Jaguar V12 E-Type. Roadster, manual, M-Reg. red, wire wheels, service history, outstanding example. **£8,950**



Rolls Royce Corniche. Dark met. blue / magnolia hide & everflex, 1974, 76,000 miles, s/history, outstanding example of rare model. **£12,950**
Also Rolls Royce Silver Shadow. Green / tan hide, 1968, air cond, private reg. no. avail. **£6,950**

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

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

Enjoy driving a Mercedes and living in a Tabbert

Luxurious Motorhomes from West Germany

Madisons



Full details from — UK Distributors:—
Blackpool Road, Clifton, Nr Preston, Lancs.
Tel: Kirkham (0772) 684619

Lotus Norfolk

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

An Invitation to test a Lotus where Lotus test them!

Be our guest for a day! Prospective purchasers are invited to spend a special day gaining a unique insight into these prestige sports cars including:

★ A personally conducted tour of the factory.
★ An opportunity of a lifetime to view the complete Lotus range—all models, all colours, all specifications.
★ Test the model of your choice on the road or on the private factory track.

Buying such an exceptional car as a Lotus is one of the most important decisions you'll make so take advantage of our 'exclusive' invitation by booking your place on

(0603) 407766



A selection from our current used vehicles. * figure refers monthly purchase payment available to business users:

1982	Y ESPRIT TURBO, copper, gold hide.	*£350	£15,950
1981	X ESPRIT TURBO, black, a/c, 17,000m.	*£300	£13,950
1981	W ESPRIT TURBO, red, hide, 13,000m.	*£290	£13,450
1981	W ESPRIT III, white, hide, 8,000m.	*£240	£10,950
1981	W ESPRIT II, white, hide, 12,000m.	*£220	£9,950
1979	T ESPRIT II, gold, s/roof, 39,000m.	*£180	£7,950
1981	X ELITE 2.2, white, 8,000m.	*£220	£11,950
1982	X ELITE 2.2, tabac, hide, pas, 11,000m.	*£290	£12,950
1982	Y ECLAT RIVIERA, red, s/roof, 2,000m.	*£300	£13,950
1982	X ECLAT RIVIERA, red, gold hide, 600m.	*£280	£12,950
1981	X ECLAT RIVIERA, yellow, hide, 11,000m.	*£270	£11,950
1981	X ECLAT 2.2, white, black velour, 6,000m.	*£240	£10,950
1981	X ECLAT 2.2, gold, pas, a/c, 12,000m.	*£180	£11,450
1979	V ECLAT 2.0, white, auto, pas, 17,000m.	*£170	£8,450
1979	V ECLAT 2.0, blue, black velour, 29,000m.	*£180	£7,950

★ **OPPORTUNITY** ★
Brand new, left hand drive **ESPRIT II,** white, black, hide, air conditioning, full manufacturer's warranty.
£9,500 tax free

INTEREST FREE PURCHASE PLAN

For a limited period only we are able to offer a range of exceptional finance packages* on the purchase of a new Lotus, all of which can be tailored to YOUR INDIVIDUAL REQUIREMENTS and one of which is INTEREST FREE

Personal export enquiries welcome

TAX FREE

WE SPECIALISE IN PERSONAL EXPORT SALES TO OVERSEAS VISITORS, DIPLOMATS AND MEMBERS OF THE ARMED FORCES

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

SGT



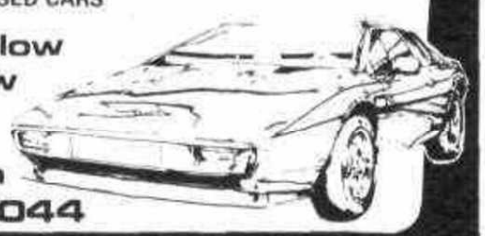
we sell freedom

LOTUS · SCIMITAR · MORGAN · ALFA ROMEO · COLT

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

1981 COLT LANCER TURBO. White with grey velour trim. **£6,995**
1981 ALFA ROMEO GTV 2.0. White, air conditioning, radio, low mileage. **£5,295**
1982 (Y) ALFA SUD 1.5 Tix. Ex-demonstration car, red. **£5,175**
1982 (Y) ALFA SUD 1.3 Ti. Ex-demonstration car, metallic bronze. **£4,895**
1981 ALFA ROMEO SPRINT VELOCE. Pine green, very low mileage. **£4,695**
1981 ALFA SUD SPRINT VELOCE. Ivory, brown interior, 1 owner, supplied and serviced by us. **£4,495**
1981 ALFA ROMEO GIULIETTA 2.0. White, radio, low mileage. **£4,395**
1980 ALFA ROMEO SPRINT VELOCE. Silver, radio / stereo, 1 owner. **£3,495**
1980 ALFA SUD SUPER 1.5. 4 door, red, radio. **£2,595**
1980 MORGAN +8. British Racing Green, 1 owner, leather interior, many extras. **£8,995**
1981 LOTUS ESPRIT 2.2. Black, red leather interior, radio / stereo, low mileage. **£10,995**
1982 (Y) LOTUS ESPRIT TURBO. Metallic Bronze with tan leather interior, radio / stereo. **£17,995**
1979 LOTUS ELITE. Red, black interior, radio / stereo, low mileage. **£7,995**
1977 JAGUAR XJ6. Manual, blue, radio / stereo, 1 owner. **£2,595**
1981 PORSCHE 924 Lux. Green, radio / stereo, sunroof. **£8,995**

12 MONTHS GUARANTEE ON ALL USED CARS



Station Garage Taplow
Station Road Taplow
Maidenhead Berks

Telephone: Burnham
(06286) 5353/64044

Official Audi Volkswagen Conversion Specialists

GTi ENGINEERING

For the most comprehensive range of performance parts and accessories including engine conversions, wheels, tyres and the exciting range of ZENDER body styling products.



V·A·G Audi

GTi ENGINEERING

Richard Lloyd Racing Limited, Unit 9 Silverstone Circuit, Towcester, Northants NN12 8TN
Telephone: 0327 857857 Telex: 912755

Please send large s.a.e. for **NEW** catalogue

CAMDEN MOTORS of Leighton Buzzard,

MAIN DEALERS FOR FORD, VAUXHALL / OPEL, LOTUS, CITROEN, TALBOT

Lotus models available for immediate delivery:-

NEW LOTUS ESPRIT S3. Choice of black, blue or red.
NEW LOTUS ESPRIT TURBO. John Player livery.
NEW LOTUS ECLAT EXCEL.
NEW LOTUS ELITE. Gold or brown.

LEASE OR PURCHASE YOUR NEW CAR FROM US FROM £100. DEPOSIT. WRITTEN QUOTATIONS ON DEMAND.

1981 ALFA ROMEO Sud 1.3. Brown / beige trim, HRW, low mileage. **£3,699**
1979 BMW 316. Gold / beige trim, radio / cassette, HRW, one owner. **£3,999**
1977 BMW 316. White / tan trim, radio, HRW, low mileage, very clean. **£2,699**
1980 BMW 320A. Black / black trim, radio / cassette, HRW, Auto, low mileage. **£5,999**
1980 BMW 518. Brown / tan cloth trim, radio, tinted glass, HRW, low mileage. **£4,999**
1980 BMW 520. Blue / tan trim, HRW, Auto, sunroof, PAS, rec. seats. **£6,499**
1979 BMW 525. Silver / blue cloth trim, Auto, sunroof, HRW, PAS, superb. **£5,999**
1979 BMW 728. Green / brown trim, radio / cassette, HRW, alloy wheels, PAS. **£7,499**
1982 CITROEN GSA Special. Red / tan trim, radio / cassette, HRW, 5,900 miles. **£3,999**
1978 CITROEN CX 2400 Estate. Beige / beige trim, long MoT, superb condition. **£2,999**
1978 DAIMLER 4.2. Blue / blue cloth trim, radio / cassette, HRW, Auto, PAS. **£4,999**
1978 DATSUN 180B Mk.II. Green / brown cloth trim, HRW, radio, one owner. **£2,899**
1981 FIAT X1/9 Sports. Radio / cassette, alloy wheels, targa, smart in blue. **£4,999**
1981 FORD Escort XR3. Red, t/glass, rear s/belts, sunroof, alloy wheels. **£5,399**
1981 HONDA Accord. Silver / black trim, radio, HRW, Auto, 12,000 rec. miles. **£4,499**
1980 HONDA Accord Hatchback. Bronze / gold cloth trim, radio, HRW, low mileage. **£4,499**
1978 JAGUAR XJ3.4. Elegantly finished in green, HRW, radio / cassette, super. **£4,999**
1980 LANCIA Beta Sedan. Blue / grey trim, HRW, Auto, 13,000 rec. miles only. **£2,999**

1982 LOTUS Eclat. Red / black interior, Sales Director's car, 2,000 miles only. **£12,999**
1980 LOTUS Elite 2.2. Gold / brown cloth trim, radio / cassette, HRW, Auto. **£9,499**
1980 LEYLAND Mini 1275GT. Grey / brown trim, HRW, 21,000 rec. miles, super. **£2,699**
1979 MG Midget 1500. Yellow / black trim, radio, tonneau cover, sports wheels, long MoT. **£3,199**
1980 OPEL Manta SRB SH. White / red trim, radio / cassette, HRW, sunroof, alloy wheels. **£3,999**
1979 OPEL Manta SRB SH. Silver / blue trim, HRW, alloy wheels, low mileage, super. **£3,299**
1980 PORSCHE 924. White / black trim, radio, HRW, electric windows, 5-speed. **£6,999**
1979 PORSCHE 924 Turbo. Beige & brown / check trim, radio / cassette, HRW, alloy wheels. **£4,999**
1981 RENAULT Fuego GTX. Gold / gold & black trim, radio / cassette, HRW, alloy wheels. **£4,999**
1981 RENAULT Fuego GTX. Gold / gold & black trim, radio / cass, HRW, alloy wheels, PAS. **£5,499**
1980 RENAULT 18TS Estate. Gold / grey cloth interior, radio, HRW, 1 owner. **£3,999**
1980 ROVER V8 'S'. Black / tan trim, radio / cassette, HRW, sunroof, alloy wheels, air con, PAS. **£6,999**
1979 TOYOTA Celica Liftback. Black / grey trim, radio, HRW, sunroof, superb. **£3,499**
1979 TRIUMPH Dolomite 1850HL. Red / brown trim, radio / cassette, HRW, o/d. **£2,799**
1980 TRIUMPH TR7 Convertible. Blue / blue plaid trim, radio / cassette, soft top. **£3,999**
1978 TRIUMPH TR7. Red / red and black check trim, radio / cassette, 5-speed. **£2,499**
1981 TRIUMPH TR7. Gold / beige and brown cloth trim, soft top, 7,000 miles. **£4,999**
1981 TRIUMPH TR7. Ice blue / black check trim, 5-speed, low mileage, radio / cassette. **£4,999**
1981 TRIUMPH TR7. Green / brown plaid trim, soft top, 5-speed, 6,000 rec. miles. **£4,999**
1979 TRIUMPH Spitfire 1500. Red / black and white check, o/drive, low mileage. **£2,999**
1977 TRIUMPH Spitfire 1500. Red / black check trim, with overdrive. **£1,999**
1980 VAUXHALL Carlton Estate. Blue / blue trim, rear wash / wipe, radio, HRW. **£3,999**
1980 VAUXHALL Carlton Estate. Blue / blue trim, radio, HRW, excellent cond. **£3,999**
1979 VOLKSWAGEN Golf GTi. Red / red and black trim, rec. seats, HRW, low mileage. **£4,499**
1979 VOLKSWAGEN Polo L. Yellow / black trim, radio / cassette, HRW, low mileage. **£2,499**
1979 VOLVO 343 DL. Blue, blue cloth trim, HRW, Auto, low mileage. **£2,999**
1980 VOLVO 245 GLE Estate. Blue / black trim, radio / cassette, HRW, o/d, 1 owner. **£5,499**

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
SPORTS AND SPECIAL CARS BOUGHT FOR CASH

Camden Motors

Lake Street, Leighton Buzzard, Beds.
Tel: 0525 372041

dage SPORT

"EVERYTHING FOR THE PORSCHE ENTHUSIAST"

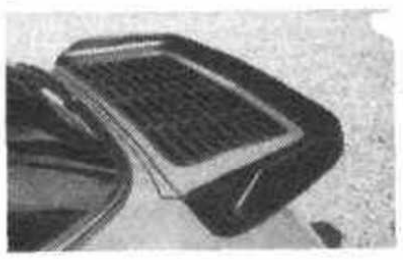




CARRERA GT REPLICA KITS

We now have available a comprehensive kit to convert your Porsche 924 to a Carrera GT look-a-like.
£647 plus VAT. We will also be pleased to quote competitively for a complete fitting and spraying service.

New and second hand Porsche parts, factory competition parts, engine and gearbox rebuilding service, gifts and goodies.

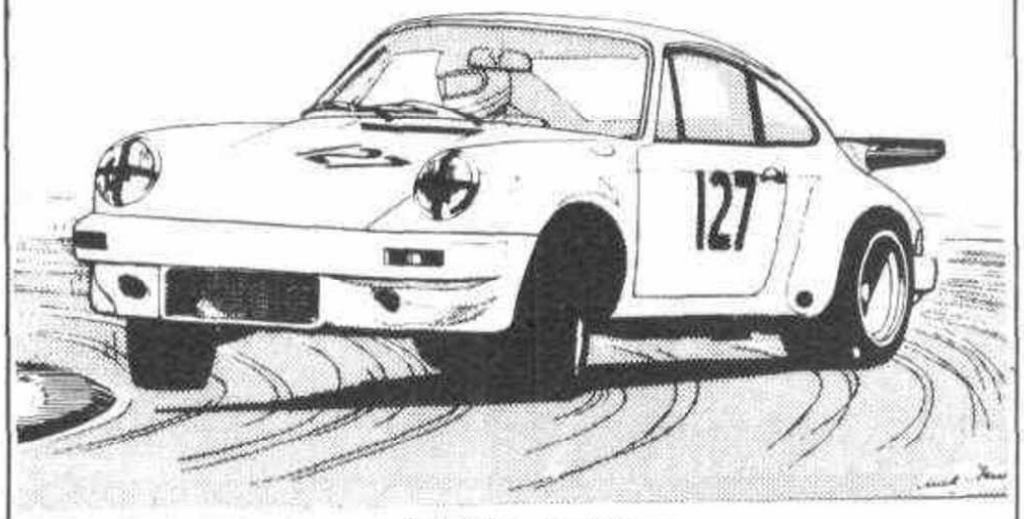


3.3 TURBO LIDS
A new one piece engine cover at a sensible price. These can also be supplied sprayed to match your car . . . £120 plus VAT.

Raban's Lane, Aylesbury, Bucks. HP19 3RG
Tel: 0296 32881 Telex: 83518

Nick Faure

TEL. (04868) 23685



PORSCHE

911 SC Sport Targa (1981 June). Zinc, black beige, pasha int., PDM, one owner. **£16,750**
911 SC Coupe (1981 Mar). Pacific blue met., blue berber int., PDM, one owner. **£13,850**
924 Turbo (1981 Jan). Inari silver over onyx green met., tan int., s roof, Y-Reg, one owner. **£11,750**
924 Turbo (1981 Jan). Silver, tan + dk brown, pinstripe int., PDM, one owner. **£10,850**
911 SC Coupe (1980 Jun). Lt met. blue, dk blue pasha int. **£12,995**
911 SC Targa (1979 May). Black, tan pinstripe int., 31,000 miles only. **£11,995**
924 Lux (1979 Mar). Silver, black herringbone int., s roof, one owner. **£7,450**
930 3.3 Turbo 1978 Model (1979 Nov Reg). Met. gold, black leather int., 33,000 miles only. **£16,995**
911 SC Targa 1978 Model (1977 Oct Reg). Black, black pinstripe int., high mileage. **£8,995**

32 OCKFORD ROAD, GODALMING, SURREY.

tim & zöe Randles

Lotus TVR SCIMITAR Maserati SUZUKI HYUNDAI pony

LEASE PURCHASE (BUYING POWER)
Lease purchase available for the self-employed or company purchase. Definitely the lowest rates in the country. We can tailor make a lease to suit your pocket.

ORDERS NOW BEING TAKEN FOR THE EXCITING NEW LOTUS EXCEL. LEASE PURCHASE FROM £62.04p PER WEEK.



TVR TASMIN 200. 2-seater convertible. **From £44.48 per week.**



MASERATI MERAK SS. Rosso Robino, ivory hide interior. . . . **£95.79 per week**



SCIMITAR GTC. Stunning red, black cloth trim, hard and soft tops. **£53.05 per week**



1980 SCIMITAR GTE AUTO. Carmen red, beige model band plus special coach-lines, Moon roof, electric windows, P.A.S., Wolfrace wheels and tints, one owner, 21,000 miles. . . **£6,750**
1980 DATSUN 240K GT. Silver, sunroof, electric windows, power steering, headlamp wash / wipe, 15,000 miles. **£2,995**
1980 LOTUS ELITE 501. In Caribbean blue with champagne leather trim, one owner, 20,000 miles. **£9,995**
1980 TRIUMPH TR7 CONVERTIBLE. In Ferrari red, blue trim, radio / cassette, 25,000 miles. **£4,095**
1981 X TVR TASMIN 2.8. In carmine, sunroof, one owner, 6,000 m. . . **£10,295**
1980 BMW 635CSi. In graphite metallic, sunroof, electric windows, full black leather, full spec., 24,000 miles. **£13,995**
1978 MERCEDES 350 SE. Auto, met. gold, P.A.S., sunroof, alloy wheels, 1 owner, full history, 40,000 miles. **£8,695**
1979 TVR 3000M. In metallic blue, cream model band, vinyl roof / sunroof, beige trim, radio, 26,000 miles. . . **£5,995**
1978 TVR 3000M. In British Racing Green, cream model band, vinyl roof, sunroof, tan trim, one owner, 16,000 miles. **£5,595**
SCIMITAR GTC CONVERTIBLE 1981X. Overdrive, red with gold model band, black cloth interior, one owner, supplied by us new. **£9,295**
1980 DATSUN 280ZX AUTOMATIC. Black, beige cloth trim, electric windows, one owner. **£4,995**
Y-REG. TRIUMPH TR7 5-speed. Burgundy metallic, tan cloth trim, sunroof, delivery mileage, good saving at **£5,995**
1982 TVR TASMIN 2+2. P.A.S., in red, one local owner, 6,000 miles. . . **£12,295**
1981 MGB ROADSTER. Limited edition, in bronze, one local owner, 11,000 miles. **£4,995**
1977 SCIMITAR GTE. O/drive, in green, tan trim, one owner, 37,000m. **£3,995**
1974 VW WESTPHALIA CARAVANETTE. Elevating roof, 40,000m. **£2,795**
1978 (T) PANTHER LIMA SPECIAL. 3,000 miles from new, one owner, as new, ring for details. **£4,995**

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

MAIN SHOWROOM 1½ MILES OFF M6 JUNCTION 15 **SPORTS AND PERFORMANCE CARS BOUGHT FOR CASH**

SALES

We offer low rate finance, lease purchase and leasing on a non-profit-making basis, so we know our rates are definitely the lowest in the country. Do you? Before buying your Lotus, TVR, Scimitar, Maserati, Suzuki of Hyundai, contact either Phil Wade or Dave Williams for a Quotation, any make of car taken in part exchange, fast efficient and friendly service.

SERVICE (CARE, REPAIR) DEPT.

For servicing, workshop and bodyshop facilities contact Dave Willott our servive manager. Factory trained technicians available, latest equipment including the Siemens Diagnostic Computer. Specialists in fibreglass repairs to all G.F.R.P. bodies. Cars collected for repair from anywhere in the U.K.

PARTS, ACCESSORY DEPT.

Large stocks of parts and accessories for your Lotus, TVR, Scimitar, Maserati, Suzuki and Hyundai. Contact Brian Sant for your requirements. Clearance of Elan +2 and Europa parts. If you are having trouble obtaining parts. Maybe we have it. C.O.D. service freight and shipping to anywhere in the world.



NO PILOT'S LICENCE REQUIRED.

TO TEST DRIVE QUATTRO
AT CENTRAL GARAGE JUST
TELEPHONE
COBHAM (SURREY) 5768.

V·A·G Audi



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.

BARCLAYCARD VISA · AMERICAN EXPRESS

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

☎ **0606 47914 Telex 665732**

LOTUS

ELITE 501 V-Reg. 26,000 miles, finished tawny metallic with champagne velour trim, one owner plus demonstrator. **£7,250**

EUROPA SPECIAL. JPS COLOURS. 1974. 37,000 miles, 5-speed, oatmeal trim, etc., very original, extremely beautiful. **£4,295**

ESPRIT S3. Pale blue metallic, full leather trim, May 82, many extras. **£12,750**

ECLAT 2.2 W-Reg. Bright yellow with brown laser trim, 11,000 miles, glass sunroof, stereo etc. **£9,650**

ELAN +2 S130/5. 1974. 38,000 miles, full service history, outstanding condition throughout. **£3,995**

TVR 3000M V-Reg. Low mileage, one previous owner, red with black band. **£5,195**

SUNBEAM 2.2. 1980. Excellent. **£4,275**

Replacement parts for Lotus Elan / 2+2 / Europa / and New Breed. Huge range and vast stocks held for complete rebuilds. The most competitive in the UK. Send for FREE Parts Book, covering Chassis / Bushes / Electrical / Bodywork / Engine / Gearbox / Diffs / Cooling / Fuel / Clutch / Interior / Steering / Wheels / Brakes / Front and Rear Suspensions / Exhaust. Some examples as follows:
Lotus Elan Chassis genuine ex-Lotus galvanised, 5-year guarantee £280!
Front shocks Elan / Europa / Elite from £15 each!
Rotoflex sprint drive couplings (4) £27 set!
Front discs Elan / Europa / £7.90 each!
Elite owners full big bore Exhaust £99.82!
Carbs-twin choke 40's £89.00 a pair exchange!
Mid front body sections from £119!
Wheels 2+2 Alloys New £25 each exchange!
Secondhand department caters for all. Advice anytime a pleasure. Ask for Christopher. Realistic carriage and friendly service. Parts despatched worldwide. Order by letter / telephone, using cheques, postal orders or credit cards.

At Christopher Neil's modern fully equipped workshops our professionals constantly rebuild all models of Lotus to exacting and efficient standards from simple servicing to chassis rebuilds. Some facilities available include:
Chassis replacements / engine and box standard to full race spec. / rewiring / de-crazing / re-spraying / re-trimming.
Our staff have collectively over 200 years of Lotus expertise. Collection no problem throughout the UK and overseas. Labour rate only £8.50 per hour.
Contact Richard Cooper 'Service Manager' for help and friendly advice.

NO JOB TOO SMALL, NO PROBLEM TOO GREAT
SUPPORT THE ENTHUSIASTS!

9 a.m.-6 p.m. Parts / Cars / Service ..... (Mon-Fri)
10 a.m.-5 p.m. Parts / Cars ..... (Mon-Sat)
12 a.m.-4 p.m. Parts / Cars ..... (Mon-Sun)

Club Lotus and Drivers Club recommended centre. Overseas customers please allow for time difference when telephoning. SEND FOR **FREE** PARTS BOOK **SUPPORT THE ENTHUSIASTS**

AMG

SPORTS PARTS *for* MERCEDES BENZ *from*

AMG

WHEEL ARCH EXTENSIONS
G. Model £185.00 set

FRONT SPOILERS
123 Deformable. £145.00
126 Deformable. £145.00
116 Fibreglass. £105.00
107 Deformable. £145.00

BOOT LID SPOILERS
126. £85.00
116. £85.00
107. £85.00
123. £85.00
123T. £85.00

REAR APRONS
126. £140.00
123. £140.00
107. £145.00

ENTRANCE SILL APRON
126SE. £145.00 pair
126SEL. £145.00 pair
116SE. £145.00 pair
116SEL. £145.00 pair
123. £140.00 pair
107SL. £145.00 pair
107SLC. £145.00 pair

THE EXPERIENCED AMG DEALER



107 380SL
The above example is shown with colour coded chromework, front and rear aprons, side entrance sills, lowered suspension with Bilstein shock absorbers, 35 bhp increased engine modification, 7x15 alloy wheels with 225/50VR15 tyres, Recaro 'C' seats, AMG steering wheel.

WHEEL ARCH MOULDINGS, CHROME FINISH.
126. £140.00 set 123. £130.00 set
116. £140.00 set 107. £140.00 set

ENGINE MODIFICATIONS

126
500 SE & SEC.
35 bhp Increase. exch £1,360.00
45-55 bhp increase. exch £2,517.00
380 SE & SEC.
35 bhp increase. exch £1,360.00

116
450 SE & SEL.
45-55 bhp increase. exch £2,545.00
350 SE.
35 bhp increase. exch £1,360.00

123
280E & CE & TE
10-15 bhp increase. exch £406.00
25-30 bhp increase. exch £952.00
40-45 bhp increase. exch £1,989.00

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 AMG PARTS ARE GUARANTEED FOR 12 MONTHS IRRESPECTIVE OF MILEAGE. ALL PRICES QUOTED ARE FOR PARTS UNFITTED, UNPAINTED AND EXCLUSIVE OF VAT.

Duncan Hamilton & Co. (Byfleet) Ltd

THE SQUARE, BAGSHOT, SURREY, GU19 5AX, ENGLAND. Telephone Bagshot (0276) 71010. Telex 858334

A CHRISTMAS GIFT IDEA FROM PETER SMITH FOR THE MAN OR WOMAN IN YOUR LIFE

Lotus Eclat Excel from £13,787 gift-wrapped and delivered anywhere in the U.K.



FLEXIBLE CREDIT TERMS
Try our incredible interest free purchase plans *

Lotus

CHRISTMAS STOCKING FILLERS

Genuine gift-wrapped Lotus or Scimitar parts for the enthusiast in your life.



Genuine Lotus parts, 90% availability on a 24 hour supply basis, many already in stock. Genuine Scimitar parts. We simply offer the best supply situation in the UK.

Presenting our special Yuletide selection of new and used cars

NEW LOTUS

New Lotus Esprit 3 in Calypso Red, black hide, A/C — **List**

New Lotus Esprit 3 in Essex Blue metallic, silver hide interior — **List**

New Lotus Excel in Ice Blue metallic, P.A.S., A/C — **List**

NEW SCIMITAR

New Scimitar GTE in Smoke Grey metallic, manual/O.D. — **List**

New Scimitar GTC in Carmen Red, black leather — **List**

USED CARS

1981 'X' Lotus Esprit Turbo in black, full hide interior, A/C unit, roof console, 8,000 miles — **£15,500.00**

1978 'T' Lotus Eclat 523 in black, champagne hide, 18,000 miles recorded, must be seen — **£6,850.00**

1982 Lotus Elite 2.2 in white, silver black hopsack, 8,000 miles, as new — **£12,850.00**

1980 'W' Scimitar GTE 2.8 in Olympic blue, black interior, manual/O.D., 1 owner, 12,000 miles, as new — **£8,250.00**

1979 Scimitar GTE in Aztec yellow, manual/O.D., 1 owner, serviced by ourselves, immaculate throughout — **£6,750.00**

1978 Scimitar GTE Auto in White Rose, 2 owners, 37,000 miles, sun roof, Wolfrace wheels etc — **£5,195.00**

1982 TVR Tasmin Convertible in red, 11,000 miles, 1 owner — **£8,750.00**

1982 'Y' TVR Tasmin S2 Fixed Head Coupé in Racing red, gold bumpers, Momo wheels, moon roof, 4,000 miles — **£11,650.00**

1973 'M' Triumph TR6 in Mimosa yellow, tan interior, alloy wheels, fitted hard top, a lovely example — **£2,850.00**

1977 'S' Triumph Stag Auto, in red, hard, soft top, 1 owner, full service history — **£4,850.00**

1976 Triumph Stag in Colorado Orange, tan interior, manual/O.D., hard, soft top — **£3,095.00**

1982 Alfa Romeo Alfetta 2.0 Saloon in metallic gold, full spec., 11,000 miles — **£4,485.00**

1971 Rolls-Royce Silver Shadow in metallic gold, stone hide interior, very good value at — **£9,850.00**

1977 'S' Jaguar 5.3C in white, total spec, including speed hold, alloy wheels, A/C, superb order — **£5,475.00**

10 A DECADE OF SERVICE TO OUR CUSTOMERS

Peter Smith Sports Cars Ltd

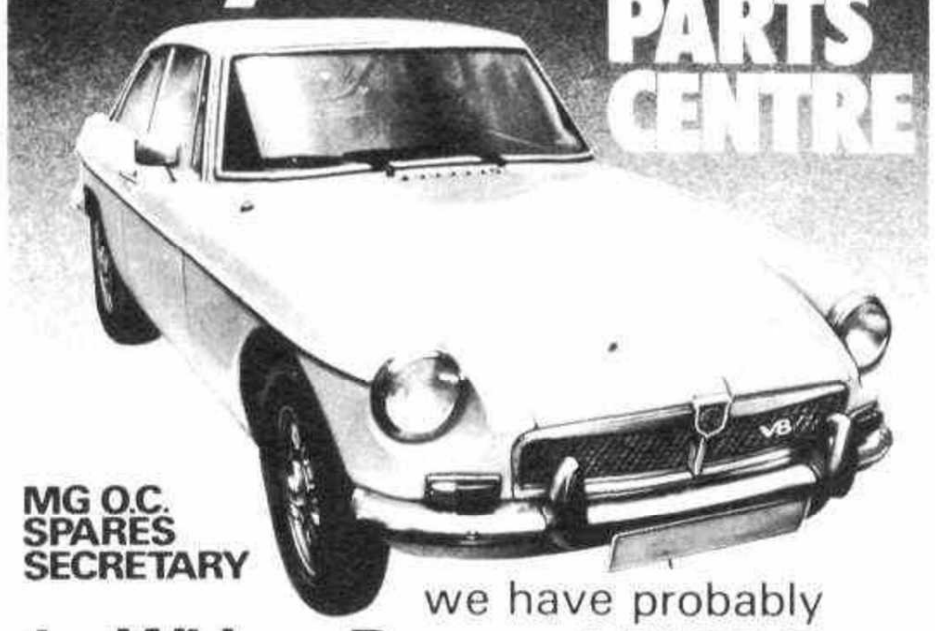
A hand-picked dealer for a hand-built car.

Station Road, Hatton, Derbyshire, DE6 5PT Telephone: (0283) 813593 812984

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.

SPECIAL OFFERS FOR CHRISTMAS

Top Quality S/STEEL OVERSILLS Complete kit **£24.80**	CENTRE CONSOLE KITS 68-76 c/w Armrest **£22.50**
Chrome Pancake MGB AIR FILTERS **£3.25** EACH	STRIPING KITS Jubilee, Unipart & limited edition *ALL AT SPECIAL PRICES*
SPINNERS Knock-on & Hexagon **£9.50**	FIBRE GLASS FRONT SPOILERS Special Tuning & Limited Edition types **£19.50**
Inertia reel SEAT BELTS *per pair* **£35.00**	***All prices include VAT carriage extra.***

CARPETS — the ultimate in quality

New and exclusively we offer Superior Quality *Carpets — Individually or in sets —for all models.* Not the cheapest but the best. Colours Black, Navy, Autumn Leaf (tan) Red & Ochre

Complete Sets

Roadster **£58.20**

GT **£79.50**

Open Monday to Friday 9 am-6 pm. Saturday 9 am-4 pm

OVER-THE-COUNTER and FAST MAIL ORDER SERVICE

RON HOPKINSON

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

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

NAME _____

ADDRESS _____

_____

_____

PHONE _____ MS10

county garage

coventry road, warwick. tel 0926 494001/491156

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

1981	**MGB ROADSTER LIMITED EDITION.** Bronze, 8,000 miles, o/d, wire wheels	£4,995
1981	**X-Reg TRIUMPH TR7 CONVERTIBLE.** Metallic green, 5-speed, low mileage	£4,795
1981	**(April) FIAT X/19.** Metallic blue, radio/stereo, 10,000 miles	£4,595
1981	**(June) TRIUMPH SPITFIRE 1500.** Red, overdrive, hard top, radio, rustproofed, 14,000 miles, 1 owner, as new	£3,495
1980	**TRIUMPH TR7 AUTOMATIC.** Sunroof, alloy wheels, radio, compucruise, 19,000 miles, white. Costs £7,800 new	£3,595
1980	**W-Reg ALFA SUD SPRINT VELOCE 1.5.** White, sunroof, 18,000 miles (Costs £6,500 new)	£3,695
1980	**June TRIUMPH TR7 CELEBRATION.** In black, sunroof, alloy wheels, 21,000 miles	£3,995
1980	**W-Reg TRIUMPH TR7 AUTOMATIC.** 8,000 miles, as new, one lady owner (costs £7,600 new)	£3,995
1979	**MGB-GT.** Red, overdrive, 32,000 miles, radio/stereo, one owner	£3,795
1979	**RENAULT R5 GORDINI.** Silver, 5-speed, alloy wheels, 24,000 miles, radio	£2,695
1979	**ALFASUD Ti 1.3 TWO DOOR.** Midnight blue, one owner, 29,000 miles, radio, five-speed, rustproofed	£1,995
1979	**TRIUMPH SPITFIRE.** Maple, 24,000 miles, well maintained	£2,695
1979	**V-Reg PORSCHE 924 TURBO.** L.H.D., metallic green, electric windows, Sundym, 5-speed, electric mirror, radio / stereo, superb value	£6,995
1979	**TRIUMPH SPITFIRE.** Tahiti blue, overdrive, hard top, 23,000 miles	£2,850
1979	**FIAT X1/9 1500.** 5-speed, Targa, gold, 33,000 miles	£3,175
1978	**T-Reg MGB GT.** Blaze, sunroof and vinyl roof, Sundym, overdrive, radio / stereo, virtually one owner, superbly maintained	£3,275
1978	**LOTUS ELITE 503.** Metallic blue, five-speed, air conditioned, PAS, radio, electric Sundym, well maintained	£5,395
1978	**MG MIDGET.** Citron yellow, average mileage, good condition	£2,275
1978	**LANCIA BETA 1600 HPE THREE-DOOR COUPE.** Red, gold velour interior, one private owner, 26,000 miles, mint condition	£2,695
1977	**TRIUMPH STAG.** Damask red, H&S tops, auto, PAS, electric Sundym, alloys, radio / stereo, 33,000 miles, lady owner last 4 years	£3,995
1974	**(Dec) MGB-GT.** Chrome bumpers, overdrive, excellent, appreciating asset in superb order	£2,150
1973	**M-Reg TRIUMPH STAG.** Hard and soft tops, overdrive, alloy wheels, electric Sundym, mimosa	£2,375
1967	**F JAGUAR 240 SALOON.** Grey, red interior, radio, truly a superb low mileage example	£1,995
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	£8,950

SPORTS & GT CARS REQUIRED FOR PURCHASE

SPORTS MOTORS (Manchester) Ltd.

LOTUS — ALFA — LANCIA — SCIMITAR — MORGAN

Immediate delivery. New Lotus Esprit S3 & Turbo.
New Lancia HPE & Coupé Injection & PAS.

Early Delivery New Lotus Excel
Bermuda blue or Jupiter

1982	**X *Lancia HPE 2000.*** I.E., P.A.S., *sun roof, P6 tyres, black.*	£6,995
1981	**X Eclat 2.2.** White, P.A.S., radio / cassette, one owner, low mileage.	£11,995
1981	**Triumph Dolomite Sprint.** Supercover, red, radio / cassette, immaculate.	£3,995
1981	**Triumph TR7.** White, sunroof, radio, immaculate.	£4,695
1981	**Elite.** P.A.S., red, low mileage.	£8,995
1979	**Eclat 521.** Bermuda blue, radio, one owner.	£7,495
1979	**Capri 3-litre S.** Manual, red, elec. sunroof, low mileage.	£2,995
1978	**Scimitar GTE.** O/D, Wolfrace wheels, P.A.S., radio, one owner.	£4,895
1978	**Scimitar GTE.** Auto, Celtic brown-ivory, sunroof, one owner.	£4,495
1981	**W Morgan 4/4 2-seater.** Blue, undersealed, Rostyle wheels, luggage grid, 9,500 miles.	£6,995
1982	**X Alfasud Ti.** Full spec. inc. alloy wheels, sunroof, cassette. *Choice* of 2.	£4,495
1981	**Alfasud Ti 1.5 hatchback.** Red, radio.	£4,150
1978	**Lotus Esprit Series 2.** Met. silver.	£6,995

WANTED, PX OR CASH
Good, clean, low mileage Lotus Esprits, Scimitar GTE's & C's, Morgan 4/4's, Alfasuds & GTV's, Lancia HPE's & Coupe's

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**

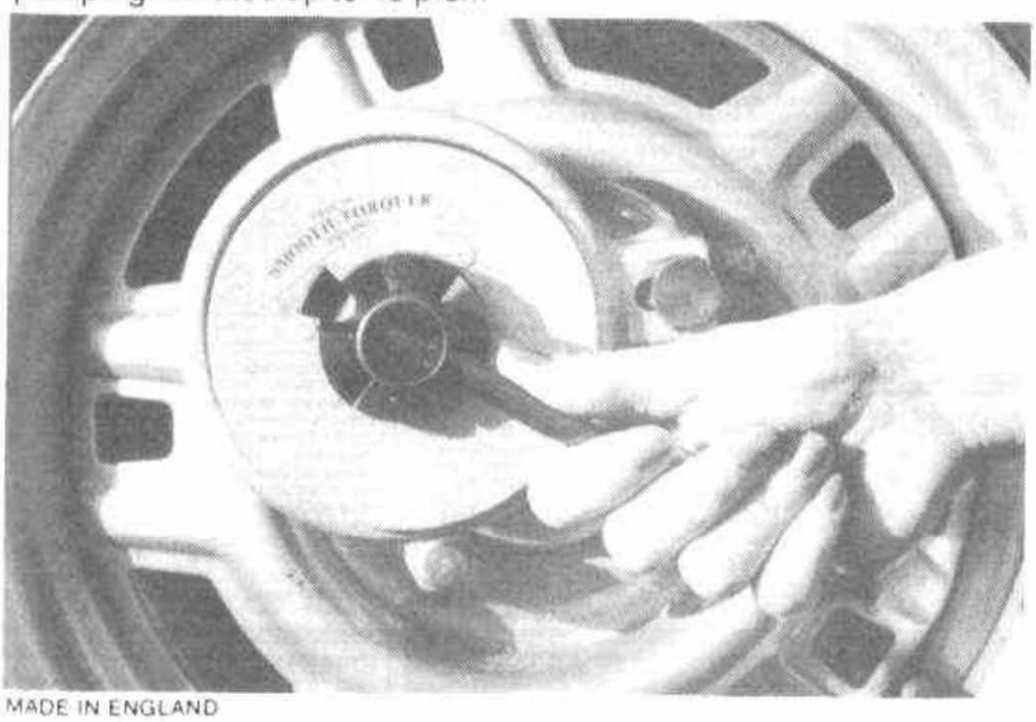
Parts Dept. Accept Access & Barclaycard.

IDEAL CHRISTMAS GIFTS FROM NEW CONCEPT



THE NEW SUPERSPEED AIR PUMP

Quite simply plug the Superspeed 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 8½ in. x 5 in. x 2½ in. and weighing only 1.5 kilos.
The tough nylon screw-in gauge designed to fit the Superspeed 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% (tested by 'Which' magazine).
Only the Superspeed is covered by the famous "New Concept" no nonesense guarantee — don't be misled by imitations.
Buy the New Superspeed Air Pump and take the puff out of pumping. Inflates up to 45 p.s.i.



MADE IN ENGLAND

SMOOTH TORQUER

You know the story . . . flat tyre, car on roadside, you're in a hurry, and it's probably raining. You think nothing else can go wrong until you come to that stubborn wheel-nut that just will not loosen.
With a Smooth Torquer in your took kit this problem is solved. Being a geared wheel-brace, the Smooth Torquer will loosen the tightest wheel-nut with very little effort and is far quicker and easier to use than the conventional wheel-brace. Of course the Smooth Torquer can be used to tighten wheel-nuts and has a pre-set torque limiter to prevent over tightening.
Take the effort out of wheel changes. At only £13.95 it's a small price to pay for convenience when you need it most.

EASYLIFT AIR JACK

You'll raise more than an eyebrow

Getting a wheel off the ground has not always been easy but now with the Easylift Air Jack, your problems are over. Lift your car in seconds by simply positioning the air jack, connecting the hose to the exhaust and start the car engine. Safe, quick and clean, the Easylift Air Jack can be used anywhere from roadside to caravan site.
Constructed in tough PVC canvas, neat and compact for easy stowage, Easylift is fitted with a non-return valve to maintain inflation and is easily deflated through a hand operated valve.
For the fastest, smartest, wheel-change ever, send for your Easylift Air Jack today. At only £27.50 it will justify the investment time and time again. You will wonder how you got by without one.
Combining Easylift with the Smooth Torquer you will have a team that would put pit mechanics to shame.



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

And if you're not completely satisfied we shall be pleased to refund your money if you return your goods within 14 days.

FREEPOST
No stamp required just complete and send this coupon to:-
NEW CONCEPT, DEPT. PCV MSP 12 82
FREEPOST, WINCHESTER SO23 8BR.

Please send me ——Superspeed Air Pump/s @ £22.35
——Smooth Torquer/s @ £13.95
——Easylift Air Jack/s @ £27.50

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

No. _____

Signature _____

Name _____

Address _____

_____

NEW CONCEPT

New Concept

14 St. Georges St., Winchester SO23 8BR.

BOOKS

From Europe's Largest Selection



NEW MOTORBOOKSELLERS
All the books in this ad. are available from:
Oppenheim Booksellers.
9/11 Exhibition Rd., South Kensington, Open 8-7 every day.

NEW & RECOMMENDED



AUTOMOBILE YEARBOOK OF MODELS No. 2 1983. One of the most interesting books on the subject of model cars, made in all materials in all scales. As well as a guide to these models, there are a large number of essays which go into various models in great detail and deal with aspects of the hobby. Large format, 180 pp. approx. 200 photos, half in colour. **£14.95**

ILLUSTRATED PORSCHE BUYER'S GUIDE. In co-operation with Ferrari experts, this guide lists the technical data of all models along with their streogths and weaknesses. An ideal guide for the buyer and collector. 176 pp. many illus. **£6.95**



AUTO-UNION GRAND-PRIX-REPORT 1934-1939. A meticulous report on the Auto-Union race team — the mechanics, drivers, political and economic background. Based on documentary research. 200 pp., many illus. hbk. **£9.95**

STROMLINIENAUTOS IN EUROPA UND USA. A fascinating pictorial account of car aerodynamics in Europe and the USA. A record of the many ideas and styles which abounded earlier this century. 184 pp., 345 illus. 16pp. in colour. Engl./Ger. text, hbk. **£24.50**

STROMLINIENAUTOS IN DEUTSCHLAND. It is a little known fact that the first work on automobile aerodynamics was done in Germany at the time of the First World War. This book continues to describe the work done until the end of the Third Reich. 392 illus., 18pp. in colour. Engl./Ger. text, hbk. **£24.50**

SPECIAL OFFER to introduce you to the first two books of this new series. Pay only £40.00 and we will send you both volumes POST FREE.

KAROSSERIEN NACH MASS — Erhard Wendler 1923 bis 1963. A pictorial documentary history of the tailor-made bodywork of Wendler of Reutlingen, Germany. Wendler worked for Mercedes, BMW and MG amongst others. A good addition to any marque library. English and German text, 168 pp. 16 colour photos, 220 b&w, 20 plans. hbk. **£22.50**

VOM BLITZKARREN ZUM GROSSEN BORGWARD. Describes the rise and fall of the Borgward marque and the Bremen car industry from 1924 to 1961. Amongst the 670 b&w and 16 large-format colour photos are pictures of their cars, trucks, buses and even helicopters. Ger. text. **£29.95**

85 JAHRE BERLINER AUTOMOBIL-AUSSTELLUNGEN 1897-1982. A well illustrated history of Berlin motor shows with 700 b&w, 40 colour. Ideal for the historian and car fan. German text, hbk. 286 pp. **£22.50**

ART AND THE AUTOMOBILE. An entertaining and informative text accompanied by 225 ill., 50 in colour showing the various styles of art in which the car features — surrealism, post-impressionism, futurism, social realism, etc. **£5.95**

MOTOCOURSE 82/83. After only seven years of publication, Motocourse is universally recognised as the world's finest motorcycle racing annual. The year's racing is recorded in meticulous detail with additional features on personalities, the machines and latest technical developments. Illustrated throughout with stunning photos in b&w and colour. Results and statistics of all major world events are accurately listed. **£13.95 POST FREE**

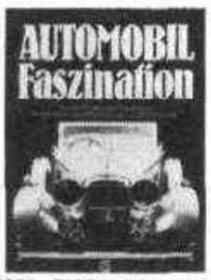


AS OLD AS THE INDUSTRY — RILEY 1898-1969. By D. G. Stiles, the historian of the Riley Register, it covers the first Riley cars onwards. Contains many previously unpublished photos, lists of all known pre-war Rileys, Patents and Riley clubs world-wide. **£24.95**

PORSCHE PAST & PRESENT. Jenkinson. In same series as Bentley book, again personal in style and well illustrated. Approx. 256 pp. 150 illus. **£10.95**

BENTLEY PAST & PRESENT. The author's personal history of fifty years with the marque and his reminiscences of the relationships with friends like the "Bentley Boys", plus his experiences of driving, racing and track-testing all the Bentley models. Over 200 photos, many not published before. **£12.95**

The Complete Guide to the FERRARI 308 Series. A well researched book from DALTON-WATSON on this exciting series. Many photos. **£6.50**



AUTOMOBIL FASZINATION. With over 100 colour and 350 b&w illus. this volume is a unique documentation of Classic and Vintage vehicles through eight decades dealing with two-seater sports cars, saloon and touring models, as well as luxury vehicles, racing and rally cars from the most important car firms and makes from 1900 to 1982. 240 pp., Ger. text, hbk. **£17.95**

ANNOUNCING A NEW QUARTERLY FROM ITALY. Contents Issue 1: a collection of articles on all sorts of cars from the turn of the century to today — racing cars, saloons, toy cars, ideas for future designs and more. Many illus. **£6.95 issue** Annual subscription £30.00 post paid UK, £32.00 overseas.

80 YEARS OF CADILLAC & LA SALLE. McCall. Definitive pictorial history 1902-1982. Crestline series. 448 large pgs. 2,000 illus. **£21.95**

75 YEARS OF PONTIAC & OAKLAND. Gunnell. New Crestline book. Covers all models, 1907-1982. 528 pages, 2,500 illus. **£21.95**

THE LAMBORGHINIS: A COLLECTOR'S GUIDE. Chris Harvey. This 15th book in the Collector's Guide series provides a complete model-by-model survey of Lamborghini cars, together with advice on ownership and spares, detailed appendix material of specifications and production figures and a wealth of well reproduced photos. Destined to become the standard reference on the marque. 128 pgs, 135 illus. **£8.95**

LOOKING BACK with Jesse Alexander. A collection of the author's photos of European motor racing from the adventurous years between 1954 and 1967. **£19.95**

Two new CLASSIC MOTORBOOKS —
Chrysler 300 1955-1961. Photofacts. **£5.95**
Chevy El Camino 1959-1982. Photofacts. **£5.95**

NOW AVAILABLE all four volumes of the MERCEDES-BENZ SERIES.
Vol. 1: Vom 28/95 PS zum SSKL. 168 pp., 18 colour photos, 312 b&w, 21 drawings.
Vol. 2: Vom Nuerburg zum 504K. 168 pp., 15 colour photos, 273 b&w, 13 drawings.
Vol. 3: Vom 170 V zum 300 SL. 168 pp., 14 colour photos, 224 b&w, 33 drawings. Vol. 4: Vom 190 SL zum 300 SEL. 168 pp., 16 colour photos, 188 b&w, 25 drawings.
This set is THE history of the Mercedes and covers the many types in great detail. The format of each volume is similar with Ger. text and many illus. hbk. Price per volume **£14.95**
SPECIAL OFFER: The set £55.00 POST PAID

BEBE AUTOS, CARS FOR KIDS, LES AUTOS JUNIORS, KINDERAUTOS. A unique and fascinating collection of photos of all sorts of miniature cars propelled by their infant riders' pedal power. Multi-lingual text. **£14.95**



BUGATTI — Illustrated history of the cars of Molsheim by Hugh Conway and Jacques Greilsamer, preface by Baron Philippe de Rothschild. We are pleased to announce the 2nd Edition of this celebrated Bugatti work by the world's foremost experts on these cars. The first edition was sold our several years ago, and is already a collector's item.
This new edition is completely revised and expanded, containing over 90 pages of new text and illustrations. The volume is 320 x 240 mm. de-luxe cloth bound in a strong slipcase, 304 pp, 450 drawings, 250 colour ill., on 170 full colour pages. The book contains reproductions of all original Bugatti catalogues, many original documents, technical data tables and much more, all type by type from 10 to 101, in chronological order. Text is completely in English and French. Publication is a limited edition which we again expect to sell out quickly, and it is now available. **Order now at the pre-publication price £29.50 after 31.12.82 £34.95**



DAS GROSSE BUCH DER OLDTIMER. A massive book on famous veteran cars, their makers, their achievements. Biographical details of people like Ettore Bugatti, Claude Johnson and many others. A tribute to the German and French pioneers and their vehicles. 288 large format pages, 104 pages of colour photos, 40 b&w. Ger. text. **£45.00**

CARROZZERIA TOURING. New from Italy is this book covering the Italian style of body design like the Berlinette BMW of 1940, the Lancia Flaminia and James Bond's Aston Martin 352 pp. 536 b&w photos, 8 pages of colour **£29.95**



LAUF KAEFER LAUF. A delightful collection of colour photos of original, tasteful or just amusing artwork on the bodywork of the most successful car ever — the VW Beetle. Plenty of inspiration on how to liven up your "bug". **£4.95**

The LOTUS ESPRIT Buyers Guide 1975-82. Produced by Graham Arnold for the LOTUS CLUB, this is an essential publication for all interested in this classic. All specs, hints, serials, illus., softb. **£3.95**

The Anatomy & Development of the FORMULA ONE RACING CAR from 1975 by Sal Incandella. Deals with all facets and aspects of F1 cars, explained in laymen's terms by Sal, who for many years was a leading F1 racing mechanic. 208pp, 143 ill. Hbk. **£14.95**

PANTERAS FOR THE ROAD by H. Rasmussen. New volume in the acclaimed "SURVIVORS" series dealing with these fabulous American/Italian hybrid sports cars. 200 ph. b/w and 100 col., 128 pp., de luxe binding. **£19.95**

Bob Bondurant on HIGH PERFORMANCE DRIVING. The definitive book on high performance street driving, compiled by well known American driver who owns a racing school. 144pp., over 100 ill. **£7.95**

AUSTIN HEALEY SPRITE Mkl (Frogeye) Factory Manual. Reprint of original factory manual for this car. A must for the owner. **£9.50**

The Most Important Marque History this Autumn.

MASERATI: A COMPLETE HISTORY FROM 1929 TO THE PRESENT. Franco Zagari and Luigi Orsini.
Photographer Franco Zagari is owned a huge debt of gratitude by all those enthusiasts of Italian racing and Italian racing cars. He acquired a monumental collection of motor racing negatives, which took him more than two years to sort-out and catalogue. These came from the family of Dr. Farruccio Testi, a wealthy amateur photographer with close ties with Enzo Ferrari and the Maserati brothers. Dr Testi and his friend Odoardo Gandolfi travelled to most of the motor races in the nineteen-twenties and thirties, photographing everything of interest.
After cataloguing these thousands of negatives, Zagari put them to good use and, with the assistance of Luigi Orsini, produced the magnificent book on the **Scuderia Ferrari** just over two years ago. Then these two produced another book using something like **one thousand hitherto unpublished photographs**, all on the subject of Maserati. This deals with the road and racing activities of the Maserati concern from 1929 to the present and it makes any other Maserati book pale into insignificance. It lives and breathes the aura of the cars from Bologna, and to the Maserati enthusiast it will be worth all the other Maserati books put together. Testi and Gandolfi were there and were friends of everyone in racing at the time, which comes over very strongly in the very personal character of many of the photographs. Luigi Orsini, a serious student of motor racing, has written the racing history and detailed all the specifications of all the Maserati racing cars, as well as individual details, gleaned from Maserati factory records. 21x24cm, 800pp, nearly 1,000 photos, case-bound, slip case. **Price £39.50, pre-publication price — orders before 31.12.82 £29.50. Publication date: November 1982.**



ALFA ROMEO TIPO A. The Tipo A Alfa only raced for one year — 1931. It was the first single-seater Alfa. More astonishingly, only two were made, so this is a book devoted to two cars. Even more astonishing was the Tipo A itself, for it used two 1750cc straight six engines and transmissions side by side, right back to the rear axle which contained two diffs. Was £14.95, now only. **£9.95.**

FORD FORMULA ONE RACING CARS. The story of the Ford-Cosworth engine. With many photos. **£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**

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

AUTOMOBILE YEAR BOOK OF SPORTS CAR RACING 1953-1978, by Denis Jenkinson. Fact-packed photo history of sports car racing's golden era, by Stirling Moss' co-driver. Details results of every race, maps of all circuits, great narrative about the most exciting races, narrow escapes, gruelling drives, crashes and drama. Usual superb *Automotive Year* quality, hdbd., 232 pp., 300 ill., over 60 in colour. **£14.95**

AUTOMOTION CATALOG OF PORSCHE ITEMS. A complete line of accessories, restoration, suspension, exhaust and engine parts for all Porsche owners. 92pp., 435 ill. **£2.95**

FAZA FIAT / ABARTH / LANCIA BIBLE. Complete catalogue of parts, accessories, modifications and services available from Faza Fiat. Covers Fiat X1/9, 128, 124, 131, 127, 600, Lancia Beta, Stratos, Abarths. 196pp., 1000 ill. **£5.95**

KIMBERLEY'S GRAND PRIX TEAM GUIDES. New titles are available in this new series detailing the major F1 teams and their cars and drivers: each **£1.95.** No. 3 — Ferrari; No. 4 — Renault. Also available: No. 1 Williams, No. 2 Brabham.

FERRARI. By the Editors of *Consumer Guide*. Over 250 photos and illus., 104 full colour. Enjoy the next best thing to actually owning and driving one of these Italian masterpieces. Model-by-model retrospective traces Ferrari GT and sports cars from their beginnings to today. 256 pp., **Special Only. £7.95**

IL Y A 100 ANS BUGATTI. A photo album celebrating 100 years of Bugattis. English, French and German text. Many col. and b/w ill. hbk. **£23.95**

THE FERRARI ALBUMS
Unique series of books covering historical and contemporary Ferrari subjects in great detail. Emphasises high quality graphics, photography and printing. "Very impressive." — *Ferrari Market Letter.* Each is softbound, 8½" x 11", 96 pages, 180 illustrations, 12 in colour.
Ferrari Album No. 1. Covers Four-Fives; 126C; Ghia; Tronolone Portfolio; Daytona 1981; Nurburgring.
Ferrari Album No. 2. Features Barchetta; Four-Nines; Formula 1 Turbo; Abarth-Syder; Le Mans 1981; Monza.
Ferrari Album No. 3. Includes Berlinettas; historical factory photos; 400 Sport; Monterey 1981; Mas du Clos and Las Vegas Races; F1 123 C2; advertising and Mondial 8.
Special, all 3 for **£22.00**

LOTUS. The Elite, Elan and Europe by Chris Harvey.
Published in the OXFORD Classic Car Series we can recommend this as the best book available so far on these cars. All you want or need to know is there, in superb quality, with excellent reference material for the owner & restorer. 256 large pp., over 160 ill., 16pp. in col. Hardb. **£14.95**

PORSCHE YEAR 1982 by Susann Miller. Compiled by the editor of GMUND, the US Porsche Magazine, this book covers all that happened on the US Porsche Scene in 1982. As the book also includes much information of international value, it should be in every Porsche library. 96pp., over 100 ill.; col. cover, A4 size. **£10.95**

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

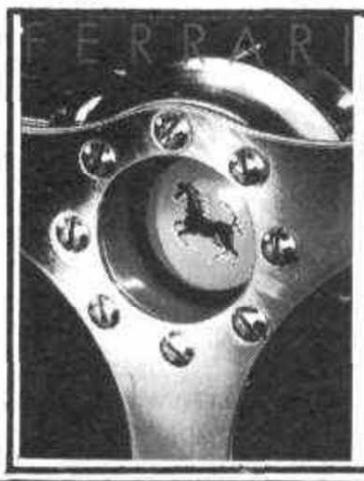
ALFA ROMEO — CATALOGUE RAISONNEE. Following the very successful Complete Ferrari Catalogue published at the end of 1981 the same publishers are now announcing their new title for 1982, the Complete Alfa Romeo Catalogue.
Again, this will be a two volume work of massive dimensions, housed in a slipcase. Over 550pp. with nearly 1,000 b/w and col. ill. The technical editing is by Luigi FUSI, and the motorsport section by Giovanni Lurani.
This should become the definitive work on Alfas. Text is in English, French and Italian. **£69.50 post free** prepublication for all orders before December 31st. Thereafter **£79.50**

MGB — Guide to Purchase & D.I.Y. Restoration by Lindsay Porter.
With supplementary information on MGC & MGB V8.
An absolutely essential new handbook for the owner and enthusiast, with over 600 ill., mostly on practical restoration. 200pp., 655 ill., 25 drgs. hardb. **£8.95**



MORRIS MINOR and 1000 Superprofile by Ray Newell.
This very detailed profile of the Morris Minors covers all OHV Saloons, Travellers and Convertibles. It contains history, evolution, specifications, road tests, owners, views, buying, clubs, specialist and much other useful information for the owner. 56pp., 90 ph., 20 in col., hardb. **£4.95**

PORSCHE 911 CARRERA Superprofile by Chris Harvey.
LOTUS ELAN Superprofile by Graham Arnold. 56pp., 90 ill., 20 in col., hardb. **£4.95**



Ferrari Spyder. Pre-Publ. Price until 31.3.83. **£49.50**
Price after 1.4.83. **£59.50**
Ferrari Calendar No. 2 1983 if bought with the book **£59.50**
if bought on its own **£19.50**
Note: Due to the extra large size of the calendar and the special packing involved special postage rates apply. **£4.00**

FERRARI CALENDAR No. 2 — 1983.
Without doubt the finest motoring-calendar published. No. 1 won all the prizes at the International Calendar Exhibition in Germany last year. This year it covers more Berlinettas, 12 large plates with incredibly high quality photos. Extra large format, hence the extra charge for packing.
Order now for immediate dispatch **£19.50** plus **£4.00** packing and postage. If you also want the FERRARI CALENDAR No. 1 — 1982 (in years to come this will be a prized collector's item) we still have some stock. It covers BERLINETTAS. Special Price for both calendars: **£35.00** post paid.

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

From Europe's Largest Selection

SPECIAL OFFERS for Christmas

For full details of these books see our catalogue. All orders subject to availability — supplied on a first come, first served basis.

Marque Books

THE BMW Neko colour book from Japan £5.95 £2.80
THE JAGUAR in the same series £5.95 £2.80
THE PORSCHE 1978 in the same series £5.95 £2.82
FERRARI: EARLY SPYDERS AND COMPETITION ROADSTERS £8.95 £5.75
DOSSIERS CHRONOLOGIQUE RENAULT Vol. 1 £29.95 £15.00
LA SCUDERIA FERRARI 1929-1939 — Italian edition, 600 photos, English edition by Osprey is £39.95 £39.95 £19.95
LES AUTOMOBILES DELAGE £34.50 £24.00
HEALEY: THE SPECIALS £9.95 £6.50
ALLARD: INSIDE STORY £7.95 £3.50
MG: PAST AND PRESENT £9.95 £6.50
MORE MORGAN £8.95 £5.95
ASTON MARTIN PICTORIAL REVIEW 1914-1940 £4.95 £2.00
PORSCHE: 4 CYLINDER 4 CAM SPORTS AND RACING CARS £8.95 £5.50
THE SUPERCHARGED MERCEDES £17.95 £9.50
THE PRIDE OF BENTLEY £19.95 £8.50
THE COMPLETE FORD BOOK (US Fords) £3.95 £2.00
BENTLEY 1919-1931 AUTOCAR SPECIAL £3.00 £1.50
JAGUAR DRIVERS YEARBOOKS 1977-1981 set of 4 volumes £28.95 £16.00 (individual vol at £5 ea — quote year)
FORD IN THE 30s US Fords £2.50 £1.50
PONTIAC GTO SOURCE BOOK £7.95 £5.00
THE BOOK OF THE SILVER GHOST (ROLLS ROYCE) £7.50 £2.50
20 SILVER GHOSTS £7.95 £4.50
MORGANS IN THE COLONIES (Morgans in America) £14.95 £9.50
THE MERCEDES-BENZ BOOK £14.95 £7.50
AUTO IM ZEITBLICK: MERCEDES-BENZ 1949-1953 Road Tests (Ger) £5.95 £3.00
AUTO IM ZEITBLICK: PORSCHE 1949-58 £5.95 £3.00
AUTO IM ZEITBLICK: PORSCHE 1959-65 £5.95 £3.00
SAAB & LANCIA: EN UNIK BILHISTORIA (Swedish, Col. Ill.) £8.95 £4.00
T SERIES MG by Knudson £8.50 £5.00
PONTIAC: THE COMPLETE HISTORY 1926-1979 £18.95 £12.00
THE RACING PORSCHES £8.95 £5.00
FERRARI: THE GT AND COMPETITION BERLINETTAS £8.95 £4.50
JAGUARS IN COMPETITION £7.95 £5.50
JAGUAR UNDER THE SOUTHERN CROSS £24.00 £15.00
MERCEDES-BENZ C111 £11.95 £7.50
MORGAN SWEEPS THE BOARD £9.95 £6.00
LETS CALL IT FIESTA — History of the Ford Fiesta £4.95 £2.00
MARCHE SCOMPARSE ITALIANE — Extinct Italian Marques £8.95 £4.50
ISOTTA FRASCHINI MILANO Presentation Album £3.95 £1.50
ISOTTA FRASCHINI Complete History £24.50 £9.95
BUGATTI: The Thoroughbreds from Molsheim by P. Dumont £22.50 £9.95
THE PORSCHE 1979 Neko Colour Series from Japan £5.95 £2.80
MERCEDES-BENZ DIESEL PERSONEN WAGEN £9.95 £5.50

Car Graphic Library from Japan, photo albums, with Engl. text, each contains a large number of b/w pictures, mostly never seen in other books. This line is now out of print, books should become collector's items. each £3.95 £2.00
CG Maserati, Iso-Grifo, Lamborghini, CG Lincoln, CG Ford USA 1, CG Prewar Rolls Royce, CG Vauxhall & English Ford.

THE PORSCHE MUSEUM — in the same series £6.95 £4.50

MUSEO DELL'AUTOMOBILE CARLO BISCARETTI — The Turin Museum Japanese/English book, with large no. of photos b/w & col. £6.95 £3.50
LA 2CV — hardbound photo book in French of Citroën 2 CV's £9.95 £4.95
GO 1203 ASTON MARTIN 1½ litre — super colour book £10.95 £5.00
100 YEARS OF PORSCHE — Factory book issued on centenary of Prof. Porsche's birthday, now out of print £19.95 £9.95
MASERATI una storia nella storia, large Italian book £24.50 £12.00
FIAT PUBLICITAS 1926 £3.95 £1.50
FIREBIRD SOURCE BOOK £7.95 £5.00
FERRARI GUIDE to Cars since 1959 £3.75 £2.00
AMX SOURCE BOOK £7.95 £5.00
CHRYSLER 300 SOURCE BOOK £7.95 £5.00
CORVETTE FROM SIX TO STINGRAY £5.50 £4.00
MUSTANG: the Car that Started the Ponycar Stampede £2.95 £1.75
GREAT CARS FROM CHEVROLET £3.95 £2.25
MUSTANG II by M. Schorr £4.95 £2.95
MUSTANG I by M. Schorr £4.95 £2.95

Pocket History Series from Automobilia — super little reference books, in English, with many colour and b/w photos £2.50 £1.75
FERRARI • BUGATTI • MERCEDES • PORSCHE • MASERATI • JAGUAR • TRIUMPH • ROLLS-ROYCE • ALFA ROMEO • FORD USA • FIAT PRODUCTION CARS • FIAT MOTORSPORT •

FERRARI — the COMPLETE MODEL CATALOGUE — 2 volume set, already OP we have a few sets with slightly damaged or split slip cases £69.50 £55.00
BERLINETTA — the massive, fantastic Ferrari colour book — we have a few copies with slightly imperfect binding or covers £59.50 £45.00
FERRARI CALENDAR NO 1: 1982 — a few slightly imperfect copies £19.50 £10.00
CLASSICS NO. 1 — the very rare, large format German calendar issued by Automobil Chronik in 1973 — super large plates for framing £4.50 £2.00

ROLLS-ROYCE — 75 YEARS OF MOTORING EXCELLENCE — all colour £10.00 £6.50
JAGUAR SPORTS the AUTOCAR Special Book £7.95 £5.00
HIGH PERFORMANCE CHEVROLET £3.95 £2.75
CORVETTE: PAST, PRESENT & FUTURE £3.95 £2.50
PLYMOUTH, DODGE & CHRYSLER (Petersen book) £3.95 £2.00
CORVETTE: AN AMERICAN CLASSIC £5.50 £3.50
CITROEN: THE GREAT MARQUE OF FRANCE — last chance to buy this large picture book, now out-of-print £22.50 £15.00
CHEVY CLASSICS £1.95 £1.20

MOTORSPORT BOOKS, DRIVING BOOKS
BATSFORD GUIDE TO RACING CARS £5.95 £2.50
CONCISE DICTIONARY OF MOTORSPORT £7.95 £4.00
SOUVENIR OF THE BROOKLANDS AUTOMOBILE RACING CLUB £3.95 £1.50
INDIANAPOLIS YEARBOOK 1981 £5.95 £3.50
Further Indy Yearbooks available: 1976, 77, 78, 79, 80 each £5.95 £3.50
TARGA FLORIO History £8.95 £5.50
THE PACE MOTOR RACING DIRECTOR £7.95 £4.50
25 YEAR SOUVENIR PROGRAMME OF MONACO GRAND PRIX £7.50 £5.00
THE BEST OF HOD ROD — US paperback, lots of ill. £5.95 £4.50
RACING CARS, a nice colour history £4.95 £2.25
BOYS OF INDY — History of Indy Drivers £3.95 £2.00
FLAT OUT (Eyston) MG Racing £6.95 £4.25
INTERNATIONAL RALLYING by Turner £4.95 £3.00
RALLYCROSS 81 Yearbook £1.75 £0.80
WHO? WHAT? WHERE? OF MOTORSPORT 1980 — 1,000s addresses £10.00 £5.00
THE ARDS TT £2.95 £1.95
GUIDE TO HOT ROD RACING £1.80 £1.00
THOSE INCREDIBLE INDY CARS £2.95 £1.50
PIT AND PADDOCK — behind the Scenes of Motor Racing, all photos £7.95 £4.00
RONNIE PETERSON SUPERSWEDE £2.95 £1.95
1981 RALLYING DIRECTORY £2.95 £1.50
MARIO ANDRETTI £2.95 £1.50
EMERGENCY AND HIGH SPEED DRIVING TECHNIQUES £3.95 £2.50

Performance Tuning
TUNING DATSUNS — Speedsport manuals £2.95 £1.50
TUNING SOLEX CARBURETTERS £2.50 £1.50
TUNING ANGLIAS AND CORTINAS £2.50 £1.50
TUNING STROMBERG CARBURETTERS £1.50 £1.00
TUNING VIVAS & FIRENZAS £3.00 £2.00
THE SPORTS CAR: DESIGN AND PERFORMANCE £7.95 £4.50
CHASSIS TUNING, the Theory and Practice £2.95 £1.75

General Motoring Books
CLASSICS OF THE ROAD £6.50 £4.95
THE AMERICAN AUTOMOBILE by Ralph Stein £9.95 £6.00
ENCYCLOPEDIA OF THE AMERICAN AUTOMOBILE £7.95 £5.00
GREAT CARS OF THE GOLDEN AGE £6.95 £4.50
THE TURIN MOTOR MUSEUM (Museum Series) £6.95 £3.50
ENCYCLOPEDIA OF AMERICAN SUPER CARS £8.95 £6.00
WORLD CARS 1976 £18.25 £10.00
DREAMBOATS & MILESTONE: CARS OF THE 80s £7.50 £5.00
THE 100 GREATEST AMERICAN CARS £7.50 £5.00
HISTORIC VEHICLE SILVER JUBILEE TRIBUTE (Rolls Royce Parade 77) £2.50 £1.25
THE ILLUSTRATED HISTORY OF AUTOMOBILES £3.95 £2.50
A SOURCE BOOK OF VETERAN CARS £2.95 £1.50
A SOURCE BOOK OF VINTAGE AND POST VINTAGE CARS £2.95 £1.50
VETERAN & VINTAGE CARS £10.50 £8.00
WHEELS ACROSS AMERICA: early transport in the USA 100s of ill. £4.95 £3.00
MOTORING MILESTONES — an Autocar Special £4.50 £2.50
THE VETERAN CAR CLUB GOLDEN JUBILEE RALLY £2.50 £1.00
MOTOR BADGES AND FIGUREHEADS £4.95 £2.50
VINTAGE CAR CASEBOOK £4.95 £2.80
THE MOTOR CAR 1946-1956 £15.00 £8.50
BEST LOVED CARS IN THE WORLD £3.95 £2.25
CLASSIC CARS OF THE WORLD IN COLOUR (Japanese book, super ill's.) £3.95 £2.25
MOTORING IN THE 30s £8.95 £5.50
BIRTH OF A GIANT — the history of the US Motor Industry £9.95 £5.00
OLD CORNWALL IN CAMERA: ROAD VEHICLES £3.95 £2.50
MARCHE ITALIANE SCAMPARSE — Italian Extinct Makes £8.95 £4.50
TRANSPORTATION POSTCARDS £2.95 £1.50
COMPLETE CATALOGUE OF JAPANESE MOTOR VEHICLES 1961 £5.95 £3.50
CARS OF THE 30s & 40s — a giant size book £12.50 £6.25
RUNABOUTS AND ROADSTERS — early sports cars, many col. ill. £8.95 £4.50
THE FUN CAR EXPLOSION: British Specials of the 50s and 60s £4.95 £2.00
INDUSTRIAL DESIGN: the work of Loewy, Studebaker Design Chief £29.95 £15.00
THE WHOLE CAR CATALOG — massive general reference book £6.95 £1.50
GREASE MACHINES: American Customised Cars of the 50s £2.95 £1.25
ELITE CARS: the best cars in the world today £1.95 £1.00
THE ENCYCLOPEDIA OF CLASSIC CARS 100's of col. ill. £7.95 £5.00
THE SPORTS CAR: Its Design and Development £7.95 £4.50
GERMAN AUTOMOBILE COACHWORK — all photo book, marque by marque £14.95 £7.50

Technical Books
AUTOMOBILE RESTORATION GUIDE £4.25 £3.00
SUPERTUNING YOUR FIREBIRD TRANSAM £5.95 £4.00
ENGINE AND ELECTRICAL SERVICE — the Crypton Training Manual £9.95 £4.50
HOW TO CHOOSE AND USE CAR TOOLS £3.50 £2.00
HOW TO TUNE YOUR CAR £3.95 £2.00
THE MECHANISM OF THE CAR (Motor manual No. 8 by Judge) £4.50 £2.00
MAINTENANCE AND REPAIR (Motor manual No. 4 by Judge) £4.50 £2.00
TORQUE CONVERTERS AND TRANSMISSIONS £9.50 £4.00
HOW TO COLLECT AND RESTORE PRE-WW2 CARS £4.95 £2.00
AUTOMOTIVE POWER TRAINS £5.95 £4.00
THE WANKEL ENGINE by Jan Norbye £9.95 £5.00
CAR TEST AND SERVICE DATA MANUAL — 1500 cars & vans to 1981 £4.95 £2.95
BRITISH SOLEX CARBURETTER FACTORY MANUAL — all models £4.95 £2.50
FRENCH SOLEX CARBURETTER FACTORY MANUAL £4.95 £2.40
ZENITH CARBURETTER FACTORY MANUAL £4.95 £2.50
WEBER DCOE CARBURETTERS FACTORY MANUAL (reprint) £1.95 £1.00

Model Cars, Trucks & Motorcycles, Tin Toys
MODEL CARS OF JAPAN £3.50 £2.50
WORLD OF MODEL CARS by Vic Smeed £6.95 £4.50
MODEL CAR RACING £4.95 £3.00
AURORA AFX ROAD RACING HANDBOOK £3.00 £1.50
DANHAUSEN'S WORLD MODEL CAR CATALOGUE £2.95 £1.00
WORLD OF MODEL CARS by Guy Williams £6.95 £4.00
HISTORIC RACING CAR MODELS £7.95 £3.50
AUTOHOBBY by Bossi — large book on Coll. Models £14.95 £8.00
MODEL CARS by Consumer Guide — excellent basic ref. book £2.95 £1.00
COLLECTING AND BUILDING MODEL TRUCKS £5.95 £3.75
BUILDING 00 SCALE MODEL COMMERCIAL ROAD VEHICLES £1.95 £1.00

NEW BOOKS FROM FRANCE
DELAHAYE V12. Course, Sport, Tourisme. Well ill. and det. monograph on this famous racing car, with details also of Delahaye 165. 72 large pp. Fre. text. **£9.95**
CENTENAIRE ETTORE BUGATTI 1881-1961. Well ill. comm. book also with detailed coverage of models and mostly prev. unseen pics. 168pp. over 200 ill. Fre. text. **£9.95**
L'ANNEE ECHAPPEMENT 1980 / 81. In the style of AUTOCOURSE comes a year-book on the French Rallying and Racing year. Covers all French Rallies, Autocross, Talbot Team Racing, Renault Racing, 2CV Cross, French Production Car Championships. Large format, ill. mainly in col. 225pp. Fre. text. **£24.95**
ROLLS-ROYCE by Jacques Borgé and Nicholas Viasnoff. In their usual photoalbum style these two well known automotive authors have unearthed a large number of photos of French connection, incl. many famous personalities with RRs in France and special French models. Makes a very interesting addition to the RR library. 190 large pp. over 150 ill. Fre. text. **£17.95**
LES RAIDS — La Croisiere Noire au Rally Paris-Dakar. Large pictorial vol., mainly in col., covering the history of the C.N. from 1893 to 1981, of the famous trans Frica rally for cars, trucks and motorcycles. 145 large pp., over 100 ill., col. **£19.95**
MATRA — LA PUISANCE ET LA GLOIRE by F. Delaroche. Well ill. history of this sporting marque. 167pp. 100's of ill., result tables, data. Fre. text. **£15.95**
DELAHAYE SPORT ET PRESTIGE by Francois Jolly. Large format book. 168pp. packed with ill. of the saloon and racing cars of this famous marque. Fre text. **£15.95**
FORMULE RENAULT DE LA FORMULA FRANCE AU TURBO. A large format book with lavish col. photos of the racing series, the cars, drivers, circuits, results, etc., 220 large pp. 100's of ill., many in large col. plates or spreads, all results, data, etc. Fre. text **£24.50**

LE MACCHINE SPORT ET PROTOTYPO Edited and compiled by Luran here is the most comprehensive book on the world's sports cars and prototypes, compiled by one of Italy's most renowned motoring writers, and with major contributions from such experts as Norbye, Nye, Molty, Frere, Cimarosti and Pascucci. It is divided into pre-1940 and post 1945 sections, and surveys country-by-country. A large format vol. with 100's of photos, many large col. spreads. 250pp. Italian text. **£29.95**

NEW COLLECTOR'S GUIDE
These books, the subject of widespread critical acclaim, are written by carefully chosen authors, designed to a uniformed landscape format, extensively illustrated and packed with deeply researched technical and statistical data. Each book is devoted to a series of cars of particular and lasting interest to the classic car enthusiast. Approx. 128 pages, average of 140 illus.

THE CITROËN 2CV AND DERIVATIVES. James Taylor (January 1983). **£8.95**
THE LAMBORGHINIS. Chris Harvey. **£8.95**
THE MGA, MGB AND MGC. Graham Robson. **£8.95**
THE VW BEETLE (INCLUDING KARMANN GHIA). Jonathan Wood. **£8.95**

BMW — The Complete Story from 1928 by Werner Oswald and Jeremy Walton. Whilst it misses none of the important events in the history of the 'rags to riches' BMW company, this is not a 'wordy' book — instead it tells the story mainly through the medium of over 350 illustrations (many in colour) combined with comprehensive captions and a concise and readable text.
Glamour Cars of the Fifties, **Brian Laban**. The American automobiles of the 1950's stand in a class of their own. This book takes forty remarkable machines and describes them, not simply as motor cars, but as symbols of the decade. 144 pages, all colour. **£5.95**
British Sports Car Road Tests. Compiled from the archives of "Autocar". Based on the authoritative road tests published in *Autocar*, all cars included now have classic status. 128 pages, 20 colour and 85 b/w ill. 28.6 x 21.8 cm. **£6.95**

The Complete Encyclopaedia of Motor Cars G. N. Georgano. A magnificent new edition of G. N. Georgano's classic work which has been completely revised and updated. It gives essential information to the serious automobile historian and hours of pleasurable browsing to all those interested in cars. 280 x 216 mm., 704 pages, 48 full colour pages, 2,400 black and white illustrations. **£25.00**

The Austin Seven. Third Edition. The Motor for the Million, 1922-1939. R. J. Wyatt. **£8.95**.
Jeep. Michael Clayton. A new ill. history. **£9.95**.
The Sports Car. An Illustrated History. Ian Ward. A historical survey of the birth and development of this most exciting of cars. 160 pages, 246 x 189 mm., 60 pages of full colour, 55 b/w photographs. **£8.95**.

Metro: The Book of the Car by Graham Robson. **£7.95**.
The Caravan Handbook by T. Bradford. **£6.95**.
AUTOMOBILE QUARTERLY'S COMPLETE HANDBOOK OF AUTOMOBILE HOBBIES by Beverly Rae Kimes. All you need to know about COLLECTING. All kinds of cars, fire engines, motorcycles, trucks, toys, literature, art models. RESTORING. Researching, tyres, garaging, towing, safety. Plus touring, exhibiting, competing and selling, insuring, predicting tomorrow's valuable cars, preserving your investment and much, much more. 400+pp., illustrated. **£14.95**

BROOKLANDS MUSCLE CAR SERIES
By R. M. Clarke. A unique new series covering U.S. factory high-performance automobiles from the muscle car years, 1960-1973. Each softbd., 8" x 10½", 100p. appx 150 ill., each **£4.95**
Muscle Cars Compared 1966-1970; American Motors Muscle Cars 1966-1970; Camaro Muscle Cars 1966-1972; Cherolet Muscle Cars 1966-1971.

FIA Year Book of Automobile Sport, 1983 Ed. Jan. **£12.95** post free. Orders will be recorded.
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 **£3.95** 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!
AUTOCOURSE 1982-1983. Edited by Maurice Hamilton. The best, most complete Grand Prix racing annual in print. 250 large pages packed with race-by-race coverage and features on the Cosworth engine, car of the year, top ten drivers and current F1 car specifications. Plus articles on F2, F3, U.S. F1 racing — and Indy and group C sports cars — highly recommended. Hdbd., 9½" x 12½", 256pp, 350 ill. over 60 in colour. **£14.95 post free**

MOTOBOOKS

Where you can buy MOTOBOOKS from this list
ALBION SCOTT BRANCHES
London: 51 York Road, Brentford. Open Mon-Fri 9-5.30, Sat. 10-4.
Midlands: 7 Welch Gate, Bewdley, Worcs. Open Mon-Fri 9-4.30, Sat 9-5.
New York: Albion Scott Railbooks, 48 E 50th St. (btw. Park & Madison), 2nd fl. abv. Bachrach 212-980-1928/9.
California: 3800 East Coast Highway, Newport Beach.
Frankfurt: Grosse Friedbergerstr. 41 im Hse. DIE MODELL-BOX (0611) 288379.
Tel-Aviv: 58 Sokolov St. Tel. 452040.
Brussels: Av. Dailly 125. Open Fri. & Sat. only, 11-19h. Tel. 733-7730.
Antwerp: Lange Koepoortstraat 29. Open daily 10-7. Tel. 032-32.55.26.
All books from this list can also be found at Oppenheim Booksellers 9/11 Exhibition Rd., South Ken. Open every day 8-7. And at FOYLES, Charing Cross Rd., London, Dept. 7, 1st flr. Open Mon-Sat, 9-6.

MAIL ORDER WE TAKE BOOK TOKENS

ORDER FORM TO: **MS Readers Service, Albion Scott Ltd., Freepost, Brentford, Middx., TW8 0QP, England.** MS12/82

Name
(BLOCK LETTERS PLEASE)
Address
Post Code Tel. No
Credit Card No. ☐ Visa ☐ Access (Mi-charge)
I enclose a cheque postal order for £
Signature
PLEASE SEND ME BOOK(s)

To order by Mail. Min. order £5 (Credit Cars £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

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

Garnetts of Guiseley Ltd

LOTUS

ELITE S2. Championship gold, brown hopsack, auto, sunroof, P.A.S., stereo, Lotus Cars only previous recorded owner, 19,000 mls. **£11,950**

ELITE 503. Championship gold, champagne leather, A/C, P.A.S., stereo, 41,000 mls. **£7,995**

ELITE 501. Metallic silver, red leather, P.A.S., sunroof, stereo, 46,000 mls. **£7,495**

ECLAT S2. Metallic bronze, champagne leather, sunroof, stereo, w/walls, 1 owner, 20,000 mls. **£10,650**

ECLAT 521. Monaco white, black marcasite, vinyl roof, stereo, 42,000 mls. **£6,250**

ESPRIT S3. Red, 1,900 mls. **£13,750**

ESPRIT. Metallic blue, brown marcasite sunroof, stereo, 25,000 mls. **£6,995**

MASERATI

New MERAK SS. Argente with blue check velour. **£19,850**

MERAK SS. Metallic blue with cream leather, stereo, 31,000 mls. **£9,750**

SPORTS CARS

PORSCHE 924 Lux. Guards red, check cloth, auto, stereo, W-Reg. **£7,995**

PANTHER J72. B.R.G., P.A.S., 5,000 mls. . **£13,975**

ASTON MARTIN DB V8. Red, cream leather, T-Reg. **£12,750**

JENSEN INTERCEPTOR 1. Red, 48,000 mls recorded. **£2,950**

TRIUMPH TR7, D.H.C. Metallic gold, alloy wheels, stereo, 1 owner, 9,000 mls. **£4,995**

MGB ROADSTER. Blue, stereo, O/D, 34,000 mls. **£3,495**

RENAULT GORDINI. Metallic blue, radio, 31,000 mls. **£3,295**

BMW 728i. Red, sunroof, 42,000 mls., 80-Reg. **£7,995**

MUSTANG TURBO. Silver, W-Reg., 23,000 mls. **£4,295**

ROVER 3500. White, auto, alloy wheels, stereo, 41,000 mls. **£3,995**

FIAT X19. Metallic blue, 77. **£1,995**

PANTHER LIMA. Red / black, 7,000 mls. **£4,695**

20 Leeds Road, Rawdon, Leeds Tel: (0532) 502156.

Lotus

Maserati

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**

UNREGISTERED MG's

MGB Roadsters. Various colours, rustproofed, "on road" with 12 months road tax. **£6,650**

1980 MGB GT. Black, 23,000 miles. **£4,799**

1981 "X" Jaguar XJS HE. Sebring red, black trim. **£16,250**

1965 Gordon Keeble. Appreciating classic 4-seater, Wedgwood blue with black trim. **£6,250**

1946 Austin 10. Daily use until 1977, sliding roof, opening windscreen, etc. **£1,350**

1980 MGB GT. Black, 23,000 miles. **£4,799**

1981 X TR7 Drophead. Silver metallic, 5-speed, one owner. **£5,500**

* 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



SCIMITAR

in SOUTH YORKSHIRE

NOW is the time to order your New Year's SCIMITAR for '83 delivery — 'phone for our attractive terms.

1980 SCIMITAR GTE. Overdrive, Wolfrace, p.a.s. in immaculate condition throughout. **£6,750**
1979 LOTUS ECLAT 521. Red, sunroof, 36,000 miles only, excellent. **£6,750**
1981 FIAT X19. Metallic blue, 5-speed, r / stereo, 19,000 miles, one owner. **£4,450**
1979 MGB SPORTS Roadster. Cobra wheels, rustproofed, 26,000 miles only, immaculate throughout. **£3,650**
1981 X VW GOLF GTI. Black, excellent condition, one owner, FSH. **£5,250**
1979 T PORSCHE 924 Lux. 5-speed, FSH. **£6,750**
JAGUAR MKII SALOON 2.4. Overdrive, stunning classic in white, original body, painstaking restoration. **Offers**
1980 W TVR TASMIN 2.8. 28,000 miles, yellow, sunroof, two owners. **£7,950**
1978 MG B GT. Black, overdrive, radio, 2 owners, T-Reg. **£3,250**
1977 TVR 3000M. Green with cream coachband and sunroof. Rare and desirable overdrive model. **£4,250**
1975 TRIUMPH TR6. P-REG. Maroon with tan hood, o/d, with history. **£3,450**
1980 BMW 320. Six-cylinder flier in black, 30,000 miles. **£5,650**
TVR TAIMAR. Choice of two — in black — 1980 'V' and 1977 S-Reg.
1975 MG B GT V8. Chrome bumpers, five speed box, blaze, Wolfrace wheels. An exciting car. **£3,250**
1976 JAGUAR XJS. Elegant, manual motor car in B.R.G. over gold. 56,000 miles and marvellous value. **£4,795**
1976 TRIUMPH STAG. R-Reg. H/s tops, excellent throughout, engine reconditioned by DVM. **£3,295**
BRISTOL 405. Two-litre, manual with overdrive, 48,000 miles recorded, currently M.o.T.'d. **£3,350**
1967 JAGUAR 2.4 MKII, with overdrive. White with red interior. Original body and absolutely flawless. **£3,750**
1971 LOTUS +2. White, 53,000 miles, a very good and genuine example. **£3,250**
1977 MG MIDGET. S-Reg. Maroon, reliable little car. **£1,795**
1977 TRIUMPH TR7. Red / silver, check cloth seats, S-Reg. **£2,250**
1979 MINI 1275 GT. Yellow, striped cloth seats. **£2,195**
1978 JAGUAR 4.2 XJ6. Squadron blue, excellent luxury saloon, 66,000 miles. Bargain of the year! **£2,995**
Expected soon: **4.2 E-Type 2+2** in white.

IMMACULATE SPORTS/CLASSIC CARS BOUGHT FOR CASH OR SOLD ON COMMISSION — CONTACT US FOR DETAILS.

(LATE MANUAL SCIMITARS REQUIRED NOW):
WE ARE TVR and SCIMITAR specialists and offer full service facilities & electronic tuning / gas analysis

TVR — FACTORY SPARES STOCKISTS — SCIMITAR

We are just 2 miles from M1 (Junction 33 34) towards Rotherham.

DEARNE VALLEY MOTORS
0709 95 SHEFFIELD RD. 2966
ROTHERHAM

ALFA SAAB

FULL RANGE OF NEW ALFA ROMEO & SAAB CARS FOR IMMEDIATE OR EARLY DELIVERY.

We wish all our Motor Sport customers a happy Xmas and a prosperous New Year

All used cars up to 5 years old sold with one years full warranty

1982 Y Saab Turbo Sedan in black, huge saving. **£10,495**
1982 Y Giulietta 1.8 in black. **£6,295**
1982 Y Alfasud 1.5 Hatch in silver. **£4,795**
1982 Alfasud 1.5 4-door in ivory. **£3,995**
1981 (Nov) Alfasud 1.5Ti Hatch in silver. **£4,795**
1981 (Nov) Alfasud 1.5 4-door in ivory. **£3,495**
1981 Alfasud Sprint Veloce in met. green, fitted alloy wheels, sunroof, electric windows, one owner. **£4,795**
1981 Alfasud 1.5Ti Hatch in red. **£4,695**
1980 (Nov) Alfasud TiS in silver, alloy wheels. **£2,995**
1980 Alfasud 1350 4-door in red. **£2,495**
1980 W Giulietta 1.6 in dark green, one owner. **£3,295**
1980 Alfetta 2000 GTV in Le Mans blue, 6" alloys, sunroof, one owner. **£4,095**
1980 (Nov) Alfetta 2000L in ivory, 6" alloys, factory sunroof, one owner, 12,000 miles only. **£3,695**
1980 (Nov) Alfasud TiS silver, fitted Westune twin carb conversion, a quick car. **£3,295**
1980 W Giulietta 1.6 dark green, one owner. **£3,495**
1980 W Alfasud MkIII Saloon 'S' choice of white or d/blue. **£2,895**
1979 Alfasud Sprint 1.5 choice of d/blue or red. **£2,995**
1979 Giulietta 1.6 in pine green. **£2,295**
1979 Alfasud 1.5 4-door in red, one owner. **£2,195**
1979 Alfetta 2000GTV in ivory, sunroof. **£2,995**
1979 (Oct) Alfasud Sprint Veloce bright yellow. **£3,395**
1979 Alfasud Sprint d/blue. **£2,895**
1978 (Oct) Alfetta 1.6 GT in white, a very clean, low mileage car. **£2,195**
1978 Alfasud Sprint 1.3 in Pompeii yellow. **£2,295**
1978 Alfasud Sprint 1.3 yellow. **£2,395**
1978 Alfasud Sprint 1.5 in Alfa red. **£2,695**
1977 Alfetta 2000 GTV in olive green. **£1,895**
1975 Spider 2000 in English green. **£1,795**
1975 Saab 99LE auto in brown. **£795**

1967 Alfa Romeo Giulia Sprint GT in dark green, very sound. **£695**

1982 Kawasaki 550 GPZ latest specification. **£1,295**

1975 Vanden Plas 1.5 Auto in white, leather interior, low mileage, exceptional. **£1,395**

Westune

WESTUNE LTD, CROWN LANE, HORWICH, BOLTON

Tel: Bolton (0204) 68621

BELL & COLVILL LTD

When it comes to choice there is no substitute

ALL NEW ALFA ROMEO, SAAB & LOTUS MODELS AVAILABLE FOR IMMEDIATE DELIVERY FROM STOCK

1982 Lotus Esprit Turbo, finished in calypso red with black interior, BBS alloy wheels, stereo, 6,000 miles, one owner. **£16,995**

1981 Lotus Esprit Turbo, finished in calypso red with red leather interior, alloy wheels, stereo, 8,000 miles, one owner. **£15,995**

1982 Lotus Esprit S3, finished in metallic silver with red velour interior, BBS alloy wheels, glass sun panel, 14,000 miles only. **£12,995**

1980 Lotus Esprit S2.2, finished in Bermuda Blue metallic with champagne leather interior, alloy wheels, stereo, 22,000 miles, one owner. **£10,795**

1978 Lotus Esprit SII, finished in carnival red with black cloth interior, alloy wheels, stereo, 39,000 miles, two owners. **£8,295**

1978 Lotus Esprit S1, finished in light metallic green with black cloth interior, glass sun panel, alloy wheels, stereo, 34,000 miles, two owners. **£6,995**

1981 Lotus Elite 2.2, finished in metallic silver with hopsack interior, power steering, stereo, 18,000 miles, one owner. **£12,495**

1980 Lotus Elite 501, finished in Bermuda blue metallic with red leather interior, power steering and stereo, alloy wheels, 19,000 miles, two owners. **£9,995**

1980 Lotus Eclat 2.2, finished in carnival red with hopsack interior, stereo, alloy wheels, 19,000 miles, one owner. **£10,495**

1980 Lotus Eclat 2.2, finished in black with hopsack interior, power steering, stereo, alloy wheels, 10,000 miles, one owner. **£10,995**

1980 Lotus Eclat 2.2, finished in ice blue metallic with hopsack interior, stereo, alloy wheels, 15,000 miles, one owner. **£10,795**

1978 Lotus Eclat 521, finished in metallic gold with black cloth interior, stereo, alloy wheels, 44,000 miles, two owners. **£6,995**

1980 Range Rover, finished in beige with cloth interior, full length Webasto sunroof, option pack, 25,000 miles, one owner. **£8,995**

1978 Porsche 924 Lux, finished in white with cloth interior, sunroof, stereo, alloy wheels, 48,000 miles, two owners. **£6,995**

1980 Triumph TR7 Convertible, finished in pale metallic blue with cloth interior, 5-speed gearbox, 11,000 miles, radio. **£3,995**

1981 BMW 520, automatic finished in metallic silver with velour interior, stereo, power steering, 24,000 miles, two owners. **£7,695**

1981 82 Model Saab Turbo 900, 5-door 5-speed manual admiral blue, with blue velour, stereo, sun roof, alloy wheels, central locking, 7,400 miles, one owner. **£9,495**

1981 Alfa Romeo GTV6 2.5, finished in gunmetal metallic with velour interior, sunroof, air conditioning, stereo, 15,000 miles, one owner. **£7,495**

1982 Alfa Romeo Guilietta 1.8 saloon, finished in Periwinkle blue metallic, cloth trim, alloy wheels, stereo, headlamp wash and wipe, 3,000 miles, one owner. **£5,995**

1982 Alfasud 1500 Ti hatchback, finished in water green metallic with beige cloth trim, alloy wheels, stereo, 6,000 miles, one owner. **£4,995**

1981 Alfasud 1500 hatchback, finished in black with grey cloth interior, glass sunroof, 20,000 miles, one owner. **£3,995**

1981 Alfasud Sprint Veloce, finished in dark blue with beige cloth, stereo, 3,000 miles from new, two owners. **£4,795**

1980 Alfasud 1350 Super, finished in Alfa red with cloth interior, 23,000 miles, radio, one owner. **£2,995**

1978 Alfa Romeo 2000 Spyder Convertible, Alfa red with black trim, stereo, one owner from new. **£4,495**

1981 Alfasud Ti 1500 Veloce, finished in ivory with beige cloth interior, Exim alloy wheels, stereo, 16,000 miles one owner. **£4,195**

1982 Alfa Romeo Alfetta 2000L Saloon, finished in white with grey cloth interior, stereo, 7,000 miles. **£4,995**

EPSOM ROAD, WEST HORSLEY, LEATHERHEAD, SURREY KT24 6BR. TELEPHONE: EAST HORSLEY 4671
OPENING HOURS: WEEKDAYS 9.00am - 7.00pm, SATURDAY 9.00am - 6.00pm, SUNDAY 11.00am - 6.00pm

As England's leading Lotus, Alfa and Saab dealer you would expect us to have a near perfect after-sales back-up service — you would be right, because we have.

A highly professional management team backed by skilled factory-trained mechanics and parts staff leaves nothing to chance. Try our parts department for the classic Lotus and Alfa spares you just can't find. We also run a full 24 hour postal service second to none. Phone Keith Davies for service and Keith Potter for parts. Don't settle for anything but the best.

IMMEDIATE OR EARLY DELIVERY ON ALL NEW VOLKSWAGEN AND AUDI MODELS

SPECIAL AUTUMN PROMOTION ON VW POLO CLASSIC VW JETTA — VW SANTANA — VW TRANSPORTER AUDI 80 — AUDI 100 — AUDI 200

1982 Audi 80 CD, diamond silver, full specification, 1 owner, 4,000 miles. **£7,695**

80 W Audi 80 LS, Onyx green metallic, one owner from new, radio, full history, 25,000 miles. **£3,495**

81 W Alfasud Sprint Veloce, finished in black, one owner, 16,000 miles, radio, supplied and serviced by us. **£4,795**

78 S Polo N, yellow, 1 owner, 27,000 miles only, full service history. **£1,995**

82 Y Jetta GL, Surinam metallic, one owner, 2,000 miles only. **£5,495**

80 V Jaguar XJS, Maroon, one owner, 9,000 miles only, full specification. **£10,950**

82 X Alfasud Ti 1.5, white, 1 owner, full service history, immaculate. **£4,995**

78 T (1979 mdl) Audi 100 GL5E, metallic blue, one owner, 35,000 miles, full service history. **£2,995**

81 X Scirocco GTi, baikal blue, alloy wheels, with P6 Pirelli tyres, Pioneer stereo, front spoiler, fog lights, sunroof. **£5,995**

80 W VW Golf GLi convertible, black with black cloth upholstery, alloy wheels, radio. **£5,750**

82 X Alfasud Sprint Veloce, red, one owner, supplied and serviced by us, full 82 specification, immaculate. **£5,495**

82 Y VW Polo Classic GL, Inari silver, one owner, low mileage. **£4,595**

81 X Lotus Esprit Series III, Essex blue, half champagne, leather interior, BBS alloy wheels, glass sunroof, supplied and serviced by us, 7,500 miles only. **£12,495**

PLEASE TELEPHONE FOR DETAILS OF OUR OTHER GUARANTEED USED CARS

119/123 CROYDON ROAD, CATERHAM, SURREY. TELEPHONE: CATERHAM 49137
OPENING HOURS: WEEKDAYS 9.00am - 7.00pm, SATURDAY 9.00am - 6.00pm

and it costs no more!

The Dream You Can Afford



Do you know . . .

. . . that for as little as £33,000 you can buy a fully equipped Robinson R22 Helicopter?
. . . that it takes only 35 flying hours to learn to pilot your own helicopeter?
. . . that cruising at 106 m.p.h. the Robinson achieves more than 15 m.p.g.?

SLOANE HELICOPTERS LIMITED
45 Seagrave Road,
London SW6 1SA.
Telephone: 01-581 1091
Telex: 8814924

Sole UK distributors



Hyperformance SPORTS CARS

01-743 0671

40-44 Western Avenue, London W3.

FERRARIS

308 GTS, Regn. No. PAT 308, red, black leather, P7's on w./wheels, deep spoiler, air con., stereo. £16,995

308 GTS, '79, red, black hide, w./wheels, stereo etc. £13,995

308 GTB, '79 V, red, black hide, air con., wide wheels, stereo etc. £14,495



308 GTB, '79 V, silver, red leather, 1 owner, deep spoiler, air con., wide wheels, stereo, etc. £14,495

308 GTS, red, stone hide, wide wheels, air con., stereo. £12,795

308 GT4, '78 T, silver, blue hide, w/wheels, air con., stereo. ..£9,995

LOTUS ESPRITS

S2, '78 T, gold, black trim, stereo. £7,495

S2, '78 T, blue, black hide, stereo. £7,695

S2, '79, blue, stone hide, stereo. £7,995

S2, '79, red, black trim, stereo. £8,250

OPEN SUNDAYS
ALL HIGH PERFORMANCE SPORTS CARS ('78 on) BOUGHT FOR CASH



S2, Comm. Edn., 39 black, 8 gold, usual extras. £8,995

S2 .2, '80, silver, red hide, usual extras plus air con. £9,995

S3, '81 X, red, black trim, BBS wheels, stereo etc. £12,250

Elite 501, '79 V, red, black cloth, usual extras plus stereo. £7,495

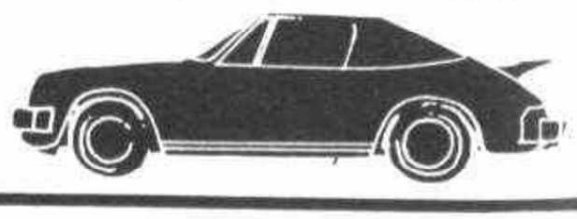
PORSCHE

911 SC Sports Coupe, 1980, ice blue, blue trim, full sports spec plus stereo etc. £14,495

911 SC Sports Targa, '80 mod. met. black, martini stripes, 1 owner, AFN history, full spec. £14,495

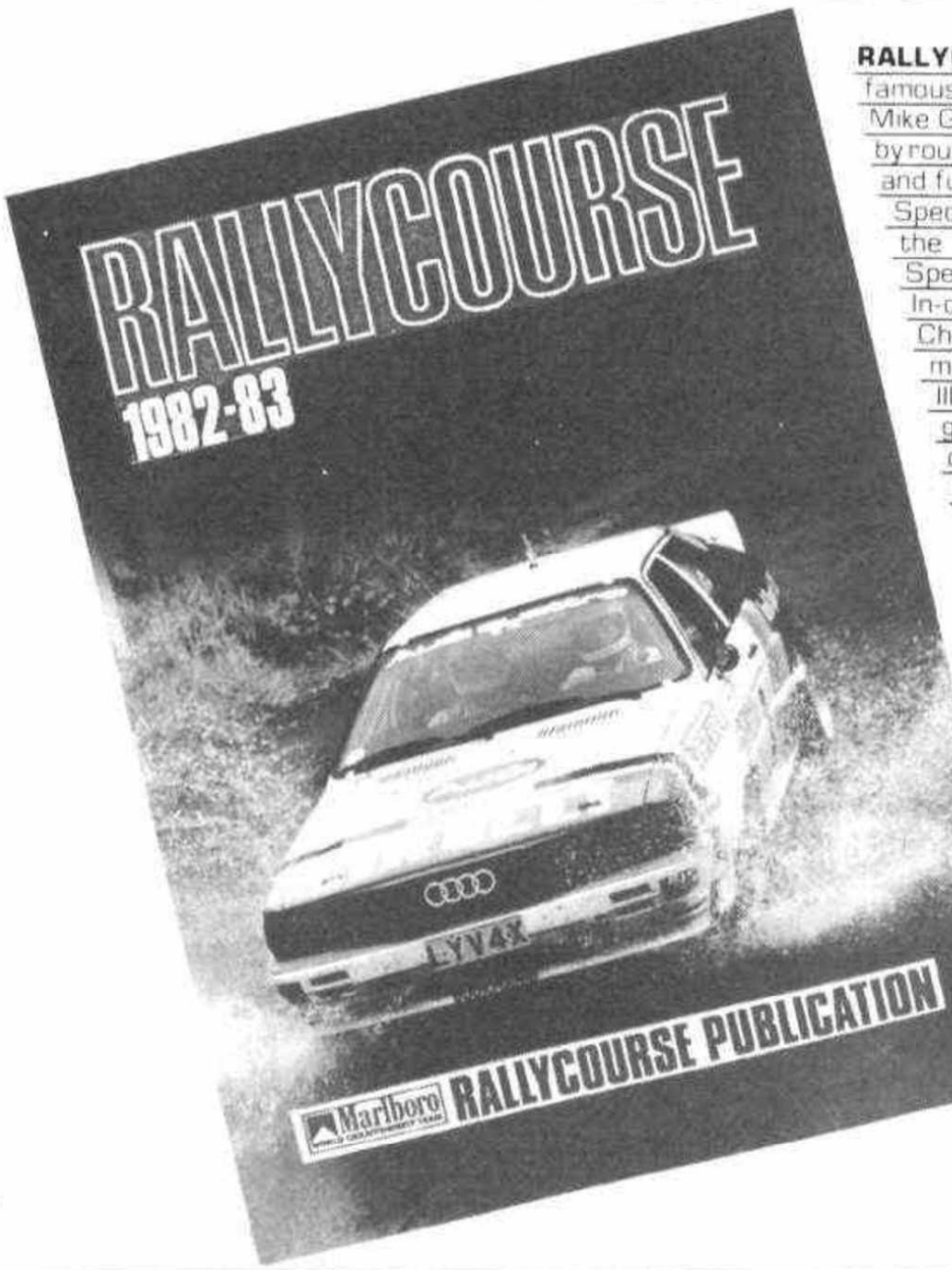
924, '80 W, Indiana red, tan trim, sun roof, stereo etc., 1 owner with history. £8,795

924 Lux Auto, '82 X, Met. red, sunroof, pdm stereo etc., 1 owner with history. £9,495





COMING YOUR WAY!



RALLYCOURSE 1982-83 From the publishers of **Autocourse**, the world famous Grand Prix annual now in its 31st year of publication. Edited by Mike Greasley, **Rallycourse** 1982-83 brings you comprehensive, round by round reports on the World Rally Championship, including stage times and full results.

Special features include: **Rallycourse's** Top Ten Drivers — Profile of the 1982 World Champion — Technical Review — Complete Car Specifications — Michele Mouton — 4-Wheel Drive Feature.

In-depth coverage of: British Open Championship — European Championship — Pace Autosport Championship — Full Results and much more.

Illustrated throughout in brilliant colour and black & white photography, **Rallycourse** is presented in a 12¾" x 9½", 192 page case-bound book. Don't miss this first edition — due for publication in January 1983.

PRE-PUBLICATION POST-FREE OFFER
ORDER NOW & SAVE £2

Please send this coupon and your cheque/postal order made payable to RALLYCOURSE to:
RALLYCOURSE — PRE-PUBLICATION OFFER. MSR1
3 Richmond Hill, Richmond, Surrey TW10 6RE
Please send me ... copies of RALLYCOURSE 1982-83 at £13.95 (P&P Free)

Overseas cheques MUST be drawn on a London-based bank in £ sterling.

Name ... BLOCK CAPITALS PLEASE

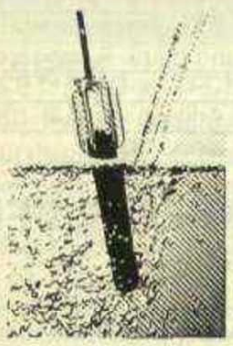
Address

If you do not wish to cut out this coupon please write stating code number **MSR1**





Fosbomb.™ The longer lasting screenwash in a capsule.



Ordinary screenwash additives have one big disadvantage. They run dry as often as the water. Usually just when you need them most.

So every time your washbottle needs refilling the screenwash additive needs replacing.

Fosbomb is different. A pen size capsule of super concentrated solubles designed to last through dozens of washbottle fillups.

So when driving conditions are bad, and water alone isn't really enough, Fosbomb's unique deep blue cleanser continually converts water to a powerful active screenwash.

Every time you refill the water, you automatically recharge the Fosbomb.

It fights road film, grease and mud to keep your screen clear and sparkling for journey after journey.

Fosbomb. Hang it in your washbottle and see the difference!

Ask for it at your autoshop.

Fosmin Products. For smarter work and an easier life.



Fosmin English Abrasives Ltd., PO Box 85, Marsh Lane, Tottenham, London N17 0XA.

VOL. LVIII No. 12 DECEMBER 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	1609
Fixtures	1610
Club News	1611
Formula One Scene	1612
Ferrari — World Champions	1614
Rallysprint	1619
Fragments of Forgotten Makes	1620
Air — Duxford Airfield	1622
Veteran-Edwardian-Vintage	1624
Rallysprint in colour	1640
Triking road-test in colour	1642
TT Vauxhall in colour	1644
Brighton Run in colour	1646
Formula One Winners in colour	1648
Historic GP Cars	1653
Rally Review — Ivory Coast	1654
Technical Description — BMW 3-series	1656
Books for Christmas	1659
Road Impressions — Sierra 1.6 L, Audi Coupé Injection	1666
Letters from Readers	1667

FRONT COVER PICTURE: ALISTAIR TEMPLETON takes the Editor for a spin in his newly re-created 1922 TT Vauxhall.

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

BREAKING THE HIDDEN CODE

The country in which a car was made used, in some degree, to be stamped upon it, a sort of National-imprint, just as language, accent and appearance indicate a human being's origins. With the coming of Multi-Nationals and World-cars, this aspect of the motor car has changed, with almost identical utility vehicles being churned out in vast numbers. The throwback to a time when, for example, the dignified Royal Daimler dispensed with a badge or name-plate, its famous fluted-radiator and slatted petrol-tank being deemed sufficient identity, has grown very slim. Now name-plates are about all that distinguish one little Eurobox or Japobox from its innumerable brothers and sisters. Gone are the days when Italian cars possessed more than most the ability to storm up Alpine passes without stalling or boiling, when French cars, developed through the pioneer road races, had a logical personality all their own (as Citroëns still do), when American cars were mostly for the masses and so were made from inexpensive materials that nevertheless endowed them with longevity (remember the Chevrolet "Cast-Iron Wonder" or "Stove-Bolt Six"?), and when Germany, like Britain, tended to go for stodgy, solid cars.

These ramifications of National identity evaporated long ago, although a few tenuous links remain. From Italy, where they adore fast driving and motor-racing, the Alfa Romeo Giulietta, while it may not be any faster on a given journey than, say, a Ford Escort XR3, and is perhaps more tiring to drive quickly, is still FUN. The real point of this discourse is, however, that with growing competition all round us, the "Jobs For Britain" campaigners believe that buying foreign imports inflates British unemployment and that the resultant costs of Unemployment Benefits and Social Security increase taxation, so that investing in a foreign car costs more than its face value. But how do you ensure that the car *is* British-built, when the Astra, Capri, Cavalier, Cortina, Escort, Fiesta, Granada, Horizon, Rancho, Royale, Samba, Sierra, Tagora or Viceroy, for example, may well have come from abroad? Ford has plants in Germany, France, Belgium and the Irish Republic, and went to Spain for its Fiesta factory. Vauxhall has upset its workers by assembling the new Nova / Corsa in Spain, and other Vauxhall models are thinly disguised German Opels. So how do you tell if you are really buying a British car?

The cracking of the hidden code that tells you was divulged to us recently. Seeking our car at the end of a tiring day at the NEC Motor Show, in the distant car-park to which we had been directed because the Press one shown on the SMMT's map was a myth and all the reserved space for 21,500 vehicles was filled before the Show opened, our long walk in pouring rain ended at last. Never have we been more pleased to see the Alfa Romeo. But it was annoying to find a piece of sodden paper flapping from a wiper-blade. What could it be? Not a parking-ticket, for this was private-ground. A blurb for some nude show or a Birmingham restaurant, maybe. Reluctantly we stretched out an arm into the damp night and removed it. When it had dried out it proved to have been issued by the "Jobs for Britain" campaign and it explained how to Crack The Code. . . The JFB people believe that you have a right to know whether or not you are investing your money in a British-made car. It had certainly obtained sizeable free publicity in those crowded SMMT car-parks. . . .

This is how it works. Every vehicle is required, by the Trade Descriptions Act, to carry a Vehicle Identification Number, usually found in the engine compartment. This computer-like VIN looks something like this:- VTXSENBDDIADI123456x. "Not easy to decipher? Holmes." "But it can be done, Watson!" With the help of the JFB Code-Breaker, he might have added! You crack the VIN code like this: You can tell where the car comes from by looking at the first letter or, in some cases, you need to look at the first two letters.

If the first letter is:		*The car was made in:*
U		Republic of Ireland
W		West Germany
Z		Italy
	And the second letter is:	
Y	A, B, C, D or E	Belgium
Y	S, T, U, V or W	Sweden
V	F, G, H, J, K, L, M, N, P or R	France
V	S, T, U, V or W	Spain
S	A, B, C, D, E, F, G, H, J, K, L, or M	United Kingdom

Continued overleaf

We wish our readers
A Happy Christmas and New Year

Motor Sport Fixture List for December

★ 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
Dec. 4th	Stockport Motor Club	Oulton Park Circuit	Cheshire	Allsecure Stages Rally	—
Dec. 4th/5th	West Midlands Police MC	Coppice Service Station & Restaurant	140/268997	Tally Ho Rally (*R*)	22.30
Dec. 4th/5th	Caernarfonshire & Anglesey MC	Wellfield Car Park, Bangor	115/582722	J. J. Brown Memorial Rally (*R*) (Round *Motoring News* Championship)	—
Dec. 4th/5th	Birmingham University MC	Leominster Car Auctions, Kingsland, Herefordshire	149/437596	November Rally (*C*)	23.01
Dec. 4th/5th	Ecurie Royal Oak MC	Congleton Cattle Market	118/863642	Oaks Trophy Rally (*R*)	—
Dec. 5th	BRSCC	Brands Hatch Circuit	Nr. Dartford, Kent	Race Meeting (*R*)	—
Dec. 5th	Mid-Thames CC & Farnborough DMC	Vick Bros, Farnborough	175/864552	Sort Out Stages Rally (*R*)	10.01
Dec. 11th	Warrington & DMC	Knowsley Safari Park	Nr. Liverpool	Howarth Motors Enville Stages Rally (*R*)	—
Dec. 11th	High Moor MC	Oulton Park Circuit	Cheshire 117/588653½	Single Venue Stages Rally (*R*)	09.00
Dec. 11th/12th	Herefordshire MC	Burgoynes of Eardisley	—	Hereford Evening News Rally (*R*)	23.30
Dec. 11th/12th	Grimsby MC	Grimsby Motors Ltd.	113/271½099	Clubman Charity Rally (*CJ*)	23.30
January 2nd	Port Talbot MC	Ministry of Defence property	Mynydd Epynt	Virgo Rally (*R*)	09.30

MATTERS OF MOMENT
Continued from previous page

Using this chart, and the aforesaid VIN as an example, you can see that the car it applies to which has V as the first letter and T as the second, was made in Spain.

As a tempestuous year draws to a close, and remembing the closing-in of the Japanese Invasion, the growing importation of cut-price cars from the Continent, the loss of sales even to Rolls-Royce Motors, and the realisation that, just as it has been said that up to the war, Lancia had never made a really bad car, so Germany today has mainly good makes of cars, we feel that those who patriotically buy British should be in possession of this code-breaker. . . .

MAKE HASTE, NOBLE

Richard Noble, who has been questing for a new LSR with Thrust 2, is a brave man. Doing a timed 595 m.p.h. over Navada's Black Rock Desert endorses this — and proves that the ususual tyre-less wheels of his car can cope with such speeds. But, alas, he has failed to break the American record, by under 40 m.p.h.

We maintain that those who complain of the long delays inevitable with record-bids of this magnitude should remember that it is *the driver, not they*, who has to get in and go, when the time comes. This was very evident in the tragic case of Donald Campbell. . . .

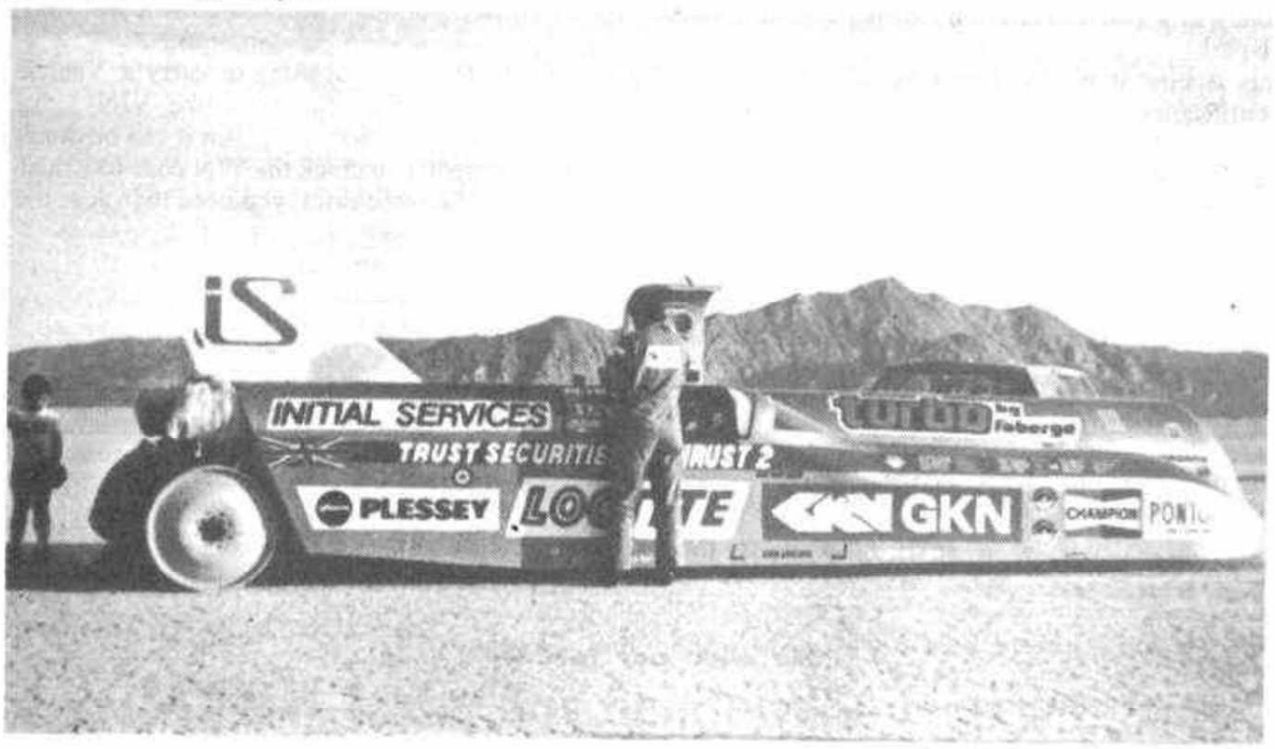
Nevertheless, Project Thrust finance has now topped £1,305,000 and there is a growing impatience for results. Let us hope that Noble will eventually succeed. Otherwise Thrust 2 will join past failures like Djelmo, the Sunbeam Silver Bullet, and the Fred H. Stewart Enterprise, etc.

Rolls-Royce Heritage Art Exhibition

THE Rolls-Royce Heritage Trust, in association with the Guild of Aviation Artists, is to hold an exhibition at Derby City Art Gallery from February 26th to March 26th, 1983. The theme for the exhibition will be "Rolls-Royce from its foundations in 1906 to the present day".

Considerable prestige and publicity will attach to the exhibition. The Trust and the Guild would like to know of any paintings of Rolls-Royce-powered aircraft, ships or cars which are in the possession of companies or private owners which might be borrowed for possible inclusion in the exhibition. Work by such well-known artists as Terence Cuneo, Frank Wootton, David Shepherd, Michael Turner and the late Roy Nockolds is particularly sought. Please reply to Mrs. Yvonne Bonham, Secretary, The Guild of Aviation Artists, 11 Great Spilmans, London, SE22 8SZ. (Telephone: 01-693 3033.)

RICHARD Noble's Thrust 2 has come very close to regaining the LSR for Britain, but a renewed attempt will have to wait until next year.



OBITUARY

Harold Nockolds

THE third of the Nockolds brothers, Harold, has died, at the age of 75. Having the distinction of deciding while at school that he wanted to be a motoring journalist (when most of us opted for engine-driver or racing-motorist, and there were no Sir William Lyons' scholarships), how well he fulfilled that ambition. Like other now well-established motoring writers, Nockolds started on the staff of MOTOR SPORT — it is said as its Continental Correspondent, who never left London, doing his race reports by translating from foreign newspapers! He left to become *The Times* Motor Racing Correspondent in 1936. I well remember how PROs would drop what they were doing or those they were talking to and step out smartly to meet the immaculately-dressed Mr. Nockolds when he appeared at one of their Press functions.

He cemented this affinity with the late Dudley Noble (who had a habit of coming to Press parties in vast carriages from Daimler Hire) by writing the first definite history of Rolls-Royce, "The Magic of a Name", which G. T. Foulis & Co published, with colour inserts, in 1938, a book that has been widely followed up ever since.

After a distinguished war career ending up as an RASC Major, Nockolds returned to *The Times* in 1946. He left in 1960 to edit *Motor* and rose to take successively important positions in Temple Press, finishing in the MD's chair, and then rising equally successfully in IPC Transport Press, ending as its Deputy Chairman. His last great task was the complication of a two-volume history of the Lucas Group and he was Chairman of the GMW in 1952, 1957 and 1963, before being elected a Vice-President. Harold Nockolds was also a committee member of the RAC and a Liveryman of the Worshipful Company of Coachmakers and Coach Harnessmen. — W.B.

* * *

A Plea

A DISABLED reader from Kent is hoping that a friendly Clerk of the Course will allow him to assist in the running of a motorsport event. Ronald Cottrell has been following the sport for some years but has yet to realise this ambition. If anyone in the South East can help, their letter will be forwarded.

VSCC LAKELAND TRIAL

THE LAKELAND Trial saw a change in the administration this year because Dick Smith, the Clerk of the Course since the series started, elected to become a competitor driving Mark Joseland's Frazer Nash, whilst Mark became Clerk of the Course. Dick might just have got an award had not his bottom gear chain come off whilst he was climbing Drumhouse (note that it came off — Frazer Nash chains never break, of course). Whilst replacing the chain in the light of a match, for darkness had descended at the end of the trial, Dick remarked that the late John Grice always replaced the spring link with his nail — but then John Grice used to check the plugs for a misfire on his racing Maserati by putting his hands on them with the engine running. In view of the fact that Dick is a dentist, it was a relief to note that his hands are evidently more sensitive.

The winner of the trial was Geoff Winder, for the second year running, in his very smart grey Ulster Austin whilst the runner-up, only two points behind, was his fellow Yorkshireman, Harry Spence, in his Lea-Francis Special. David Uglow and Richard Clarke who came close behind in their HRGs are no strangers to first class awards, but John Blake, quite used to them in his 12/50 Alvis, secured one for the first time in the Frazer Nash he has rebuilt and campaigned in recent trials in place of the Alvis. David Marsh got a third class award in the Brescia Bugatti he has recently constructed (most of the parts are from one car he proudly said). This beautiful little machine was positively gleaming in its black paint at the beginning of the trial, but after a couple of hills it was as covered in mud as its occupants. The only heavy metal to get an award in the short chassis class was Ivor Phillips' Silver Eagle Alvis Special.

In the other class for the longer chassis cars the Stars and Stripes were triumphant when VSCC President Tom Threlfall's Model A Ford saloon — or is it a sedan? — won from Jack McEwan's Riley 9 tourer and Brian Gray's 30/98 Vauxhall Velox by some ten points. Tim Llewellyn's 4½ Bentley had a puncture whilst climbing Lothwaite Side which put it out of the awards list, and later Tim managed to buy a 19" tractor tube in Keswick so he could have a spare for his run down south in the evening in order to take part in the Brighton run the following day. This open Bentley was playing tunes at lunch time outside "The Pheasant" by Bassenthwaite Lake as it is equipped with a cassette. This led to a discussion as to whether it could possibly be considered to be a vintage car with such an accoutrement, which Tim countered by pointing out that it was playing vintage music.

The VSCC is forever grateful to the local landowners who make this trial possible in such beautiful surroundings. Between 60 and 70 cars took part, and the new proprietor of the slate quarry on Drumhouse at the top of Honister Pass was there to welcome members as they came through the gates — a gesture which was much appreciated. — Peter Hull.

RESULTS

Kirkstile Trophy, RP 1951 Cup and First Class: R. G. Winder (1930 Austin 7).
Kirkstile Plate and First Class: T. J. Threlfall (1928 Ford Model A).
First Class: H. Spence (1930 Lea-Francis), W. D. Uglow (1937 HRG), J. F. Blake (1928 Frazer Nash) R. J. Clark (1937 HRG), J. A. McEwen (1930 Riley), B. Gray (1924 Vauxhall).
Second Class: B. M. Clarke (1929 Austin), J. N. Fenner (1929 Riley), D. Johnson (1933 Frazer Nash), J. I. Phillips (1929 Alvis), J. Ghosh (1924 Vauxhall).
Third Class: S. G. White (1933 Riley), S. I. Mann (1926 Austin), D. R. Marsh (1925 Bugatti), J. P. Evans (1928 Austin), B. S. Downes (1928 Austin).

Quality Instruments

THOSE who remember the old, precision-made British-Jaeger chronometric speedometers and tachometers will be pleased to learn that these accurate instruments, which used a watch-like escapement mechanism to actually count the revolutions of the input drive (hence the somewhat jerky movement of the pointer or needle), are to be manufactured again. They were discontinued some years ago when Smith's transferred the stocks of spares to their subsidiary company, Thos. Richfield & Son, who repaired these instruments.

Speedograph Ltd. of Darlton Drive, Arnold, Nottingham, NG5 7JR have now taken over Richfield's from Smith's and the company is again making these old-style instruments. Richfield's, established in 1938, also continue their 24-hour repair service for these and other kinds of vintage and modern car-instruments, from Broadstone Place, Baker Street, London, W1H 4AL (01-935 0402). The Jaeger-type tachometers are being made in 3" and 6" dia. sizes. — W.B.



CLUB NEWS

A Fiat 500 Club?

THERE used to be a thriving Club for Fiat Mice or Topolinos but it seems to have gone to ground, although, of course, the Fiat Register caters for Fiats, and associated makes, of all kinds. Jeremy Broad is interested in starting a Club for Fiat 500s and all the derivatives, including the Fiat 600. His address is: 124, Longmore Road, Shirley, Solihull, W. Midlands. — W.B.

Holbay Register

OWNERS of Hillman Hunter GLS & Sunbeam Rapier H120 cars are invited to join a register aimed at providing service information, tuning advice and the formation of spares location records. Enquiries should be sent with a stamped addressed envelope to the Register Secretary, who is Miss Nathalie Ingold, c/o Holbay Ltd., 4 Betts Avenue, Martlesham Heath, Ipswich, Suffolk, IP5 7RD.

Club Peugeot UK

THE title of this club's newsletter is *The Peugeotist*, and the latest "Classic Car Show" edition gives ample evidence of the enthusiasm of the organisers. As well as the usual events and parts sections, there are technical files, personal experiences, and international contributions too, generously illustrated with photographs and drawings. All Peugeot and Panhard cars are catered for; the secretary is Phil Clatworthy, 68 Carlyle Road, Manor Park, London.

Jowett CC

THE new Hon. Secretary of the Jowett CC is Alan Merry, 29, St. Margaret's Avenue, Deepcar, Sheffield, S30 5TE.

Capri 70 Owners Club

FREE membership for the first year is the enticement to join this new club for owners of the 1969-on Capris. Those interested should write with an s.a.e. to Nigel Powell, 56 Cockshute Hill, Droitwich, Worcs.

MORE CHRISTMAS BOOKS

Back on the books front, enthusiasts for the more modern motorcycles might like to receive "A Million Miles Ago" by lifelong motorcyclist Neale Shilton, about his Triumph days, about servicing these machines, and travelling all over Britain and the World in connection with selling Norton Interpols, and later BMWs, to Police Forces. This Foulis imprint is priced at £9.95. Fine sporting photographs fill Geoffrey Nicholson's "Eammon McCable — Sports Photographer" (Aurum Press, 11 Garrick Street, London, WC2E 9AR, 126 11¾" × 8¼" pages, £9.95), but I am sorry to see that only one motor-racing picture is included among all the fine action and personality shots (and that of a crash, Tambay in a McLaren at Long Beach in 1979), and to learn that the great camera-man was waiting for one to happen. . . (Apart, that is, from a Cockpit Study of John Watson, taken at Silverstone in 1981). — W.B.

* * *

Another one from Haynes is a Chris Harvey study of the Lotus Elite, Elan and Europa models, an Oxford Illustrated Press imprint selling for £8.50, and the Yeovil publisher also has a big paperback by Jan P. Norbye about "Automotive Fuel Injection Systems". This

Continued on page 1667

The Formula One Scene

DURING the past season at most of the Grand Prix events there were meetings and discussions between everybody involved in the Formula One scene. Drivers had meetings, team chiefs had meetings, designers had meetings, sponsors had meetings, FOCA had meetings, FISA had meetings, the Press had meetings, the tyre people had meetings, the organisers had meetings and I think the only people who didn't have a meeting were the mechanics, they were too busy working. Everybody was talking about the present of Formula One, the future of Formula One and a new Formula for 1985. Few of the meetings produced any worthwhile results and one wag in the paddock suggested a new Formula using hot-air engines, as he considered the paddock generated an inexhaustible supply of fuel. My reaction to the suggestion was "will we be able to use turbochargers?"

Some of the meetings never divulged their findings, others poured forth long-winded statements that said little, other made pompous announcements stating the blindingly obvious, like "Formula One is dangerous". Most of the time people overlooked some very simple facts, such as a racing car only becoming dangerous when somebody gets in it and drives it. A stationary racing car with no driver in it is a remarkably safe contrivance, unlike a motorcycle which can fall over unaided, or a bridge that nature can cause to fall down. Another fact that many missed was that the whole point of motor racing is to win, and you do this by going farther and faster than anyone else in a given time, or you cover a set distance in a shorter time than anyone else. A designer's object is to make his latest racing car faster than the previous one, otherwise he might as well keep the old one.

One of the best meetings was the one at Hockenheim where the engine designers got together for a round-table chat. Included were Forghieri (Ferrari), Duckworth (Cosworth), Hart (Hart), Martin (Matra), Chiti (Alfa Romeo), Rosch (BMW) and Metzger (Porsche). The question of the existing engine Formula was discussed and in particular the equivalency ratio of 1½-litres with supercharging or turbocharging versus 3-litres normally aspirated, and there was unanimous agreement that it was unfair. It was also agreed unanimously that it was impossible to equate the two types of engine, and with one exception• they agreed that unsupercharged, or normally aspirated engines should be banned from any future engine Formula! One need hardly mention that Keith Duckworth was the one exception, but even he saw the funny side of it afterwards. Everyone at that meeting was hell-bent on a turbocharged 1½-litre engine programme, so if you cannot equate an unblown engine with a turbo engine, then the easiest and logical answer is to ban the oddity, and today the Cosworth V8 is the oddity in the field of engine design and development. Everyone was happy with 1½-litres capacity, though most were prepared to accept a limit of 1.3-litres in 1985 if it was felt that 650 b.h.p. was too much. Nobody was interested in artificial power limitation by fuel-flow, air-flow or any other bright idea. Keith Duckworth with his support for the unblown 3-litre engine, or fuel-restrictor or air-restrictor Formula was ploughing a lonely furrow among the people that matter.

There were a lot of suggestions from other meetings of non-technical people, but invariably they confused the expression "too dangerous" with "too difficult". You don't *have* to run at full throttle all the time, for as Mike Hailwood used to say when anyone said the Isle of Man TT circuit was dangerous, ". . . the throttle works both ways . . .". When one driver, apprehensive about third generation turbo-engines, said plaintively ". . . it will be too dangerous. What's going to happen when everyone has 650 horsepower?" One of the engineers in his team looked up and said quietly "we'll find out who's got throttle control, won't we".

The overall result of all these meetings was virtually nil, even though the FISA said decisions should be made by July in order to formulate a new Formula for 1985, by October 1982. July came and went, as did October and there was no 1985 Formula announced. The trouble was that there was no overall agreement and no acceptable ideas. Nobody wanted bigger capacity engines and nobody wanted smaller capacity, nobody wanted heavier cars, a few wanted lighter cars. Lots of people thought we needed some limitation other than engine capacity, and most people agreed on their dislike of cylinder capacity limits, but nobody could think of an acceptable alternative. So round and round we went all season and got nowhere.

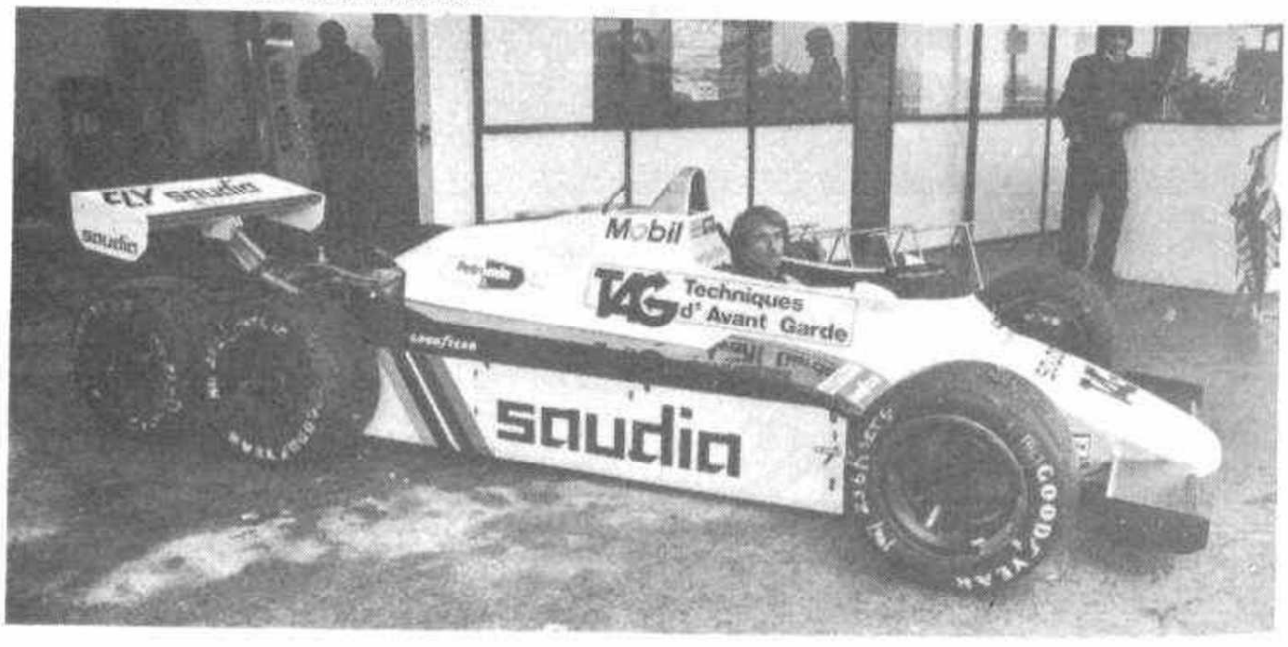
All the designers are obsessed with "down-force" to increase the adhesion of the tyres, providing it by means of aerodynamics both above and below the car, the "above" being achieved by body shape, adjustable aerofoils front and rear and radiator air flow, and "below" by venturis under the car, sealed off by "skirts" rubbing on the ground along each side of the car. Because these rubbing "skirts" are not allowed to move it has become imperative to keep the car at a constant distance from the ground, so suspension movement has been virtually eliminated, with rock-hard coil springs and only the flexing of the tyres giving any form of bump absorption. This hard ride has played havoc with drivers physically, and many of them aggravate it by bouncing the cars over the bevelled kerbs that line corners these days. If they kept the cars off the kerbs many of them would have a much easier ride, but even so they get an awful jolting and jarring at the best of times. Some of them have suffered back troubles as a result and the FISA officials and the doctors of FISA have become increasingly concerned, but no designer was prepared to use softer springs and lose his "ground effect". They were all designing cars to win the races, not lose them.

High cornering speeds, as a result of good "down force" and tyres that could use the increased loading, gave the brave driver the opportunity to exploit the ability of his car to the full. Not only in cornering, but also in braking, if he was brave and skilful enough to utilise the adhesion to the full. All this meant that if the driver made a mistake, or something failed on the car, the resulting accident could be quite big. Nobody was too worried about the outcome to the driver, for that was his known risk, but there was real fear that spectators could be injured or killed by an out of control car. We had two very lucky escapes during the season, one at Zandvoort when Arnoux's Renault broke a wishbone and he nearly ended up in the crowd. The other was at Paul Ricard when Jochen Mass made a driving error and his March did end up in the crowd, mercifully with very few injuries. Race organisers and FISA officials know only too well that a major accident involving spectators in France or Italy could bring about a Government ban on all forms of motor racing. It happened in Switzerland in 1955 and could happen in France for sure, and very likely in Italy, While the German Government are not likely to act so desperately, nor the Austrian Government, you can be sure that the anti-motor racing newspapers would try to bring pressure to bear, especially in Germany. Of all the countries involved in Formula One racing I think Great Britain would handle a catastrophe involving the death of spectators in the most reasonable manner, but it would not be easy.

As a result of all this the FISA officials just had to find ways of reducing cornering speeds, it being agreed that circuits could not continue to modify their safety arrangements each year, or move the spectators further and further away from the cars. No overall policy came from all the meetings, apart from an undercurrent of apprehension and the realisation that we had in our midst a monster that we had created and of which we have all but lost control. The only real answer was to stop racing, but no-one was prepared to do that voluntarily. Since the first motor race in 1895 racing has only been stopped twice, and on both occasions it was war that stopped it. That was a way out that appealed to nobody.

Last month the FISA took a deep breath and made a ruthless decision. No aerodynamic "ground effect" would be permitted between the rear edge of the complete front wheel and the forward edge of the complete rear wheel. The "complete wheel" being defined as the wheel.

HOURS of development and testing can be negated overnight by a change in the rules, as happened to Williams when a four-wheel limit was introduced.



complete with tyre. Also the underside of the car will be flat and all components visible under the car from the side shall be on the same plane, i.e. flat. Nothing will be allowed to fill the gap between the flat underside and the ground, i.e. no side-skirts or rubbing strips. In addition there were some more new rules, like a limit of four wheels, a reduction in overall weight, and weight to be taken with petrol in the tank. The first reaction from the teams was the usual one of disagreement, coupled with fatuous reasons why removing "ground effect" would make the cars dangerous. While Arnoux was testing a "flat-bottomed" 126C2 on the Ferrari test-track (they didn't waste any time!) Forghieri was reported as saying "Why all the fuss, we all had flat-bottomed cars before Chapman introduced us to ground effect."

During the initial reaction about shortage of time to design new cars for the new regulations Niki Lauda said "They have plenty of time, Bernie's team designed and built the infamous 'fan car' in less than six weeks." Eventually common-sense prevailed all round and the South African GP organisers agreed to move their race from February 12th 1983 to October 29th 1983, thus giving everyone another month before the first Grand Prix in 1983. This appeased the complainers and now it is nice to report that everyone is getting stuck in on designing new cars, or altering existing ones to comply to the "flat-bottom" rule and accepting the whole thing as an interesting challenge, by which they mean they are hard at work scheming up dodges to circumvent the rule, like getting "down-force" in front of the front wheels and behind the rear wheels. One team particularly hard-hit by the four-wheel limit is the Williams team, for they were busy testing and developing their six-wheeler, with four small driving wheels at the back, principally in the search for reduced frontal area and reduced drag. Any such idea is now banned.

Most teams were about to embark on a major change within their structure for 1983, so they are all very busy in this off-season and the following list details the changes team by team. The little Fittipaldi team has finally gone under, the receivers being called in during November, and Morris Nunn avoided the same fate by joining forces with Teddy Yip's Theodore team. Alfa Romeo have officially withdrawn, but have passed all the cars and technical knowledge over to the Italian Formula 3 team known as Euroracing.

Williams: Their six-wheeled project has been banned. A modified FW08 will presumably be used to start the season, but after that we will have to wait and see. All the noises off suggest that they may be offered the Honda F1 turbocharged engine that looks as if it will be out on test in a F1 version of the Spirit Formula 2 car designed by Gordon Coppuck. Not surprisingly Williams is retaining the services of World Champion Keijo Rosberg, but he has unceremoniously dropped Derek Daly and taken Frenchman Jacques Laffite to replace him. For a team who spent much of 1982 being openly hostile to Renault and the French in general, even to the point of stupidity, like putting a notice in the window of their paddock motorhome which read "British Press welcome," this employment of a French driver smacks of insincerity or muddled thinking. Presumably the sign will be changed to "British and French Press welcome". Nobody doubts the worth of Laffite, for like Rosberg he is a natural charger but not an artist.

Brabham: Biggest shake-up in the Ecclestone team is the loss of the sponsorship from Parmalat, the Italian dairy-food manufacturer, who has left Formula One after a very satisfactory association with the Brabham team. They are about to spend their surplus money on other things unconnected with motor racing or sport. That Ecclestone is negotiating with a French sponsor is indicated by a sudden switch from Goodyear tyres to Michelin tyres. Nelson Piquet and Riccardo Patrese continue on the team strength and fervently hope that Paul Rosche and his men can get more reliability into the very powerful BMW 4-cylinder turbo-charged engine.

McLaren: The future of McLaren International lies some months ahead, probably at Zolder, when Porsche say that their 80-degree V6 turbocharged engine is ready to race, installed in the car that John Barnard is busy designing around a mock-up installation engine already at the Woking works. Until this McLaren-Porsche is ready to race the team will run modified 1982 cars with Cosworth power, but Lauda and Watson must be looking forward to 650 b.h.p. of Porsche power with great interest.

Lotus: There is a busy season ahead for the Norfolk-based team for they have concluded a deal to use Renault V6 turbo-engines in 1983, starting off with one car using Renault power and one using Cosworth V8 power, but how de Angelis and Mansell will reconcile themselves to accepting decisions by Colin Chapman as to who drives what, we shall have to wait and see. The team have also arranged to change from Goodyear tyres to Pirelli radials.

Renault: After the open hostility between Alain Prost and René Arnoux following the latter's refusal to acknowledge team orders at the French GP this year, the team were virtually obliged to terminate Arnoux's contract. He had been offered a drive by Ferrari, so everyone was happy, but it could be that Renault have kept the wrong driver! Arnoux is a natural charger and a fighter, regardless of the odds. Prost is more calculating and less ruthless and will never indulge in "—— or bust" tactics. They have replaced Arnoux with Eddie Cheever. The only thing wrong with the Renault cars is their reliability. Without question they are fast, as witnessed by eleven pole positions in 1982 and leading fourteen of the sixteen races, but their reliability factor was abysmal.

Alfa Romeo: Officially the factory team has pulled out of Formula One, but Marlboro are sponsoring the Formula 3 Euroracing team to run the Alfa Romeos in 1983, as Ferrari used to run Alfa Romeo racing in 1929-1938. Marlboro's backing ensures that Andrea de Cesaris stays with the Alfa Romeo cars, but Bruno Giacomelli has been sacked and Mauro Baldi taken on in his place. It's all good sponsor-political stuff which should keep the team in turmoil. As they plan to use the V12 cars as well as the new V8 turbocharged-engine car, Euroracing will have a busy time, but at least they have retained the services of Gerard Ducarouge, who should be able to have a leavening effect.

Talbot: Like Alfa Romeo the Talbot concern have withdrawn from Formula One, as well they might, for it wasn't doing them much good. Guy Ligier didn't have very much during 1982 and now he has even less, for he has not only lost his sponsor but both his drivers have gone, Laffite to Williams and Cheever to Renault. At the moment Jean-Pierre Jarier has joined the team, but what sort of car Ligier will run in 1983 is anyone's guess at the moment, as it is not certain that Matra are continuing.

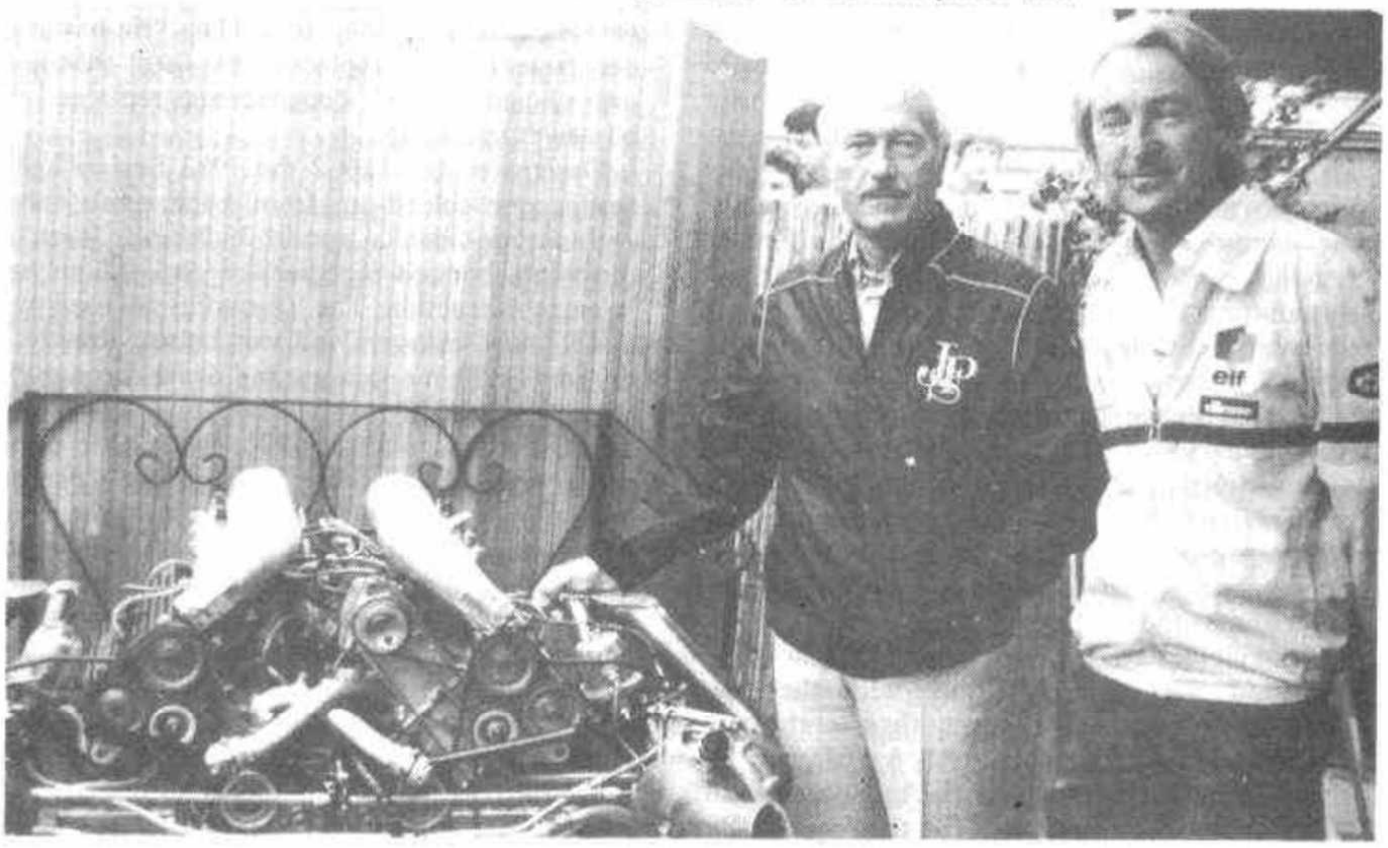
Ferrari: There are not too many problems at Maranello at the moment, which makes a change. The 126C2 is powerful, fast and incredibly reliable. With Arnoux leading the team we can expect to see a Ferrari on pole position at most races, with Patrick Tambay not far behind. When Pironi is ready to return to racing there will be a Ferrari for him, and the signs are that he may start driving again about June or July and be ready to race in August, in which case three Ferraris on the grid in the Austrian GP won't go amiss, and three Ferraris at Monza is almost inevitable and will be very popular with everyone except the other teams. Rumours suggest that the 1983 cars will be built for half-distance races, thus saving a lot of weight, and plans for pit-stops are in the pipe-line. After all, Ferrari got their long-distance sports car racing pit-stops down to a very fine art.

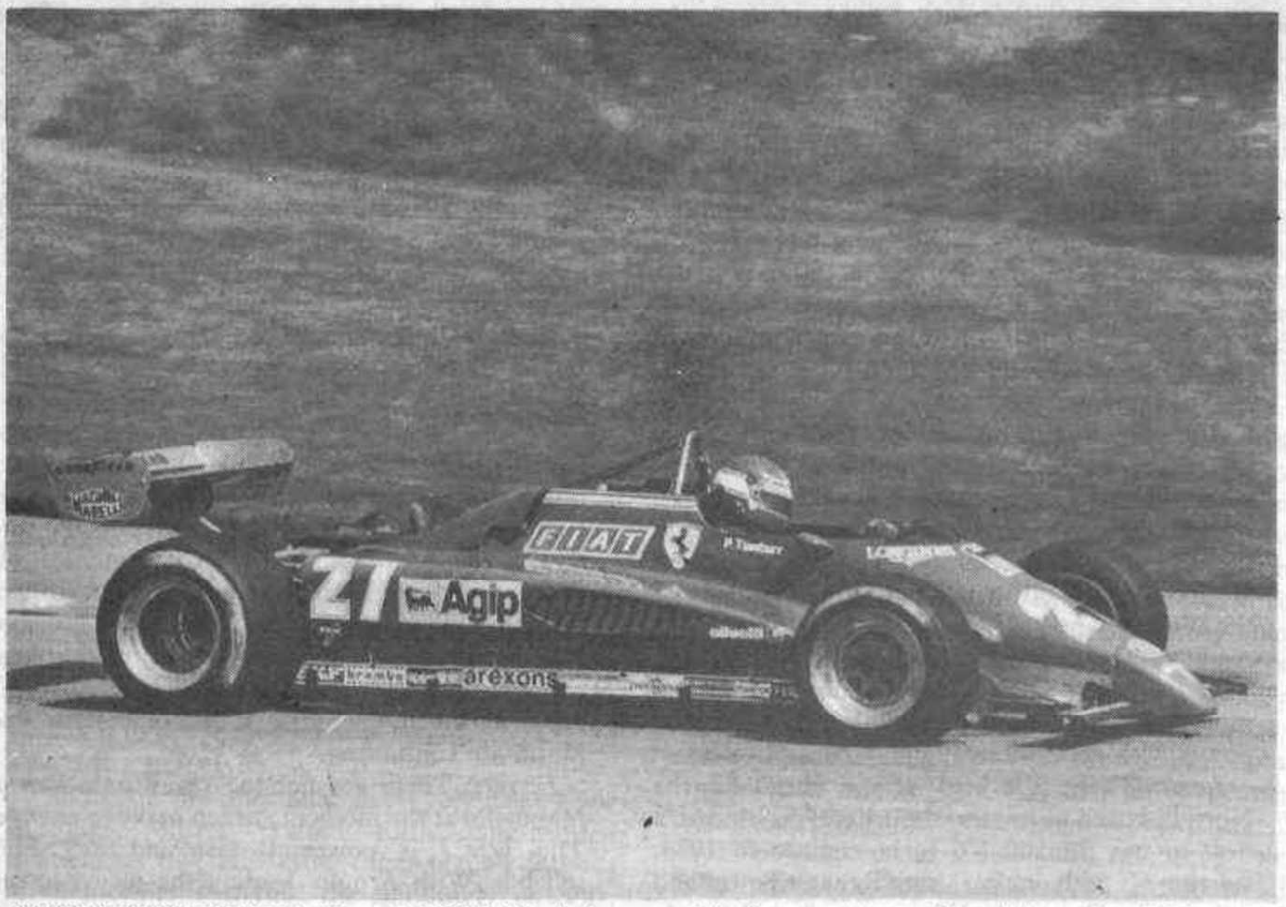
Of the other teams only minor changes are envisaged, most of them being unable to afford a major upheaval. Alboreto will continue with Team Tyrrell, Warwick stays with the Toleman-Hart team, Marc Surer stays with Arrows, ATS will run a single car for Winkelhock and Giacomelli will probably drive a lone Osella.

1983 looks like being a very interesting year.

D.S.J.

COLIN CHAPMAN and Gerald Larousse survey Lotus's new Renault power unit.





PATRICK TAMBAY in Ferrari 126C2/061 during one of the fastest and smoothest drives of the 1982 season, when he finished 4th in Austria after a pit stop.

FERRARI — World Champion Constructors

BEARING in mind the catastrophes that overtook the Ferrari team during the 1982 season it is truly remarkable that they came out on top of the Manufacturers' Championship. They recovered from blows that would have destroyed many teams and in spite of ending the season on a very low note they were worthy winners of the Championship.

As is well known the Ferrari Formula One Grand Prix cars are designed and manufactured wholly by the Ferrari factory at Maranello, chassis, suspension, body, engine and gearbox are all made "in house". At Maranello there is no question of buying a proprietary engine or gearbox, everything is Ferrari, made in Maranello, and for this purpose there are something like 50 engineers working on Formula One design, 30 of these being in the engine department, five on gearbox design, and the remainder on chassis, suspension, bodywork aerodynamics, brakes and general design work, all under the direction of the Chief Engineer Mauro Forghieri. Opposite the factory is the Fiorano test-track and research facilities, while the factory itself houses the engine test-beds, test-rigs, research and experimental departments, systems test-equipment and so on, as well as all the manufacturing facilities.

We first saw the turbo-charged 1½-litre V6-cylindered Ferrari at Imola at the end of 1980, when Villeneuve drove the test-car 126C/049 during practice. By the start of the 1981 season the Ferrari factory was sufficiently confident of their new engine that they committed themselves wholeheartedly to the turbo-charged engine programme and we never again saw a 3-litre flat-12-cylinder engine. By the end of May 1981 they had won their first race with the new turbo-charged car, only nine months after the new design had first appeared on test. A praiseworthy effort by any standards and the more so for an entirely new engine concept for the factory. By the end of the 1981 season there was no doubting the power being produced by the Ferrari 1½-litre engine, and its reliability was becoming impressive, but the car was very deficient in the chassis department; as all the effort had gone into the new engine and suspension, road-holding and handling had suffered in consequence. During the season the English designer Dr. Harvey Postlethwaite was enticed to Italy and joined the engineering staff under Mauro Forghieri, the Englishman's knowledge of lightweight aircraft materials and construction processes being what Maranello needed, together with his knowledge of monocoque chassis design. Aluminium was obviously going to be out for 1982, to be replaced by Nomex honeycomb sheet, carbon-fibre composite, glass-fibre, GRP and all the other chemically-made materials that Postlethwaite had worked with for a long time. The "tin-bashing" department was replaced by heat-treatment ovens, and "glue" departments replaced the pop-rivet specialists.

Designated the 126C2 the 1982 Ferrari had a monocoque folded up from honeycomb sheet, with carbon-fibre composite bulkheads, with all the joints bonded together, to give a light and strong construction. The V6 engine still used twin KKK turbo-chargers and was bolted directly to the rear of the monocoque and drove through the transverse-shafted gearbox and final drive unit. Suspension followed the 1981 layout, with upper rocker-arms compressing coil-spring / damper units mounted inside the monocoque at the front, with lower wishbones, and at the rear the spring units were behind the final drive unit and compressed by rocking levers. The bodywork was very smooth and unbroken by ducts or louvres and was devoid of nose fins or front aerofoil but had a rear aerofoil mounted on a central pillar. After being dissatisfied with Michelin tyres in 1981, Enzo Ferrari switched back to Goodyear for the 1982 season, staying faithful to Champion sparking plugs, AP-Lockheed, Borg and Beck and Ferodo, but using Brembo brake components. Fiat and Agip were still the main supporters of the Maranello team, the Italian fuel company working closely with the Ferrari engineers on some interesting engine developments.

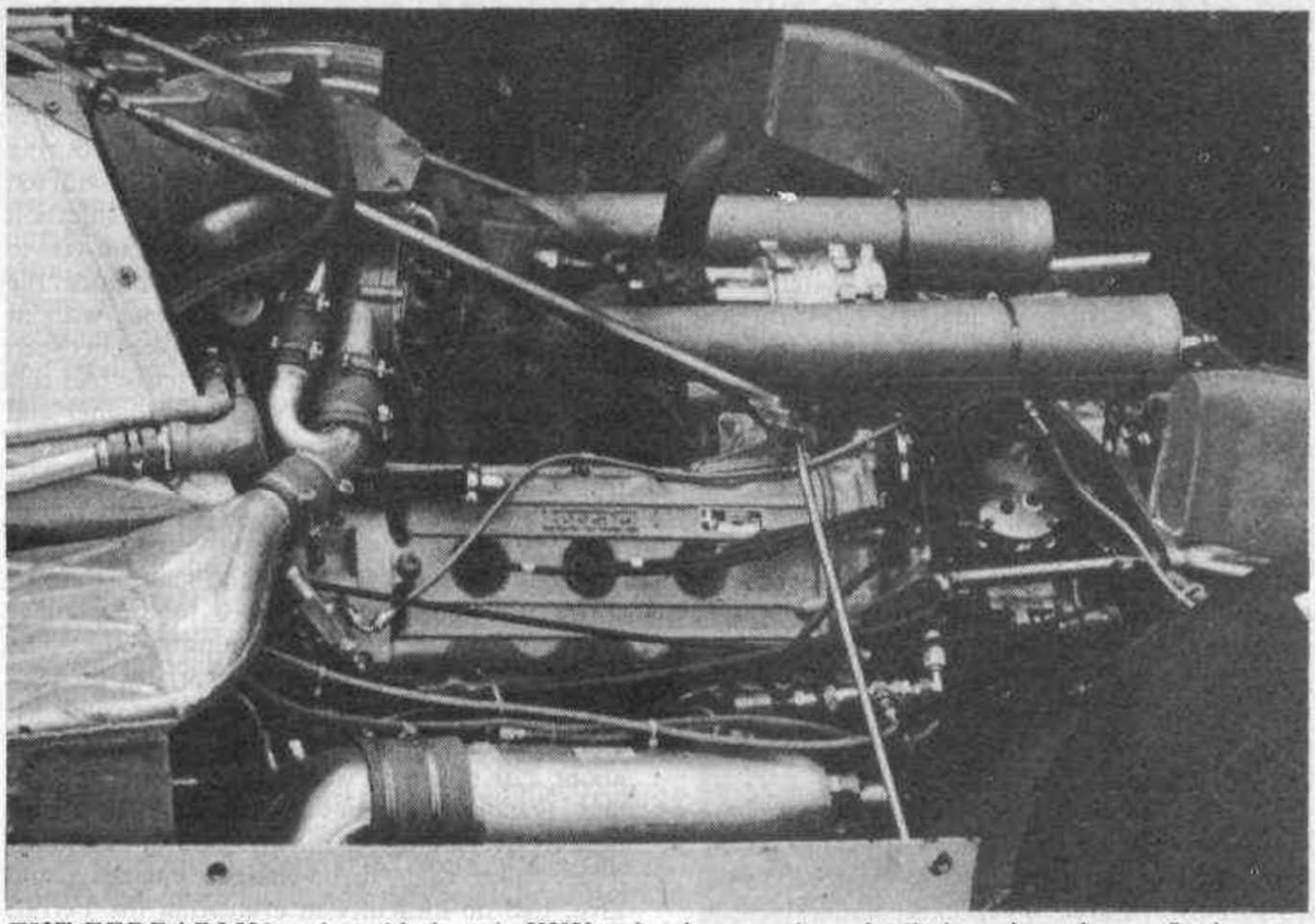
The new cars started with number 055, continuing the overall numbering system from the flat-12 cars and the previous 1½-litre V6 cars, though the preface was changed from 126CK to 126C2. In 1981 Ferrari had tried two types of forced induction, the KKK exhaust driven turbo-compressor and the Brown Boveri pressure-wave supercharger. The turbo-charged car was the 126CK and the supercharged 126CX, in each case the 126C standing for 120-degree 6-cylinder *Corsa*. The Comprex pressure-wave supercharging system did not find favour and was soon dropped, and all the 1982 cars used twin KKK turbine / compressor units.

At the first race, in South Africa, two new cars appeared, 055 for Villeneuve and 056 for Pironi, while one of the old aluminium monocoque cars (049) was there for emergencies. It was not used, but made a useful comparison to the sleek new cars, their aluminium-sheathed honeycomb monocoques showing no joins anywhere and there was not a rivet to be seen. The 1981 car looked unbelievably crude and agricultural alongside the new generation cars. In pre-race testing the old car, with a 1982 engine, was run with the aerodynamic aids to down-force trimmed out to see just how fast it would go and it clocked well over 200 m.p.h. In the race 055 retired when a turbo-charger bearing broke up and 056 finished a lowly 18th after a stop for new tyres and electrical trouble affecting the fuel-injection system near the end of the race; it was actually in the pits when the race finished. It was not an auspicious début for the new cars, but they showed good promise.

Before the next race, which was in Brazil, some testing was done at the Paul Ricard circuit in the South of France, and Pironi had an enormous

MAURO FORGHIERI the Chief engineer of the Scuderia Ferrari looks at his watch during qualifying at Long Beach, to see how much time is left.





THE FERRARI V6 engine with the twin KKK turbo-charger units and tail pipes above the vee. In the centre is the stub exhaust of the boost control valve and the aluminium-bodied control unit.

accident in 055, which destroyed the car completely and he was lucky to escape unharmed. At the time he told various news sources that the throttles had stuck open, but it later transpired that this was not true; he had gone too fast, too soon on cold tyres. A driver error. In Brazil there was a new car for Villeneuve, 057, while Pironi had his South African car 056, and there was a fourth car, brand new, as the team spare which was 058. At this race there were signs that the Ferrari engine development team were on a new path to that pursued in 1981. When the throttles are shut on a turbo-charged engine the turbines and compressors slow down and until they are speeded up again there is no boost pressure, and this is described loosely as "turbo-lag or poor throttle-response". In 1981 Ferrari overcame this by causing combustion to take place in the turbine, thus turning it into a gas-turbine that was not dependent on exhaust gas pressure, when that pressure was low. As the exhaust gases did their work again the combustion in the turbine stopped. This system worked very well but was very hard on the turbine unit, and turbine blades and bearings suffered badly. They abandoned this system and went the more laborious but safer route of altering the turbine size to compressor size ratio in conjunction with larger boost control valve and detail work on porting, valve lift, size and spring control of the boost controlling unit. They retained the transfer barrel valve that let compressor air into the exhaust system when the throttle slides were shut, but did away with the butterfly throttle valves at the entrance to the compressors, using only the slide valve throttles at the cylinder heads. They perfected this new system very quickly and virtually completely eliminated trouble with overheated turbine blades and melted or seized turbo unit bearings.

In the Brazilian race Villeneuve led impressively until he overdid things and spun off into retirement, but Pironi was delayed by having a spin and finished a poor eighth, one lap behind the winner, after a pit stop to change tyres. At Long Beach the roles were reversed, Pironi had a mild accident in 056 and Villeneuve finished the race, in a good third place. At this race Ferrari let his hair down and allowed his engineers to "take-the-mickey" out of the current regulations. Certain English teams in Formula One were openly cheating by taking advantage of loosely-worded detail regulations, so Ferrari went through the rule book and came up with a rear aerofoil that blatantly transgressed the rules, as they were intended, but not as they were written. The rule in question limits the width of the rear aerofoil to 110 centimetres, but omits to say that it assumes you only have one rear aerofoil. Ferrari produced two rear "wings" each 110 cm. wide and mounted them side-by-side across the back of the car, one slightly ahead of the other. According to the rule book the rear "wing" was 110 cm. wide and at the limit of distance behind the rear axle centre line, but of course it was offset violently to the left-hand side, the rule book saying nothing about it having to be placed centrally. The second "wing", also 110 cm. wide, was over to the right and mounted further forwards. The rule book did not say the aerofoil *had* to be as far back as the limits allowed. To the letter of the law you could not fault this double rear aerofoil, but it certainly transgressed the spirit of the regulations, which is what the English teams were doing over the question of minimum weight, and the smiles on the faces of Mauro Forghieri and his team as they fitted this contraption to the back of 058 indicated that they were "taking the ———" out of their rivals who were cheating. Not surprisingly Villeneuve's third place using this "trick" aerofoil was eventually disallowed, as far as Championship points were concerned.

The races in Brazil and California had been done without returning to base, but once back at Maranello the team rebuilt Pironi's car 056 using a new monocoque, and the damaged one was unglued and repaired. Meanwhile a new car was being built, this being 126C2 / 059. The San Marino GP at the Imola Autodrome, where the turbo Ferrari had first appeared in September 1980, saw domination of the event by the two Ferrari drivers, but not without some drama. In practice Pironi was driving the rebuilt 056 when a rear tyre deflated and he had a huge crash into the barriers, virtually destroying the car but escaping unscathed. Overnight the original monocoque from 056, which was being repaired, was finished off by an enthusiastic army of twelve mechanics and at 4 a.m. it was rushed down to Imola, with various components off the partly finished 059, and 056 was resurrected in the paddock workshops. Pironi won the race in this rebuilt car, from Villeneuve in 058, even though team orders had decreed that the order should be the other way round. In consequence there was a certain air of coolness between the two drivers, which did not help team morale.

After starting the season without any form of aerofoil on the nose of the car, relying on under-car air effects, and, more particularly, air-flow over the top of the smooth body to provide "down-force", the full-width aluminium aerofoil was re-introduced, to be used according to the driver's wishes, and at Imola some experimental "canard" fins for the nose in carbon-fibre composite were tried. In the race Villeneuve ran 058 without nose fins or "wing" and Pironi used the full-width aluminium "wing," the decision being that of the driver and relative to how much front-end adhesion he enjoyed.

Before the Belgian GP at Zolder 059 was completed and 056 underwent its third rebuild, so for the Zolder race Villeneuve retained 058 and Pironi had the brand new 059, with 057 once again the spare car, as it had been at Imola. We still recall the disaster in the final hour of qualifying that took the life of Gilles Villeneuve, and took from Formula One that indefinable "something" that we had not experienced since the days of Jimmy Clark. In the crash 126C2/058 was totally destroyed and some "know-alls" in other teams, whose cars have yet to have a terminal accident, criticised the strength of the Ferrari monocoque, overlooking the fact that it dived into the soft run-off area from a considerable height and at an angle of about 70-degrees from the horizontal, while travelling forwards at something like 120 m.p.h. After the accident the monocoque damage was analysed back at Maranello and a test-rig arranged to deform a new monocoque in the same way, and to measure the loads and forces. The resultant figures were astronomical and beyond normal engineering belief.

Not surprisingly, after the tragedy the team packed up and went home, stricken with grief at their irreplaceable loss of the mercurial French / Canadian driver who had set new standards of ability in Formula One in his brief career. There were no immediate plans to replace the driver of Ferrari No. 27 and the team were more than prepared to give the next Grand Prix a miss, but left the final decision to Didier Pironi. If he wanted to race at Monaco there would be a car for him, otherwise the Ferrari team were prepared to withdraw from the event. Pironi decided to race at Monte Carlo and the team arrived with 056 and 059 and the Frenchman raced 059, finishing second after a dramatic ending to the race when the Ferrari died in the tunnel virtually within sight of the finish, due to a failed battery.

Two weeks later the team were in the United States for the new race round the streets of down-town Detroit, again with only one entry, taking two cars for Pironi. They were basically the same two cars that had been in Monaco, with 056 as the race-car and 059 as the spare. Since Monaco 059 had undergone a major change at the front end, having the wishbone and rocker-arm suspension layout changed for one using wishbones top and bottom with the inboard-mounted coil-spring / damper unit operated by a rod running from the outer end of the top wishbone to a link system below the coil-spring. This system has always been used by

Gordon Murray on his current system of Brabham cars, and by Patrick Head on the 1982 Williams cars, while many other designers copied the system, though whether they really knew why is open to question. Forghieri said it was to reduce weight, the current trend of small suspension travel and hard springing not needing the big, strong and heavy rocker-arm. Patrick Head said it was to avoid the rocker-arm flexing against the strong suspension springs and acting as an undamped leaf-spring and to give a lighter and freer method of compressing the suspension spring. Gordon Murray just smiled and said he had always used this "pull-rod" system to achieve rising-rate spring characteristics. Neither the Detroit street circuit, nor the Montreal circuit that was used the following week, were really ideal to evaluate this new suspension and though Pironi drove it briefly in practice at Detroit he raced the conventional 126C2/056. In Canada he did not use the experimental car at all in practice and, as he claimed pole-position on the grid with 056, there was no incentive to drive 059.

From practice and race-morning form it looked as though Pironi would run away with the race in 126C2/056 from his position at the front of the grid, but before the green light came on the Ferrari clutch started to bite and in trying to hold the car back he stalled the engine. In the mêlée that followed, one of the back-markers ran slap into the back of the stationary Ferrari and he died in the crash. Pironi was unhurt and when the race was eventually restarted he elected to take part using the experimental 059, even though it had not been run during the previous two days of practice. The fuel injection and ignition, which are controlled electronically, were all out of adjustment for the awful Canadian weather conditions of rain and freezing winds and Pironi was in and out of the pits throughout the race having adjustments made. The race was nearly over before the Ferrari and Marelli engineers got it all sorted out and four laps before the end Pironi recorded the fastest race lap, which was some small consolation for what was a disastrous event for the team.

After the rather poor organisation of the Detroit GP and the disaster of the Canadian race, everyone was glad to get back to Maranello and prepare for the Dutch GP at Zandvoort. Somewhat reluctantly Enzo Ferrari agreed to fill the vacant seat in his team and asked FISA whether No. 27 could be left vacant in memory of Gilles Villeneuve, and whether his replacement driver could have No. 37, the next one available. FISA showed a remarkable lack of human feeling and said no. Nobody was more upset than the replacement driver Patrick Tambay, who had to make his début at Zandvoort with 27 on his car.

The wreckage of 056, damaged in the Montreal start-line accident, was rebuilt and fitted with the new pull-rod front suspension system and Pironi took it out on test on the full Paul Ricard circuit. After the pits there is a long shallow ess-bend which 1982 cars take flat-out, on the right side of 150 m.p.h. Going into the first part of the ess a wishbone broke on the front suspension and Pironi had his second monumental accident while testing at Paul Ricard. Once again he escaped unhurt but 126C2/056 was destroyed. While this had been going on the experimental car that appeared in North America underwent major surgery at the rear end and was fitted with a new gearbox / final drive unit and near new suspension. This new gearbox had the shafts parallel with the axis of the car, instead of transverse and it stuck out behind the axle line. This allowed the coil-spring units to be mounted forward of the axle line and tucked away on each side of the clutch housing and the whole underside of the car at the rear was much narrower, providing more cross-sectional area for the out-flow of under-car air, all in the interests of "ground effect". While 059 was being completed to this new B-specification of new front *and* rear suspension, a new car was finished to normal specification and taken to Brands Hatch for a Goodyear tyre-testing session. This new car was 060 and Pironi used it to good effect at Zandvoort to win the Dutch GP while his new team-mate ran well in the early stages until a misfire in the engine caused him to drop to eighth place, where he finished. He was driving 057, and like 059 and 060 it had the new pull-rod front suspension, which was proving very effective and giving much better front-wheel adhesion as well as a better feel to the steering. All three cars were using strengthened wishbones, following the Paul Ricard testing failure, and this was done by welding a channel-section stiffener on top of the original elliptical-section tubing used for these front wishbones.

For some races now there had been rumours about the Ferrari turbo-charged engine using some form of water-injection to reduce internal temperatures, and it was certainly noticeable that the 1982 engines were not only remarkably reliable, they were also very powerful and did not consume turbo-charger units like they had done in 1981. While some of this was due to giving up the "fire-in-the-turbine" system used last year, there was more to it than that, for they were clearly running a higher boost-pressure than before. Naturally any talk of the water-injection system was non-existent, but the misfiring on Tambay's engine was thought to be caused by some malfunctioning in the water-injection system, though no-one in the team was releasing any details.

The next event on the calendar was the British GP at Brands Hatch for which Tambay had a brand new car with the new front end, which was now standard, this being 126C2/061. Pironi had his Zandvoort winning car, 060, and 059 in full B-spec form was the spare. It was tried by Pironi but not raced, the value of the new gearbox having yet to be proved. A second place (Pironi in 060) and third place (Tambay in 061) saw the team return home well-contented, even though they had been beaten by that old Ferrari worker Niki Lauda. The same trio of cars were taken to Paul Ricard for the French GP and during practice Tambay's car had a lot of trouble with too much water and not enough petrol in the injection system. The object of this water-injection was to cool down the ingoing charge to reduce the chances of detonation and pre-ignition, without going to bigger and heavier inter-coolers between the air compressors and the inlet ports. All this indicated that the engine was using higher and higher boost pressures, especially during qualifying and horsepower estimates (guesstimates!) ranged from 570 to 720 b.h.p. The lower figure was certainly correct but the upper limit was fanciful, based on some erroneous speed-trap figures being passed to the popular Press by a well-meaning timing group. The Ferrari engineers were not too worried, for they knew the true horsepower figures they could get from their engines and if people wanted to talk about 720 b.h.p. it was good "gamesmanship" and demoralising for any unthinking rivals. Serious rivals, like Renault and BMW, who know what power their turbo-charged engines could give, had no difficulty in evaluating the Ferrari engines when all the cars were out on the track. The factor they really envied was the reliability of the 120 degree V6 engine from Maranello, in its second season of racing. Ferrari has been building racing engines for a long time and they have always been known for their reliability. The 126 C2 was no exception.

In the French GP the turbo-charged Renaults not only out-speeded the cars from Maranello, but showed a touch of Ferrari reliability so the result was Ferrari third (Pironi in 060) and fourth (Tambay in 061). There was no change in the team for the next race on the very busy calendar and 061, 060 and 059B were taken to Hockenheim for the German GP, the experimental car being driven briefly by Pironi in practice. Saturday morning practice was held in appalling weather conditions and disaster struck the team again. In poor visibility Pironi ran into the back of a slower car while travelling at maximum speed. The resultant crash was horrific and the Frenchman

THE NEW Ferrari monocoque of aluminium-clad honeycomb presented a very smooth appearance compared to the old pop-rivetted construction. Note the long air scoop leading to the centre of the front brake disc.



was lucky to be extracted from the wreckage alive. It ended his racing for the season and 126C2 / 060 was totally destroyed, the fourth car written off in this tumultuous season. At the time of the accident Pironi held pole-position on the starting-grid and the race took place with the number one position on the grid empty. A grim-faced Patrick Tambay said philosophically "Now it's all down to me." He rose to the occasion magnificently, driving an immaculate and well-judged race showing a degree of self-control and precision that many other top-line drivers of today would do well to emulate. His victory raised the Ferrari team from the depths of despair and it is no exaggeration to say that had Tambay failed the team could have gone to pieces. They started the season with one of the strongest pair of drivers we have seen since the days of Fangio and Moss, and now with the season barely halfway through one driver was dead and the other critically ill in hospital, in both cases driver-error being the reason for the accidents. Many teams would have given up at this point, but all his life Enzo Ferrari has suffered the cruel blows that motor racing can deliver and he has never succumbed. Even at 83 years of age this remarkable man faced adversity and his team carried on.

Once again they were down to a single entry, and Tambay drove 061 in Austria, having 059B as a stand-by. At the start there was an accident among the mid-field runners and on the second lap Tambay got a puncture in a rear tyre when he ran over some of the debris. With intelligent feeling he limped round for the rest of the lap, pulling into the pits without causing any damage to the car. A new wheel and tyre were fitted and he then drove a superb race, demonstrating high speed precision and accuracy, to finish a magnificent fourth. His comments on this drive and his win at Hockenheim were about the fantastic confidence that the Ferrari gave him. He knew it would not fail him mechanically and that the end result was entirely his responsibility. There are not many drivers in Formula One who can truthfully say that, and even fewer who would.

A race at Dijon-Prenois called the Swiss GP followed and more trouble struck the team. Not mechanical or judgement but physical this time. In the quest to exploit "ground-effect" the Grand Prix chassis designers were following a route of very stiff springing to maintain constant clearance under the cars, relying on the flexing of the tyres to provide suspension movement, and Ferrari were no exception. This stiff ride imparted abnormal vibration and shock loads to the driver and to his backbone particularly. Tambay experienced dreadful pains in his back and the loss of the use of his right arm in consequence and had no alternative but to withdraw from the race on Sunday morning. This singleton entry had seen him in a new car which was 126C2 / 062 and this was the first monocoque to be built fully modified to take the pull-rod front suspension, so it was a true B-specification car. The revised rear end and new gearbox were not dependent on the monocoque, as they were all bolted to the rear of the engine. Quite often 059 was changed from its B-spec rear end to the older type of rear end during a lunch hour, it all being done with nuts and bolts.

The thought of a single Ferrari entry for the Italian GP at Monza was out of the question and Mario Andretti was invited to join the team. He was committed to the American racing scene with Pat Patrick's team, but that gentleman graciously released Andretti from his contract so that he could drive at Monza. His return to Italy and Maranello was indeed the "return of the prodigal son".



THE Long Beach "trick" rear aerofoil, comprising two legal aerofoils cunningly arranged to cheat the regulations.

Before the Italian GP some details of the mysterious water-injection were released by the Agip fuel company engineers, and they were intriguing. Working closely with Ferrari engineers the Agip people had developed a system whereby a globule of water could be encapsulated within a globule of petrol. This was done inside the petrol tank and the petrol globules containing water were passed through the fuel-injection pump to the injectors and into the high-pressure air stream going into the cylinders. This process lowered the temperature of the petrol going into the combustion chambers. Upon combustion the globule of water turned to steam and "exploded" the surrounding petrol to give increased atomisation and improve mixture control actually within the combustion chamber. This is explaining the Agip / Ferrari water-injection in its simplest terms, it is actually much more complex as is the science of combustion in the internal combustion engine. Not surprisingly neither Agip nor Ferrari would divulge any details about how the water was put into the petrol, nor how it was kept there. However, it undoubtedly is a big factor in the Ferrari power output and in the engine's reliability.

Monza was not quite the success the team would have liked on their home ground but it was enough to clinch the Manufacturers' Championship, which was truly remarkable bearing in mind that they were forced to miss ten starts during the season. After putting 061 on pole position Andretti drove it into third place behind Tambay in 062. In first place was a Renault driven by René Arnoux who had announced that he was joining the Ferrari team in 1983. The spare car for Monza was a brand new B-spec car, number 063, complete with the longitudinal gearbox and new rear suspension. During the Saturday lunch hour it was converted back to ½B-spec. with a transverse gearbox and the old rear suspension, as neither Tambay nor Andretti had done sufficient running in it to warrant its retention in full B-spec. form. All the engines were using new cylinder heads in which the water passages had been drastically altered to improve the flow of cooling water through them.

The long and troublesome season ended in the car park of a hotel in Las Vegas in far away Nevada and Pat Patrick again gave his blessing for Andretti to drive for the team. The same three cars as used at Monza were prepared for the final race and looking at the troublesome season the team had suffered it was only fitting that they should suffer complete decimation. Once again Tambay was afflicted by his back trouble and had to withdraw on race morning and Andretti was forced to retire when a rear suspension member broke, an unheard of thing on a Ferrari, and possibly encouraged by a minor banging-match with another car on the first corner.

It had taken nine cars and four drivers to get the team through the 1982 season, and countless engines, for these days few serious teams race with the engines they use in practice. At any race you could see six or seven complete engines in the Ferrari transporter, while the KKK turbo-charger units are expendable and replaceable like sparking plugs or brake pads. The important thing is that such components should be reliable for the duration of the race. The reliability factor of the 126C2 Ferrari in 1982 can be judged from the fact that they suffered only four retirements from 22 starts. Two of these were driver error putting the cars off the track, one was a turbo-charger bearing failure and the other was a broken suspension member. At no time did an engine actually break a vital component. The two mechanical failures which retired Ferraris from a race occurred in the first race, in South Africa, and the last race, in Las Vegas. Between times every time a Ferrari started a race it finished, apart from Villeneuve spinning off in Brazil and Pironi crashing at Long Beach, for which you can hardly blame the Ferrari engineers.

As the season finished a tenth car was completed, this being 126C2/064 and 065 was already in existence as a monocoque. From

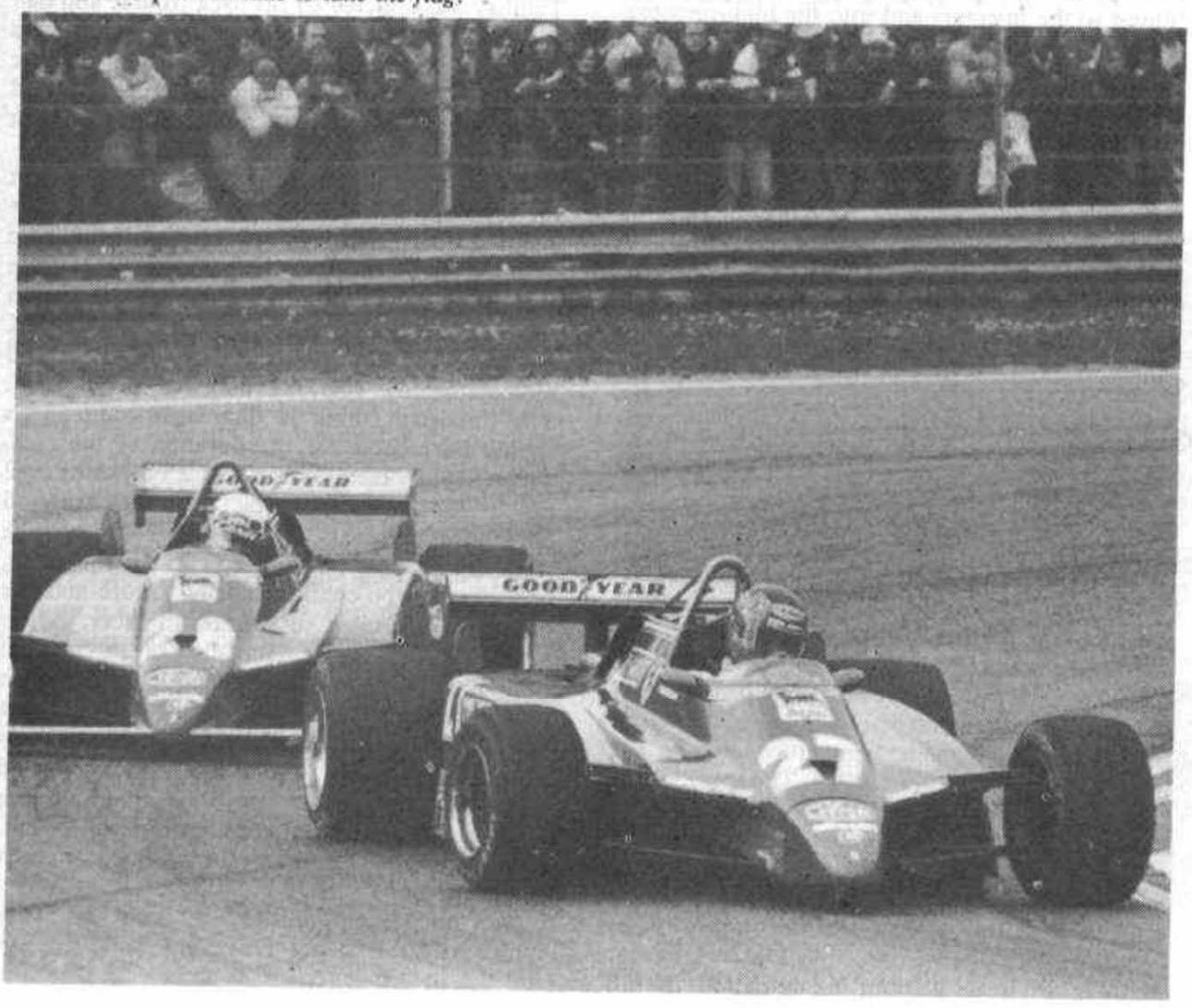


ON TEST at Brands Hatch Patrick Tambay sits in 126C2/060 with the new double-wishbone and "pull-rod" front suspension.

something like six months to make the first monocoque of the new Postlethwaite regime of aluminium-coated Nomex honeycomb and carbon-fibre composite, the time has been reduced to a day and a half, everything being done in the Maranello factory.

At the time of writing the future for Didier Pironi is not accurately known but Enzo Ferrari has said that when he is ready to return to racing there will be a car for him. Meanwhile René Arnoux and Patrick Tambay will form the 1983 Ferrari driver team and already Arnoux has been testing a car with a flat underside, conforming to the revised Formula One rules for 1983 in which "ground-effects" by venturis under the car are outlawed. If Ferrari run three cars next year it will mean that one of the tail-enders will have to drop off the back of the starting grid, for one thing that the Ferrari-turbo cars do well is to qualify for the start. This year they have been truly remarkable in the way they have also qualified for the finish as well. — D.S.J.

FERRARI's one-two result at Imola was the source of contention within the team. In the final laps, Villeneuve, as shown here, was leading Pironi but the latter disobeyed team orders and overtook his team-mate, who was unable to respond in time to take the flag.



ANALYSIS OF THE FERRARI TEAM CARS DURING 1982

126CK/049B	1981 car. Used as T-car in South Africa.
126C2/055	1982 car. First "honeycomb and Carbon Fibre" monocoque. First race South Africa driven by Villeneuve — Retired. Destroyed in testing crash at Paul Ricard by Pironi.
126C2/056	1982 car. New car for South Africa. Raced by Pironi — 18th. Brazil — Pironi — 8th. Long Beach — Pironi — crashed. Imola — with new monocoque — crashed in practice, rebuilt with repaired original monocoque. Raced by Pironi — 1st. Monaco — spare car for Pironi. Detroit — Pironi — 3rd. Montreal — Pironi — damaged in start-line accident. Destroyed in testing crash at Paul Ricard by Pironi.
126C2/057	1982 car. New car for Brazil. Raced by Villeneuve — crashed. Long Beach — spare car. Imola — spare car. Zolder — spare car. Zandvoort — Tambay — 8th. Still at factory.
126C2/058	1982 car. New car for Brazil. Spare car. Long Beach — Villeneuve — 3rd. Imola — Villeneuve — 2nd. Zolder — destroyed in practice crash — Villeneuve killed.
126C2/059	1982 car. New car for Zolder — Pironi — withdrawn. Moncao — Pironi — 2nd. Detroit — spare car — modified front suspension. Montreal — Pironi — used for restarted race — 9th. Zandvoort — spare car — modified to B-spec rear suspension and gearbox. Brands Hatch — spare car. Paul Ricard — spare car. Hockenheim — spare car. Austria — spare car. Still at factory — used as test-car.
126C2/060	1982 car. New for testing at Brands Hatch. B-spec front suspension. Zandvoort — Pironi — 1st. Brands Hatch — Pironi — 2nd. Paul Ricard — Pironi — 3rd. Hockenheim — Pironi — destroyed in practice crash.
126C2/061	1982 car. New car for British GP — Tambay — 3rd. Paul Ricard — Tambay — 4th. Hockenheim — Tambay — 1st. Austria — Tambay — 4th. Dijon — spare car to B-spec rear end. Monza — Andretti — 3rd. Las Vegas — Andretti — retired. Still at factory.
126C2/062	1982 car. First car built to full B-specification. Dijon — Tambay — withdrawn. Monza — Tambay — 2nd. Las Vegas — Tambay — withdrawn. Still at factory.
126C2/063	1982 car. Second car built to full B-specification. Monza — spare car. Las Vegas — spare car. Still at factory.
126C2/064	1982 car — B-spec — not used.
126C2/065	1982 car — B-spec — being completed.

Analysis of team results

Races started — 22
Races finished — 18
Retirements — 4
Non-starts — 10
Pole Positions — 3 (Pironi 2, Andretti 1)
Fastest Laps — 2 (Pironi)

First Places — 3 (Pironi 2, Tambay 1)
Second Places — 4 (Pironi 2, Villeneuve 1, Tambay 1)
Third Places — 5 (Pironi 2, Villeneuve 1, Tambay 1, Andretti 1)
Fourth Places — 2 (Tambay)
Eighth Places — 2 (Pironi 1, Tambay 1)
Ninth Places — 1 (Pironi)
Eighteenth Places — 1 (Pironi)

Cars built in 1982 — 10
Cars destroyed in 1982 — 4



WATSON makes a splash on the special stage in Russell Brookes' Chevette.

Rallysprint

FOR the past few years a handful of top Formula One and rally drivers have come together for an informal Rallysprint meeting at Donington Park, the purpose of which has been to provide an entertaining contest on track and special stage which, in theory, provides a balanced challenge for the two groups' differing skills. Organised by enthusiastic entrepreneur Nick Brittain, the two-day Donington meeting was again televised this year, but provided the additional attraction of an entirely separate contest, "Speedstar '82". This television-tailored event (which will be transmitted at New Year) not only incorporated the special stage and circuit race format of the main Rallysprint event, but added such challenges as a pedal bike race, a driving test and motorcycle trial in addition. At the end of the day it was Tony Pond who emerged victor of the Rallysprint event, the rally fraternity convincingly trouncing the F1 stars on this occasion, while former Williams driver Derek Daly took the Speedstar '82 title by dint of taking maximum points in the circuit race (using MG Metros), second place in the driving test (using the same, by-now weary, machines) and second place on the rally stage at the wheel of the Chequered Flag's delectable Lancia Stratos.

Originally it was intended that the Stratos would be shared by Pentti Airikkala and World champion Keke Rosberg, but the squat coupé died at the water splash and the two men eventually transferred to do battle with a Sunbeam Lotus. Too late, it was found that the real reason behind Rosberg's retirement was that he'd inadvertently knocked off the fuel pump as he switched on the windscreen wiper as he emerged from the water!

Stig Blomqvist initially set the pace in the Talbot Lotus, managing a 2 min. 6.8 sec. despite a near spin, but Airikkala later took over the same car and put his superiority beyond dispute with a 2 min. 4.3 sec. run which stood up as fastest for the rest of the day. Tony Pond, driving the Andrews Heat for Hire Chevette, got in amongst his Scandinavian rivals with a 2 min. 5.5 sec., while the fastest F1 driver turned out to be Rosberg on 2 min. 9.2 sec. with Derek Daly on 2 min. 11.3 sec., Mansell on 2 min. 12 sec. and John Watson on 2 min. 12.6 sec. with the Andrews Chevette rallied usually by Russell Brookes.

After the Rally Stage the first driving test was held, for Rallysprint points, in which the competitors used a selection of Triumph Acclaims provided by the event's sponsor. Unfortunately there was some dissatisfaction over the effectiveness of the Acclaim's handbrake in these somewhat extreme circumstances and the competitors used the MG Metros for the second driving test on Sunday. Saturday's proceedings continued with a circuit race using these Metros, a contest which wound up resolved in Blomqvist's favour after a stern battle with Rosberg. Pond came home third to clinch the Rallysprint victory while Daly was fourth ahead of Kaby, Airikkala and Watson, the McLaren driver hampered for much of the distance after picking up a rubber marker cone which lodged beneath his machine.

In practice for the Speedstar '82 contest, John Watson and Derek Daly fell of their motorcycles, Daly getting away with ripped overalls while Watson hurt his hand. That meant that the McLaren driver had to retire from the Sunday competition after taking part in only the driving test, missing the bike race and the motorcycle trial. Daly successfully emerged overall winner of the Speedstar '82 event, taking maximum points from the circuit race, second place in the driving tests and second on the Special Stage using the ill-fated Stratos. Nigel Mansell failed to improve on fifth overall in the Speedstar event, his overall score spoilt by a broken gearbox during his circuit race in the Metro. He managed fourth place in the driving test, sixth place in the cycle race and fifth in the trial. Joint second place in the contest fell to Le Mans winner Derek Bell, after a particularly fine showing in the driving tests, the Porsche driver sharing the position with Pond. However, as the outcome of any tie was to be decided by the participants' Metro race positions, Bell had to give best to his rallying compatriot. — A.H.

DEREK DALY became "Speedstar '82" on the Sunday, rounding off a trio of good performances by taking the Chequered Flag Stratos to second on the Special Stage.



Britons to Safari

TWO British crews are planning a double entry in the 1983 Marlboro Safari Rally. Tony Fowkes and Peter O'Gorman will be driving a Subaru four-wheel-drive saloon, whilst Jonathan Ashman and Andy Millns will use an estate version of the same model. Fowkes' car is being prepared in the UK, but Ashman's has been built in Japan and will be shipped there to Mombasa.

Service support will be recruited largely from among friends in Kenya, for both have made previous visits to the Safari, Fowkes having driven there for the Mercedes team. Each driver has his own financial backing, but the operation will be integrated to reduce costs.

Fragments on Forgotten Makes

No. 64: INVICTA

THE year was 1924. A veteran Stanley steam-car, immaculate in green and yellow, with enormous spidery wheels, sizzled to a halt outside my father's garage at Ripley, on the Portsmouth Road. The Stanley's enthusiastic owner, the late Captain Noel Macklin (who later became Sir Noel Macklin), was a man of rare charm, whose ambition it was to build a British steam-car, and as my father was a steam enthusiast they had much to talk about. The springy motion of the Stanley, when manoeuvring, was fascinating to watch, the only sound being that made by the tyres on the road surface.

Macklin had also acquired a then-up-to-date Stanley, which outwardly looked like a typical American car of the period, but proved far more flexible than any comparable petrol car of the time, with its rapid acceleration and effortless hillclimbing ability. Furthermore, Macklin experimented with an American Doble steam-car, which used superheated steam and very advanced technology, but after several frightening experiences, culminating in a loud explosion while driving it in London, which caused widespread alarm and despondency and investigation by the police, Macklin was persuaded to turn his attention to building a petrol car with as near to steam flexibility as possible.

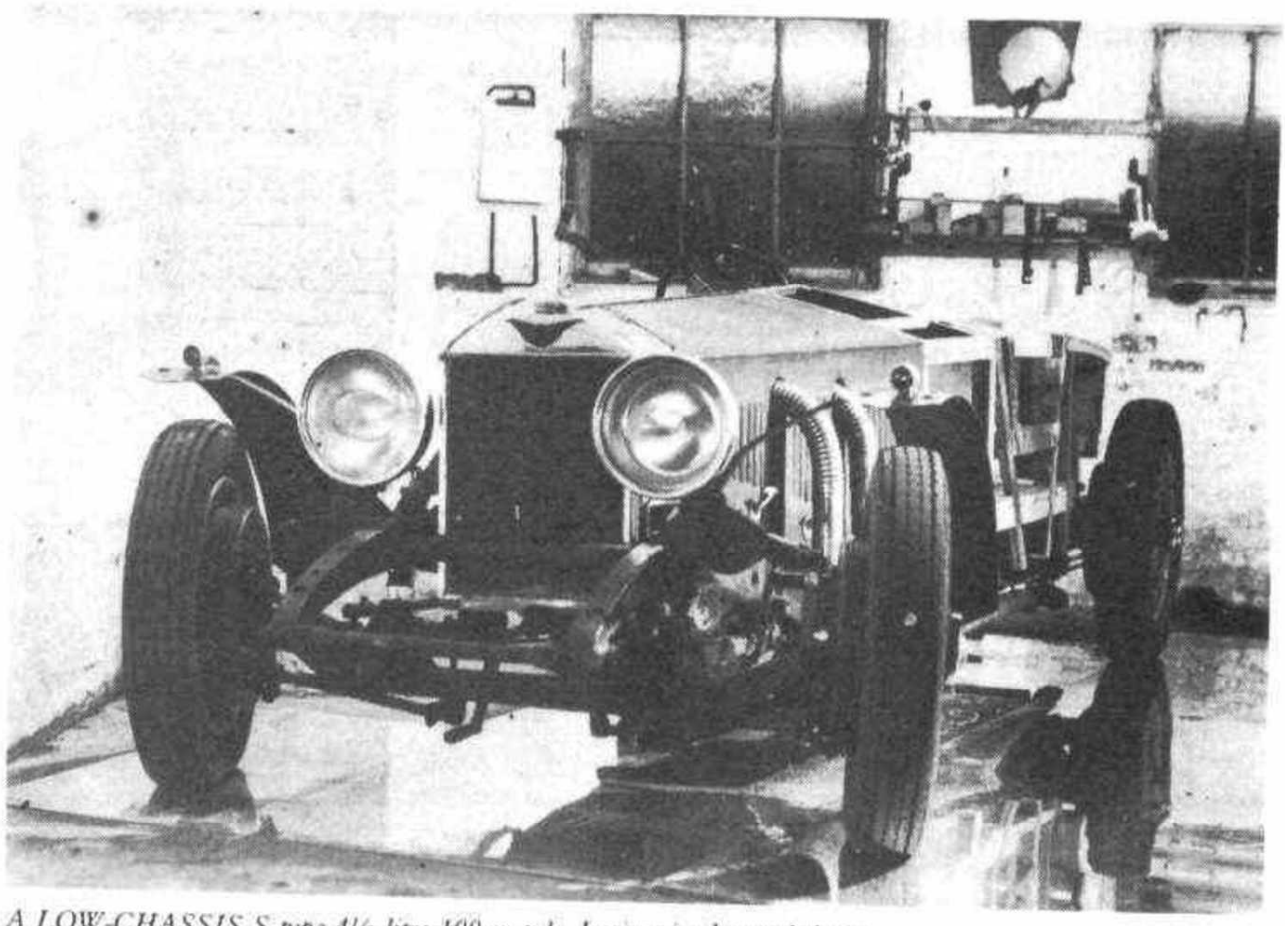
The result, the never to be forgotten Invicta, was born at Macklin's Fairmile works at Cobham, Surrey, early in 1925. I was fortunately, for me, given a job, at the age of 18, by Macklin, at the outset of the Invicta era, at thirty shillings a week (old money). Not bad, in those days. My first task was to chop out the eight ⅜" iron rivets holding together the cross-members of a pile of Bayliss-Thomas chassis frames, in order to re-position them to take the original six-cylinder Coventry-Climax engines used in the early experimental Invictas. I certainly learned how to wield a hammer and cold-chisel during that job!

These early experimental Invictas were fitted with a three-speed gearbox driving through an open propeller-shaft with Hardy Spicer fabric universals, to a Moss rear axle, with, as far as I can remember, a 4.5 to 1 ratio; 19 x 4.50 steel-spoked artillery wheels were used. I remember these, as my next job was to fit a pile of tyres to them.

Marles steering, 2½ turns lock to lock, and Hartford shock-absorbers were fitted, and the four-wheel brakes were rod operated.

The car, in chassis form, was quite flexible, but the Coventry-Climax engines were noisy and very prone to "pinking". To do them justice, they were solid mounted in the frames. However, they were eventually replaced by 2½-litre six-cylinder Meadows engines, driving through a four-speed gearbox, with right-hand change, and a propshaft with needle roller bearing universals, to an improved 4.5-ratio back axle, and 19 x 4.50 Rudge Whitworth wire wheels were used. This model really began to live up to steam-flexibility. . . .

Never were there such perfect working conditions, or such a delightful "Boss" to work for, as Captain Noel Macklin, who became affectionately known to his workforce as "The Prince", because of his charm, and superb tact in handling labour.



A LOW-CHASSIS S-type 4½-litre 100 m.p.h. Invicta in the workshops.

The workforce in those days, which started with four men, and finally reached 28 hands, was led by Ernest Hatcher, who was previously racing mechanic to Scriven, the Austin 20 racing driver. He was later joined by Arthur Chadwick from Frazer Nash, who had built the famous "Kim I & II". Another expert was Arthur Roberts, who later worked on the Napier-Railton, in preparation for John Cobb's land-speed-record attempt. It was a happy works, with all the rest of them (Bill Stringer and Ted Riggs, the machinists; Tubbs the chargehand; Bill Mills; Bill Smith; Rawlings; and the two Barrett brothers, etc., not forgetting "Holly" Bright, who later set up his own establishment preparing racing cars for International events. All under the fatherly eye of L. Cushman, the Works Manager, also late of Frazer Nash.)

In those days several of us had GNs. Cushman and Shadwick had really super o.h.v. ones. Cushman was very kind to us GN owners. Whenever we needed a spare part he would bring us one from his own collection and charge us only half-a-crown for it.

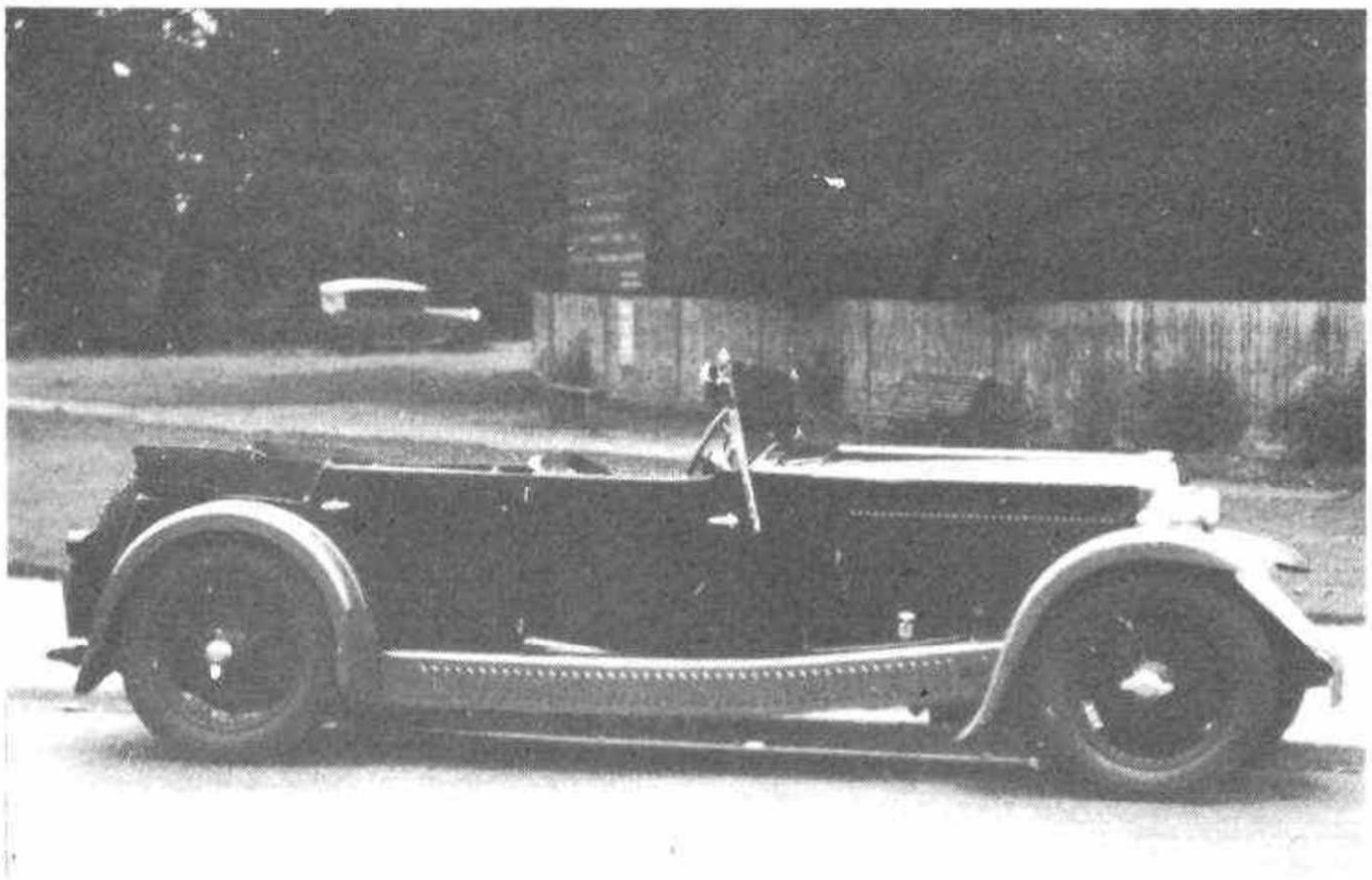
Each Invicta was "run-in" in chassis form, at progressive speeds for 1,000 miles, with a pair of wooden test seats clamped to the chassis, and a box on the back with weights, and cans of petrol, before being delivered to the coachbuilder. The last 200 miles were driven really "belting" the car, after which the engine was stripped down to check for any possible fault, then re-assembled and given a final road-test. The car was then given a five-year guarantee.

Over many thousands of miles have I had the pleasure of doing this progressive running-in, and I remember one occasion when Bill Mills and I drove a chassis through Oxford, and we put it in top gear at four m.p.h. and got out and walked beside it! This collected a crowd, included in which happened to be a newspaper-reporter with his camera. Also the police, who took a dim view of it and reported us for dangerous motoring! When we got back to Cobham we told Macklin, who said: "Splendid, old boy, jolly good advert for the car in top gear at walking pace. Forget all about it, I'll get my solicitor to fix it up and handle the case", and he gave us each a "fiver". That's the sort of boss he was. . . .

I vividly remember taking turns with Miss Violet Cordery and others, running-in the 3-litre Invicta for 24 hours, day and night; rushed running-in to be in time despatching the car to Monza, for the record attempt. I remember my stint, backwards and forwards between Esher and Guildford all night!

I was one of the lucky ones to be picked, in my capacity as electrician, for the back-up team who accompanied Miss Violet Cordery to Monza with the car. Miss Violet and L. Cushman, both superb drivers, did the lion's share of the 33 World's records which the car achieved, and we, the "erks", went round in it during the nights, in three-hour shifts, taking it in pairs, one to drive and the other to keep the driver awake! Soon after the start one young driver piled up the car by going to sleep at the wheel. However, the Isotta-Fraschini Company came to the rescue and made their works available for us to straighten it out. Actually, we rebuilt it on to the chassis frame of the Invicta which we had brought as a workhorse, then we started the record all over again. Captain Macklin characteristically presented each of the team with a silver cup inscribed "*Monza 33 World Records 1926*". One of my greatest treasures. What a wonderful experience it all was, not least witnessing Ascari senior and Campari practising pit-stops in their Alfa Romeos, stop-watch in hand, waving their arms and saying terrible things in Italian to the wretched mechanics changing wheels and refilling the tanks. Isotta-Fraschini's Chief Tester used to call in at the track with an Isotta chassis on test and pick up which ever of us was off duty, and drive us the 60 miles to Como and back in one hour each way!

Resulting from the experience gained during the Monza record-run, the depth of the Invicta chassis members was increased by 1", and the track width was increased from 4' to 4' 6". The original 3-litre Meadows engine had a tendency to "pink", so an Invicta-designed head with larger valves and ports, and twin sparking-plugs for



AFTER the 4½-litre, Macklin developed this 1½-litre Invicta.

dual-ignition, was fitted. The Simms magneto was retained and synchronised with a Rotax distributor and coil, but though this cured the "pinking", the engine's performance deteriorated; however, when this head was fitted to a block bored out to 4½-litres the result was simply "electrifying" and real steam-flexibility' was more than achieved.

The 4½-litre short-chassis sports-model Invicta, with a light Coachcraft open tourer body, could see off anything on the road in Miss Violet's capable hands, with its tremendous reserve of power and lightning acceleration.

I have never forgotten the wonderful precision workmanship by the experts who made up the Fairmile workforce. A job was either right or it was wrong, never near enough, and this paid off in Miss Violet's Round-the-World Run in an Invicta, accompanied by E. Hatcher who made a perfect team, with her superb driving and Ernie Hatcher's wonderful care of the car throughout the run.

The late Parry Thomas was very friendly with the Macklins and was often over at the Invicta works at Cobham. I remember once being sent over to Parry Thomas's Brooklands works to collect some special pistons. I dare not get out of the car, for fear of the Alsatians, which Thomas kept there, having my guts for garters, until Mr. Thomson came out to give me safe conduct! About that time a special Invicta was fitted with an Italian FAST four-cylinder engine, which it was originally proposed that Parry Thomas was to drive.

Round about 1928 extra space was needed at Invicta's in order to develop and put into production the 1½-litre model, with a Gillet-Stevens (Blackburne) engine, which had been developed for Frazer Nash. The 4½-litre production was therefore sub-contracted to Leanarts & Dolphens of Beverley Works, Barnes, who already manufactured the rear axles for the 4½-litre Invicta. These axles were built alongside the Bentley rear axles, and were practically identical. I was sent along to the Beverley works with the contract, to supervise the electrical installations on the Invictas they assembled there, so did not see much of the 1½-litre models at Cobham. However, living at Ripley as I did, I regularly looked in at Invicta's going home from Barnes, and I remember that the 1½-litre models were gluttons for oil and always left a heavy smokescreen in their wake. When Bentley's brought out their 8-litre model, Macklin had a massive chassis frame produced, with the intention of fitting the Meadows 8-litre engine developed for the London 'buses in the pre-diesel days. This never materialised, however, and eventually a standard 4½-litre Meadows engine was put in this massive chassis frame and it was fitted with a town carriage limousine body as a chauffeur-driven car for Mrs. Macklin's use. It looked most impressive, almost Rolls-Royce like, and to everyone's amazement it performed as well as or even better than the standard long-chassis Invicta saloon.

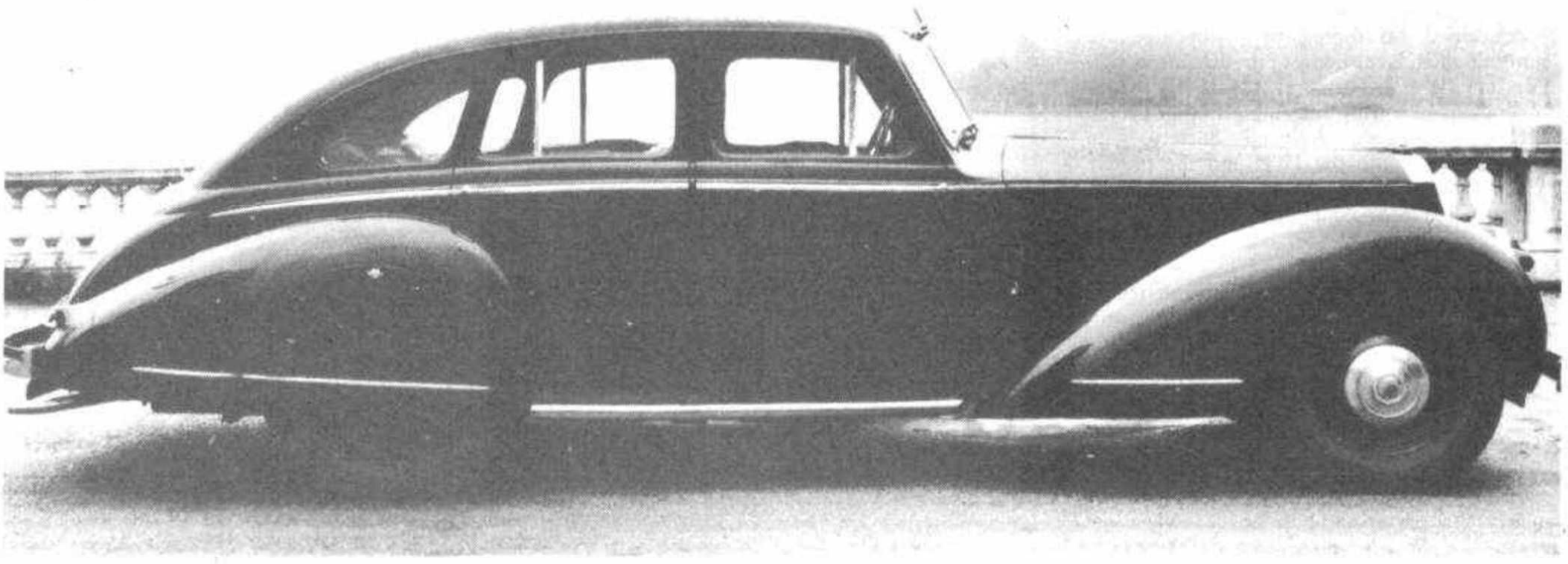
A very impressive looking small Invicta appeared at Invicta's last appearance at the Motor Show at Olympia, but I heard a rumour that the engine in it was just an empty mock-up, as the pukka job was not available in time. I never heard of it again.

After the 1½-litre production run, Macklin converted some Hudson Terraplane straight-eights, in co-operation, I understand, with Thomson & Taylor, to turn them into Railtons, by reducing the overall weight by 6½ cwt. and fitting Tele-control shock-absorbers and a distinctive new radiator, very Invicta like, except that it was slightly veed in front. These were fitted with light aluminium bodies and could accelerate from a standing start to 30 m.p.h. in two seconds, but were never very fast, doing about 80 m.p.h.

During World War II the Invicta works became the Fairmile Marine Company and produced high-speed Air-Sea rescue, and motor-torpedo boats, to combat the German E-boats. These were actually built at boatyards throughout the country, under the control of Cobham, who handled stores and equipment and the Hall-Scott engines with which the boats were powered.

After the war, Watson, Invicta's designer, started the Invicta "Black Prince" at a new works at Virginia Water, but this was "axed" due to the steel shortage. My time with Invicta Cars was the happiest of my working life, with memories of hundreds of running-in and practice laps of the old Brooklands Track in its heyday and seeing many of the World's famous racing-drivers practising. — Basil Howard

LAST of the line, the Invicta "Black Prince" fell victim to material shortages.





AMONGST the aircraft to be seen at Duxford Airfield are a VC10, donated by British Aerospace, and, in the foreground, the spindly Fieseler Storch reconnaissance 'plane.

Air

Duxford

SOME thirty-six years ago, just after the war, five brand new Short Stirlings, complete with twenty engines and a mountain of spares, changed hands for £2,000. Today there are no flying Stirlings left in the world, and the same can be said of many other aircraft types which helped to shape world destiny but have since vanished completely, leaving shameful gaps in aviation history.

Not all such historical aircraft have been allowed to disappear, and there are such institutions as the RAF Museum at Hendon, that of the Fleet Air Arm at Yeovilton and the Museum of Army Flying at Middle Wallop which do much to preserve military aircraft of the past, though relatively few in flying condition.

There are also private collections such as Shuttleworth and Strathallan, and various individual collectors dedicated to the preservation of fine aeroplanes and, more important, keeping them flying.

A number of these individuals keep their aircraft at Duxford Airfield in Cambridgeshire, the former RAF Station which dates from just before the first World War. Duxford, maintained as a licensed aerodrome by Cambridgeshire County Council, is the home of the aircraft section of the Imperial War Museum. It is also the centre of operations of a truly amazing group of people called the Duxford Aviation Society who co-operate with both the IWR and the private aircraft owners in a unique liaison which illustrates that officialdom and enthusiasm can live not only side by side, but in harmonious integration.

The secret lies in a common objective shared by all who are involved with activities at Duxford, the preservation of aviation heritage.

When Duxford's years as an RAF Station were over, the airfield was abandoned, neglected and even vandalised. Some of the destruction was well planned, for one of the original hangars was blown up for a sequence in the film *Battle of Britain*. The remaining hangars are now the subject of a preservation order, for when the Imperial War Museum discovered that there were plans to develop the site, they stepped in to save it.

When exhibits at Lambeth became too bulky and numerous for the space available, many of them such as tanks, guns, vehicles, etc. were sent to Duxford for storage in the hangars. At the same time, the late Ormonde Haydon-Baillie began using it to house some of his collection of fine aircraft, and this was the beginning of the co-operative, for want of a better word, which is Duxford today.

The IWR installed their own aircraft there, and employed permanent staff to restore and maintain them, whilst in various workshops around the airfield private owners carried out their own restoration work, helped by skilled volunteers eager to give their time for no more reward than to see neglected metal becoming flying machines again.

In 1975, these enthusiasts formed themselves into the Duxford Aviation Society which was enrolled as a Corporate Friend of the Imperial War Museum. The society's members range from skilled engineers to humble helpers, from pilots to those who make the refreshments. All are totally dedicated to their own collection of aircraft, and have a volunteer pool from which private restorers are able to draw on a variety of precision skills. Skilled volunteers of the DAS also work on the museum's own aircraft.

The private owners are provided with storage and workshop space free of charge by the Imperial War Museum, in return for which the aircraft are kept at Duxford on loan to the museum, and are flown during the various displays which are held during the year.

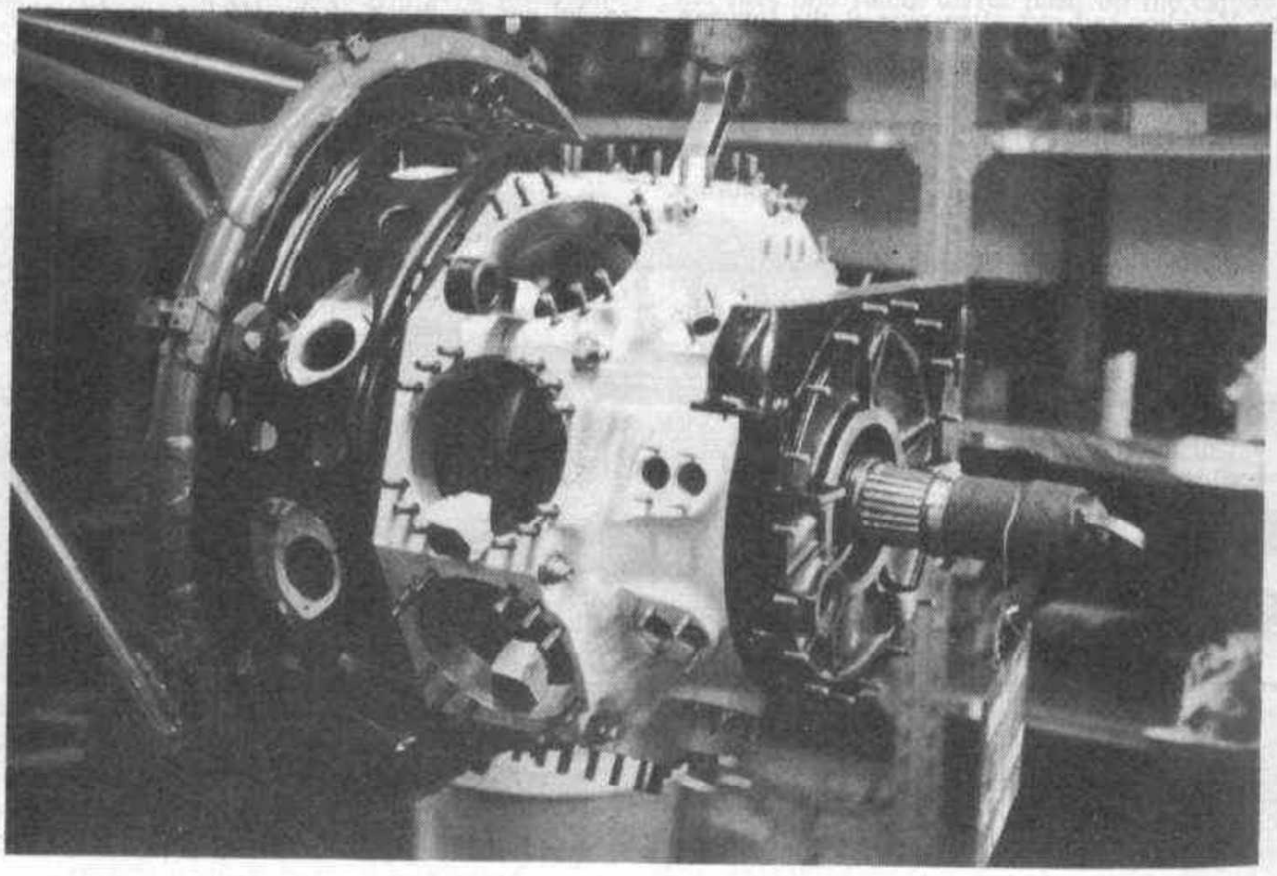
The museum itself is concerned only with military aircraft, of any nationality and from any period, but the accent is on authenticity and restorers go to great lengths to ensure that all components, not just those which are visible, are original. Aircraft markings, of course, follow exactly the patterns which were originally used.

Apart from supplying manpower for all manner of restoration work, the DAS also has its own collection of fine aircraft, and these are really the only civil machines on view at Duxford. There is no official museum of civil airliners, and the DAS has filled this role so well that among its largely donated collection are a Trident Two, Britannia, Comet, VC10, Dragon Rapide and even the first pre-production Concorde, donated by the Government in 1977.

The museum's own collection is enormous, and for every completed aircraft, whether airworthy or merely static, there are many more in the throes of restoration. Indeed, the workshops at Duxford are just as fascinating as the display hangars, although space there is not entirely abundant, and when aircraft outgrow their workshops they have to be removed to a hangar for completion of the work.

There are plans to increase the space by the

UNDER renovation: the crankcase of one of the supercharged Bristol Mercury radial engines which will eventually power the restored Blenheim.





TREASURED stores: "Racks of Bristol Mercury parts, ready for use in the Blenheim, displaying polished hemispherical combustion chambers, and four sodium-filled valves per cyclinder. . . ."

construction of a huge superhangar next year, and there is currently an appeal for funds to make this possible. One of the main objects is to ensure that the larger aircraft are not left to the corrosive influences of the weather, and this applies to the DAS aircraft as well as those of the museum, which include Victor, Vulcan, Hastings and B17 Superfortress, the latter on loan from its owners and operators, B17 Ltd.

In 1978 a Liberator staged through Duxford on its way from India to the USA, and it was when this was given considerable publicity that the idea came to have regular flying days. There are now about four or five each year, but the airfield is always open during the summer months as a static exhibition.

If we say that among the private aircraft owners who are connected with Duxford, both restoring and flying, are people such as Robs Lamplough, Patrick Lindsay, Graham Warner, Mike Russell and Lindsay Walton, you will see that there is a strong connection between motoring and aviation in terms of personalities as well as engineering. Many have been involved with racing and rallying, Warner, for instance, still running the Chequered Flag garages in Chiswick which helped various drivers achieve fame.

Lamplough keeps a beautiful Beechcraft Staggerwing at Duxford, finished in the RAF colours of the Traveller used as wartime transport in the UK by Prince Bernhardt of the Netherlands. He also has a Messerschmitt 109, currently with a Merlin engine but at some stage to be fitted with the Daimler Benz unit. Sadly, it was damaged just before its first show at Biggin Hill, when practising a tail-chase with Ray Hanna's Spitfire, but the damage to undercarriage, propeller and one wing will soon be put right.

Lindsay has a superb collection of aircraft, not all of them at Duxford, including a genuine Mk1 Spitfire, whilst Warner has an immaculate Chipmunk in his line-up, and a fine Fieseler Storch with Jacobs radial engine soon to be replaced by the original in-line Argus.

But Warner's prize possessions are two Blenheims, actually Canadian built Bolinbrookes, and a still crated Lysander.

The Blenheims were discovered in Canada some years ago by Ormonde Haydon-Baillie who brought them back for restoration at Duxford. Alas, he never saw the completion of the work, for he was tragically killed in Germany flying a Mustang. Soon after that, Warner was introduced to Duxford by Lamplough, who drove for him at the time, and the latent aviator in him (he flew Harvards and Vampires in the RAF) came back to life.

He acquired the two neglected Blenheims, damaged further by the customs at Tilbury in their search for possible contraband, reformed the group of DAS enthusiasts who began work on the aircraft for Haydon-Baillie and is now looking forward to next year when the completed aircraft will be test flown. The second is to be kept as a static exhibit and a spare parts store.

Aircraft restoration is not as easy as that of vintage cars. Every stage of the work must be approved by the CAA, and accurate records must be kept of every job carried out. Warner's helpers are meticulous in this respect, and it is an immense pleasure to watch them at work.

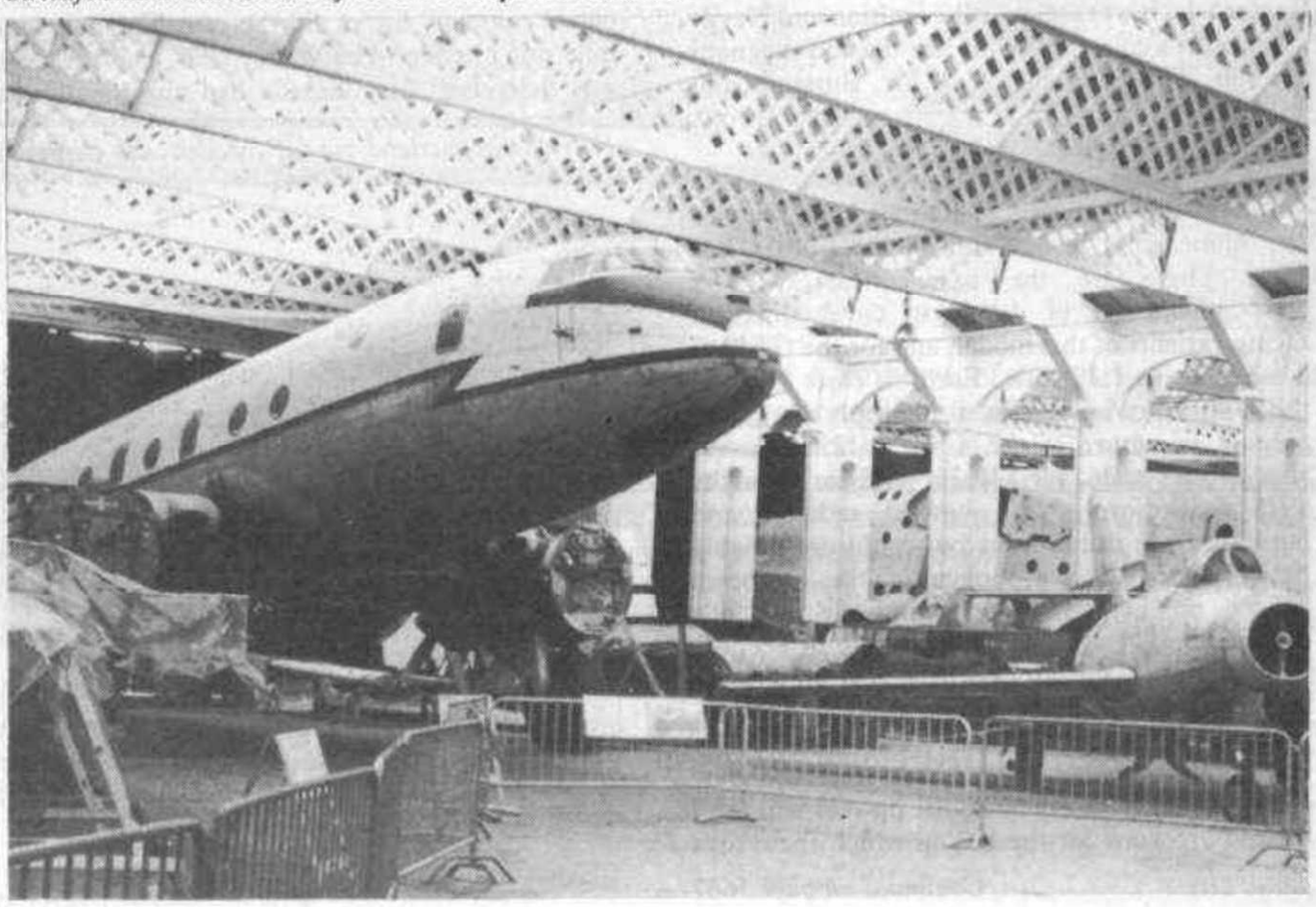
It's also quite an eye-opener to see fine examples of vintage aviation engineering which belie the theory that many of today's racing car "innovations" are at all new. Colin Chapman, for instance, built into his racing cars many features which first came to his knowledge during his days with de Havilland, whilst Mike Costin had the same background.

To see racks of Bristol Mercury parts, ready for use in the Blenheim, displaying polished, hemispherical combustion chambers, and four sodium-filled valves per cylinder, would amaze motoring enthusiasts who know little of how much the sport owes to the aircraft engineers of the past. The Mercury, incidentally, is really a supercharged version of the Jupiter engine which dates from the first World War. Aerodynamic streamlining was learned from aircraft practice, the use of lightweight materials and even monocoque construction. Early aircraft builders were by no means hit-or-miss merchants; they attended to every detail, and even the wires of the Tiger Moth were streamlined by being made oval in cross section.

One of the most important aircraft in Duxford's history is the Lysander, for many of them operated from there, taking agents behind enemy lines. This, too, uses a Mercury engine, which makes it an ideal restoration subject to tackle alongside the Blenheim, and that is what Warner proposes to begin shortly.

It would take volumes to deal with Duxford's exhibits. We can but scratch the surface, emphasising that it is a place well worth marking down for a visit when it reopens to the public after the winter. Those who are interested in the activities of the Duxford Aviation Society, would like to donate to the hangar appeal fund, or would like details of next year's activities, should write to the Keeper of Duxford Airfield, Duxford, Cambs. CB2 4QR. — G.P.

AWAITING its turn in the programme of restoration in the Duxford workshops is a Hastings, a four-engined aircraft still in the colours of RAF Transport Command.



Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD CAR MATTERS

A Country Garage Between The Wars

THE other day I drove in an Alfa Romeo Giulietta 2.0 into the complexities of Woodley, from the M4, to chat with Mr. H. E. Neville, now aged 82, who remembered when this was all open country. He came to Wooburn Green with his parents, who were starting a public house there, in 1900. This venture was not a great success but the grandfather found a much better one, "The Wheatsheaf" at Littlewick Green, in 1907. The boy was sent to Marlow Brewery to learn a trade. They had a very big engineering shop in which all their machinery and vehicles were serviced. They were then running a fleet of Aveling & Porter steam-waggons but before the first World War three petrol lorries of the same make (which may be a surprise even to commercial-vehicle experts) arrived, named on brass plates "Onward", Forwards", etc.

The war broke up the boy's apprenticeship, because this Brewery works was turned over to making 4.2 shells and Stokes' mortar-bombs. However, Mr. Butts, the Works Chief Engineer, had been very kind to the lad and he had acquired useful engineering skills. He went to Skinner's, the agricultural engineers, who served the area Reading, Maidenhead and Bracknell. The Managing Director had a four-cylinder, chain-drive Napier which was still on tube ignition and Neville helped to convert this to low-tension magneto ignition. The Chief Engineer, Mr. Butts, let the boy drive when out on test. The Director was a fussy man, who might return after only ten miles or so, insisting that the driving chains be taken off the boiled in tallow.

At this time, around 1916, the International Harvester Co. of America was exporting Amanco stationary engines with a wonderful system of hit-and-miss ignition, at a cost of about £75 each. Neville was provided with a BSA motorcycle and sidecar and used to go round the farms, installing and servicing such engines. One day an enormous Samson Swingrip three-wheeled tractor arrived at Twyford station. Neville was told to fetch it. He cycled to the station and was awed by the size of the thing. However, he got it started in front of an interested crowd and drove off. The springless ride was fearful and he was in trouble with the Police for frightening horses and for the noise. The tractor was taken to Hawthorn Hill race-course for test but the ground was soggy and its weight caused it to bury itself. It was abandoned there for a long time. . . By then the BSA had been replaced by a Model-T Ford truck.

Neville's ambition was to join the RFC. He stayed at home for a week to make his point and after a test in Reading he was accepted, and sent to Blandford. It was bitterly cold there and the "black-influenza" epidemic of 1917 laid him low before he had been enrolled properly or provided with full uniform. He saw next to nothing of the Sopwith Pups and Camels and the next thing he knew he was in Millbank Military Hospital in London, suffering from complete loss of memory. When his mind cleared a little he managed to tell the doctor that his uncle was Chief Warder of Brixton Prison, that ex-military man was contacted and arrived as quickly as possible to take the boy away. Back home after the war, with no trace of the papers he had signed for five years in the RFC, he opened a cycle-repair business in Littlewick. He then sold new Dot bicycles, which cost £3 10/- each but had to be taken in batches of half-a-dozen. Demobbed officers and men were buying old cars and so the cycle business became a garage. Petrol was sold by the can until Mr. Bates, the Shell-Mex rep., persuaded Mr. Neville that a pump would be better. They cost an impossible £110, but by taking a cut of ½d. on each gallon of petrol sold, Shell-Mex supplied one for £10 down. You dug your own hole, 14′ × 10′ × 10′ deep — he still remembers the dimensions! — and the petrol company fitters did the rest. The hole was duly dug outside "The Wheatsheaf" and the tank was delivered. Mr. Neville had an old Durant tourer, and with it and some chains he tried to drag the tank into the hole but was projected across the road for his pains, as the tank slid half home.

Soon another pump was installed and local cars, such as Rovers, especially the 8 h.p. flat-twins, and the aforesaid venerable Napier, were being serviced. A trickle of sales also began, a lady being sold a Vulcan, a good car but like a tractor to drive. Vincent's of Reading helped with sales of later cars, such as two Daimlers, and a taxi business was built up, at first with a brass-radiator Model-T Ford tourer, for which a special hood was made, as the one fitted took much time to erect. Later an Overland-Whippet was used and when the daughter of the Director of a big London seed company was getting married Mr. Neville was asked to take the honeymoon couple for a fortnight's tour of Wales. He left the garage in charge of his mechanic and his wife and in some trepidation set off for this long tour, to Aberystwyth, Snowdon, and back via Ludlow. The charge for this tour? — £25. . . A big carrier was made for the luggage and two spare tyres were carried beneath the chassis. The Overland-Whippet gave no trouble and proved ideal for traversing the very rough tracks leading to Welsh churches in which the lady was interested.

Another hire-car was a Series-A Moon, bought at a Foxley's sale at Holyport for £21, a saloon which had only done 17,000 miles and had four-wheel-brakes. Its instruction book still exists. International Cars of Manchester ran a fleet of Moons and would send any spares needed by train the same day, on receipt of a telegram. It had also been possible to buy a Moon tourer with almost brand-new Dunlops and unscratched running-boards at a well-known London motor-auction for a fiver, as the RAC horsepower tax had rendered the older large-engined cars unwanted. The engine, back-axle, etc. were transferred to the other Moon.

The garage had the only petrol pumps between Maidenhead and Reading but a Brewery Group proved difficult about expansion, in spite of what the great KC, Mr. Hutchings, did to help. So in 1940, after his pumps had been commandeered by the Government for supplying kerosene to nearby Waltham aerodrome, Mr. Neville opened his Lee Green Service Station and was soon selling 5,000 gallons of Cleveland a week. He used to go to Brooklands with Baldwin, the Zenith rider, in those between-war days and I think we will talk again soon. — *Continued on page 1629*

Miniatures News

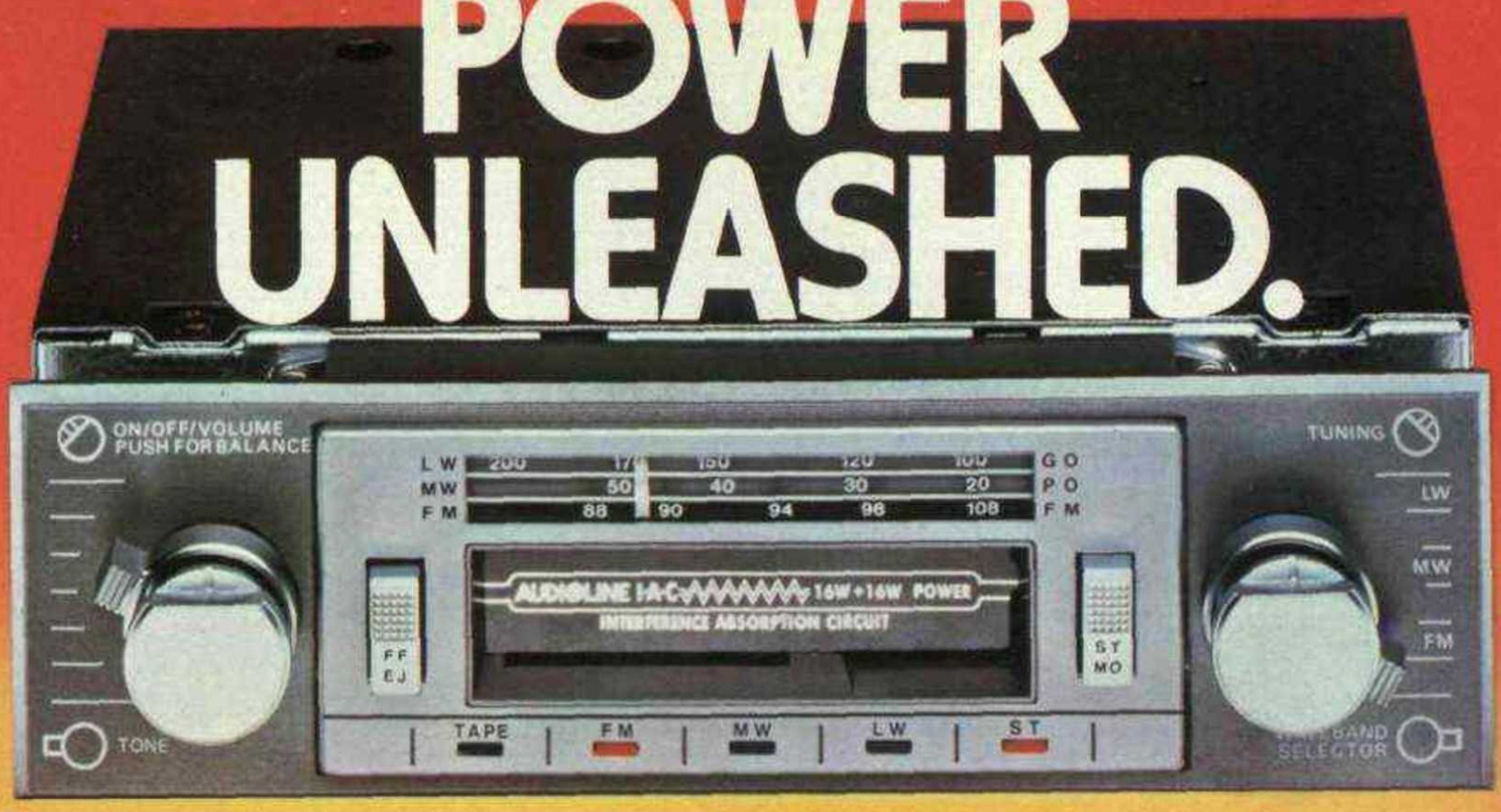
GRAND PRIX models of Radlett have released two more metal kits of cars in the Ford GT40 saga. These are the basic P-car, with a wide-ranging set of decals to cover different racing variants of this model, and for the GT40 as a road car, to 1:43 scale. Each kit costs £7.95 in the UK. GP Models can also supply the Swiss Schmid miniature of the 4-litre V12 Sunbeam, also to 1:43 scale, for £40.25. The car is in the 1925 LSR form, with cowled radiator and faired-in front dumb-irons but could presumably be converted into a replica of the Sunbeam "Tiger" or "Tigress" to form another Brooklands car model. The tyre size seems more in keeping with the latter. GP Models have also imported a reproduction by Schuco of their 1936 tin-plate toy Grand Prix Mercedes-Benz. The old Schuco Company went out of business but the new company has found the original tin-dies and even the old art-work for the box in which these toys

Continued on page 1667

FROM Switzerland via GP Models, the 4-litre V12 Sunbeam.



POWER UNLEASHED.



Around £79.

POWER CONTROLLED.



Around £109.

In some ways car stereo is like your car.

It thrives on abundant power.

Power to cruise without straining, power to give silky sound without effort.

Power to be heard irrespective of speed.

To be specific, 16 watts per channel, 32 watts maximum, is the kind of output we mean.

Power to spare so you never need full volume, but if you want it, it's there, with virtually no distortion.

That's what our 430 radio/cassette player offers.

The tuner has the latest balanced, transformerless, twin-amplifier, 'floating ground' circuitry.

And the result is magnificent, clean sound.

It gives FM stereo and mono as well as long and medium wave.

And it also has IAC, our interference absorption circuit, which cuts out unwanted snap, crackle and pop.

If you added a built-in graphic equaliser, you'd almost have a description of our 427 unit.

Equalisers, as you may know, split the audio spectrum into sections, from the bass through to the treble.

It's like a rainbow of sound, each colour of which you can filter and control individually.

You can, for example, enhance the brightness of strings, mellow the sounds of woodwinds, or crispen the rasp of brass. You can orchestrate, you can almost conduct.

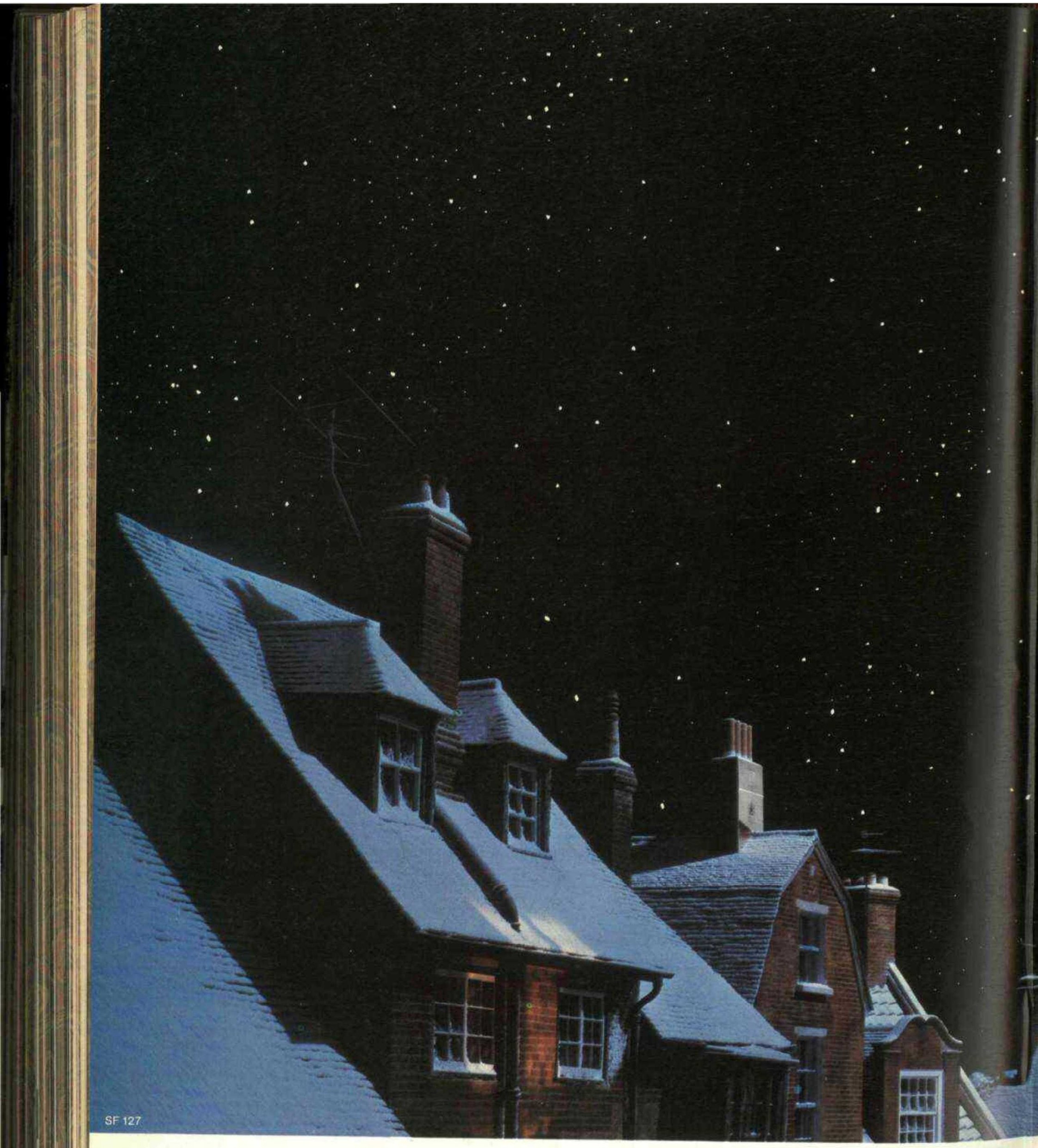
For our part, we'd like to conduct you to those accessory stores where you can listen to these Audioline units.

We invite you to consider their quality, their features, their specifications and, perhaps above all, their prices.

Some say that's our most powerful argument.

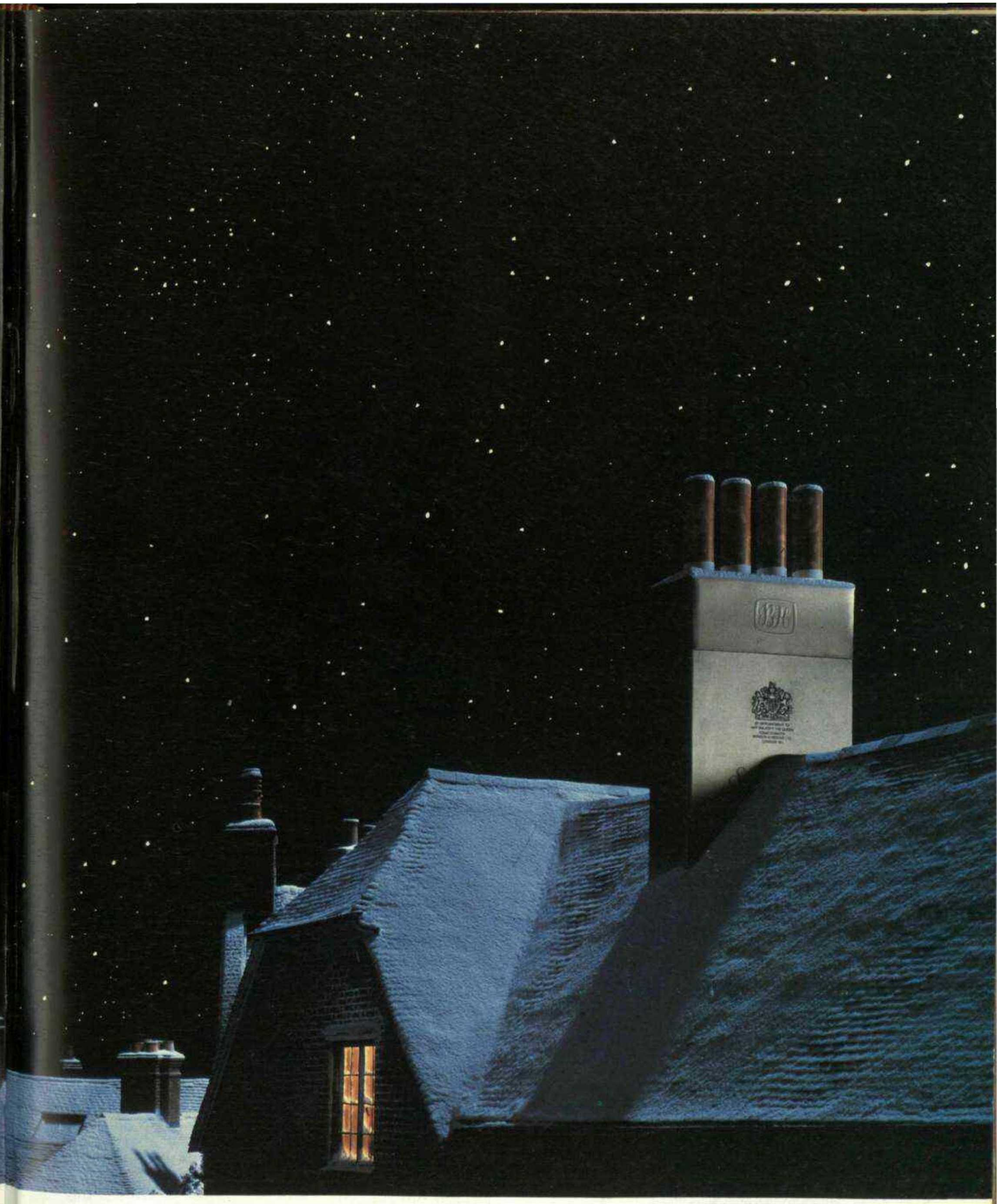
AUDIOLINE

Harry Moss International Ltd, 51/52 Heming Road, Washford Industrial Estate, Redditch, Worcestershire. Tel: (0527) 23131.



MIDDLE TAR

DANGER: H.M. Government Health Departments' WARNING



As defined by H.M. Government

THINK ABOUT THE HEALTH RISKS BEFORE SMOKING

The Christmas gift that is so special, it could only be from you

A choice of two exquisite French perfumes each individually and beautifully presented in its own Keepsake case ... personalised with your message and offered in an elegant pochette, hers to keep forever.

The perfect gift for Christmas, anniversaries, birthdays ... or simply to say "I Love You". A luxuriously bound hand-crafted Keepsake 'book' containing a genuine romantic French perfume from Paris, the fashion capital of the world, with your own name, date and personal message inscribed in gold — and delivered direct to the one you love ... for just £13.50 + p&p.





VU by Ted Lapidus of Paris
A complex bouquet both sophisticated and elegant. Presented in a beautiful Bordeaux coloured Keepsake 'book' with matching pochette. £13.50 + p&p (7ml. bottle)

expression by Jacques Fath of Paris
A classic and elegant perfume in the true French style — alluring and sensual. Complete with simulated black crocodile skin Keepsake 'book' and gold lamé pochette.
£13.50 + p&p. (3.5ml bottle)





We will print any message you desire up to 6 words on the cover and 6 on the inside.

Keepsake
Keepsake Perfumes,
Capitol House, Churchgate,
Bolton BL1 1LY
Tel: (0204) 32414 Telex: 63221

DELIVERY GUARANTEED BEFORE CHRISTMAS

For orders received before December 15th

I would like to order VU ☐ EXPRESSION ☐ (tick appropriate)

To be sent to:
Name _____

Address _____

_____

To arrive on or before _____

If you would like to order more than one perfume please send a separate covering letter.
PLEASE GOLD BLOCK THE PRESENTATION CASE WITH THE FOLLOWING INSCRIPTIONS:

FRONT (Max 6 words) _____

INSIDE (Max 6 words) _____

I enclose cheque/postal order for £13.50 plus £1.50 to include post and packing and recorded delivery (UK only). Total £15.00 to Keepsake Perfumes.

I wish to pay by Access/Barclaycard/American Express/Diners.
My Credit Card No. is: ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Name of sender: _____

Signature: _____

Address: _____

_____ Tel: _____

I understand that this payment will be refunded if the gift is unacceptable for any reason provided that it is returned within 7 days with the seal unbroken. We guarantee that your Keepsake Perfume will be despatched to your instructions or within 7 days of receipt of order.

Please post to: Keepsake Perfumes. Capital House, Churchgate, Bolton BL1 1LY
Registered in England No. 541349.

☎ **24 Hour Telephone Ordering Service**
Credit Card Holders can telephone their order to Bolton (0204) 32414

keepsake

MS 12/82

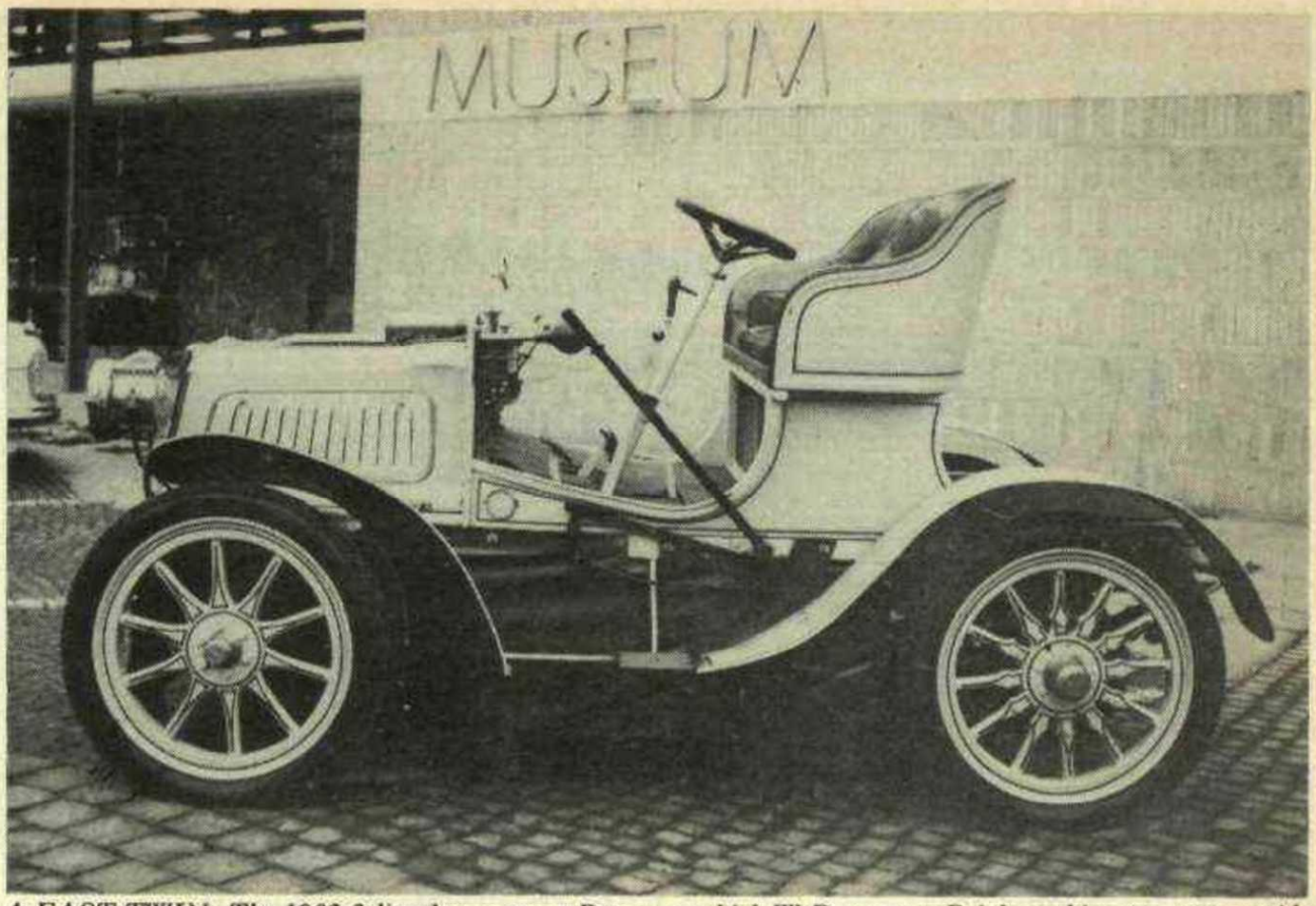
By Benz to Brighton

The Editor goes on the Veteran Car Run in the 1902 Spider from the Daimler-Benz Museum in Stuttgart

THANKS to Erik Johnson, the popular Public Relations Officer of Mercedes-Benz (UK) Ltd., I was offered the choice of two rides to Brighton this year, either in their huge 1904 5.3-litre Mercedes-Simplex or on their 1902 Benz Spider which the Museum acquired in 1979, a veteran formerly in use in Ireland. I settled for the latter, as more in the primitive pioneering spirit of the Brighton Run. It proved to be technically deserving of this description but a very fleet and effective car when in action.

That the two cars from the Daimler-Benz Aktiengessellschaft had arrived was evident when I presented myself at the Gloucester Hotel in S. Kensington on the Saturday evening (we were using a comfortable and accommodating Ford Sierra as our tender-car), to find two large and immaculate Mercedes-Benz Type 813 transporters outside, each coupled to a covered trailer. In addition, M-B had brought a Mercedes-Benz 250T estate-car as a travelling workshop-cum-spares supply back-up car. Some humourist at Stuttgart had labelled them, in German, "D-B Old-Timer Service". The mechanics were smartly dressed in M-B overalls and quietly efficient — it was rather reminiscent of how I first encountered it, when the Mercedes racing team first came to Donington, in 1937.

Examining the Benz Spider was interesting. It has a twin-cylinder, horizontally-opposed engine set in line with the frame. On the off-side is an enormous mangle-like flywheel and the big pulleys for the very long flat-belt drive to the 4-speed and reverse gearbox, final drive being by side chains. On the near-side one perceives the carburetter, with a neat exposed-pinions link-up with the mixture control, and the chain-driven water-pump, feeding a four deep gilled-tube radiator. Ignition is by coil. The chassis is sprung on simple full-elliptic springs all round and the wheels are shod with 810 × 90 Dunlop Cords. The yellow body, name-plates reading "Benz-Mannheim", consists of just two large seats and precious little else. It is yellow, with black lining and the Irish registration, IO-68, is retained. The only lamps are a pair of brass Type-666 Edmunds & Jones' Detroit Model headlamps. Two spare Dunlops were strapped on behind. The petrol tank lives beneath the driver's seat, which is on the near-side.



A FAST TWIN. The 1902 3-litre boxer-motor Benz, on which W.B. went to Brighton this year, seen outside the Daimler-Benz Museum in Stuttgart. See also colour picture on page 1646.

THIS 9 h.p. James & Browne was made in Hammersmith. Only one other remains.



So this interesting Benz, which had not been run for ten years, marks the period when that famous manufacturer was clinging to a preference for belt-drive and a simple, gas-engine kind of propulsion, but was trying to keep up with progress by putting the engine at the front and incorporating a gearbox and chain final-drive. Crude in some respects this Benz may be, but it is no sluggard — the 125 × 120 mm. engine has a capacity of 2,945 c.c. and develops 15 b.h.p., giving a top speed of about 60 k.p.h.

The Benz was driven by M. G. von Pein, head of the D-B Stuttgart Museum, the Mercedes by Hans Brommer, and D-B had brought two more cars, which were at the Brighton Classic Car Show, a 1916 18 / 45 Benz tourer and a 1926 Mercedes 28 / 95 sport-phaeton. A young Czech lad who had won the prize of a ride in the Brighton Run, by being the 3,000,000th visitor to the Daimler-Benz Museum, was going in the 1904 Mercedes and, being Mercedes-Benz, they had even remembered to bring an interpreter. . . .

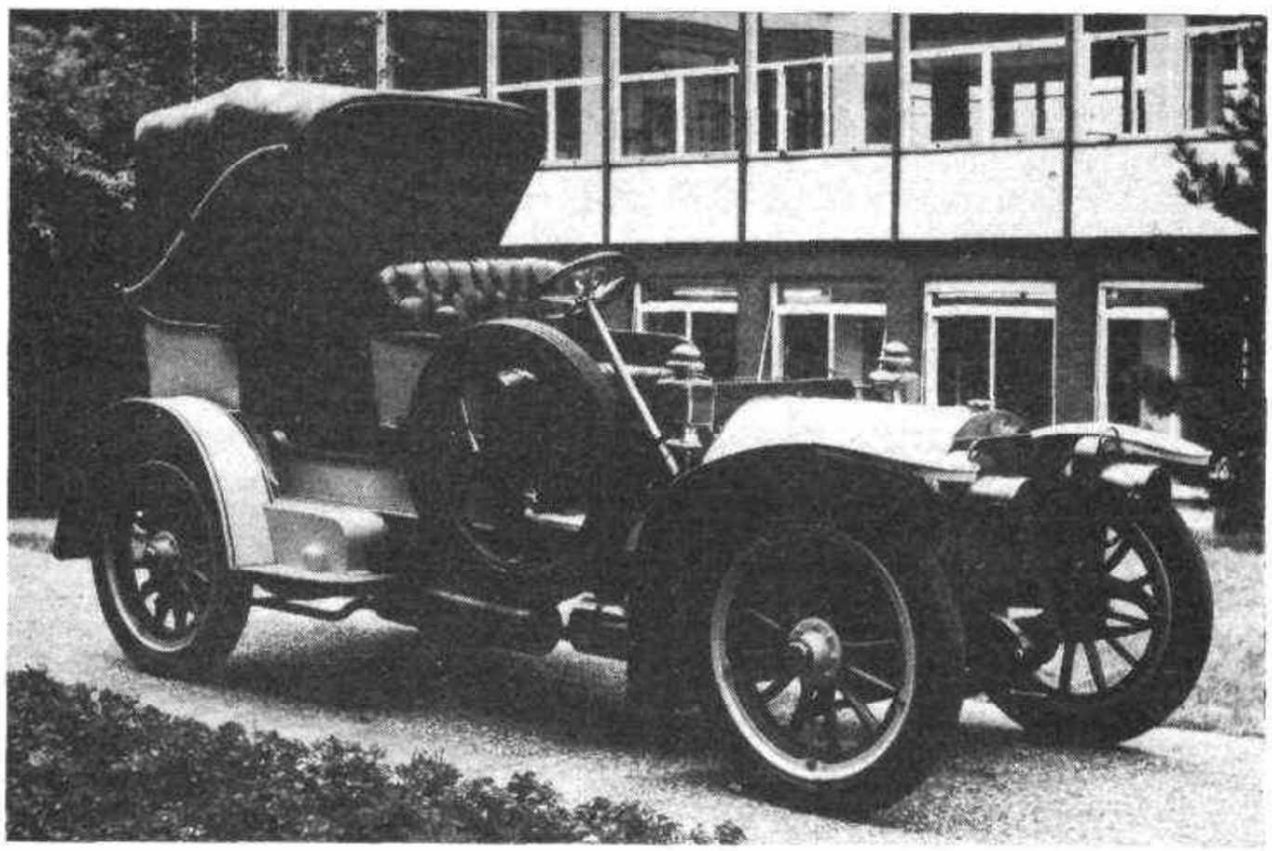
We left Hyde Park at 8.15 a.m. on a fine morning and I was soon aware that the Benz is a flier. When conditions permitted, von Pein had it up to 40 m.p.h. or more and none of the hills troubled it. The vibration was very evident at low speeds but once the "high" was in, we flew along, smoothly and quietly.

We could easily have been among the early arrivals on the Madeira Drive had we not waited a long time at Hooley for the big Mercedes to catch up with us. The opportunity was taken to put in water and to oil-up and later we paused to check the fuel level — the Benz likes special light-grade gasolene — but it had used very little. Nearer Brighton it began to mis-fire and the M-B mechanics had the battery out and a fresh one slipped into its compartment in the boot with the efficiency of the old Grand Prix days. For some time the rain had been pelting down but I was snug, if not entirely dry, in some of my Functional bad-weather wear. By 1.15 p.m. we were clocking-off.

Von Pein had allowed me to drive part of the way, on the more open roads. It was a curious experience. On the dash, from l. to r., are the four oil drip-feeds, a pump that was never used, the tumbler ignition-switch, and a wooden box housing the coils. The gears have a quadrant change, back for first and forward through neutral to second, third and fourth. Reverse is engaged by a separate lever, to the left of the main one, with a side grip. Outside the body is a long, push-on hand-brake. The pedal on the right operates truly efficient back brakes (there is also a shoe-brake on that huge flywheel). The centre pedal shifts the belt to a neutral-drive position when it is up and you press it down until it locks, to engage the drive — confusing at first! To release this centre pedal for regaining neutral or changing gear you step on the left-hand pedal, which is inter-connected with the hand-brake, if you are with me and in control of your Spider. It all works very positively, once mastered. The little wood-rimmed, four-spoke steering wheel is on a slightly-inclined column and controls light

THE RUN attracts not only cars but other types of vehicle too.





THE other Daimler-Benz Museum car on this year's Brighton Run was this fine 5.3-litre Mercedes-Simplex.

steering, in which the track-rod is ahead of the front axle. But the springing does occasion some roll, if a sudden directional change has to be made. The engine is literally a fixed-speed one, the little hand-throttle requires no attention, apart from being used to get the engine to idle when the Benz is stationary. It is, however, necessary to pay fairly frequent attention to the aforesaid mixture-control, which sprouts from the left of the drip-feed box.

That was my 1982 "Brighton", after which the item of prime importance was to try to get dry . . . I am grateful to Erik Johnson and Mercedes-Benz for letting me experience yet another veteran, on what was my 31st "active" Veteran Car Run. — W.B.

Brighton Run Asides

THE VCC / RAC Brighton Run for veteran cars has in recent times become to some extent a Show-Biz charade. This year Lord Montagu took Tommy Steele on the 1903 24 h.p. De Dietrich, and Terry Wogan and family had the RAC's 1904 Thornycroft (actually a BL Heritage car) all to themselves, and he got a whole-page picture of himself in the official RAC programme! It is now claimed that the oldest car in the Run was an 1896 Lutzmann, a true horseless-carriage, inasmuch as removal of its front axle reveals attachments for shafts for a horse. The Duke and Duchess of Manchester shared the National Motor Museum's 1901 Progress, which we thought belonged to the Automobile Palace in Landrindod Wells, and Lord Montagu's 17-year-old daughter drove the Museum's 1903 6 h.p. De Dion Bouton that was the very first exhibit at Beaulieu.

Motoring enthusiasts were represented on most of the cars, such as Saloon Car Racing champion Jack Sears driving the well-known 1903 Clement-Talbot.

But what motivated Ernie Warmington to fit CB-radio to a 1903 De Dion Bouton (call-sign "T-Ern") and the RAC to issue a Motor Sports hand-out about it, is beyond our comprehension. W.B.

THE oldest car in the Run sets out from Hyde Park. The 1892 5 h.p. Benz (No. 1) is accompanied by its junior by two years, a 1½ h.p. Benz.



Brighton Breezes. — The Brighton Run is an excuse for all manner of vehicles apart from the veterans to launch themselves along the A23 — "launch" was about right on the afternoon of November 7th! I saw a perambulating, nice 3-litre Bentley, a Trojan, AC, and many other genuine vintage cars, several terrible moderns masquerading as vintage sports-cars, even more awful, two *imitation* oldsters, a fine Morgan 3-wheeler and another tricar using transverse Mini-Minor power, a solid-tyred Sentinel steam-waggon, a fire-engine, and the vintage De Dion 'bus for the Press gang. Then the vintage bicycles were out, including one obviously dedicated "penny-farthing" rider going extremely well. We encountered only one driver of a modern car, who could easily have moved over, who disliked a veteran taking up some of the off-side of the highway — he was in a Volvo. Mostly the Policepersons were doing their usual fine job of getting the veteran cars through, even to a line of cones at one place to give a clear run on the outside of the road for us. But, curiously, there were isolated traffic-lights left un-manned, and it was only slightly better in this respect this year in Brighton itself. Overhead, three light 'planes were banner-towing in the stiff breeze, one for the Lombard Finance people.

* * *

The RAC-entered 1904 Thornycroft driven by Terry Wogan had been given a recent major overhaul by BL Heritage but was reported as retiring with overheating problems — which the rain did nothing to cure. (When I went on it in 1979 it took only 4 hr. 35 min., inclusive of a 45 min. delay caused by a puncture.) The others who started but were reported as non-finishers this year are:

No.	Vehicle	Year	Entrant
4	Benz	1894	N. E. J. Bradshaw
5	Benz	1894	R. Holmes A'Court
6	Peugeot	1895	P. Briggs
9	Whitney Steamer	1896	Y. Honegger
15	Crowden	1898	Museum of British Transport
28	Benz	1899	F. Lustig
37	Locomobile Steamer	1899	J. M. A. Paterson
44	Victoria Parisienne	1899	D. K. Harper
66	Georges Richard	1900	B. P. Cumming
89	De Dion Bouton	1901	R. Clapham
93	De Dion Bouton	1901	Mrs. P. A. Hemminway
96	De Dion Bouton	1901	C. P. Hayward
100	International Charette	1901	W. K. Jude
105	Pick	1901	Mrs. M. Garrett
112	Sunbeam-Mabley	1901	C. R. Lynam
114	Wolseley	1901	A. Park
134	Lux	1902	W. H. Presinger
138	Orient Buckboard	1902	M. J. Carter
143	Panhard-Levassor	1902	J. Hickman
191	English Steamer	1903	Dr. R. A. Sutton
211	Oldsmobile	1903	L. N. Starley
214	Oldsmobile	1903	D. H. Biggs
222	Panhard-Levassor	1903	R. E. May
235	Stevens-Duryea	1903	E. D. Lee
239	Winton	1903	J. C. Leake Jr.
243	Autocar	1904	R. V Taylor
244	Autocar	1904	W. R. McKinney
245	Bayard	1904	Mrs. E. M. Moore
248	Cadillac	1904	Miss A. J. Langton
265	De Dion Bouton	1904	P. A. Armour
274	De Dion Bouton	1904	N. Oldham
277	De Dion Bouton	1904	E. D. Sharpe
280	De Dion Bouton	1904	G. A. Griffin
316	Phoenix Tricar	1904	Mrs. Y. P. Baily
325	Rambler	1904	R. B. Moore
329	Rexette	1904	T. G. Matthews
345	Turner Miesse Steamer	1904	P. R. Jones
354	Yale	1904	R. C. Threlfall

* * *

We met Lord Montagu at the finish-line, obviously very pleased that his 17-year-old daughter was taking part — on his well-known De Dion Bouton.

* * *

First to arrive was the 1900 Stephens Dog-cart of R. Eastmead, followed by a 1902 Mors, driven by D. W. Llewellyn, and a four-cylinder Peugeot of 1901.



ARRIVED SAFELY. — S. W. Murray-Threipland's 1902 Panhard-Levassor running along Madeira Drive at the finish of a very wet Brighton Run.

D. Segal's 1899 Benz towed a period-type trailer and some passengers faced *backwards* for the 57-mile journey, as on the Albion dog-cart.

* * *

Surprisingly, "new" veterans still turn up and some were on the Run. McArdle's 1903 Cadillac had been off the road since 1942, languishing in a Yorkshire barn, Moore's 1898 Panhard was new to the Run, after 1,300-hours' restoration, and Rose's 1902 Darracq was returning to the road after having been idle since 1912.

Give BEN a Good Christmas

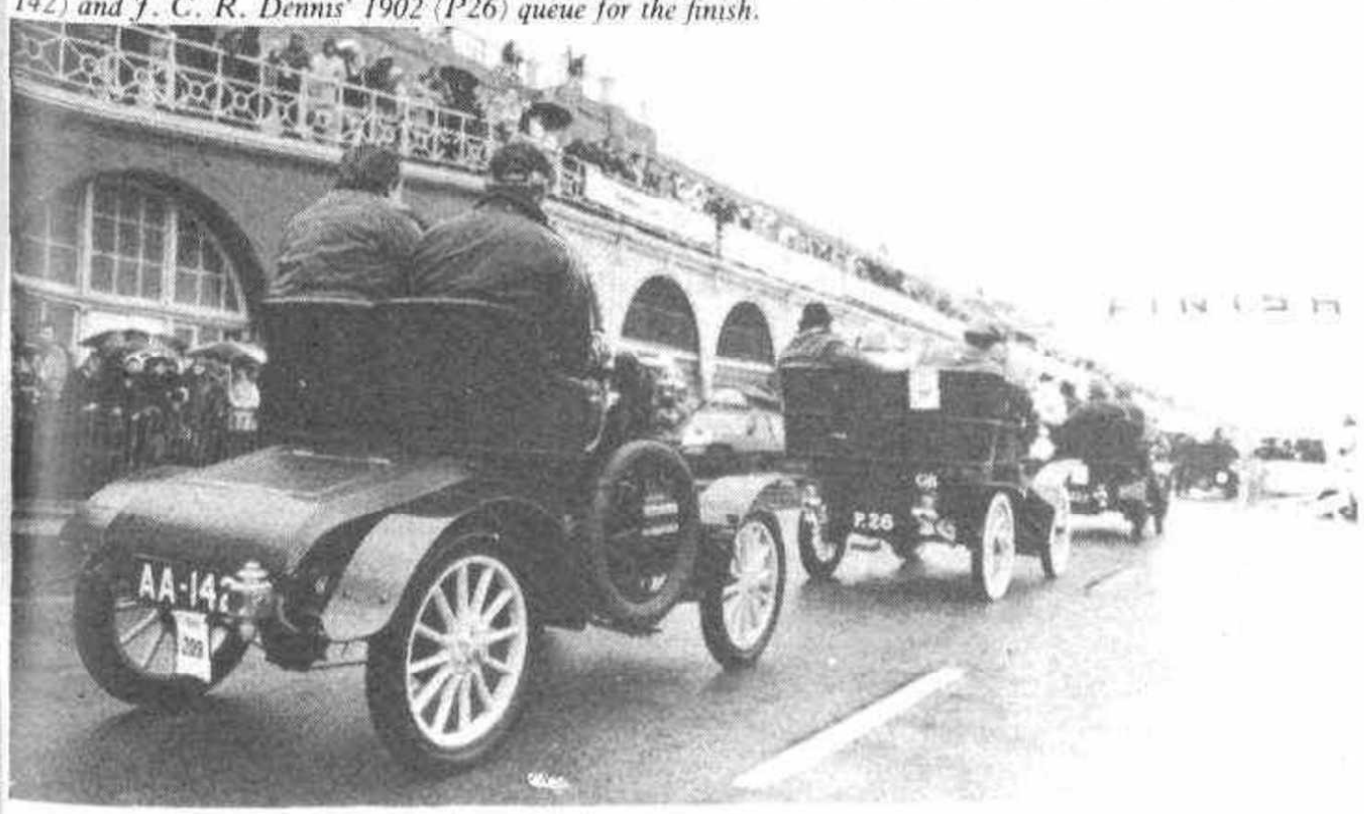
THE Motor and Cycle Trades Benevolent Fund, BEN, does splendid work for old and sick ex-employees of the motor and cycle trades, and maintains its Old Peoples, Home, Lynwood. It asks you to aid its funds by buying its Christmas cards, depicting an SS 100 in a snowy Christmas setting, with an Austin 7 Ruby saloon in the background, by Lionel Rouse. Packs of ten cards, with envelopes, cost £2.00, from Bentrade Ltd., Lynwood, Sunninghill, Ascot, Berkshire, SL5 0AJ. — W.B.

V-E-V Miscellany. — The Alvis 12/50 Register's monthly *Circular* is full of information which should be useful to its very active membership. It has calculated that probably the fastest-ever 12/50 Alvis time up Prescott to date is 53.48 sec. achieved in 1976 by Robert Wickstead's 1923 Racing Car No. 1, but run close by the 53.76 sec. achieved by Eric Benfield's 1924 200 Mile Race Alvis in 1981 — something to watch for during next year. The ex-Foxlee 12/50 Alvis Special, YT 8742, has reappeared in the hands of D. Christian, a shortened-chassis car with elliptic back springs. Incidentally, perhaps the prices of these ever-desirable cars are dropping, judging by a 1931 12/50 two-seater offered by the Trade recently for less than £4,000. It has been reported to us that while the owner, Mr. Riley, was in hospital recently, the engine and gearbox of his single-seater K-type MG Magnette were stolen from Worcestershire, the thief cutting the chassis about to remove these units. A reasonable cash-reward is offered for any information leading to the recovery of the engine and gearbox — to 021 445 2551 — or we can forward any letters appertaining to the theft — W.B.

V-E-V Odds & Ends. — A reader has an MAG water-cooled vee-twin engine, probably from a Morgan three-wheeler, No. 2C21-6596, which he would like to exchange for an o.h.v. vee-twin JAP engine usable in a motorcycle. Letters, as to the identity of his engine, etc., can be forwarded. Another reader seeks information about a 1926 3-litre Speed Model Bentley he is restoring, Reg. No. YM 8663, chassis no. SR 1423, with a two-seater body by the Surbiton Motor Works, about which information is also sought. The car's first owner was Hugh Lang of Worpleston and he sold it to someone in New Zealand in 1930, the Bentley returning to this country in the 1950s. The very good and enthusiastic service received from SU's Service Department at West Bromwich is warmly praised by J. F. Bailey of Crewe, who had the carburetters of his 1930 Riley Lynx dealt with most thoroughly and with enthusiasm one morning, for a well-spent sum of less than £50. He would like to know where his 1932 Riley Gamecock WD 3647, 1936 Riley Kestrel Sprite DLC 364, 1938 Riley Adelphi DSM 393, and 1964 Alfa Romeo Spider UEW 2L are today.

When we referred to the Gosport tube communication between pilot instructors and pupils in Avro 504s and other early aeroplanes we called it a telephone system for expediency but should perhaps have made it clear that this Gosport system was simply composed of speaking tubes. The new Chairman of the Historic Vehicle Clubs Committee, which does so much invaluable work for the entire old-vehicles movement, is Bernard Kain, well-known Bugatti exponent and solicitor. James Crocker, who has held the position for 12 years, is standing down due to business commitments. The Sunbeam MCC's well-established Pioneer Run from Epsom to Brighton will be held next year on Sunday March 20th. Regulations and entry forms will be ready later this month, from Mrs A. J. Ayers, 59, Beechwood Road, Sanderstead, Surrey, CR2 0AE, the Run being for pre-1915 motorcycles holding eligible Pioneer dating-certificates. Incidentally, the Chairman of the Sunbeam MCC, Lt.-Col. Ayers, has almost completed restoration of his 1919 Douglas small-car. Just out of this column's usual orbit, a reader wants to discover the history of his circa 1948 14 h.p. Lea-Francis, Reg. No. MNW 772, chassis no. 7020, which was prepared as a "works" car for racing at Goodwood. Letters and any photographs can be forwarded. — W.B.

BRIGHTON ESPLANADE. — A damp but enthusiastic crowd watch as Mrs. M. Clarke's Napoleon (AA 142) and J. C. R. Dennis' 1902 (P26) queue for the finish.



Brighton Tailpiece . . .



A 1922 TT Vauxhall Re-born

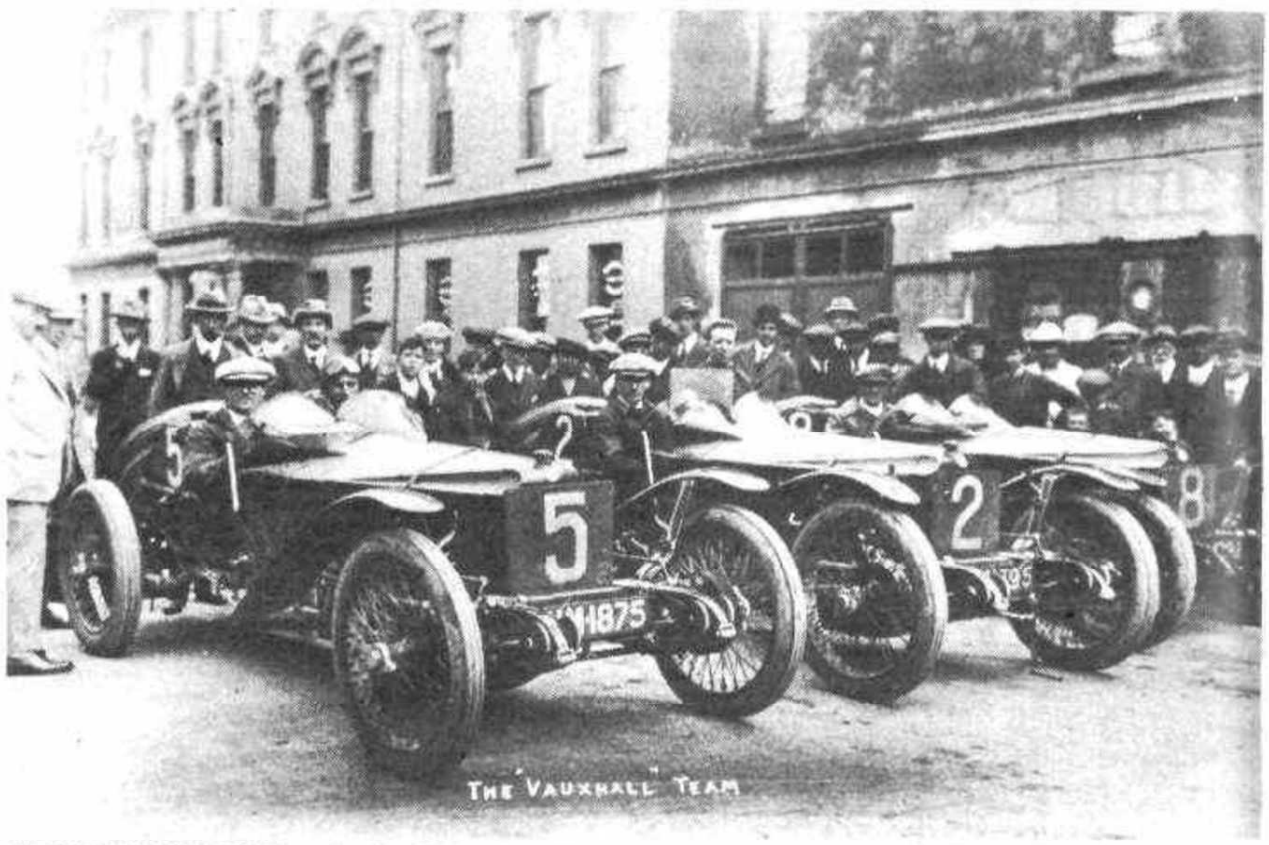
The Editor Investigates Alistair Templeton's Exciting Re-creation of a Famous Twin-Cam, 3-litre Racing Car.

WHATEVER the position since the war, enthusiasts are aware of the fine sporting cars built by Vauxhall Motors of Luton, Bedfordshire, which faded with the 20/60 h.p. Hurlingham. Before the First World War, with the 30/98's great career ahead, Vauxhall's did noteworthy things in competition events, including the 1914 French Grand Prix, to enhance their fine reputation.

So it was not exactly a surprise when, the war over, they decided, to enter for the 1922 RAC TT race in the I.o.M. Laurence Pomeroy, their autocratic Chief Engineer, had taken his genius to Daimler's, after creating the Edwardian 30/98 among other outstanding Vauxhall models. C. E. King had succeeded him and was redesigning the E-type 30/98 fast-tourer Vauxhall and the 14/40 Vauxhall. Perhaps Vauxhall's re-entry into racing was to strengthen the position of these new models.

At all events, by 1921 the famous Luton Company was busy with a team of very advanced racing cars for the forthcoming TT, King doing the chassis, with Dr. (later Sir) Harry Ricardo, who was then at the height of his engine-research doctrines, and a friend of Percy Kidner, the Vauxhall Managing Director, designing the engine. The TT of 1922 was divided into a small-car and a large-car race, the latter for cars with engines not exceeding 3-litres. The story has got about that King and Ricardo had no idea, as they bent over their drawing-boards (or those of their subordinate draughtsmen) that after 1921 the International limit for the Grand Prix would be 2-litres, and consequently they made their engine up to the 3-litre limit of the 1921 GP — i.e., a four-cylinder of 85 mm. × 132 mm. (2,996 c.c.) — and were therefore eliminated from using these complicated and costly racing-cars in the Grand Prix of 1922 or the following year.

To me this has always seemed extraordinary — surely someone at Vauxhall's must have been aware of the coming GP Formula change, if only from reading the weekly motoring papers? Is it not more likely that a full Grand Prix programme was never contemplated by Vauxhall's but that the RAC Tourist Trophy Race (which, as it happened, rather fizzled out) was seen as excellent publicity and that to win it would require a team of cars with engines up to the full 3 litres, which could afterwards gain further, but far less-costly, publicity for the Company at Brooklands and in speed trials, etc — which is exactly what occurred? One must remember that the Tourist Trophy Race had gained useful advertisement, before the war, for the winning makes of Arrol-Johnston, Rolls-Royce, Rover, Beeston-Humber, Napier-Hutton, and Sunbeam and the Vauxhall Board could hardly have foreseen that the 1922 race would be almost washed-out by rain, that few people would watch the miserable start at the dismal hour of half-past-nine-in-the-morning, or, and more unfortunate, that only two other makes (a total of nine cars) would challenge them in the big-car class, with a mere five finishers, spaced out by over an hour — scarcely exciting to watch.



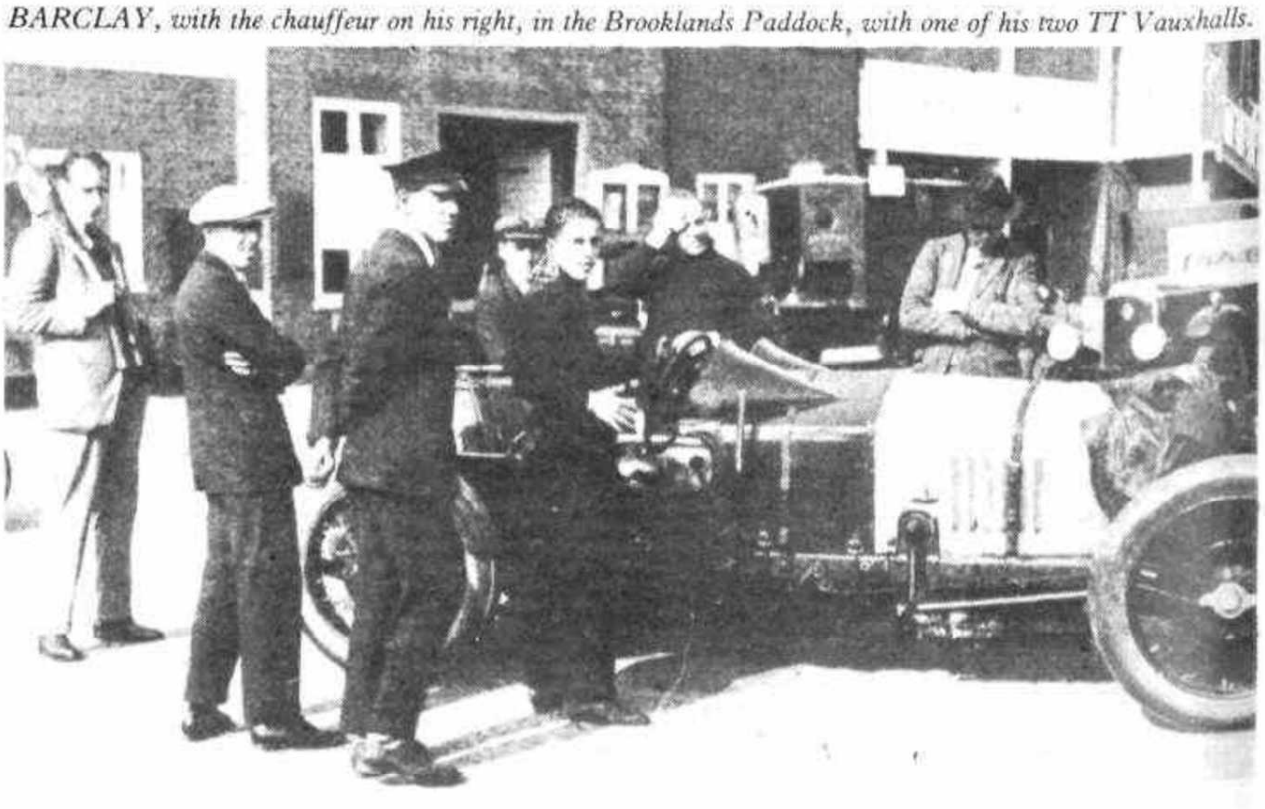
THE VAUXHALL Team for the 1922 3-litre TT. From l. to r. the drivers are O. Payne, M. C. Park, and E. Swain.

Be that as it may, the cars Vauxhall prepared for the TT were of top-quality and technically-advanced. Laurence Pomeroy, Junr., perhaps biased in favour of his father's old Company, gave a full description of them in the first volume of "the Grand Prix Car" (MRP, 1949). It suffices here to say that the engine of the 1922 TT Vauxhall had four-valves-per-cylinder, inclined at 90-degrees, operated by twin-overhead-camshafts driven by a train of spur-gears at the front of the engine. The cams attacked the valves *via* short rockers and non-adjustable tappets. There were two detachable bronze cylinder heads. The cylinder block was of aluminium, with wet cast-iron liners, and Ricardo slipper-pistons were used. The crankshaft was of built-up type, with the flywheel in the centre. It ran in seven ball-bearings, not counting the ball thrust-bearing, and the big-ends were of roller-type. For the first time on a British racing-car engine, Delco battery and coil ignition was used, following the lead taken by Louis Coatalen for Sunbeam and Talbot-Darracq racing cars, a 12-volt battery being placed over the gearbox, and the Vauxhall engine had three sparking-plugs per cylinder, although normally only using one. There was wet-sump lubrication from two valveless oscillating plunger-pumps, for jet-feed to the crank-throws and high-pressure feed to the valve-gear.

Carburation, in this era just prior to the time when supercharging became general, was from a two-choke Zenith carburetter, feeding into Nos. 1 and 4 cylinders, and independently into Nos. 2 and 3 cylinders, taking its air from the crankcase. Cooling water was circulated round the cylinder heads but was deliberately stagnant in the cylinder block.

A unit gearbox, driven by a multi-plate clutch, was used, instead of the more usual separate gearbox, an open propeller shaft took the drive to the straight bevel-gears back-axle, and the chassis frame was conventional, except that it was upswept over both axles. The wheel base was 8' 11", the track 4' 5", the height 47", and unladen weight 22½ cwt. What was highly unusual was that four-wheel-braking had servo assistance by pressurised air, supplied from an engine-driven

BARCLAY, with the chauffeur on his right, in the Brooklands Paddock, with one of his two TT Vauxhalls.



pump and variable in its effect by the driver, this unique system not only reducing the effort required on the pedal,which operated all four brakes by cable and rods, but enabled the braking to be varied in effect, and also to be left on while approaching the many corners of the IoM circuit should the driver be using his feet and hands for changing gear.

The bodywork on these bright red two-seater TT Vauxhalls was very stark, and exciting to behold, with low cockpit sides, conical wind-funnels to protect the occupants, two spare wheels up behind the exposed triangular 32-gallon fuel-tank, with the tall brake-lever outside the cockpit. The front brake drums were of 12" diameter, the back ones of 16" diameter, the original tyre size of the Palmer Cords on the centre-lock wire wheels was 810 × 90 front, 820 × 120 rear, and the gear-ratios were: 9.4, 6.5, 4.65 and 3.75 to 1. The scuttle was detachable for better access to clutch, gearbox, instruments, etc.

Laurence Pomeroy, Jnr., was perhaps over-kind to these cars, excusing their output of only 43 b.h.p.-per-litre by saying that power in relation to piston-area was a better basis of comparison, and that the Vauxhall gave 3.7 h.p. per sq. in. The output of 129 b.h.p. at 4,500 r.p.m. was excused by the low compression-ratio used by Ricardo, namely 5.8 to1, as he was afraid that if h.c. pistons were fitted these would be savaged by a stuck-open valve. This was a common problem at a time when valve springs were undependable, and one of the reasons why Parry Thomas used leaf valve-springs. As for the maximum speed of the TT Vauxhall, Pomeroy put it at 112 m.p.h. at 4,400 r.p.m., based on a Brooklands' lap-speed of 108 m.p.h. in 1922 and a flying kilo. covered at 111.85 m.p.h. in 1925. However, Ricardo had intended his engine to use alcohol fuel and the high compression-ratios which could safely be used with it, and I wonder if, by the time these speeds were timed, that may have been the arrangement?

* * *

The three cars were duly entered for the 1922 TT, Vauxhall I to be driven by M. C. Park, Vauxhall II by O. Payne, and Vauxhall III by E. Swain. They may even have expected to win, for the straight-8 STD cars had not shown up well in the previous year's French Grand Prix and in practice for the TT Lee Guinness' Sunbeam had run a bearing, while the Bentleys were simply sports-cars, in their first big race as a team, and had only had rear-wheel brakes. But it was not to be. . . . Swain, too, was in trouble during practice, with piston problems, and the Vauxhall team used up all its spare tyres, a legacy from their differential-less back axles, Swain, being the fastest driver, destroying the most. A fresh supply was rushed from England, and the story of No. 5 engine also being shipped hastily to Douglas and landed with much difficulty may have foundation in Swain's piston-failure. For if only one spare engine had been taken over, it would presumably have been used for this car and the team would then need another spare power-unit. In a race that opened in heavy rain, which Vauxhall's had anticipated by fitting mudguards, windscreens, and windscreen-wipers operated by the mechanics, Park and Swain retired with broken pistons (or with a broken piston and broken big-end roller, depending on which report you believe). Payne finished third, however, behind the winning Sunbeam of the steady and experienced Jean Chassagne and F.C. Clement in the Bentley. Payne was chased hard by W. O. Bentley, who was only six seconds behind the Vauxhall at the finish. But it cannot be overlooked that the victorious 3-litre Sunbeam was 18 min. 55.2 sec. quicker than the only Vauxhall to finish (although both Chassagne's team-mates also retired whereas the Bentley team came home intact), in this damp 302-mile contest. The TT must have been a disappointment to Vauxhall's. It has sometimes been said that the cars were too hastily prepared. Pomeroy, Jnr. while not committing himself admitted that the engine-design was complicated (one example being that the seven timing-gears had first to be meshed correctly, after which their fixing-spiders had to be locked with dowel-pins), and thus "the workshop has certainly been subordinate to the drawing-office" But apparently at least one engine was completed in good time and bench-tested for the equivalent of more than 4,000 miles, before the TT.

* * *

It was not long after the TT that Vauxhall's had the No. 1 car in the public eye again. At Shelsley-Walsh on July 29th (the TT had been run on June 22nd) Park made fastest-time-of-the-day, in 53.8 sec., although he did not break A. C. Bird's record of 52.2 sec. with the bigger Sunbeam, which on this occasion was 0.2 sec. slower. Park followed this up by winning his class and the Formula category at the Southsea "Speed Carnival" in August, doing 64.28 m.p.h. over the flying-kilometre, which vanquished Clement's Bentley, somewhat redressing the TT results. Then it was to Brooklands, where Percy Kidner entered Park and the Vauxhall (which, if my Brooklands records mean anything, had its original engine, obviously repaired after the I.o.M. retirement) for the August Bank Holiday races. Still red, with black chassis and wheels, it was unplaced in the 100 m.p.h. Short and 90 m.p.h. Short and Long Handicaps. But it had the distinction of having started from scratch in both the latter races and during the afternoon pulled out two best standing-start laps of 84.92 m.p.h. and a best flying-lap of 101.23 m.p.h., although retiring from its last race, possibly as a result of the fatal accident involving a privately-entered 30/98 Vauxhall.

At the JCC South Harting hill-climb of 1922 Park made f.t.d., in 48 sec., again beating Clement in the Bentley, taking two other classes as well. Then, in October, at the Essex MC Championship Meeting at Brooklands, Park gained revenge over the 3-litre straight-eight Sunbeam, when the Vauxhall beat K. Lee Guinness, averaging 97.8 m.p.h. after a magnificent start, to take the 3-litre Championship. Apart from which, he won the Essex "Lightning Short" at 97.6 m.p.h., and then swept through the field from a rehandicap to win the Essex Senior Long Handicap, at 100.52 m.p.h., following this by being placed second to Zborowski's Ballot in the "Lightning Long". To clinch a notable afternoon's racing, the Vauxhall had also finished second to Thomas' Leyland in the "Senior Short" Handicap.

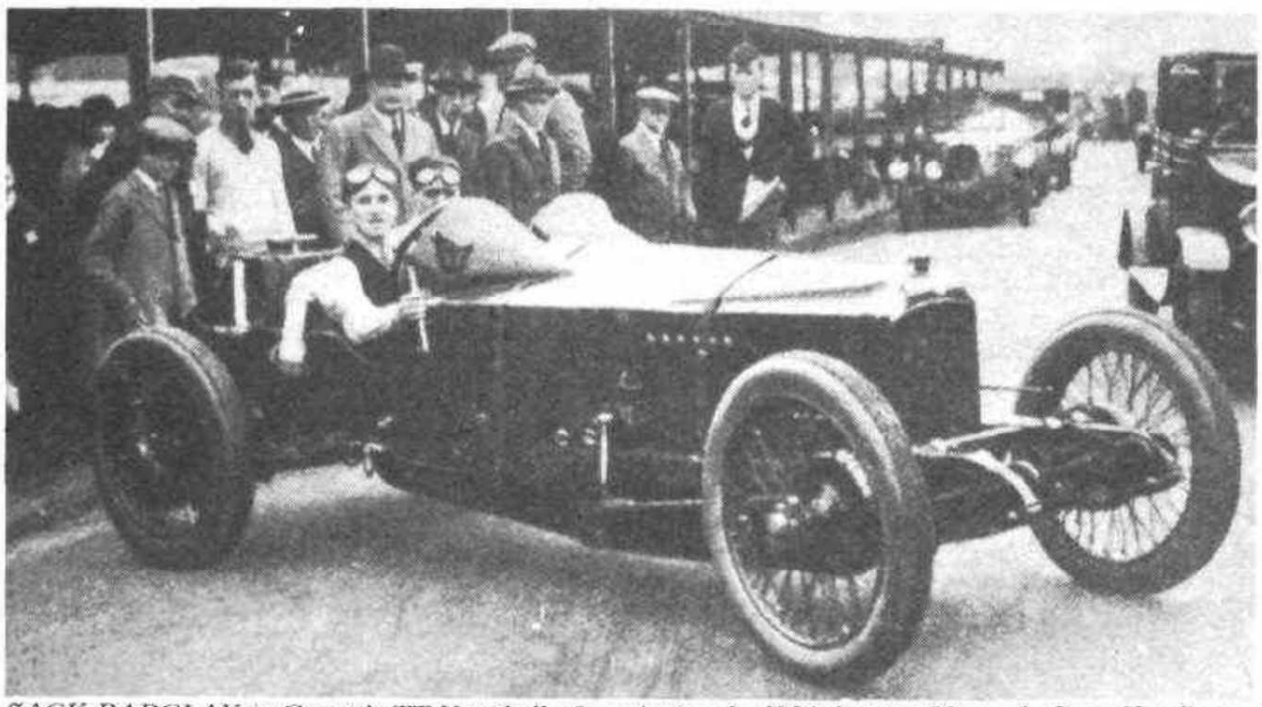
It was then back to Brooklands for the Autumn Meeting, at which Park was second behind Clement's Bentley, to which he had given a start of 20 sec. in 5¾ miles in the 100 m.p.h. Short Handicap, after which he went on to win the Lightning Long Handicap from Parry Thomas's Leyland Eight, which had conceded the Vauxhall ten seconds in 8½ miles. He had been third on his first appearance, doing a standing lap of 93.51 m.p.h. in the "Lightning Short" and because of a bad fire retired from his last race, in which he had received a rehandicap of four seconds. His fastest



RAYMOND MAYS in Peter Gurney's TT Vauxhall, seen in 1925 when it was possible to park a racing car in a London Square and photograph it.

RAYMOND MAYS, who claimed to have driven all three of the TT Vauxhalls at speed in one of them, up Kop hill.





JACK BARCLAY in Gurney's TT Vauxhall after winning the 1924 Autumn 90 m.p.h. Long Handicap at over 96 m.p.h.

lap of 108.27 m.p.h. was done in winning the "Lightning Long", so the TT Vauxhall was getting quicker all the time — it was now using alcohol fuel, with increased compression-ratio. Its top speed must have been around 114 m.p.h.

After that very impressive 1922 season at the Track and in sprints, Vauxhall Motors retired from racing. But amateur racing-driver, Humphrey Cook, acquired TT Vauxhall No. 2, the one Swain had retired in the I.o.M. It had its original engine, like Park's car, and the reason why the two cars that had failed to complete the TT course were used, instead of Vauxhall No. 3 that had come home fourth, was probably because the two defective cars would require overhauling anyway and would then be in good fettle, whereas Payne's car, having run a full 302-mile race, with a fast last-lap, might not be. Cook had been racing his E-type side-valve 30/98 Vauxhall "Rouge-et-Noir" and clearly wanted a faster one. He took delivery of the TT car, naming it "Rouge-et-Noir II", and with it had a very busy and successful 1923 season. He would have been well-known and therefore prone to suffer a heavy handicap from "Ebby" and seems to have withdrawn the car after a time, perhaps for this reason. Nevertheless, he took six second places and five "thirds" in 1923, and won the Lightning Long H'cap at Easter lapping at 104.41 m.p.h., and averaging 98.32 m.p.h., although this was a hollow victory because the only other runner was Howey's Leyland, that had given Cook a start of 16 sec. in 8½ miles. However, many of his other "places" had been against drivers of the calibre of Parry Thomas. Brooklands apart, Cook gained a great many successes in the more important of the public-road speed hill-climbs and speed-trials. For example he was fastest at Kop in 1923 (27.5s) and made f.t.d. again at Aston-Clinton (46.4 sec.), beating Clement's Bentley. He did this f.t.d. thing yet again, at Skegness (36 sec.). Then at Holme Moss he was quickest once more, in 82.8 sec., and at Saltburn he was beaten only by the huge Isotta-Maybach, doing 107.74 m.p.h. There was a second place to Campbell's bigger Sunbeam at Porthcawl in 1924 but at the Caerphilly hill-climb Cook gave best to Moir's Bentley.

In 1924 Cook took three classes and made f.t.d. at Kop, was second to Dario Resta in the new GP Sunbeam at Aston-Clinton and repeated this at South Harting. He went to Brooklands in 1924 only for the Autumn races, being unplaced in his

Continued on page 1643

An AC Aside

IN last month's article on "Racing Cars You Could Buy" I referred to AC Cars Ltd. listing a racing single-seater at £1,000 in 1924. I have always assumed that for this outlay the purchaser would get a sister car to J. A. Joyce's well-known single-seater, with overhead camshaft, 16-valve engine and the special chassis with the lightweight back-axle/gearbox.

However, in the new AC History by John McLellan, published by Dalton-Watson Ltd., the author says the racing model AC was supplied with the side-valve Anzani engine like the rest of the catalogued four-cylinder models. The catalogue I have does not commit itself, but it does refer to the £1,000 single-seater beneath a large photograph of the "works" single-seater flashing down the Brooklands Finishing-straight at, it says, 108.04 m.p.h., obviously with the o.h.c. power-unit delivering the goods. The blurb about this catalogue-racer says it has "A specially-designed chassis and is the only car in the world of this size that has travelled at more than 100 m.p.h." Its records of 105 m.p.h. and 101.39 m.p.h. within 60 minutes are then quoted, and the blurb continues: "It is a special model for a special purpose; it is instructive to anyone interested in such a vehicle; and it has been of immense value in making designs for our touring cars in the way of finding out under the terrific stress that 100 m.p.h. entails, whether the parts stand up in ordinary use." The body is then described as "Aluminium, specially streamlined throughout." That smacks of the words of AC's Governing Director, S. F. Edge, and I can imagine that he may have intended one of two things, to sell these cars but with the s.v. Anzani engine, or to dispose of the actual racing single-seater, as a used car.

However, if the former is the case, as McLellan thinks, it would have been an expensive way of getting the special chassis and a single-seater body, as the speed could not have been much above the 75 m.p.h. guaranteed for the faster of the two AC four-cylinder sports-models, which was priced at £350 less. Which may be why few, if any, were sold. Any comments? — W.B.

V-E-V Odds & Ends. — There was an interesting aside in *Leicester Shopwindow* not long ago about Castles of Leicester who began selling cars in 1919, and whose showrooms on the corner of King Street and Wellington Street (now the Leicester CC Social Club with what appears to be a mock-Tudor black and white timbered extension) are depicted as they appeared in the 1930s, with three Hudson-Essex saloons in the window, when the Super Six sedan sold for £275. Today Castles, at various premises, are Mercedes-Benz, VAG, and Talbot-Peugeot dealers. It is rumoured that before the war Mr. Castle had a Hudson Terraplane which had been given a rotary-valve cylinder head. We hear that Ray Edge raised over £2,200 for Christie's Manchester Cancer Research Appeal from his End-to-End Run in an Austin Seven. And on Austin 7 matters, the A7 Club of Australia celebrated the Diamond Jubilee of the Birmingham Baby with a big rally and dinner last month.

John Higdon, Hon. Editor of the *44 Club News*, journal of the SMBP 44 Association (an organisation which is open to those who worked for the Shell-Mex and BP Group from 1932 to 1975 before the two petrol giants went their separate ways in the UK), has kindly given permission for us to refer to items of interest that have appeared in these excellent magazines. On the transport side there are references to the bull-nose Morris-Cowley tourers supplied to Shell-Mex reps with badges on the front and rear number plates, so that unauthorised persons would not be given lifts, even a rep's wife having to watch her husband drive past. It seems that the Anglo-Persian Oil Co. used light blue Morris Cowleys while Shell-Mex had red Morris cars, supplied by Kennings who thus secured valuable orders for William Morris, later Viscount Nuffield. Anglo American (who were Pratts and later Esso) cars had no emblem but Redline had their pump globe on the side door and National Benzole, their well-known Mercury figure. As for distribution of the petrol itself, there is mention of a 3½-ton, solid-tyred Leyland lorry No. 3410 used to take petrol to the Howden airship depot before the R101 tragedy of 1931, and to the rare instance of a lady driver of a Model-T petrol lorry. Loads might be 362 two-gallon cans in the London area and their "boys" were each expected to carry six cans at a time, two in each hand and one under each arm! The boys might earn 23/- (£1.15) a week, or in 1919, 12/6 (62½p) a week. There is a picture of a *circa* 1929 Karrier KW 6 rigid-six-wheeler BP tanker with recollections of its crews, and of the special 1937 narrow-track Albion 600-gallon Shell tanker used for access to London Mews and back streets, which is thought to have supplied motor spirit to Buckingham Palace and has been expertly restored by Thompson Tankers Ltd. after it had been found in a farmer's field at Maidenhead, following a spell carrying Rentokill fluid. The successor to these narrow-track petrol-tankers was a Dennis Pig, in turn replaced by the Dennis Stork. Morris-Commercials are also mentioned, on ordinary duties. Incidentally, Pool petrol cost 1/6d (7½p) a gallon in 1942 — Inflation? An amusing aside is that because of the fire risk, tankers arriving at Shell Wharf, Fulham, had to have their engines switched off and oil-lamps extinguished and be towed within by a big black horse wearing anti-spark rubber boots, called "Nigger", who used to hide when he heard a lorry arrive. In those days Shell was in red cans, Crown petrol in grey cans and Aviation spirit in gold cans embossed with wings. . . .

VSCC Eastern Rally

THIS year's VSCC "Eastern" Rally followed the expected format of a Sunday afternoon's motoring at a modest 20 m.p.h. average, starting and finishing at The Haycock, Wansford. Clive Bowyer's route, covering nearly 100 miles of spacious countryside and enchanting stone villages, was defined mainly by not-in-order map references, a herring-bone and the observations of that notorious, sadistic and ambiguous aviator, Sqn.-Ldr. Viggles. Few emerged unscathed from his machinations, and those who did still had to contend with ex-Competitions Secretary Jim Whyman, who had been cunningly allocated a control on a malicious little road which refused to run in the direction ordered by the route instructions.

The healthy entry of 55 cars embraced an extraordinary spectrum of machinery, including quite a few not hitherto seen on events. They ranged from 1917 to 1938, covering 39 basic models from 22 manufacturers. Most of them got lost or did something silly, but managed to extricate themselves, and by dusk the colourful array was trickling back, the crews who had set out at lunch-time with such bright and eager countenances now mostly scowling, arguing, cursing or just trying to put a brave face on things. Jack McEwen and Derrick Allan in their Riley Lynx won overall, while Clive Hamilton-Gould and Colin Evre showed that, provided one did not make mistakes, a Minor tourer was perfectly adequate equipment.

First class awards were gained also by Peter Glover and Bob Roberts in the 12/50 Alvis and Steven Harvey and Richard Ives in a Riley Lynx.

The Things They Say. . . .

"The Rally saw the début of two new (Austin) Ulsters. . . The Tunbridge Wells Centre (of the 750 MC) must have built more than the works by now!" — Paul Bonewell, writing in the *750 Bulletin*. — W.B.

VINTAGE POSTBAG

Durability Guarantees

Sir,

I am still an enthusiastic reader of MOTOR SPORT and was very interested in your two articles re Pre-War Guarantees.

I have a copy of S. F. Edge's AC catalogue — as you say, almost a complete book. Mine was sent to me at school in December 1924. The speeds guaranteed in this catalogue are 70 m.p.h. for the four-cylinder sports chassis and 85 m.p.h. for the six-cylinder sports chassis — slightly higher than those you mention.

You wonder whether anyone even invoked any of these claims? This I do not know, but I was told by Jack Bentley that he lost a sale of a 6½-litre Le Mans Bentley because it failed by less than one m.p.h. to attain 120 m.p.h., fully equipped, timed at Brooklands.

Berwick-on-Tweed R. G. SUTHERLAND

Windscreen Wipers

Sir,

I have been much enjoying your articles on "Motoring as it was". My motoring started in the mid 1920s and my parents' 1923 Standard 14 had no headlamp dipping or even dimming device, and no windscreen-wiper (until my father fitted a hand operated one). What is more strange is that the 1924 Lanchester 21 which I bought in 1929 still had no dimmer then. I remember fitting a very ineffective resistance coil. It did have a windscreen wiper, which operated from the carburetter. On one occasion, a mysterious loss of engine power was traced by the late Eric Fernihough (who was a friend and neighbour) to a hole in the suction-pipe!

I look forward to a continuance of your articles.

Godmanston W. STUART BEST

Jowett Satisfaction

Sir,

Before 1982 passes by I thought I ought to mention the remarkable 1935 Jowett 7 h.p. Kestrel saloon I purchased in Watford exactly 20 years ago. From that day she has been in more or less continuous daily use and averages about 6,000 to 7,000 miles per year. The first owner had done 63,840 miles in her when he died in 1959; when I purchased her there was 70,000 miles on the clock. She has now done 218,000 miles and is still going strong, with the original upholstery and a very original body. When I bought the car for £15, I was 18 years old. The original engine had blown up in a big way. Carrying spares in my father's car I effected a rebuild in my uncle's Wembley garage. I picked up my friends in Birmingham and did a touring / camping holiday in Scotland, covering over 2,000 miles in two weeks. This was the first of several such holidays, each very memorable and a great deal of fun.

I keep two engines for the car and swap them over from time to time. One, which is in the car at the moment, was re-bored to +30 in 1962, has had its pistons changed once, and the main bearing journals are STD with only a 0.001" taper. From time to time she burns an exhaust valve (usually every three to four years) but otherwise is utterly reliable. The original Lucas coil, horn, cut-out, distributor, dynamo and starter work perfectly and are original, apart from brushes. A very good advert for Lucas.

I have just taken off the original rear axle to give it an overhaul and just replaced the front wheel bearings. As for the future, I suppose my diminishing stock of new valves and pistons could see her become a museum piece in another 20 years time (I shall be 58!) but that would not be right for the old car. The rubbers for the Layrub universal joints on the propshaft are more likely to cause premature retirement in the next two years if I can't find a stock. Any suggestions?

My road tax is £57, the third party insurance £10.25 and she does 40 m.p.g. in town and on the open road. The ash frame of the boot lid has just fallen apart, that is the first body part to go and will be replaced in the next two weeks. Very frequent oil changes have helped the reliability.

Birmingham HAMISH BOWIE

Invicta and Imperia

Sir,

It was very pleasant to read the absorbing account of your interview with Mrs. John Hindmarsh, formerly Miss Violet Corderey, and to re-live her exploits with Invictas of several sorts. It is a make which has been too long neglected by motoring writers; although not fulfilling its early promise, perhaps because of lack of finance, it was nevertheless a splendid car of remarkable performance and striking appearance. Incidentally, I don't think that the 30,000 miles car could have been the one that Donald Healey won the Monte Carlo Rally with. The former was a high-chassis car, as correctly shown in your photograph on p. 1333 of October MOTOR SPORT, whilst the Monte car was surely an "S" type, low-chassis car, popularly known as the "100 m.p.h." Invicta. The Imperia "Fragments" were also very interesting.

Totteridge J. CLASSEY

[We are glad you enjoyed the Mrs. Hindmarsh interview. We thought at the time that the point you raise seemed incorrect, but Donald Healey drove in more than one Monte Carlo Rally, eventually using a low-chassis Invicta on oversize wheels and tyres. But we bowed to Mrs. Hindmarsh's memory. — W.B.].

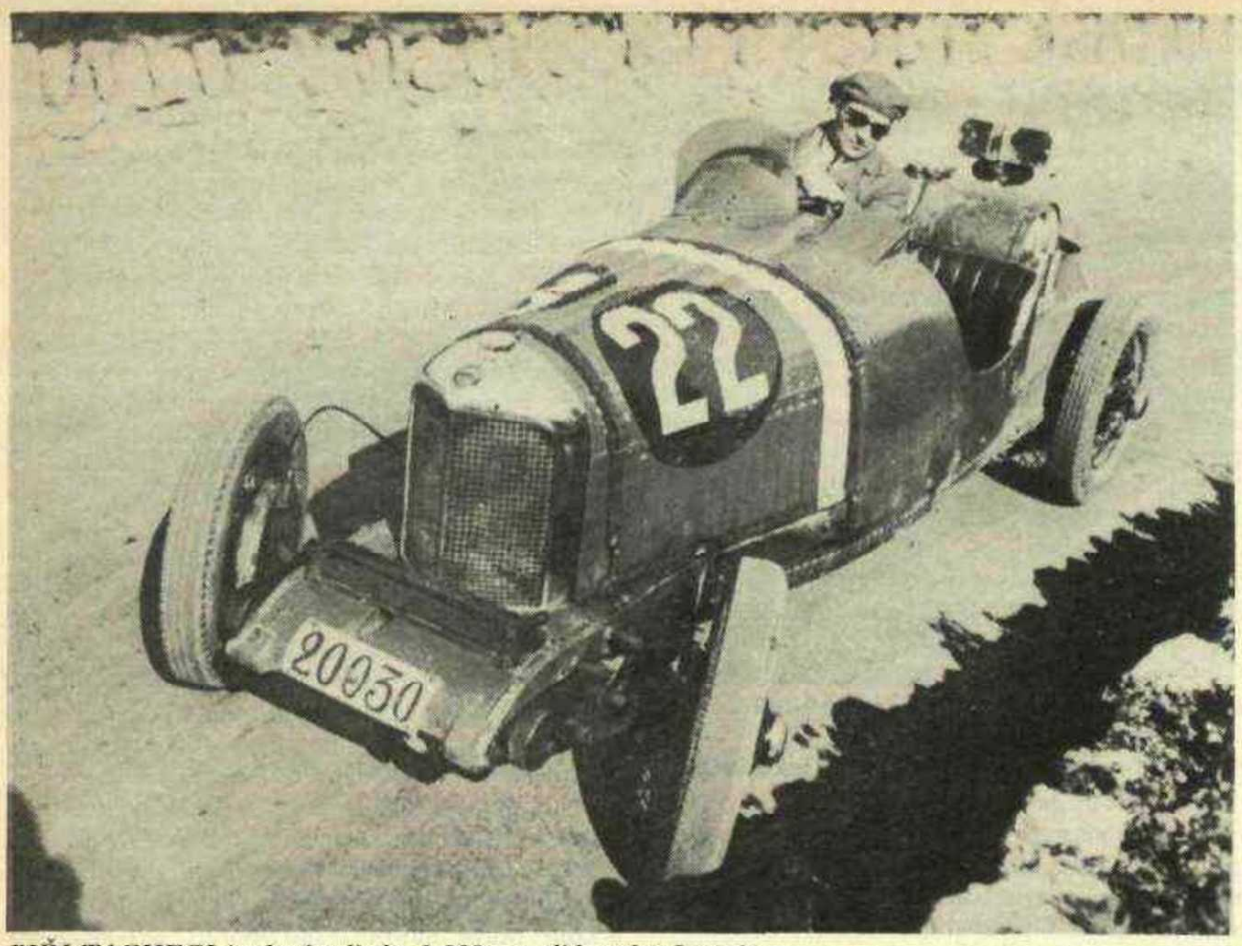
V-E-V ODD & ENDS — continued

Fascinating motor-racing items from *44 Club News* include a reference to Freddie Thatcher, brother of the actress Heather Thatcher, a Fulham petrol rep. and later mine-host at the "Brown Bear" at Esher, asking for free oil for the Triumph team he campaigned in MCC trials (he later raced MGs at Brooklands — Ed.), and Alfred Moss, Stirling's father, himself driving a 1,000-gallon Power tanker to his SE London garage premises, Moss & Lawson Ltd., during the 1926 General Strike, but failing to return it until the strike was over!

On a technical note, it is interesting that Shell supplied petrol and oil to the Bentley Motors' racing-team and SRO 33 was the code for Special Bentley Oil 33 (later Aero Shell Motor Oil), which was terribly confidential at the time, but simply contained 5% Rape Seed. It cost 5/4d (27p) to the Trade in 40 gallon barrels. Racing Shell at that time had to be added to straight Shell in proportions of 10% to 50%, the higher addition being recommended for the supercharged FWD Alvis, blown Bugatti and blower-4½ Bentleys. It contained no dope or other matter, high-octane benefits deriving from more refined hydro-carbons, Ordinary Shell was deemed adequate for "touring" Bentleys, but non-supercharged sports Bentleys benefitted from using 20% Racing Shell. Shell was used by the racing Bentley team from early times and for all the Le Mans Victories.

In the 1920s, when petrol was only available in cans, there was much competition to deliver these to chauffeurs in London on Saturday mornings, before they took their masters to the country, the petrol company salesmen-drivers using back routes better than a taxi driver, as Shell and BP sought to arrive before National Benzole, Anglo, Redline, etc! L. G. Callingham, of Shell's Racing Department, used to cure the recalcitrant carburation of one Director's Morris-Cowley, and Mr. Higdon used to drive his own Morris-Cowley to the Depot and make his rounds, as a Rep., in a Company Standard Nine. Incidentally, the SMBP 44 Association has over 5,000 members, who between them retain many memories of the Petrol Industry, as SMBP absorbed National Benzole, Power and Dominion, and rival companies are naturally also remembered. Should any eligible ex-employees not have heard of the Association, its address is: PO Box 148, Shell-Mex House, Strand, London WC2R 0DX (01-438 3772).

The very important Rolls-Royce Anniversary '82 Rally was very well covered in that Club's September / October *Bulletin*. The pre-war cars that gained awards at the Stanford Hall Rally were: Silver Ghost (or 40/50 h.p.) J. R. Thomas' (1910 Cookshoot tourer), Phantom I-J. Carver (1928 tourer), Phantom II — W. C. D. Player (1933 Thrupp & Maberly sports saloon), Phantom III — M. Croomber (1936 Vanden Plas limousine de ville), 20 h.p., P. Vacher (1928 Barker replica doctor's coupé), 20 / 25 h.p. — D. Robinson (1931 Vincent limousine) and 25/30 h.p. Wraith — G. W. Wrapson (1938 Park Ward Wraith special saloon). — W.B.



JIŘI TACHECI in the 6-cylinder 1,800 c.c. slide-valve Imperia.

Imperia Memories

Sir,

In his excellent article about the Belgian Imperia (October 1982 issue) W.B. asks if anyone has any memories of this unusual car. I saw the first ones, 1,100 c.c. sports cars, driven in the late '20s in Czechoslovakian races.

During practice for the first race on the famous Masaryk-Circuit 1930 at Brno, I "discovered" a quite unusual engine in the yellow 1,800 c.c. Imperia racing car, driven by Ing. Jiři Tacheci, who was a well known motorcyclist, manufacturer of sidecars and also importer of cars, which included Minervas and Imperias from Belgium. When the mechanics opened the bonnet at the pits, I had a good look at the side-valve six-cylinder engine, which proved quite fast. Tacheci was in fifth position in the race, when he — shortly before the finish — retired with a broken ventilator belt. Germany's Hans-Joachim von Morgen who led the race on his Bugatti 35B, won it eventually on Price Leiningen's Bugatti 35C, after his own 35B had trouble with the clutch. Drivers were permitted to switch cars during the race and also Tazio Nuvolari finished — behind Burggallers Bugatti 35B — third on the Alfa Romeo, driven earlier by his team-mate Baconin Borzacchini.

Back now to the Imperia driver Ing. Jiři Tacheci, who headed during World War 2 the big Brigade Tank Workshops of the Czechoslovakian Liberation Army in England. I was then in charge of DR motorcycles (BSA, M20) for the Czech army at Burton Latimer, when one day Major Tacheci (as he was then) asked me on the phone if I would like joining the Brigade Workshop in connection with motorcycles. These workshops were near Northampton at Ashby Castle and needless to say, I accepted. Quite often I discussed Imperias with Major Tacheci, whose car was the one driven by Freddy Zehender 1930 into fifth place in the Grand Prix of Europe at Spa-Francorchamps. In front of Freddy were the three Bugattis driven by Louis Chiron, Guy Bouriat and Albert Divo and the Ariés, driven by Albert Duray. The last time I saw the Tacheci Imperia was in 1935, when driven by Karel Navratil in Czechoslovakia races. Only a few months before Ing. Jiři Tacheci died — about 10 years ago — at Praha, I got from him two good photos of the 1,800 c.c. slide-valve Imperia, which he drove in 1930 on the Masaryk Circuit.

Bielefeld, Germany ERWIN TRAGATSCH

Warland Rims

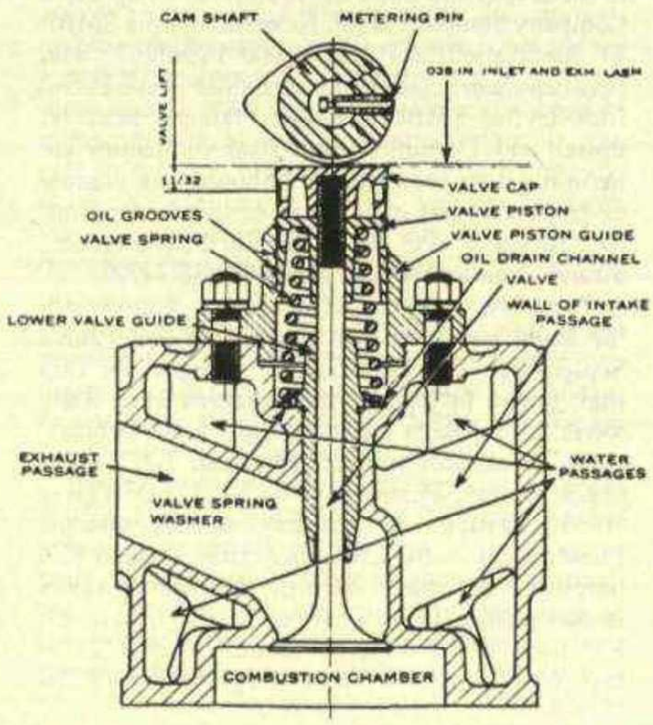
Sir,

Further to Mr. Kish's letter re Warland Dual Rims, I can add a little information. The RAC issued a Certificate of Performance to Warlands for a 2,000 mile trial in 1912. It lasted from January 23rd to February 7th.

The company was based in Alma Street, Aston, Birmingham and a book was produced called "The Awakening" illustrating various marques fitted with Warland — including Austin, Benz, Baguley, Brazier, Cadillac right through to White-Coleman and Wolseley.

Kingston Blount BARRY M. BLIGHT

THE Stutz valve mechanism.



Speed Guarantees

Sir,

My father was employed in the early twenties by the Allen-Bennett Motor Co. of Croydon. Although they dealt mostly in unsporting machinery, Brian Allen rode a Brough Superior at Brooklands, and it was presumably he who was responsible for marketing a tuned version of the Austin 12/4 (one of which my grandfather was prevailed upon to buy) which was apparently guaranteed to lap Brooklands at 60 m.p.h. Just what mods. were made to the vehicles, or whether they were actually tested at Brooklands prior to delivery, I am not clear. Can any reader throw any light on this?

One anecdote that my father was fond of recounting concerned one of the partners, who drove, I believe, an Armstrong-Siddeley. A heavy drinker, and frequenter of a number of pubs in the Croydon area, he was frequently brought home in a taxi, and it would fall to the lot of the younger salesmen to drive round the town the following morning in an attempt to locate the abandoned A-S, the whereabouts of which was now quite unknown to its owner!

In closing, was the Allen-Bennett Co. the first to offer an "off the shelf" tuning kit?

S. Croydon TIM HARDING

Sir,

Another vintage car with an assured speed was the Brighouse-built Bond 12-50 sports car, which in unsupercharged form, its Meadows engine producing 52 b.h.p., was guaranteed to do 80 m.p.h.

Distributors Malcolm Campbell (London), 1927, Ltd. supplied a test car to *The Light Car & Cyclecar* in late 1927, Campbell himself having subjected a prototype chassis to all-round tests, as a result of which certain alterations were made prior to production. Although unable to attain 80 m.p.h. due to unfavourable conditions the magazine had no doubt that it would normally be possible to reach, and perhaps even exceed, that velocity. However, manufacture ceased in 1928, presumably before many owners had had the opportunity to validate the claim.

Liversedge STEVE DICKINSON

Hispano Suiza v Stutz Overhead Camshaft

Sir,

In reply to your query on page 726, I enclose the appropriate pages of the Handbook for a 6-cylinder Stutz engine so that you may draw your own conclusions as to whether this valve mechanism represents an improvement on the original design of Marc Birkigt. It may prevent valve guide wear at the expense of being somewhat heavier. Certainly, engines in Australia have been known to cover in excess of 200,000 miles without the need for valve replacement.

However, the injudicious use of the "tommy bars" referred to in the manual can lead to tappet damage and having seen a car have one of these tappets break during adjustment for a hill climb competition I suspect that this was the reason for the valve failure and ultimate demise of the 8-cylinder Stutz in the Hispano Suiza match race of 1928.

As there were no twin-cam Stutz engines imported into Australia I cannot confirm that this system of valve actuation was used.

Melbourne KEN STUCHBERY

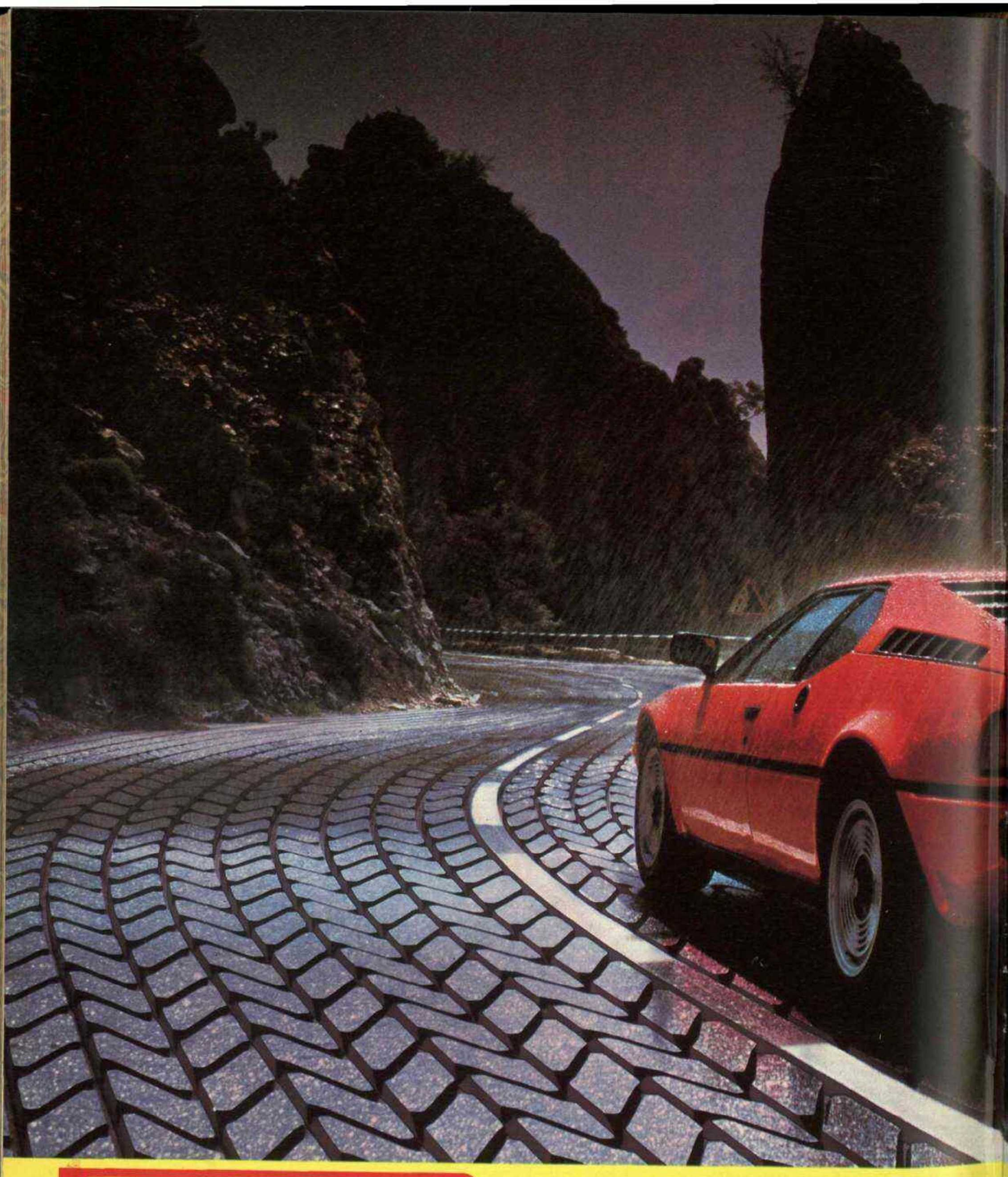
[The problem is one for qualified engineers; as a matter of interest we reproduce the drawing sent to us by Mr. Stuchbery of the Stutz tappet-adjustment, it applies to the Blackhawk engine. — Ed.]

Christmas is Black again



MIDDLE TAR As defined in H.M. Government Tables

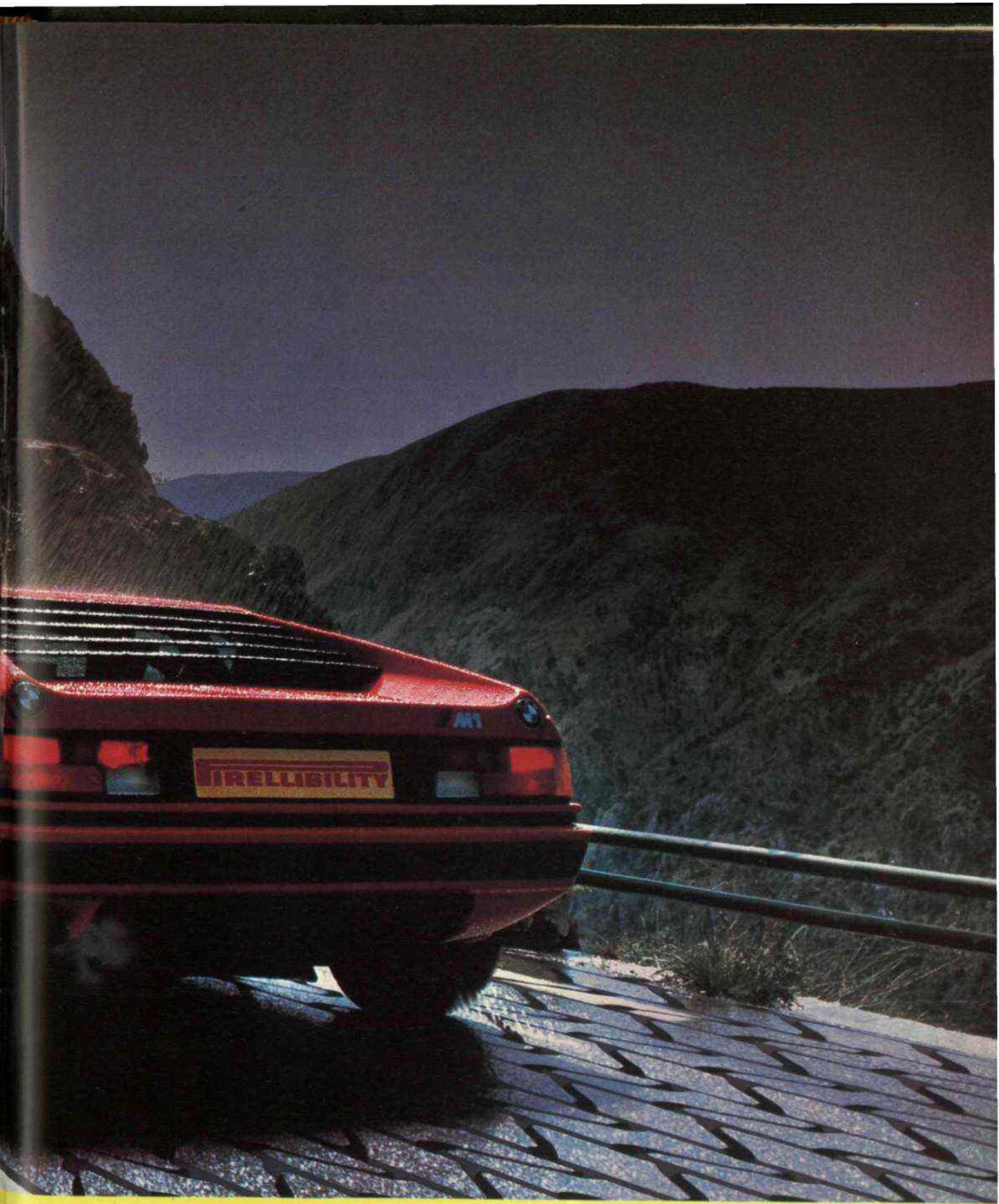
DANGER: H.M. Government Health Departments' WARNING:
THINK ABOUT THE HEALTH RISKS BEFORE SMOKING



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 P3 through to the P7.

So, every car, from the outright exotic to everyday saloons can have Pirellibility.

FOR FULL DETAILS 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 (24 HOURS).

RALLYSPRINT

TONY POND (above) won his second consecutive Rally Sprint at Donington.

The other British driver was Terry Kaby who drove the Toyota Celica (below, left) to a good time on the stage. Grand Prix star Derek Daly found the Talbot Sunbeam (below, right) a bit of a handful.

The eight Grand Prix and rally stars line up on the Donington circuit (right) ready for the ten lap race. Pond sits on pole as he led his opponents after the first two disciplines. Airrikala, fastest on the Rally stage driving the Talbot, was second for the race grid and Swede Stig Blomqvist had two steady runs on the rally stage and autotest to gain third place on the grid.

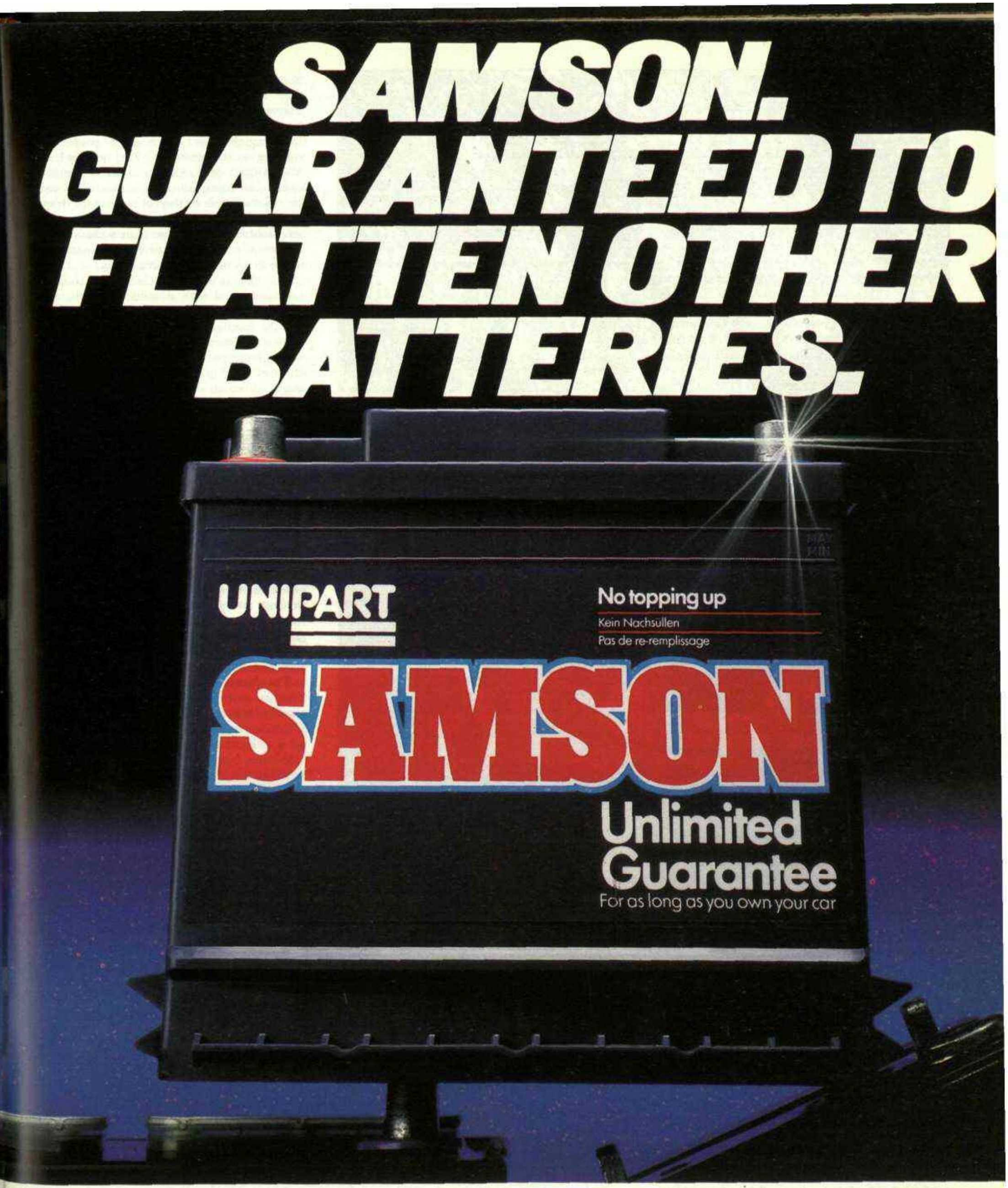
The race turned into a good dice with Blomqvist and Rosberg, the rally driver getting the better of the Finn, beating him narrowly, with Pond in third place and the title.







SAMSON. GUARANTEED TO FLATTEN OTHER BATTERIES.



Samson is made to the toughest possible specifications.

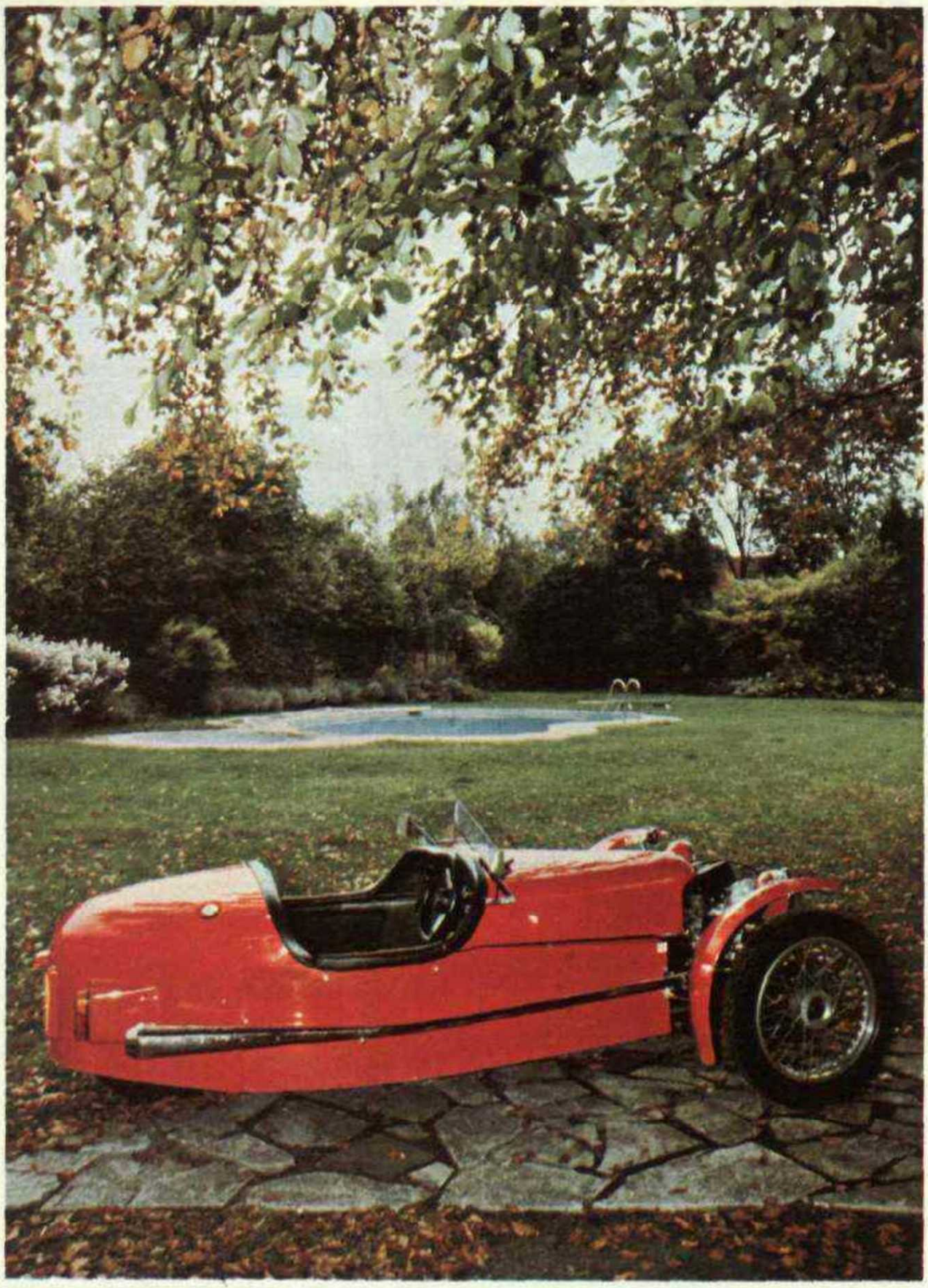
So tough we guarantee it for as long as you own your car – no matter how long you own it.

So if you keep your car for 3, 5, 10 or even 20 years, you'll never have to buy another battery.

And if you think that's amazing, here's something to really knock out the competition: Samson costs no more than other premium batteries.

UNIPART

You'll need a new car before you buy a new battery.



ROAD TEST

Triking Three-Wheeler

"It seemed to me that I could build one with modern mechanicals that was faster, safer and more reliable than the original — and which still cost less."

SUCH was the philosophy behind Tony Divey's Triking, for the onlooker immediately thinks of the three-wheeled Morgan sports car of the inter-war years, famed for its race-winning performances and now much sought-after as a collector's piece, albeit usually a hard-worked one. The traditional sliding-pillar suspension had critics and supporters, but nobody disagreed about the Morgan's lack of brakes. With all this in mind, Divey, a longtime enthusiast of the *marque*, gradually began to formulate a scheme which, with his engineering background and a career as a technical illustrator, he was well qualified to put into action. From a tiny workshop in Norwich there now issues a slow but steady stream of Trikings.

The car is not claimed to be a "replica" as such; rather it is the result of similar design restraints producing a similar answer. It may be irrelevant that Tony Divey has owned six Morgans in the past. . . .

Be that as it may, there could not have been a more suitable set of motorcycle mechanicals if they had been designed for the job. The transverse V-twin has its gear-box mounted longitudinally so that like any conventional front-engined car there is a propeller-shaft running to the rear axle. The rear fork of the Moto-Guzzi bike already uses a shaft-drive system, so transplanting this unit in its entirety provides a simple method of turning the drive-line through 90 degrees. It also results in a quieter and less troublesome package than a chain, which is important considering the relative inaccessibility of the areas beneath the rear body.

The chassis of the machine is of square steel tubing skinned with aluminium panels, running forward to a steel cradle supporting the engine and the front suspension. It is here that the sheer quality of the engineering is apparent most of all, the eighteen-inch wire wheels being located by chromed steel wishbones which look as if they ought to belong to a competition car rather than a road car. Coil / damper units provide the springing, while massive 11" discs complement the slightly smaller one at the back to ensure that speed can be dissipated as decisively as it is achieved. At first, it appears rather risky to leave the engine exposed to the weather, but in fact it is probably no worse off than in its more usual home, the Moto-Guzzi motor-bike.

That this engine should end up powering a car is quite appropriate: it was originally designed for a lightweight cross-country vehicle for the Italian army, and produces in standard form as much power as many a family car — 70 b.h.p. It also invokes awe in the voices of the innumerable motorcyclists who draw alongside at city traffic lights. "Did you build it yourself?" is always the first question, followed by "Oh, it's a Guzzi!" as if respectability were thereby assured.

These impromptu conversations are one of the delights of this little car; cyclists match their speed to it in slow traffic, bikers assemble around it inquisitively, and a passing Rolls driver offered us a straight swop — he was filtered down a side-street before we could clinch it. In general, however, the response is one of indulgent smiles, and to counter these the driver feels compelled constantly to prove just how quickly he can leave ordinary mortals behind. With a weight of just 780 lb., acceleration is in the super-car bracket (Divey claims a 0-60 time of 7.8s) although this is accomplished with an odd sensation, not of being pushed back into the seat, but of watching a film of the road speeding up. In all other respects one is treated to the full gamut of motoring sensation: the wind in your hair, the enthusiastic bellow of the exhaust, the precise reaction of the front wheels to every twitch of the small, thick wheel — and the thump in the behind when a manhole-cover reminds you that this is a three-wheeler.

Most drivers distrust the idea of having only three wheels on the road, but we found the Triking something of an eye-opener as regards handling. The overriding impression is of its controllability in any attitude, the firm, sensitive steering responding to a mere twitch of the wrist. Pushed steadily into a tight corner, it will understeer by a reassuringly small amount, but bang the lever forward into a lower gear and open the throttle, and it will launch itself forward with such well-mannered oversteer that it can be caught and corrected or maintained with one hand. With such a small contact area even a careless gear-change can result in the "chirrup" of a momentarily locked wheel, but it is in the wet that the lack of traction shows up to real disadvantage, leaving the Triking vainly spinning

its wheel when trying to squirt onto a roundabout.

Acceleration figures are helped by the rapid changes possible with the constant-mesh gearbox, which instead of a gate has a simple fore-and -aft lever — bang it back to change up one, and forward to drop one. Clutchless changes are very easy, which is just as well since the footwell is so cramped that we could not move our foot sideways and were forced to heel-and-toe the whole time. There are other ergonomic problems too: the T-bar gearlever is a long stretch away, the handbrake even further, and both of these are very stiff, which eventually led to the series of problems that ended our tenure. All of this however, is blown away by the sheer exhilaration of the open road, though tiredness returns with a vengeance when a journey is completed.

Its motorcycle origins mean that there is no reverse gear, and it takes a while to get used to the idea of hopping out and berthing it by hand, to the delight of the inevitable onlookers. Entry and exit also requires practice in threading the legs past the wheel, and in fact proved impossible for some who tried. All of this means that it is emphatically a fun and fair weather car — caught in a rainstorm, we were brought to a halt simply because of the spray enveloping the tiny car and obscuring our vision. In more pleasant conditions, the occupants are surprisingly well protected from wind and noise, conversation being easy even at 85 m.p.h., which can be reached without any apparent effort. Tony Divey boasts of 100 m.p.h. being attainable, and while we had no opportunity to verify this, the solid and stable ride should cause no worries at these speeds.

Undoubtedly, this is a car in the vintage mould, with little concession to comfort. Luggage must be squeezed behind the pull-out seat-back, there is no spare tyre, nor a heater (although at low speeds warm air wafts from the cylinder cooling-fins over the fibre-glass cowling). Access to the battery and rear wheel means removing the rear body-work, but to balance that, the power-unit is of course very simple to get at. Not so the gear-box and change mechanism, as we discovered when the nipple pulled off one of the cables leaving us stuck in fourth gear. The resulting short clutch-slipping trip back to base did not harm the competition clutch facings fitted, but the heat produced was enough to soften the pressure springs, rendering the car immobile. To be fair, these problems stemmed from a component failure and in no way reflect on the high standard of workmanship of the car. Since then, rods have been substituted for cables and the change is reportedly much lighter.

As with many specialist cars, the intention has always been to build only to order, rather than risk carrying unsold stock. Most enthusiasts interested in an unusual car will willingly wait during the assembly period, and so far 26 examples have seen the light of day, with numbers 27 and 28 currently in the work-shop. Interest in the car is increasing, especially in the States, from where enquiries have recently been arriving at the rate of a hundred a week. This has prompted Divey, whose main concern is the design and refinement of the project rather than the business side, to have discussions with a number of parties interested in producing the Triking under licence. An outline agreement has in fact recently been reached which will involve a name not unknown in British motoring entrepreneurial circles, although the full details have yet to be confirmed and publicly announced.

The other favourite question of passers-by is "what does it cost?", and most seemed taken aback by the reply "£6,600". Yet there are few sports cars available at that sort of price, and of course road-tax is only £32 for a three-wheeler . . . In fact, the purchase of a Triking could only be an extravagance, as it must surely be a second or third car, unless one lived in perpetually sunny climes. Nevertheless, it offers rapid, seat-of-the-pants motoring in a supremely individual form — though definitely not for introverts.

G.C.

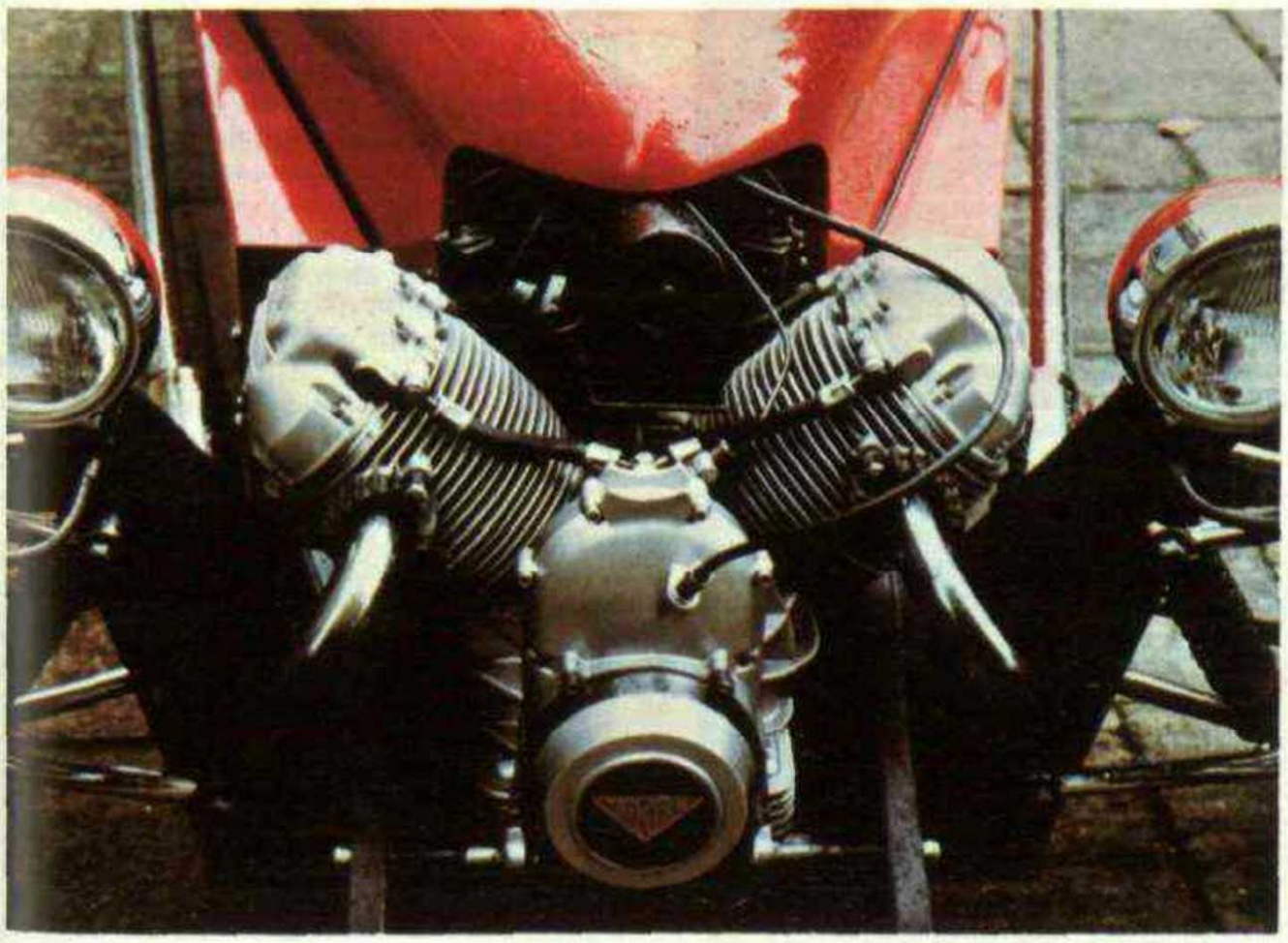
TT VAUXHALL — Continued

first, but being second to Parry Thomas in his next race and then ending his career with the Vauxhall splendidly, by winning the "100 Long", at 98.5 m.p.h. from Barclay in Gurney's TT Vauxhall, after a lap at 103.97 m.p.h. He ended that September afternoon with yet another second place, again behind Thomas' Leyland-Thomas.

It wasn't only Humphrey Cook who obtained good results from these TT Vauxhalls. Peter Gurney had acquired one, as we have seen, which he lent to Raymond Mays for the 1924 hill-climb at Holme Moss, where Mays, after a fire during one ascent, made f.t.d. Gurney had intended to drive his scarlet car at Brooklands but, bowing to parental alarm, let Jack Barclay, who was a partner in the well-known Vauxhall dealers, Barclay & Wyse of Great Portland Street, drive it for him, Barclay winning the last race of 1924 in it. C. G. Brockleback tried another of the cars after his 1913 GP Peugeot had been destroyed in the crash at the Track that killed Toop, but it never went much over a 100 m.p.h. lap-speed. H. F. Clay, who had been using in sprint-events one of the 1914 4½-litre GP Vauxhalls which the "works" drivers Park and Swain had campaigned at Brooklands in 1921, was another driver of a TT Vauxhall, lending his, now streamlined, to Mays, who was second fastest in it at Shelsley Walsh in 1926, beaten by Davenport's GN "Spider". At this distance of time it is difficult to sort out which car was which, but at Brooklands in 1924 all three appeared in the Autumn Meeting, and Mays used one at Kop, making second-f.t.d.

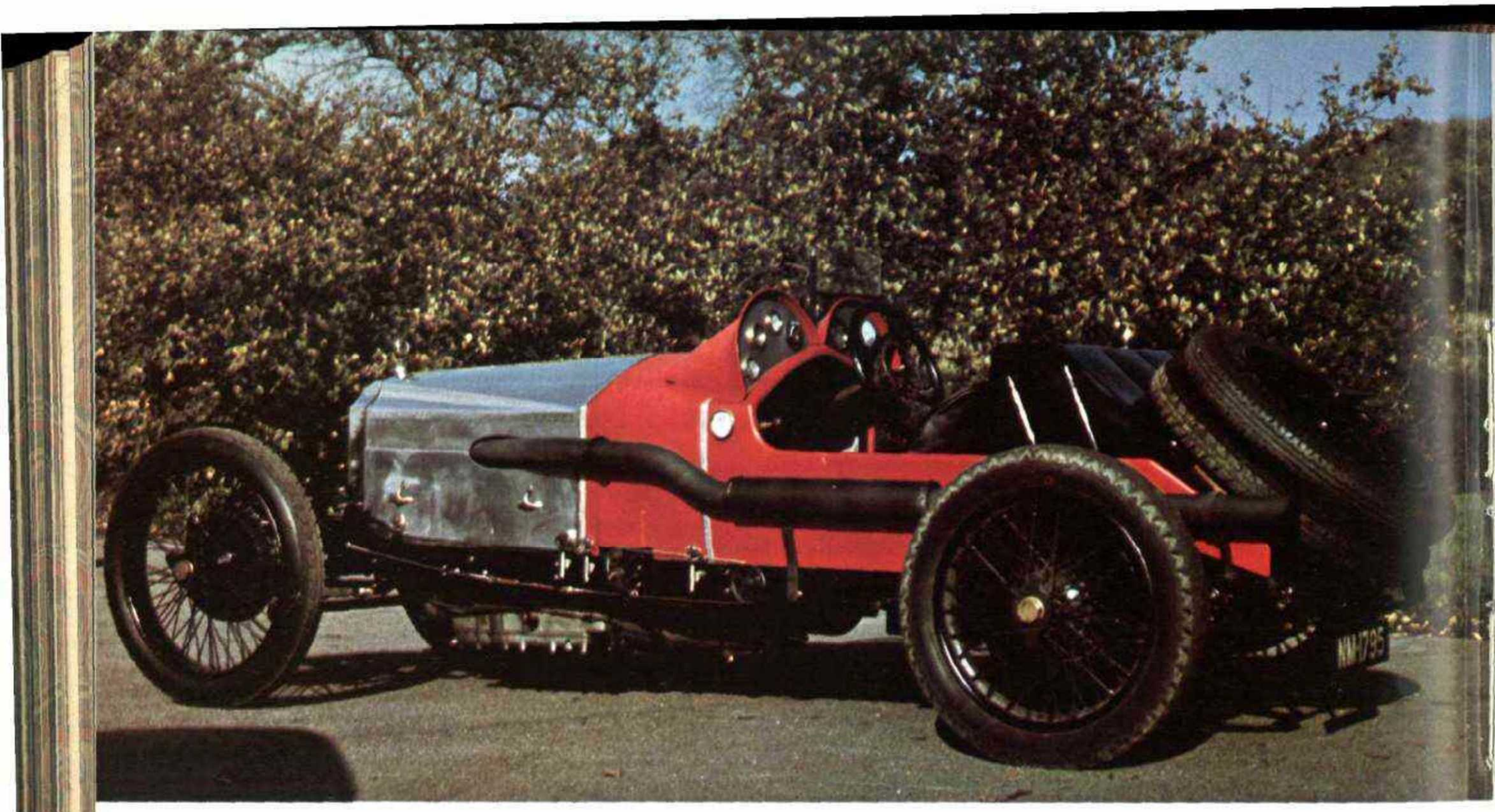
For 1924, seeking more speed, Cook commissioned Mays' friend Amherst Villiers to prepare a Roots supercharger for his Vauxhall, to be fitted at Luton. It was unsuccessful and he sold the car to Barclay. By 1925 Barclay was racing two TT Vauxhalls at the Track, occasionally letting Dan Higgin drive the slower one. He broke Class-D records in 1925 with the now-streamlined ex-Cook car endowed with No. 3 engine,

continued overleaf





THE air-cooled 950 c.c. V-twin Moto-Guzzi engine (above) is mounted directly between the front wheels of the diminutive Triking, but seems not to suffer from its exposed position. Right: from above the beautifully finished interior sets off the rounded lines, but the outside exhausts call for care in dismounting.



TT Vauxhall

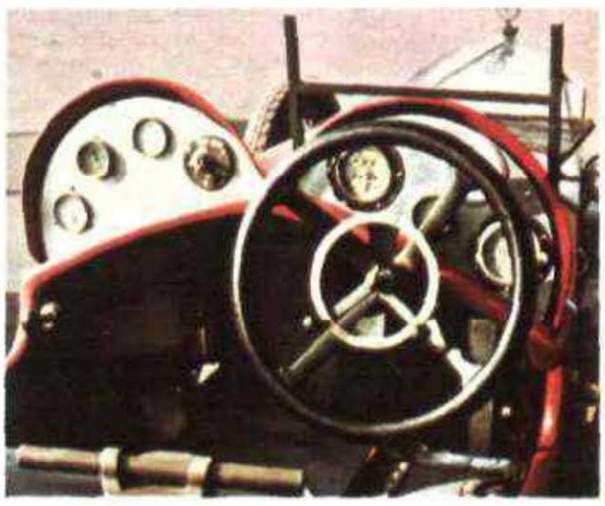
(continued)

1922 PERSONIFIED, Alistair Templeton's stark and purposeful 3-litre twin-cam TT Vauxhall. Note the pulley on the chassis side-member that services the pull of the brake compensator.

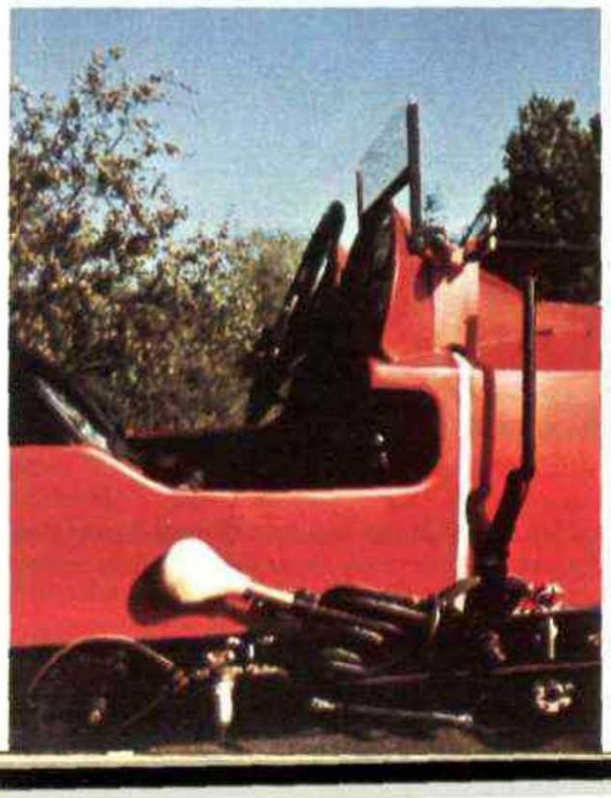
including that two-way f.s. kilometre at 111.85 m.p.h. In 1926 Barclay lent one of his Vauxhalls to Parry Thomas , for the *Evening News* 100-Mile Handicap, Brooklands' greatest driver finishin third, a tyre tread off one rear wheel, breaking Class-D records on the way, at well over 104 m.p.h.

It was Barclay's Vauxhall with the now well-streamlined body, virtually a single-seater, with the radiator cowled-in, which John Cobb, normally addicted to heavier metal, used in 1927, painted grey and later entered for him by J. Pickles. It had a maximum speed of some 120 m.p.h. and in a 50 Mile BARC race finished third after a duel with Purdy's Thomas Special. Cobb reversed this in a 100-Mile Handicap, as I well recall watching with excitement on my first race-day visit to Brooklands. Again he and Purdy fought a desperate duel, until the Thomas Special broke a back spring and retired, with its undershield rubbing on the concrete. Barclay scored almost as many "places" and more wins at Brooklands than Humphrey Cook and besides this these old TT Vauxhalls continued to do well in sprints and sand races. In 1928 Raymond Mays bought the ex-Cook car from Barclay, with the disused supercharger, for £275. Painted blue, it made second fastest time at Shelsley-Walsh, running in blown form, as the Vauxhall-Villiers. Ignoring the many "places" obtained at Brooklands, the outright wins at the main Brooklands' meetings of the vintage years by these TT Vauxhalls are truly impressive. (See table).

Besides this, Barclay won a race at a 1925 Surbiton MC Meeting but the table is concerned only with the *major* Brooklands' Meetings. It is interesting that all down the years the engine size of these TT Vauxhalls never varied. Barclay painted one of them mauve for a time but by 1926



COCKPIT VIEW — The wind-deflecting "funnels" act as dashboards for the instruments. Below, the bulb-horn can be heard above the clatter of twin-cam machinery; note the tall outside hand-brake lever.



both his cars were red; Carson's, which became the Carson Special with an inverted chassis frame, was red and blue.

Nor must we forget the wonderful escape Barclay had at the 1926 Easter Brooklands races, when the Vauxhall went out of control during the 100 m.p.h. Long Handicap. In Barclay's own words: "I was proceeding down the Railway-straight in the second lap at about 116 m.p.h., rapidly overhauling a bunch of slower cars. They took the banking about 200 yards ahead of me and it was apparent that I should have to mount the Byfleet banking considerably higher than I had intended. This I did, with ample room to pass. Some of the drivers ahead of me, unaware I was about to pass, went still higher. My speed was such that I could not wait to pass and had to go still higher. The Vauxhall started skidding, nose down the banking, tail overhanging the top. We slid sideways for some 50 yards, both rear wheels about 1½" from the edge of the Track. The car then turned completely round and slid to the very foot of the banking. I was now going at well over 80 m.p.h., facing a car I had just passed. Luckily, the Vauxhall then gave a half-turn and as the engine had not stopped, I thought to continue the race". Jack was a small chap, and did well to cope with the situation, although it might be said that he was somewhat prone to wild driving.

He would have continued the race had not Edwin Plaister, one of his salesmen who normally acted as his mechanic, advised against this, in case the tyres had suffered. Later that afternoon Barclay went out again, to win the Lightning Long Handicap.

* * *

Mays and Villiers developed their TT Vauxhall into the Vauxhall-Villiers-Supercharge, which eventually developed some 300 b.h.p., and David Brown likewise had his TT car supercharged, running it in sand races, etc. These cars are outside the scope of the present study, in which I

am concerned with them in their original atmospherically-inducted form. But, if anyone cares to hunt it out, my youthful attempt to put into words the complexities of the Vauxhall-Villiers-Supercharge when it was owned by Sydney Cummings will be found in MOTOR SPORT for January, 1937.

After the potent engine of this car had been put into a Bugatti and taken out again after the war, Tony Brooke acquired it and many spares, from which he decided to recreate a supercharged Vauxhall-Villiers, rather in the David Brown idiom. More recently he passed on some castings and parts to Alistair Templeton, who has splendidly recreated No. 1 TT Vauxhall from them, of necessity using a reproduction chassis frame.

* * *

Having sorted out the foregoing history, necessary to put the subject into perspective, I drove to Cheltenham to look at Templeton's handiwork.

The chassis frame, as I have said, had to be recreated, and Alistair also made a new front axle, but the back axle of No. 1 car was found among Tom Plowman's spares, and used after refurbishing, and the correct brake drums were discovered on Nick Boyle's 30/98. Alistair made a new built-up crankshaft in his home workshop, also new con-rods and new camshafts were devised with the help of Leonard Reece. He also made new pistons from Cosworth forgings. Tony Brooke found various castings, and a TT gearbox whose internals were renewed. A suitable carburetter was located at Beaulieu, being an aero-type Zenith 48DC. Coil ignition is still used, but not Delco, because the distributor caps had cracked. A dynamo, driven from the prop shaft has been fitted, to keep the battery charged.

I was very interested to learn that the air braking system is still not only operating but providing retardation that would not disgrace a modern car. It is fed from an aero-type pump that has replaced the original, at the front of the engine just behind the radiator. The air pressure was originally controlled, and could be varied by the driver, from the steering-wheel r.h. quadrant lever normally used as a hand-throttle, a screw-pattern throttle control under the scuttle replacing the lever. Alistair prefers to use the air-braking without this control. Another ingenious feature of the cable-and-rod braking is an adjustment, for use by the mechanic, being on the cockpit floor on his side, which moves backwards to take-up cable slack, and the pulleys on the outside of the side-members that reverse the direction of the brake compensating linkage. So the two steering-wheel controls are like those of a 30/98. The short, cranked r.h. gear-lever is inside the body in the usual open gate.

The narrow cockpit has two non-adjustable, shaped seats. Looking down on the polished aluminium bonnet the Vauxhall seems quite a small car. It has small instruments mounted on the backs of the air-deflection "funnels", those before the driver, from l to r., consisting of a Watford speedometer, put in "to fill the hole", a Vauxhall oil gauge for the pump feeding the valve-gear, reading from 5 to 40 lb./sq. in., in steps of five pounds, a little Jaeger tachometer going up to "60", in stages of five r.p.m., and a Watford clock. The mechanic is confronted with a small Vauxhall air pressure gauge reading "1, 2, 3, 4", for use with the hand-pump on the cockpit wall (but the engine maintains its own pressure in the fuel tank), a Vauxhall air gauge for the braking system, calibrated from 20 to 120 lb./sq. in. in 20 lb steps, a Vauxhall oil gauge for the main bearings, going from 0 to 40 lb./sq. in., and the ignition switch. The front axle is damped by two pairs of Hartford shock-absorbers and the car is shod with a Hood Rubber Co. tyre on the o/s. front wheel, a Dunlop on the opposite wheel, of 815 x 105, the back wheels, in deference to the lack of a differential, being more economically shod with 4.50" – 21" Nokia covers.

This is splendidly-stark motor car. It rides hard, as befits a vintage racing car. The time-factor before the TT and the need to keep weight down was probably a factor in the simplicity of the body, the capacity of the original truly triangular tank having to be increased after tests had determined the fuel consumption. A pair of English-made Pirelli tyres are now strapped behind it. There is a bulb horn, a tiny screen, protected by a wire-mesh guard, for the driver, that long outside hand-brake and precious little else, in the way of equipment. No starter, so it commences correctly on the handle. The mansized exhaust-pipe runs along the near-side and the engine, No. 5, has the dual external inlet-manifolds on the off-side. The starting handle has a substantial tubular supporting-strut and evidence of the fact that no expense was spared by Vauxhall's in building these cars is contained in the very detailed drawings, now in Alistair Templeton's possession, meticulously copied in the Luton drawing-office from Ricardo's originals. Templeton has done some 1,000 miles in the car, including going to the Raymond Mays' Commemoration at Bourne, getting better than 22 m.p.g. cruising, shall we say, at 70 m.p.h. Oil consumption is a problem, but won't be when there is time to rectify a leak from the near-side of the crankcase, at a place where a rod once expelled itself, while Tim Carson was warming-up at Brooklands, demolishing the drive between timing-gears and water pump. Templeton has no particular preferences over the oil used, but modern filters are fitted to safeguard a long and costly engine rebuild. Incidentally, two long parallel copper pipes return cooling water from the heads to the low, but typically-Vauxhall, radiator, constructed from a cutdown one from a 14/40 Vauxhall. I look forward to meeting the car again, in next year's sprint events. — W.B.

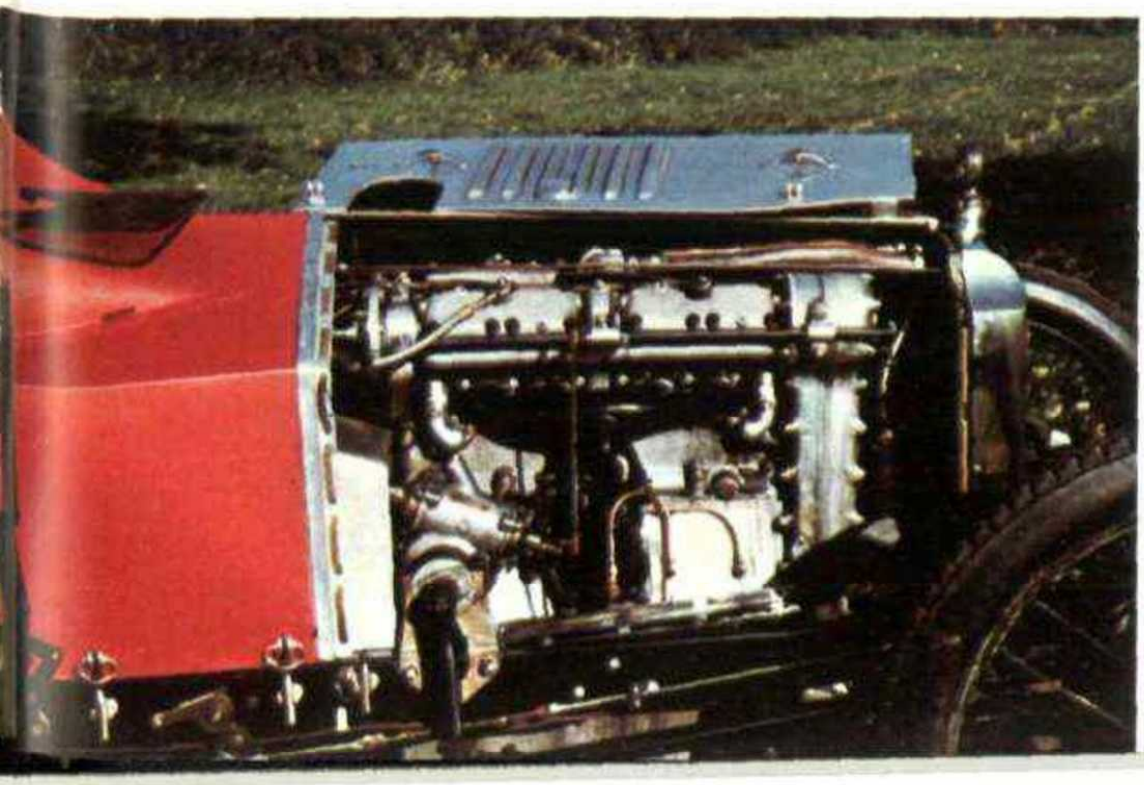
Fastest Brooklands Race Lap-Speeds by TT Vauxhalls

1922	Park	108.27 m.p.h.
1923	Cook	106.19 m.p.h.
1924	Brocklebank	100.01 m.p.h.
1926	Higgin	108.27 m.p.h.
1926	Thomas	108.43 m.p.h.
1926	Barclay m.p.h.	
1926	Barclay	111.92 m.p.h.
1927	Cobb	116.09 m.p.h.
1928	Carson	105.29 m.p.h.

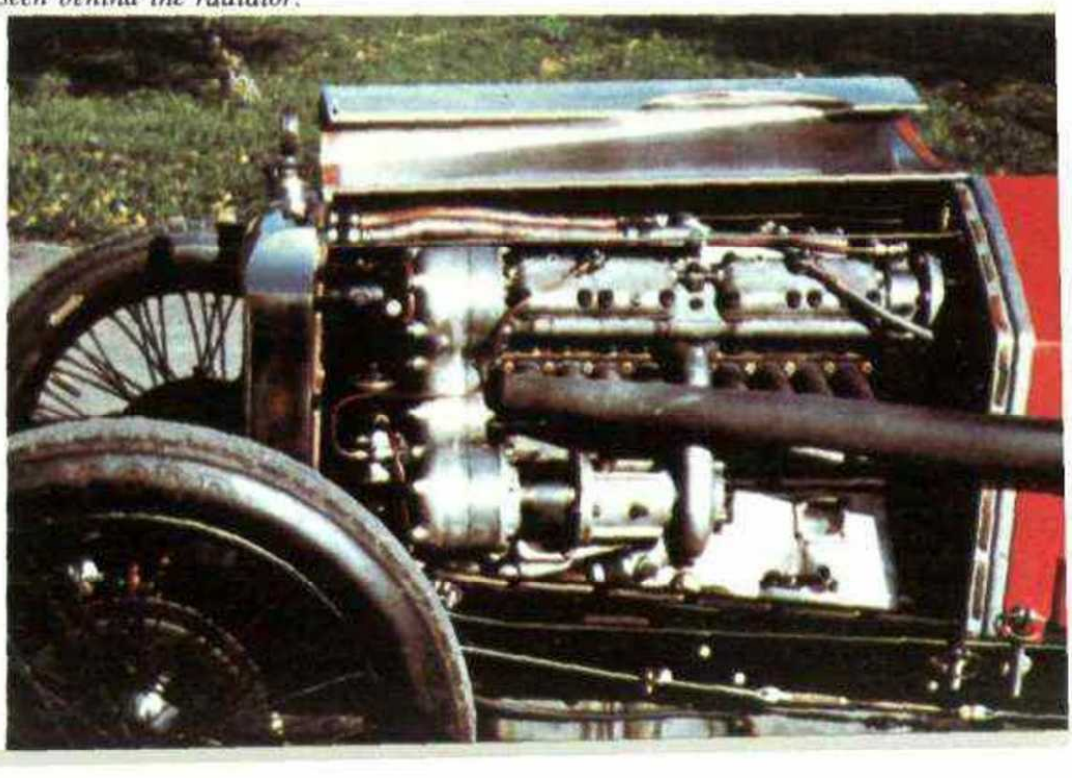
Brooklands Wins by TT Vauxhalls

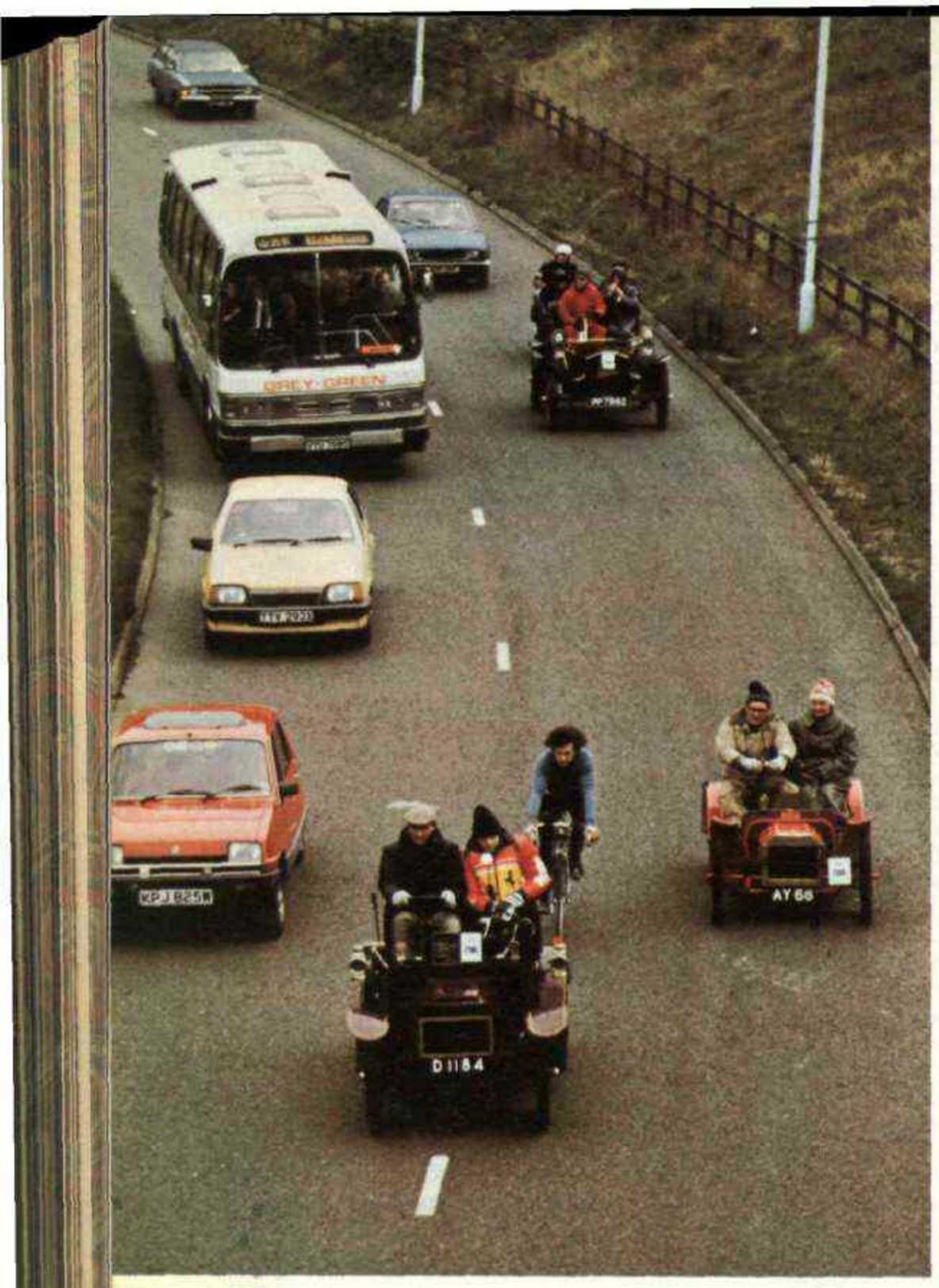
Year	Driver	Race	Average Speed
1922	M. C. Park	Autumn Lightning Long H'Cap	
1923	H. W. Cook	Easter Lightning Long H'cap	98.32 m.p.h.
1924	H. W. Cook	Autumn 100 m.p.h. Long H'cap.	98.50 m.p.h.
1924	J. D. Barclay	Autumn 90 m.p.h. Long H'cap.	96.36 m.p.h.
1925	J. D. Barclay	Whitsun 100 m.p.h. Long H'cap.	100.20 m.p.h.
1925	J. D. Barclay	Autumn 100 m.p.h. Short H'cap.	99.72 m.p.h.
1926	J. D. Barclay	Easter Lightning Long H'cap.	105.78 m.p.h.
1926	J. D. Barclay	Whitsun Lightning H'cap.	106.31 m.p.h.
1926	D. Higgins	Summer 100 m.p.h. Short H'cap.	100.30 m.p.h.
1927	J. R. Cobb	Easter 100 m.p.h. Short H'cap.	100.38 m.p.h.
1927	J. R. Cobb	"Sporting Life" 100-Mile H'cap.	111.92 m.p.h.
1928	T. W. Carson	August 90 m.p.h. Long H'cap.	97.02 m.p.h.
1928	T. W. Carson	Autumn 100 m.p.h. Long H'cap.	99.91 m.p.h.

A BONNET-FULL — The off-side of the Vauxhall's engine.



THE NEAR-SIDE of engine: the air pump for the braking system can be seen behind the radiator.



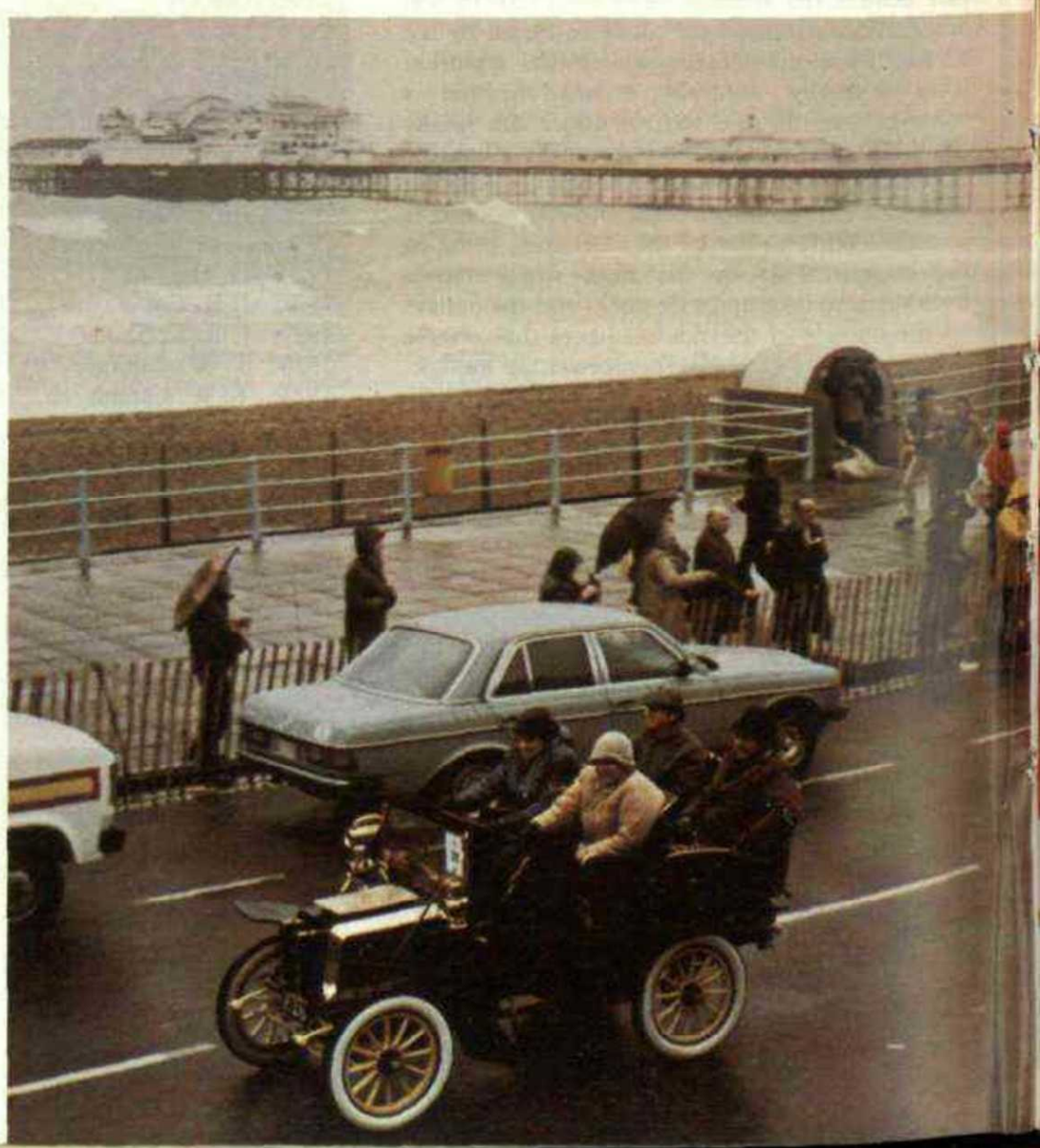






1982 RAC Veteran Car Brighton Run

TOP right, M. G. von Pein, head of the Daimler-Benz museum in Stuttgart, drove a 1902 15 h.p. Benz with the Editor of MOTOR SPORT, who took over further down the route. Middle right, full load for R. Whitehead's 8 h.p. Albion Dog-cart. Bottom right, arriving at the finish, the grandson of the maker of this 1902 Dennis. Bottom left, a Swedish veteran, the 1902 single-cylinder Scania, completing its eighth run. Top left, a varied trio of single-cylinders; the 6½ h.p. Humberette passes C. R. C. Aston's Miniature Velox, with a 1904 Cadillac behind.





PETER STUYVESANT

LUXURY LENGTH



Longer than King Size
...so much more to enjoy.

LOW TO MIDDLE TAR As defined in H.M. Government Tables.

DANGER: H.M. Government Health Departments' WARNING:
THINK ABOUT THE HEALTH RISKS BEFORE SMOKING

THE WINNERS

1982 was the year in which anyone could win a Grand Prix as no driver was dominating the scene. Five drivers achieved their first victory, the remaining 11 races were shared between regular winners, with no-one being outstanding. The World Champion for 1982 scored only one victory to which he added but one pole-position and no fastest race laps, achieving the Championship by constant placings.

Fastest Practice Laps	
Alain Prost	6
René Arnoux	5
Mario Andretti	1
Andrea de Cesaris	1
Nelson Piquet	1
Didier Pironi	1
Keijo Rosberg	1

Fastest Race Laps	
Nelson Piquet	3
Alain Prost	3
Riccardo Patrese	2
Didier Pironi	2
Michele Alboreto	1
Brian Henton	1
Niki Lauda	1
Derek Warwick	1
John Watson	1
René Arnoux	1



RENÉ ARNOUX
1st French GP
1st Italian GP



NIKI LAUDA
1st USA (West) GP
1st British GP



NELSON PIQUET
1st Brazilian GP
1st Canadian GP

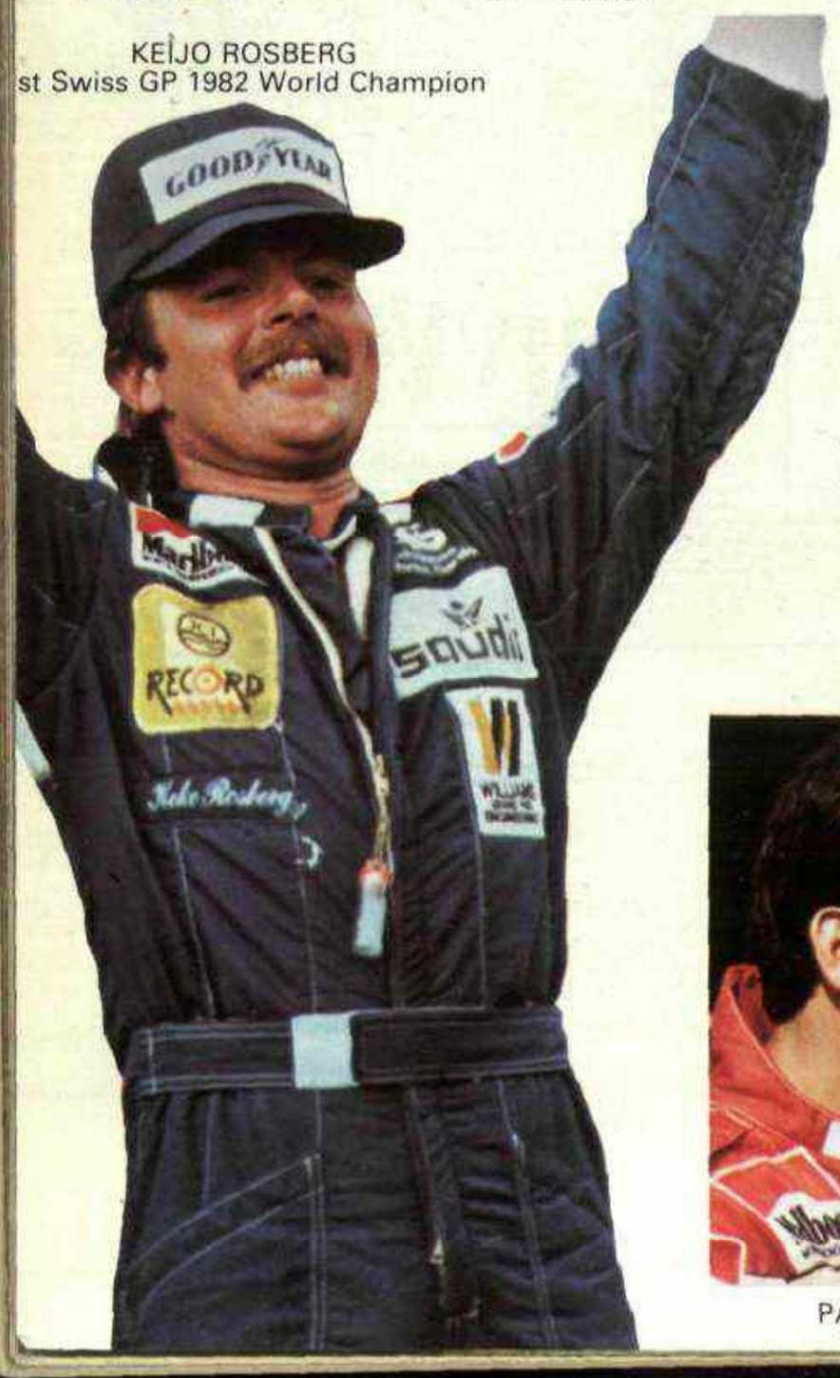


DIDIER PIRONI
1st San Marino GP
1st Dutch GP



JOHN WATSON
1st Belgian GP
1st Detroit GP

KEIJO ROSBERG
st Swiss GP 1982 World Champion





MICHELE ALBORETO
1st Las Vegas GP



RICCARDO PATRESE
1st Monaco GP



PATRICK TAMBAY
1st German GP



ALAIN PROST
1st S. African GP



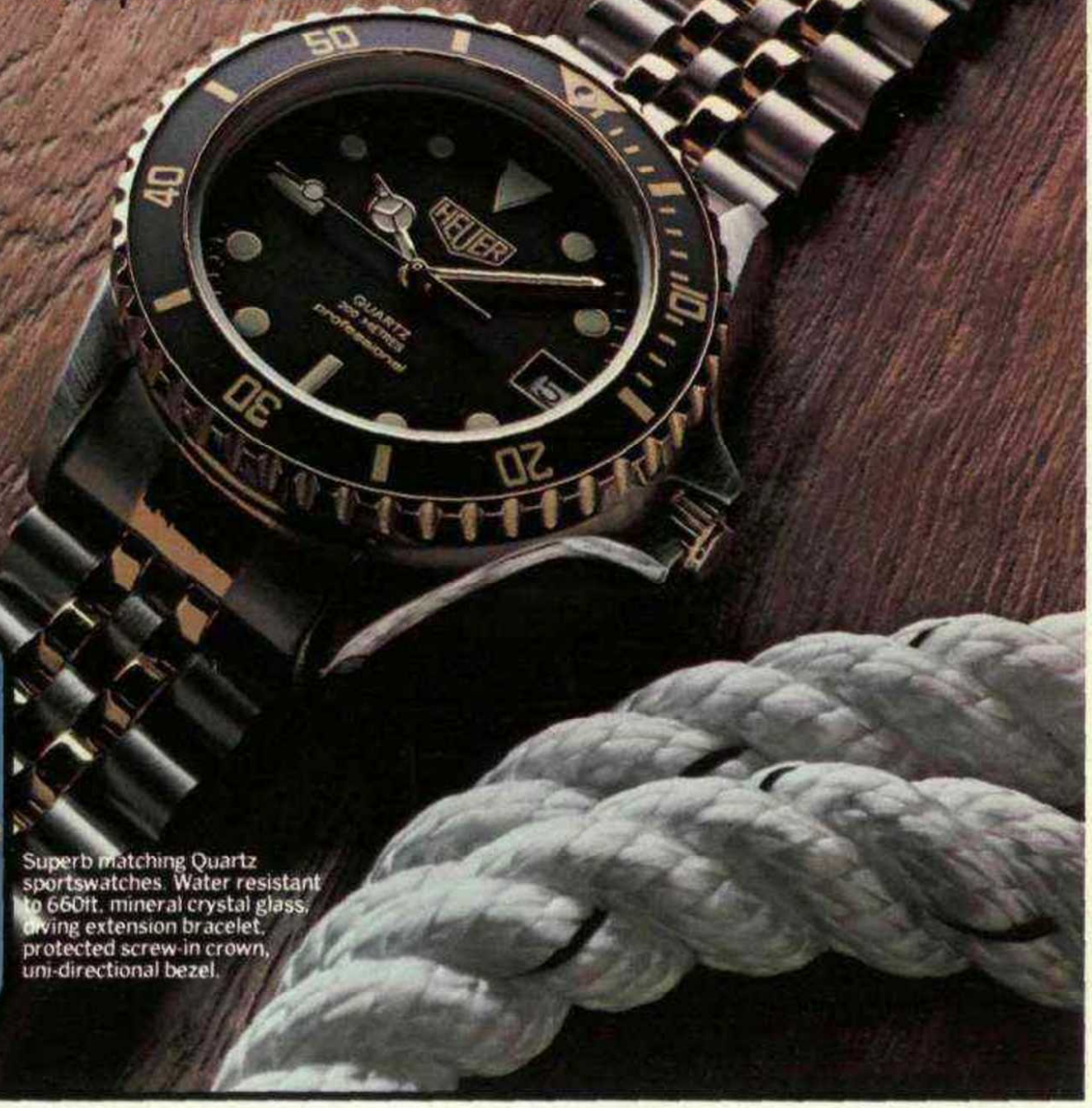
ELIO de ANGELIS
1st Austrian GP

Say 'Hoy-er' when time really counts

Our world famous range of sportswatches has been the professional's choice for over 120 years.
Devotion to high quality has been a tradition of Heuer ever since the company was founded. Whether quartz or mechanical, every Heuer sportswatch is subjected to severe quality testing.
We have a distinguished record of "firsts" ... for example, the first 1/100th split second stopwatch in 1916 ..... and a name that has appeared in Olympic timekeeping, time after time, right up to Moscow 1980.
Whether you spend £70 or £350 on a Heuer sportswatch you can be sure that you are making precisely the right choice.

HEUER
since 1860 swiss

world leader in sportswatches



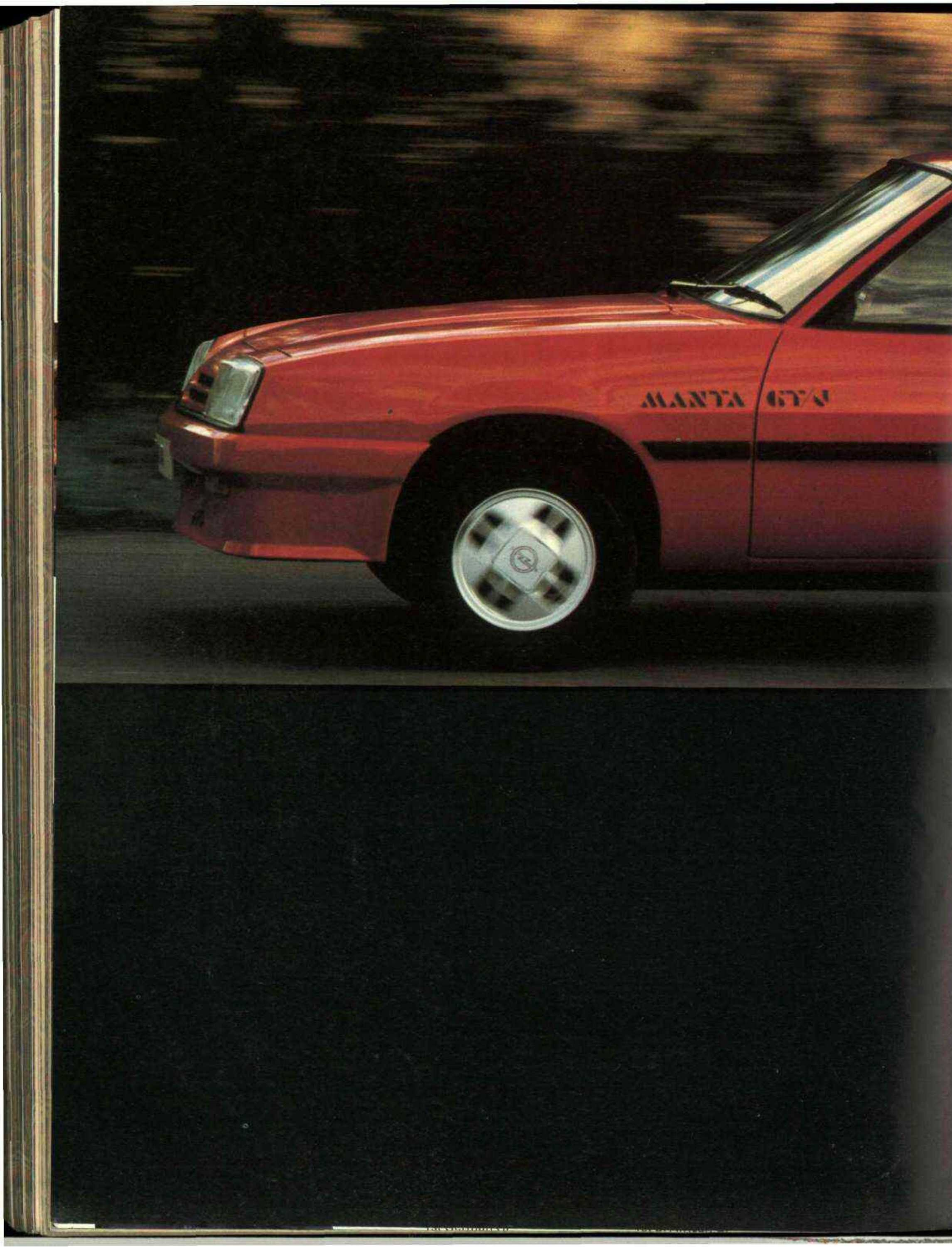


Superb matching Quartz sportswatches. Water resistant to 660ft. mineral crystal glass, diving extension bracelet, protected screw-in crown, uni-directional bezel.

For a catalogue and details of your nearest stockist contact:-
HEUER TIME (UK) LTD.,
51 Churchgate, Bolton BL1 1LY
Telephone: (0204) 395454.
Telex: 63221

Selected Heuer Stockists

ABERDEEN Jamieson & Carry
BOURNEMOUTH Charles Fox
BRISTOL Park Street Jewellers
CARDIFF Crouch The Goldsmith
EDINBURGH Hamilton & Inches
EXETER Bruford & Son
FELIXSTOWE C. F. Hill
GREATER MANCHESTER Prestons of Bolton
LONDON Harrods (Watch Dept.)
Bravingtons
Garrard & Co
Austin Kaye
Knowle-Brown Jewellers
Peter Burrowes Ltd.
NEWCASTLE Reid & Sons
PLYMOUTH Bowden & Son
SOUTHEND ON SEA Tempus
ST. ALBANS Peter Rodgers Ltd.
ST HELIER C.I. Hettich Ltd
SURREY J.R. Newbould, Esher


MANTA GT/E



THE 1983 OPEL MANTA.

NEW GENERATION, LOW END TORQUE 1796CC ENGINE.
ALUMINIUM CROSSFLOW CYLINDER HEAD. 5-SPEED GEARBOX.
MAX SPEED 109 MPH. 48.7 MPG AT A STEADY 56 MPH.
3 MODEL RANGE. PRICES FROM £5655.*

BACKED BY THE WORLDWIDE
RESOURCES OF GENERAL MOTORS

OPEL MANTA. BETTER. BY DESIGN.

*PRICE INCLUDES CAR TAX AND VAT BUT NOT DELIVERY OR NUMBER PLATES. ALLOY WHEELS AND REAR SEAT BELTS ARE EXTRA COST OPTIONS. DOT FUEL CONSUMPTION FIGURES: STEADY 56 MPH: 48.7 MPG (5.8L/100KM). STEADY 75 MPH: 38.2 MPG (7.4L/100KM). URBAN CYCLE: 25.7 MPG (11.0L/100KM). SEE YELLOW PAGES FOR YOUR LOCAL VAUXHALL OPEL DEALER AND TAKE A TEST DRIVE.

WATERMAN

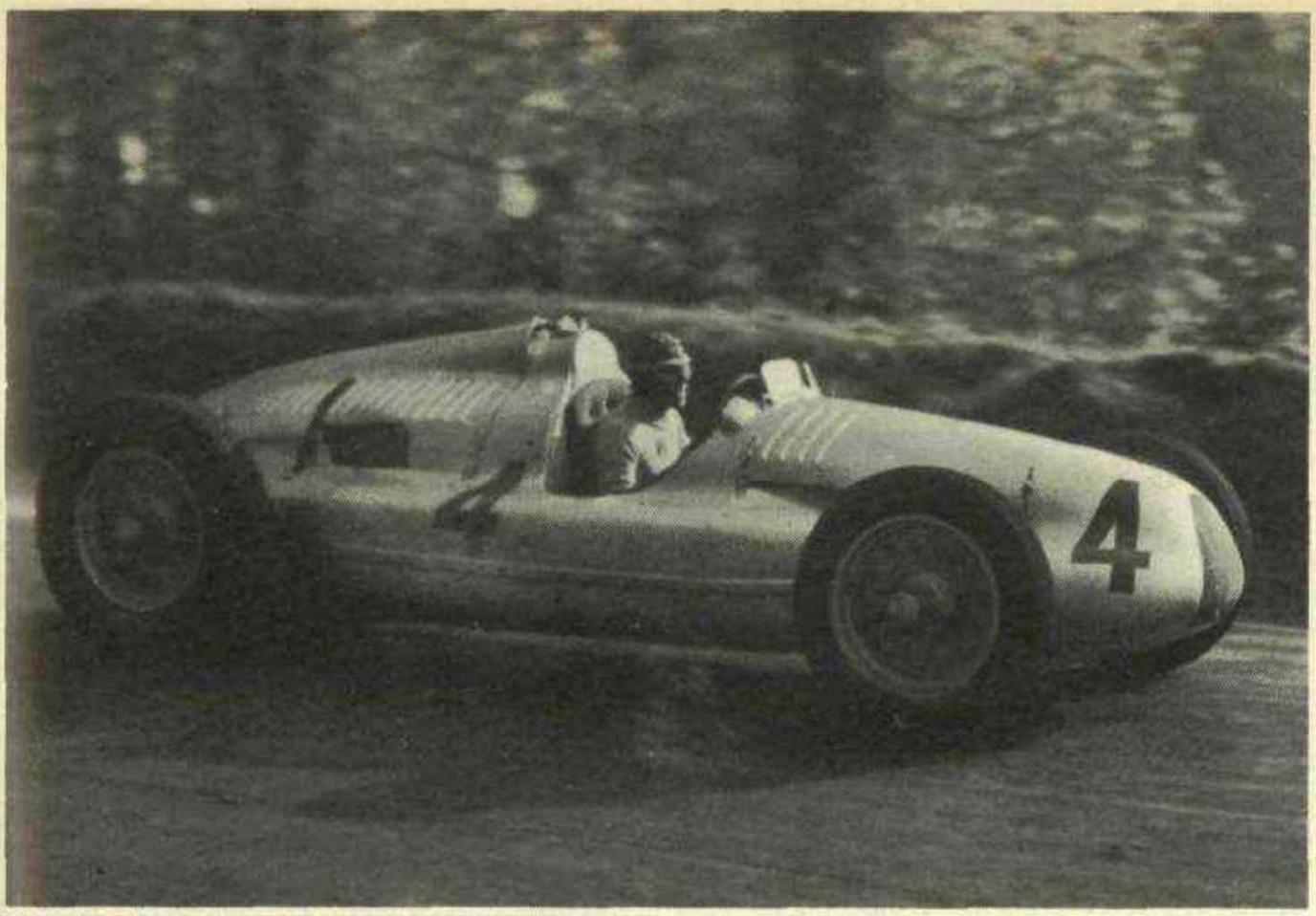
PARIS

The distinctive Waterman 'Master' pens – ball pen, fibre pen and fountain pen with solid 18 carat gold nib. Illustrated is the 'Master' in Blue Lapis with 23.3 carat gold plated clip and trim. A range of other colours and finishes is available.

Waterman. The elegant, prestigious gift.



For your nearest stockist telephone: 01-539 8869 (London Sales Office) or Stocksfield (066 15) 2855 (Northern Sales Office)



NUVOLARI driving a D-type Auto Union V12 to victory in the 1938 Donington Park Grand Prix.

Historic Grand Prix Cars

THE Auto Union racing car was built in two basic forms, the 16-cylinder C-type which ran through the 1934-1937 Grand Prix Formula and the 12-cylinder D-type which ran in 1938 and 1939 to the Formula of those years. It is the D-type Auto Union which concerns us this month. The Formula put a limit of 3,000 c.c. (3-litres) on supercharged engines and Dr. Porsche and the Auto Union engineers settled on a V12-cylinder layout for this capacity, while the concept of the whole car was basically similar to the original *P-wagen* design of 1933. The driver sat ahead of the engine, while the engine itself was ahead of the rear axle, with the 5-speed gearbox protruding out behind the rear axle. The chassis was of the ladder-type, made up of large-diameter steel tubing with similar tubular cross-members, while front suspension was of the Porsche trailing-arm system with transverse torsion bars. At the rear a de Dion layout was used with longitudinal torsion bars. The C-type Auto Union had taken the forward-mounted driver / mid-engine concept to extremes with the result that the cars were not easy to drive and were very prone to extreme over-steer, or "tail-happiness", curbed only by the brilliant driving of the likes of Bernd Rosemeyer. With the D-type attempts were made to provide a more orthodox handling car, still retaining the mid-engine layout, and to this end the fuel was carried in pontoon tanks so that the driving position could be moved more rearwards than on the C-type.

For the years 1938 and 1939 Prof. Robert Eberan von Eberhorst took over from Professor Ferdinand Porsche, and was responsible for the development of the D-type. The V12 engine ran to 7,000 r.p.m. and developed something like 500 b.h.p. on a special alcohol fuel and it was potentially much faster round circuits than the previous V16 Auto Union. Unfortunately Rosemeyer was killed while attempting records on the Frankfurt-Darmstadt Autobahn at the beginning of 1938 so he never got to drive the D-type. He had been the main strength of the Auto Union team and his loss put the team at an enormous disadvantage to the rival Mercedes-Benz team. However, they recruited Tazio Nuvolari into the team and once he had adjusted himself to the mid-engine concept he was very successful with the D-type Auto Union, winning the 1938 Donington Park Grand Prix and also the very last race in which Auto Union competed, at Belgrade on September 3rd, 1939.

After the war the Auto Union factories were in the East Zone of Germany and the racing team was never re-formed and all the cars and material from the racing department were assumed to have been destroyed in the bombing of Zwickau and Chemnitz. For many years the only Auto Union racing car known to exist was a C-type in chassis form on display in the *Deutsches Museum* in Munich, until in the late sixties and early seventies mutterings were heard about a D-type Auto Union in Czechoslovakia. It is this particular car with which we are concerned this month.

Auto Union D-type 1938/39
Chassis No. 4
Engine No. "July 1939"

A lot of people knew about this D-type Auto Union in Czechoslovakia and one or two people had seen a fuzzy photograph of it, but no-one had actually seen it. During the early 1970s Tom Wheatcroft was hard on the trail of it, for his Donington Collection, and arranged for a friend to visit Czechoslovakia and see the car. A lot of "cloak-and-dagger" stuff was involved but eventually this man returned to England, having actually seen the car, and confirmed that it was indeed a V12-cylinder 3-litre Auto Union Grand Prix car. Unbeknown to Wheatcroft, another collector living in Germany was also on to the scent, and while Wheatcroft's contacts were about to settle the deal the news came through that Count Hubertus Donhof had acquired the car.

In 1974 Marlboro organised an old car and old driver re-union at the Dijon-Prenois circuit, in conjunction with the French Grand Prix organisers, and Count Dönhof brought his "prize" along for us all to see. It was a very original looking 1938 D-type Auto Union, though it did not run, but nonetheless it was a very exciting static exhibit in the paddock. Baron de Graffenried, who was organizing the re-union for Marlboro, invited along Professor Eberan von Eberhorst and H. P. Müller, who was one of the drivers in the 1939 team and it gave a lot of people a lot of pleasure to see an Auto Union for the first time and to see von Eberhorst and Hermann Müller with it.

There was much talk of the Porsche firm becoming involved with rebuilding the engine and gearbox, the crankshaft being a very complicated built-up affair with roller bearings for big ends and mains. However, rumours had suggested that there were no internals in the engine or gearbox, and this proved to be so, which made the Porsche task of such magnitude that Donhof lost interest. After a time it became known that the car could be bought, not so much "for a price" but by "the right person" in Donhof's eyes. Eventually this turned out to be an American collector by the name of Kerry Payne and he had the car transported to Antique Automobiles of Baston, Lincolnshire with the instructions to "see what could be done to make it a runner". It subsequently transpired that the car had been built up at the end of the 1938 season for exhibition purposes, which explained why there were no moving parts inside the engine or gearbox. Everything else was complete, the chassis, steering, suspension, brakes, bodywork and so on were all original and in good condition.

Some involved and complicated dealing took place, the details of which do not encourage close scrutiny, and a complete Auto Union engine appeared in Lincolnshire, having been discovered behind the Iron Curtain. This was a 1939 engine, with two-stage supercharging as against the single-stage on the 1938 engine, but otherwise was identical to the "exhibition" engine. Apart from a few carburettor parts and the odd oil and water pipe being missing this second engine was in full working order and it was installed in the 1938 chassis. At the time one of the current old-car magazines ran a fatuous story that this 1939 engine had been found in a shed near Donington Park! The story said that it was a spare engine left behind when the Auto Union team returned to Germany after winning the 1938 Donington Grand Prix. As the two-stage supercharging layout did not appear until 1939 this would have meant that Auto Union had taken an experimental engine with them to Donington Park in 1938, and one can just imagine them leaving it behind.

There was nothing to do about the 5-speed gearbox, as it was merely an empty shell, but by remarkable good fortune a modern Hewland racing gearbox and final drive unit was almost interchangeable. Professor Porsche was always years ahead in his thinking and his 1934-39 racing trans-axle unit sired the gearbox unit on the Volkswagen. Mike Hewland's first essay into a racing gearbox for a mid-engined car was to use a Volkswagen unit turned upside down and mounted behind the rear axle instead of ahead of it, just like an Auto Union. All the subsequent Hewland gearboxes stemmed from the Volkswagen, so it is no surprise that the current Formula One Hewland gearbox looks very similar to a 1938 Auto Union gearbox, nor that it fits in the same space. Antique Automobiles got the car working, with its 1939 engine driving through the modern Hewland gearbox and Colin Crabbe demonstrated it at one of the Historic car meetings at the Nurburgring.

Before Kerry Payne took possession of the car another momentous happening took place, in Latvia this time, when there was an old-car gathering and a 1937 V16 Auto Union C-type appeared, having been languishing in a Museum in Moscow. Deciding he had to acquire the V16

RALLY REVIEW

Ivory Coast Rally



EVENTUAL rally winner and World Champion Walter Röhrl interrupts washing day in his Rothmans Opel 400.

TWO months ago we spoke of the drift towards very lean entry lists for World Championship rallies, and how the Rally of the Thousand Lakes was an exception to this — the Lombard RAC Rally is another outstanding exception. Since then there has been an event at the opposite extreme, illustrating that a rally can only hold interest proportional to the calibre of those who take part in it. Even the best symphony in the world needs a full orchestra to do it justice.

October's Ivory Coast Rally, last qualifier but one of the World Championship for Drivers, drew such a poor response from competitors that there was a risk of not achieving the minimum of 50 which is needed for a qualifying round to keep its status the following year. There was an obvious injection of contrived entries just to make up the required starting number, and the number of early retirements really stuck out like a bandaged thumb. There were 51 starters, but only 16 were left after the first of four legs.

Were it not for the close fight between Opel's Walter Röhrl and Audi's Michèle Mouton for the 1982 champion's laurels there would have been little significance in the rally, and the Toyota team would have collected a one-two result similar to that which they scored in New Zealand earlier in the year.

Röhrl has a self-confessed dislike of endurance rallies, and is not particularly fond even of the Safari. After the Sanremo Rally, where he did not clinch the title, he made it clear that he was not prepared to go to the Ivory Coast, obviously figuring that whatever result Mouton achieved in West Africa he could still beat her points tally by his performance on the RAC Rally, the final round.

But his team and sponsors were not at all in agreement, and it took a waving of the contract to persuade the lanky German that it would not be wise to refuse. He is leaving Opel at the end of the year to drive for Lancia, but he still needed a car for the RAC Rally, and Opel would have been in a position not only to drop him from their team for that event but to prevent his driving any other make of car.

It looked decidedly sour after the Italian event was over but it turned out all right, for Röhrl won the Ivory Coast Rally even though he gained some of his lost assertion by "confusing" flight arangements and turning up just before the start, with no time at all for any recce. All his notes were completed by his co-driver Christian Geistdörfer, who was driven around by Bruno Berglund, another Opel co-driver for this event.

The line-up in Abidjan was rather strange, for Opel's second car was driven by Björn Johansson and Berglund, their purpose being to act as a competing chase crew backing Röhrl. The same tactics were employed by Audi, for the second Quattro was in the hands of Hannu Mikkola and Roland Gumpert, the latter being the team's chief engineer, and they were there simply to render assistance to Mouton if she required it, and to make a switch of parts from one car to the other if that became necessary.

Mikkola's regular partner Arne Hertz was in another Quattro, driven by Sanremo winner Stig Blomqvist, and their role was to drive ahead of the rally to report conditions by radio, and to wait at difficult spots to help the two girls if they became stuck.

But it turned out to be a mistake to have Gumpert in what was virtually a competing car. He was ill, could not read the notes properly and was not able to supervise vital servicing, with the result that Audi efficiency in the field was not up to its usual standard, although Blomqvist and Mikkola did sterling work in their chase cars.

By way of contrast, Toyota Team Europe put up a well engineered, smoothly organised effort rewarded by second and third places for their two Celicas, driven respectively by Per Eklund and Björn Waldegård. There had been a third car on the start line, driven by team manager Ove Andersson and team engineer Robbie Gröndahl, but this was merely a practice car fettled for use as a chase car, there just to make up numbers at the request of the organisers, and it "retired" to go its own way half-way through the first leg. Even without really trying, at that point it was in twelfth place!

Lancia decided to give its rear-engined Rally a trial run on African roads — perhaps prior to a Safari entry next year — and sent one car for Adartico Vudafieri and Maurizio Perisinot. Alas its engine broke in the first leg, another in a growing list of engine failures which have stopped this model. The Italian pair's practice period was cut short when their recce car broke and they were unable to get a replacement. Eventually, after some days, they were obliged to buy a Lada Niva of which the local Fiat importers are now proud owners!

Renault sent two of their R5 Turbos for Jean Ragnotti and Bruno Saby. The latter finished fourth, but Ragnotti retired most unfortunately when he arrived at a series of four jumps just when co-driver Jean-Marc Andrié was obliged to interrupt his notes to respond to a radio call. The car cleared the first three jumps, but landed heavily against the up-slope of the fourth, destroying a front suspension and breaking the steering column in two. Andrié was most despondent about this afterwards, but he need not have blamed himself so much. Co-drivers have made far worse errors in the past, and will doubtless continue to do so. In any case, it hadn't entirely been his fault.

Dirt tracks form the basis of the Ivory Coast route, as rough, dusty (or muddy) and car-breaking as those of the Safari, but much narrower and more overgrown with vegetation. Indeed, the country is generally under more dense foliage than Kenya, which has vast, open plains not found in the Ivory Coast. Animals, too, are

---

HISTORIC GP CARS — continued

car, Payne offered the D-type for sale and Neil Corner bought it, selling his 1937 Mercedes-Benz W125 and Tipo B "monoposto" Alfa Romeo to a Japanese collector in order to raise the money. Before he took delivery of the Auto Union it was driven by Phil Hill for a feature in *Road & Track*, but there was a nasty bang inside the engine and water came out of the exhaust pipes. Corner gave the car to Crossthwaite and Gardner who embarked on a monumental rebuild of the whole thing, stripping everything down to the basic components. The bang at Donington Park had been a connecting rod breaking so a new one had to be made, along with a set of pistons, valves, guides and many more parts. After some two years work the engine was rebuilt, as was the entire chassis, suspension, brakes, steering and so on. By the middle of 1982 it was all back together again and looking magnificent. Some test running was done at Goodwood and Silverstone and Corner planned to race it at the VSCC meeting at Silverstone in July, but one of the Bosch magnetos for the twelve plugs gave trouble so the car could only be seen as a static exhibit. It is still fitted with the Hewland gearbox / differential unit, but Corner recently acquired the complete and original gearbox for the car. While this D-type Auto Union has yet to be raced in an Historic event, it is a fine thing to see in the paddock after all the years that some of us thought we would never see an Auto Union again. When it appears in the 1983 season of Historic racing by the VSCC it should be an occasion not to be missed. — D.S.J.

Footnote: The C-type V16 cylinder chassis that languished in the Munich museum since 1937 was retrieved by Audi-VW and totally rebuilt at the NSU factory at Neckarsulm. It has been put into full working order, even to the engine being bench-tested and the complete car tested on a rolling-road. In 1980 it gave a demonstration at the Nurburgring Historic meeting and in 1982 was demonstrated at the Laguna Seca Historic meeting in California, by courtesy of Audi-VW.

not as abundant as they are in the East — which is more than one can say of reptiles and insects — but more than making up for their absence as a road hazard is the number of trucks moving around the country at rally time. In the past this has proved extremely dangerous, but this year the risk of collision was far less and there were no reports of near misses.

Another feature of the Ivory Coast is its very high cost of living. Rented vehicles, for instance, cost a fortune, even if you can get any at all, and Audi considered it less expensive to ship its service vans from Germany rather than to rent them locally.

The start and finish of the rally were at the Hotel Ivoire, a substantial modern establishment on the shore of one of Abidjan's network of lagoons and waterways connected to the sea. The first leg went northwards to Yamoussoukro, a town whose only distinction seems to be that it is the president's birthplace and consequently has one large, modern hotel. Second and third legs went in loops starting and finishing at Yamoussoukro, one to the North close to the borders with Guinea and Mali, and one southwards to the port of San Pedro, passing close to the Liberian boarder. The fourth and final leg returned to Abidjan, the whole event spanning from the evening of Wednesday, October 27 to the afternoon of the following Monday.

The centre of all interest, of course, was the prospect of a duel between Röhrl and Mouton for vital championship points. The German's dislike of the rally was well known, and many felt that this would affect his performance. On the other hand, it was Mouton's first African endurance rally. What is more, she was under immense emotional strain, for she had been told the day before the start that her father had died.

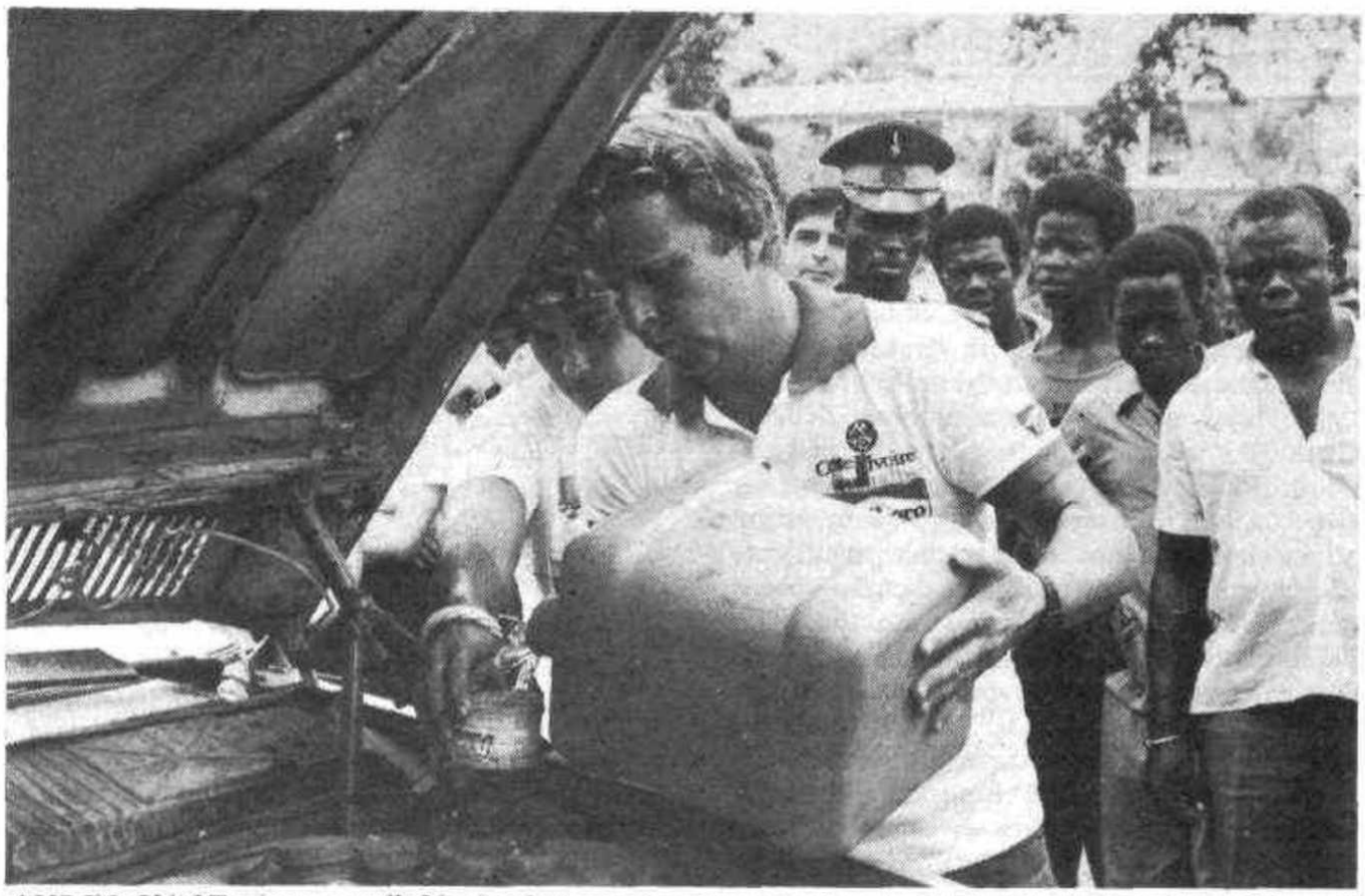
Her first impulse on hearing this was to return home at once, but it was her father who had encouraged her most in the sport, providing her with her first car, an Alpine 110, so she said nothing and carried on, determined more than ever to add to her victories, just as he would have wished.

At the end of the first leg it seemed that this was exactly what she would do, for she was firmly in the lead, eight minutes ahead of her watchdog team-mate Mikkola. Röhrl was another twelve minutes back in third place, followed by Ragnotti, Johansson, Eklund and Saby. Waldegård was ninth, having been delayed by the need to change his gearbox and steering rack, and by electrical failures which occurred every time the car was driven through water. This also affected Eklund's car, and it puzzled the Toyota people that this should happen in this event when it has never happened before, even though the car's waterproofing has not been changed.

Both Renaults needed a variety of replacements, but there seemed to be little wrong with the Opels, although overheating was traced to mud splattering up and blocking the radiator, and it was a common sight throughout the remainder of the rally to see a mechanic playing a water jet through the grille of Röhrl's car.

The Quattros were having clutch and differential problems, and slipping plates were being roughened by applications of Coke! However, their traction was superior on roads which were still slippery from the heavy rain which fell before the start. In any case, it was likely that Röhrl was playing his customary waiting game, preserving his Opel so that more tired and worn cars would be less likely to stop his final push.

In the second leg the chase cars of both Opel and Audi retired from the actual competition, Johansson's Ascona when its cam drive broke and valves hit the pistons, and Mikkola after gearbox and differential failures. Mouton also needed a new rear axle, and there was an amusing incident at the hotel in Yamoussoukro when a radio message was phoned to the wrong room, and Samir Assef, a Toyota driver who had retired from the rally, prepared to take a Celica rear axle to the airport for a light aircraft flight up-country. Fortunately, the message then got to the correct room, and the Quattro axle did get to its destination.



AUDI'S Chief Engineer travelled in the chase car, but was not able to supervise servicing from there. The result was that the crews had sometimes to fend for themselves. Here, Mouton (left) helps Mikkola fill her new radiator.

All the Quattros were also having radiator leaks, and several changes took place during the course of the event. The radiators are actually mounted diagonally across the front left corners of the engine compartments. The central radiators are in fact turbocharger intercoolers.

In the third leg Mouton was still well in the lead, but since competitors were closed up at each rest stop the actual distance between them on the road was much less, and Röhrl made a bid to get ahead of Mouton so that he could have a dust-free run. By then the roads had dried and had become very dusty, with the added hazard of muddy ruts baking into trenches as hard as concrete.

The penalty gap between them became much less when the French girl had to stop for a radiator change, a broken driveshaft to be replaced, and a new gearbox. But at the start of the fourth leg there was great consternation when her Quattro refused to start, and even more time was lost when the fuel injection system was changed.

By this time the difference was marginal, and interest in a somewhat indifferent event was fired up tremendously by the prospect of a close, exciting finish. But that finish didn't materialise, for Mouton overdid things a little and rolled the car. A radio message brought help in the form of Blomqvist and Hertz in the chase car, and mechanics in another. The car was righted, repaired sufficiently to continue, and off went the girls again, displaying a tenacity which would put most men to shame.

Alas, their vital pace notes had been lost in the confusion of the roll and subsequent recovery, and Fabrizia Pons only had the roadbook to direct her driver — a very poor, unprofessional roadbook at that. Coupled with this was the added hazard of fog, and it became very difficult indeed for the girls to follow the correct road at a competitive speed. The inevitable happened; they went off again, this time causing damage which could not be repaired in time. In almost the same place Röhrl also went off, but he managed to get going again to coast back to Abidjan, a comfortable winner and with the Champion's title assured.

It was a bitter blow for Michèle Mouton, and it was probably only then that the full realisation of her father's death came to her. She went quietly to her room, packed and caught that evening's flight home. Although she has won three events this year she has not become World Champion, but her determined fight will be talked about for years to come.

Seven cars finally made it back to Abidjan, although one was later considered a non-finisher since its maximum lateness had been exceeded. Nowadays, the toughness of a rally cannot be measured by its retirement rate, for that depends entirely on the section times laid down by the organisers, but it is no picnic to drive nearly 5,000 kilometres in the African bush, competitive or otherwise.

So Walter Röhrl has become World Rally Champion for the second time, the title being settled before the final round, the RAC Rally of Great Britain — which will have taken place less than a week before this issue of MOTOR SPORT appears. The Ivory Coast Rally was not a qualifier for the World Championship for Makes, so the RAC will have been the decider in that series, just as closely contested between Audi and Opel. If 1983 produces such close rivalry it will be another interesting year, although a revision of the points system so that more teams stay in the running for a longer period would seem beneficial. — G.P.

Ivory Coast Results

1st	W. Röhrl / C. Geistdörfer (Opel Ascona 400) (4)	8 hr. 43 min.
2nd	P. Eklund / R. Spjuth (Toyota Celica) (4)	10 hr. 17 min.
3rd	B. Waldegård / H. Thorszelius (Toyota Celica) (4)	11 hr. 00 min.
4th	B. Saby / D. Le Saux (Renault 5T460) (4)	17 hr. 52 min.
5th	A. Ambrosino / J-F. Fauchille (Peugeot 505) (2)	19 hr. 43 min.
6th	E. Salim / C. Konan (Mitsubishi Lancer) (2)	23 hr. 48 min.

51 starters: 6 finishers

TECHNICAL DESCRIPTION

Evolutionary BMW 3-series

IF they were not so obviously coining cash in a manner unthinkable in their bankrupt fifties period, one might feel tempted to feel sorry for BMW. They are flat out making some 400,000 cars in 1982 and searching hard for a third factory site in Bavaria, yet our colleagues from the financial and industry press forecast doom, gloom and inevitable take-over for such a small scale independent in an age of multi-national giants.

Cars like last year's 5-series and the latest 3-series, both gradual changes — conservative to the point where those uninterested in BMW ask plaintively "What's changed?" — do not make the headlines, or good gloom copy, for 5-series sales are better than even BMW expected. Yet BMW continue to make more cars, investing in robots and future power plants such as the diesel version of their M60 six-cylinder. Such diesels are a common sight *chez* BMW, developed within Ford Thunderbirds now undergoing final trials for Ford of America.

BMW are piling their profits into research and development at such a rate that one senior executive from a rival German company told us at the Motor Show, "As a percentage of their resources BMW are investing more in new technology currently than Audi and Mercedes — it looks as though BMW are very much in a catch-up situation."



AS with the 5-series, the new model is recognisably a development of the old.

On the surface at BMW's Osmaning track launch of the latest E 30-coded 3-series, technical director Karlheinz Radermacher and his sales equivalent Hans Erdmann Schonbeck are unruffled. Questions asking if they have done enough aerodynamically, or whether they should pay more attention to their Bavarian neighbours at Audi with their four-wheel-drive mania abound. The BMW directors point out that they have produced a practical all round improvement at 0.37 to 0.38 Cd — any further aerodynamic improvements toward the 0.30 Cd level quoted by Audi for their 100 might result in a car that is not recognisable as a BMW — an argument supported by some of the wind tunnel rejects lying in the yard. So far as 4-WD goes, one gets the feeling BMW feel it is a fad, "although it would be useful in the Alps where we have many customers," they concede. A later, quiet conversation with a senior executive establishes that 4-WD is indeed in BMW's mind, but now that Audi are seizing the initiative at the lower price end of the market (the forthcoming Audi 80 Quattro will be priced to compete with the 323i) BMW intends to produce the boggling combination of the M1 sports car's 3.5-litre / 4-valve engine and 4-WD installed within the mid-eighties 6-series coupé!

So far as the 3-series is concerned, the technical specification hopefully supplies the facts and figures regarding a car that is fractionally longer on wheelbase than its predecessor (7 mm.) yet is 25 mm. *shorter* overall with some much-needed, but still niggardly, extra rear passenger space.

However, since BMW sold 350,000 odd of the



Hella Limited, Daventry Rd., Banbury, Oxon. OX16 7JU. Tel: Banbury (0295) 56381.

Hella make grille sets for the following models: FORD: Escort, Cortina, Fiesta. DATSUN: Sunny. MAZDA: 323. AUSTIN/MG: Metro. BMW: 3 series. Co



THE higher tail displays the spoiler and badges of the top 139 b.h.p. 323i.

02 series (1602 / 2002 etc.) and over 1.3 *million* of the E 21 3-series, this cramped accommodation akin to a coupé is obviously acceptable to the public behind a BMW badge. The only real concession will come approximately six months after the late November sales launch of the new cars. That is when the four-door version of the 3-series will be available, a neatly executed body change that was available for inspection in prototype form. Sales in Britain are scheduled to commence with two-door models in March 1983. Also scheduled for future production are a simpler version of the notoriously complex (but effective) BMW on-board computer, an ABS brake anti-locking option and the further spread of fuel injection across the range, so that even the forthcoming 1.6-litre derivative will have such fuel delivery sophistication.

For the present only the 1.8-litre "316" has a carburettor, the 318i using K-Jetronic and the sixes Bosch's L-Jetronic. The latter system incorporate the fuel system cut-off on over-run that is a feature of bigger BMWs — and the 3-series also shares the Service Interval Indicator and the later version of the test/warning panel that first appeared on 6-series coupés.

Test track impressions

We were allowed several hours with a 318i 4-speed, a 320i (which has the choice of ZF or Getrag 5-speeds with fractional ratio differences) in 5-speed trim, and a 323i automatic. Full road impressions from a Moroccan venue are being gathered by the press as this is written, but in the meantime a few début memories suffice.

In the flesh the cars have the same slight rounding of previous angularities and raising of the bootlid line that 5-series predicted last year. Although scarcely a panel is left untouched, the visual effect is of the previous 3-series in a plumper (35 mm. wider, 19 mm. taller) guise.

Inside, there is the same feeling of familiarity, although the fascia and seats have been changed. Convenient controls, crystal clear instrumentation and a near-15 in. steering wheel diameter remain.

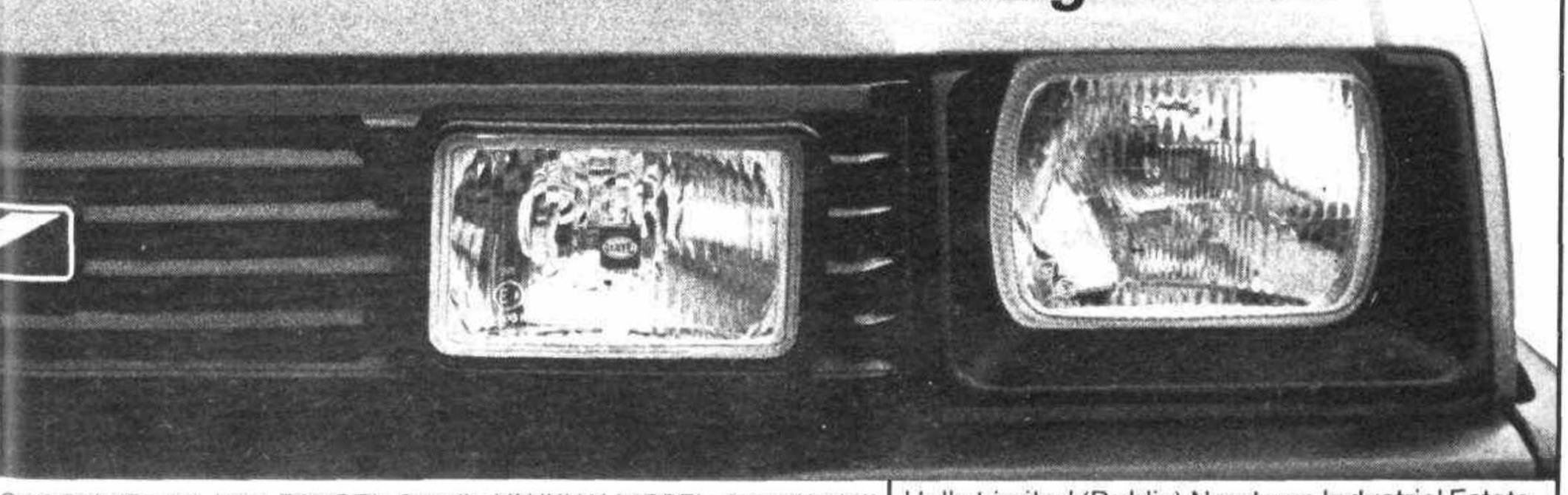
A look underneath the car and a determined assault on the variety of 25 to 105 m.p.h. test track corners tell the story of suspension that is improved — and it needed to be in respect of rear end breakaway and poor traction at very low speeds, compared to less prestigious rivals. The wider track and the use of Pirelli P6 low profile tyres have certainly helped the six-cylinder 320i / 323i to go round curves faster. Ultimately the tail does swing out and traction disappears: the recipe as before but delivered seconds later. . . .

The sixes certainly deliver lower noise levels and remarkable pace. Checking against the km. posts, nearly 120 honest m.p.h. was available from a 323i auto, while the 320i was a delight at 75 m.p.h. and 2,900 r.p.m. with 35.3 m.p.g. displayed on the sophisticated fuel economy indicator that has now made a 3-series début. Flat out, the 320i certainly seemed capable of 120 m.p.h. with 124 indicated on the long straights: this cost 12.8 m.p.g. in fourth or 17.6 m.p.g. in OD fifth according to the meter. Acceleration claims seem well-founded with a test 323i showing just about 10 sec. dead against a claimed 10.8 sec. for 0-62 m.p.h.; figures for manual cars are in the specification panel.

This is the way that Hella is giving today's cars the look of tomorrow. Hella replacement grilles with built-in spot or fog lights look good and work even better.
They can be quickly and easily fitted to an ever-growing range of popular cars, and Hella can give you "the look" for around £50 retail (excl. VAT).
And the beauty isn't just skin-deep. Hella builds in the quality and performance for which it has become famous into every grille set it makes.
Hella has taken a good look–and made it work.
Take a look for yourself at your nearest Hella stockist.

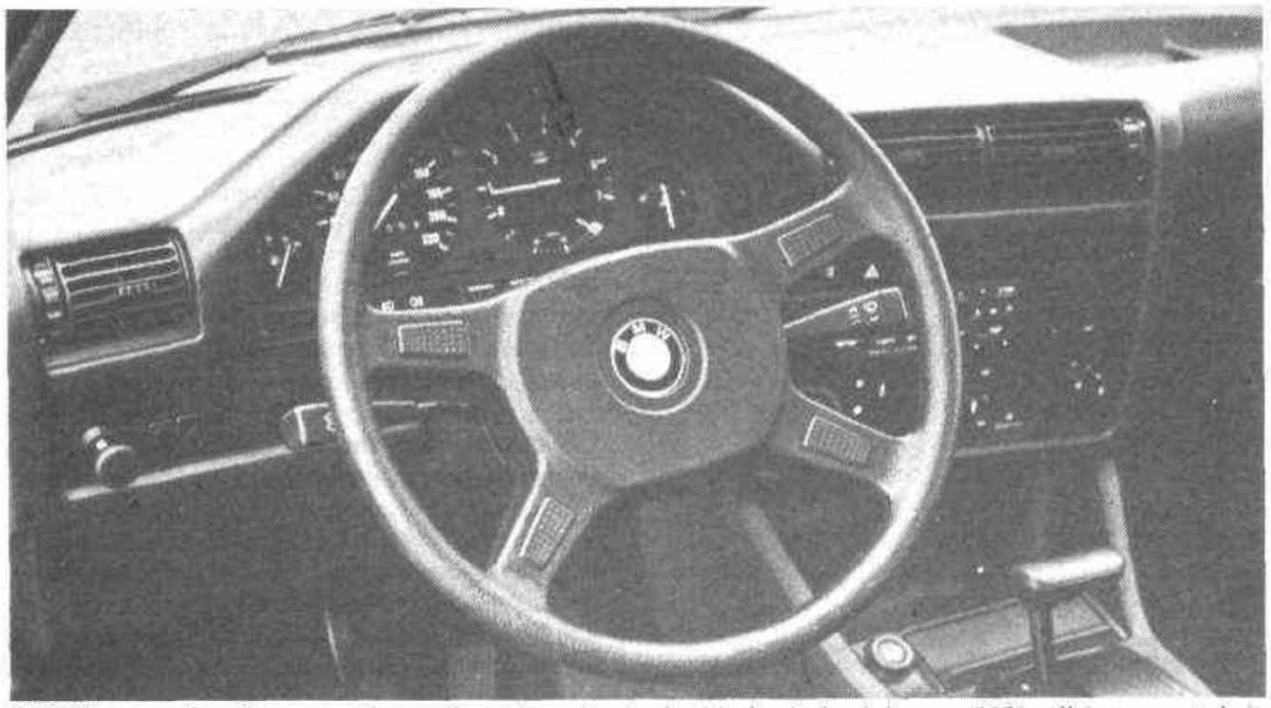
HELLA

Hella for safer motoring



Golf, Polo/Derby, Jetta. TOYOTA: Corolla. VAUXHALL/OPEL: Astra/Kadett.
shortly: PEUGEOT: 305, 504. VAUXHALL: Cavalier 2. MAZDA: 626.

Hella Limited (Dublin) Newtown Industrial Estate, Coolock. Tel: 473020



BMW's reputation for ergonomic excellence is maintained with the dash of the new 323i, all instruments being clearly visible through the large wheel.

Yet, although the handling is better and the brakes more positive on all models, thanks to the servo change and a slight increase in front disc diameter, plus the use of single piston callipers, I didn't really *enjoy* 3-series motoring until I got into the plucky little four-cylinder 318i. Like the other test cars it had a rear spoiler (optional on lesser models) but unlike the others it had 340/60 Uniroyal tyres and 537 kg. over the front wheels instead of 580 kg.

This near-one cwt. difference was apparent through the responsive 318i steering straight away. Together with a keen Swiss Porsche Carrera owner / driver in a 320i we explored the differences between four- and six-cylinder BMW 3-series motoring for much of the appointed lunch hour and came away exhilarated and impressed with the 318i. It was very little slower than a 320i in a straight line — some 114 honest m.p.h. unassisted and obviously capable of keeping up with the aid of a slipstream. As soon as a corner came up the 318i started making ground to such a degree that it could crawl alongside the 320i on an 80 m.p.h. exit and draw ahead for the next 200 metres before the bigger engined six would gradually re-establish an advantage. Rated at 11.2 sec. for 0-62 m.p.h., the 318i could cast this second or so aside on the slower handling course, where its sheer "sling-ability" outweighed the six's still rather ponderous responses.

I am sure BMW GB will bring in the two senior six-cylinders and probably the carburated 316/1.8 to start the range, but for sheer driving joy in the old 2002 style (rather than the even quicker 2002 Tii) the 318i put a gleam back in my eyes.

As to the 3-series in general one has the feeling that BMW's six-year development was thorough and that they will probably make their two *million* target (are these cars still to be sold on the basis that they are exclusive?) but the truth is that many mass producers make more responsive front drive machinery of the Golf GTI / Alfasud / Escort XR3i-RS1600i mould. By and large these BMWs are for the more discerning motorist, biased toward affordable quality rather than the ultimate in cornering power and sheer elan now offered elsewhere. Nice, but rapidly becoming dated.

J.W.

E30 BMW 3-series data:

Engines: As before in four- and six-cylinder inline SOHC, but with 5-series fuel injection 2-litre. November producion of 316 with 1,766 c.c. (89 × 71 mm.) 4-cyls. of 90 b.h.p. @ 5,500 r.p.m. 318i: 1,766 c.c. (89 × 71 mm.) 4-cyls. of 105 b.h.p. @ 5,800 r.p.m. 320i: 1,990 c.c. (80 × 66 mm.), 6-cyls. of 125 b.h.p. @ 5,800 r.p.m. 323i: 2,316 c.c. (80 × 76.8 mm.), 6-cyls. of 139 b.h.p. @ 5,300 r.p.m.
Body: Unitary steel 2-door with average 40 kg. / 88 lb. weight saving over previous E 21 3-series. 4-door model to follow in "six months or so". Weight range: 316, 990 kg. / 2,178 lb.; 323i, 1,080 kg. / 2,376 lb. Quoted aerodynamic drag factor: 0.37 to 0.38. Length, 4,325 mm. / 170.3 in.; width, 64.8 in.; height, 1,380 mm. / 54.3 in.; wheelbase, 2,570 mm. / 101.9 in.
Suspension: MacPherson strut front, trailing arm rear as before, but with 15° trailing arm instead of 20° and front roll bar behind axle line amongst changes. Wider track, 1,407 mm. (F) and 1,415 mm. (R).
Brakes: 10 in. Mastervac assistance instead of 9 in.; vented front discs for 320i (drum rear for 316 / 318i / 320i), 323i all-disc, vented front and solid rear.
Wheels/tyres: All 14 in. diameter with 5J/175/70 HR on 316 & 318i, 195/60 HR for 320i and same low profile and section, but VR-rated, for 323i.
Transmissions: 4-speed std. 316 & 318i; 5-sp for 320i / 323i with direct fourth and OD fifth shared. Automatic option on all, 3-sp. Final drives from 3.64 (316 & 318i) to 3.45 (320i) & 3.25 (323i). Performance (BMW figs: old model in brackets): 323i, 0-50 m.p.h. 2.7 sec. (2.8 sec.); 0-62 m.p.h. 9.2 sec. (9.5 sec.); 0-75 m.p.h., 12.8 sec. (13.6 sec.); Max speed, 125 m.p.h. (118 m.p.h.). 320i: 0-50 m.p.h., 3.1 sec. (3.4 sec.); 0-62 m.p.h., 10.4 sec. (10.7 sec.); 0-75 m.p.h., 14.8 sec. (15.8 sec.) Max speed, 122 m.p.h. (112 m.p.h.).
Urban fuel consumption: 323i, 23.35 m.p.g. (22.0 m.p.g.). 320i: 23.74 m.p.g. (21.73 m.p.g.). Bracketed figures for old models.

TUNING TOPICS

Tyre Conversions

J. W. samples the latest transatlantic tyres

NOW 112 years old and distinguished amongst tyre companies by not contesting the original equipment (OE) car manufacturers' market and by staying firmly in profit through the cut-throat recessionary tyre marketing period of recent years, B. F. Goodrich at Akron, Ohio, are aggressively involved in offering a new generation of rubber designed to be "unsurpassed in performance".

Marketed under the name Comp T/A and distributed in Britain through centres in Glasgow (Birkenshaw), Sydenham, South London (South Global Tyre Marketing) and Warley, West Midlands (S&S), these new 50 and 55 per cent ultra low profile radials are aimed straight at the Pirelli P7 tyre of Porsche repute. A check through the trade advertisements shows some dealers are offering the popular Porsche 225 / 50VR 16 Comp T/A for under £140 while charging £173.50 for the equivalent Pirelli P7, although the American company generally expect to be priced exactly at P7 levels, or with a slight premium.

The T/A was designed with constant reference to the P7 and is claimed by the makers to offer superior dry and wet weather grip — which one can scientifically test — and superior ease of driving at or over the 0.8G average cornering limit that most enthusiasts reach in their everyday road driving (a Grand Prix 1982 car would typically reach 3G). In the latter case, where the car is sliding, it can only be a subjective matter as to how easy it is to control owing to driver ability and surface changes.

BF Goodrich hired the Paul Ricard Circuit in Southern France and six Porsches from Messrs Hertz et Freres and proceeded to let us try and prove their point for them with P7 and T/A compared back-to-back on 911SC (Lane Change test); 928S automatic (Slalom) and some Porsche 944 laps of the 3.263 km. Petit Circuit, which retains an 800 m. straight with the very quick right, *Courbe de Signes* at the end. We also had some standing water sprayed onto the track for the 928s to tackle at 65 m.p.h. or so on a mild corner tackled as a left and a right (the romantically named 9b of the Grand Circuit).

The test results were not measured by watches or any other paraphernalia, but on both the Slalom, the Lane Change and the slower circuit corners, plus the wet test and in overall wear, the Comp T/A was demonstrably superior. It seems particularly good through standing water and in becoming only slightly scuffed when the Italian tyre is feathering itself rapidly into expensive baldness.

While exit speeds from the 60 m.p.h. coned-off tests were up to 5 m.p.h. better with the Goodrich, a remark applying also to the slow corner onto the main straight of the circuit, the subjective side of the argument went clearly to Pirelli in my book. More people spun off using the Goodrich and more of my colleagues commented favourably on the informative breakaway characteristics of the Pirelli. So — as ever in my experience — there is a penalty for providing a tyre with high adhesion and good wear character. That penalty tends to be a more sudden deviation from one's chosen path when the higher limit is reached.

BF Goodrich have done a remarkable job in developing a tyre to challenge the best in Europe and have backed that up with some remarkable race and rally performances (16th overall at 1982 Le Mans) with what I believe to have been production tyres, but they still have more work to do in providing a cover that will forgive the errant driver who suddenly finds that he has been over-optimistic. In road terms it's very unlikely that you will reach the capable limit of these tyres, but I am told that you may have to accept some ride limitations compared with European rivals.

At present, the BFG Comp T/As are sold in seven sizes from 195/50 VR 15 to 265/50 VR 15 on 15" diameter wheels, or the choice of 205/55 VR or 225/50 VR on 16" diameter wheels. Alternative sizes and 60 profiles will be available in the New Year. — J.W.

Books for Christmas

"**My Thirty Years Motoring for MOTOR SPORT**" by Bill Boddy. 160pp. 11" × 8½" (*Grenville Publishing Co. Ltd., Standard house, Bonhill Street, London EC2A 4DA*. £14.90).

This book, which has had a long gestation, is now ready from Grenville, for Christmas perusal. It reproduces the summing-up articles which W.B. has done for 30 years at the end of each year of his road-testing of cars of all kinds, for MOTOR SPORT. Vintage and veteran cars and historic racing cars he has driven are also mentioned, and there are photographs of cars of all kinds, going back to 1951. The idea behind the book is that it gives an indication of how cars which are now old and perhaps valuable as historic heirlooms were regarded by us, as a critical journal, when they were brand new, it shows how MOTOR SPORT and W.B.'s writing developed along the years, and it describes how the cars we tested were used and what MOTOR SPORT has got up to over the past three decades.

Whether your interests lie in A30s or Jaguars, Rolls-Royces of many kinds or obscure Continental cars, several with two-stroke engines, here is a very full account of them as Bill Boddy found them when they were submitted to him for appraisal, at first over long week-ends, later for a week or ten days, with some tests of much longer duration, and with one BMW taken all round Europe in a matter of four days' fast motoring, visiting ten Capital cities in the process. It is all there and more — W.B. even admits to crashes and his personal prejudices come out clearly. It is very much the life of a motoring enthusiast looking back over the hundreds of cars, from a single-cylinder Bond to a V16 American monster, over 30 full and exciting years. (Not that W.B. has changed his life style — he is still doing this road-testing).

This book will not only enable those owning and perhaps restoring given makes and models of older cars to see what we thought about them when they were showroom models but also consists of a sort of index to the cars MOTOR SPORT has road-tested over this period, full reports of most of which can be ordered from our back numbers or photocopying department.

"**Bentley — Past & Present**" by Rivers Fletcher. 224 pp. 9¾" x 6¼"

Here is the second in the series of books about his personal experiences with, and memories of, different makes with which A. F. Rivers Fletcher has been associated, in a lifelong love affair with cars. I like it more than I did his MG book. It follows the same theme but describes how Rivers was apprenticed to Bentley Motors Ltd. in the days of W.O. and Le Mans. In consequence, all manner of great and fascinating racing drivers and Bentley personalities are encountered. Rivers covers about every Bentley he sat in, leaned on, or drove a half-mile or so "round-the-block" from the Bentley showrooms, in those early days. It would be unkind to try to compute his total Bentley mileage at that time. . . But when he was appointed a junior Bentley salesman he got in more miles in the cars he loved so dearly, and tells about this very personal account; although it is disappointing, but very honest of the author, to admit that when Barnato and Sammy Davis let him do some laps of Brooklands in the "Old No. One" racing Speed-Six, he discovered that he had no aptitude for racing on the outer-circuit.

So what personal Bentley-racing the book covers is that done in sprints, in Rivers' Derby Special. It is the anecdotes, the memories of little things that happened at Cricklewood and Cork Street, that are the best part of the story — how did Glen Kidston crash his Bentley within a few miles of taking it over, why wouldn't Frank Clement dice with an Hispano Suiza on the public road, etc? I think even the BDC, with its extremely well-documented archives and all that comes up in its fine *Review*, will find fresh items to enjoy and perhaps ponder over, in Rivers' book. Another thing is that it is packed with very evocative photographs, over 200 of then, which absolutely breathe the flavour and magic of the old Bentley days, yet they come right up to date, even unto the Bentley Mulsanne Turbo, which Rivers has driven. One cannot have everything, and although the publishers claim, no doubt quite rightly, that almost all the illustrations are "new", I have certainly seen some very similar ones in Johnnie Green's book and elsewhere, and I regret that more (as indeed quite a lot are) are not *personal* snapshots of the author's, as was the case throughout Rivers' MG book.

This is a very sincere book, however by one whose bubbling enthusiasm is unbounded, not a very long book maybe, rather like several magazine articles strung together, but quite fascinating, making one cry for more. Rivers-Fletcher is very honest, over his mistakes with cars (as on the Brooklands' bankings), girls, and in other Bentley-orientated situations. He may not have driven as many Bentleys as far and as fast as the book's title implies, but he imparts the spirit behind the make to perfection and the intimate insights he gives of Bentley factory and sales methods make irrestible reading. I am sure many BDC members will be quite inarticulate this Christmas, until they have finished "Bentley-Past & Present". — W.B.

MOTOR SPORT



1983 CALENDAR

TWELVE FABULOUS PRINTS
EXCLUSIVELY SELECTED BY L.A.T.

Printed in full colour on best quality art paper. Picture size 11½" x 10½". Full size 16½" x 11¾", despatched flat in board envelope. Featured on each page is the calendar of the current month with the immediately preceding and succeeding months, also a monthly list of important motor sporting events.

Price £3.00 inc. VAT
Add 60p post and packing for UK and Worldwide surface mail
Add £2.00 Airmail Europe
Add £3.60 Airmail all other countries
Cheque or P.O. payable to MOTOR SPORT MAGAZINE,
Standard House, Bonhill Street, London EC2A 4DA

"MY 30 YEARS MOTORING FOR MOTOR SPORT"

by Bill Boddy

"My Year's Motoring" from 1951 to 1980 that have appeared in MOTOR SPORT are now presented in one volume which makes interesting and intriguing reading. The summary of cars driven by Bill Boddy during the thirty years number some 1,000. The book of 160 pages contains 247 contemporary photographs and is bound in full cloth covers with the most interesting car, illustrated in colour on the dust jacket. *(Size 11" x 8½".)*

IDEAL XMAS PRESENT

Price £14.90
plus £1.50 post & packing
(overseas surface mail £2.00)
Cheque or P.O. payable to MOTOR SPORT MAGAZINE,
Standard House, Bonhill Street, London EC2A 4DA

Metro — The Book Of The Car" by Graham Robson. 192 pp. 9½" x 6¾". *(Patrick Stephens Ltd., Barr Hill, Cambridge, CB3 8EL. 95p.)*
The BL Metro is rather new to have a history but the origins and developments to date of this popular small-car so vital to BL are here in a book with 105 black and white and 22 colour illustrations, by the indefatigable Graham Robson. The publishers draw one's attention to some questions this book answers, such as what did the tarpaulins at Longbridge conceal from Sir Michael Edwardes, who dispatched his Jaguar to collect bacon sandwiches at midnight, how did Ant and Dragonfly become ADO88 and then LC8, and who had to be introduced to his own golf-course. This is the full story of the Metro's gestation, to rank with the books by Pomeroy and others about the birth and success of the Mini-Minor. For any follower of the present-day car scene, any user of a Metro, this is what is in the review world "a must". — W.B.

I have praised warmly on previous occasions the very modestly-priced, copiously-illustrated 'bus histories, with plenty of "street" scenes, by Alan Townsin. So welcome to another, his study of the AEC Regals, No. 6 in this valuable series. Masses of nicely-reproduced illustrations on good glossy art paper on 96 11½" x 8¼" pages make this a rare treat for 'bus buffs or for those who like transport scenes. The price is £7.00 in card covers, £8.50 in case covers (colour cover picture of Oxford's 9.6-litre Regal Mk. III), postage £1.00 extra, from The Transport Publishing Co., 128, Pikes Lane, Glossop, Derbyshire. — W.B.

* * *

To a very complete coverage of the Land Rover now comes expert Tony Hutchings' "Land Rover — The Early Years", about the first four years of this universal vehicle, with 100 early Series-One photographs (93 of plate-size), numerous line-drawings and four double fold-out general arrangement drawings. This soft-back 152 page 12½" x 8" publication costs £14.95 (£16.00 if posted) from the author, at Bridge Cottage, 11 Tilmore Road, Petersfield, Hampshire, GU32 2HJ. — W.B.

* * *

Osprey have weighed-in with a big book for Christmas, "Fire Engines of the World" by J. Mallet, a 224 page 12" x 9" study containing 300 illustrations, 110 of them in colour, for £12.95. — W.B.

* * *

We remarked a short time ago on the pleasure books about aeronautical happenings in individual counties of Britain can give to aviation followers. A second book of this kind, very attractively presented, has arrived for review, too late to cover fully, but describing the happenings in Cumbria, Dumfries and Galloway Region, from 1825 to 1914. The writer is Peter Connon and this large and comprehensive coverage is published by St. Patrick's Press, 52 King Street, Penrith, Cumbria, CA11 7AY, at £8.95. — W.B.

* * *

Finally, the coffee-table present of the Christmas season comes from Albion Scott Ltd. in the form of the full pictorial story of the Bugatti by Hugh Conway and Jacques Greilsamer, although what the wrong-colour bowler hat is doing on the bonnet of a Type 57 on the cover is not clear. — W.B.

Cars in Books

A READER has drawn our attention to the following, from "Max Miller — the Cheeky Chappie" by John M. East (W. H. Allen, 1977):—

"Edwardian Brighton owed its new prosperity greatly to Harry Preston. His genial personality and enthusiasm for yachting, motoring, flying and the theatre brought about a renewal of the town's importance as a centre for sporting and stage people. The greatest single influence in the rebirth of Brighton's success was the growing popularity of the motor car. In 1905 Preston promoted a scheme to have a tarmac surface made on Madeira Drive from the Palace Pier to Kemp Town, a distance of nearly a mile, to enable it to serve from time to time as a race track. From his youth Max loved motor cars; he was only 15 when he learned to drive and he was probably influenced by the early vogue in Brighton for 'the rush and roar of motor-drawn traffic'. Max once said 'That's my Rolls-Royce outside. Does ten miles to the gallon, so I use the Lanchester for going round the town. Oh, and then there's the De Soto for nipping up to the golf course or the river. Got the back arranged so that it can take all my gear. Then I've got my racing bike, to keep fit when I'm working. Put it in the back of the Rolls and go out on it every morning. Not up hills though. I don't race up hills — bad for the heart, that.' I remember he started driving a small car around Brighton, and a woman questioned him about his Rolls-Royce. 'Oh, I had to sell it, lady.' 'What — things not so good with you, Maxie?' 'No, the ash trays were full'."

Then, in fiction which can often be autobiographical, we have the following, from none other than H. G. Wells' "Joan and Peter" (Cedric Chivers, 1918). The year is 1903:—

". . . A polite young man appeared one morning seated in a chariot of fire outside the road gate of the School of St. George and the Venerable Bede. He was in one of those strange and novel portents, a 'motor-car.' This alone made him interesting and attractive, and it greatly impressed young Winterbaum to discover that the visitor had come about Joan and Peter. Young Winterbaum went out to scrutinise the motor-car and its driver, and see if there was anything wrong about it. But it was difficult to underestimate.

"'It's a petrol car,' he said, 'Belsize. . . . Those are fine lamps.'

"Miss Murgatroyd gathered that the guardians of Joan and Peter . . . had sent the car to fetch them. . . . There was something reassuring about the motor-car. They departed cheerfully to the ill-concealed envy and admiration of young Winterbaum. . . . The young man (driver) said 'These here cars'll do forty-fifty miles an hour.'

"In a little while they were upon an unknown road. It was astonishing how the car devoured the road. You saw a corner a long way off and then immediately you were turning this corner. The car went as swiftly up the hills as down. It said 'honk'. The trees and hedges flew by as if one was in a train, and behind we trailed a marvellous cloud of dust. The driver sat before us with his head sunken between his hunched-up shoulders; he never seemed to move; he was quite different from the swaying, noble coachman with the sun red-face, wearing a top hat with a waist and a broad brim, who sat erect and poised his whip and drove Lady Charlotte's white horses."

The year is still 1903 (Oswald has just returned to London having lived for many years in Africa. There is an interesting account of the places he sees in London and the differences he notices):—

". . . Now and then he saw automobiles, queer, clumsy carriages without horses they seemed to be, or else low, heavy-looking vehicles with a flavour of battleship about them. Several emitted bluish smoke and trailed an evil smell. In Regent Street outside Liberty's art shop one of these mechanical novelties was in trouble. Everybody seemed pleased. The passing cabmen were openly derisive. Oswald joined the little group of people at the pavement edge who were watching the heated and bothered driver engaged in some obscure struggle beneath his car.

"An old gentleman in a white waistoat stood beside Oswald and presently turned to him.

"'Silly things,' he said. 'Noisy, dangerous, *stinking* things. They ought to be forbidden.'

"'Perhaps they will improve' said Oswald.

"'How could *that* thing improve?' asked the old gentleman. 'Lotto dirty ironmongery.'" — W.B.

"Oh Dear" Department

A BONANZA, regrettably, for this column, last month. In "Matters Of Moment" there was the delightful statement that this year's Veteran Car Run was sponsored by the Comte Albert de Dion and his partner Mon. Georges Bouton. As both these gentlemen died many years ago and had probably never heard of the revived "Emancipation Run", that was a notable clanger; we had intended to say that the RAC organised the 1982 Run. Better still, and something any kid could have spotted, I was made to say that the oldest car entered for the Run was a *1982* Benz, when I had written correctly 1892 . . . That one should live long in the annals of motoring howlers! Especially as lower down the page it was said that the AA was entering its *1964* Renault, in an event for pre-1905 cars; their well-known Renault motor-carriage is of 1904 dating, of course.

Then on page 1524 the price of the Jappic was given correctly as £150 in the text but as £180 in the picture-caption. On page 1487 the Francis-Barnett motorcycle had fused piston-rings, not pistol-rings, although I concede that this has a nice technical ring to it, and the machine did 55 *m.p.h.*, not 55 r.p.m., which would be slow even for a tiny two-stroke! Also, on that page, the Chevrolet van I referred to was an early model, not a "dearly" model. Page 1490 — it was *Reginald*, not Reginal, Straker who campaigned special Rileys in 1926, and the Mathis Six featured in the "Fragments On Forgotten Makes" article last month had dual *magneto* ignition, not magnetic ignition, although again I sense some kind of technical breakthrough. It was driven at Brooklands by *Hornsted*, not by Hornstead. The Bugatti shown on page 1522 was intended to be seen in the entire context of Malcolm Campbell's contemporary advertisement, in which he claimed that it would do approx. 100 m.p.h. and had a speed range of 8 to 100 m.p.h. in top gear (it was a Type 37), cost £550 with dynamo lighting and spare wheel and that trial runs could be arranged from Sussex Place, close to South Ken Tube station. Apart from literals and disjointed sentences here and there, that's about it, for last month. Except that in my footnote to a letter, I was made to say that the Issigonis Mini-Minor has little *round* wheels, which, having driven these cars, I am actually aware of — little *road* wheels was intended. Also, a classic clanger by me, the Fiat / Napier Match Race at Brooklands, and L48's 119.34 m.p.h. record, took place in 1908, *not* in 1907. Our apologies, from a contrite office-staff. — Ed.

AFTER MULTIGRADES, A NEW STANDARD OF PROTECTION.



Hypergrade℠ from Duckhams a new standard of motor oil. More than that, a new standard of care and protection for every car on the road today.

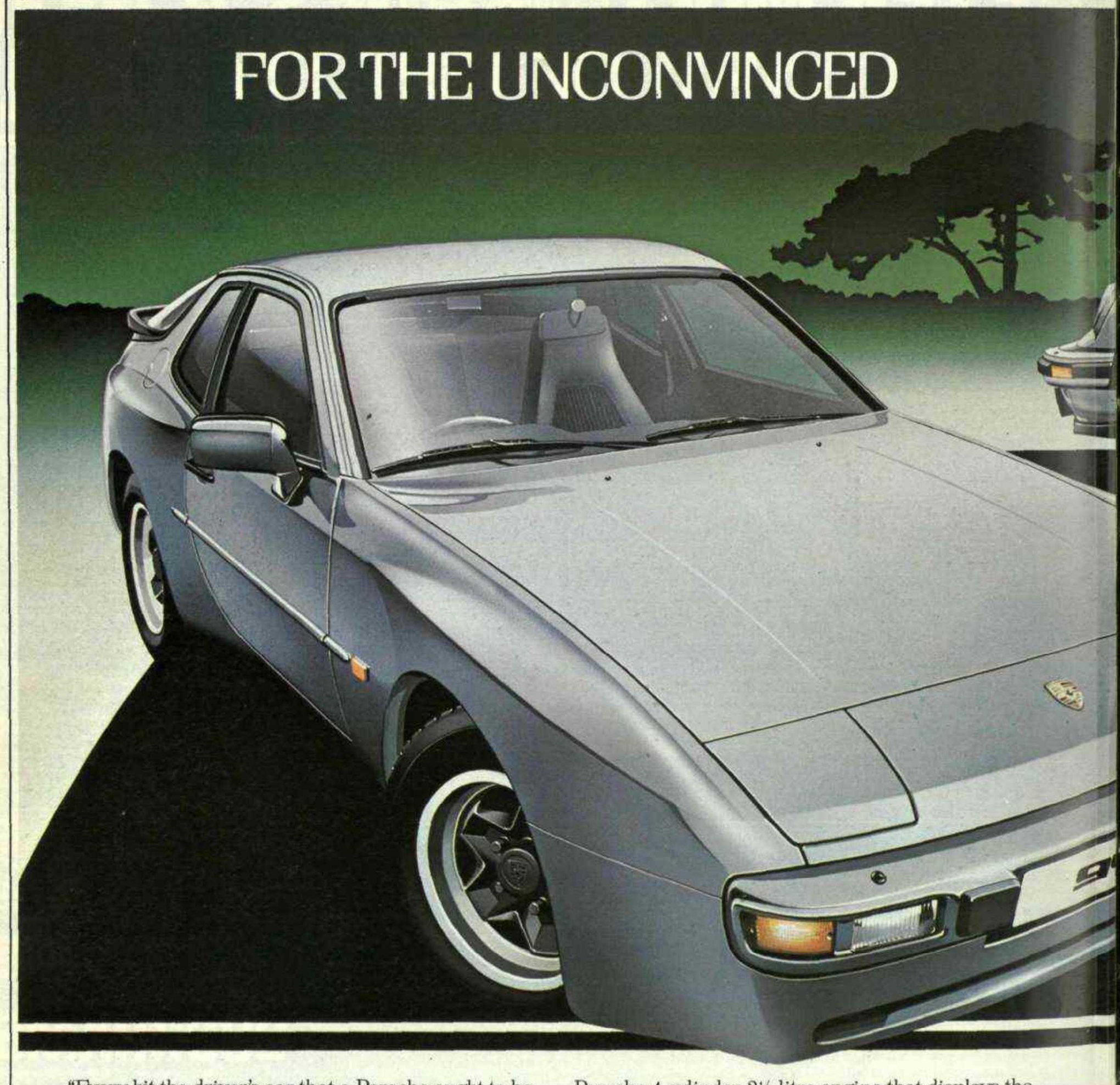
Hypergrade℠ from Duckhams. A lubrication system, born in the heat of turbo power, developed for diesel power, tested to new extremes. Building into the most technically advanced oil you can buy, approved by every major motor manufacturer.

There is only one Hypergrade℠ and it's made by Duckhams for your car, whatever you drive.

DUCKHAMS 15W/50 HYPERGRADE™

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

FOR THE UNCONVINCED



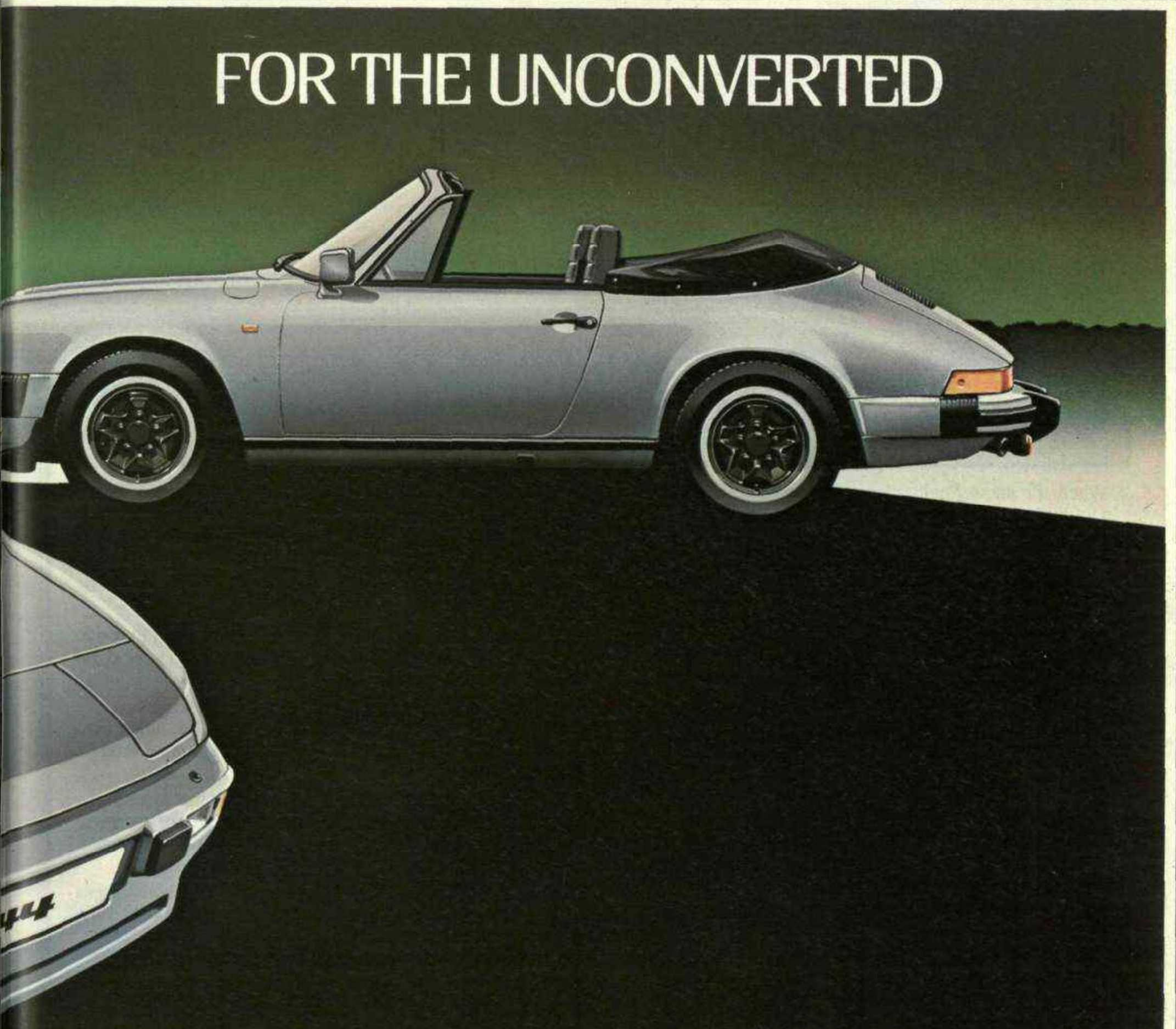
"Every bit the driver's car that a Porsche ought to be... also a new kind of socially responsible sports car."†
That's how Motor magazine saw the new Porsche 944. (Although to be honest we could have chosen a quote from any one of the many rave reviews and road tests that have appeared in the authoritative motoring press.)

For if ever there was a car that wooed the critics and pleased the owners, this is it. It has a remarkable new Porsche 4 cylinder, 2½ litre engine that displays the smoothness of a 6 or 8. So flexible it can produce virtually peak torque from 2000 through to 6000rpm. Yet show no sign of strain at 137mph plus.

It has economy. In the glorious shape of a streamlined body. And a brain. That monitors fuel flow so cunningly that returns of 30mpg* can consistently be achieved. (A fact not lost on the writers of those reviews we mentioned.)

PORSCHE CARS GREAT BRITAIN LIMITED, RICHFIELD AVENUE, READING, RG1 8PH. TEL: 0734 595411. FOR TAX FREE PERSONAL EXPORT ENQUIRIES TELEPHONE 0734 595411. THE CURRENT PORSCHE FAMILY COMPRISES: 4 CYLINDER 924 SERIES FROM £9,494; 4 CYLINDER 944 SERIES FROM £13,390; 6 CYLINDER 911 SERIES FROM £17,686; 8 CYLINDER 928 SERIES FROM £25,551. PRICES, CORRECT AT GOING TO PRESS, EXCLUDE ONLY NUMBER PLATES. **SOUTH EAST:** AFN, ISLEWORTH 01-560 1011. AFN, GUILDFORD 0483 38448. CHARLES FOLLETT, MAYFAIR 01-629 6266. MOTORTUNE, CHELSEA 01-581 1234. MALAYA GARAGE, BILLINGSHURST 040-381 3341. MALTIN CAR CONCESSIONAIRES, HENLEY 04912 78111. **SOUTH WEST:** DICK LOVETT, MALBOROUGH 0672 52381. PARKS, EXETER 0392 32145. **SOUTH:** HEDDELL & DEEKS, BOURNEMOUTH 0202 510252. **MIDLANDS:** ROGER CLARK, NARBOROUGH 0533 848270. SWINFORD MOTORS (CONTINENTAL) LTD., LYE 038-482 2471. GORDON LAMB, CHESTERFIELD 0246 451611. MONARCH CARS, WARWICK 0926 491731. **EAST ANGLIA & ESSEX:** LANCASTER GARAGES, COLCHESTER 0206 48141.

FOR THE UNCONVERTED



It has low running costs. For, like all Porsches, service intervals are 12,000 miles long. And, true to the Porsche standard, its long term reliability is vouched for. By a 2 year mechanical warranty, a 7 year anti-corrosion warranty and slow depreciation. Attributes learned the hard way. Porsche's all conquering Le Mans victories and World Championship Titles vouch for that.

We could go on. But maybe your head has been turned by our 911 Cabriolet. Who but Porsche, after nineteen years of continued development, could lift the lid off a legend?

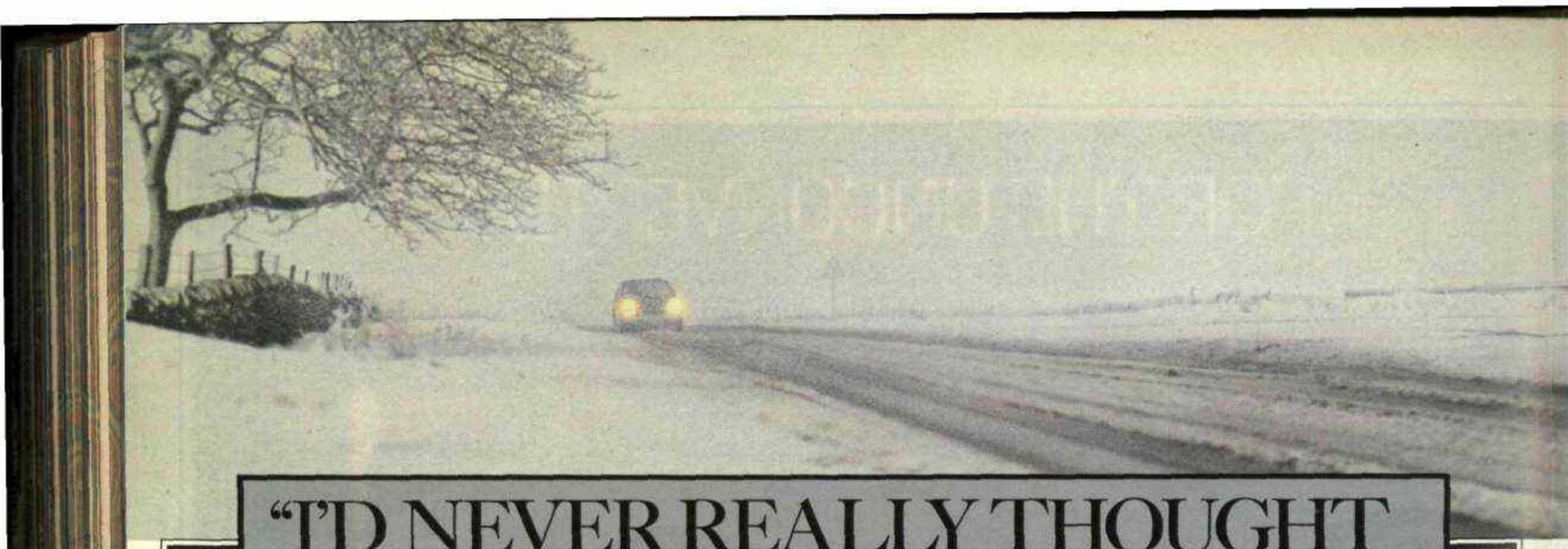
There are now four individual model series in the Porsche family. Meet up with them at your local Porsche Centre. There you may find yourself convinced. Or simply converted.

ONE FAMILY. ONE STANDARD.

LANCASTER GARAGES, NORWICH 0603 401814. **NORTH WEST:** IAN ANTHONY, WILMSLOW 0625 526392. IAN ANTHONY, BURY 061-761 2222. PARKER & PARKER, KENDAL, 0539 24331. **NORTH EAST:** JCT 600, LEEDS 0532 508454. GORDON RAMSAY, NEWCASTLE-UPON-TYNE 0632 612591. **WALES:** HOWELLS, CARDIFF 0222 592363. DINGLE GARAGES, COLWYN BAY 0492 30456. **SCOTLAND:** GLEN HENDERSON, EDINBURGH 031-225 9266. GLEN HENDERSON, AYR 0292 82727. GLEN HENDERSON, GLASGOW 041-943 1155. **NORTHERN IRELAND:** ISAAC AGNEW, GLENGORMLEY 02313 7111. **CHANNEL ISLANDS:** JONES GARAGE, JERSEY 0534 26156.

†MOTOR MAGAZINE W/E MAY 22ND

*DOE TEST: MPG (L/100KM). 944 AUTO: URBAN: 25.2 (11.2). CONSTANT 56MPH: 35.8 (7.9). CONSTANT 75MPH: 30.1 (9.4). 944 5 SPEED: URBAN: 24.8 (11.4). CONSTANT 56MPH: 40.4 (7.0). CONSTANT 75MPH: 32.5 (8.7).



"I'D NEVER REALLY THOUGHT OF JUDAS PRIEST AS A SAVIOUR"

When the snow finally clogged up the wipers, I knew I was in for rather more than a difficult journey.

At first, it had all seemed rather quaint and English; feathery flakes floated onto the bonnet of the car as I climbed in, and set out to cross the Pennines.

It was late, certainly, but I've always preferred night-driving, and anyway, I had a new toy to try out. A Pioneer electronic programmable stereo radio-cassette — all advanced gadgetry and hi-tech finish — and on my own I could press buttons and twiddle knobs for the whole trip.

As I pulled onto the main road, I flicked on the radio, and almost immediately there was the announcer, warning motorists of expected heavy snowfall on high ground. Although wheel tracks were already showing black against the settling snow, and the flakes swooped over the screen like tracer bullets, I felt I'd be home and dry before the real bad stuff came down.

I recall punching the button for the BBC World Service, and hearing the comforting tones of Alistair Cooke, reading his letter from America, every word as clear as having the man in the passenger seat. The radio locked firmly onto the waveband, even among those high and craggy peaks.

As the road surface quickly turned treacherous I slotted Jackson Browne into the cassette player, and turned up the volume to concentrate my attention. The auto-reverse had played the whole thing through twice by the time I noticed that for over half an hour I'd passed no other moving vehicle. Just a couple of abandoned trucks at the foot of inclines, and a solitary car, parked forlornly at the side of a lonely phone-booth; the driver hunched over the mouthpiece, lit by the dim yellow light inside.

My progress was by now at a funeral pacé. I remember thinking how apt the phrase might be, and bitterly regretting ever considering this journey. So, as I've already remarked, when the snow finally forced me to pull over, I knew I was in deep trouble.

I turned off the engine and the heater, and decided to huddle down into my coat, cover myself with the picnic rug, and keep the radio on. I told myself that the news might be useful, and that in any case, the battery was now good for nothing else.

I sat and shivered for twelve long hours, at first listening to the worsening weather reports, and then playing all the tapes in the car, some (those left by my teenage son) for the first, and last, time.

Then, suddenly, I realised that something was moving, far to my right.

The drift was piled higher than the window on that side, but I could clearly hear the thump of a heavy motor. I wound the passenger window down and shouted.

I shouted 'till my throat was raw. Nothing happened. The snow muffled everything like a smothering, suffocating, pillow. The motor was now ahead of me. Soon it would be gone. And I'd still be here.

Then, a brainwave. Shuffling with numb hands among the pile of tapes. I found what I was looking for. One of my son's; 'Hero' by Judas Priest. I'd thought it remarkably powerful when I'd played it, though 'heavy metal' is hardly my thing.

But now I slotted it into the cassette player, blue fingers fumbling in their haste. I turned the volume up full, pushed the tape firmly in, and covered my ears with my hands. The bass reverberated round the whole car, the Pioneer cross-axial speakers on the rear parcel shelf practically took off, and even with covered ears I marvelled at the pitch of the lead singer's howl …

The snowplough men told me that they'd been a shade scared at first by the banshee wail issuing from an apparently empty landscape, but had quickly caught on.

They'd got to me before the tape finished, and just as the car battery gave out.

I suppose I ought to drop a line to Judas Priest, whoever he, or they, might be.

Although it was really my Pioneer that saved my life.

PIONEER®

THE PERFECT TRAVELLING COMPANION.



KE-4300 'ELECTRONIC' AUTO-REVERSE CASSETTE WITH LW/MW/FM STEREO RADIO. PULSE SYNTHESIZER TUNING. 15 STATION MEMORY. AUTOMATIC RECEPTION CONTROL (ARC III). CASSETTE: AUTO-REVERSE WITH AUTOMATIC TAPE SLACK CANCELLER (ATSC) — WOW & FLUTTER LESS THAN 0.13% (WRMS) TAPE DIRECTION CONTROL. LOCKING FF/REWIND. **TS-1650** 'CROSS-AXIAL' SPEAKER. 3-WAY, 3-SPEAKER SYSTEM. FLUSH-MOUNTED 160MM WOOFER, UPRIGHT MID-RANGE AND TWEETER FOR OPTIMUM STEREO IMAGE. POWER HANDLING 60 WATTS MAX.

THE PERFECT TRAVELLING COMPANIONS.

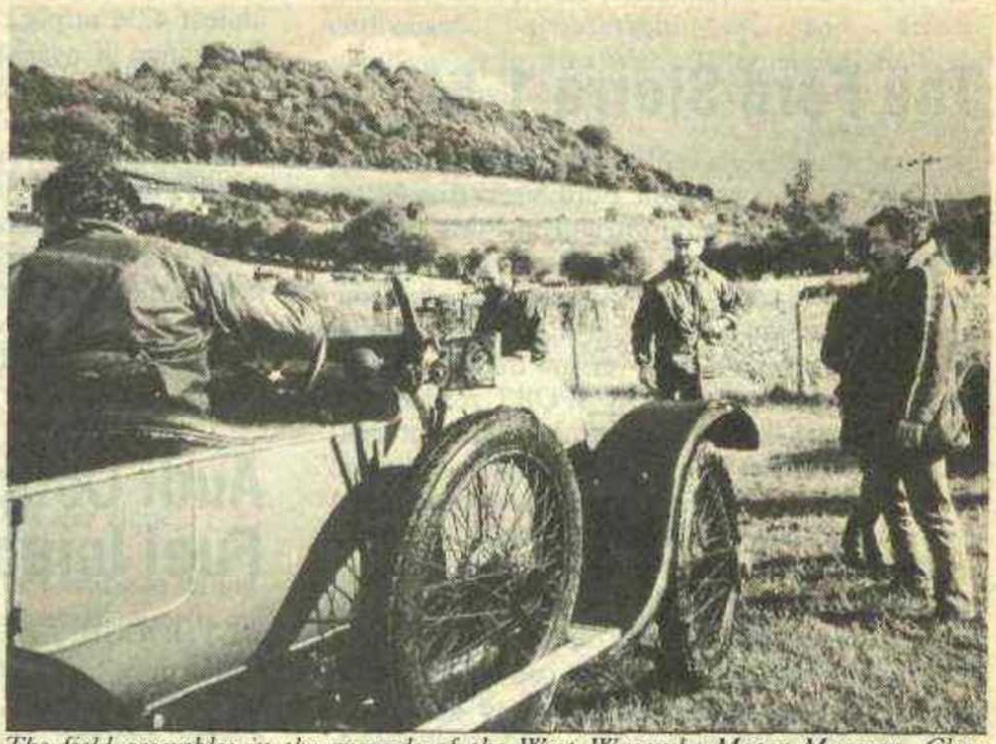
PIONEER CAR STEREO SUPER DEALERS

GREATER LONDON
STEREO REGENT STREET
245 Regent Street W1
AUDIOCAR EQUIPMENT
351 Lea Bridge Road
Leyton E10
ATKINSONS
(KENSINGTON) LTD
7 Pembridge Villas W11 and
82/84 New Kings Rd SW6
A W BANNING
22 Queens Gate Place
Mews SW7
CAR RADIO SERVICES
1144 High Road N20
CAR RADIO STATION
45 Lordship Lane Dulwich SE22
and 60/61 Albert
Embankment SE1
and 299 Edgware Road W2
CAR SOUNDS
119 Addington Rd Selsdon
312 Purley Way Croydon
3 Crown Point Parade SE19
CAVENDISH SALES CENTRE
279/283 Whitechapel Road E1
CRESCENT DEAN WALKER
5 Croydon Road Penge SE20
DAWNFERN LIMITED
94/104 The Arches
Wood Lane W12
M R DEAN & SON
283 Edgware Road W2
HENDON CAR STEREO CENTRE
D S Electronics 8 Parsons Street
Hendon NW4
KAYMAR (INCAR HI-FI)
70 High Street Edgware
LION CAR RADIO
227/229 Tottenham Court Rd W1
MIKE WELLS CAR STEREO
204 North End Road W14
MOLSON DISTRIBUTORS
345 High Road Ilford
NEASDEN ELECTRONICS
152/156 Finchley Rd NW3
NEASDEN ELECTRONICS
51 Dudden Hill Lane NW10
SEXTONS IN-CAR
ENTERTAINMENT
180 Grays Inn Road WC1
23 York Road Waterloo
STEREO CITY
370 Grays Inn Road WC1
STEREO ON WHEELS
22 Chiswick Lane W4

AVON
R T CRABBE LIMITED
Lawnwood Road Easton Bristol
BEDFORDSHIRE
CAMDEN CAR RADIO
Lake St Leighton Buzzard
MOTOLEC
Dallow Road Luton
BERKSHIRE
MOTOLEC
139 Caversham Road Reading
MOTOLEC
175 Bath Road Slough
BUCKINGHAMSHIRE
MOTOLEC
Desborough Road High Wycombe
CAMBRIDGESHIRE
AUTOSOUND CENTRE
1110 Lincoln Road Peterborough
CHESHIRE
T S A CAR RADIO
33 Greek Street Stockport
SPECIALISED EQUIPMENT
Wellington Road North Stockport
CAR & HOME STEREO
44 Sunderland St Macclesfield
HOME MOTOR MUSIC
219 London Road Hazelgrove
CUMBRIA
RICKERBY LIMITED
Currock Road Carlisle
ANDREW BROWN LTD
Lucas Service Station
Wildman Street Kendal
DERBYSHIRE
CAR RADIO CENTRE
309 Derby Road Chesterfield
AUTOLEC
234 Normanton Rd Derby
DEVONSHIRE
MOBILE SOUND CENTRE
248 Torquay Road Paignton
TURNBULLS GARAGE
Bilbury St Breton Side Plymouth
DORSET
AUTORADIO
106 Castle Lane West
Bournemouth
ESSEX
MOLSON DISTRIBUTORS
61 Broomfield Road Chelmsford
313 London Road Hadleigh
187 South Street Romford
GLOUCESTERSHIRE
REGENT COMPONENTS
2 Gloucester Road Cheltenham
BRISTOL STREET MOTORS LTD
71/93 Winchcombe Street
Cheltenham
MOONS OF GLOUCESTER
London Road Gloucester
HAMPSHIRE
ROADSOUND
182 Victoria Road Aldershot
SEXTONS IN-CAR
ENTERTAINMENT
37 Bedford Place Southampton
DRIVESOUND
193 May Street
Queens Road Basingstoke
ANGLESEA CAR RADIO
23/27 Church Street Shirley
Southampton
CAR ENTERTAINMENTS
121 Highland Road Portsmouth
HEREFORD & WORCESTER
MOBILE ELECTRICS LTD
Gregory's Mill Street Worcester
AUTOMOBILE SERVICES
WORCESTER LTD
White Ladies Close Little London
Worcester
HERTFORDSHIRE
BALDOCK CAR RADIO
3 Hitchin Street Baldock
AUTOSOUND SERVICES
80 Queens Road Watford
INCA CAR AUDIO
Woodhall Shopping Centre
Cole Green Lane
Welwyn Garden City
HUMBERSIDE
ACC LIMITED
38 Boothferry Road Hull
C H TURNER & CO LTD
1/5 Corporation Road Grimsby
KENT
AUTO & AUDIO SERVICES
148 Milton Road Maidstone
LANCASHIRE
CAR RADIO INSTALLATIONS
28 Higher Eanam Blackburn
M GREEN & SONS LTD
81 Ansdell Road Blackpool
WEEKS & DAVIES
Brakel House Khyber St Colne
BURNLEY CAR RADIO
392a Colne Road Burnley
CAR MUSIC CENTRE
4 Primrose Bank Oldham
CAR RADIO PRESTON
290 Blackpool Road Preston
MOBILE RADIO (PRESTON) LTD
85/87 Fylde Road Preston
MOBILE RADIO
14 Lower Church St Lancaster
AUTOSOUND SERVICES
2 Huddersfield Oldham
LEICESTERSHIRE
CAR RADIO SERVICES
285/287 Welford Road Leicester
CASTLE MOTOR COMPANY
Abbey Lane Leicester
LINCOLNSHIRE
EASTERN TAPES LIMITED
173 Burton Road Lincoln
MIDDLESEX
ASHFORD CAR RADIO
972 Uxbridge Road Hayes
ASHFORD CAR RADIO
Norris Road Staines
GREATER MANCHESTER
CAR & HOME
ENTERTAINMENTS LTD
167 Cross Street Sale
CAR RADIO CENTRE
183 Washway Road Sale
SOUND & TIME
59 Bury New Road Manchester
SPECIALISED EQUIPMENT LTD
275 Deansgate Manchester
AUTOSOUND SERVICES
708 Chester Road Stretford
Greater Manchester
MERSEYSIDE
CBS AUDIO VISUAL
126/128 St Johns Precinct
Liverpool
NORFOLK
NORFOLK CAR AUDIO
Sonus Wholesale
128 Dereham Road Norwich
NORTH YORKSHIRE
A C C LIMITED
35/43 Trafalgar Rd Scarborough
RIPON AUTO ELECTRICS
Blossomgate Ripon
MOTORISTS MECCA
(Formerly F & S Motor
Accessories Ltd)
148 Micklegate York
CAR RADIO SKIPTON
Unicorn Buildings
Devonshire Place Skipton
AUTOSOUND SERVICES
Tott Green York
NOTTINGHAMSHIRE
AUDIOVISION
27 Hayworth Road Sandiacre
Nottingham
AUTOSOUND SERVICES
Mansfield Road Nottingham
OXFORDSHIRE
HARTWELLS OF OXFORD
Oxford Road Kiddlington Oxford
CAR RADIO SERVICES
21 North Bar Banbury
SOMERSET
H N HICKLEY LTD
Castle Street Tangier Taunton
S J CURTIS
6 Hamp Industrial Estate
Old Taunton Road Bridgwater
AUTOSOUND
Addlewell Lane Yeovil
SOUTH YORKSHIRE
AUTOSOUND SERVICES
306/310 Shalemoor Sheffield
STAFFORDSHIRE
G T AUTOS
Astonfield Industrial Estate
Drummond Road Stafford
SUFFOLK
IPSWICH CAR RADIO
Car Radio Spares
313 Woodbridge Road Ipswich
SURREY
WEYBRIDGE ENTERPRISES
LIMITED
1 Annett Road Walton On Thames
THAMES CAR RADIO
High St Addlestone Weybridge
CAR SOUNDS
176 East Street Epsom
NORMAN RICHARDSON
Reliance House
Walnut Tree Close Guildford
CAR SOUNDS
325 London Road Mitcham
WENTWORTH CAR RADIOS
LIMITED
409 Stroude Road Virginia Water
THAMES CAR RADIO
158 High Street Egham
ROAD RADIO
93 Brighton Road Redhill
SUSSEX
IN CAR RADIO
117 Seddlescombe Road
North St Leonards Hastings
ROAD RADIO
41 Station Road Burgess Hill
4a Ifield Road Crawley
CAR SOUNDS
The Parade Felbridge
East Grinstead
IN CAR RADIO
405 Seaside Eastbourne
ROAD RADIO
31 Springfield Road Horsham
TYNE & WEAR
DENNIS CAR RADIO
18 Scotswood Road
Newcastle-upon-Tyne
AUTOSAVE -
CLIFF SERVICE STATION
11 Windsor Terrace
Grangetown Sunderland
RICKERBY LTD
Saltmeadows Road Gateshead
WARWICKSHIRE
CLARENDON LIMITED
75 Clarendon St Leamington Spa
WEST MIDLANDS
THE PARKSIDE GARAGE LTD
Warwick Road Coventry
F H JENNINGS
Cinderbank Netherton Dudley
J S LUNT MOTORHOLDINGS
LIMITED
Queen Street Walsall
CHARLES CLARKE
52 Chapel Ash Clifton Street
Wolverhampton
MIDLAND CAR AUDIO
1772 Pershore Road
Cotteridge Birmingham
A T GITTINS & SON LIMITED
15 Sutton Street
Birmingham
STUDIO MUSICA
182 Stratford Road
Shirley Birmingham
140 Sandy Lane
Camp Hill Birmingham
11 The Grosvenor Centre
Northfield Birmingham
I C E TRONICS
Bromsgrove Street Birmingham
AUTO IGNITION SERVICES
(REDDITCH) LTD
Unit 9 Brook Street Redditch
WILTSHIRE
E H BRADLEY ENGINEERING
LIMITED
Okus Trading Estate
Okus Road Swindon
J D STEREO EQUIPMENT
CENTRE
Station Hill Chippenham
WEST YORKSHIRE
ERIC WILEY
64 Beancroft Road Castleford
AUTOSOUND
15/17 Spring Gardens
Manningham Bradford
UNICAR
11 Kirkstall Road Leeds
R E WARD
Woodside Works Woodhead Road
Holmfirth Huddersfield
T S A CAR RADIO
Garden Road Wakefield
AUTOSOUND SERVICES
11a Cherry Row Leeds
AUTOSOUND SERVICES
89/91 Bradford Road
Huddersfield
CHANNEL ISLES
SELECTA VISION
20 Beresford St St Helier Jersey
SOUND TRACK
Church Square St Peter Port
Guernsey
NORTHERN IRELAND
PADDY HOPKIRK LTD
20 Trench Rd Hydepark Industrial
Estate Mallusk Newtown Abbey
WALES MID SOUTH &
WEST GLAMORGAN
UPLANDS CAR RADIO
184 North Road Cardiff
B & B AUTO SERVICES
4 Romilly Crescent Canton Cardiff
UPLANDS CAR RADIO
3 Gwydr Sq Uplands Swansea
GWYNEDD
AUTOSOUND LIMITED
18 Vaughan Street Llandudno
SCOTLAND GRAMPIAN REGION
REIDS MOTOR SUPPLIES
35 Froghall Road Aberdeen
ROY THOMPSON
331 North Deeside Road
Cults Aberdeen
LOTHIAN REGION
EASTERN CAR RADIO
3 Corstorphine Road Edinburgh
GEORGE THOMSON
25 Rodney Street Edinburgh
STRATHCLYDE REGION
MOTORSOUND LIMITED
134 Lochleven Road Glasgow
TAYSIDE
CAR RADIO SERVICES
9 Crieff Road Perth

PIONEER®

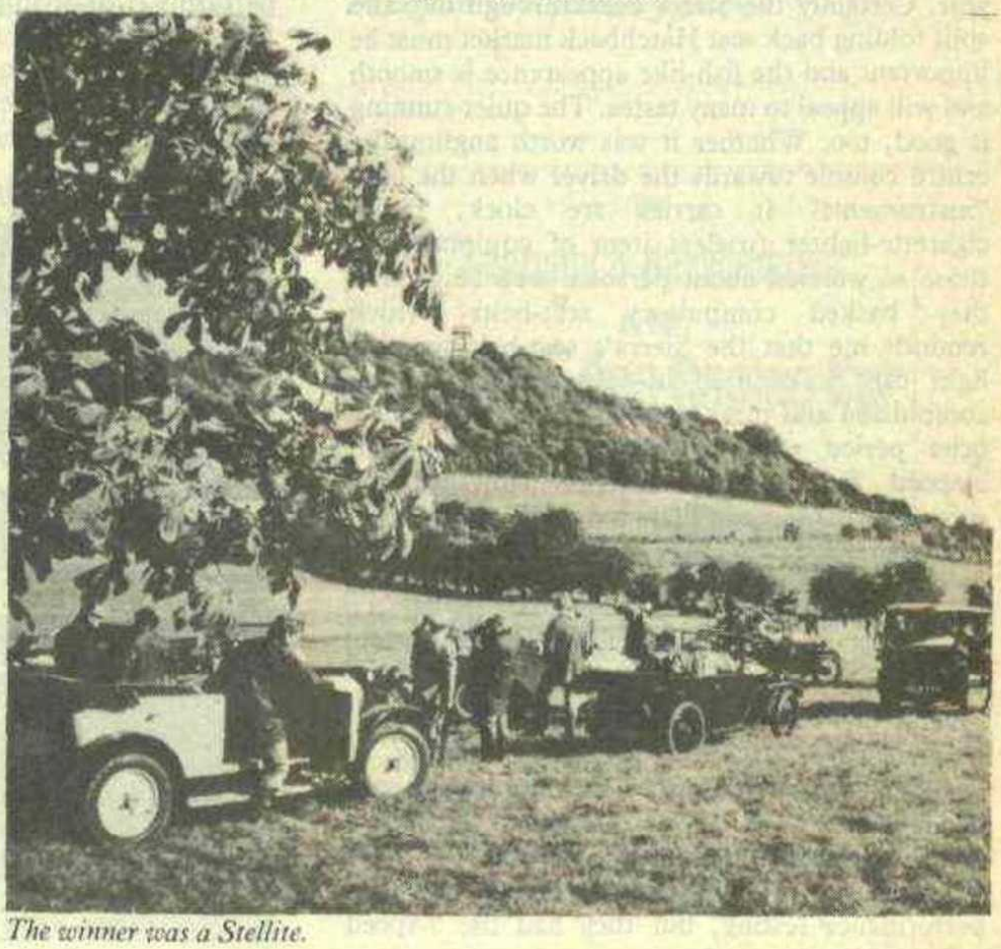
VSCC Driving Tests At West Wycombe September 26th.



The field assembles in the grounds of the West Wycombe Motor Museum. Close scrutiny during the driving tests.
The car is a Zust.



Also competing the Lancia Theta of Mrs Jeddere-Fisher.



The winner was a Stellite.

The Ford Sierra 1.6L

HOWEVER important the Ford Sierra may be to dealers around the country, and to Ford around the world, it must be remembered that it is intended as a family and fleet-users' car. So I do not propose to say much about it, because it is the sporting 2.8-litre V6 XR4 version that should be of more interest to MOTOR SPORT readers.

Having said that, there is no question but that this Sierra of the distinctive appearance is very nice to drive and a very, very good family conveyance, but lacking "character". At first, having come off an Alfa Romeo, the cornering and road-holding seemed to be unexceptional and the driving-seat comfortable but not outstanding. Then I reminded myself of the context in which this interesting car should be judged — as the next step from the best-selling, universally-liked Cortina, £5,372 for the test-car, against £12,500 for the Alfa — and thought how good the Sierra is. Whether Ford have adopted independent rear suspension (by semi-trailing arms and coil springs) from deep technical preferences or simply to have something to counteract their retention of rear-wheel-drive, or because they have never been very adept at defeating rear-end harshness, I know not. But it has worked and the Sierra rides well in this and other respects, and corners smoothly on an even keel.

The flexibility and willingness of the engine is notable, too, especially remembering that it is a normal 1,594 c.c. o.h.c. 75 b.h.p. Pinto power-unit, now with low-friction pistons and electronic ignition. The steering was as light and smooth as on many power-steered cars and the gear shift pleasant but not quite in the category of the once marvellously-slick Ford gearboxes, the clutch just a trifle juddery. The Sierra disliked strong cross-winds and there was some gear whine. Being new it smelt of glue — French cars used to have a special odour — perhaps this is the new bonding scent of the 1980s? However, I do not want to go into great Sierra detail here as we shall hope to do this when appraising the XR4 next year. Certainly the Sierra breakthrough into the split folding back seat Hatchback market must be important and the fish-like appearance is smooth and will appeal to many tastes. The quiet-running is good, too. Whether it was worth angling the centre console towards the driver when the only "instruments" it carries are clock, radio, cigarette-lighter (useless item of equipment to those so worried about personal well being that they backed compulsory seat-belts, which reminds me that the Sierra's seat-belt warning light can be excused in view of the coming compulsion and more so as it only stays on for a brief period after you have started up) and 3-speed fan control. Interior stowages are generous, the screen-pillars too thick, the internal door-handles clever (but I prefer locking "pips" or central-locking), and the triple control-stalks confusing, particularly as to get full use of the lamps you need to operate two of them, Fiesta fashion.

As to fuel economy, I got 32.7 m.p.g. of 4-star, possibly adversely affected by jerky running, as from a sticking valve, after a fast Motorway spell, which cured itself. I was puzzled to see that a weekly contemporary claimed a best of over 47 m.p.g. and 26.3 m.p.g. driven hard and with performance testing, but they had the 5-speed version, which could possibly be the reason for their better figure, though not to the extent of almost 47½ m.p.g., one would have thought. A fuel range of over 400 miles is very acceptable. The test Sierra was made in the United Kingdom and was on Uniroyal tyres.

The Sierra must surely be another "winner" for Ford? I most certainly would not object to doing a long-term test of one, which was the confidence Ford's once displayed in their products. While not the most significant new car of recent times in my book, what a very fine family-bus this is, which one feels will repay Ford's £660 million investment in it. — W.B.

Audi Coupé Fuel Injection

ALTHOUGH Audi have in the past produced two coupés based on their biggest saloon (one in the early seventies, known simply as the 100 Coupé, and one more recently called the Avant), the really successful version has been that based on the medium-sized 80 saloon. The Coupé GT is one of the relatively rare "fastbacks" which offers full headroom to three back-seat passengers, and thus makes practical sense to would-be sports car owners.

Mechanically, the car is almost identical to the 80 on which it is based, save for the substitution of the five-cylinder engine. It is all the more strange, therefore, that Audi, in putting the rakish new tail on the car, did not take the opportunity of giving it a hatchback. What resulted was a handsome enough two-door "fastback" saloon with a boot, which nevertheless found a ready market with its willing two-litre engine and good economy. What it really needed to give it more character, though, was more power, and that is what Audi have supplied with the latest version.

The capacity has gone up to 2.2-litres, and fuel is now supplied to the five cylinders by mechanical injection, the same system used in the 100 and 200 range. The power output is now up to 130 b.h.p. from the previous 115 b.h.p., and torque figures are higher too.

The ease and smoothness with which the car performs is most impressive, and better use can be made of that positive gearchange now that it is allied to a close-ratio five-speed box, rather than the 4+E layout of before which seemed so out of place on a sporting car. Around the country lanes in which we sampled it, the Injection Coupé provided a great deal of fun, its firm power-assisted steering and low-profile tyres (185/60 HR 14) allowing it to be placed with accuracy even over broken surfaces. This is a reflection of the altered front suspension geometry which gives more feel than the oddly-weighted sensations apparent on the previous model and on the 80. A degree of understeer is obvious, but feeding in more power tightens the line effortlessly, the well-behaved rear axle simply following exactly where it should.

Within the car, the work that Audi are putting in on noise insulation pays off; even at high revs, the engine is very quiet, and road noise is not instrusive. The stardard Audi dash is found here, just as it is in everything from the base-model 80 to the Quattro, and unfortunately fails to off-set its bland appearance with particularly good ergonomics. The binnacle-mounted switches, for instance, are too distant for finger-tip operation, and hidden from view by the wheel. Otherwise, the car is well equipped, with five seat-belts, central locking, electric windows and a sunroof all included as standard for £9,172. Externally, the only change is a new headlamp design, but the good looks of the car are enhanced by alloy wheels and the neat tail spoiler.

With its 15 gallon fuel load, the Coupé should be capable of touring on the grand scale, despite the small decrease in m.p.g. (still a respectable 22.1 in town) which accompanies its 9.1s 0-60 sprint. In its homeland, it can top 120 m.p.h., although we felt that Surrey was not the place to experiment, in view of the orange-striped Rover which sat opposite the press trial venue.

Even more frustrating was the fact that, on the same occasion, we also tried the new right-hand-drive Quattro. Originally, Audi decided not to produce these, but demand for the car has changed their corporate mind. Only a few other changes have been made to the unique turbocharged four-wheel-drive five-seater: the new lamps of the Coupé, some minor rear axle modifications, plus two-stage differential locks which are operated by a pneumatic control on the dash.

Otherwise, it is the mixture as before: fearsome acceleration, superlative traction and unbeatable grip. It is just a pity that even the Quattro has the same dash as other Audis, for a car of this calibre ought surely to look special to its occupants, even when sitting still. It remains unique in what it offers, however, and so it would be difficult to quibble at the price of £17,051. — G.C.

NEW single-lens headlamps distinguish the Injection Audi Coupé.



Letters from Readers

N.B. –*Opinions expressed are those of our Correspondents and* MOTOR SPORT *does not necessarily associate itself with them.* –Ed.

Government Liability

Sir,

I have read Mr. Parkin's view on seat belts in the November issue of MOTOR SPORT with great interest. Many of us are unconvinced that a victim of seat belts is unable to sue the Government where the seat belts cause injury or death. I would submit that not even the Government can grant themselves immunity from negligent mis-statements. Should it try to do so, then not only is the rule of law undermined, but is made nonsense of.

If a person loses money as a result of a negligent mis-statement from his solicitor or accountant, then he has grounds in tort to sue for the recovery of that loss.

As there is already good evidence to suggest that the safety of seat belts is in the balance, then I would further submit that the courts would take an extremely dim view of Parliament excluding liability for its own negligence.

Hereford R. L. MEREDITH, BA(Hons)Law

Triumph Restorations

Sir,

As an owner of a Classic Car, namely a 1968 Triumph Vitesse Convertible, and a most enthusiastic member of "Our Club", I am moved to write to your Letters page on the subject of the new Leyland Rover Vitesse.

There is one aspect of motoring which has recently disturbed me greatly, and although an already much contested subject, I think "Badge Engineering" has stooped to an all time low, and is a product of British Leyland's pathetic marketing techniques.

I cringed mildly at the introduction of the Metro MG, which owes its looks as much to the London Underground as it does to MG Cars.

I slumped to my knees when the Triumph Acclaim was launched, another fine British name, and how can the Company hope to hold our esteem when only two years ago Leyland asked us to "Buy British", and now they ask us to "Buy half British".

This new Rover is a fine car, but to call it a Vitesse really plunged the "Never buy Leyland Again" dagger right into my back. Vitesse always was a Triumph name, even in pre-war days, and many proud Vitesses are still around, some 3,000 within the Triumph Sports Six Club alone.

As a once proud follower of Leyland, I can say without doubt that their popular leaning to selling cars with famous names tacked onto them rests on borrowed time; as a conversation went this week: "Is that a Vitesse, it's in lovely condition." Acclaim owner: "Do you know my Triumph grille badge fell off my Acclaim this week?"

I wonder if the badge was trying to tell him something.

Maywick, Shetland MIKE THOMAS

Shame on You, W.B.!

Sir,

Your article on p. 1487 of the November issue was unkind and incorrect, and I must come to the defence of British Telecom and my former colleagues in Wales. The vehicle you saw in the "one-time Welsh Spa" was owned and operated by the Post Office, not by British Telecom: the two businesses have effectively been separate for Public Relations purposes for several years, the separation becoming total following legislation last year. BT has its own motor transport and promotions organisations, who, I am sure, would be more careful about the authenticity of any historic vehicle used for PR purposes.

Having been responsible for marketing and motor transport in Wales for three years, I am sorry that you seem to have overlooked BT's genuine interest in motoring, illustrated by its enthusiastic sponsorship of, and active involvement in, two Welsh International Rallies, including sponsorship of the DTV team of two Chevettes in the 1979 "Welsh". Audio-visual presentations of both Rallies are available and are well worth seeing.

The "vast profits" you refer to are all ploughed back into the national telecomms system so that you and others can enjoy(?) S4C and International telephone calls.

London, EC2 A. V. KNIGHT
British Telecom

[My apologies! It perhaps goes to show how confusing Post Office affairs have become. Interesting that there has been no murmur from the GPO! (Is it still called that?) — Ed.]

Goode Point

Sir,

Full marks to Richard Goode for his efforts with Pace Spirit. However, he seems to have re-written the laws of aerodynamics in being able to carry out "a 360° turn without any yaw or bank"! Perhaps MOTOR SPORT could let us into the secret in the December issue!

It's still an excellent magazine, keep up the good work.

Huntingdon DEREK SMITH

[The mistake was ours, Mr. Smith. The Pace Spirit can make a flat turn without any bank, but with a good deal of yaw, of course. — G.P.]

Vegas Rejoinder

Sir,

Your contributor D.S.J.'s reference, on p. 1485 of MOTOR SPORT, to Las Vegas as "the annal rectimus of the civilised world" reminds me of the old story of the preparatory school headmaster who sent out a circular that the fees were to be increased to £650 "per anum", and of one parent who replied that he would prefer to pay through the nose as usual.

Upham BERNARD DRIVER

Continued overleaf

MINIATURES NEWS — continued

were delivered, and the correct tools to go with them. I was never very impressed with the authenticity in appearance of these tin toys, which reminded me more of midget racers than the mighty GP cars from Stuttgart, but like the detachable wheels with litho-painted wheel-spokes, the working differential, and the steering which also works. The originals apparently fetch around £25 at autojumbles, whereas the new ones sell for £10.45 post free from GP Models, 173-175, Watling Street, Radlett, Herts WD7 7NG.

* * *

Those who intend to play with Scalextric race-circuits over the Christmas holiday may like to know that a Brabham BT49, of the kind which in full size made its debut in the 1979 Canadian GP and was driven by Nelson Piquet, has been added to the Scalextric range, in the Parmalet-sponsors' blue and white livery, the suggested retail price of which is £10.50. We are told that the winner of the Eagle-Scalextric Model Motor-Racing Championship, by a narrow margin, was eleven-year-old Martin Collins, who won a trophy, £100-worth of Scalextric equipment, and a day at the European FF Festival at Brands Hatch with his twin brother. Which seems the right way to foster a young man's enthusiasm. — W.B.

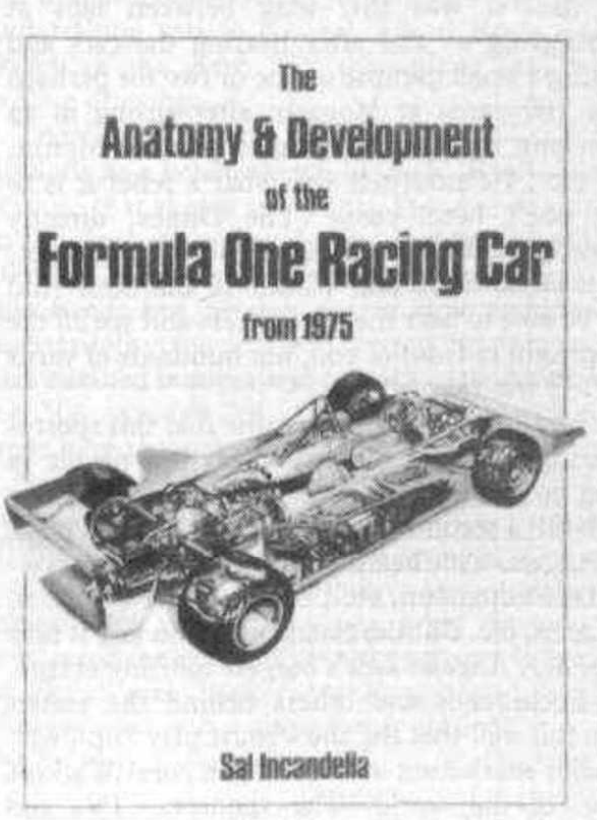
MORE CHRISTMAS BOOKS — continued

technical guide to Bendix, Bosch, Chrysler, Ford, Kugelfischer, Lucas, Marelli, Rochester, Zenith and other methods of dispensing, with advantages, with the carburetter, costs £5.95 for 182 9″ × 6″ pages. — W.B.

The prolific Haynes Publishing Group has many "goodies" for the festive season's reading. Their latest titles include "The Anatomy & Development of the Formula One Racing Car from 1975" by Sal Incandela, in which this racing-car engineer uses 200 9¾″ × 7″ pages (plus Index) to delve into the complexities of recent F1 cars, with chapters on their development, their tyres, their suspension and steering arrangements, the brakes, transmissions, turbocharging, the all-important and controversial aerodynamics, etc., after which there are accounts of the Tyrrell P34, the Ligier JS7/9, the Matra V12 engine, the Lotus 79, the Cosworth DFV power-unit, the Ferrari T4, the Fiat flat-12 engine, the Renault RE20 and the Renault Gordini V6 Turbo power unit. Masses of illustrations of several kinds back up this technical discourse and the Forewords are by Gordon Murray of Team Brabham and Patrick Tambay, with whom the author has worked. This book, which costs £14.95, should make an excellent present for any race-interested person.

W.B.

FROM Haynes in time for Christmas, this well-presented book should provide Formula One enthusiasts with plenty of reading.



Las Vegas Response

Sir,

Your correspondents covering the Las Vegas Grand Prix seem, to me, to have overlooked quite a bit in favour of the circuit and the event.

Regardless of whether the entrants or press consider the circuit a "freak", the fact is that the GP circus showed up and ran. From my point of view, seated on the straightaway before the pit area, it had everything going for it. We could see virtually the entire circuit; we could see passing; we could see Mario Andretti break his suspension and crash a mere 100 yards from where we sat; we could hear and understand clearly the public address system; there were food and drink stands directly behind our grandstand, so getting a hot dog and a beer was easy; the infield was not crowded with photographers blocking the spectators' views; the turns were clearly numbered and marked with a giant pylon with the turn number on it; there was no dust, no mud, no rain, no cold; no impaired view of the track and the action.

Having struggled to get to almost every major race at every major race track in the world over the past 22 years, including such European standouts as Le Mans, and the Grands Prix of every European country and principality, let me assure you that even with its apparent failings, GPs like Las Vegas are the wave of the future.

First, it is important to realise that the GP is there only as window dressing to draw big money gamblers to Las Vegas. In fact, in order to get to the track, one had a choice of walking around the Caesar's Palace hotel, or walking through the casino. Naturally, most people walked through the casino, and some even dropped a dollar or two on the way through. On Sunday, there was an hour and a quarter between the motorcycle and CanAm races, just enough time for a friend of mine to hustle into the casino and drop a quick $1,000 at the tables. Believe me, the race is secondary to the gambling. If the race draws enough gamblers who drop enough money at Caesar's tables, the race comes back; if not, it will be summarily replaced with a badminton tournament, or whatever else draws the big dollars.

Second, after having slogged through the mud at Watkins Glen year after year; after wondering who would come out of Druid's first during the marvellous 1968 British GP race between Siffert and Amon; after wondering what happened to three cars that didn't come around — or maybe they did, it was that long between laps at Nürburgring — and after hearing the cars and catching a small glimpse of one or two for perhaps 50 to 100 yards at Monaco; after sitting in an hours-long traffic jam trying to get into Monza, etc., etc., I cannot tell you what a relief it is to leave one's hotel room (The Dunes, directly across the street from Caesar's and $68 per night) and *walk* to one's seat within 10 minutes! And then be able to hear the announcers and see *all* the action right in front of you, not hundreds of yards away. It was marvellous.

Third, it is important to realise that this sport is maturing in a very big way. Very few people in racing in the Los Angeles area gave the Long Beach GP a second year, must less a first. Who in Los Angeles ever heard of any of these drivers — Lauda, Reutemann, etc., or these cars — Lotus, McLaren, etc. But the event caught on and is now one of Los Angeles area's biggest sporting events. The Ecclestones and others behind the scenes know full well that the show must play "uptown" in major marketing areas, not the rural Watkins Glens of the world. The sponsors, TV, and promoters demand it. The press and the entrants can bitch all they want about the "freak" circuits, but come the end of the year, their pockets are well lined from such unnatural activity.

Personally, living only a five-hour drive from Las Vegas, my wife and I had never been there, and had no intention of so doing. We didn't go to last year's inaugural Las Vegas GP, but watched it on TV. It *did* look "mickey-mouse" on TV, but not in person. This year we wanted to go, just out of curiosity, and I'm glad we did. We drove over Friday, parked the car at The Dunes, and didn't use it again until we left Sunday afternoon. We saw Diana Ross put on a fabulous show Friday night, we lost a few bucks to Caesar's tables, we went Saturday night to a typical "T & A" Las Vegas review show, we ate some excellent meals, we swam, we enjoyed the sun, we enjoyed the races, we had a great time — far, far better than I ever expected.

To summarise, I can hardly wait until next year.

California DOUGLAS A. J. MOCKETT

Support for Skoda

Sir,

In your comments on the Birmingham Motor Show in MOTOR SPORT for November, I am glad to see you have at last realised that a car called a Skoda exists, by making some sneering and politically biased remarks. There are 100,000 Skodas on British roads, giving good service and providing much needed employment in the motor trade, at very moderate prices.

Longleat G. H. EVELEIGH

A Home-Made Motorcycle

Sir,

The enclosed photograph shows a motorcycle which, I feel, would be difficult even for an expert on vintage machines to identify. It is a "Bitza" which I started to build when I was 13 and finished when I was 15, in 1930. The photograph was taken in the machine's later years when it had been reduced to the status of "fun-bike" through the removal of mudguards and number plates and the substitution of a straight-through exhaust. Prior to this it was taxed and used regularly on the road for two years until supplanted by a 1927 225 c.c. Royal Enfield 2-stroke. I still have the original log book in which the make is given as "MACGREGOR". This is a family name and is decipherable on the tank.

Past or present owners of WALL AUTOWHEEL attachments for pedal cycles may recognise the power unit as being from one of the 1 h.p. models (dated 1913) while many of the cycle parts, such as the frame and front forks, are ex-2¾ h.p. Douglas (dated 1919). All parts were acquired separately (e.g. frame 5/-, tank 2/6) and mostly from Pride and Clarke of Stockwell Road, then one of the largest motorcycle breakers in London. The exception was the engine, a gift (minus crankshaft) from my father's local garage man. Amazingly, in 1928, I was able to obtain a new crankshaft from the manufacturers! It was building up the engine and getting it to run on a stand that made me determined to install it in a motorcycle but the two years it took to complete was mainly due to having to save up for each individual part.

The engine was an interesting design — a 4-stroke of about 100 c.c. with automatic inlet valve, a solid phosphor-bronze connecting rod without separate bushes and lubrication by crankcase suction, via an adjustable needle valve, from a small cast oil reservoir. The gear-driven magneto, of German manufacture, had a face-cam contact breaker. Unusually, the drive sprocket was mounted on the end of the camshaft, providing a built-in gear reduction.

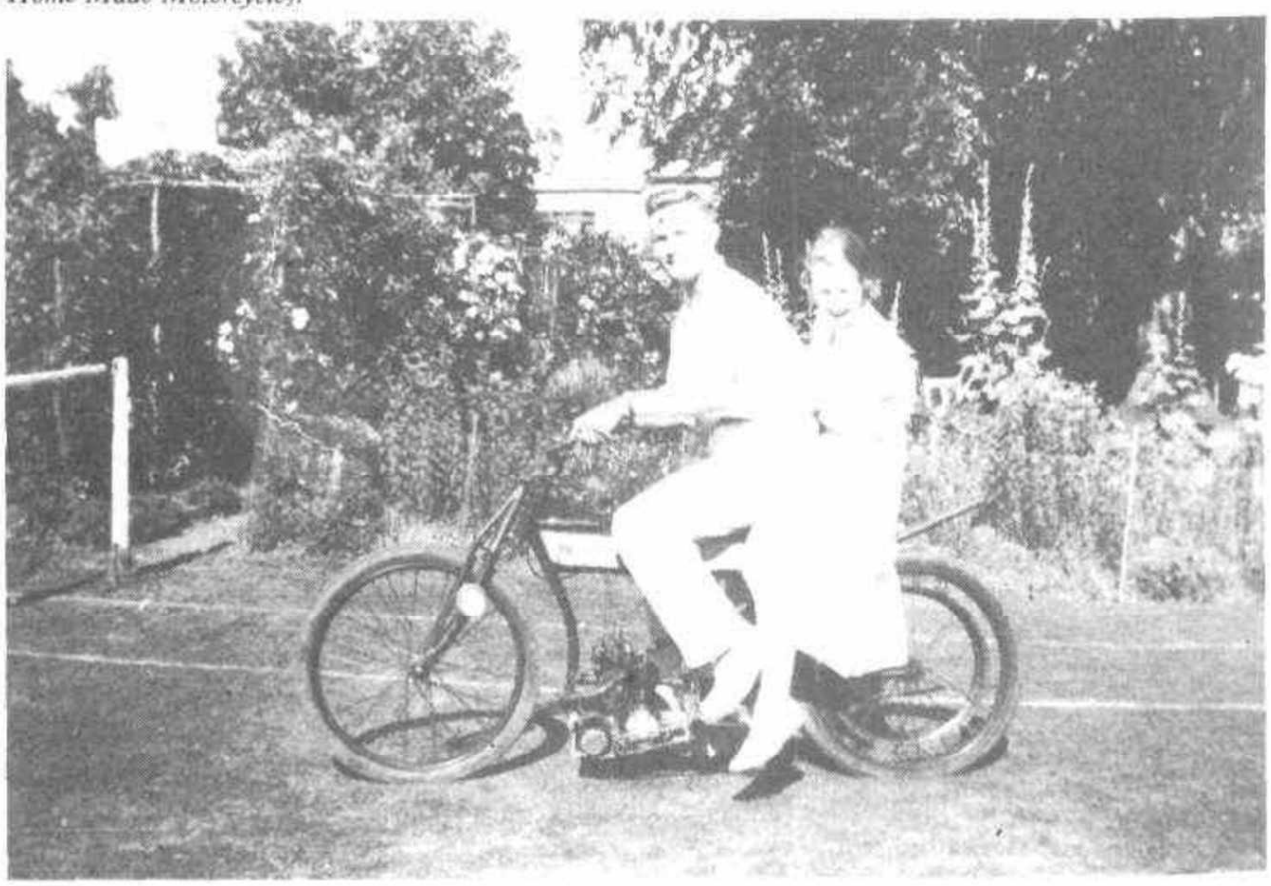
Performance was laughable by modern standards — maximum and cruising speed, 20 m.p.h. and in the "low" position of the 2-speed, clutchless gearbox the machine was able to climb a 1 in 12 hill at walking pace!

Nevertheless, it proved reasonably reliable and provided endless fun. Whenever, with some difficulty, I managed to pass a group of cyclists, they used to ring their bells at me furiously. I wonder whether anyone else can recall this irritating habit, apparently reserved for riders of low-powered, quaint-looking machines?

St. Leonards-on-Sea J. M. HOWLETT

[They still do it, to veterans on the Brighton Run. — Ed.].

THE MacGregor motorbike built by Mr. Howlett, before he was 15, out of a selection of parts (see A Home-Made Motorcycle).



Rotary Reliability

Sir,

My point in writing to you is to advise your readers who may have held back from buying an RX7 Mazda, that the engine *does* last. In exactly three years mine covered 89,969 miles.

The failures in that time were these: one clutch (at 85,000), one thrust bearing (changed at the same time), one headlight bulb, various smaller bulbs. Nothing else at all. Never did it fail to start, nor did it ever leave me stranded. M.p.g. 24-26.

What more can I say, I've bought another. Usual disclaimers.

Culworth R. H. M. GRANT

Secondhand Supercars

Sir,

Your delightful article comparing the running costs of a helicopter to a sports car prompts me to dust down my pen. How I wish I could ponder such a problem. . . .

I think the most interesting facet to the comparison must be the cost of replacement parts for the cars. Imagine the devastating effect on the owner of an early Boxer or an early '70s V8 Aston when he discovers his new engine and 'box will cost him anywhere between £13,000 and £25,000. Did you know a front wing for an Aston is over £1,000? Sometimes I wonder if these bargain basement secondhand supercars are a bargain at all. It must take the pleasure out of motoring to some extent to have these horrific parts prices hanging over one's head.

You pay dearly for a pedigree, but I'm happy with my mongrel; a Jensen Interceptor. OK, it's a heavy drinker but so are other cars in this class. And it costs buttons to service. Drawbacks? Well, it won't fit in my garage! I would be delighted to hear the other side.

Incidentally, if a Ferrari 512BB costs £41,000 and its drive train costs £25,000, will they sell me a new one with no engine and 'box for £16,000?

The queue starts here. . . .

Southport G. H. GOLIGHTLY

Drive or Fly

Sir,

I read with interest your article in the October issue of MOTOR SPORT comparing the light helicopter with three "up-market" motor cars and was most gratified to note the dismissal of the age-old myth that the helicopter is a prohibitively expensive machine to purchase and utilise for one's own pleasure or business.

In general I found the article to be both accurate and informative, but I was very surprised to note the single phrase dismissal of the Robinson R22. The R22, contrary to the view expressed, would have produced an even more favourable comparison that the Enstrom.

A new Robinson R22 can be purchased for approximately half the price of a new Enstrom and will cruise at 105 m.p.h. at a fuel consumption in excess of 15 m.p.g. (Enstrom 100 m.p.h. / 9.5 m.p.g.). The R22 will also carry two people, their baggage and full fuel giving a range of 240 miles and costs considerably less to operate than the Enstrom.

London SW6 DAVID A. GEORGE
Managing Director,
Sloane Helicopters Ltd.,

[We did not dismiss the R22, merely concentrated on the Enstrom. But we would be delighted to flight-test the aircraft for readers' information. — G.P.]

Supercar Insurance

Sir,

I refer to the article "Drive or Fly?" in your October issue and in particular to your correspondent's remarks on insurance costs of the three cars mentioned.

In the interests of accuracy for your cost comparison table I give below annual quotations, with a leading insurer, for the cars listed based on the specimen driver details provided in the table:

Ferrari 512 BBi, value £40,000	£505.00
Aston Martin Volante, value £47,500 ..	£566.00
Porsche 928 S, value £25,250	£404.00

In addition to the annual premium being over £200 cheaper in each case, the policy excess applicable would be £100 only which, I submit, shows a substantial decrease in annual running costs.

I would add that far from preferring not to quote or endeavouring to avoid such business we are only too pleased to accommodate the owners of this type of motor car, both over or under the "magic age" of 25.

Bath R. E. ASKIN
Fairfield Insurance

[We have received a number of letters underquoting the figures in the article, although these were a written quotation from a Lloyd's insurer. — G.C.]

The Avro 504

Sir,

In your article about the Avro 504N you praise its low landing and take off speeds, ease of landing and tough undercarriage.

May I add that the 200 h.p. Lynx-engined 504 was also an amusing aerobatic machine. All ordinary (for that era) aerobatics such as loops, rolls, and half rolls off a loop could be performed easily and gently. If one made a boob and stalled, say at the top of a loop, and fell into a spin the old lady could be recovered easily.

With such a low stalling speed one could, in a strong wind, play a game of hanging on the stalling point and descend like a lift. Putting the nose down at the last minute to regain a little more speed quickly restored full control to land and stop after a very short run due to the tail skid and to drag.

In 1932 when the RAF taught us to fly on the 504N most of us went solo after about 12 hours and were doing the odd aerobatic, either authorised or not, not long afterwards. I wonder if there has ever been an easier aeroplane to fly.

Cambridge J. B. ALTHAM
(Gp. Captain)

Avro Information

Sir,

I thoroughly enjoyed your tribute to the Avro 504 in October's issue but despite your characteristically erudite and thoroughly readable account, I would like to offer a mild challenge on a couple of points.

Firstly, you dismiss the 504's martial achievements a little lightly when you claim that "it never did much fighting, although some were converted into single-seaters, given a Lewis machine gun and used by the RAF in 1918 for Home Defence". In fact the 504 played a useful part in the early war years. In 1914 No. 5 Squadron, Royal Flying Corps, operated it in France and an example fitted with a Lewis gun is credited with forcing down a German Albatross in November, while one of the squadron's 504s earned the dubious distinction of being the first British aircraft in the war to be shot down when it was hit by infantry fire over Belgium in August of that year.

The aircraft distinguished itself more with the Royal Naval Air Service. In the first British bombing raid on Germany a flight of three 504s each modified to carry four 20 lb. bombs attacked the Zeppelin sheds at Friedrichshafen on the shores of Lake Constance on November 21st, 1914. They approached their target at ultra low-level across the lake and popped-up to deliver their bombs (a profile still much employed today to keep aircraft below the enemy's radar cover — as seen in the recent difference of opinion in the S. Atlantic). They succeeded in destroying two Zeppelins for the loss of one 504.

The preparations for this raid seem to have been copious and thorough. Four aircraft had been earmarked at Manchester about a month before and were then transported by rail and sea via Southampton and Le Havre to Belfort, where they were secreted in farm buildings to keep them from prying eyes until the day of the raid. After all that endeavour one aircraft was unable to participate because of a broken tail-skid.

Later, in March 1915, 504s of No. 1 Sqn. RNAS attacked the submarine base at Antwerp, destroying two U-Boats, but after this brief front-line service I must confess, the type was relegated largely to training duties.

My second point concerns Roy Chadwick, whose outstanding career in the British aircraft industry culminated in his design of the Vulcan (Avro 698) shortly before his tragic death in the crash of a Mk 2 Avro Tudor, caused by crossed control wires, in August 1947. He had been responsible for the immortal Lancaster (Avro 683) and many other Avro types, but in 1912 when the 504 was conceived he was a draughtsman in the design office at Brownsfield Mill under Reginald Parrott — and was still only 19 years old. So your claim that he was the designer of the 504 is, doubtless, a little extravagant!

However, before joining A. V. Roe he had been trained by George Bailey (later Sir George Bailey of Metropolitan Vickers) at the British Westinghouse Electrical Co. He had learnt the elements of stressing and mechanics and showed outstanding talent as a draughtsman. His enthusiasm, industry and ability rapidly led to his appointment as chief draughtsman, relieving Parrott to become works manager. (To give scale to these appointments, it is worth noting that A. V. Roe and Co. Ltd. was then about 40 strong!) He draughted the Avro 500 and his first major undertaking was to convert Alliott Roe's pencil sketch of the Avro "F" monoplane into more precise drawings.

There is no doubt that the 504 started life similarly as a pencil sketch by A. V. Roe himself, because that sketch still exists. It was then passed to the drawing office for the metamorphosis to precise plans and thus passed through Chadwick's able hands but he was not to have full design responsibility for an aircraft until he designed a twin engined bomber and subsequently developed the 504 through its manifold permutations of types over the years.

No more eloquent accolade could be given him than that of Harald Penrose in his definitive "British Aviation" from which I quote; "Artistic with unbounded enthusiasm and unsparing energy, Roy Chadwick was a great designer of intuitive diagnostic ability rather than a scientist, yet like all great masters was in step with the tide of knowledge and contemporary outlook."

Stockport P. HENLEY,
Deputy Chief Test Pilot,
British Aerospace.

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.

£169.05

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	22p per word (maximum 80 words) £3.30 minimum charge. (Maximum of two cars per reader.)
BOX NOs.	£2.50 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

FERRARI DAYTONA, November 1972, 17,000 miles, red with dark blue trim, immaculate car, Graypaul maintained, must be seen. £28,850. Tel.: Lindsay Walton 0945 76228. (39121

FERRARI DINO 308 GT4, 1976, private plate OFB 598, absolutely stunning in metallic steel blue, stereo, air conditioning, electric tinted windows, new clutch just fitted, low mileage and superb 1979 condition justify price of £7,500. Possible part exchange BMW 733ia or XJS. Tel.: Luton 28423 workdays, Eaton Bray 221010 evenings, weekends. (38903

HEALEY TICKFORD, 1951, very rare 2½-litre sports coupé. Offers invited for quick sale. Tel.: 0754 880695. (38861

BRISTOL 408, 1965, silver, red leather, new engine, 3,000 miles, stainless exhausts, brakes and electrics renewed, cherished number, magnificent eyecatcher, maximum 130+ m.p.h., must go, to finance Bugatti restoration. £4,150 o.n.o. Tel.: Skinner 04215 62800. (38854

BRISTOL 409 MARK II. Simply the best after £12,000 expenditure. £8,500. Phone for full details, 01-222 0879 or Uckfield 2038. (38603

1939 MG-PB, 1,800 miles since total restoration, totally original and the best example in existence, a 100 point car, has won many concours including Beaulieu and Silverstone in 1981. Price £8,000. Tel.: 01-606 5275 · 584 4572. (38304

AUSTIN 7, 1936, black over royal blue, original leather interior, excellent condition, very original, new tyres, battery, etc., drives very well, do not confuse this with the usual rubbish for sale. Serious offers. Tel.: 0272 563668 days, 0275 803734 evenings. (38296

ZZZZ's. A choice of six Datsun 240Z's from £1,550 to £2,500 and 260Z's from £1,850. All immaculate examples with 12 months warranty. Spares new and secondhand, reconditioned units and fibreglass panels in stock Zs bought. Tel.: Mr Z. Horsham (0403) 67774. (30922

ASTON MARTIN DB5, 1964, BRG with beige interior, new Wilton carpets, excellent condition throughout, 67,000 miles. £5,950. Tel.: 01-222 0879 or Uckfield 2038. (37856

STANDARD 8, 1955, basic good condition. £350 or nearest offer. Giles Moray Pentlepoir. Tel.: Saundersfoot 812839. (39427

AUSTIN 7 CHUMMY, 1930, looks like new, lovely car, bargain £3,850. Tel.: Clacton 421201. (39426

1928 RENAULT 6CV Weyman-type Fabric Saloon, alligator bonnet, new condition, bargain £3,950. Tel.: Clacton 421201. (39426

BENTLEY 4-LITRE, 1931, restored green open tourer, very rare. Reasonable offers. Tel.: Stroud 04536 3259 (day), Stroud 04536 2071 (evenings). (39429

LOTUS ESPRIT S3, May 1982, metallic copper, gold with full cream leather interior, BBS alloys, radio cassette, 9,000 miles, one owner. £12,500. Tel.: 035 283 403. (39428

LAGO TALBOT Grand Prix Car, 1950, twin plug head, ex-Fangio, superb condition. 1966 Ferrari 275 GTB, factory converted to long nose, under 1,000 miles since ground-up rebuild by Rosso, fitted Borrani. Apply: Robert Cooper. Tel.: Swindon (0793) 32111. (39430

ASTON MARTIN DB4, 1962, gunmetal grey, runs well, £3,000 cash only. Tel.: Stapleford 234 (Essex). (39432

GOLF GTI, 1981, black, 17,000 miles, sunroof, super condition, Lancs · Yorks. £4,550 o.n.o. Tel.: 028284 3812 evenings. (38289

ASTON MARTIN DB5, 1965, 5-speed manual gearbox, dark blue with red leather interior, M.o.T. and tax, superb condition. £5,750. Tel.: 061-865 7834 (Manchester). (39193

SIMCA 5, 1939, l.h.d., same chassis and body as Fiat 500, needs some work but sound body and interesting potential. Mosdell 189 rue de l'Universite 75007 Paris. Tel.: 555 6868. (39194

LOTUS ELAN S/E F.H.C. Series 3, green / white, outstanding classic sports car, totally restored, only used on sunny days. £2,950 o.n.o. Tel.: 026-02-5774. (39195

MORGAN 4/4, 1981, 24,000 miles only, many extras including wire wheels. £7,250. Tel.: Leigh Sinton 32089. (39611

GILBERN INVADER, 1970, £1,500. Austin-Healey 3000, 1960, £3,500. Well maintained excellent condition. Tel.: Doncaster 785549. (39609

1944 FORD JEEP, British Army livery, very good condition, new hood, civilian registered. £2,000 or near. Tel.: Norwich (0603) 720 996. (39605

1928 MORRIS COWLEY, Flatnose saloon, M.o.T., good condition, owner leaving country, complete with many spares. £3,750. Tel.: 0203 503627 after 5 p.m. (39602

E TYPE Jaguar 1965, series 1 4.2 FHC, unique opportunity to acquire the first production 4.2. Chassis No. 20001, HRW, CWW, retrimmed tan hide interior, metallic blue, many thousands spent on restoration, beautiful condition, collectors item. £7,950.00 o.n.o. Tel.: 061 485 3448. (39488

BRIGHTON RUNNER, Alldays and Onion 1903, open 2 seater, 1 cil., mint. Rover open 2 seater 1919 very nice and good runner. Tel.: Netherlands 40-118900. (39491

FOR SALE—continued

TVR 3000M, R-Reg, 38,000 miles only, model band, sunroof, good condition, £3,250. Addition to family forces reluctant sale. Tel.: Ipswich 211307. (39489

1928 HUMBER 8 H.P. Fabric bodied saloon, fully restored. Offers over £4,500. Tel.: Scarborough (0723) 75551 (daytime). (39197

LAGONDAS — 1938, V12, sports saloon, Perkins diesel engine, suitable spares or restoration, £1,250. 1957 3-litre Tickford saloon, good condition, 15,000 miles since extensive renovation. £3,500. Would consider Range Rover in part exchange. Tel.: 0539 25990 evenings. (39198

TR6 M-REG., Mimosa/black, works matching hard top, immaculate. To incl. set of Wolfrace wheels with as new Dunlop Sports. £3,250. Day 0905 28166. Evenings 029 923 226. (MD & Assc

DATSUN 260Z 2 + 2, 1974, deep red, Wolfrace wheels, 65,000 genuine miles, immaculate, no rust, a beautiful specimen of this model. £2,000 o.n.o. Tel.: Peterborough (0733) 252209. (38666

PORSCHE 1950, 1500 lhd, part renovated rusted could be completed or break, engine, gearbox rebuilt, all original. Tel.: Rudgwick 2272. (39163

RR 1936, T&M 20/25 Sports Saloon, almost wholly restored. £11,000. Tel.: 054 857 432. (39162

1939 ROLLS ROYCE Wraith 25/30, light 4, saloon body, Park Ward, good order. £7,500. Tel.: 037384 285. (39159

1956 BENTLEY S1, recorded mileage 45,500. Sage green, very nice condition, all tools etc. £6,500. Tel.: 037384 285. (39159

1938 COMMER VAN, 15 cwt, good tyres, recondition engine, body needs attention. £550. Tel.: 0373 64225. (39159

TR6, '75, 68,000 miles. £1,750 o.n.o. 40 Craigleith Hill Gardens, Edinburgh, 4. (39166

PLEASE NOTE
WE WILL BE CLOSING FOR CLASSIFIED ADVERTISEMENTS FIRST POST ON THE 15th DECEMBER FOR THE JANUARY ISSUE

BENTLEY 1956, faultless mechanically, very clean interior, excellent coachwork, properly maintained by one owner for twenty years, original handbook etc., 102,000 miles, invoices available for much work in last 10,000. £4,750. Tel.: Ilkeston 304317 evenings. (39701

WORLD WAR 2 Jeep, mechanically sound, not used for six years, offers. Tel.: 0480 212263. (39702

LOTUS ELAN +2 (K), red & gold coachwork, some slight crazing but still looks good, light tan vinyl roof, tidy black interior, good engine, L2's, new timing chain, clutch and exhaust, M.o.T. October 83, £1,900 o.n.o. Tel.: Upminster 28777 evenings (near Romford). (39704

1931 AUSTIN Ulster, Reg. OV 9, owned 14 years, not a replica, documented history, concours winner, complete with custom built trailer, rare opportunity, £6,500. Tel.: 0702 42992. (39703

MORGAN 4/4 2-seater, Dec. 1976, 5,500 miles, black, M.o.T., full history, growing family forces reluctant sale. Offers over £5,000. Tel.: 043 278 225. (39705

ASTON MARTIN 1971, DBSV8, manual, respayed metallic blue, new sills, new tyres, big bore exhaust, many thousands recently spent, rolling road tune by specialists gives fabulous performance and reliability, £6,000 o.n.o. (p/ex considered). Tel.: Weybridge 52119. (39706

MORGAN +8 1976 black / stone leather, alloy body, 28,000 miles, roll bar, Konis all round, full competition engine, full weather equipment, spares include hard top and racing tyres / wheels, fully roadworthy, proven racewinner / shopper / poser. £5,000 no offers. Tel.: Bedford 782136. (39708

RILEY KESTREL 1934, complete running, needs work £2,000. "Riley Records", 1929-1937 £140. "Motor Sport", 1930-1939, 36 copies, offers. Box 6718. (39709

JAGUAR 420G 1968, 49,000 genuine miles, good home wanted, new M.o.T., exhaust, v.g.c., offers. Tel.: Harefield 2024. (39690

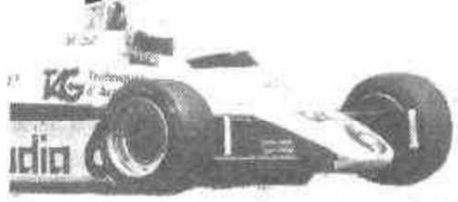
LANCIA FULVIA 1600HF, immaculate, cherished low mileage example, 2 owners, all history known, £2,700. Tel.: Macclesfield 617722. (39691

MORGAN 1938, 4/4, a rather unique flat-rad in exceptional condition, Mercedes blue, matching trim, beige hood, tonneau, bonnet strap, stoneguards, mahogany dash & wheel, exciting to drive and behold, £6,250, p/ex further details, photographs. Tel.: Kelshall 210 (Herts). (39696



PAGE & MOY LTD

International Motor Racing Tours 1983



Full details and reply paid coupons appear on pages 1580 and 1581.

* THE WIDEST CHOICE OF ITINERARIES AND PRICES TO THE FORMULA ONE RACES
* MACAU GRAND PRIX AND DAYTONA 500
* NEW YORK GRAND PRIX FROM £499
* BUDGET COACH TOURS FROM £24
* BOOK NOW FOR THE DAYTONA 500 FROM £399 — TIME IS RUNNING OUT

To make a provisional booking call Clare on Leicester (0533) 552521 or send for your copy of our free colour brochure today.

Page and Moy Ltd. 136-140 London Road, Leicester LE2 1EN

FOR SALE—continued

1956 MORGAN +4 2-str, completely rebuilt, new tyres, hood, trim, M.o.T., £3,750. Tel: 01-588 1330 (office) 02556 4414 (home) (39697

MERCEDES 280CE Coupé, 1973, auto, P.A.S., radio cassette, elec. aerial, new tyres, taxed, recent M.o.T., white, black interior, £2,495 o.n.o. Tel: 0935 74630 (39772

1933 AUSTIN 7 Box saloon, all original in running order, £1,100 o.n.o. Tel.: Leicester 311460. (39773

1928 AUSTIN CHUMMY near concours, also 3 classic motorcycles, 1946 Ariel Square Four and 2 Vincent Comets, total value £7,950 or exchange Morgan 4/4 or MG TF. Tel.: Portreath 842234 (39774

JAGUAR MK.V 3½-litre saloon, 1949, 38,000 miles, French grey, original state, unrestored, excellent running order. Tel.: Gobion 370 (Gwent) (39775

MARCOS 1971 Volvo 3-litre, manual, electric windows. Tel.: 0273 890303. (39776

CORTINA GT Mk.I, 1966, white with Lotus stripe, twin-cam Lotus engine, recently reconditioned, 3,000 miles only, new tyres, M.o.T. till December, no tax, body good, steering and suspension need some work, £780 o.n.o., view by arrangement with Mr. W. Rees, 8 Abbotts Court, Park Road, Winchester. (39779

TRIUMPH GLORIA 1938 black, laid up for a number of years and requiring a considerable amount of restoration. Further details upon request preparatory to offer. Tel: 0943 863212. (39781

MGB ROADSTER, X-Reg., 9,000 miles, yellow, immaculate. £5,000. Tel: Inverness (0463) 792337 evenings and weekends. Tel: Aldersier 62561 ext. 4278, days. (39782

MG MIDGET 1500, 1976, blue with gold coach lines, stork forces sale of this immaculate car of excellent performance and reliability. Stereo radio / cassette, low mileage, long M.o.T. and tax, bargain at £1,400. Tel: Leeds 672771. (39783

BMW CABRIOLET 2002, (convertible), 1973, white, alloy wheels, radio / cassette, 55,000 miles, two owners, full service history, Ziebarted, very attractive. £2,350. Consider exchange. Tel: Chesterfield 823302, 823208. (39784

BENTLEY S3 1965, Immaculate interior extras include personal number and Webasto sunshine roof. £8,500 o.n.o. Tel: 0305 820019 (evenings). (39786

FIAT TOPOLINO 500 convertible, rare 1937 model, good chassis, engine etc, bodywork requires restoration, many spares. £395. Photos available. Replies to Box No. 6719. (39790

LOTUS SEVEN, immaculate condition, 110 b.h.p. crossflow Ford engine, too many new parts to list, serious buyer only. £3,500. No offers. Tel: Langley Mill 5737. (39791

1952 JOWETT JUPITER 2-seater sports, excellent condition. Tel: Durley 393 night. (39792

1960 MERCEDES 190 SL, H&S tops, excellent condition. Tel: Durley 393 night. (39792

VOLVO 164 mid blue, excellent condition, carburetter model, 9 months M.o.T., 5 months tax, car trailer, 4 wheel heavy duty, fully equipped, as new. £2,250 o.n.o. Will split. Armitage 490268. (39931

AUSTIN SEVEN, 1925, pram hood Chummy, blue body, recently painted, original trim and hood bag, hood and sidescreens recovered, very original. £5,125 o.n.o. Tel: 021-747 8469. (39932

RILEY MENTONE 12/6, B.R. Green with black / green trim. Pre-selector. £3,650. Tel: 052685 / 680. (39941

FOR SALE—continued

FERRARI 308GTB, Reg. April 1981, PNR 803W, mileage 36,000, full history, colour red, interior magnolia, wide wheels, deep spoiler, air conditioning, Blaupunkt stereo. £13,500 no offers. Tel: Hampton-in-Arden 3270/5. (39934

MG METRO, Y, red, 2,800 miles, stereo radio/cassette, sunroof, available end December as going turbo! £4,650 o.n.o. Tel: 0525 402935 Ampthill, Beds. (39935

E-TYPE JAGUAR, 1962, 2 owners, 22,000 miles only from new, metallic blue, excellent condition. £7,500. Tel: Southampton 0703 32421 / 28529. (39936

MG TD, 1953, red, beige hide, HMV radio, 14 years in present ownership, original and immaculate. £6,000 or would exchange historic sports / racing car, preferably requiring restoration. Cash either way. Please Tel: 03844 4210 (39938

E TYPE S1, complete rear axle cage, new Connolly seat covers, petrol tank, wires, tyres and more. Possible exchanges. Tel: 021-550 3395 (39940

MG TA 1937, one owner last 20 years during which only 8,000 miles travelled, spares. £4,750. Tel: 021 444 2830. (39944

MERCEDES BENZ 190SL, hard / soft tops, mechanically/bodily excellent, new M.o.T., valuable number, rare rapidly appreciating classic sports. £4,750 consider exchange Rolls. Tel: Upper Warlingham 4404. (39945

MGA 1500, 1958, red with red leather, white s/top, period radio, 42,000 miles, v.g.c. £3,500 o.n.o. Tel: 0224 740647. (39947

MG MAGNETTE ZA saloon, Reg. Feb. 1956, running order, maroon. £1,250. Tel: Tiverton, Devon 0884 252115. (39948

ABARTH SIMCA 2000 GT coupe, 1964, factory lightweight racer, immaculate, completely rebuilt, r.h.d., Simca 1400 motor. £8,000. Tel: 602 998 9192 USA. (39949

RILEY NINE KESTREL, 1934, in excellent condition, M.o.T., used regularly. £2,750. Tel.: 051 546 0329. (40008

VERY RARE TR8 CONVERTIBLE, 1979, V-Reg., r.h.d., 17,000 miles only, quality stereo radio / cassette, air conditioning, stainless exhaust, superb in every way. Gold on green, tan check interior, lovely condition, very quick. £8,300 o.v.n.o. Consider Porsche 911S Targa, Carrera around £5,000 with cash difference. No time wasters please, only mint Porsche with history required, private sale. Tel.: Byfleet 43423 after 6 p.m. or Byfleet 52454 (day). (40010

SUNBEAM TIGER 4.2. New, engine, good bodywork, M.o.T., hardtop £1,990 o.n.o. also spare engine, gearbox, insts etc., for sale. Tel.: Welwyn Garden 27473. (40011

SUNBEAM TALBOT COUPÉ, 1952, new blue body spray, new light tan upholstery and carpets, excellent running order, taxed, M.o.T. £1,850. Tel.: 0902 700023 (evenings) 0902 25399 (day). (40012

PORSCHE 944, Guards red, 3,000 miles, sunroof, extras including P6 tyres, mint condition. £14,000. Tel.: 01-398 5498 (days) or 01-398 8484 evenings or weekends. (40013

PRIVATE SALE of historic Lotus cars and spares and Climax engine parts. For list send s.a.e. to BFR, 76 Cleveland Street, London W1P 5DS. (40014

MORRIS 12/4, 1935, completely original, licensed and one owner until 1978, needs minimal restoration. Tel.: 0322 863256. (40016

MOTOSPOT

NORTH KILWORTH, LUTTERWORTH, LEICESTERSHIRE

(4 miles Junction 20 M1 or Junction 1 M6)

MAKE IT A CLASSIC XMAS WITH A GIFT

Ring before visit 04555 2548 up to 10 pm or 0858 880626 if no reply



1955 MG TF 1500. Superb. £8,450



1929 Austin 7 Chummy. £3,600

1932 Austin 7 Tourer
1933 Austin 7 Tourer. £2,750
1933 Austin 7 Sports. '65' Aluminium, correct sports engine, rebuilt. £3,950
1935 Austin 7 Ruby. £1,695
1934 Austin 7 Box. £1,595



1971 TR6. Chassis up rebuild. £2,995



1932 Austin 7 Van. + VAT. £3,250



1939 Jowett 8 Saloon. £1,195

1946 Jaguar 2½. Special Sports tourer, impressive. £5,575
1946 Allard L-Type. 4-seat sports, fully restored. £4,995
1955 Ford Pop. Award winner. £895

1930 Morris Cowley Tourer. £4,650
1954 Riley RMA. £1,595
1947 Austin 8. V.g., original. £995
1936 Morris 8 Tourer. £2,395
1976 R Fiat Mirafiori Estate. £1,095
1939 Wolseley 12/4. £1,795
1935 Riley Falcon. T&T. £995

ALL READY TO USE M.o.T.'d • 2 year WARRANTY • FINANCE • CHEAP COMP. INS. • MORE IN STOCK — DO RING

Happy Christmas to all friends and customers new and old

PERFORMANCE CARS

HERE TODAY
HERE TOMORROW

ALL QUOTED MILEAGES ARE WARRANTED. SINCE 1946 WE HAVE FEARLESSLY AND UNASHAMEDLY STATED YEAR AND PRICE ON ALL OUR CARS.

1973 Alfa Romeo Spyder Veloce DHC. Yellow / black. £2,545
1968 Aston Martin DB6. Auto, Royal blue, p.a.s., wires. £4,995
1968 Aston Martin DBS/6. White, automatic. £3,500
1952 Bentley Mk6. Park Ward convertible, magnificent example. £15,000
1979 BMW 520/6. Automatic, one owner, 23,084 miles, all black, sunroof, p.a.s., e/mirrors, radio/cassette, electric aerial. £4,775

Two exceptional collectors cars

1928 Bentley 3-Litre Red Label. Very pretty 2-seater in red. £20,000
1925 Hispano Suiza H6B Boat-Type Tourer. Finished in light blue over Royal blue. Quite magnificent and one of the world's most outstanding cars. £35,000

Please phone for full details

1972 Citroen SM Coupe. Silver/black, one of the last carburettor models, 5-speed, p.a.s., leather, electric windows, last owner 4 years. £4,450
1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio. £3,975
1963 Lagonda Rapide. Automatic, original logbook, history file. ... £5,700
1979 Lancia Beta HPE. Beige, 5-speed, radio, 2 owners. £2,995

SPORTS CARS AND COLLECTORS CARS WANTED FOR IMMEDIATE PURCHASE.

1981 Reg (80 Model) MGB. Soft top, radio/cassette, undersealed, one owner, 11,917 miles. £5,195
1981 MGB GT LE Model. Pewter, 10,322 miles, radio, undersealed. £5,995
1981 MGB LE. Bronze, one owner, 2,164 miles. £5,995
1980 MGB GT. Brown, one owner, 8,320 miles, electric windows, onboard Lucas computer, radio / cassette, rear wash / wipe. £5,195
1980 (W) MGB. Yellow, one owner, 22,800 miles. £4,495
1980 MGB GT. Red, one owner, 9,096 miles. £4,775
1979 MGB. White, one owner, 32,074 miles, radio, tonneau. £3,545
1977 MGB. Sandglow, one owner, 55,147 miles, wire wheels, radio/cassette, outstanding. £3,495
1975 MGB GT. Jubilee model, green, two owners, sunroof. £2,545
1973 Model MGB GT. Automatic, yellow, sunroof, radio. £1,995
1970 (69 Model) MGC GT. Purple, wires, radio/cassette. £2,975
1957 MGA. F.H.C., red, full history. £3,900
1964 Sunbeam Alpine GT Coupe. One family owner since new, 50,162 miles, overdrive. £1,500
1981 (Nov) TR7 Convertible. Silver, 10,555 miles, radio. £5,225
1981 TR7, DHC. Red, one owner. £4,995
1981 TR7, DHC. Green, one owner, 12,229 miles. £4,775
1976 Triumph Stag. Overdrive, yellow, hard / soft top. £3,650
1972 Triumph GT6 MkV. Yellow, overdrive, radio. An outstanding example. £1,745
1947 Triumph 1800 Roadster. White. £3,995
1973 Volvo 164E. Blue, auto, sunroof. £995

Merry Christmas and a very Happy New Year to our many friends in the Motor Trade and to all our customers.

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.

WYKEHAMS LTD

PERFORMANCE CARS SOLD AND WANTED

WYKEHAM HOUSE · 8-12 BRAMBER ROAD
FULHAM · LONDON W14 9PB · TEL.: 01-381 3131

LONDON CENTRE FOR GTi ENGINEERING





1981 X GLi Convertible. Zender body, styling kit, BBS wheels, P6 Pirelli tyres. Recaro seats, radio cassette, all colour keyed in Sudan brown. **£6,950**







An example of **Golf GTi** fitted with Zender Exclusive body kit, ATS wheels, special headlamp grille. All available ex stock.



GTi fitted with Zender Koblen body styling kit, ATS wheels.



1979 BMW 635 CSi. Silver, 40,000 miles, radio / cassette, superb immaculate condition. **£8,950**

The Directors and staff of Wykehams would like to wish all their customers & friends a very Merry Christmas and Happy New Year! Visit our showroom in Fulham and select a Christmas goody from our comprehensive range of GTi Accessories.

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.

New Delivery Mileage
Golf GTi 1800 in Stock.
Available in black, mars red, white, lhasa, Anthracite, helios blue.

Pre Owned
1981 X Golf GTi. Helios blue, sunroof, 10,000 miles. **£5,495**
1981 W Golf GTi. Mars red, 8,000 miles. **£4,950**
1981 W. Golf GTi Black, sunroof, radio cassette, 17,000 miles. **£4,850**
1980 V Golf GTi. 28,000 miles, 1 owner, convertible. **£3,995**
1980 Y Golf GLi. Convertible. Silver, 23,000 miles, radio. **£4,950**
1981 Golf GLS. 10,000 miles, silver, radio cassette. **£4,150**



DUNCAN HAMILTON & CO. LTD.



Ferrari 512. This is the ex-Ecurie Francorchamps car that finished fourth at Le Mans in 1970. An outstanding machine in concours condition and a rare opportunity to purchase a racing Ferrari.



1982 AMG 500 SEC. Manganese brown with tan hide trim. Full colour coded chromework and AMG styling features. Lowered suspension, Bilstein shock absorbers, 7x16 Rial alloy wheels, Goodyear NCT tyres. Full Mercedes 500 coupé specification including ABS brakes, heated seats, air conditioning, Becker Mexico etc. Our own well known car from new and available for immediate purchase.



Ford GT40. Chassis No. 1022. Finished in red and complete with Halibrand wheels, Webers and an interesting competition history. Maintained regardless of cost and a most exhilarating road car.



Mercedes Benz 600. Whisky gold with contrasting sable roof, beige velour trim, power sunroof, seats and windows, 45,000 miles only with full history. Possibly the finest example on offer today.



Rolls-Royce Silver Cloud III. This magnificent James Young two door body is built on the long wheelbase chassis. Only two such cars were built to this design, the other has a different rear window treatment making this example totally unique.

THE SQUARE BAGSHOT SURREY
TELEX 858334 TEL.: BAGSHOT (0276) 71010



1964 Rolls-Royce Flying Spur by H. J. Mulliner. A very rare example finished in Seychelles blue. Fitted from new with factory air conditioning and Sundym glass. Full service history from new. Meticulously maintained, 75,000 miles only.

FOR SALE—continued

FERRARI 308 GTB. Verdi metallic, beige leather, air conditioning, wide wheels including spare, 37,000 miles, full documentation, full service history, Reg. No. 11 BOW, first registered 1978, new clutch, privately owned, FOC member, maintained regardless of cost, immaculate. £10,950 o.n.o. Tel.: 0532 666515. (40015

TRIUMPH STAG. 1976 November, h / s tops, manual o / d, white, warranted 26,800 miles only. Hundreds of pounds have just been spent to bring this car to immaculate condition, mechanically and bodily. Sale due to unforseen business commitments. £3,250 o.v.n.o. Tel.: Orpington 21407, daytime only, or 0622 813080 anytime. (40018

DAIMLER DOUBLE SIX. N-Reg., white / blue leather, exceptional. £2,000 or part exchange pre-'65 Jaguar, Rover or anything considered of similar or less value. Tel.: Crediton (Devon) 2375. (40019

BMW M535i. May 1981, Henna red, only 11,000 miles, very high specification, this is a rare opportunity to purchase an exclusive car in first class condition. £12,250. Tel.: Horley 72304. (40024

PORSCHE 356B SUPER 90. L.H.D., excellent all round condition, used summer months only, PCGB member. £2,800. Tel.: Stanford-Le-Hope 77281. (40021

LOTUS ELAN LIGHTWEIGHT 26RS2. Restored classic sportscar, very quick, steel engine, Quaife gears, illustrated in Lotus books. Offers. Tel.: Yoxall 472285. (40023

CITROËN BIG 15. 1953, French built, good runner, sound investment, inspection January in Northammpton. £1,900. Tel.: 0548 561 280. (40025

AUSTIN 10 CAMBRIDGE. 1937, four door saloon, extremely reliable (used virtually every day) and original, with Reg. No. JC 4073. £750. Tel.: Newick 2359 (Sussex). (39942

LOTUS SEVEN Series III. 1970, roll-over bar, Ford 1600 GT engine, silver and red. The real thing . . . very fast. £2,500. Tel: Great Missenden 6244. (40027

SCIROCCO GTI. 110 b.h.p., 5-speed, 1980, Mars red. Superb condition as second car 22,000 miles. Extras. £3,900. Tel: 051-424 2564 daytime. (40032

ASTON MARTIN DB5 Vantage (1965). Superleggera with 5-speed gearbox. AM Pacific blue with black hide. Original Motorola radio, new Webasto sliding sunroof. Totally restored bodily and mechanically to first class condition. All bills available. £5,750 o.n.o. Tel: Matthew Brown on 01-508 3976 (day), 01-502 1234 (eve.). AMOC member. (40034

FOR SALE—continued

ROVER 3.5 COUPE. 1973. Truly excellent, virtually 100% as new. Elegance and quality for only £2,150. Tel: 0272 844647 (Portishead, Bristol). (40035

MORGAN F4. 1938. Completely rebuilt engine and clutch less than 1,000 miles. Good overall condition, tax & M.o.T. £2,250. Tel: 0272 844647 (Portishead, Bristol). (40035

MG 'L' Magna Tourer/Special 1933/34. Restoration 90% completed — £4,950. 1935 "KN" Magnette Tourer for restoration £3,750. Details s.a.e. "Panorama", Tickenham, Avon, BS21 65H. Tel: Nailsea 853662. (40036

1936 BUICK Straight Eight. RHD, maroon with new white-wall tyres. Superb looker. Photo to genuine enquirers. Raleigh (Essex) 781488. (40038

ASTON-MARTIN DB2. Ex-competition car, currently undergoing complete rebuild, for sale now, or upon completion. Box No. 6722. (40037

V-12 E-TYPE, 1972, manual, FHC, BR Green with tan interior, chrome wire wheels, sunroof, Ziebarted, radio/cassette, immaculate condition with the right specification at £5,950. Jaguar Mk. II 3.4 manual/overdrive, under 50,000 miles with all M.o.T.s. This 1964 model has a personalised number and is in golden sand with blue (special order) reclining seats. The history along with chrome wire wheels makes this car an interesting instrument at £2,750. New business venture necessitates sale of these JDC member's vehicles. Tel: Farnborough (Kent) 52837. (40039

ALVIS 12/50 SB Tourer 1923. This very early 12/50 is unique, one owner 18 years. 80% concours details from Hopcraft 165 Northwick Rd., Worcester. Tel: Worcester 22956. (40128

JENSEN HEALEY. 1975. 5-speed, 44,000 miles only. Hard/soft tops, tonneau, radio, stainless exhaust, taxed, M.o.T., v.g.c. £2,350. Tel: Eastbourne (0323) 29371. (40129

1960 ROVER 80 Saloon. One owner from new, 27,000 genuine miles, excellent condition throughout, M.o.T. Offers. Box No. 6724. (40130

AUSTIN SEVEN 1929 Top Hat saloon. Recent brake shoe rebuild and reline. £1,750. Tel: 01-445 7633. (40131

INVESTMENT RARE Porsche RST Carrera, 1973. LHD, 210/b.h.p., original, immaculate. P/exch. other Porsche. £6,700. Tel: 0625 582303. (40134

MERCEDES 450 SEL 6.9. T regd. under 22,000 miles, left hand drive, d/green. Quick sale, only £8,950. Tel: day 491 2706, night 235 7772. (40143

WHEELS

WIRE & EASY CLEAN
SPECIALIST REPAIRERS
WHEEL STOVE ENAMELLING
The Best Car Co. Ltd.,
5, Lancaster Road,
Wimbledon,
S.W.19. 01-946 6316.

FERRARI 275 GTB/4
Aluminium bodywork. 50,000 miles. Only RHD car of this specification in the world.
Rodney Felton
Woolley Lane Garage
Hollingworth, Cheshire.
Tel: 04576 2298 Day
061 338 3102 Eve



GOLD SEAL SPORTS CARS
01·764 7662/3





£7,995 FERRARI DINO. 246GT. 1973. Yellow with black trim, electric windows, radio cassette, etc.



£7,495 OPEL MONZA 3.0 E AUTOMATIC. 1980 W-Reg. Metallic agate red with electric sunroof and windows, alloy wheels, central locking, radio cassette etc.



£6,295 VW GOLF GTI. 1982. Black with metal sunroof, alloy wheels with low profile P6 tyres, front and rear spoilers and side skirts. National Panasonic radio cassette, electric aerial, Ultrasonic alarm system, tinted glass, UK main dealer supplied at cost of over £7,800. 6,000 miles only.



£6,995 PORSCHE 924 LUX. 1979. White with 5-speed gearbox, sunshine roof, electric windows, twin electric mirrors, alloy wheels, front and rear spoilers, etc.



£6,995 JAGUAR E-TYPE 4.2 ROADSTER. 1970 J-Reg. Primrose with black chrome wires, etc.



£5,495 BMW 323i. 1979. Metallic brown with BMW bodystripe kit, alloy wheels, tinted glass, radio cassette.

£13,995 ROLLS-ROYCE SILVER SHADOW. 1975 P-Reg (1976 series). Metallic blue with magnolia hide. Service history. Only two owners.

£9,995 BMW 732i AUTO. 1981. Metallic arctic blue with factory air conditioning, electric sunshine roof, electric windows, alloy wheels, twin electric mirrors, central locking, tinted glass, radio cassette.

£8,995 MERCEDES 280E. 1980. AUTOMATIC with P.A.S. Pale yellow with charcoal cloth, fitted electric sunshine roof, radio cassette, central locking, tinted glass.

£7,995 BMW 520 AUTOMATIC. 1981. Metallic Cyprus with biscuit cloth, metal sunroof, tinted glass, front and rear headrests, twin electric mirrors, radio cassette with electric aerial, overcarpets, etc.

£7,995 BMW 728i AUTO. 1980. Metallic Cyprus with biscuit cloth, tinted glass, central locking, radio cassette, electric aerial, etc.

£7,495 LOTUS ECLAT. 1979. Championship gold with champagne hide, 5-speed gearbox, alloy wheels, etc. 24,000 miles.

£6,995 BMW 728 AUTOMATIC. 1979. Metallic reseda green with olive cloth, electric sunroof, electric mirrors, central locking, tinted glass, radio cassette, one owner, 33,000 miles with history. BMW overcarpets.

£6,995 BMW 728 L.H.D. X-Reg. Polaris silver with blue cloth, factory air conditioning, electric windows, central locking, radio cassette, tinted glass.

£6,495 BMW 728 AUTOMATIC. 1979. Metallic tourmaline with biscuit cloth, alloy wheels, tinted glass, central locking, radio cassette, etc.

£6,495 BMW 733i AUTO. 1978. Polaris silver with navy velour, factory air conditioning, electric sunshine roof, electric windows, alloy wheels, twin electric mirrors, central locking, tinted glass, headlamp wash wipe, active check, front and rear headrests, radio cassettes with four speakers and electric aerial.

£5,995 PORSCHE 924 LUX. 1978 series. Signal green with tan herringbone cloth, alloy wheels, rear wiper, tinted glass, radio, etc.

£5,995 VW GLI CABRIOLET. 1980. W-Reg. Black with black pinstripe interior, expensive hi-fi system, alloy wheels, etc. One owner.

£5,695 ALFA ROMEO GIULIETTA 2.0. 1982. Chestnut brown with beige cloth, quality wind back glass sunroof, radio cassette, 6,000 miles recorded, huge saving.

£4,795 BMW 323i. 1978. Reseda green / cloth trim, glass sunroof, alloy wheels, tinted glass, Bluespot radio, cassette player, front spotlights.

£4,995 VAUXHALL ROYALE AUTO. 1979. V-Reg. Metallic white, gold, with air conditioning, sunshine roof, central locking, alloy wheels, radio cassette, etc.

£4,495 FORD RS2000. 1980. Red with tan cloth, alloy wheels, sunshine roof, radio cassette, one owner, 24,000 miles.

£3,995 VW GOLF GTI. 1980. Diamond silver with check cloth trim, tinted glass, etc.

£2,895 ALFA SUD SPRINT 1.5. T-Reg. Metallic jade with beige velour, alloy wheels, radio, 17,000 miles only.

£2,195 LANCIA BETA SPYDER 2000. 1977. Signal orange with tan trim, radio cassette, etc.

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.

Melvyn Rutter Specialist Services

he does it with Morgans

MELVYN RUTTER
The Morgan Garage,
Little Hallingbury,
Nr. Bishops Stortford,
Herts CM22 7RA
Tel: 0279 725725

We have moved to extensive premises, to offer sales, servicing, parts, restoration and engineering.

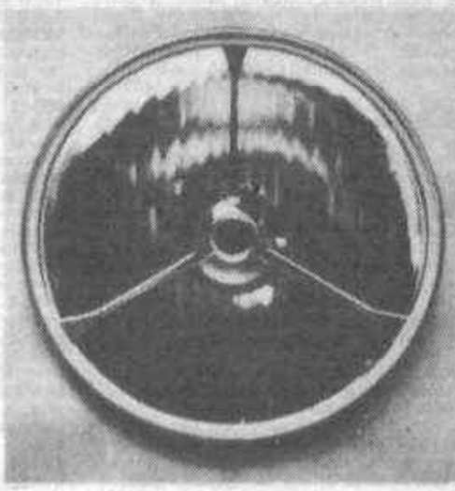
- Your enquiries are invited
- Car parking space for at least 70 Morgans
- International Mail Order
- Parts despatched same day
- Morgan cars and parts wanted

Christmas Ideas

Free catalogue of Morgan parts and accessories available. Send SAE (UK) three international reply coupons, or $2 bill to pay for postage.

Available Now

New reproduction tri-pod 7" headlights Flat glass with bulbs fitted. Suit cars: Morgan, MG, Jaguar, Lotus, Healey, Rolls, Bentley etc. £29.75 each + VAT Postage/packing UK £3.25; Overseas £8.75 pairs. Trade/Volume enquiries invited.



Worldwide Morgan Service

ATTENTION MEN ONLY

If she has a beautiful body. Cover her and protect her with a 100% high quality cotton CAR DUST COVER, by ADRIAN SACKS

Semi-tailored covers with elasticated ends for Sports Cars up to 13' 2" long £32.75 to 15' 4" long £35.75 Standard Covers with tie-on tapes

9' 8" by 15' — £17.25	9' 8" by 17' — £19.25	11' 6" by 19' — £23.25
11' 6" by 20' — £25.25	11' 6" by 22' — £28.25	11' 6" by 24' — £32.25
15' 6" by 22' — £36.25	15' 6" by 24' — £42.25	15' 6" by 28' — £45.25

Personalise your dust cover with giant emblems approx. 16" by 18". **AC, Alfa Romeo, Alvis, Aston Martin, Austin Healey, BMW, Bristol, Chevron, Daimler, Ferrari, Ford, Jaguar, Jensen, Lola, Lotus, Maserati, Mercedes, MG, Morgan, Porsche, Riley, Rover, Sunbeam, Talbot, Triumph, TVR and Volvo** affixed to your cover for only £5, add £2.25 per cover for postage and package. All prices include VAT. Please send cheques with order payable to Adrian Sacks. Other emblems available to order **"for that finishing touch"**. Free initialling in gold with every order or your car registration number, please state as required.

NEW NEW NEW

Mechanic's tie-on 100% cotton seat covers, ideal for placing on seat when working in dirty overalls. When your repair is finished just remove and you have a clean seat. Available in two sizes, 4 ft. £5.95, 5 ft. £6.95.

37-38 Kirkgate Market Hall, Arndale Centre, Bradford BD1 1TF.
Telephone: Bradford (0274) 729876/394147 (office hrs) or Ilkley (0943) 602372 eves. & Sundays
All overseas enquiries welcome

Balmoral Automobile Company Limited



Rolls Royce 1957 Silver Cloud I. Velvet green, excellent green interior, electric windows, just serviced. **£5,950**
Rolls Royce 1956 SCI. Blue, blue interior, very nice car. **£5,845**
Silver Shadow 1970. Green, beige interior, very nice condition throughout. **£6,950**



Rolls Royce Silver Wraith, 1956, Automatic. By Park Ward, excellent interior, mechanics. **£6,500**
Bentley R-Type 1954. Automatic, requires attention. **£1,950**
Bentley R-Type 1953. Green, beige interior. **£3,250**
Bentley Mk.VI 1947. Black / silver, beige interior. **£2,150**

Many other Rolls-Royce and Bentleys available, please telephone.
Full Service facilities available. Gearboxes, exhausts and parts, bodywork, paintwork, woodwork.
We are seeking from private and trade sources, all types of Rolls-Royce and Bentleys for immediate purchase in any condition, collection arranged. (Telephone for appointment to view please)
Telephone: 01 761 1155 (After hours Answerphone)
260 Knights Hill (Jet Petrol Station) West Norwood London SE27

01-743 1599 — 01-743 1599

Straight EIGHT

158-160 Goldhawk Rd., Shepherds Bush, London W12



ROLLS ROYCE SILVER CLOUD III, 1964 CONTINENTAL FLYING SPUR. 4 door by Mulliner Park Ward. Finished in Embassy black with red hide interior. **P.O.A.**



BENTLEY SI CONTINENTAL. Park Ward 2-door, an outstanding example of this very rare and pretty design. Sand over chestnut/tan hide interior. **£13,950**

JENSEN INTERCEPTOR, MKIII. Aubergine/black leather. **£3,250**
BENTLEY S2 CONTINENTAL 1960 FLYING SPUR. Midnight blue with beige hide, electric windows, lambswool rugs etc. **£14,500**
ROLLS ROYCE SILVER CLOUD III. Beautiful shell grey over garnet, tan hide interior, extremely attractive. **£10,750**
BENTLEY SI. Regal red and shell grey / red hide. **£4,950**



FERRARI DAYTONA SPYDER LHD. Finished in black with red leather interior. This vehicle has had a fortune spent and looks as new. **POA**

ALSO IN STOCK THE FOLLOWING:

FERRARI 400 AUTO 1979. Raven black with red hide, electric sunroof, PAS, air conditioning, radio / stereo etc. **£14,750**
BENTLEY S2 CONTINENTAL PARK WARD CONVERTIBLE. Shell grey, grey hide interior, black hood, outstanding example of this rare motor car. **£22,950**
ROLLS ROYCE CORNICHE CONVERTIBLE 1973. Coffee bean brown, beige hide, only 21,000 miles from new. **£21,950**
ROLLS ROYCE SILVER SHADOW II (1979 model). Acrylic white, tan hide, four head restraints, Everflex roof, 30,000 miles, full history. **£18,950**
ROLLS ROYCE SILVER SHADOW R-Reg. Porcelain white, black hide, 38,000 miles, service history. **£14,350**
ROLLS ROYCE SILVER SHADOW 1974. Caribe aqua, beige hide, tinted screen, whitewall tyres. **£11,500**
DE TOMASO PANTERA GTS 1979. Flame red, black interior, pristine appearance, 14,000 miles. **£13,750**
BMW 635 CSI COUPE V-Reg Late 79. Attractive topaz with tan hide interior, Mahle wheels, radio / stereo, electric windows etc. **£8,950**
JAGUAR 420G 1969. Sable with beige hide, electric windows, automatic, PAS, exceptional for age. **£1,995**
ASTON MARTIN DB6 Mk. II. Powder blue. **£8,950**
MERCEDES 280 SL 1971 2+2 Auto. p.a.s., Leather interior, full history. **£7,950**

BENTLEY SII, 1963. Shell grey over masons black, red hide int., auto/pas, e/windows, etc. **£5,950**



ROLLS-ROYCE PHANTOM VI 1974. LEFT-HAND DRIVE. Finished in black over burgundy, beige hide, burgundy piping, cocktail cabinet, radio, ex-property of the British Government. **£36,500**

JENSEN INTERCEPTOR CONVERTIBLE. Metallic blue, tan leather, new mohair hood. **£12,250**
MERCEDES 300SE CONVERTIBLE 1963 AUTOMATIC. PAS, silver, grey leather. **£8,450**
FERRARI 308 GT4 V-Reg Late 79. Metallic blue, beige hide, lambswool rugs, air con, wide wheels etc. **£10,850**
ROLLS ROYCE SILVER SHADOW. LWB, left hand drive, 1975, silver chalice, tan hide, electric division, front and rear air cond., radio etc, special security devices including reinforced glass, doors etc, anti terrorist devices fitted (not visible externally). **£14,950**

This represents a small selection of our current stock.

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



SUSSEX SPORTS CARS

THE SQUARE, FOREST ROW, SUSSEX

Telephone: Forest Row 034282 3480 Service 2412



FERRARI

Boxer 512. Private plate, red / magnolia hide, pristine condition. **£18,500**
308 GTS V-Reg. 14,000 miles, one owner. **£15,995**
308 GTS. Deep front spoiler, red with magnolia hide, wide golds with P7 tyres, 1978. **£15,500**
308 GTB. Fibreglass model, concours condition, red, magnolia hide, deep front spoiler, personal Reg No., full service history. **£11,995**
308 GT4. Red, black hide, wide wheels, air con., full service history from new. **£8,500**
365 2+2 1974. Reg No. 365 COW, concours condition, rosso chiaro / red hide, beautifully restored. **£9,995**
308 GTB. Reg No. GTB, probably the best fibreglass example in the country, wide wheels, air con., deep front spoiler, low mileage, full service history, engine prepared to concours standards. **£11,995**

LOTUS

Esprit T-Reg. Black, gold wheels, tan hide, immaculate. **£7,995**
Elite T-Reg. Met. silver, air con., red leather, 30,000 miles. **£5,995**
Elan Sprint FHC. Totally original in every respect, this car has not been painted but has had full engine rebuild, special order with black leather interior, really exceptional condition. **£3,995**
Lotus 7 twin cam. Totally rebuilt with new interior / leather, special wheels and tyres. **£3,500**

PORSCHE

911SC Coupe 1980. P7s, wide wheels, Turbo spoiler, LHD, met. silver, can be converted to RHD. **£10,995**
Turbo. GP white, Martini stripes, Martini type interior, presently fitted with 3-litre racing engine, this car has a famous history as an extremely quick sprint / lap record, now fully converted to a very tractable road car. **£11,995**
911 Targa 1973 Sportomatic. White / red interior, a superb much above average example. **£5,500**
1977 Targa. Fitted with 3-litre engine, Guards red, black interior, beautiful condition. **£7,250**
911E 1973 Sportomatic. Met. blue, elec. roof. **£4,495**

TRIUMPH

1971 Stag manual. Dark blue, hard and soft tops, very well kept example. **£1,895**
Stag 1973 Auto. New gearbox, new diff., dark red, black int., immaculate. **£2,695**

MG

1981 MGB Roadster. 15,000 miles, one owner, totally unmarked. **£4,595**
MGB GT 1978. White, sunroof, very low mileage car in exceptional cond. **£3,250**

JAGUAR

Jaguar 1967 2.4 Auto. Metallic red, black interior, only 47,000 miles from new, a superb totally original example. **£2,595**

★ 1 Year Warranty on all cars, parts and labour
★ Fully equipped workshops for all sportscar servicing, very competitive rates — loan car always available, delivery & collection service

ELVASTON

PORSCHE FERRARI MERCEDES

PORSCHE FERRARI MERCEDES



James Young Phantom V Touring Limousine, 1962. One owner from new, 44,000 miles, in pale grey with pale green hide, totally original and magnificent. **P.O.A.**

PORSCHE

Choice of six low mileage 3.3 Turbo's from	£17,950
Choice of five low mileage SC & Sport Coupes & Targas from	£10,995
928S Auto, 1982 Y, silver, e/roof, 1,800 miles, as new	£24,999
928S Auto, 1982, met black, e/roof, 8,000 miles	£23,750
RS Carrera, l/weight, white, 64,000 miles, superb	£10,950

MERCEDES

500SEC, 1982Y, silver, full AMG spec, owned by Keke Rosberg	£34,950
500SEC, 1982, black, cream hide, full spec, 7,000 miles	£28,250
380SL, 1982, signal red, cream hide, every extra	£21,500
450SLC, 1980 (July), white, blue velour, full spec, 1,000 miles	£23,500
450SL, V-Reg, lapis blue, cream hide, chrome arches, 22,000 miles	£12,450

FERRARI

Daytona 1973, dk met blue, beige hide, 13,000 miles	£29,950
275GTS, dk met blue, blue hide, extensive rebuild	£26,950
330GTC, pale gold, Borrani wires, 12,000 miles, totally original	£22,500
308GTS, 1979 V, black, matching hide, 9,000 miles	£14,999
246GT, 1972, rosso, black hide, 14,000 miles	£11,750
Golf GTi's, choice of six, new and used from	£4,995
Aston Martin DBS V8, 1976, met blue, 35,000 miles	£8,950
MGB Ltd Edition, 1981 Y, bronze, w/wheels, 11,000 miles	£5,450
Gordon Keeble, blue, 34,000 miles, 2 owners	£5,950

Best prices paid for similar models of the above cars

29-31 Elvaston Mews, London SW7
Telephone 01-581 5728

MIKE DUNCAN

Midlands Morgan Agent

92 WINDMILL HILL, HALESOWEN, BIRMINGHAM

TEL: CRADLEY HEATH (0384) 67675

1977 MORGAN +8. Ivory with black leather upholstery, r / s, 5-speed gearbox, 36,000 miles, excellent condition.

1980 MORGAN +8. Ivory with red leather upholstery, aluminium body, rollbar, every conceivable extra. This car must be seen to be fully appreciated as it must be one of the finest +8's in the country.

1979 MORGAN 4/4 4-SEATER. Dark brown, stone leather upholstery, door handles, r / s, stereo, luggage rack.

1965 MINI MOKE. White with Corbeau GT racing seats, 19,000 miles from new, aluminium wheels.

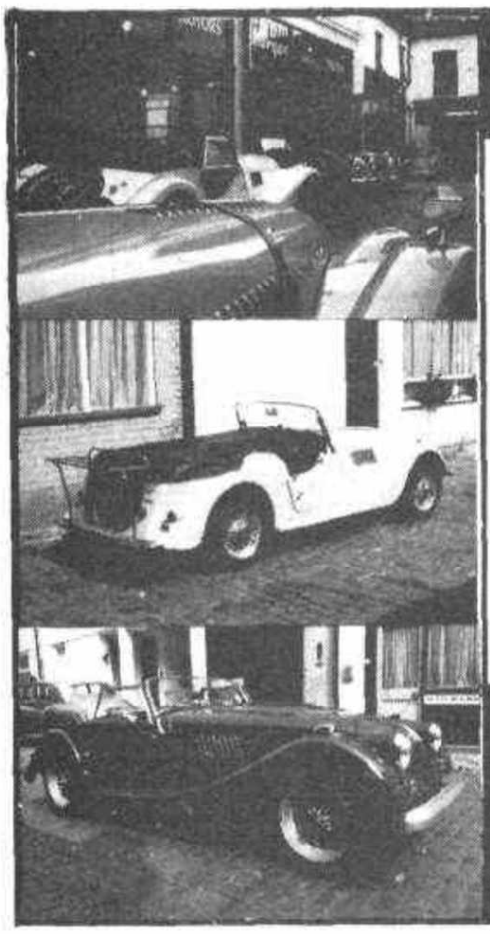
1977 MORGAN 4/4 4-SEATER. Royal ivory, black upholstery, head rests, w / w, luggage rack, r / s, one owner from new, 45,000 miles.

1981 X-REG. MORGAN 4/4 2-SEATER. Royal ivory, black upholstery, w / w, 6,500 miles from new.

1974 +8 MORGAN. Rossi red, black leather upholstery, 36,000 miles. In excellent condition.

1980 W MG MIDGET. Blue with tan upholstery. Full weather equipment, 8,900 miles from new.

1980 RANGE ROVER. Blue, full option pack, brown interior, r / s, d / h, one owner, 26,000 miles.



The London *Morgan* Distributors

Christmas stockings this year will have to be large to not only hold your new **Morgan** but also all the other **Morgan** goodies: For those with a large pair, we have for sale our group 4 **Morgan** plus 8 racing car which is finished in black with red interior. This **Morgan** has so many extras you will have to ring for details. It comes with its own transporter and is featured in the **Morgan** yearbook, 80/81. For those **Morgan** fanatics who like to drive on the wrong side of the road, we have a left hand drive **Morgan** plus 8 in signal red. Extras include folding and reclining seats, head rests, tonneau cover, luggage rack, and the mileometer reading is 7,000 km. British taxes have been paid, and the car was built in 1980. A year later the factory completed also in signal red, a **Morgan** 4/4 2-seater. This **Morgan** has wire wheels, door handles (if the girl is unimpressed with your **Morgan**, tell her it's got door handles and see what happens), head lamp stone guards finished in chrome (almost impossible to clean), tonneau cover, one owner. The mileage is 17,000 miles. For those of you **Morgan** fans who have junior **Morgan** fans, we have the following **Morgan** 4/4 4-seaters. 1978 **Morgan** 4/4 4-seater finished in blue with red leather interior, wire wheels, luggage rack, door handles (that excitement again), one owner from new. Possibly a 1982 **Morgan** 4/4 4-seater will have appeared by the time of this publication. A 1970 **Morgan** 4/4 4-seater in orange, aluminium body and wings, black interior, tonneau cover, luggage rack. This **Morgan** has had two owners from new and is in really nice condition. 1976 is the vintage of our next 4-seater **Morgan**, wire wheels, tonneau cover, wing mirrors. Ford reconditioned engine, luggage rack, and yet again, door handles. Paintwork is canary yellow. To discover what shade this is, we suggest that you go to a country where canaries are. Canary Isles? A 2-seater 4/4 **Morgan** finished in signal red was manufactured in 1978. It's fitted with bucket seats, 1600 Ford engine, luggage rack, and yes you've guessed it, door handles. Dark blue is the colour of a 2-seater 4/4 **Morgan** which has had one owner from new, black bucket seats. This **Morgan** was manufactured in 1976. We also appear to have a maroon red TR7 (said in small voice), 1981 convertible with tan interior, 9,000 miles and full service history. For those of you who are still reading this, you might be interested to know that we sell door handles from the stores. Happy Christmas.

morris stapleton Reece Mews, London SW7 01-589 6894

FOR SALE—continued

LOTUS ESPRIT S2, T regd. Metallic Bronze finish, leather trim, stereo radio/cassette, new tyres, 25,000 miles, always used as second car. Beautiful condition, any trial. Taxed, 12 months M.o.T. £7,650 o.n.o. HP arranged. Tel: Bristol 0272 426696 office; West Lulworth 092 941 279, weekends and evenings. (40140

ROLLS-ROYCE, 1937, 25/30 h.p. Owner driver, sportsman saloon, Hooper coachwork, excellent brown hide interior, sunroof, mascot, handbook. An original well-preserved example. £8,500 o.n.o. Nudd, Hemington House, Shardlow. Tel: Derby 792177 anytime. (40141

ASTON MARTIN V8 Carb. model, 1974. Low mileage, beautiful condition, full service record, Cornish gold with natural hide interior. Market price £6,950 but only £6,000 for quick sale. Tel: Bus. 01-222 1616. (401444

1933 L TYPE MG, open family tourer, a genuine and rare car, price £5,500. Tel: Gardner on Bookham 52133 evenings. (40184

431 BRX 1982 BRG Mk. II Jaguar 2.4, manual with overdrive and chrome wires, genuine 60,000 miles with full history, this car has undergone a complete strip down restoration with no expense spared. Major concours awards JDC Blenheim 1981 2nd, JDC Shuttleworth 1982 3rd. Both Jaguar Mk. II days. Sensible offers please, but no time wasters. R. Embling. Tel.: Maldon, Essex 54444. (40185

DAIMLER SP250 Dart, extensive restoration has already been carried out, moving house, thus must be sold, view N. Essex, open to all offers, 4 Sun Hill, Cowes (I of W) for further details. Sad, sad loss. (40187

FERRARI 250 GTE, Earls Court Show Car. Fiat Ballila 1936, Black Diamond Team Car. Mercedes Z30SL Sports. All in excellent condition, offers invited. Tel: Hinckley (0455) 30328 days, 220250 evenings. (40188

SINGER 9 Sports. In excellent condition, offer invited. Tel.: Hinckley (0455) 38347 office hours. (40188

1909 CADILLAC 30, 5-seater tourer, very original including hood and trim, dependable dual ignition car, minor modifications make this a practical 40-50 m.p.h. tourer. Just completed 2,000 miles including continental rally following comprehensive overhaul. Current tax and M.o.T. Offers around £15,000. Tel: Hagley (0562) 886676 (home), Brierley Hill (0384) 75531 (office). (40189

1965 BUICK RIVIERA Coupe, very rare American classic in R.H.D., believed one of only three converted by Ruddspeed, extras include Wildcat engine, and L.S.D., totally immaculate throughout. £3,500, exchange considered. Tel.: Chesterfield 823302, 823208. (40191

MARCOS 1966, complete rebuild, new body, wooden chassis, flared arches, 7x13 Western Cyclones, 225 BF Goodrich TA Radials, 3,100 c.c. V6, special heads, DF15 Weber, finished in metallic pewter, brown velvet & parchment upholstery, restyled dash etc, etc. 500 miles since rebuild, taxed, M.o.T., £5,950. Tel.: 061-881 3124 days; 061-969 8001 evenings. (40193

FROGEYE SPRITE 1959, literally everything rebuilt or brand new from tyres to windscreen, must be one of the best, many spares including engine. Tel.: 279068 9am to 6pm. (40194

LADY WISHES to sell very immaculate Jensen Interceptor Convertible, 2 owners full M.o.T., must go, £8,500, possible part exchange. Tel.: 0401 43247. (40202

FOR SALE—continued

BENTLEY MKVI Saloon, 1950, metallic silver / grey trim, new exhaust, M.o.T., taxed, original example, £2,950. Tel.: 052685 680. (40195

OPEL GT 1900, Y-Reg, black, mint condition, new clutch, shocks, L.H.D., £2,250. Tel.: 01-533 1963 eves, 01-794 7009 day. (40196

1800ES VOLVO 1972, white, tan trim, one lady owner, full service details, 50,000 miles, excellent condition, £2,900 o.n.o. Tel.: 0323 (Sussex) 870691. (40198

911 2.2, Recon injs engine, Carrera spoilers & flares, recent h.exch, o.tank, clutch and respray, history, receipts, £4,000. Tel.: Hayling Island 67462. (40199

SWIFT 10H.P. Open Tourer, 1924, fully restored and in excellent condition, unused since 1979, offers around £4,250 (some spares available). Tel.: 051-428 7282. (40200

MORGAN THREE-WHEELER 1933, Super Sports JAP engine, superb condition, much money spent, recent specialist engine rebuilt, £4,850. Tel.: 0745 583141. (40201

AUSTIN GOODWOOD, 1936. Fine original condition £1,750. Also 1912 Douglas Motorcycle for restoration £1,000. Tel: 01-340 3911. (40353

MORGAN F4 Three-wheeler. 1949. 1,172 c.c. 100E engine. New hood, beautiful condition. Reluctant sale £2,750. Tel: 0858 65218. (40354

SCIROCCO, 1976 (P), 46,000 miles, sunroof, towbar, stereo radio / cassette, immaculate silver / grey, £1,850. Tel: Lea Valley 761068 (Evenings / weekend) Enfield. (40355

BULLNOSE MORRIS Oxford 4-seat Tourer. 1924. Concours. £8,000 o.v.n.o. Tel: (0733) 240932. (40356

AUSTIN SEVEN Chummy Tourer 1927. Concours. £3,995 o.v.n.o. Tel: (0733) 240932. (40356

SPITFIRE 1500 CONVERTIBLE, "T" Reg. 32,000 miles, excellent condition. £2,000 o.n.o. Tel: 01-242 6081 (day) 01-788 1961 (evening). (40357

STAG, 1974. Magenta with gold trim, black upholstery, auto / hard / soft top, accesories. Only 48,000 miles, excellent condition. Fully reconditioned engine. Guaranteed for 20,000 miles / 12 months. 12 months M.o.T. £4,150. Dr. A. Sanderson. Tel: Cambridge 835713 (after 7.30 p.m.). (40346

AUSTIN SEVEN, 1933. £1,995. Morris Minor 1932 Two-seater. £1,850. Both daily use. Tel: Chudleigh 852357. (40349

RAILTON STRAIGHT 8 Tourer. 1934. Very good-looking, rare early tourer in excellent condition. First owner K. L. Guinness. Believed low mileage, original aluminium coachwork in black with red leather interior. Considerable recent expenditure to bring whole car up to scratch whilst retaining originality. £8,750 o.n.o. Tel: Mr. Guest 01-948 4360 for details. (40350

MORGAN PLUS 8. New car for delivery May / June 1983. Any colour, specification etc. Offers and further details to Box No. 6726. (40351

SUNBEAM, 1934. 23.8 h.p., superb restored condition. Aluminium body, occasional seats, twin side mounts, hydraulic brakes. M.o.T. Offers around £3,750. Tel: Bradford 880548. (40352

ALFA ALFETTA GTV2000, 1977. Black finish, stereo cassette, exciting driver's car. Great value. £1,475 o.n.o. Tel: 01-385 9577. (40338

MAK 665P on 1976 Jaguar XJ6 4.2 Coupé. Green sand, beige velour interior, years M.o.T., taxed until April 1983. Excellent condition. £2,750. Tel: Leicester (0533) 864372 (evenings). (40333

FOR SALE—continued

ALVIS 12/50 Sportsman Saloon, 1927. For sale or part exchange with Edwardian or early vintage car. Preferably Humber. Outright purchase possible. Tel: Stirling (0786) 71744 or write 2 To Brex Village, Stirling, Scotland. (40340

MK. 1 FROGEYE SPRITE, 1959. Very sound bodily and mechanically. M.o.T. All steel. £2,000 o.n.o. Tel: 0672 54761. (40343

RILEY GAMECOCK, 1931. Chassis No. 6015504. Reg. No. VC 9898. BRG. Red interior, black hood / tonneau. Same ownership past 5 years. 12 months M.o.T. Excellent condition, everything works. £3,750. Tel: Wilmslow 522371. (40345

BENTLEY "T" SERIES, 1974. Chassis No. SBH 17332. Reg. No. 370 CWA. Willow gold, brown Everflex roof, cream hide interior, 2 owners (1 titled). Service history, 70,000 miles, M.o.T. (next service due 6,000 miles). Immaculate condition. Tel: Wilmslow 522371. (40345

ALVIS 12/60 Beetleback. BRG. Very original, good condition, some spares and literature. £6,500. Tel: 0638 750590. (40347

AUDI COUPE GT5S, May 1981. Météor grey, azure upholstery, sunroof, manual, electric windows, stereo radio / cassette. Directors car. £5,650 o.n.o. Tel: Frensham 2781. (40331

NEW GOLF GTi 1800, 200 miles, metal sunroof, tinted glass, rear seat belts, alloys, p.d.m., 12 months road tax. Save £1,000. £6,195. Tel: 0302 530094. (40334

BENTLEY MK6, 1951. Standard steel, 4¼-litre, nice, original, unspoiled car. M.o.T. £3,950. Or would part exchange Alvis 12/50. Speed 20/25 or similar, cash either way. Tel: 0639 57541 (evenings). (40335

1928 LEA FRANCIS 12/40, "P" Type. Doctors coupé with folding hood, dickey seat, high ratio duo gearbox. Pretty, practical vintage car in excellent order. £5,995. No offers. Tel: 0639 57541 (evenings). (40335

LOTUS ESPRIT SII, 1979. 25,435 miles, 2 owners only, absolutely immaculate condition. £7,000. Tel: Stevenage 59659. (40336

MERCEDES 280SL PAS Auto. Metallic beige, black interior, fitted hard / soft top. Present owner, the second, wishes to sell this most sought after model. In 1st class condition. Maintained regardless of cost. £5,990 o.n.o. This particular model can only appreciate in value. Sale due to owner retiring Southern France. Must be seen. Tel: Hants. 0717 28246. (40339

SUNBEAM RAPIER Series 3, 1961, one owner, genuine 27,000 miles, M.o.T. to June, cream with red roof, red upholstery. £1,250 offers. Tel.: 01-398 6022. (40367

COOPER 500. Former concours d'elegance winner 500 Association, Mk. 5, JAP engine, ready to race / hillclimb, view Oxford. £4,250 o.n.o. Might part ex. economical road car. Mid-70s Audi 80GT perhaps? Tel: Roger 01-992 5946. (40368

MASERATI BORA 1973, very rare, R. H. Drive, 4.7 V8 mid engine, 170 m.p.h. + fantastic acceleration, exotic Italian sports, fast appreciating, black with stainless steel roof, black leather interior, a good investment (no time wasters please), best offer over £5,500. Tel.: 0274 870174 after 6 p.m. (40403

2½ RILEY RMF 1953, dark grey, generally sound original, same owner for past 18 years, M.o.T. 4.11.83., offers over £2,000. E. M. Smith, Edinburgh. Tel.: 031-336 2464. (40389

FOR SALE—continued

JAGUAR S TYPE Auto 1967, superb condition, PAS, new exhaust and tyres, 55,000 miles only, full history, £2,950 o.v.n.o. Tel.: Clacton 423861. (40370

SAAB 99 TURBO 1980, 2-door saloon, red, one owner, radio, recent exhaust and turbocharger under Saabguard warranty, good example of this exciting, economical model, £4,750. Tel.: Salisbury 26166 day, 21921 evening. (40371

MORGAN 4/4 2-seater, March 1981, ivory, rustproofed, low mileage, extras, good condition, £7,200. Tel.: 01-567 6269. (40372

MG PB 1935, needs rebuild, original and sound, including part rebuilt engine, spare head, gearbox, £2,700 o.n.o. Tel.: Camberley (0276) 29529. (40373

LOTUS ELITE 79 V, silver, mint, 14,000 miles, PAS, tints, etc, derisory £6,750. Tel.: Winterslow (0980) 862373. (40374

E-TYPE 1963, FHC, requires rebuild, non runner, new bonnet, sills, offers around £1,200. Tel.: Killearn (0360) 50661. (40375

TALBOT SUNBEAM Ti, W Reg, Feb 81 specification, white, alloys, sunroof, Piccadilly cloth trim, 15,000 miles, service history, £3,650 o.n.o. Tel.: Huntingdon 810321. (40376

FERRARI 275, GTB 4, red, black interior, recent respray, 43,023 miles, personal reg., overall condition is excellent with full documented history. Tel.: 060 884 665. (40377

TRIUMPH STAG R-Reg, in inca yellow, an original, cared for car, that has been trouble free, full documented history, serviced every 3,000 miles, £3,800. Tel.: Loughborough 216367/216230. (40378

ROVER 1936 P1 Saloon, black over claret, red leather, concours award winner in fine condition, M.o.T., £2,850. Tel.: Cobham 2393 (Surrey). (40380

BMW 3.0CSL Lightweight, 1973, targa, usual extras, high mileage but substantial sums spent recently, a bargain at £1,600 o.n.o. Tel.: Chesterfield 851826. (40382

TR3A 1959, overdrive, hardtop, leather interior, original unrestored concours condition, full history, probably unique, £3,450. Tel.: 01-821 7018 or 063521 492 evenings. (40383

TRIUMPH TR4A-IRS, 1966, royal blue, Surrey top, overdrive, completely rebuilt, body / chassis separated, outstanding example, £3,275 o.n.o. Tel.: Northwich (0606) 74862, Cheshire. (40384

LAGONDA LG45 D.H.C., 1935, original condition, but needing some restoration, offers over £6,000. 1936 LG45 Special, raced successfully, fitted M45 engine which requires reassembly, offers over £3,000. Sanction IV engine, needs minor work and reassembly, offers. Tel.: Huddersfield 34538. (40385

BMW 528, 1977, L.H.D., reseda green, over £1,000 spent in last 12 months, all extras, sunroof, tints, foglamps, elec door mirror, stereo / cassette, new brakes, headlights, tyre, etc, immaculate condition, £2,950 or exchange for 280SL or 350SL/SLC right or left hand drive, must be v.g.c. Tel.: 0494 29317 (High Wycombe). (40387

LOTUS ELAN 2+2 130S/5, 1973, taxed Dec., M.o.T. June, good mechanics and body, white / oatmeal, mileage 73,615, £2,900. Tel.: Ripley 0773 42638. (40388

MORGAN SUPER SPORTS Beetle Back, 1936, with either MX SV motor or JAP LTOW7 1100 w/c motor £3,300 or £3,700 respectively. Tel: 01-579 5231 (London). (40392

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



John Britten

Morgan TVR



Santa's reindeers have gone on strike
And as he's only got a bike
We've decided to lend him one of our herd
Although we know it sounds absurd
So if on Christmas Eve you spy
A Morgan pulling a sleigh on high
Don't think you're going out of your mind
'Cause there'll be a TVR behind!



Well **Christmas** is here again! doesn't time fly when you're enjoying yourself, and to celebrate this month we are having a **Winter Sale**. Any new or used car sold this month will be subject to an **impressive discount** of between **2½% to 10%** depending on the nature of the deal. **Phone now for more details.** Our main photograph this month is of the amazing new **TVR Tasmin Turbo** with its high-boost, inter-cooled, fuel-injected 2.8-litre V6, **"it don't arf motor!"**, 0-60 m.p.h. in 5.8 sec., 0-100 m.p.h. in 13.5 sec. and a genuine 150 m.p.h. Not a car for the faint-hearted but what a Christmas present! Not that one would be able to take delivery until April anyway, but it was a nice thought. The



1983 TVR range certainly made a hit at the Motor Show and since then we have doubled our turnover of new **TVR's** thus putting a large smile on the faces of our sales staff. With prices starting from **£9,985 including VAT TVR's** are exceptional value for money, and it's nice to see an independent little company doing well. Another small company doing well are **Morgan** who still have something like a six year waiting list for their nostalgic product. Which should make all the following slightly used **Morgans** all the more valuable. **1982 Morgan +8 imperial crimson,** stone leather, matching hood, sidescreens and tonneau cover, 1,200 miles only, genuine reason for sale, and





just like new. **1981X Morgan +8, silver body, charcoal wings,** grey leather, luggage rack, 7,600 miles, very eye catching. **1980W Morgan +8, metallic green,** brown leather, 14,000 miles, 1 owner, alloy body and wings, supplied and serviced by North London's best Morgan agent, guess who? **1977S Morgan +8, deep Brunswick green,** black leather, 24,000 miles, part exchanged for newer +8, the most genuine reason of all for sale. **1975P Morgan +8, glacier white,** luggage rack, bonnet strap, cannot think of a good



thing to say about this car except it's very cheap. **1982Y Morgan 4/4 2-seater, nut brown,** wire wheels, 140 miles only, underseal, as new, somewhat over list price, but here now. **1982 Morgan 4/4 2-seater, royal ivory,** red leather, wire wheels, 900 miles, very nice colour trim combination. **1981X Morgan 4/4 2-seater, signal red,** wire wheels, 2,400 miles, star of this month's "C****** and S*********" Magazine. **1981X Morgan 4/4 2-seater, golden yellow,** 5,200 miles, 1 owner, radio cassette, exceptional condition, very bright. **1979V Morgan**



4/4 2-seater, black, red leather, chrome wire wheels, 1 owner, 4,000 genuine miles from new, a very special little car. **1978 Morgan 4/4 2-seater, royal ivory,** wire wheels, reclining seats, alloy centre body, roll over bar, 25,000 miles. **1977 Morgan 4/4 2-seater, indigo blue,** wire wheels, black leather, alloy body, 18,000 miles, cherished car must have a good home. **1976R Morgan 4/4 2-seater, royal ivory,** wire wheels, 20,000 miles, just had major transplant of the geared variety. **1977 Morgan 4/4 4-seater, signal red,** wire wheels, reclining seats, 40,000 miles, ex-property of family pictured here with their new steed. We don't seem to have many **TVR's** in stock this month, a position we are trying to rectify, however choose from one of the following. **1980 TVR 3000S Convertible, white,** 1 owner, 22,000 miles, radio cassette, double duck hood, excellent



example of this rare beast. **1979 TVR 3000S Convertible, British Racing Green,** radio cassette, 36,000 miles, very attractive little number. **1978 TVR Taimar, red,** cream model band, radio cassette, sunroof, very nice driver as they say. **1977S TVR Taimar, white,** brown model band, radio cassette, sunroof, Wolfrace wheels, ex-factory demonstration, well known car at Arkley. **1977 TVR Taimar Turbo, maroon,** neutral model band, oatmeal leather seats, Wolfrace wheels, sunroof, 39,000 miles, there is no cheaper way of frightening yourself, except perhaps by trying to build an **Arkley Kit.** Our very generous offer of 10% discount on the Kit price of **£360** + **VAT** still has one



month to run, so don't delay, order today! In the **Others dept.** you will find **1976 Lancia Stratos, pistaccio,** looking more like a space capsule than a car, the price is pretty astronomic as well, but what a little mover! **1979 Porsche 911SC, light metallic blue,** sunroof, radio cassette, 1 owner, 55,000 miles, excellent condition and very good at gobbling up the miles, only **£9,950. 1980W Porsche 924 Lux, silver,** sunroof, radio / cassette, 33,000 miles, 1 owner, taken in part exchange for a Range Rover, good value at **£7,950. 1981 Caterham Lotus Super Seven Twin Cam, black / alloy,** chrome wire wheels, leather seats, exceptional condition **£6,450.**



A competition unheard of before!
I hear you shouting "Tell us more"
Can you write a silly verse?
Cause if you can and you come first
We'll place your wit within these pages
And give a bottle of plonk as wages
So send your entries straight away
And win the prize for Christmas Day.

The above rhetoric is **Nysha's** way of inviting entries for our **Christmas Competition.** Whoever sends us the best printable rhyme by 23rd December will win a bottle of wine of their choice, and we will use the rhyme to open our advertisement in February's **MOTOR SPORT.** In closing we would just like to wish all our friends and customers a very **Happy Christmas** and a **Prosperous New Year.** We will be closed from 24th December until 4th January, well we need time for the hangover to disperse. See you in the New Year, all the best from **Nysha, Chris, Roger, Simon, Mark, Brian & Marcus. Cheers!!!**

JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

FOR SALE—continued

AC ACECA-DAIMLER, 1955. Superb appearance and performance, discs, rack & pinion, adjustable dampers, tuned suspension, o/drive, re-wired, 17 ACR. £4,250. Also Modsports E-Type 3.8 FHC. Recent professional engine and suspension rebuild. Webers, Magna alloys, wets & drys. £3,750. Selling to finance Cobra. Tel: 021 744 6388. [40381

BRISTOL 400 and 403, £2,000 each. Also many spares for the two-litre cars including new stainless steel petrol tank for the 401/3. New exhaust system, new sports camshaft, new 404 and 405 windscreens. Wanted, 2-litre or later model car for restoration, plus any interesting parts. Tel: 021 430 3767. [40390

MGB GT, 1980. Fitted chrome bumpers, chrome radiator grille, separate side lights, indicators, to original MGB specification, chrome wheels, radio and sunroof. Superb, £4,250. Tel: 021 328 0745 day, or Hagley (STD 0562) 883834 evenings and weekends. [40391

COOPER-JAP 1100 Mk 10 F3, 1956. Concours original, raced regularly. £10,000. Tel: 01-579 5231 (London). [40392

FORD ESCORT XR3, 1981 (W). Black, tints, sunroof, expensive stereo, v.g.c. £4,695. Tel: 0386 792145 (Evesham). [40394

ASTON MARTIN DB6, 1966. Automatic, sand with black hide interior. Excellent condition throughout. Urgent sale, hence £3,750 o.n.o. Tel: Gerrards Cross (Bucks) 88171. [40396

MGB ROADSTER, 1979. Outright concours winner, best available. £6,000. Contact Anthony Wilkinson, Secretary MGCC, MGB Register. Tel: 0788 4856. [40397

1954 MGTF. Red, excellent condition, genuine reason for sale. £7,500. Tel: 061 449 8250 office hours. [40398

DATSUN 260Z, T regd. Rare example of immaculate car. Brand new tyres and Datsun Diamond respray. Regular service history. Top range radio cassette, 50,000 miles. £4,000 o.n.o. Tel: 01-348 7130. [40399

LANCIA BETA COUPÉ, 1600, May 1981. Rustproofed, radio, excellent condition. £2,850. Consider part exchange. Tel: 0633 880960 (Gwent). [40400

1939 ALVIS DROPHEAD, Mulliner body, in sound original condition. Quick sale required. £2,700. Tel: Luton 56036. [40470

W.O. BENTLEY, 1928 4½-LITRE, 4-seat tourer, in need of attention. £18,500 o.n.o. Tel: 01-366 7056 evenings or weekend only please. [40471

FIAT X19, 1980, W Reg., silver, 28,000 miles by one lady owner, 8 months tax, stereo, electronic ignition, immaculate, must sell. £3,800 o.n.o. Tel: Ubbeston (098683) 454 (Suffolk). [40472

ROVER 3.5 saloon, 1972, genuine 58,000 miles, service history, tool kit, handbooks etc., two owners, beautiful condition, must be seen. £1,695. Tel: Southport 40185. [40473

LOTUS ELAN +2S 130/5, 1974 N, 25,000 miles, JPS colours, excellent example in superb condition. £3,995. Tel: Rugby (0788) 815656. [40474

FORD MUSTANG Mach 2 Ghia, automatic, V8, 1976, r.h.d., genuine 48,000 miles, all receipts since 1980. Roman bronze, beige interior, lovely car £2,400. Tel: Mr. Hodges 0978 761920 or evenings 0244 570194. [40475

BRISTOL 410, a beautiful example in porcelain white / black vinyl roof, radio cassette, stainless steel exhaust, taxed, M.o.T. House purchase hence best offer over £3,450. Tel: 01-228 2432 day, 01-979 7613 evening. [40477

TRIUMPH GT6, Mk. 3, overdrive, sunroof, rustproofed, Kenlowe, superb throughout, only two owners. £1,485. Tel: 07014 58954. [40478

PORSCHE 911, full Carrera body, new rear tyres, M.o.T., radio cassette, neat throughout, good runner, £2,000 o.n.o. Tel: Leigh Sinton 32200 after 6 p.m. [40479

E TYPE Jaguar series 1½ Roadster, total ground up restoration completed 5 years ago, subsequently covered only 5,000 miles, frequently featured in motoring press reluctantly for sale with cherished registration E8,500. MGB GT, 1978, overdrive, blaze, only 28,000 miles. £3,150. Tel: 0582 606974. [40480

MGB GT, V8, 1974, chrome, tested mid 83, yellow / black vinyl roof with sunroof, radio, nice looking vehicle with very good mechanicals. £1,925. Tel: Birmingham 476 6028. [40481

JAGUAR 3.8 Mk. 2, 1964, manual, overdrive, wire wheels, dark green, 55,000 miles, full detailed history since new, always garaged, virtually perfect. Offers. Tel: 01-248 5261 ext. 29, 01-736 5931 Mr. Lamb. [40482

MGB ROADSTER chrome bumper model, superb professional rebuild, full details on request, extras include walnut dash, stainless sills, radio cassette etc. £2,500. Tel: Winsford, Cheshire 52109. [40483

LANCIA BETA 2000, 1982, 4 door saloon, 5 speed, radio, under 300 miles, showroom condition, offers near £4,750. Tel: Chelmsford 320 862 (Colin). [40484

FOR SALE 1965 Walker GTS Mini Sprint, rebuilt ready to race, road reg plus spares. £1,750. Tel: Swindon 721786 after 6 p.m. [40486

AC 428, 1971 Fastback, 32,000 miles, universal joints renewed, wheelbearings renewed, new Konis new rear springs, suspension overhauled, new gearbox and torque converter, axle rebuilt by Salisbury's, driveshafts overhauled by Hardy-Spicer, new high capacity radiator and triple Kenlowes, new brake servo, master cylinder and hoses, new carpets, roof lining, Webasto roof, wheels, bumpers rechromed, bare metal, glass out, respray. Offers to Channon, 6 High East St., Dorchester, Dorset. [40487

BENTLEY 1934, 3½-litre, four-seater sports tourer, body by Vesters and Neirinck of Belgium, requires restoration, engine runs, extremely impressive car, private sale. Best offer accepted. Box No. 6727. [40488

JUNIOR ZAGATO Register has for sale 1600 Zagato Classic Car Show Exibit. Tel: 042484 440. [40491

1930 VERNON DERBY Sports, Riley 9 engine, gearbox, excellent condition. Tel: Wirksworth (Derbyshire) 3396 evenings. [40494

£1,000, 1961 Jaguar 3.4, Overdrive, blue above average. **£750, 1965 Jaguar 3.4S,** Overdrive, white, average. **£1,750, 1946 Riley 1½-litre,** RMA renovated, black/red. **£1,000, 1951 ditto,** Green. **£2,000, Scammell 6 × 6 heavy Recovery Truck,** Meadows petrol, stored inside 25 years. **£450, Ford 4D 1964,** Normal Control diesel breakdown truck, twin HF Jibs.

JOHN JORDAN
Holme Mills, Biggleswade, Beds.
Phone (0767) 312001

WOMBOLTS

Elegant hand-blown glass tankards



Approximately one pint capacity, engraved with famous car and m/cycle badges, in a beautiful strong presentation box lined with a silken material. The box, in Oxford and Cambridge blue, makes the tankard a luxurious present.

Badges Available:
AC, AJS, Alfa Romeo, Alvis, Armstrong Siddeley, Aston Martin, Audi, Austin, Bentley, Bristol, Bugatti, Citroen, Colt, Daimler, Datsun, Delage, Delahaye, Ducati, Ferrari, Fiat, Ford, Frazer Nash, Honda, Jaguar, Jensen, Kawasaki, Lamborghini, Lagonda, Lancia, Laverda, Leyland, Lotus, Maserati, Mercedes, MG, Morgan, Moto Guzzi, Norton, Opel, Peugeot, Porsche, Reliant, Renault, Riley, Rolls-Royce, Rover, Suzuki, Toyota, TVR, Triumph m/cycle, Vauxhall, Velocette, Volkswagen, Volvo, Yamaha.

Send cheque, P.O. or cash with order. If possible, give a second choice.
£11.75 or £22.00 for two with presentation box. £8.45 or £15.25, for two without presentation box. Prices include VAT. Add £2.00 for one, £3.00 for two tankards for P&P.
The type of tankard may vary from that in the photograph.

WOMBOLTS
Dept MS, 97 Arthur Road, London, SW19 7DP

FOR SALE—continued

FOR SALE 1960, F1 Cooper Climax with rebuilt 2-litre Climax and big 5 speed Cooper box, have also Type 32 Colotti gearbox, AJS 7R gearbox, various Norton gearboxes, 2-litre Wade superchargers, pair of TT GP carbs with bowls. Possibly away until 5th Dec. Tel: evenings and weekends 09807 382. Telex Sweet 477019 ASRG. (40489

PORSCHE 911T, 1971, taxed, M.o.T., 5 speed, Recaros, s.wheels, i.h.d., X-Reg. £2,000 or offers. Tel: Folkingham (Lincs) 404. (40495

1930 A7 Fabric saloon and 1928 A7 Chummy £3,900 and £3,300. Both restored, all original body parts. Tel: Lincoln 680223. (40496

AUSTIN TWIN CAM, single-seater pedal car, restored, motorized 70 c.c. engine, external gear change, hand brake, black, red trim, fast, safe, v.g.c. £600 o.n.o. Tel: 0530 39750. (40497

1982 CHEVROLET Camaro Z28 Indianapolis 500 Pace car. Commemorative edition, car of the year in America. 5-litre V8 165 h.p. cross-fire injection, deluxe, 3,000 miles. £11,500 o.n.o. J. Cooper, Wiltzanghlaan 3 Amsterdam. Tel: 0-20 840 109. (40498

PORSCHE 911SC 1980 W, red, black leather seats, 27,000 miles, one owner, excellent condition, £13,500 o.n.o. Tel.: Reading (0734) 302229. (40546

BENTLEY, 1952 Mark VI, silver grey with biscuit interior, well maintained, and in excellent condition, valve radio, sell for best offer received by Jan 1. Tel.: Bath 64766 (office) or Wincanton 32345 (home). (40540

FOR SALE—continued

FIAT X1/9, Lido, limited edition, 1978, black, targa top, tinted glass, alloys, 24,000 miles, superb, 35+ m.p.g., £2,400. Tel.: Huntingdon 216228. (40543

TRIUMPH GT6 Mk.III, M-Reg, emerald green, sunroof, overdrive, low mileage and superb original condition, £1,595 o.n.o. Tel.: 01-631 0878 office, 01-675 0844 evenings. (40544

MORGAN 4/4 X-Reg, 2-seater, signal red, leather, f/r fogs, low mileage. Tel.: Wellington, Somerset 4595. (40545

JENSEN HEALEY Mk.II, Nov '74, one of the best kept examples available, fully equipped, superb condition, £2,495 o.n.o. For details. Tel.: Brentwood 232033 (evenings). (40541

ROLLS-ROYCE 1927, open tourer, an absolutely breathtaking example, fully restored, in ivory over chocolate, beige leather upholstery, light walnut woodwork, fitted all standard refinements and cocktail bar! Car being sold due to unforseen circumstances, best offers around £20,000. Tel.: 061-793 7720 or 01-440 0020 (London). (40542

ROLLS-ROYCE Silver Cloud III, 1964, an immaculate one previous owner, much history vehicle, finished in dusk over garnet, with grey leather upholstery, £10,750 for quick sale. Tel.: 01-493 7502/3 (Central London). (40542

TRIUMPH STAG, 1977, 52,000 miles, complete overhaul cost £1,000, elec. windows, cassette, etc., excellent condition, ex-director's car, £2,000 spent on this car to make first class condition, price £2,950. Tel.: Preston 728271. Contact: Mr. H. Ball. (40539

FOR SALE—continued

ALFA ROMEO Alfetta 2000 GTV, S-Reg, 47,000 miles, 12 months M.o.T., good condition, Alfa red, fitted with Minilite wheels, stereo radio / cassette, offers in region of £1,600. Contact Mr. G. Davies. Tel.: 061-428 2246 or call, 26 Foxland Road, Gatley, Cheadle, Cheshire. (40535

1929 MORGAN 3-wheeler, Anzani o.h.v. engine, beautiful condition, only trailered to shows since rebuild, £4,500 or offers. Tel.: Minster 874264. (40536

ROLLS-ROYCE Cloud III, 65,000 miles, 1963, sand sable, excellent condition, new exhaust system, £10,000. Tel.: 0564 823340 (Birmingham, Wythall). (40537

1938 TRIUMPH Dolomite Roadster, 14/60, 2-seater with dickey seat, excellent running order, M.o.T.'d, very original, £3,250 o.n.o. Tel.: 0908 55 271 (N. Bucks). (40538

c.1935 SINGLE-SEATER Racing car, Elto — American dirt track 1,000 c.c. machine, amazing original car similar size to A7 racers, £1,850 o.n.o. Tel.: 0908 55 271 (N. Bucks). (40538

ASTON MARTIN DB2, 3-litre Vantage engine, triple Weber carburetters, Alfins, works modified bodywork. Extensive early racing history including wins in Horsfall Trophy 1957. Superb condition in all respects requiring only detail work to achieve Concours standard. £6,500. Tim Frost, Abbotswood, Belbins, Romsey, Hants. Tel: 0794 513237. (40561

PORSCHE 911S Targa 2.7. 1975 Series. 911 registration number, Guards red, tints, stereo, history, fabulous car. £6,250. Tel: Topsham 4453. (40562

SONY

F1

IN CHEPSTOW?

Yes, really! We're stocking the most flexible and the most complete home video you can buy. The Sony F1 @ £799.

FOCUS MOOR ST. Tel: 44442

● ALSO MOTORSPORT VIDEO CLUB ●

AUTODOVE COACHWORKS

Prop. Martin Hull
Workshop: Brook House, Dartington, Totnes. Devon. Tel: Exeter 860928

Specialists in the Restoration of Classic Cars

All body repairs & restoration — Fiberglass bodied cars a speciality. We also undertake all mechanical work from routine servicing to major overhauls.
Transportation of vehicles by trailer to any part of the country. Many new Triumph TR6 parts in Stock.
For sale: 1974 Scimitar GTE. Manual Overdrive. 43,000 miles. **£1995.00**

ASHTON KEYNES VINTAGE RESTORATIONS LIMITED
Ashton Keynes, Swindon, Wilts.

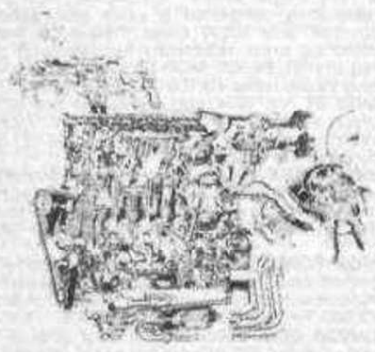
Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery

Chassis and mechanical rebuilds

Coachbuilders award 1979

Tel: Cirencester (0285 861) 288

FOR SALE IN 1000 PIECES



COSWORTH DFX 2.65 litre with Turbocharger

£6.50 incl. post & packing in the UK only

A challenging unique delux jigsaw puzzle Superb Black on White line drawing measuring 28¼" × 20" when completed.

To: K.K. Jigsaws, 27 Caversham Avenue, North Cheam, Sutton, Surrey.

Please send me ..... puzzles @ £6.50 (incl. p&p).

I enclose cheque/postal order for £..... made payable to K.K. Jigsaws.

Name .....

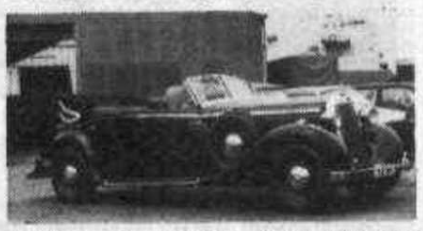
Address .....
(BLOCK CAPITALS)

..... Post Code .....

PLEASE ALLOW UP TO 28 DAYS DELIVERY. (MS2)

Classic Cars of Coventry

Most readers probably know that though our ad may be small, we are a family business and **The Largest Classic Jaguar Specialists** in the world. We are self contained, in the past 2 years have restored more than 60 cars (a photographic record is kept for your retention). We custom build cars to your ideal specification including film cars, our fabulous **Mk. 10 Convertible & Shortly XJC & XJS.** More than 100 classic Jaguars for sale.



"Raiders of the Lost Arc". Mercedes Replica. The car in photo has been sold but its sister currently at Coventry Museum is for sale. To clear. **£8,750**



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.

1947 Jaguar 2½ Litre SS. Good original example with M.o.T. **£2,950**

1954 Bentley R Type. Full service history, superb value at **£6,500**

1976 Daimler Double Six Convertible. By Avon Bodies, 42,000 miles, white, red trim, cost of conversion exceeds £5,000. **£6,950**

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. **£3,950**



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**

Daimler Majestic Majors. Choice of 3 L.W.B. Limos. **£975-£2,500**

1950 Armstrong-Siddeley "Whitley". Ex-works and Motor Show Car, chassis No. 1, currently exhibited Coventry Museum. **£4,000**

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 Morris Minor 1000. Two-door, low mileage, Trafalgar blue. **£1,475**

JAGUAR CORNER, SOUTHFIELD ROAD HINCKLEY, LEICESTERSHIRE.
PHONE: HINCKLEY (0455) 613948

Enquiries in the USA:-
John Hewer, Ford Lauderdale.
Phone (305) 761 1776/491 4450

HENDON WAY MOTORS

1981 LOTUS Esprit S2 2.2. Yellow, 5,000 miles, leather, radio / cassette.
1980 LOTUS Esprit S2 702. Harvest gold, 16,000 miles, air cond, radio / stereo.
1980 LOTUS Esprit S2 702. Met. silver, 18,000 miles, air cond., turbo wheels, leather.
1979 LOTUS Esprit S2. Commemorative Edition, 7,000 miles only, leather, radio / stereo.
1979 LOTUS Esprit S2. Commemorative Edition, 20,000 miles, leather, radio / stereo.
1973 LOTUS Elan Sprint. FHC, green, 2,000 miles.
1973 LOTUS Elan Sprint. FHC, blue / white, low mileage.
1975 LOTUS Europa. JPS, 38,000 miles.
New MORGAN Plus 8. Ivory, aluminium, black leather.
1982 MORGAN Plus 8. Yellow, 1,400 miles, leather.
1982 (Series) MORGAN Plus 8. BRG, del. mileage, aluminium body, stone leather int.
1982 (Series) MORGAN Plus 8. White, 13,000 miles only. Extras.
1981 MORGAN Plus 8. Brown, 12,000 miles.
1980 MORGAN Plus 8. Red, 10,000 miles.
1980 MORGAN Plus 8. Ivory, red leather, 4,000 miles, prepared for concours events.
1982 (Series) MORGAN 4/4. 2-seater, brown, del. mlge.
1981 (Series) MORGAN 4/4. 2-seater, black, 6,000.
1978 MORGAN 4/4. 2-seater, BRG, 24,000 miles, w/w.
1981 MORGAN 4/4. 4-seater, brown, 12,000 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.
1982 (Series) FERRARI 308 GTB. Gunmetal grey, 10,000 miles, carburettors..
1978 FERRARI 308 GTB. Silver, 18,000 miles.
1979 (Series) FERRARI 308 GT4. Red, leather int., 13,000 miles.
1974 FERRARI Dino 246 GT. Metallic ice blue, 20,000.
1974 FERRARI Dino 246 GT. Black, 29,000 miles, service history, one owner, radio / stereo.
1974 FERRARI Dino 246 GT SPYDER. Red, 30,000.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1972 FERRARI GTC4. Celeste, 28,000 miles only, full Ferrari inspection report available.
1975 (Series) JAGUAR E-Type V12 Roadster. Red, manual, 23,000 miles only, w/w, full history.
1974 (Series) JAGUAR E-Type V12 Roadster. Blue, auto, 14,000 miles, full history.
1974 JAGUAR E-Type V12 Roadster. Auto, Jaguar heather, radio.
1974 JAGUAR E-Type V12 Roadster. Manual, white, w/w.
1972 JAGUAR E-Type V12 Roadster. Manual, primrose, 30,000 miles, w/w.
1971 JAGUAR E-Type V12 2+2. Personal No. plate, full history, 2 owners.
1960 JAGUAR XK150. DHC, white, full hist., very orig.
1982 PORSCHE 924 Lux. White, 7,000 miles only.
1981 (Series) PORSCHE 924 Lux. Blue, 18,000 miles, extras.
1980 PORSCHE 924 Lux. Auto, 22,000 miles, Extras.
1978 PORSCHE 924. Auto, regency, 32,000 miles.
1982 PORSCHE 911SC. Pacific blue met., one owner, 12,000 miles.
1982 (Series) PORSCHE 911SC Sport. Pacific blue, 16,000 miles.
1978 PORSCHE 911SC. Arrow blue, 26,000 miles, full history.
1975 PORSCHE 911 S Targa 2.7. Harvest sand.
1974 (Series) PORSCHE 911E Targa. White, history, radio / stereo.
1936 BENTLEY 4¼ Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.
1978 MGB Roadster. Blaze, o/d, radio, extras.
1975 TRIUMPH TR6. Harvest gold, 41,000 miles, service history.
1978 TVR Taimar. White.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

FOR SALE—continued

SCIMITAR GTE. Late 1974, blue, tan interior, stainless exhausts, 38,000 miles, superb condition, £2,250. Tel.: Bodmin 2511 (Cornwall). (40531
ALFA ROMEO GTV Strada, 1979, T-Reg, 34,000 miles, siver, coachlines, Blaupunkt stereo, electric windows and sunroof, air conditioning, long M.o.T., excellent condition, recently serviced, £2,765 o.n.o. Tel.: 01-588 6280 daytime, 01-876 0933 evenings. (40529
MG TC June 1947, British Racing Green, rebuilt six years, same owner seventeen years, new M.o.T., reluctant sale, £6,500 o.n.o. Tel.: Chester (0244 32247). (40530
RENAULT ALPINE 310 V6, 1978, Y-Reg, grey, immaculate, Porsche performance with Renault parts prices, £6,750. Matra Bagheera S, 1977 R.H.D., 23,000 odd miles, white, immaculate, £3,000. Tel.: Threapwood (094881) 257. (40533
MORGAN 4/4 2-seater, 1979 T, 25,000 miles, red with black leather seats, chrome luggage rack, very smart, £5,700 o.n.o. Tel.: 03756 2313 or 0268 413116. (40534
TVR 3000M. 1977, 30,000 miles, 2 owners only, factory maintained, full records, exceptional condition, £4,500. Tel: 0538 702502. (40563
ALVIS TE21. 1964, 2-door saloon. Auto., exceptional condition after full restoration. £3,500. Tel: 0782 516767. (40564
JAGUAR E-TYPE 4.2. 1968. FHC. Rot free example, new tyres, extensive overhaul, £5,900. Tel: 0621 772385. (40553
RENAULT 17TS COUPÉ. 1976. Electric sunroof, hard top, radio, excellent mechanically. Taxed, long M.o.T. £950. Tel: Bagshot (0276) 73283. (40554
FIAT X1/9, 1979, 1,500 c.c. 5-speed in red with beige trim. Rustproofed, stereo cassette/radio etc. Taxed to April, 12 months M.o.T. Absolutely immaculate. £3,200 o.n.o. Part exchange considered. Tel: Sheffield (0742) 482330/489306. (40555
TRIUMPH HERALD 1200. 1964. Only 7,800 miles from new. One elderly owner, full history. As new. Repeat only 7,800 miles. Offers in region of £2,000. Tel: Berkhamsted 04427 3844. (40556
RENAULT 5 GORDINI. Dec. 1979. Metallic grey, radio, good condition, 39,000 miles. Offers over £2,000 considered. Tel: Chichester (0243) 573178. (40557
JOWETT 1916 VCC dated. Very cute and rare car. Stored many years and neglected. Offers please to Box No. 6728. (40547
JAGUAR "C" TYPE. 1952. Masten Gregory had his first win in this car. Just had total mechanical overhaul and repaint. Very original specification. Offers over £40,000. Tel: 095 44 459 (Cambs.). (40552

FOR SALE—continued

AUSTIN HEALEY 100-4 BN2. 1956. Complete but needs total restoration. Best offer. Tel: Shrewsbury 241874. (40548
MORGAN 4/4 four-seater. 1979(V). Red, wire wheels, reclining seats, 14,200 miles only, taxed, new M.o.T. £6,250. Part ex. Excellent MGB GT possible. Tel: 061 427 1876 (plus 4). (40550
ALVIS 4.3 Cross & Ellis Tourer. 1937. Superb car, resprayed in silver with new hide upholstery, new carpets, rechromed. Excellent mechanics and weather equipment. Long M.o.T. £15,500. Part exchange possible. Tel: 061 427 1876 (plus 4). (40550
JENSEN INTERCEPTOR III. "J" Series. "N"-reg. Maroon, beige leather interior, over £5,000 spent. Hence excellent condition. A practical appreciating supercar for only £3,950. Might p/ex. smaller car. Tel: Hornchurch 56159. (40551
PORSCHE CARRERA RS Touring. Red with black interior, less than 36,000 miles, difficult to fault this car. £11,000. Tel: 095 44 459 Cambs. (40552
LOTUS 7 constructed from all new parts in 1982, professionally sprayed Jaguar dark blue, aluminium, dark blue trim, full weather equipment, very quick, dry-sump engine, built by Minister Racing (RAC Formula Ford Championship leaders), new gearbox, P6 tyres, polished alloy rims, chromed suspension and fittings, under 2,000 miles, never been in the wet, this car is finished to the highest possible standard, private sale, £6,250 o.n.o. Tel.: Mr. Watts, Northampton 38212 days, 890374 evenings. (39069
FORD MODEL T, 1923 Landaulette Coachwork by Gordon & Co. of Birmingham, original and in very good condition, £5,450. 16, Ellers Avenue, Bessacarr, Doncaster. Tel.: 536896. (40592
VOLVO 122S 1970, saloon, new paint, wings and tyres, long M.o.T., used daily, excellent trim, £550. Also extra 188 engine £100. Tel.: 031-669 1611 (Edinburgh). (40593
GILBERN GT 1800, one owner since 1966, 77,000 miles, full service records, excellent condition, £1,100. Tel.: 01-579 3842. (40595
LOTUS ELAN +2S, 1969, H-Reg, M.o.T. 10 months, white, black interior, electric windows, stereo radio / cassette, front and rear fog lights, absolutely immaculate, spares and manual included, highest offer secures, house forces reluctant sale. Tel.: Harlow (0279) 29777. (40596
AC 428 1969, substantial factory documented history, 1982 concours winner, pristine condition, £7,950, part exchange considered. Tel.: 021-707 8166 / Earlswood 2411 (Solihull). (40597

FOR SALE—continued

STANDARD FLYING 12, 1937, two owners and 50,000 miles from new, all original documents, re-trimmed, rechromed, and refinished, 5 new tyres, no expense spared, and now absolutely in first class condition, reluctant sale, offers around £2,000. Tel.: Nailsea 856168. (40602

WANTED

VETERAN CAR or chassis only in any condition. Tel: Southend 585986 or 41092. (40183
WANTED, HUMBER 15/40 or 15.9 starter motor, type CHV — ZCC or equivalent for 1925 car. 12 volts. Good price paid. Mr. A. J. Scott. Tel: Tealing 370 (day). (40192
PHOTOGRAPHS WANTED of my 1904 Renault M 182 on the Brighton Run (number 328) re-imbursement offered. P. D. Harper, Stretton House, Stretton, Nr. Warrington. Tel: 092 573 411. (40341
BUGATTI 57S (C) or 35, 43, 50, 51-55. In good or easy restorable condition. Martens Bolmansweg 7A Epse, Holland. Tel: 31-5759-3017. (40359
ALFA ROMEO 200 GTV (Bertone) and GTJ/GTA urgently wanted by Richard Banks, Alfa Romeo specialist. Tel: 03543 2460. 40395
WANTED PRIVATELY. 1932-1954 MG Tourer, any condition. "The Cannons", West Caister, Great Yarmouth. Tel.: 0493 728557. (40135
AUSTIN 7, Morris Minor Van plans, photos wanted. Also suitable chassis / body remains. Tel.: 0493 728557. (40135
MORGAN +8 WANTED. With delivery or low mileage, aluminium body and leather interior preferred. Please write Box No. 6723. (40040
RELIANT SCIMITAR Convertible, manual, overdrive, hard / soft tops, reply to Box No. 6720. (40022
TYPE 49 Heavy duty mark one RS2000 bodyshell, new preferred. Tel.: Guisborough 34832. (40017
WANTED. Beaded edged wire wheels 26x3 as fitted to GWK (Detachable Riley type). Any condition, also any GWK parts, C. Jaques, Cuckfield Park, Cuckfield, Sussex. Tel.: 0444 413198. (39787
WANTED Sports cars, sports saloons, cash, bankers draft, HP settled, very best prices paid for the right cars, will collect. Tel.: Tony Gilbert Cars 0203 24660 or call at our showroom at 84-86 London Road, Coventry. (39778
EARLY, pre-war 1929-34 Morris Minor, any condition considered, also spares for same. Old Plough, Wistow, Cambs. Tel.: Ramsey (Cambs) 822604. (39700

WANTED—continued

TR6 WANTED. Any condition considered. Tel.: Offley 542 (nr. Luton). (35735
WANTED. LOTUS Seven, any condition. Tel.: Dennis Sher 01-458 3506. (36391
14" CARL ZEISS tripod headlamps required to fit Bentley. Tripod mounting not required. Nigel Dawes, Birtsmorton Court, Malvern, Worcs. Tel.: 068481 525. (37849
WANTED. any pre-war Maserati parts to complete 4CM rebuild. Tel.: 01-854 3181. Box No. 6881. (32376
MUSEUM wants interesting old or older vehicles, motorbikes, signposts etc. No rubbish please. Send photographs. PO Box 198, Eindhoven, Netherlands. (32474
TR6, TR5, TR4A, TR7 required by enthusiasts, quality cars for cash. Tel.: 01-504 6246. (31744
WANTED! WANTED! USA purchaster requires any old Rolls, Bentley, Ferrari or sports and racing car, any condition! Anywhere! Best payment!. Tel.: 01-385 1805 (London). (32310
PORSCHE SPORTS Racing Car: 904, Spyder, 356A GS/GT, Abarth Carrera, etc. Must be in excellent condition, will trade as new 356B Roadster. Tel.: 0202 891784 (888249). (39052
ALVIS WANTED Pre-war tourer or drophead preferred but any model considered, immediate decision and cash. Tel.: Luton 56036. (38892
VINTAGE AERONAUTICAL items sought, advertising items, airframes, parts, badges, clothing, engines, instruments, models, photographs, propellers, sales literature, technical manuals etc. Clivedon collection, Hunterscombe, Dorking Road, Leatherhead, KT22 BJT. Tel.: 0372 377652 evenings. (38862
WANTED. Bugatti cars or parts, any condition, quick decisions, prompt payment. Replies to Box No. 6711. (38424
NICE TIDY little vintage or pre-war sports car wanted. MG, Riley, Austin, anything open. Tel.: Anytime 0908 582651. (38299
ROLLS ROYCE wanted, pre-war age, condition, HP immaterial for cash. Nudd Hemington House, Shardlow. Tel.: Derby 792177. (38284
ALFA GIULIA 1600 Spyder, RHD (pre-Duetto), excellent original condition please, over £3,000 for mint low mileage car. Write with details, photos to Philip Ayres, 13 Harris Ave., Glen Iris, Vic 3146, Australia. Shipment arranged. (40142
WANTED BY private enthusiast, quality vintage or veteran motor car, any condition, preferably Rolls Royce Silver Ghost, immediate cash settlement up to £30,000. Tel.: Stafford 54810. (40139

MOTOR INSURANCE

FOR ECONOMY WITH SECURITY
(BIA AND LLOYDS COMPANIES ONLY) PHONE
HYDE PARK
INSURANCE CONSULTANTS
191 WESTBOURNE GROVE, LONDON W11
ANNUAL GREEN CARDS AVAILABLE

INSTALMENT PLAN AVAILABLE IMMEDIATE COVER

01-221 2222



WALKER & DEEKES SPORTS CARS



SPECIALISTS IN QUALITY TRIUMPH and MG SPORTS CARS

TR7 Convertible 1980. Blue, 17,000m. £3,795
TR7 1980. Red, alloy wheels, 22,000m. £3,595
TR7 1979. Inca yellow. £2,895
TR7s 1976-1978. Choice of six. £1,695/£2,495
MGB GT 1980. Red, s/roof, 19,000m. £4,395
MGB GT 1979. Yellow, s/roof, 24,000m. £3,695
MGB GT 1975 P. White, s/roof. £2,195
MGB GT 1974 N. Teal blue, chrome bumpers. £1,895
MGB LE 1981. Bronze, wire wheels. £4,950
MGB 1977S. Sandglow, 41,000m. £2,695
MGB 1976. Black, wire wheels. £2,095
MG Midgets 1977-1979. Choice of five £1,995-£2,595
Spitfires 1975-1979. Choice of four. £1,395-£2,595
Datsun 280 ZX 2+2 1980. W Regd, metallic blue, 5-speed, alloy wheels, 1 owner, 25,000m. £5,950
Mazda RX7 1980. Charcoal metallic, sun roof, 5-speed, one owner, 28,000m. £5,250
Porsche 924 Lux 1978 Series. Metallic blue, sun roof, alloy wheels. £4,950
MG Metro. Silver, 4,000m. £4,395
Fiat X19 1980. Metallic red, white trim. £3,695
Scimitar GTE 1975 P. Carmine red, o/d, 55,000m. £2,095
Mercedes 230 SL 1964. Red, auto h/s tops. £4,500
Datsun 260Z 2+2 1974N. Silver, alloy wheels. £1,495
Renault Gordini G5 1979. Gold, 28,000m. £2,495
Escort 1.6 Sports 1979. Yellow 34,000m. £2,395

SANDRIDGE GARAGE, ST ALBANS ROAD, SANDRIDGE, ST ALBANS.
TEL: ST ALBANS 61000 58709

WANTED–continued

WANTED URGENTLY. Rolls-Royce/Bentley. Any model/condition. View anywhere, cash paid. B. G. Newland. Tel: (0480) 66638. (40560
LOTUS 7 WANTED. A rebuild not objected to. Please help, will travel. Tel: (0695) 421 405. (40613
VINTAGE/PRE-WAR Tourer or sport car wanted. Good condition or requiring restoration. Please Phone 061 427 1876. (40550
AC 3000mE or 428 convertible required. Private buyer. Read. Tel: Fyfield 401 (Essex). (40485
FERRARI, LOTUS, Porsche or similar wanted for cash. Any condition. Buyer calls. Tel: Stamford (Lincs.) 0780 64312. (40476
ROLLS-ROYCE pre-War, prefer unrestored with sporting coupe or interesting period coachwork. Tel: Southend 585986 or 41092. (40183

MISCELLANEOUS

JAGUAR 3.4,8 silencer new, and one pair of P100 headlights. Tel: Tatton 833056. (40492
SEAT BELTS supplied and fitted to all types of Rolls-Royce and Bentley cars. Michael Walker's Garage, 5-7 Goldsworth Ind. Est., Goldsworth Road, Woking, Surrey. Tel: (04862) 62825. (40490
MG SPARES. 5 MGB wire wheels with tyres £100. MGA gearbox new £125, used £50. Also many Lotus Elite Climax spares. Tel: Dunstable 606974. (40480
CHESHIRE/MANCHESTER 1930's house for sale, garaging for 4/5 cars, five bedrooms, two bathrooms, including ideal teenager suite. Large secluded gardens. Quiet rural village situation 20 minutes from Manchester by car, nearby station. Open outlook front/rear. £68,000. Tel: Wilmslow (0625) 520875. (40469
AUTOCOURSE WANTED — also Road and Track pre 1957. Motor Sport pre 1935 and early Bugantics. Thompson, Long Common House, Shamley Green, Guildford, Surrey. Tel: 0483 892129. (38303
MOTORING BOOKS. Automobile Year vol. 4, 5, 6. £45 each. Motor Racing vols. 1-7 bound. £120. Vols. 13-15 bound. £35. Classic Car Profiles bound vol 1 & 3. Racing Car Review (Jenkinson) 11 vols. — £110 set. Thoroughbred and Classic car vols. 1-8 publishers bindings. £140. Many others. SAE for list. 38 Greening Drive, Birmingham B15 2XA. Tel: 021 454 7664 (evening). (40532
BINDERS, Motor Sport, black leatherette, v.g.c. Suit recent years. Offers above £2. Tel: Reading 416058. (40528
LARGE COLLECTION of 1/24th single-seater cars. SAE for list. Little, 5 Point Neptune House, Fowey, Cornwall. (40493
MG J2. Front apron. £9.50. 2 "M" propshafts. £8.00 each. Pair decent TC running boards. £15.00. NA bulkhead £12.50. O/S PA door. £8.00. Remains 18/80 Mk. II body-doors. £10.00 each. PA/B rear seat back. £10.25. NA radiator core. £30. FI fan & pulley. £10.25. New J2/PA/L starting handles. £4.25. 2 PA/B NS front wings. £10.50 each. TC o/s front wing (needs work). £10.50. Virtually new "M" chassis. £125.00. PA sump. £18.50. PA rocker cover. £15.50. PA/B distributor. £15.00. "M" clutch plates. £7.25. "L" camshaft. £35.00. J2 oil filler elbow. £10.50. Loads of other spares. SAE Barry Bone, "Quoins", Castle Lane, Steyning, Sussex. Tel: (0903) 813355 and a Happy Christmas to customers old & new. (40565
WOOLIES SALES Trailer, 12' x 4' display area with full awning. Easily collapsible for towing. Complete and ready for the 1983 autojumble / rally season. £795 o.n.o. Tel: 0778 347347. (40393
AUTOSPORT 69-78 £20, Aston DB3S exhaust manifolds, new £65, Bristol Crankshaft, rods and pistons £90, Lucas 4 cylinder racing magneto, new £140. Tel: Coventry 74952. (40386
4 JAGUAR made competition wires, stripped and chromed for concours only. £600. Tel: Maldon Essex 52058. (40379
BROOKLANDS WRITING Paper, pack of three different views, clubhouse, Piccard pictet 1909, Riley 1929, six of each view attractively illustrated on white paper. 18 continuation sheets, 18 envelopes £2.99 inc P&P. John Pulford c/w Weybridge Museum, Church Street, Weybridge, Surrey. (40369
BLE1 REG No. on Bentley R-Type dismantling Abbot 2 door Continental style radiator, gearbox, rolling chassis details. Tel: 07256334. (40402
MORRIS MINOR 57mm. bore size, piston rings +20 +40 +60, gudgeon pins 4 + 20 new pistons, S/V engines, gearbox in bits, rear axle complete, front axle recon., track rods etc., 1929/30 wheel good centre steering column, wheel 3 400 x 19 tyres one 29/30 side lamp, pair head lamp bodies details. Tel: 07256334. (40402
LIGHTS LUCAS tail St 38A, two map lights, 1 pair large lucas s/lamps, 1 brass large Lucas s/lamp, 1 large brass Miller s/lamp, medium size driver helmet, tail vintage compression tester. Tel: 07256334. (40402
COMPLETE WORKSHOP disposal, tools, equipment materials, s.a.e. for lists, Taylor, Brookhurst, Whitchurch Road, Bangor-on-Dee, Wrexham. (40401
FLYING JACKET, original Irvin WW2, perfect condition, £100. Tel: 01-398 6022. (40367
1940s-50s & 60s boxed spares, BMC, MG, A/H, Jag., Morris, Wolseley, Austin etc., Lucas and Smith etc., 3 van loads at Harrow Leisure Centre, 27th Dec. Stalls 1-20, diffs., springs, valves, rev counters, speedos, all hard to find bits, 1000s! Never been seen before, too many to mention. Tel: Waltham Cross (97) 22786. (40344
OLD MOTORING Literature, exchange your surplus items or buy your requirements from Automotive Literature Exchange. This is Les Wilson's new autumn / winter catalogue available early December, featuring many rare items. Only £1 UK. £1.50 overseas (past customers will get one free). Les Wilson, Woodvine Cottage, 52 Manchester Road, Astley, Manchester M29 7EJ. Tel: 0942 893632. (40358
MOTOR SPORT Jan. 1968 to Jan 1980, £18. Buyer collects. Simpson Ashtead 74334. (40342
ENTIRE PRIVATE collection of early motoring literature for sale (from 1910 to 1970) magazines, manuals, sales brochures, books, catalogues, etc., large s.a.e. for list please, Terry Bone, mount Place, North Chailey, Sussex. (39942
SS AND Jaguar owners SSI Tourer bodies now available, we also undertake panel and paintwork to the highest standards on all SS and Jaguar cars. Tel: Wendover 623165 (Bucks.). (40145
ENAMELLED BADGE Restoration service, the restorers who use only genuine glass in their comprehensive service, s.a.e. please with your enquiry to: Pamela David Enamels, 6 Overtons Close, Radford Semele, Leamington Spa. Tel: (0926) 23018. (40132
CAR RECOVERY and delivery, local, national, continental, singles, doubles. Tel.: Cartrek, Esher 62785 (Surrey). (34995

MISCELLANEOUS – continued

ROLLS-ROYCE 20/25 AND 20 cylinder heads. Brand new, available, fully assembled, new valves, springs, coreplugs, etc. Stove 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
MOTORING LITERATURE. Bought, sold and exchanged. For a large selection of new and secondhand motoring handbooks, magazines, books. Please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, West Yorkshire WF17 5JY. Tel.: Batley 470773. (35515
BOOK AND CATALOGUE collections purchased. Motor racing books, autocourse, marque histories, car catalogues, etc., good prices paid. Tel.: Green (0635) 253484 (Berkshire). (37161
ASH FRAMEWORK supplied for DIY classic and vintage car restoration. Steam-bending, veneering, laminating and limited number of rebuilds undertaken. E. B. Mould, Coachbuilder / Joiner, 31 Sandbach, Great Lumley, Chester-le-Street, Co. Durham. Tel.: 0385-881191 after 6 p.m. or at weekends. (36000
ERIC THOMPSON buys and sells motor and motorcycle books, magazines, manuals, handbooks, road tests and sales literature, pre- and post-war. Booklist No. 823 available UK £2.00, overseas £3.00. Long Common House, Shamley Green, Guildford. Tel.: 0483 892129. (33857
CHROME WIRES, splined hubs, spinners, tyres, new and secondhand for Jaguar Mk.II, S-Type, E-Type, Daimler Sovereign, V8 250. Tel.: 01-527 8041, 01-520 6775. (33460

PLEASE NOTE
WE WILL BE CLOSING FOR CLASSIFIED ADVERTISEMENTS FIRST POST ON THE 15th DECEMBER FOR THE JANUARY ISSUE

HISTORY OF THE Vintage Sports Car club. Incredibly rare 1964 book by Peter Hull. Excellent in dustwrapper. Gift suggestion from Eoin Young's Rare Motoring Books. 209 pages, only £23 including postage, Motormedia, Box 3, East Horsley, Surrey, UK. (38596
1983 RARE Motoring Books. Eoin Young's new catalogue just published. More than 1,000 collector's titles described. Veteran and vintage sales literature. Ask for brochure describing other catalogues and subscription for "Motoring Collectors' Review" edited by Charles Mortimer, 1983 glossy catalogue £3 in UK $7 cash overseas airmail. Motormedia, Box 3, East Horsley, Surrey, UK. Tel.: 04865 3311. (38596
AUTOSPORT Volumes 1 (1950) to 48 (1972) for sale. List available, Jaguar Workshop Manual reprints 1946-1948 1½, 2½, 3½ £9; Mk.7, 8, 9 XK120, XK140, XK150, XK150S £25. Jaguar Workshop Manuals, original issue 3.8E, 4.2E, V12E 2.4, 3.4, 3.8, Mark 1 and 2, 240, 340, 3.4S 420, 420G, Mk10, 3.8 Mk10, 4.2 £30. Rover Workshop Manuals, original issue 3-litre 1960-67, 3.5-litre saloon and coupé 1967-73 £30. Rolls-Royce Silver Cloud 1, 2 1955-66, Phantom 5 1959-68 Workshop Manual reprint, 450 pages £15. Bentley S1, S2 Continental 1955-62 Workshop Manual reprint, 450 pages, £15. Automobile Year No. 17 1969-70. Absolutely mint £25. Wanted numbers 1 to 16 state price, will order by return. Autocar. Most bound volumes available from 1900 to 1956, also sets of loose issues 1947 to 1969. State requirements. Light Car And Cyclecar 1919-56. Would Split. List available. All prices post free world wide. Automobilia, 30 West Drive. Tel.: Brighton 690000. (37935
PANELBEATING & PAINTWORK to the highest standards, many concours successes for our clients, all work undertaken from accident damage to total rebuild. Tel.: Alan Holdaway on Chertsey 87671. Southern Classics Ltd., Chertsey Mead Garage, Bridge Road, Chertsey, Surrey. (38212
OVER 50 books, covering racing and touring scene from beginning to 60s, examples: Power and Glory & W. Court: Motor Year Book — 1951-55; The GP Car, Vol. 2 — L. Pomeroy, Ecurie Ecosse — O. Murray. All books in perfect condition, most of them are very rare, list can be obtained, offers min. £100. Roovers Paul, 92 Volharding Str. 2020 Antwerp Belgium. (38093
BOUND MOTOR SPORT. Individual volumes from 1947s, 100s copies from 1973, wants and SAE to Michael Smith, specialist in motor magazines, 14 Edgucan Close, Rugby CU22 6LD. (39122
CAR BOOKS, magazines, sales literature, etc., something for everybody? 84 page lists. £2.00 (overseas £5 bills). Motormania (East Sussex) Ltd., 76 London Road, St. Leonards-on-Sea TN37 6AS. Tel.: 0424 422579. (39123
HIGHEST QUALITY pre-war rare items for disposal. Superb original Rolls-Royce mascots, Ghost, Phantom 1, 2, 3, 20 HP, 20/25 HP, kneeler. Fine badges include 130 MPH Brooklands, Aeroclub, BARC, JCC, National Motorists, all RAC & AA types. Beautifully restored pairs of headlamps, spotlamps, etc include R100, P100S, P100R, P100L, P80S, OK596, FT37, FT58/2, 236, PLG40, sidelamps 1130, 1170, P400. Horns: Boa Constrictor, Long & Short trumpet 'windtone', NewAlto, 'Owleye' tail lamps and Marchal, Zeiss, Grebel lamps, etc. Prompt shipping happily arranged. Mickey Wraight, 9 Coniston Crescent, Weymouth, Dorset. Tel.: 03057 70463 (6-7 p.m.). (39453
121 TYRES, 15"/18". Some others. 37 tubes 15" / 20". Few wheels. £1,250 or sell individually. Tel.: 061-928 2944 or S.A.E. David Ellnor, "Hillcrest", Woodville Road, Altrincham, Cheshire. (39033
MOTORING LITERATURE sold, bought, exchanged. Thousands magazines including Vol. 1. "Practical Classics" index, binder, £20. Tel.: 061-928 2944 or S.A.E. David Ellnor, "Hillcrest", Woodville Road, Altrincham, Cheshire. (39033
MOTOR SPORTS. March 1954 to February 1982 — 28 years unbroken run. £100. Tel.: Chester (0244) 672985. (39196
BENTLEY BODY MkVI, four doors and two front wings in excellent shape, part of abandoned restoration project. Tel.: 01-283 3100 ext. 5076 (Mr. Mackinnon) work, 01-785 9897 home. (39431

MISCELLANEOUS – continued

MOTORING VIDEO. The world's largest selection for rental or purchase. Free twenty page catalogue including all the latest motorsport titles. RAL, 17/18 Great Pultenay Street, London W1R 3DG. Tel.: 01-437 4173. (38281
LATHES. Selection of used single and 3-phase centre lathes in stock. Tel.: Bagshot 71014. (38209
BUGATTI CHRISTMAS present? Mint copy of scarce book ("Bugatti — Study of Work and Art") Available as gift suggestion from Eoin Young's Rare Motoring Books. Elegant 90-page stiffback art book with slipcase. Author Hallums compares Bugatti's excellence in automobile engineering with other aspects of fine design. Rare photographs, design drawings, overlays. £30 including postage. Motormedia, Box 3, East Horsley, Surrey, UK. (38596
MOTOR SPORT. 53 issues, 1961-1972. Offers. Tel.: 01-850 8263. (40009
MOTOR SPORT. Back numbers, good condition, 1964-1982, most years complete. Offers. Tel.: Ticehurst 200454. (40020
FOR THE discerning connoisseur. Unique solid bronze inkwell stand depicting driver and co-driver in Edwardian racing car, superbly finished with great attention to smallest detail, limited number only £565. Further details and photograph on request. 45 Avondale Road, Fleet, Hampshire. (39771
BRASS / CARPET covered vintage foot warmer, v.g.c., £75. Sunbeam Talbot manual, various other books. Tel.: Parkstone 732493. (39780
ORIGINAL 16mm sound colour film of 1950 Silverstone Grand Prix d'Europe, professionally taken, perfect condition, 500ft. Offers please. Tel.: Reigate 48202. (39603
SURPLUS VIBAK and canvas panels from £1.50. Also wing piping and turnbuckles. Tel.: Rugby 811084. (39789
MAGNETOS LUCAS 4-cyl. vertical anti-clock both 4-cyl. clockwise both new, marelli 4-cyl clockwise, Lucas BJ4 clockwise, good condition. Offers. Crown wheel / pinions, new, Vauxhall 12/6 14/6 1933 / 39, Austin 8 h.p., 1946 / 48, Standards 10 h.p., 1937 / 46 9 h.p., 1934 / 1935, 10 h.p. 1934 / 36, £20 each. Tel.: 0203 503627 after 5 p.m. (39612
MOTOR SPORT. 1955-1982 complete, 15 volumes bound, good condition, buyer collect. Offers. Tel.: Wigan 831568. (39606
MOTOR SPORT. 141 copies, 1953 to 1966, collect. £25. Tel.: Uxbridge 53452. (39607
WANTED: 1,100 c.c. o.h.v. engine for 1935 Fiat 508 'S' Balilla plus anything else. For sale: Alfa 1750 engine and 5-speed box, complete, good. Early MGB back axle. Ford 8 engine. Tel.: 0704 892996. Burscough, Lancs. (39692
MOTOR SPORT magazines, 1950-1970, interesting reading. £125. Tel.: Farnborough 59040 (Kent). (39707
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). (39490
BRIGHT PLATED HT bolts (B.S.F. or U.N.F.) in assorted packs. S.A.E. for leaflet, W. G. Platts, Schoolroom, Thrumpton, Nottingham. (39943

MISCELLANEOUS – continued

JAGUAR MKII front wing, rear wings, doors, screens, shockers, springs. Tel.: 0782 519736. (39939
BENTLEY GOLDEN Jubilee Book — published B.D.C. 1969, mint condition. £6.75 post free. Terry Wills, "Highways", Thornbury Road, Alveston, Bristol. (38278
NEW AND USED steam cleaners, pressure washers, bead blasters for private and commercial use from £100, lease / HP / export facilities. Business lease Guyson Galaxie bead blaster 56p a day, Gernie Fox 70S steam cleaner £1.24 a day, Guyson EB75A mobile blasting pot £1.16 a day, no deposit, free delivery, nationwide service. D.C.S.C. Ltd. Tel.: Bristol 738389. (39937
VINTAGE BENTLEY front brake drum and hub, £50. MG (J2) crankshaft, original and virtually new, £85, 'M' block, head, bellhousing, nosepiece and oil pump, £65. 5.50 x 18" tyre V.G., £16. 500 x 19", new, £22. Original "John Bull" advertisement (circa 1920) 5' x 1' 6", £50. PR Brolt headlights, £48. Box of early "Practical Motorist" magazines 1930's (approx. 90), £25. Tel.: Newick (082572) 2359. (39942

EXCHANGE

TR6. 1970. Nice condition, recent extensive body rebuild. Value £1,600. Exchange older / more economic sports or any vintage / PVT. Cash either way. Ray Edge. Tel.: East Kirkby (Lincs.) 327. (40559

EVENTS

LONDON SPRING AUTOJUMBLE. 8.5.83, Westminster. SAE:- PGG Ltd., 2nd Floor, 73 New Bond Street, London W1Y 9DB. (40033
OTTERSHAW AUTOJUMBLE, Sunday, January 2nd. 9.00-4.00. Stalls £15. Refreshments. Church Farm, Guildford Road, Ottershaw, Surrey. Enquiries Tel: Ottershaw 4108. (40558
GRAND AUTO JUMBLE. On Saturday 11th December, 1982, at the covered in market, Byram Street, Huddersfield. 132 stalls, 9ft. x 4ft. A magnificent sale of car and motorcycle parts, relics, books, magazines, prints, old transport, body panels, tyres, lamps, mascots, tools, gaskets, radiators, thousands of bargains, the list is endless . . . Public admitted 9.30am till 5 pm. Refreshments. To avoid disappointment early booking for stalls is advised. For further details Tel: Huddersfield 0484 31894. (40337
3rd ANTIQUES BAZAAR & Autojumble Harrow Leisure Centre, Christchurch Ave., Harrow, Middx. Christmas Bank Holiday, Monday Dec. 27th. 400+ antique stalls, 100+ autojumble stalls in separate halls. Doors open 11 a.m.-6 p.m. adm. 50p. Stall enq. Reynolds, Tel: Waltham Cross (97) 22786. (40344
LONDON STOCKWELL Toy & Model Collectors Fair. January 1st. 10.15 a.m. St. Michaels Church Hall. Stockwell Park Road, SW9. Dinky, Matchbox etc. Buy, sell, exchange. Tel: 01-733 9964. (40549

CLUBS

AC OWNERS. If you own an AC or are interested, why not join the club. Monthly magazine, meetings, sprint, 'concours', dinner dance, film shows, etc. Details from Membership Secretary, 4 Portsmouth Road, Camberley, Surrey GU15 1LA. (34446

MOTOR SPORT

READER'S BOUND VOLUMES

Your 12 monthly issues permanently bound together with a title page and index in a stiff cloth case with title and volume number gold lettered on the front and spine.
Price £10.00 (incl. UK p&p)
We can also offer to bind your 12 issues of MOTOR SPORT in two six month volumes making an easier to handle and stronger binding.
Price for the two volumes £15.00 (incl. UK p&p)
Please send cheque or PO with your copies.

SELF BINDER

Black P.V.C. binder with MOTOR SPORT embossed in gold on the spine.
To hold your 12 issues and keep them clean and tidy in one volume.
Price £3.50 (incl. p&p) *UK & overseas*
Black leatherette binder with MOTOR SPORT embossed in gold on the spine, and also holds 12 issues. Copies are held into the binder by means of removable metal rods.
Price £4.50 (incl. p&p) *UK & overseas*

BOOKS

HISTORY OF BROOKLANDS
by William Boddy
Price £17.20 (UK) (incl. p&p)
GEORGES ROESCH AND THE INVINCIBLE TALBOT
by Anthony Blight.
Price £10.20 (UK) (incl. p&p)
MOTOR SPORT BOOK OF DONINGTON
by William Boddy
Price £1.30 (UK) (incl. p&p)

Please make cheques payable to Motor Sport and send your remittance to:-

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

RARE CHRISTMAS GIFTS

First editions of rare old motoring books make original and exclusive Christmas presents and need not be madly expensive although if you are in a mood to be madly expensive, I can certainly accommodate you! A first edition of "Full Throttle" by Tim Birking published in 1932 is only £25. What about an autographed book? Or an original sales catalogue for his/her favourite old car? Or a Grand Prix poster? 1000s of potential gift ideas for the motoring connoisseur in our three current catalogues. Why not telephone to hasten the service in these pre-Xmas slow-down days? Free brochure describes catalogues and subscription for quarterly "Motoring Collectors' Review" edited by Charles Mortimer.
**1983 Rare Motoring Book Catalogue published soon. £3 for UK ($7 in bills overseas airmail).

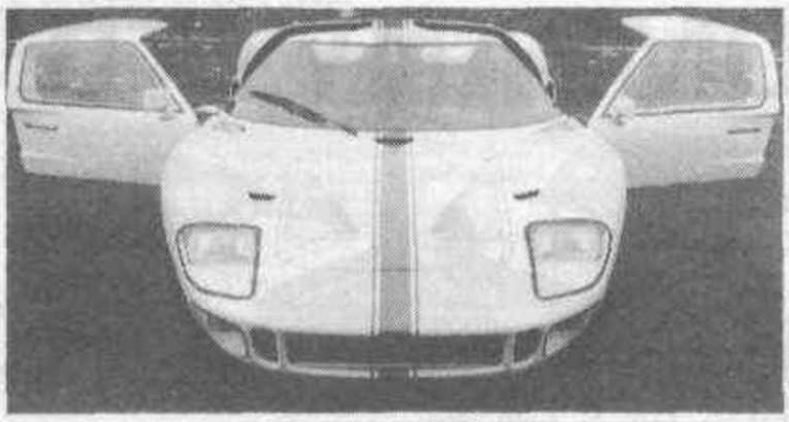
SUPER SNOOPER BE SAFE NOT SORRY!!



EFFECTIVE, but not licensed for UK use.

SNOOPERS KEEP YOU ALERT & SAVE POINTS
They are technically CAR RADIOS and if used as instructed are quite legal. 12 or 24 volt UK or Continental models, tuned and tested prior to despatch by RADAR BOFFIN.
Prices from £70 to £179. For full legal and technical details, contact:- Stan Bennett G3HSC.

AUDAX INTERNATIONAL MARKETING,
(Box 10) 45 Green Lane, Purley, Surrey, CR2 3PQ.
Phone any time 01-660 2896.



GT40 Mk.V

3,000 miles from new, red with black interior. Ford 302 engine with Gurney Weslake heads and single 4V Holley. This car has a removable top, making it a very exciting 170 mph road car. Offers in excess of £40,000.
Also available: A brand new GT40 Mk.V with white exterior paint (as photo). Without engine if required. £39,750.

Office: 01-759 9708. Home: Byfleet 42518

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 3 months to 1 year.
Underwritten by a leading British Insurer.

Happy Christmas from the Directors and Staff of

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

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).



T-Reg 911 S.C. Porsche Sportomatic. Metallic blue pinstripe interior, e/s/r, full Main Agent service history. **£10,950**

Please enquire regarding vehicles not advertised as we are constantly changing stock



S-REG MASERATI MERAK SS. But sold with personalised number plate, finished in chrome yellow, velour interior, 35,000 miles, beautiful specimen. **£7,450**

LOTUS ESPRIT 1979. Sold with personalised number plate, metallic gold, special velour interior, 30,000 miles. **£7,950**

LOTUS ELITE 1982 Y-Reg. One of two cars stored for three years by Lotus Cars to be kept for posterity, having covered 3,000 miles, as brand new. **£11,450**

LOTUS ECLAT T-Reg. Black with matching marcasite interior, new tyres and exhaust, new gearbox, regularly serviced. **£5,750**

LOTUS ECLAT 523 1979. Black oatmeal leather interior, 32,000 miles, lady owner, air cond., power steering. **£6,450**

LOTUS ELITE 504. Lagoon blue with marcasite interior, automatic, p.a.s. **£4,450**

PORSCHE 924 LUX 1979. One owner, full service history, metallic silver, twin remote mirrors, mint condition. **£6,750**

TR6 1975. Mimosa yellow, genuine 39,000 miles, a beautiful completely rust free example. **£3,250**

DAIMLER COUPE 4.2 S-Reg. Signal red, biscuit leather interior, chrome wheels, whitewalls and chrome body mouldings. A beautiful car in outstanding condition. **£3,995**

SCIMITAR GTE 1977. Manual, pale blue with contrasting darker blue interior, alloy wheels, p.a.s., very attractive. **£3,450**

JENSEN INTERCEPTOR Mk III. Black coachwork / white leather interior, air conditioning, outstanding condition. **£3,995**

FERRARI 308GT4 R-Reg. Red with biscuit interior, 36,000 miles, new tyres, superb condition. **£6,995**

FERRARI 246 GTS. Metallic silver, black leather interior, 36,000 miles, service history, detachable hard top. **£9,950**

XJS S-Reg. Signal red, biscuit interior, alloy wheels and whitewall tyres, full service history. **£5,450**

XJS 1976. White with red leather interior, brand new set of tyres, immaculate. **£3,995**

MGB ROADSTER, W-Reg. Red with black interior, lady owner, 16,000 miles, mint condition. **£4,250**

MGBGT S-Reg. Full Main Agent service history, Tahiti blue, radio / cassette. .. **£2,995**

FIAT X1/9 LIDO T-Reg. Black coachwork, white suede interior, special edition model. **£2,995**

DATSUN 280ZX X-Reg. Manual, p.a.s., silver with blue velour interior, one owner, 9,000 miles, mint. **£6,995**

LOTUS ESPRIT S3 1982. White, black leather interior, one owner, full service history. **£11,950**

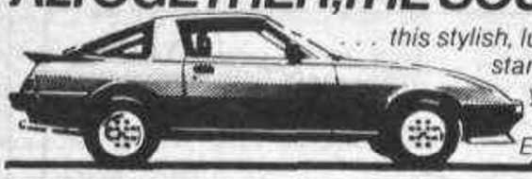
LOTUS ELAN 2+2 1974. Yellow, oatmeal interior, mag alloy wheels, electric windows, very good example. **£3,450**

WE CURRENTLY REQUIRE 4 Fiat X1/9s 77/80; 3 GTEs Auto or Manual; 3 Lotus Esprits 77/80; 3 TR7s 77/79.

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



mazda main dealers

ELFORDS ENGINEERING LIMITED

PORSCHE

FOR NEW & USED

Consult The Official Sales Centre for Yorkshire & N. Humberside

JCT600 Apperley Lane, Yeadon, Leeds LS19 7BZ. Tel: (0532) 502231.

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

HIGH PERFORMANCE

LOW PROFILE TYRES

Pirelli P7's — the lowest prices

supplied at enormous discounts

HAMPSTEAD TYRES LTD

31-35 Fortune Green Road, London NW6

Tel: 01-435 8988/4992

MORGAN AGENTS

ALLON WHITE & SON (CRANFIELD) LTD.

Cranfield, Beds.

Phone: Bedford 750205

SALES SERVICE SPARES by Morgan enthusiasts

Used Morgans purchased and supplied

LENHAM MOTOR COMPANY LTD.









These are just some of the great range of Lenham hard tops. The TR7 top is available colour moulded black with HRW, opening side windows, cloth headlining etc at £330 + VAT = £379.50. The MGB in black leathergrain is £220 + VAT = £253. The Midget is Black leathergrain at £210 + VAT = £241.50 and the Spitfire Easyfit in leathergrain is £210 + VAT = £241.50. Many other hard and soft tops are available for JAGUAR, LOTUS ELAN, JENSEN-HEALEY and even a Targa type for the ALFA ROMEO and we offer a while-you-wait fitting service six days a week.

Lenham Motor Co. Ltd., 47 West St., Harrietsham, Kent. 0622 859570

Does GTB stand for GIVE THOUSANDS TO BROKERS?



Not necessarily.
We have very special arrangements to suit all circumstances and all kinds of cars.
Call us now on 01-733 1114/5102 or post the coupon to:

Taylor Price & Co., 5 Bloomsbury Place, London WC1A 2QA.

TAYLOR PRICE & CO

CONFIDENTIAL

Mr/Mrs/Miss ..... Age .... Occupation .....

Address .....

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 ☐

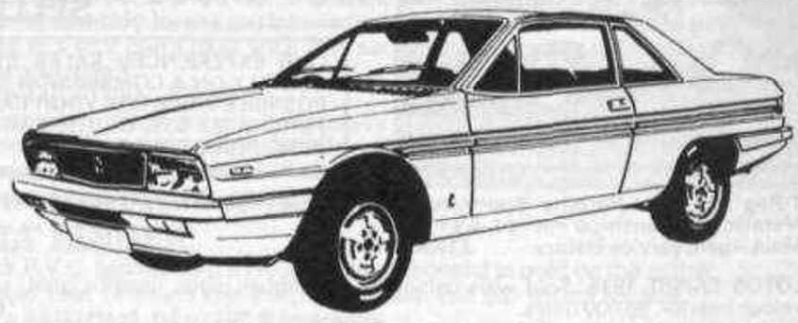
The car will be: garaged ☐ off the road ☐ on the road ☐

Use is: Social, domestic & pleasure only ☐ and commuting ☐ and business ☐

PLEASE ENCLOSE FULL DETAILS OF ANY ACCIDENTS OR CONVICTIONS

POLARIS

ALFA ROMEO · LANCIA · MASERATI · DAIHATSU



1982 (X) Lancia Gamma GT Coupé. Met. gold, delivery mileage. **£7,450**

SPECIALIST USED CARS

1982	**(Y) Alfasud TiX.** Chocolate, s / roof, RM 1,000.	**£4,950**
1979	**(V) BMW 520 Auto.** Met. graphite, P.A.S., s / roof, stereo, RM 26,000.	**£5,750**
1978	**(S) Daimler Sovereign 4.2.** Brown, RM 52,000.	**£3,995**
1981	**(W) Datsun 280 ZX Coupé.** Black, RM 15,000.	**£6,750**
1978	**(S) De Tomaso Deauville.** Auto, met. bronze, air cond., RM 46,000	**£6,850**
1981	**(W) Lancia Spyder 2000.** White, RM 13,000.	**£4,950**
1982	**(Y) Lancia Trevi 2000.** Met. beige, delivery mileage.	**£5,995**
1981	**(W) Lancia HPE 2000.** White, RM 13,000.	**£4,850**
1981	**(W) Lancia Coupé 2000.** Green, RM 5,000, radio / tape.	**£3,995**
1970	**Mercedes Benz 280 SE 3.5 Coupé.** Gold, RM 85,000, history.	**£8,750**
1980	**(W) Porsche 924 Turbo.** Silver, RM 32,000.	**£9,850**
1979	**(T) SAAB 900 Turbo.** 5-door, met. blue, RM 36,000.	**£4,995**
1978	**(S) Volvo 244 DL.** Auto, blue, s / roof, RM 35,000.	**£3,250**

HEADLEY ROAD GRAYSHOTT HINDHEAD TEL (042 873) 5363

ELMS ROAD ALDERSHOT TEL (0252) 312922

THE SQUARE PETWORTH TEL (0798) 43208

The Chequered Flag
SPECIALIST CAR CENTRE

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

VAUXHALL NEW CAVALIER SR. An eye-opening, fast and quiet hatchback. White / Gold, Recaro seats, super sounds etc. Blydenstein conversion. 1982 (X). **£5,185**

SALOONS. Selection of part-exchange bargains. Escorts, Minis, R5's, Datsun, Fiestas, Strada, etc. All at very reasonable prices. Sports cars welcome in Part Exchange.

MG MIDGET. Choice of 4 specially chosen 1979/80 models in Yellow, Blue, Red or Black. .... **From £2,885**

SCIMITAR GTE. Choice of 3. O/Drive or Auto models in Celtic Brown, Russet Red or Ivory Beige, various specs and extras. 1979/81. **From £5,685**

TVR TAIMAR. Attractive Yellow with Beige model band, vinyl roof & sunroof, alloys, radio / tape, etc. 'S' reg'd. **£4,485**

LOTUS ESPRIT S11. Super 1979 example in Silver with Black leather, radio / tape, alloys, elec tints and mirrors, etc. **£7,985**

TVR TASMIN CONVERTIBLE. White with Blue cloth and model bands, radio / tape, auto, elec. tints, alloy wheels, etc. New and unreg'd at a special price.

MGB GT. 3 Carefully-selected overdrive models in stock, various colours and specs of these popular cars. 1978/81. ..... **From £3,485**

MADISON. Crowd-pulling classic type sports car in White with Red cockpit, chrome wires, chrome sidewinder exhaust, VW 1600 unit, etc. 1982 unreg'd. **£6,485**

TRIUMPH TR7. Delivery mileage only. 1982(Y). Coupé without blemish in Nautilus Blue with Pale Blue band & matching trim, sunroof, 5-speeds, alloy-wheels. Cancelled order opportunity at. **£5,985**

FIAT X19 1500. Choice of 4 of these attractive cars. Metallic Blue, Red or Silver, all with 5-speeds, radio/tape, alloy wheels, 1980/81. **From £3,985**

TRIUMPH SPITFIRE 1500. We currently have a selection of 6 hand picked examples in various colours. 1979/81. ..... **From £2,985**

DATSUN 280 ZX. Superb in Red with Black cloth trim, 5-speeds, alloys spoilers, elec. tints, P.A.S., P.D.M., radio, elec aerial, etc. **£4,985**

LANCIA 2000 SPYDER. Superb example in Rossa Corsa with Black trim, 5-speeds, alloys, radio/tape etc. A one owner 1980 model with service history, showing low mileage. **£4,985**

TRIUMPH TR7. Probably the best value-for-money sports car on the road. Choice of several, 4/5-speeds, sunroof, etc. 1978/81. . **From £3,485**

VW GOLF GTI. Mint in Mars Red with Black & Red striped cloth; 5-speeds, A.T.S. alloy wheels, radio, etc. Nominal mileage by sole owner, 1982(X). **£5,985**

VW GOLF GLI CONVERTIBLES. Choice of 3 outstanding examples of these sought-after open four seaters, Copper, River Blue or Silver; all 5-speeds, injection units, alloys, etc. 1980 (V), 1981 (W) and 1982 (Y). ..... **From £5,785**

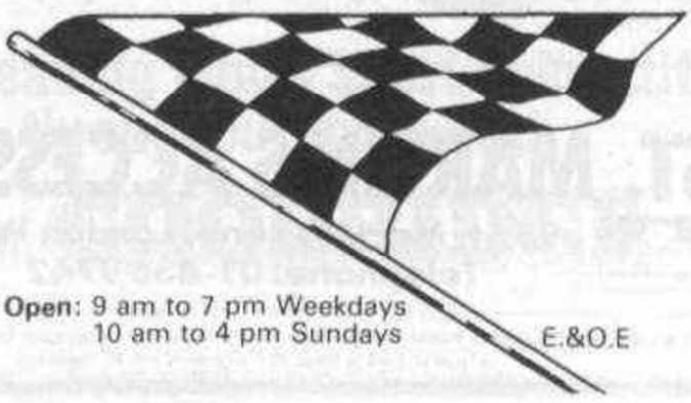
OPEL KADETT SR. Very purposeful in Black with Grey cloth, spoilers, alloys with P6s, steel sunroof, tints, PDM, radio / tape etc, 1982 model (X-Reg), one owner, low mileage. **£4,785**

TRIUMPH TR7 CONVERTIBLES. Choice of 5 unmarked one-owner examples, various colours and specs., all 5-speeds, mostly alloys, radio/tape, etc. 1980/81. **From £4,285**

MGB. Currently 4 specially handpicked Roadsters in stock all with overdrive, various colours and extras. 1978/81. ..... **From £2,985**

FORD RS2000. Custom example in Terracotta with Beige cloth, full spec inc. Chrome spoked wheels 1980 V. **£4,585**

LANCIA HF 2000 COUPE. Tickford version in White with Gold alloys, stripes and trim, steel sunroof, spoiler radio / tape, etc. 1981 (X). **£4,485**



Open: 9 am to 7 pm Weekdays
10 am to 4 pm Sundays

E.&O.E

ASTRA. Full range of 1982 (X) Ex-Demo, low mileage cars available, supplied and serviced by ourselves, a great opportunity from only **£4,185**

PORSCHE 911 SPORTS TARGA. Unmarked 1979 example in Grand Prix White fitted elec. tints, front and rear spoilers, Alloys with P7's, radio / tape, etc., moderate mileage with service records. **£12,985**

LANCIA HPE. 2 excellent earlier 2000 examples in Blue or Red, both 5-speeds, alloys, steel-sunroofs, radio etc. ..... **From £1,685**

LANCIA MONTE-CARLO. Current 1982 (X) version in Gold with Beige cloth, air cond., alloys, 5-speeds, elec. tints, nominal mileage, still under manufacturer's warranty. **£6,985**

OPEL ASCONA 1.6S. Superb 1981 (W) model of these reliable sporting-saloons; Red with Grey checked cloth, radio etc., service history shows low mileage. . **£3,485**

LANCIA DELTA 1500. Choice of 3, Blue, Silver or Brown, 5-speeds one auto, all alloys, radio / tape, coach-lines, etc., one with glass sunroof, etc., all one owner cars. 1980 (W) and 1982 (X & Y). **From £3,685**

BMW 323i CABRIOLET. Rare Baur convertible in Cyprus Green with matching cloth, very fully equipped, inc. Mahle alloys, with P6's, 4 speaker stereo, etc., cost over £15,000. Service history. 1981 (W). **£10,485**

RENAULT ALPINE A310. Superb and very fast V6 5-speed coupe in Red with Grey cloth, fitted alloys, air cond., elec. tints, radio / tape, etc. 1981 (V). **£9,385**

LANCIA MONTE CARLO SPYDER. Light Blue with Red trim, 5-speeds, alloys, radio / tape 1978 (S) elec. tints. etc. **£3,985**

LANCIA HPE 2000 IE. Current version of the good-looking high-performance estate. Silver with Blue / cloth; steel-sunroof, 5-speeds, alloys, P6's, elec. tints, P.A.S., fuel-injection, low mileage, by sole owner 1982 (X). **£7,485**

BMW 323i. A one-owner 1981 (X) sports saloon in Black with Grey cloth trim, 5-speeds, Alpina alloys, tints and mirrors, Service history confirms low mileage. **£7,985**

ALFA ROMEO GTV. Attractive 2000 Coupé in Red with Grey cloth. 5-speeds, radio / tape, etc. 1979. **£2,985**

PORSCHE 924 LUX. Choice of 2 superb 1981 (W) Examples, Anthracite (Auto) or Meteor (5-speeds) both steel sunroof, alloys, radio / tape, elec. tints, etc. **£9,485**

LOTUS ECLAT. Mint 2.2 Coupé in Silver-Green with Black leather, 5-speeds, P.A.S., air cond., alloys, elec. tints, etc., low-mileage, by sole-owner, service history 1982 (X). **£10,985**

JAGUAR XJS. Superb Coupe in Sebring Red with Biscuit leather and all refinements, another one-owner, low mileage car with service history 1980 (W). **£11,485**

PORSCHE 924 LUX. Choice of 4 hand-picked 1979/80 models, Guards or Indianna Red, Bermuda or Petrol Blue, 5-speeds or Auto, alloys, radio / tape, sunroof, etc. **From £6,785**

VAUXHALL | GM | OPEL

Your Friendly General Motors Dealers:—

Chiswick High Road London W4 01-995 0022

Sports Cars at 548-560 High Road, W4.
General Motors, 512-518 High Road, W4. 01-995 4632.
Lancia Solus Dealers at 610-624 High Road, W4. 01-995 4633.
Vauxhall/Opel Parts & Service 01-995 8941-3.
Lancia Parts & Service 01-995 0102-4.
TVR & Scimitar Parts & Service 01-994 7871-2.

LANCIA



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



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. £129. O.H. Cams. £215. V4's £239. V6's. £275.
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	£234	£289	—
ALL X FLOWS	£257	£327	£365
ALL O.H. CAMS	£323	£414	£531
ALL V4's	£343	£415	£544
ALL V6's	£404	£480	£652

We also do Big Ones for Small.
1500 for 1200 £167
2000 for 1700 V4 £274
3000 for 2.5 £316
TRIUMPG STAG V6 CONVERSIONS FROM £1,466

Tuned 2.3-2.8 V6's and all Fiesta's Prices on application.
Tuned engines include: Gas Flowed Heads, Larger Valves, Modified Cams and Carbs, Cross Drilled Cranks, Balanced and Overbored etc.
Machining: Exchange Heads from £26. Exchange Crankshafts. 3-hour Reboring Service by appointment

Try our Tuned Cars: FIESTA 1.6+, CAPRIS 2.8+, AC+,
One day fitting VAT included



TVR 3000M S-Reg

Immac. cond., mtd. regardless of cost, Met. maroon with black model band, alloys, ttd., sun roof
£4,250 o.n.o.
061-439 4791

Dodwells

1981 Renault Fuego TS Coupé. Met. beige, radio, 15,150 miles. **£4,495**

1982 TR7 FHC. Met. burgundy, sunroof, alloys, radio, 1,600 miles, Supercover. **£6,250**

1980 MGB GT. Black, tints, o/d, radio, 10,300 miles. **£4,995**

1978 Fiat X1/9 Lido. Met. black / cream suede seats, radio / cass., 11,150 miles, must be seen to appreciate. **£3,995**

1981 Ford Capri 2.0S. Black, black/white check cloth, radio cassette. **£4,295**

WATLING STREET, HINCKLEY, LEICS.
TEL.: (0455) 637098

INSURANCE

Phone The Best For A Quote

01-985 1153

Lowest Rates for M.G.Porscheand all Sports Cars etc.
Extra Discounts for Mature Drivers
Reduced Premiums for Foreign Cars.
Realistic Quotes for All Cars.
Phone or complete the form below and post to:

Confidential
NIB (Insurance Services) 66 Lower Clapton Rd, London E5.

CONFIDENTIAL

Mr Mrs Miss..... Age.....
Address.....
Occupation..... Full Prov licence..... yrs
Make and model.....
Year..... cc..... value £..... No claims bonus..... yrs.
Please tick as appropriate:
Comprehensive ☐
Owner only driver ☐
The car will be: Garaged ☐
The car will be for social and domestic pleasure only ☐ and commuting ☐ and business ☐
Third Party Fire & Theft ☐ and spouse ☐
Off the road ☐
Third Party Only ☐
Any driver ☐
On the road ☐

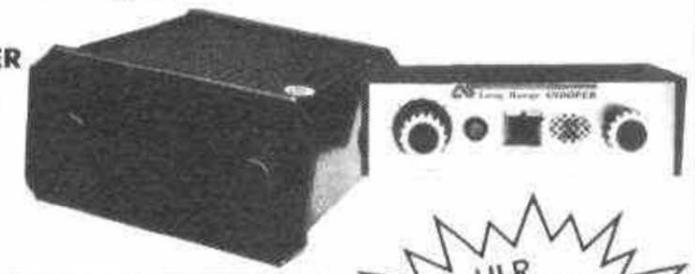
Please enclose full details of any accidents or convictions

Access **Barclaycard**

SUPERSNOOPERS

Effective warning systems to aid drivers awareness.

HLR SNOOPER
ONLY £179.50



HLR SNOOPER BEHIND GRILL MOUNTING



SLR SNOOPER
ONLY £164.50

The HLR and SLR long radar detecting units attaches discreetly to your car instrument panel, dash or windscreen.
The positive audible and visual aspect of the systems provide early warning of all types of radar systems in your path.
Visit our showrooms in St. Martin's Lane or write and mail order your snooper NOW.

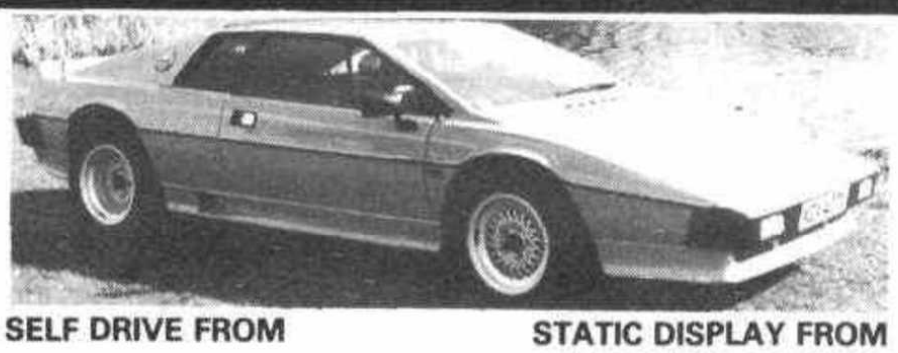
ST. MARTIN'S ACCESSORIES

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

BARCLAYCARD VISA

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.

LOTUS ESPRIT TURBO HIRE



YES, WE RENT THEM!!

To hire one of these superb cars you need some suitable experience for insurance, and a few bob! We take American Express, and will deliver and collect from Heathrow, Gatwick, Luton and Manchester.

LOTUS I: Full leather trim, air conditioning, radio telephone, quadrophonic cassette / radio.
LOTUS II: JPS Livery, champagne leather trim, air conditioning, radio telephone, quadrophonic cassette / radio, sunroof.
LOTUS III: LOTUS ELITE, Actual Motor Show car. Full leather trim, air cond., quad cassette / radio, Riviera roof.

SELF DRIVE FROM £80 PER DAY

STATIC DISPLAY FROM £50 PER DAY

LONG HIRES — CHEAPER RATES

BETTACAR (HODDESDON) LTD
21 HIGH STREET, HODDESDON, HERTS
TEL: (09924) 69619

INTRODUCING
THE ULTIMATE MOTORISED CHILDRENS LEISURE VEHICLES



SUITABLE FOR ALL TERRAIN — Buggies & JEEP — LENGTH 66" WIDTH 41"

Also available
* Sizzler Fun Karts • Mini Bikes Racing Cars • Rango Rovers *

• TWO SEATER • SUSPENSION • ROLL BARS
• 2 PEDAL OPERATION
• DRUM BRAKE AND ACCELERATOR
• 4 STROKE PETROL ENGINE • SEAT BELTS
• STRONG GLASS FIBRE BODY •
• FULLY AUTOMATIC •

SISLEY KARTING LTD.
Tower Industrial Estate, London Road, Wrotham Hill, Sevenoaks, Kent, TN15 7NS.
Telephone: Fairseat (0732) 823848 (2 lines)
Telex: 957331 SISLEY G

Selected Cars
DECEMBER SALE!!

DAIMLER 4.2 COUPÉ. Reg. No. 1 DYV, reduced to **£4,750** (or less without number)
78 BMW 528i. One owner, auto., electric roof, windows, immac., reduced to **£3,995**
81 RENAULT FUEGO. One owner, reduced to **£3,750.**
67 MGB GT. Wire wheels, reduced to **£795.**

SELECTED CARS
36 PANORAMA ROAD,
SANDBANKS, POOLE,
DORSET
0202-709407

PERFORMANCE PLUS

An additional 10-12 bhp power delivery can be **economically** achieved by installing the BLYDENSTEIN 'A' pack conversion kit - fitted by us or yourselves the 'A' kit consists of a Stage 2 cylinder head, fuel regulator, high pressure braided hose connectors, gasket set plus Blydenstein windscreen sunstrip and decal
Available for Astra, Kadett, Cavalier Models 1300cc (8-10 bhp) and 1600cc (10-12 bhp)
Write or telephone for free detailed information

BLYDENSTEIN
BLYDENSTEIN RACING LIMITED
Station Works, Shepreth
Royston Herts SG8 6PZ
Tel 0763 60051

GOODRIDGE

A Merry Christmas and successful 1983 season to our customers....



....the leading motor sport competitors throughout the world.

from GOODRIDGE

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



HAPPY CHRISTMAS FROM THE DIRECTORS & STAFF OF

HYPERFORMANCE INSURANCE

01-363 4966 01-366 7447 01-367 0878

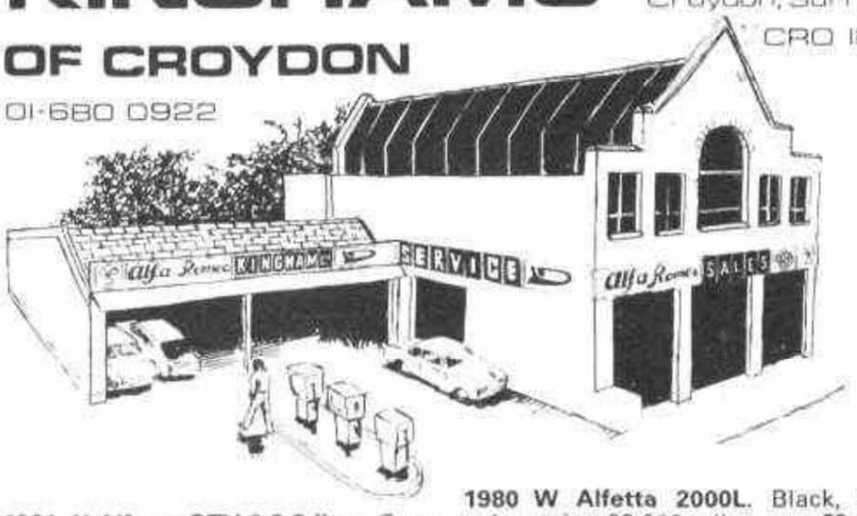
BELLEVUE INSURANCE BROKERS LIMITED
66, SILVER STREET, ENFIELD, MIDDX.

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 ..... ye
Age of youngest driver ..... State vehicle owner .....
Details of all accidents and convictions should be enclosed
including those of additional drivers.

KINGHAMS OF CROYDON

39/41, South End, Croydon, Surrey, CR0 1BE

01-680 0922



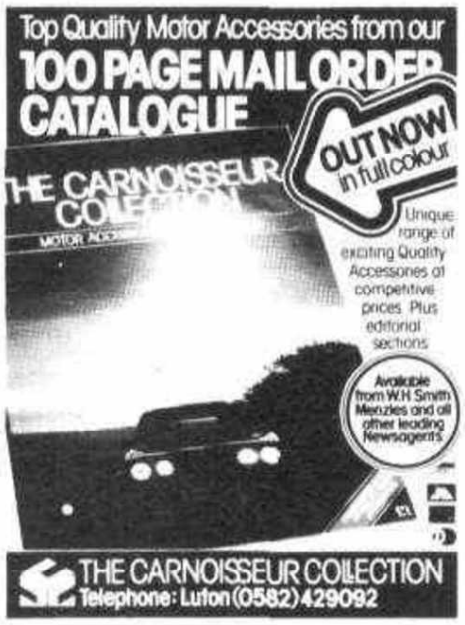
1981 X Alfetta GTV 6 2.5-litre. Gun-metal grey met. with biscuit cloth int., 2,000 miles from new. **£8,250**
1982 X Alfetta GTV 2000. White, factory sunroof, 1,200 miles. **£6,895**
1982 X Alfasud Ti 1500. Ivory, beige cloth trim, radio / cassette, 5,000 miles. **£4,695**
1980 V Sprint Veloce 1.5. Red, with camel int. trim, 15,000 miles. **£4,295**
1981 W Alfa Sud Ti. Dark chocolate brown, tan trim, 8,000 miles only. **£4,295**
1981 X-Reg. Fiat Mirafiori Sport. 2-litre, black, red velour, 11,000 miles only. **£3,995**
1980 V Audi 80 GLS. Automatic, Inari silver, 28,000 miles, full history. **£3,895**
1980 W Alfetta 2000L. Black, tan velour trim, 28,000 miles. **£3,695**
1980 W Alfa Sud Super 1.3. Red / grey cloth trim, 12,000 miles from new. **£3,145**
1980 W Alfa Sud Ti 1.5. Black / tan, only 17,000 miles, radio. **£3,195**
1979 V Alfa Sud Super 1.3. Alfa red / grey velour trim, 19,900 m. **£2,795**
1978 T Alfa Sud Ti 1.5. Silver / black cloth trim, 34,000 m. radio. **£2,195**
1978 T Alfa Sud Super 1.3. Blue / silver cloth trim, sunroof, only 29,000 miles. **£2,095**

COLLECTORS CORNER
1970 Bristol 411. Fern green, auto, p.a.s., service history. **£4,250**
1969 Chevrolet Corvette Stingray 427. Immaculate cond. **£4,995**

FOR NEW ALFA ROMEO AND DAIHATSU VEHICLES
Please ring for a competitive lease or H.P. quote
(12 month Alfa cover guarantee on all used cars)

Thinking of buying a new Alfa, borrow our Ti 1500 or Giulietta 1.6 for the day first!

DAIHATSU



MOTORCHASE

PORSCHE 911 CARRERA 3 SPORT. Finished in Black, S-Reg, factory air conditioning, radio / cassette, service history and bills, exceptional condition. **£9,950**
PORSCHE 911S TARGA. Finished in metallic silver with 'black look', bought new in America in 1974, hence Y-Reg., cherished by one owner from new, and in superb cond., 58,000 miles, L.H.D. **£7,950**
LOTUS ECLAT 523. Finished in Black over Silver factory air conditioning, p.a.s., radio cassette, one owner, 9,000 miles, the condition of this car is as new. 1978. **£6,950**

Telephone: Cobham, Surrey (09326) 7704

Lotus

DEVON AND CORNWALL SALES, SERVICE, PARTS

A BUSINESS RUN BY ENTHUSIASTS FOR ENTHUSIASTS

NEW! ECLAT EXCEL EARLY DELIVERY CHOICE OF COLOUR

MAIN DEALER

A SELECTION OF EXCELLENT USED LOTUS AND PERFORMANCE CARS. STOCK CONSTANTLY CHANGING

Moorland Garages Ltd.
Station Road
Totnes, Devon
(0803) 862404

01-521 5191

01-521 5191

01-521 5191

★ For immediate quotation
★ Many occupation discounts
★ Special young driver rates
★ Low rates for drivers over 50

MOTOR INSURANCE

★ 65% No Claim Bonus
★ 50% Introductory Discount
★ 30% Restricted Driver Discount
PLUS
★ Instalments ★

GOLDCREST INSURANCE SERVICES LTD.
629 Lea Bridge Road
E10

01-521 5191

01-521 5191

VEGANTUNE

LOTUS
RESTORATION
REMANUFACTURE



ANNOUNCING THE VEGANTUNE EVANTE:

A true sports convertible from the discerning motoring enthusiast. A car with the performance of a Porsche, handling of a Lotus and the economy of a Mini.

Included in the specification are:
150bhp Vegantune VTA G3 engine, 5-speed ZF gearbox, backbone space frame chassis, fully independent suspension, constant velocity drive shafts, alloy wheels, dual circuit brakes. Interior and exterior can be styled to individual taste.

Commission accepted from September 1st, 1982.

LOTUS CARS:

From small service to full restoration, wide range of modifications and performance conversions available, including body, engine, chassis, transmission and trim. ZF gearbox conversion. Vegantune C.V. drive conversion. The ultimate Elan, a Lotus Elan remanufactured and modified to full Turbo specification.

THE VTA ENGINE

Logical development of the Lotus Twin Cam

VTA is the Lotus replacement. The Twin Cam for the 90's

This engine is designed to produce high power (130bhp in standard form) and has had the basic problems inherent in the original product designed out of it. This Vegantune produced engine is belt drive to the camshafts using the same hemispherical combustion chamber as the original. The inlet manifold is cast separate to the head, enabling either downdraught or side-draught carburettors to be used. Additional cooling within the cylinder head and around the valve stems makes the engine particularly suitable for turbo charging.

Standard and modified units are available and all conversion kits for Lotus Twin Cams and Ford engines.

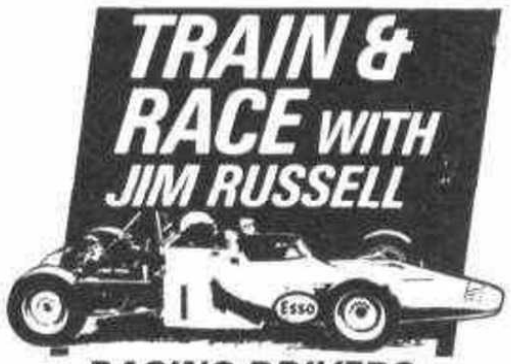
VTA TURBO:

Engines and kits are available, boosting power to almost 200bhp in standard form.

LOTUS TWIN CAM and 2-2.2-litre engines remanufactured

Standard and modified units, short motors and cylinder heads, performance kits and components, manufactured and built to the highest standards, dynomometer tested and run in. Full machining services. HP now available.

CRADGE BANK, SPALDING, LINCS. TEL.: SPALDING 4846/7



RACING DRIVERS SCHOOL

Silverstone Circuit, Northants, NN12 8TL. Tel: Silverstone 857572
Send now for full details and free colour brochure

Jim Russell
USES AND RECOMMENDS
Esso

QUEENSBERRY ROAD GARAGE

SCIMITAR
SALES, SPARES & REPAIRS
JENSEN

NEW SCIMITAR GTE 2.8. Silver, PAS, elec windows, tints.	List
1967 SCIMITAR COUPE. Rolls Royce Red	P.O.A.
1967 SCIMITAR COUPE. Beige, man o/d.	£1,595
1967 SCIMITAR COUPE. Mulberry, man o/d.	£1,795
1975 DAIMLER 4.2. Immaculate.	£2,195
1975 DAIMLER DOUBLE SIX. Immaculate.	£2,695
1972 (73 mdl) JENSEN INTERCEPTOR III.	£3,995
1937 BENTLEY 4¼. All ally, Rippon body.	£8,495
1973 TRIUMPH GT6. Manual o/d, ex cond.	£1,995
1978 SAAB 99 Turbo.	£3,695
1932 LANCHESTER SPORTS 10.	£5,495
1937 BENTLEY. 4¼-litre.	£8,495

KETTERING, NORTHANTS
Tel: (0536) 513351

Modena for Ferrari

1980 512 BB. Blue / Magnolia, 37,000 miles	£18,750
1979 308 GTS. Red / Black, 15,000 miles	£16,450
1973 246 GTS. Yellow / Black, 56,000 miles	£13,450
1973 246 GTS. Gold / Beige, 26,000 miles	£11,450
1975 365 BB Spyder. Red / Magnolia, 30,000 miles	P.O.A.
1970 365 GTC. Red / Magnolia, 37,000 miles	P.O.A.
1966 275 GTB. Red / Black	£18,950

We also have a selection of 308 GT4's, 400i's and Daytona's in stock.

OFFICIAL Ferrari DEALER

MANY OTHERS AVAILABLE — ALL FERRARIS WANTED.



Modena
EAST HORSLEY, SURREY (04865) 4663

Harrogate Horseless Carriages

TVR DISTRIBUTOR FOR THE NORTH OF ENGLAND

MG SPECIALISTS

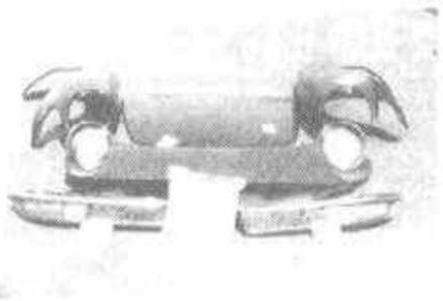
New TVR Tasmin S2. Italian red, latest spec.	List
1982Y TVR Tasmin S2. Crystal green, latest spec., 6000 miles	£11,950
1982 TVR Tasmin 2-Litre Coupé. White, 12,000 miles, many extras	£7,995
1981X TVR Tasmin 2.8 Convertible. Sapphire blue, 10,000 miles	£8,495
1979V TVR 3000S Convertible. Red, 34,000 miles, factory h/top	£5,995
1977 TVR 3000M. Brown, 43,000 miles, S/roof, vinyl roof	£3,995
1975P TVR 1600M. Met. blue, 52,000 miles, s/roof, radio	£3,250
1981 MGB GT. Pageant blue, 8,000 miles, radio/stereo	£5,495
1979V MGB GT. White, 23,000 miles, sunroof, radio	£3,995
1981 MGB Roadster. Black 15,000 miles, radio/stereo	£4,995
1979 MGB Roadster. Inca yellow, 22,000 miles, rustproofed	£3,695
1979 MGB Roadster. Pageant blue, 29,000 miles, Wolfrace wheels	£3,995
1979 MG Midget. Vermilion, 26,000 miles, radio	£2,695
1981 Triumph Spitfire. White, 13,000 miles, O/drive	£3,995
1972 Triumph TR6. Racing green, o/drive, h/top, fine example	£2,995
1979 Triumph Spitfire. Vermilion, 29,000 miles, h/top	£2,795
1980W Datson 280ZX 2+2. Red 24,000 miles, radio/stereo	£5,995
1981X Ford Escort XR3. Silver, 13,000 miles, sunroof, radio	£4,995
1981 VW Golf GTi. Mars red, 37,000 miles, sunroof, one owner	£4,695
1976 Mercedes 450SL. Met green, alloys, leather, l.h.d.	£7,500
1981X Austin Metro 1.3 HLS. Denim blue, 11,000 miles, radio	£3,895
1987T Daimler Sovereign 4.2 Auto. Juniper green, 38,000 miles	£4,995
1978 Daimler Double Six Coupé. Regal red, 29,000 miles	£4,995
1975 Daimler Sovereign 3.4 Auto. Gold, private Reg., cruise control	£2,495
1976 Alfa Spyder 2.0L. Ivory 48,000 miles, good example	£2,995
1965 Volvo 18000S. White (Saint model), 48,000 miles, Immac.	£2,495
1981 Ford Capri 1.6L. Titan blue, 10,000 miles, rear spoiler	£3,950

OPEN DAILY MONDAY-SATURDAY 8.30-6.00 p.m.
SUNDAY VIEWING 1.00-5.00 p.m.

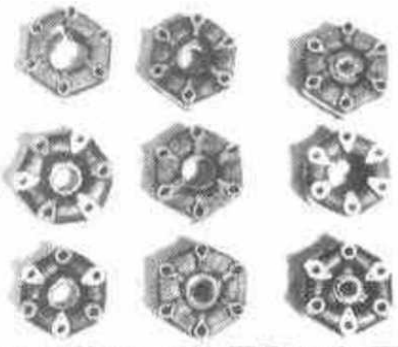
284/286 Skipton Road, Harrogate, N Yorks
Telephone: (0423) 521073 Sales; 61666 Service;
521748 Coachworks

Your ALFA ROMEO SPARES Questionnaire

(Have you tried the — TEST FOR THE BEST?)







Q. **Do you stock body panels?**
A. Yes but only for certain models, we tend to specialise in the 1750/2000 Spider (this photo shows a front end), and the older 1300/1600 GTJ's, the 1750 & 2000 GTV's. Although demand for the Alfetta GTV is increasing, so we are moving into that market, the same applies for Sud Sprint.
Q. **Can you order special body panels?**
A. Our well-known direct factory MILAN-WESTBURY import scheme enables us to provide the larger one-off or difficult items.



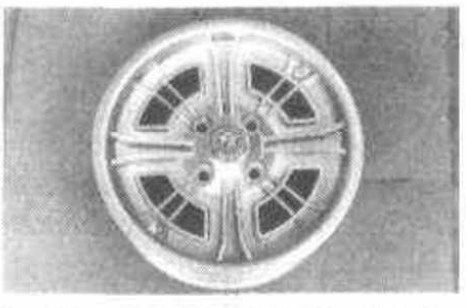
The days of paying silly prices for Alfa wheels are over! Here we see THE QUATRO, a superb wheel made by "RG" of Italy. Supplied in polished aluminium with tasteful gold or black edging. Looks superb on the Sud Sprint! Price only £30 + VAT. (Alfa centre caps included but not shown here).

Q. **Have you been around long?**
A. Yes, we were one of the first in the field. Our experience dates back to the days when Bristol Siddeley were England's Alfa parts concessionaire.
Q. **Are your prices really as legendary as one is led to believe?**
A. We always beg, implore, beseech — in fact we INSIST that new customers should TRY EVERYONE ELSE FIRST. We would never throw out that sort of challenge if we could not back it up. Our main aim has always been (and always will be) to ensure that everyone/anyone CAN AFFORD to enjoy Alfa motoring at its best.



Q. **Someone mentioned clutches being a speciality?**
A. Yes, for several years we have stocked a heavy duty Italian clutch, which, although no heavier on pedal pressure, gives much longer life. These are ideal for the Alfetta range, and the older 1600/1750/2000's. We will even fit one while you wait!
Q. **Sounds an expensive item?**
A. As we've said before, try everyone else first, then give us a ring and give yourself a pleasant surprise.

Q. **Alfetta propshaft couplings, why are they such a mystery?**
A. Not here! We carry the full range and they are not expensive either. There are numerous types and styles, in fact they make quite an interesting study. If you own an Alfetta we suggest you check your three rubber couplings for any signs of cracking or early breakage. While you are about it, check your gearbox mountings, we have those too!



For the older 1600/1750/2000 GTV and Spiders we have the Melber GIANT, another Italian wheel of high quality. Available in black or silver with red Alfa caps. Price £38 + VAT.

IF YOU OWN AN ALFA ROMEO AND ARE NOT YET BUYING SPARES FROM US, THEN YOU ARE UNDOUBTEDLY PAYING TOO MUCH MONEY FOR THEM. Ring, or write to: David Edginton or David Butcher, or call and see us.

E. B. SPARES (The Italian Connection)
2 Washington Road, West Wilts Trading Estate, Westbury, Wiltshire
Tel: Westbury 823856. Code 0373. Telex 444575.

THE COOL COLLECTION

THE FINEST SELECTION OF EXECUTIVE & SPORTS CARS IN THE MIDLANDS

ROLLS ROYCE SILVER SHADOW. Choice of several, 1967 to 1977, fitted all usual refinements, service history, personalised numbers, representing value from. **£6,999**

W REG LOTUS ESPRIT. Metallic silver, red leather interior, 5-speed manual, electric windows and door mirrors, tints, alloy wheels radio / cassette, one owner, 25,000 miles. **£8,999**

1980 LOTUS ELITE 503 2+2. 5-speed manual, PAS, air con., electric door mirrors and windows, tints, alloy wheels, radio / cassette, one owner. **£8,999**

1972 MERCEDES 350 SL. White, hard and soft tops, tints, honeycomb alloy wheels, personalised number, LEN 564 to stay with vehicle, looks and drives like much later vehicle. **£6,899**

TRIUMPH STAG. Choice of two, auto, PAS, h/t, s/t, electric tinted windows, alloy wheels, radio / cassette, 1 owner, warranted mileage. Both these vehicles can only described as two of the finest on offer. From. **£3,999**

URGENT CALL, CARS WANTED

ROLLS, MERCEDES, PORSCHE, LOTUS, JAGUAR, BMW & RANGE ROVER. TOP PRICES PAID, IMMEDIATE SETTLEMENT, BUYER WILL CALL

Many more to choose from including MGB's, Midgets, Golf GTi's & XR3's

A. TONKS & SONS LTD.,
50/52 High Street, Harbourne, Birmingham.
MAIN DEALER 021 427 3235 Mon-Fri 9.00 a.m. to 8.00 p.m. Sat. 9.00 a.m. to 6.00 p.m.
Cars always wanted, please telephone us.
MOTOR AGENTS ASSOCIATION MAA

SIZZEY

WANTED: Low mileage Peugeot, Matra Rancho, Fiat X1/9, Porsche, VW.
VERY RARE PININFARINA PEUGEOT 504 V6 TI. FHC, LH Drive, 5-speed, alloy wheels, TRX tyres, electric tinted windows, stereo, Ziebart, met. brown, '79 model, owned by us from new, mint condition. **£6,000.**
Geoffrey Sizzey (Automobiles) Ltd
Wisborough Green (0403) 700661

TVR 3000 M 1977

Metallic blue, beige band, warranted, 35,000 miles, 1 owner, tinted glass, vinyl roof, sunroof, radio, as new.

£4,195

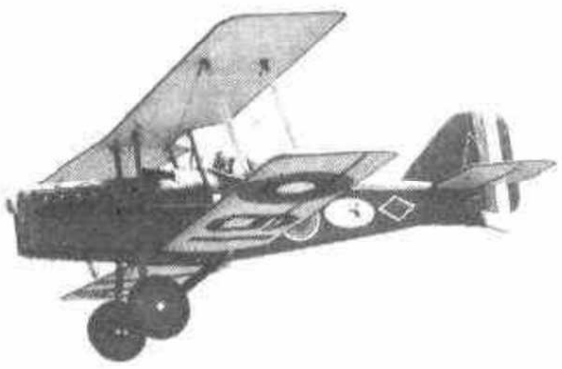
01-941 3235

EXPRESS SERVICE — Smooth Pressed NUMBER PLATES
VISA ACCESS CDD
PHONE 07483 64403 (WORKDAYS) 07483 68084 (EVENINGS)
WHITE-YELLOW REFLECTIVE PLATES WITH BLACK LETTERS (LEGAL ALL CARS)
OR
BLACK PLATES WITH MULTI LINE ENGRAVED SILVER LETTERS (LEGAL PRE 1973 ONLY)
FREE
YOUR NAME OR INSCRIPTION ON THE BOTTOM OF THE PLATES IF REQUIRED
PRICE PER PAIR £9.95 + £1 POSTAGE
SINGLE PLATE £5.85 + 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

PETROL INJECTION PROBLEMS?

LET US HELP
Bosch Jetronic distributors for parts and service. Also Lucas PI.

BROWNS
THE BEAVER CENTRE, FREEMANS COMMON
LEICESTER 555090



FIND OUT HOW TO GET FUN OUT OF FLYING

We are the organisation for homebuilders, restorers, group operators and all flyers who enjoy flying for its own sake.
We are the really active flying organisation representing thousands of pilots, who in turn help us to protect their right to fly their way. Join us today. Write or call,
PFA, Terminal Building, Shoreham Airport, Shoreham by Sea, Sussex.
0791761616

PFA

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 4RJ
Tel: 01 906 1544

NO RUBBING DOWN · NO PRIMER · NO PREPARATION !

HOW Brush-On HAMMERITE

STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.

10 HIGH GLOSS METALLIC HAMMERED ENAMEL COLOURS







CHIP-RESISTING FINISH for LARGE VEHICLES



HM GOV'T TEST REPORT: 'Does all makers claim' Perfect UNDERBODY SEAL & Anti-Corrosive
BRUSH ON ROLLER or SPRAY on car sills, under wings, vehicle chassis, even rusted areas. Tough RESILIENT SILICONISED ENAMEL. 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. **TEN METALLIC COLS.** Silver-Grey, Bronze, Lt. Green, Mid Green, Deep Green, Lt. Blue, Deep Blue, Red, Gold, 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.**

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

Using same Hammerite paint & Fireproof Thinners, FAR TOUGHER than Mfr's original. 10 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 a spray gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT 2.5 litres (.55 gall) HAMMERITE & 2.5 litre (.55 gall). Special **FIREPROOF** thinners incl. full instns. Only **£18.85** carr free. Please state colour. **PER RETURN DESPATCH. USE FREEPOST. FINNIGANS LTD. (MS) Freepost, Prudhoe NE42 5BR.**

PROTECTS ANY SURFACE MACHINERY · ENGINES HEATERS (STANDS 300°F)

"PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **"METALLIC FINISH TOUGH AND GLOSSY"** *Autocar.* HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple wipe clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300F), engines, all machinery, timber, boat trailers (resists sea water and abuse). Use on any surface. TRIAL OFFER. 25 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. If pay by Access Barclay Trust Card Quote No. Or use 24 hr ph. Call personally 9 to 4.30 Mon to Fri. **Rush my order as shown**

TRIAL OFFER

POST COUPON NOW! **FREEPOST** Encl. CHQ./M.O./P.O./Cash £

Quan.	Descript'n	Col.	Price

Access/Barclay/Trust No.
Name
PRINT CAPS
Address
Code
FINNIGANS LTD. (MS) FREEPOST, PRUDHOE, Northumb. NE42 5BR. Ph. 0661 32411
Regd Office No. 354 180 (London)

DYNAMIC BALANCING

Basset Down are the balancing people. Write or 'phone for priced leaflet.

Basset Down Ltd,
Swindon, SN4 9PQ.
Telephone 0793-812331

1970 280 SL MERCEDES.

Soft and hard top. Colour red with white interior. This car is in absolutely immaculate condition having been virtually rebuilt. The first person to see this car will purchase.

At £9,500 it must be an investment.

Tel: Wokingham 791668 daytime or Bagshot 71722 evening.

COIL SPRINGS

	Front	Rear
Elan Plus 2 Europa	£20	£24
Gilbern Scimitar Ginetta	£34	£34
Healey Alpine Tiger V8	£36	£70
TVR Clan Marcos Piper	£36	£36
Aston AC BMW	£40	£40
Bristol Alvis Humber	£48	—
Jensen Lagonda Riley	£48	—
Alfa Lancia Fiat	£40	£40
Jaguar Daimler	£56	£32

PLUS Towing Race Rally Springs — ***ANY*** car.
ALSO Anti-Roll Bars & Valve Springs.

SHEFFIELD 754779

COOPER 1962 F1 CAR. Ex-Burgess, Anglo American Equipe, available with special 5 speed-box and 1.5-litre F.P.F. Climax.

LOTUS 18 FORMULA ONE. Ch. no. 370. Rebuild almost complete, less engine.

MARCH 761. Ex-Peterson, undergoing rebuild.

WANTED Any interesting Grand Prix cars.

Phone Peter Bloore on
(0491) 39475 Telex 847872

JAMIE BOND (Motors) LTD

MURCO SERVICE STATION, STERNHOLD AVE., STREATHAM SW2

☎ *Evenings and weekends* ***01 464 8886*** *Bromley, Kent.*
Monday to Saturday ***01 671 5220***

1980 BMW 728i. Met. blue, blue trim, auto, fully loaded, service history. **£9,950**
1979 BMW 730. Gold, tan trim, 35,000 miles, auto, mint. **£6,950**
1979 BMW 520. Silver, blue trim, 24,000 miles, auto, magnificent. **£5,175**
1979 BMW 323i. Gold, beige trim, 39,000 miles. ***ANOTHER*** in Reseda green, 36,000 miles. ***ALSO ANOTHER*** in brown, fully loaded, 35,000 miles. **From £5,175**
1979 BMW 320. White, blue trim, 35,000 miles, auto, as new. **£4,795**
1979 BMW 525. White, black trim, 54,000 miles but looks and drives like a new car. **£4,495**

Also in Stock
1977 TR7. Very low mileage. **1973 E Type 2 + 2,** full service history. **1975 Shadow,** mint, history. **1972 246 Dino GT,** red, 40,000 miles. **1979 Mercedes 280 SEL,** LHD.

FORMULA 1 MEMENTOS



Direct from cars actually used by World Famous Grand Prix Teams



PLUGS: BRABHAM, McLAREN, LIGIER, WILLIAMS, ENSIGN, ATS, THEODORE, FITTIPALDI, ARROWS, RENAULT & FERRARI.

ONLY £9.95 plus £1 post.

Each plug unscrews from the heavy metal base with identifying plaque and is supplied with a certificate from Champion.

XMAS GIFT!

VALVES: BRABHAM, WILLIAMS, McLAREN.

Inlet and exhaust valves highly polished and mounted in heavy metal base with identifying plaque.

ONLY £13.95 plus £1 post.

(All orders despatched within 2/3 days).

GRAND PRIX SPORTIQUE,
PO Box 5, Tetbury, Gloucestershire GL8 8TF

Grand Prix Sportique, PO Box 5, Tetbury, Gloucestershire GL8 8TF.
Please send me the following:
No of plugs ..... Name of teams. 1st choice ..... 2nd choice .....
No of valves ..... Name of teams. 1st choice ..... 2nd choice .....
or send 50p for full illustrated brochure (refundable on purchase)
I enclose Cheque/P.O. for ..... made payable to Grand Prix Sportique
or charge my Barclaycard/Access* Account No .....
Signed ..... * Delete as necessary
Name .....
Address .....
MS 2

☎ (0666) 53776

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.

1983 Porsche 930 Turbo 3.3. Available for immediate delivery. **P.O.A.**
1982 X SC Sport Coupé. Guards red, black interior, 10,000 miles only. **£17,950**
1982 X 928S Auto. Ice blue metallic, sunroof, 12,000 miles only. **£22,950**
1981 X 911 SC Targa. Guards red, black interior, 14,000 miles. **£15,950**
1980 W 911 SC Sport Coupé. Ice blue metallic, 15,000 miles only. **£15,750**
1983 Audi Coupé 2.2-litre fuel injected. Choice of black metallic or Helios blue, available for immediate delivery. From **£9,150**
1983 BMW 323i. Graphite metallic, every conceivable extra. For immediate delivery. **£10,450**

Volkswagen Golf Gti 1800s

We have several new cars available ex-stock. At time of writing our stock consisted of the following:
Metallic platinum, metallic bronze, metallic anthracite, metallic Helios blue, white, tinted glass, sunroof, alloys, PDM, on-board computer ..... **from £7,250 on road**



Other cars in stock:

Ferrari Dayton 1973. Blue ribot with tan hide interior, one owner from new with full service history, a well above average example. ..... **P.O.A.**
MG TD 1953. Carmen red/red leather, w/wheels, 1,488 c.c., high performance engine, absolutely perfect in every way. **P.O.A.**
Lamborghini 400GT. Rare RHD version, red, black and tan interior, Borrani wires, 5-speed transmission, recent engine rebuild, a rare chance. **£12,950**
Ferrari 330 GTC, 1968. Blue Sierra, grey interior, full history from new, immaculate. **£13,950**
Jaguar V12 E-Type Roadster. Black, cinnamon interior, manual transmission. A rare chance to purchase a new, unregistered commemorative plaque car. **£24,950**
Ferrari 365 GTC, 1970. Verdi Seabird, black leather, air cond. 46,000 miles. Full Maranello history. **£17,450**

01-937 1410
01-937 1285

LM

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: 01-590 8412



D. K. ENGINEERING

- Experts in Ferrari, Porsche, Jaguar and Aston Martin.
- **Restoration or race preparation to highest standard.**

Jaguar C Type. Rare opportunity to acquire a genuine car in original condition. Chassis number XKC 050 ex-Joe Kelly. **POA**

Jaguar 4.2 E-Type Fixed Head Coupe. Indigo blue with grey trim, superbly restored example. **£13,000**

Ferrari 356 GTC. Outstanding example reduced for quick sale. **£14,950**

Jaguar E-Type Roadster. Signal red, restored condition. **P.O.A.**

For further details and workshop bookings, please telephone David Cottingham on Northwood 21399/27012/25435
Workshop: Rear of 12/16 Hallowell Road, Northwood, Middx.

BRING OUT THE POWER IN YOUR ENGINE!

MORE POWER FROM LESS PETROL WITH THE FILTER KING

Your high-performance engine needs a lot of fuel at high speed and your car's pump really delivers it! The snag is it also pumps a great deal more than necessary at low speed too. A **Malpassi Filter King** will give you the best of all worlds - maximum unobstructed fuel delivery at peak power yet no more flooding when starting or running at low speed. Join the leaders and get one soon!

The **Malpassi Filter King** is a reliable well-proven fuel-pressure regulator precision made in Italy, patented worldwide and used by Ford, GM-Vauxhall, Talbot and Fiat-Lancia factory competition teams. It is also fitted as standard on Alfa Romeo and Maserati road cars. It contains a sensitive diaphragm-controlled needle-valve which provides steady fuel delivery and pressure with no flow restrictions. Now your carburettors can better maintain a steady fuel level which improves starting, idling and progression. Carburation is cleaner all through the range and acceleration, maximum power and performance are all at their best. The Filter King should save a lot of fuel too and soon pay for itself many times over!

Just £20 complete including VAT for special new 85mm model *with unbreakable alloy bowl. Standard model, £18. Now generally available throughout the UK. In case of difficulty please contact us for the name of your closest stockist. Trade enquiries welcome too.*

Contact Developments, 13 Boult Street, Reading, Berkshire RG1 4RD. Telephone 0734-598955. Telex 847786 Contax G. Weekdays up to 7pm.

- **Already used by most Works teams. A MUST with high-pressure pumps and multiple carburettors. Saves money downjetting which reduces low speed performance and acceleration.**
- **Cuts flooding troubles and constant fire risks. Maximises engine power and torque. Improves fuel consumption and should last you a lifetime! Filter elements plus all spare parts freely available.**
- **Improves reliability with efficient replaceable filter. Holds engine tune and keeps your carburettors young! Helps hot and cold starting and idling. One of the best performance accessories around.**
- **World patented with hundreds of thousands sold worldwide but beware of imitations! Easily transferred from car to car.**
- **Quickly and easily installed with full fitting kit supplied on tuned and competition cars. Fitted to countless championship-winning cars since 1970 and used and approved by carburettor specialists everywhere.**



APPROVED WORLDWIDE BY CARBURETTOR SPECIALISTS!

SUPERFORMANCE WITH SUPER-ECONOMY!

NOW YOU CAN WIN THE POWER GAME!

'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 —	**Carrera 3-litre 1977.** Metallic champagne, full history, low mileage. **£11,995** **924 1977.** Silver, sunroof, radio cassette, full history from main dealer. **£6,495** **911SC Sport Targa 1980.** Guards red, low mileage, immaculate. **£15,495** **911SC Sport Targa 1981.** G.P. White, 10,000 miles only, immaculate. **£17,995**
BMW —	**320 Auto 1982 X.** Stratos blue, steel sunroof, PAS, 1,000 miles only. **£8,250** **520i 1982 Y.** Cashmere gold metallic, 5-speed gearbox, steel sunroof. **£10,250** **520i 1982 Y.** Polaris silver metallic, all usual features, delivery mileage only. **£9,995**
MG —	**BGT 1981.** Yellow, 20,000 miles. **B Roadster 1982 X LE.** One owner, 9,000 miles. **BGT 1981 X.** White, one owner, 13,000 miles, radio cassette. **BGT 1977 S.** Sandglow, 32,000 miles, sunroof, radio, superb. **BGT 1979.** White, 23,000 miles. **BGT V8.** Blaze, full service history, sunroof, radio stereo, concours condition.
MORGAN —	**Plus 8 1978 T.** Silver black, 1 owner, 22,000 miles, many extras, superb. **£7,995**
FORD —	**RS2000 Custom 1980.** White, special car, fitted tuned engine and lowered suspension, low mileage, a very fast car for the enthusiast. **£4,995**
VW —	**Golf GTi 1982 X.** Silver, factory sunroof, tinted glass, 9,000 miles only. **£5,995** **Golf GLi Convertible.** Silver, one owner, 6,000 miles, radio. **£5,995** **Passat CL 5-door Hatchback 1982 Model.** Silver metallic, one owner, 7,000 miles, radio. **£4,995**
ROLLS ROYCE —	**Silver Shadow 1971 Model.** Moorland green, one owner, 52,000 miles, chauffeur driven, full service history from main dealer.
TRIUMPH —	**TR7 Coupe 1981.** White, one owner, alloy wheels. **£4,750**

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



DELLORTO CARBURETTORS

Precisely as fitted to many of the World's top performance cars.

Very competitive performance at a bargain price!

Send 20p (preferably in Stamps) to cover postage for leaflets and a Supersticker!

Name _____

Address _____

_____

_____

DELLORTO 13 Boult St Reading Berks RG1 4RD

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

FIFTEEN HUNDRED POUNDS DISCOUNT now only £6499

SUNBEAM LOTUS

NORMAL RETAIL OVER £8000 on the road.

PLUS: a further £1000 TRADE IN ON ANY CAR IN CURRENT USE WITH MOT
OR: take an extra allowance on your present car

Choose your BRAND NEW 1983 'Y' Reg SUNBEAM LOTUS in Moonstone Blue with Black or Silver side flash and we will make you an offer you can't refuse. Please enquire.



SUNBEAM LOTUS

An irresistible Motoring Experience and The Ultimate road car. This SENSATIONAL offer only available at this garage.

- NO CASH REQUIRED FOR HP CUSTOMERS
- FREE DELIVERY, TAX & PLATES
- TEST DRIVE ARRANGED
- DEMONSTRATION CARS FOR SALE
- ALL CARS FACTORY FRESH

including Turnlock Radio Stereo Cassette, Bronze tinted glass, Laminated Windscreen. Twin auxiliary Driving Lamps, Executive Velour Interior OPTIONAL

ARBURY SERVICE STATION



Contact Leon and Gordon Gibbs

366 NUNEATON ROAD, BULKINGTON
NUNEATON CV12 9RR WARKS.
TEL: BEDWORTH (0203) 313146 or 314771.
TALBOT MAIN DEALER

BOUGHTON'S of BROMLEY LIMITED

51, UPPER WICKHAM LANE, WELLING, KENT

TELEPHONE 01-303 1740 OR 01-304 4818



Porsche 924 Auto 1980. Finished in metallic blue with black white trim, 37,000 miles, full history, stereo, e windows, tints, superb condition. **£8,295**

Jensen CV8 1965. Finished in maroon with beige hide interior, automatic, PAS, extremely original and well cared for example, superb luxury motoring. **£3,995**
Scimitar GTE 1978. Finished in yellow with tan cloth interior, manual, PAS, e windows, stereo, tints, superb throughout. **£3,495**
Jaguar 4.2 LWB Series III 1977. Finished in white with blue leather, automatic, PAS, e windows, c locking, tints, superb throughout. **£2,995**
Rover 3500 T-Reg. 1979. Manual, white with brown interior, stereo, e windows, superb. **£2,795**
Opel Manta Coupé. Automatic 1978. T-Reg., gold. **£2,795**
Ford Rancho Pick Up. **£2,495**
BMW 316 1976. Blue with blue cloth interior, tints, stereo, superb condition. **£2,195**



Porsche 928 'S' 1981. Finished in metallic brown with Brown White check trim, auto, PAS, e seats, air con., 19,000 miles, full history, stereo, as new. **£19,995**

Porsche 911 SC Coupe 1979. Y Reg, finished in Guards red with brown pinstripe interior, 28,000 miles, full history, spoilers front and rear. Super. **£12,495**
Porsche 928 Auto 1979 Model. Finished in metallic, Minerva blue with black white check trim, 44,000 miles, full history, air con., stereo, cruise control, outstanding condition. **£11,495**
Mercedes 450 SLC 1977. Automatic PAS, finished in metallic brown, with tan velour, 29,000 miles, history, sports wheels, e windows, superb condition. **£10,995**
Jaguar XJS. Auto 1980. Finished in Regency red with tan hide interior, PAS, 33,000 miles, full history, air con. Stereo, tints, c locking, e windows, superb throughout. **£9,995**
Mercedes 450 SE 1979. Finished in metallic Anthracite with tan interior, automatic, PAS, 37,000 miles, full history, air con., stereo, e sunroof, e windows, c locking, tints, as new. **£9,995**
Porsche 924 1981. *Manual 5 speed Lux, finished in green with tan herringbone trim, 19,000 miles recorded, sunroof, e windows, tints, superb throughout.* **£8,995**
Rolls Royce Silver Shadow 1969. Finished in metallic silver with black leather upholstery, 83,000 miles, all usual extras, superb condition throughout. **£7,995**
Jaguar XJS Auto T-Reg 1979. Finished in Regency red with tan leather interior, 37,000 miles, air con., stereo, e windows, superb condition. **£7,995**
Mercedes 450 SL 1973 S-Reg. Finished in metallic silver with blue hide, hard and soft tops, auto, PAS, sports wheels, stereo, e windows, air con., unmarked example. **£7,995**
Mercedes 350 SL 1971. Finished in metallic red with 1981 interior, cloth seats, velour carpets, 73,000 miles, auto, PAS, stereo, tints, sports wheels, superb and faultless. **£6,995**
Mercedes 350 SL 1973. Auto PAS, hard and soft top, metallic bronze with blue interior. **£6,995**
BMW 320 W-Reg. Metallic blue with grey cloth, manual, PAS, tints, full history, stereo, sunroof, superb condition throughout. **£5,995**
Saab Turbo 5 door 900 1979. Finished in metallic red with red velour interior, sunroof, stereo, e windows, e d m, heated seats, tints, superb throughout. **£4,995**
Lotus Elite 501. Finished in Apple green with oatmeal, 1977, manual, 5 speed, e windows, stereo, tints, 25,000 miles, history, *superb throughout.* **£4,995**
Jeep Renegade, RHD 1979. Finished in metallic red, automatic, 20,000 miles, soft top, sunroof, superb throughout. **£4,995**
Jensen 541 'S'. This is a very fine example, having been totally restored, extensive records, bodywork in metallic blue with blue hide, automatic, must be seen. **£4,495**
Lotus Elite 503 1976. White with tan interior, 5 speed, PAS, air con, stereo, new wheels and tyres, superb throughout. **£4,495**
Wood and Picket Mini 1979. Finished in carriage brown, Recaro seats, sunroof, stereo, tints. **£4,250**
Mercedes 240D 1977 LHD. A very fine example in ivory with brown interior, metal sunroof, manual gearbox. **£3,995**



Datsun 280 ZX 1979 2 + 2. Finished in metallic silver over blue with blue velour interior, automatic, PAS, 30,000 miles, 1 owner, stereo, e windows, tints, superb condition throughout. **£5,995**

Mini Pick Up. Sports wheels, tonneau, 1979, white, superb condition, this car is an outstanding example and fitted with numerous extras. **£1,995**
Rover 3500 Automatic. PAS, E windows, 1977, white, superb condition. **£1,995**
Triumph Stag 1973. Finished in brown with tan interior, automatic, PAS, e windows, hard and soft tops, stereo, tints, superb. **£1,995**
Citroën Mehari 1978. Convertible LHD, green. **£1,795**
3 Motor Bikes
Honda 250N, Yamaha 400, Honda 175. **From £195 to £495**

1928 Cheverolet Doctors Coupé. Finished in blue, with brown interior, woodspoke wheels, original tyres, superb condition throughout. **POA**



Aston Martin DB6 Automatic 1966. Totally restored, white with grey hide, sunroof, stereo, must be seen. **£6,995**

PART EXCHANGES, HP FACILITIES, FULL 24 MONTHS EXTENDED WARRANTY AVAILABLE

Regency Classic Cars



Austin Healey 3000 Mk. I. 1959. Wire wheels and overdrive. Nicely restored example. (Similar to above). **£3,600**
Austin Healey 3000 Mk. I. 1961. Hard top and overdrive. **£2,600**
Facel Vega HK 500. 1960. Beautifully restored example. **£6,250**
Riley Roadster. RMC. 2½-litre. 1949. Superb motor car. **£6,250**
Lea-Francis 1¾-litre Sports. 1948. Good original car. **£2,850**
Standard 8 Tourer. 1939. Tastefully restored. **£1,995**
Morris 8 Saloon. 1935. Original car for restoration. **£695**

Racing Cars:
McLaren M 10 B. Morand Chevrolet. The ultimate F.5000 car. **£12,000**
Lola T 142. Lucas / Chevrolet. Ready for "Historically Interesting" class warfare in 1983. **£9,750**
McLaren M18. Ex-display car. Dummy engine / 'box. **£4,450**
Arnott Climax FWA, 1955. Sports / racing car. **£3,500**
A.L.R. 500 cc ex-F3. Very good original car. **£3,450**

Part Exchanges Welcomed

REGENCY CLASSIC CARS
Tithe Street, Robinson Road, Leicester.
Tel: Leicester (0533) 766460 Daytime.
(0533) 412005 Evenings

OPPORTUNITY
For Participation or Investment

Due to my retirement (Managing Director) to acquire 50% of the shares in small but progressive engineering and engine reconditioning ltd. co. established 30 years, SW London. Younger working Director remaining. Fine workshop fully equipped, valuable machines and stock etc. Small skilled workforce, fully employed. Turnover around £150,000. 30 years of accountants balance sheets available. Only genuine enquiries entertained. References will be required.

Offers around **£40,000**

Box No. 6725



LEVIATHAN

3.8 Triple carb Jaguar engine, 4 speed + overdrive. Dunlop racing wheels, M.o.T., taxed. Any PX cons.

£5,500 o.n.o.

021 743 5276 or 092684 2122

CORLEY MOTORS

GEORGE ST, NEW ARLEY
NR NUNEATON, WARWICKSHIRE.
Tel: FILLONGLEY 41393

1982 Fiesta XR2. Finished in white with all usual fitments and 4,000 recorded miles. A fantastic little car. Just compare this at **£4,395**

1981 X-Reg Ford 2.8 Injection Capri. Finished in crystal green (light metallic) with complementary trim, steel sunroof, twin door mirrors, radio cassette and just 19,000 recorded miles. A bargain at **£6,250**

1978 Panther Lima. Superbly finished in silver with amethyst side panels, chrome wires and full weather equipment. 22,000 recorded miles, and only needs viewing at **£4,150**

1978 TR7 Sprint. This is one of 23 work produced cars with a 16-valve cylinder head. It has a 5-speed gearbox, alloy wheels, stiffer suspension and uprated brakes. Finished in blue with tartan trim, fitted radio cassette and just 25,000 recorded miles. An investment at **£2,995**

1978 Triumph Stag. Auto finished in white with tan trim, fitted detachable hard top, radio etc., and just 30,000 recorded miles. **£4,750**

1974 'N' Reg. Lotus Europa Special, finished in roman purple with oatmeal trim, 5-speed gearbox, radio cassette, 42,000 recorded miles. JUST NEEDS SEEING. **£3,750**

1966 Jaguar Series 1 Roadster. This car has been fully renovated by ourselves, with a full photographic record. It has just been M.o.T.'d and is now ready for sale. It is finished in B.R.G. with beige trim, chrome wire wheels etc., etc., and just 30,000 recorded miles. MUST BE SEEN. **P.O.A.**

Full after sales and workshop facilities.

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

MOTOR INSURANCE

LOW RATES
YOUNG AND CONVICTED DRIVERS
AMERICAN CARS
PERFORMANCE CARS
MONTHLY PAYMENTS

Telephone now for instant quote.

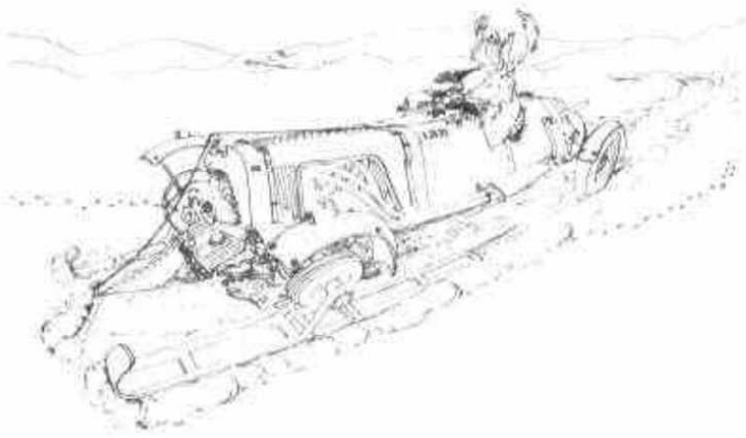
Grosvenor Manx Biddlecombe Ltd., 166 / 168 Bishops Gate, London EC2M 4LX.

01-377 1245

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.



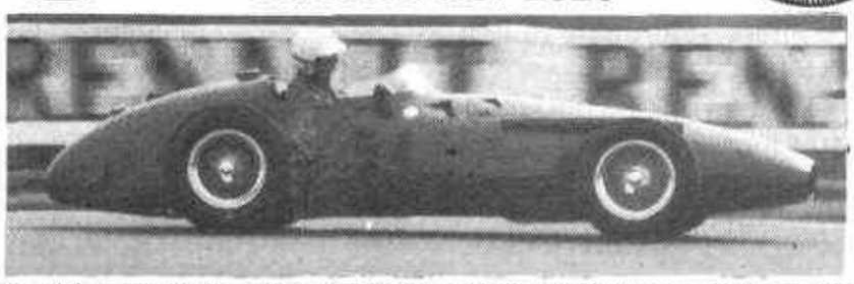
Cars prepared by Morntane Engineering 1st, 2nd and 3rd at AMOC Autumn Concours.
Cars prepared by Morntane Engineering 1st in class three times and Prix d'Honneur twice at the prestigious Zandvoort Concours.
Cars prepared and raced by Morntane Engineering fastest 1½-litres at Silverstone and Donington and joint fastest at Brands Hatch. Class winners in Sprints and Rallies all over Great Britain and Europe.
Particularly successful in long distance Relay racing over the last three years. Four out of six cars using Morntane special racing components.

A Very Merry Christmas and Happy New Year to all our many friends. We look forward to seeing you next year at Morntane or on the circuit (but only in our rear view mirrors!)

Chris Drake Collectors Cars Ltd

Specialists in the sale of high performance collectors road cars and historic competition cars

1956 MASERATI 250F CHASSIS No. 2523



The ultimate Italian front engined Grand Prix car of Jean Behra, completely restored and race prepared.

1949 HW-ALTA (NPA 5)



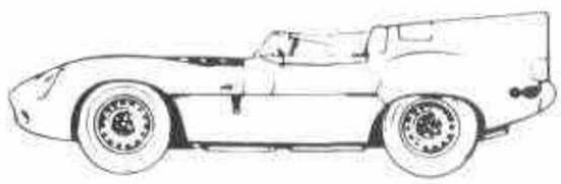
2-litre F2/1½-seater ex John Heath/Abecassis prototype HWM, very famous car, suitable for V.S.C.C. or Historic sports car events. Full details of history. D.S.J. article Dec. 1981 M/S. **P.O.A.**

Viewing by appointment at Deeves Hall Cottage, Earls Lane, Ridge, Near Potters Bar, Herts. *(14 miles from Central London)*
Telephone: Potters Bar 51974.

DCM LTD



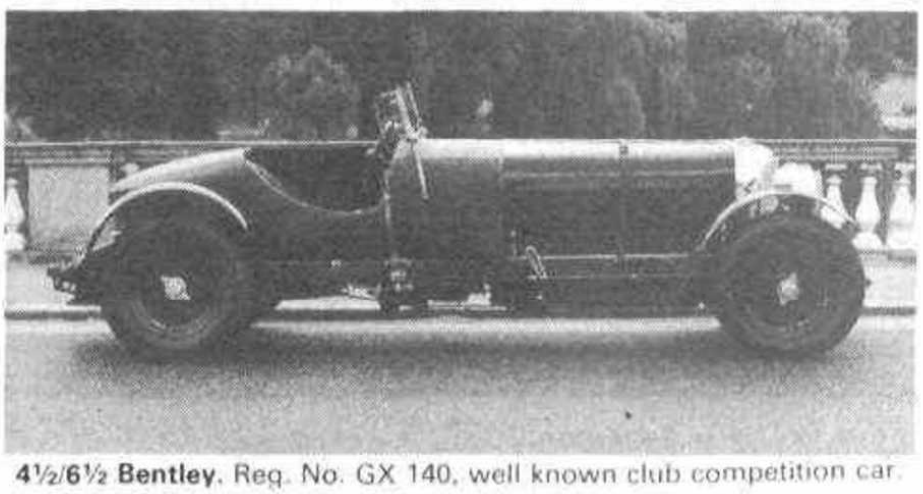
15, PETERSHAM MEWS, SW7. TEL: 01 584 1245.



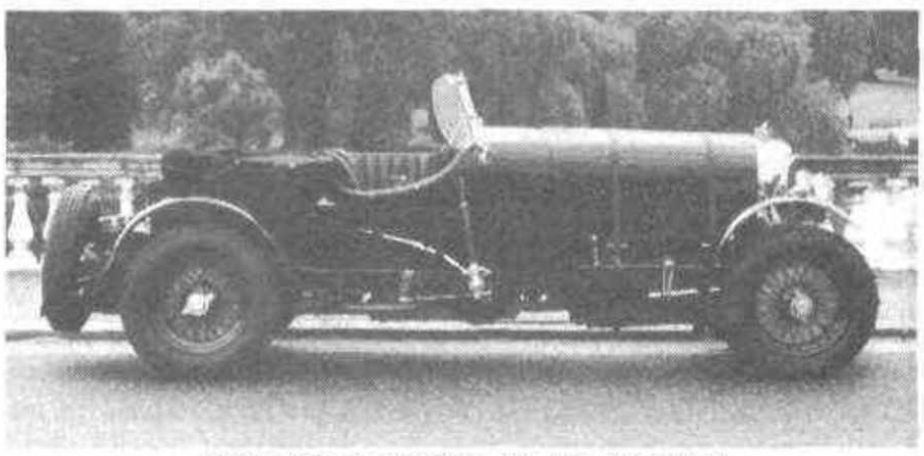
TELEX No. 267009 METMAK G ATT DCM



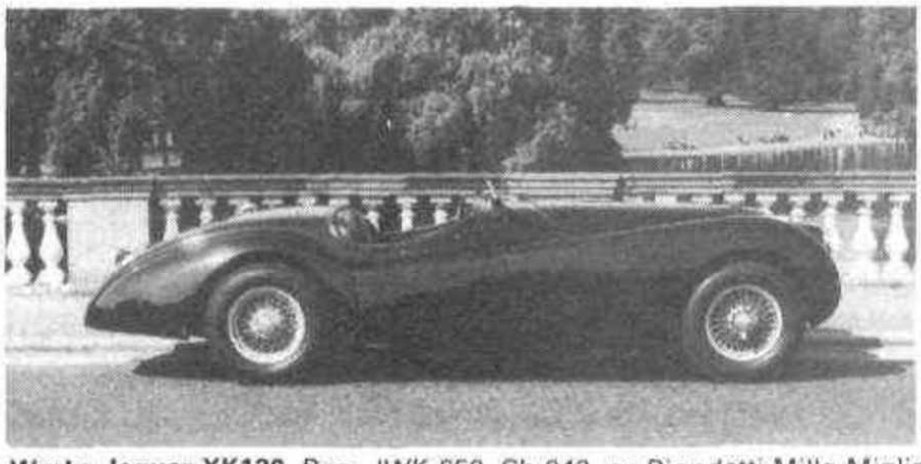
Bentley 8-litre Reg. No. GN199.



4½/6½ Bentley. Reg. No. GX 140, well known club competition car.



1931 Blower Bentley. Ch. No. MS 3942.



Works Jaguar XK120. Reg. JWK 650, Ch 043, ex-Biondetti Mille Miglia and subsequent Le Mans car. **£15,450**

Transcar ship more personal export cars home from Europe than most 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 UK LTD., Dundee Warehouse, Three Colt Street, London E14 8AP. Tel. 01-515 6684/01-734 3191. Telex: 893546.

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.

REES BROS. EST. 1921

ELMS ROAD, ALDERSHOT, HANTS GU11 1LP

RESTORATION & REPAIR

We specialise in the restoration and repair of Vintage, PVT and Classic cars and have done so for many years. We are proud to offer a service second to none. Please contact us for a quotation without obligation.

SPRIDGET/TR/MG/BIG HEALEY



This TR5 was fully restored by us. If you have a classic British post-war sports car let us know how we can help.

CARS FOR SALE

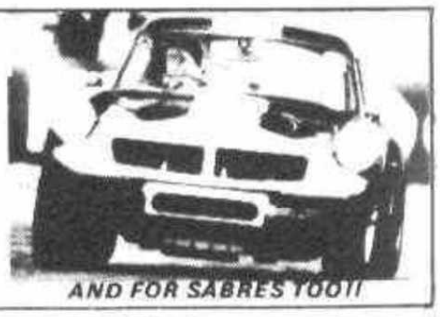
1961 Rover 100	£1,950
1957 Triumph TR3	£1,600
1957 MG ZB Magnette	£1,500
1960 A-H Sprite (Frogeye)	£1,325

Telephone:
ALDERSHOT (0252) 23038

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 preparation. '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!!

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.

SALES 01-449 2954

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

55, LEICESTER RD., BARNET, HERTS

(Evening) 01-445 1869

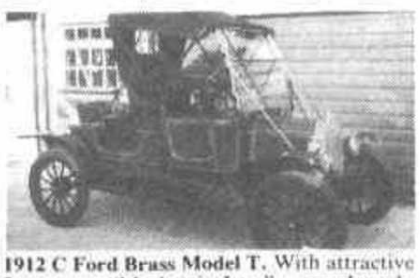
Vintage & Classic Car Specialists



1934 Rolls-Royce 20-25. Elegant 4-door Sedanca-de-Ville with most attractive and sporting coachwork by H. J. Mulliner. Finished in burgundy and black, with fabric top. Twin sidemounts and rear trunk. Mechanically good, excellent interior, not Concours, but in good usable order.



1938 Rolls-Royce 25-30. Handsome 4-door close coupled semi razor edge, owner driver sports saloon with elegant rakish Mulliner coachwork, finished in velvet green with contrasting maroon interior trim, twin side mounted spares, extended boot with full fitted tool kit. Mechanically excellent, just fully serviced.



1912 C Ford Brass Model T. With attractive 3-seater "Mother-in-Law" coachwork, extensively restored to good standard, with its original leather interior, new hood and new tyres, coachwork finished in maroon with gold lining.



1954 Bentley. R-Type Standard 4-door Sports Saloon. Fitted with automatic transmission, sunroof, radio etc. A first class example, superbly finished in turquoise over shell grey, with original and unspoiled plum hide trim and carpet. Mechanically outstanding, just fully serviced and ready for immediate use.

URGENTLY WANTED: ALL TYPES OF ROLLS-ROYCE, BENTLEY, CLASSIC CARS AND MOTORCYCLES, ETC.

JOHN LEWIS

CLASSIC MERCEDES SPECIALISTS

Unit 4
2-5 Heathman's Rd.
Parson's Green Lane
Fulham SW6

Telephone
01-731 3734



1968 Mercedes 280SE Convertible. Light silver blue metallic with red hide interior and navy hood, automatic, power steering, 64,000 miles from new, full service history, a first class example of this appreciating classic.

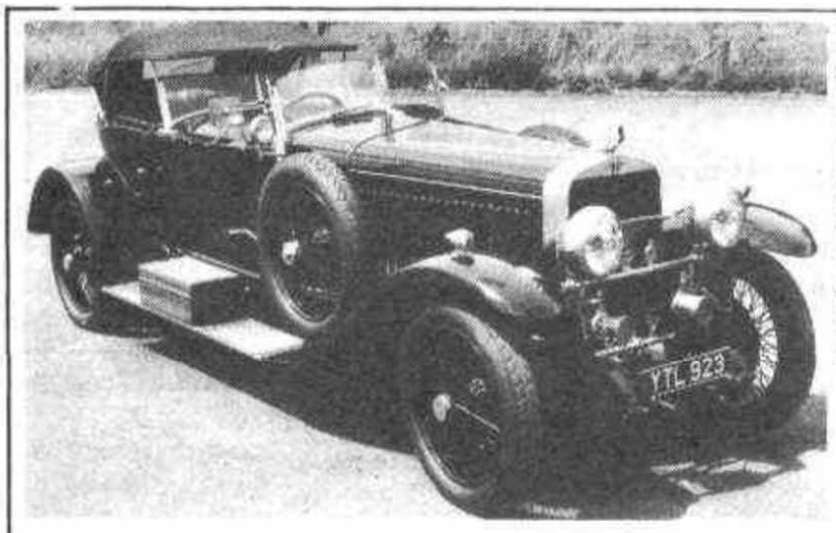
1964 Mercedes 220SE Convertible. Burgundy with magnolia hide and black hood, automatic and power steering, a beautiful car and colour combination with complete cosmetic restoration just completed, please ring for details.

1971 Mercedes 280SE 3.5 Coupé. Silver metallic with dark red hide, automatic and power steering and electric windows, the best model of the coupés that were built.

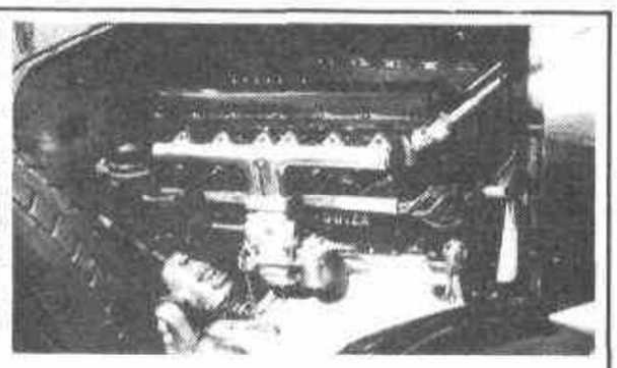
1969 Mercedes 280S Saloon. Silver metallic with dark red interior, all extras including elec roof, windows and factory air conditioning.

For Left Hand Drive Buyers

1969 Mercedes 280SL. White with blue interior, autbmatic and power steering, factory air conditioning, 1 owner from new, ring for all details.



1926 HISPANO SUIZA H6B. Exciting Dual Cowl Torpedo Tourer by Million-Guiet. Matching Grebel head, side and spotlamps, beautiful and comprehensive instrumentation. Not only is this motor car a joy to behold, its performance on the road is a delight with an effortless 70 m.p.h. at 1,900 r.p.m., coupled with such lightness of the controls and sure footed braking. Impressive in every respect. Finished to concours standards in deep navy blue with maroon buttoned leather interior.



We also have in stock a varied selection of vintage and classic machinery including a realistically priced INVICTA 4½-litre High Chassis Tourer and a 1977 3.0 PORSCHE TURBO. Please telephone for fuller details or stock list.

Still urgently wanted, any fine vintage or classic cars.

BRIAN CLASSIC LTD. Bucklow Hill (0565) 830423 (Cheshire)

Customers can be met from nearby mainline station. London express 2 hr. 15 min., or Manchester Ringway airport from Heathrow 45 min.

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

1/43 COLLECTORS MODELS

AUTO REPLICAS

All-metal kits, rubber-like tyres, plated fittings etc. Simple assembly with no soldering.

Prices inc. 15% VAT + UK Post

1932	Alfa Le Mans	£8.00	1963	AC Cobra	£7.25
1929	Lancia Lambda	£8.00	1963	Morgan +8	£7.25
1938	Packard Sedan	£8.00	1939	Morgan Tourer	£7.25
1952	Allard P1	£8.00	1974	Triumph TR6	£7.25
1938	VW Cabriolet	£6.90	1934	MG K3 Magnette	£7.25
1951	Jaguar 'C' Type	£7.25	1950	Healey Silverstone	£7.25
1953	Jaguar 'C' Type	£7.25	1963	Porsche 356 (1/40 scale)	£7.25



BKL Developments, 23 Bailey Cres., Poole, BH15 3EZ. Tel: 685539
VISA welcome or COD (60p extra for COD). 15p for illustrated catalogue.

THE MORRIS MINOR, FRONT PANEL PORSCHE 356

Examples of our range of restoration projects



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

GERRY PORTER LTD.

11-13 Atherstone Mews
S. Kensington, London SW7 5BX

Telephone: 01-584 7458
Telex: 8952387 'Memorable'



300SL Gullwing: the greatest post-war Mercedes; one of two fine examples we have at the moment. Our central London showrooms house more than twenty other sporting and formal motor cars of the finest Marques.

WE URGENTLY REQUIRE A 300SL ROADSTER, A 4½-LITRE BENTLEY AND A GOOD ORIGINAL Mk. 6 BENTLEY

We are only three hundred yards West of the Natural History Museum, off Cromwell Road

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

PADDON BROTHERS — KNIGHTSBRIDGE

BRITAINS OLDEST DEALER IN ROLLS-ROYCE CARS — FOUNDED 1907

60 CHEVAL PLACE LONDON SW7 1EN

Telephone 01-589 9477/8

WE EXPORT ALL OVER THE WORLD
24 HOUR ANSWERING SERVICE

1965 Silver Cloud III. H. J. Mulliner Park Ward Fixed Head Coupé. This car has just been completely rebuilt regardless of cost only 2,800 miles. Air conditioning. A superb car.
1964 Silver Cloud III. In silver mink, blue / grey hide, electric sunroof and windows, a very attractive car.
We have a selective stock of Post War Cars, all in immaculate condition. Please send for our illustrated Stock list.



1965 Silver Cloud III. In shell grey over steel blue, blue / grey hide, air conditioning, electric windows, only 66,000 miles.

R. S. WILLIAMS

ASTON MARTIN SPECIALISTS OFFER THE FOLLOWING USED CARS.

DBS 1970. Black with black interior, 21,000 miles, potential concours winner. **£6,000**
Aston Martin DB5 1964. British Racing Green with beige interior. **£6,000.**
Aston Martin Lagonda 1979. 16,000 miles. **£29,000.**
Aston Martin V8 1977. 46,000 miles, brown with beige interior, automatic gearbox, service history. **£11,750.**

The above cars are covered by a 4 months parts & labour guarantee.

The Following Part Exchange Sale Bargains

Aston Martin DB6 1969. Brown with red interior, automatic with PAS, sunroof, stainless steel exhaust, reconditioned engine. **£3,400.**
Aston Martin DB6 1967. Dubonet with matching hide interior, automatic gearbox, PAS. **£3,100.**

31–35 PADFIELD ROAD, S.E.5
Tel: 01-733 1062

IDEAL CHRISTMAS PRESENT



A really superb ½in. to 1ft. scale metal model (static) of the famous Foden 6 ton wagon.

8½in. long weight approx 1¾lbs.

£51.75
inc. VAT
post free.

Voted by "Old Motor" model of the year

With a wealth of beautifully detailed parts, "rubber" tyres, transfers, plus full instructions for assembly. Strongly boxed.
Send 20p stamps for catalogue including information on our large range of car kit models. Also traction engines and showmans engine.
Manufactured by
WILLS FINECAST, LOWER ROAD, FOREST ROW, SUSSEX RH18 5HE

NOSTALGIA

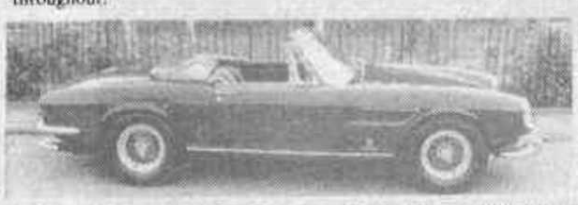
NOW YOU SEE IT, NOW YOU DON'T!

"It" is "COB 1" (my 700 b.h.p. Twin Turbo 7-litre Cobra), and the photo below shows Stirling Moss arriving at the Birmingham Motor Show in it, where it was displayed right outside the Main Entrance throughout Press Day; and anyone who remotely knows about Organisation and Security at the Show will tell you just how great an achievement that was (sincere thanks to those who made it possible)! Then, for the Show fortnight, **the Cobra was the centre of attraction at H. R. Owen's London Showroom.**

Unfortunately — and I must apologise for the disappointment expressed by so many people visiting the Brighton Metropole on Nov. 5th / 7th — **I did not exhibit "COB 1" at the Classic Car Show** there as I had hoped to do. The reason was purely economic (approaching £1,000 for the three days) and here Mr. Oliver of the Singer Owners' Club, whose letter has recently appeared in Motor Sport's (and other) columns, has my support. Hopefully something can be worked out for 1983.

EXCHANGES CONSIDERED ★
COMMISSIONED SALES A SPECIALITY ★
'CONCOURS' PREPARATION UNDERTAKEN ★

1965 FERRARI 275 GTS — Right hand drive — Ch. 7681; under a dozen RHD models of this beautiful open Ferrari were imported into the UK; **this 55,000 mile example has a remarkable complete documented history from new, including the original sales invoice from the Ferrari factory, and servicing by Maranello and Modena throughout its life;** a respray from the bare metal (the original red, of course!) and new black mohair hood have just been completed, plus a 'Concours' preparation of the engine compartment etc.; absolutely magnificent throughout!



1966 AC FORD COBRA '427' — Left hand drive — CSX 3259; imported from California a couple of years ago, and only occasionally used since, this splendid example has covered just 23,000 miles from new, **and can reasonably claim to be one of the most original 7-litre Cobras in the world.** Even the paint-work (red) is believed to emanate from 1966, and numerous small details make this a 'purist's dream'! (U.S.A. 'Pink slip' enabling tax free reimport to the States can probably be provided, but all UK taxes etc have, of course, already been paid).





1924 BENTLEY 3 LITRE TOURER — Ch 528; the property of the Sandwith family, for sale due to bereavement; **certainly among the finest of '3-litres' anywhere,** a BDC judge recently declaring that he was extremely impressed by its authenticity, originality and preparation; original rolling chassis, engine and all fittings, with Townshend's remarkable, perfect facsimile of the unique (Nagle) Mulliner Boat-Tail (see p.34, Green's '50 Years . . .'); 2-seater body plus Dickey for 1 adult or 2 children; highest 'Concours' presentation, with splendid 'Red Label' performance (Correct twin bronze 'slopers' etc.).



"THE GOAT" PUB — Hertford Heath — Dec 5th, noon.

YES, IT'S SOLD! The Lola Can-Am has gone to a new owner, who is hoping to race it in 1983!

1951 JAGUAR XK 120 ROADSTER — REG XK1; 22,000 warranted miles from new, and winner of over a dozen major 'Concours' awards including 'Overall Supreme Champion' at International XK Day. Nowadays this car is constantly being sought for exhibition and similar 'guest' appearances, as in every aspect of performance and condition, it is still literally as new. **Probably the best production XK Jaguar left in the world, and an all-time 'blue-chip classic'!**



1961 AC ACE-FORD 2.6; the actual Earls Court Show car, totally restored from the bare body/chassis only a couple of thousand miles ago by AC Cars Ltd. and Robin Rew; 180 b.h.p. Ruddspeed engine with alloy head, triple Webers etc.; highly detailed bills for all work. **Only 36 RHD Ace-Fords were made, and this superlative BRG example is certainly among the very best remaining;** absolutely delightful to own and drive, being by far the quickest Ace of all (0-60 mph in under 7 secs., and 130 m.p.h.), and ½ the price of a Cobra! **Full article, "Practical Classics", Nov. '82.**

EXPECTED IMMINENTLY:
Vauxhall 30/98; unique and magnificent.

ROD LEACH
TEL.: HERTFORD (0992) 58891 OR 51093
9 a.m.-10 p.m. 7 days per week
Write: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS. SG13 7RT.
VISITS BY APPOINTMENT ONLY

MCR PHOENIX AUTOMOTIVE LTD.

Office address only:

1-5, CARVER STREET, BIRMINGHAM B1 3DF Tel: 021-236 2854

For E-Type Restoration. . .



BL Heritage
Approved Restorer

THEY COME AND THEY GO . . . . . .

Over the last six years since we started restoring E-types, we have seen many other companies and individuals come and go — many have gone out of business, whilst others just give up the unequal struggle. It is a complex business but we believe that rigorous quality control, continual customer / company communication and careful financial management are the secrets of continuing success.

WE ARE PROUD TO BE THE NUMBER ONE E-TYPE RESTORATION COMPANY

THE INTERNATIONAL E-TYPE CENTRE

For E-Type Parts. .

A SMALL SELECTION FROM OUR VAST RANGE

BL Heritage
Approved Supplier

Steering racks, manual exchange.	£75.00
Exhaust systems, 3.8 & 4.2.	£80.00
Exhaust systems, 2+2.	£91.00
Exhaust systems, V12.	£107.00
Radiator subframes, 6-cyl. E.	£65.00
Radiator subframes, V12 E.	£70.00
Front square subframe, 6-cyl. E.	£70.00
Inner door trimmed casing.	£11.75
3.8 E new seat assembly, complete, trimmed in Connolly hide.	£195.00
3.8 SI headlamp rim seals.	£3.00
Sill cover and foam.	£3.75
Mudshields complete with rubber seals.	£9.75
3.8 & 4.2 motif bar.	£21.50
Complete engine & heater hose sets — 6 cyl.	£26.50
Complete engine & heater hose sets — V12.	£29.50
3.8 E dotted alloy tunnel top, radio panel fascia, centre instrument panel fascia — set.	£67.50
All chrome trim, motifs, lamps, etc.	P.O.A.
Water pump rebuild kits.	£18.00
Comprehensive carburetter rebuild kits (56 piece)	P.O.A.
Brake servo seal kit SI & SII, E V12.	£10.78
Pressed footwells.	£9.00
Brake master cyl. seal kit.	£4.50
E 3.8-litre brake servo conversion kit.	£145.00
Bonnets from.	£496.25
Braided smoulder-proof full wiring harnesses — all models. Right-hand & left-hand drive including plug and socket. From	£142.16
Splined hubs, front E-Type, Mk.2 saloon, S-Type.	£49.50
Splined hubs, rear, E-Type, S-Type.	£47.80
Splined hubs, rear, Mk.2 saloon.	£46.50
Spinners.	£9.75
Coil springs, rear, all E-Types.	£13.50
Shock absorbers, Girling original equipment.	
Front, V12, E-Type.	£11.32
Front, other E-Type.	£19.69
Rear, V12, E-Type.	£11.32
Rear, other E-Type.	£14.39
Cupro-nickel non-rust brake pipe sets:	
E-Type, V12 & 2+2.	£67.50
E-Type SWB F/head & Roadster.	£65.00
Cupro-nickel bulkhead heater transfer pipes (set of 3) All models.	£26.50
Full bodyseal kits, all E-type models.	£59.50
Reverse lamp housing, 3.8 to 4.2 SIA E-type.	£13.50
SII E-type under-bonnet.	£142.00
Boot floor / rear quarters / number plate panel / 2 stiffeners, spot welded assembly.	£110.00
Pressed boot floor assembly E3.8-SII.	£39.00
Front seat covers, in original hide. E. per pair of seats.	£145.00
10-piece floor carpet set E SWB.	£29.43
Pressed as original floor long half panels with inner sill turn up.	£33.00
Bottom rear quarter panels.	£15.00
Zinc plated front end bolt, nut & washer sets.	£29.50
V12 adjustable steering conversion kit (100% safe)	P.O.A.
Front adhesive number plate & letters.	£6.40
Seat runners.	P.O.A.
Rebuilt door hinges.	P.O.A.
Chrome plated nudge bars front & rear, all models from	£21.00
Petrol tank sump tube.	£13.00
Heavy duty batteries (2-year guarantee)	£22.50
Six-cylinder piston sets, standard or plus. All Jaguars:	
4.2-litre 8:1 or 9:1 per set of 6 inc. rings, pins.	£68.50
3.8-litre 9:1 per set of 6 inc. rings, pins.	£68.50
3.8-litre 8:1 per set of 6 inc. rings, pins.	£76.67
Bonnet chrome beads.	£2.68
Hardura boot mat.	£16.21
Boot front & side trim panel set.	£12.00
Timing chains. All Jaguars, pairs.	£12.50
Plug lead conduits.	£11.94
Dash legend strip. Left or righthand drive.	£13.50
Automatic gear position strip 2+2 or V12.	£11.95
Double duck & vinyl hood cover, all tan lined, from	£79.00
Hood envelopes.	P.O.A.
Clutch master cylinders.	£12.00
Clutch slave cylinders.	£12.00
Boot lid assembly complete.	£70.00
Original braided vacuum hose, per foot.	£1.50
Inner sill panels.	£13.20
Brass header tanks. E-type & XJ models from	£59.50
Upper steering column re-bearing kits SII.	£23.50
Dunlop type brake, piston & cylinder assemblies.	£23.66
Heater motors.	£23.00
3.8 & 4.2 full clutch assemblies.	£59.51
Brake discs. From.	£10.50
Brake overhaul kits, front & rear, 3.8 & 42.	£16.60

SAE Details of our Discount Club
All prices are each unless otherwise stated

PHOENIX ENGINEERING INTERNATIONAL LTD.

RAWCLIFFE BRIDGE, GOOLE, ENGLAND.

Tel: Goole (0405) 83339 Telex: 51311

ALL CHANGE . . . AND THAT'S JUST WHAT WE HAVE DONE!

— a complete change of stock to offer you some recently discovered and interesting MGs. Already a lot of interest being shown — but ring before you call.



1933 MG J2 2-seat Sports. Discovered under a boat after 15 years, this example is in remarkable condition. Complete, very original and undisturbed, it is as you would wish to find one. Would run if re-wired, and will make an excellent restoration. **£3,250**



1934 MG PA 2-seat Sports. A well maintained original car that needs cosmetically finishing. Crisp running engine in v.g.c. Sound body, excellent chassis & good upholstery. B.R.G., black interior, rebuilt wheels and MG registration. Bargain. **£3,950**



1934 MG J2 Sports Racer. A rather nice J2 that is in particularly good condition and most attractive in ivory & red. 1st class mechanics, original body in good condition and excellent chassis. For somebody wanting a sporting car for everyday use — solid and reliable. **£4,650 o.n.o**



1935 MG PB 4 seat Tourer. A rare, and now most sought-after model, ideal for one with 2 kids', or to shake up the mother-in-law! In super condition throughout in original MG red, black interior and excellent full hood and side curtains — all new. Seen at numerous shows, this practical open 4-seater will go quickly to the best offer over. **£5,500**



1949 MG TC 2-seat Sports. Another unrestored car that has been hiding from the world for many years and in consequence extremely original. Re-imported from the Maltese clergy(!) this TC has a recorded mileage of only 41,000, with original untouched dashboard, seats, hood, etc. Some rust, but in overall very good running condition. **£4,400**



1948 MG TC 2-seat Sports. Another really genuine example, with one family for last 27 years. In excellent original condition with professionally restored body some years ago; a nice quiet running original engine. All new trim and the original hide seats. Little effort required to make into show car. **£4,950. NO OFFERS**



1949 MG TC. A sorry tale. A complete and potentially beautiful car that is the subject of an unfinished professional restoration. Totally restored chassis, housing fully restored engine and transmission. Complete new body, new leather seats, new trim and carpets. Spoilt by amateur finishing and need for money to complete. Bills for over £4,000. A very interesting project that must be seen at **£4,800**



SOMETHING DIFFERENT — not to be missed if the wife needs reliable transport.
1966 MG Mk.IV Magnette. Local car owned by one careful lady owner since new. In exceptional condition. Original Connaught green, grey Connolly hide interior. Original carpets, tools, handbook and full history. Solid and reliable. **£1,550**

and . . . WHERE DO YOU GO WHEN YOU NEED A BIT?

Here at Chislehurst we have more to offer than most. From the M type of 1929 to the TD of the early 50's you'll be assured of an extra personal service with the backing of a 90% in stock availability, for almost any spare you require

- Lucas & Rotax MG headlamps.
- Restored MG side and tail lamps.
- Over 80 new engine parts available.
- Shock absorbers, gearboxes, hood irons.
- 18", 19" centre / outer laced wheels.
- Trafficators, fog lamps, original mirrors.
- Cycle wings, swept wings, tanks.
- Several J2, M, P complete engines.
- Every available MG instrument.

Recommended spares supplier

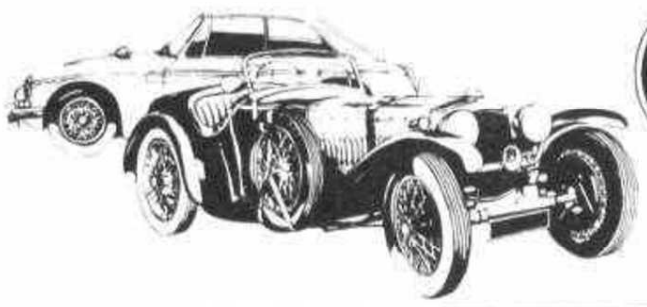
All prices subject to post (min. £1) & 15% VAT
HAVE YOU SEEN *OUR* CAT? . .
New large full illus. catalogue
UK £2; Europe £3; O/seas $5U.S. (bill)

P.S. Chislehurst is in South London, not the darkest depths of Kent.

The Pre-War MG Parts Centre
BARRY WALKER

1A ALBANY ROAD, CHISLEHURST, KENT, ENGLAND.
Tel: 01-467 7788 (all times)
OPEN 6 DAYS A WEEK (incl. Sat/Sun)
Phone first before calling.
(closed Fridays)

NEW & USED SPARES
1929-1949

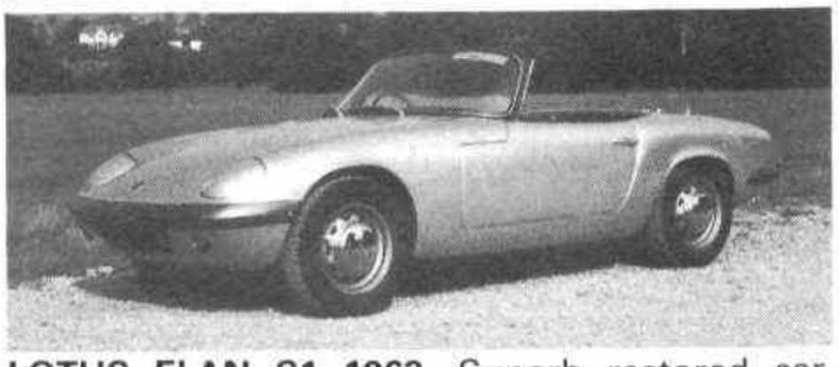


PLUS 4S

PLEASE TELEPHONE
061-427 1876
PLUS 4 MOTORS
For sporting cars of all ages



MG TF 1954. Red. Excellent condition. Long M.o.T. **£6,000**



LOTUS ELAN S1 1963. Superb restored car, silver, black interior. M.o.T. **£2,750**

RESTORATION PROJECTS FOR THESE LONG WINTER EVENINGS!

MG TD 1951. Black, very original car, running and complete. **£2,850**

MG TA 1938. Green, fitted XPAG engine and gearbox. Bargain! **£1,350**

MORGAN PLUS FOUR. 1966, wire wheels and lots of potential! **£1,250**

LEA FRANCIS. 2½ sports 1950, rare car in running order. Requires tidying. **£2,250**

SINGLE-SEATER racing car special. Fitted 750 c.c. Coventry Climax engine. Offers to clear!

DO PLEASE TELEPHONE FOR LATEST STOCK POSITION
OUR OFFICE IS OPEN THROUGHOUT THE DAY AND MOST EVENINGS AND WEEKENDS.

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

1934 ROLLS-ROYCE PHANTOM II 40/50 HP SERIES S2

Coachwork by Freestone & Webb. Blue on silver with black wings, £15,000

South London Motors
423-429 Brighton Road, South Croydon, Surrey. Telephone: 01-660 9048

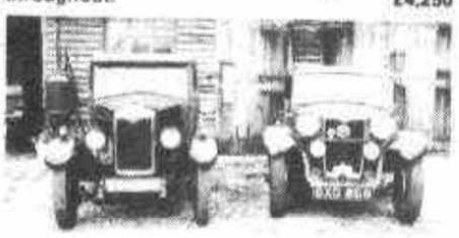
R. F. FUGGLE LTD ESTD. 1906

If you are seeking an older quality type of motor car, possessing a worthy and impeccable background then its existence may well be known to us. Motor cars manufactured by RR, Bentley and Bristol have our particular favour and you are invited to contact us concerning current availability of these and other marques. We are at Bushey Heath, Herts. Tel: 01-950 1685.

DAVID HOWARD CARS

RANVILLES FARM, ROMSEY, HAMPSHIRE: Tel: Ower (042136) 481

1924 Bayliss Thomas 10/20 Super Sports. New M.o.T. **£3,900**
1925 Citroën B12 4-str. coachbuilt tourer. **£4,850**
1926 Morris Cowley two-seater & dickey. Full rebuild. **£5,950**
1926 Citroën 12 Tourer in good order throughout. **£4,250**



A pair of Rileys. 1930 Monaco. Register concours winner. Quite superb, **£4,750** and a 1933 9 h.p. Kestrel with some room for improvement, **£1,700** *(illus.)*

1933 Chevrolet De-Luxe Roadster. Superb rebuilt car. **£7,500**
1934 Austin Light 12/4 D.H.C. by Gordon. Excellent. **£4,250**
1939 Scammell 9 ton fairground tractor, no H.G.V. required, ready to work or show. **£3,000**
1948 Bentley Mk VI. One owner. Full flow engine fitted, full history, 120,000 miles. **£4,900**
1949 Lea Francis 14 Sports. Rebuilt as new, every single item reconditioned, with no expense spared. **£7,500**
1951 Lea Francis 14 Saloon. One lady owner. **£1,250**
1961 Bentley SII. Immaculate car, specially painted for Vera Lynn. Drive this over the white cliffs of Dover for only. **£4,850**
1965 Austin Healey 3000 Mk.III. 45,000 miles, full history, rare opportunity, every extra. **£5,850**
1967 Daimler 250 V8 Saloon. Manual with overdrive, 26,000 miles guaranteed. **£2,250**
1975 Alfa Romeo 2000 GTV. Bertone SE model. **£1,950**
1977 Range Rover. Overdrive, air conditioning, full option pack. **£5,750**

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

BEWLEY HOUSE GARAGE

BITTAFORD, NEAR IVYBRIDGE, DEVON Telephone 07554 2437

MOTOR AGENTS MAA ASSOCIATION

A SMALL SELECTION FROM OVER 80 INTERESTING VEHICLES ALWAYS IN STOCK



18' 6" Birchwood Cabin Cruiser. Fully equipped, *illus.* **£2,000**



1972 Lancia Fulvia Zagato 1.6. *illus.* **£1,750**



1968 Ford Thunderbird. History & fully loaded, *illus.* **£2,000**

1964 Bentley SIII. **£4,950**
Custom C Cab. Daimler Engine. **£2,000**
Mercedes Mobile Home. 32,000 miles. **£5,750**
1962 Aston Martin DB4. **£4,950**
1968 Bristol 410. For restoration. **£950**
2 MGC GTs. Both totally rebuilt, each. **£2,950**
1970 Jensen Interceptor SII. **£1,950**
1932 Austin 7 Saloon. **£2,250**
2 Mk10 Jaguars. From. **£1,500**
1964 Jaguar 3.4. Man., o/d, chrome wires. **£1,500**
1955 Austin Sheerline. **£1,250**

1922 Citroën Torpedo. Fully restored. **£4,750**
1968 Ford Zodiac 8-seater Limousine. Immaculate. **£1,750**
1968 Chevrolet Truck. Customised. **£1,550**
1970 Jensen Interceptor. **£2,000**
1980 Formula Ford Racing Car. Complete, many spares. **£2,750**
1959 MG Magnette. **£950**
1972 Mercedes 200D. **£1,750**
3 NSU Ro 80's. From **£850**
1973 Porsche Targa. **£3,950**
1972 Rambler 8-seater Estate. R.H.D. **£1,750**
1979 SAAB 99 Turbo. **£4,650**
1974 Reliant Scimitar. Manual, overdrive, immaculate. **£2,250**
Formula Ford Racing Car. Complete with trailer and spares. **£2,750**
1955 Wolseley 6/90. **£950**
1942 Dennis Merrywether Fire Rescue Vehicle. 100ft turntable ladder, running but requires restoration. **£2,000**
1960 Bedford Fire Engine. Fully equipped. **£1,500**

PLUS MANY MANY MORE
PART EXCHANGES FOR SILVER SHADOW, PROPERTY, BOATS, PLANES ETC. WELCOME
OPEN EVERY DAY

VENAHILL LIMITED

1269 LONDON ROAD, NORBURY SW16

Telephone:
01-764 8881
01-679 4677
01-679 5544

9.30-6.30
6 Days

24 Hour
Caterham 44118
(Surrey)
Telex: 295498
Venahl

PX on almost anything considered



Rolls Royce Shadow II, 1978, mint. £17,750.



Bentley SIII, 1964, 102,000, mint. £8,000.



L.H.D. Mercedes 350SL, 1976. £5,750.



L.H.D. Mercedes 280SL, 1969, mint. £5,300.



Bugatti Type 35 Replica. £4,850.



Rolls Royce Cloud I, 1956, as new, 60,000. P.O.A.



Lincoln Zephyr V12, 1936, mint. £5,000.



L.H.D. Maserati Indy, 1972. £6,500.



Mercedes 190SL, 1961. £5,000.



1922 Royal Enfield 250 c.c. £850.



Rolls Royce 20HP Doctors Coupé. £19,500.



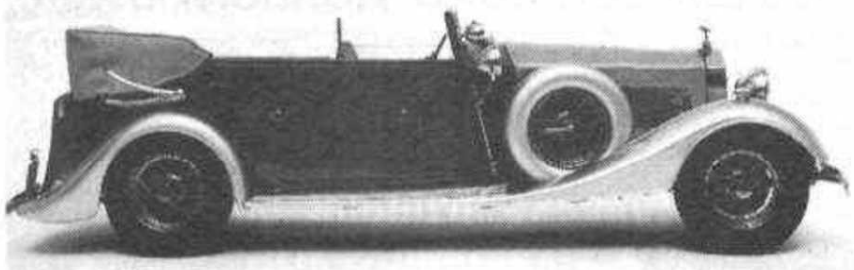
Hovercraft Hoverhawk, 3 engine, 55 m.p.h. £3,350.

New imported Mini Metros from £2,450.
New Metro Convertibles, R.H.D., L.H.D. P.O.A.
Morris 8, 1937, tidy example. £1,950.
Austin 7 Sports, choice two. £1,600.
Fiat Topalino Shooting Brake, 1954. £950.
Jensen CV8, part restored. Offers.

Piper Cherokee 180 Aeroplane. £8,500.
Leyland 20 ft. Motorhome. £2,500.
Ferrari Dino 246GT, recon motor, 1972. £8,000.
Citroën 1922 Torpedo Cabriolet. £4,500.
Fiat 1100, 1958, L.H.D. £600.
Pontiac Firebird, auto, 1980. £3,200.

PLUS MANY MORE VEHICLES IN STOCK
20 Minutes Victoria Station
Inspections Invited

The £179 Rolls-Royce



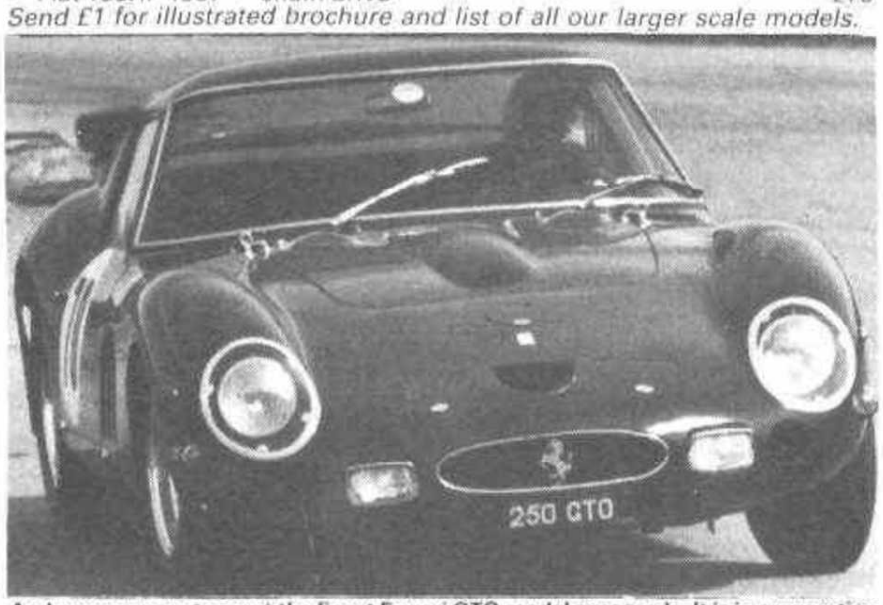
Meet the £179 Rolls-Royce — the largest (26") and most exciting precision scale model of the marque ever offered — featuring . . .

- 2,905 parts in brass, steel, leather, rubber, chrome, plastic etc.
- fully detailed engine (inside and out) that turns over, ie — operates
- operating precision steering from the wheel
- opening doors, bonnet, folding (erectable) cloth hood
- fully detailed interior, readable instruments, upholstered seats
- easy-to-follow illustrated instructions PLUS our own guide based on a recent building exercise on the kit, ie — we iron any bugs out before they put you off! and — you can see what we built on show in our shop any time — plus — all the others listed below . . .
- this car by the way is a '34 Torpedo Cabriolet and even if we say it ourselves probably the finest model car ever offered to enthusiasts . . .

ALSO AVAILABLE — USUALLY EX-STOCK — ALL POST FREE (UK)

• Bugatti Type 50 Coupe 1932	£199
• Mercedes Benz '35 supercharged cabriolet	£159
• Alfa Romeo "Monza" 1931 sports-racing (Nuvolari)	£99
• Rolls-Royce Phantom II drophead sedanca coupé	£159
• Alfa Romeo 8C Grand Sport tourer 1932	£119
• Fiat 130HP 1907 — chain drive	£79

Send £1 for illustrated brochure and list of all our larger scale models.



And now prepare to meet the finest Ferrari GTO model ever made. It is in preparation for imminent release, we're taking orders because its unique features will include, full-big 1:24th scale . . .

- full chassis detail — full engine detail — lift off bonnet — full internal detail
- fine wire hand spoked wheels — correct tyres — correct, authentic body shape
- picture is of the car being modelled — Nick Mason's — the World's finest!
- availability will be as kit and hand-built & painted — BUT — demand will outstrip supply even at £43.13 (kit) and £86.25 (built) . . . so we're opening the order book now — we can charge to a credit card or take a £10 deposit and the balances on release. WHATEVER don't miss it, it will cost more in 1983 than the initial release price.

. . . AND THERE ARE MORE SUPER DETAIL MEDIUM SIZE MODELS . . .

Maserati 250F GP — kit	£39.69
Maserati 250F GP — built	£77.65
Mercedes W125 GP — kit	£39.69
Mercedes W125 GP — built	£77.65
Auto Union streamliner — kit	£74.99
Auto Union C GP 1936 — kit	£71.59
Mercedes W163 GP '39 — kit	£68.99
Alfa Romeo P3 GP — kit	£46.99
Alfa Targa Florio P3 — kit	£53.49
Bugatti T59 GP — kit	£32.33
Rolls-Royce Silver Ghost — kit	£41.40
Morgan Plus 8 — kit	£40.58
Jaguar XK120 — kit	£45.38
BMW328 roadster — kit	£40.58
Porsche 356 cabriolet — kit	£45.38
MG TC Midget — kit	£31.20
Austin 7 '27 tourer — kit	£18.20

. . . and in hand-built collectors' 1:43rd scale we have many beautiful subjects — like. . . .

Jaguar Mk. VII	£25.70
Morris 1000 Traveller	£20.70
Jensen Interceptor	£24.90
Mercedes 450SLC	£35.25
Chrysler Le Baron '33	£25.70
Bugatti Royale Esders	£25.70
Packard Darrin '40	£25.70
Ferrari Dino 246 GT	£22.15
Ford Thunderbird	£19.00
Jaguar XJS HE	£22.15
Lotus Esprit Turbo	£22.15
Rolls-Royce Silver Spirit	£22.15
Bentley Mulsanne	£22.15
Rolls-Royce Phantom II	£25.70
MG TF Midget	£18.44
Morgan Plus 4 roadster	£18.44

All prices are inclusive of post and packing.

N.B. Telephone and mail orders accepted on Barclaycard, Access, Chargex, Mastercharge, Bankamericard, Carte Bleue, etc., etc.

BRIAN HARVEY'S GRAND PRIX MODELS

167 Watling St. (A5 road)
Radlett, Herts, UK
Tel.: Radlett (09276) 2828

GRAND PRIX MODELS

BARCLAYCARD welcome here

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.

WANTED

ANY:

ALVIS, LAGONDA, ASTON MARTIN, JAGUAR, BENTLEY, ROLLS-ROYCE, RILEY, ETC.

PLEASE RING:

01-731 4383

9.30 am-6.30 pm

REGISTRATION NUMBERS

AUTOPLATES

TO BUY OR SELL A NUMBER
QUICK ANSWER — COMPUTER SERVICE

PHONE: PRESTEIGNE (0544) 267992

or write
AUTOPLATES (DEPT 9), PRESTEIGNE, POWYS, LD8 2NH.
(MEMBER OF C.N.D.A.)

ENAMELLED BADGE RESTORATION

Does your badge need attention? We offer the only comprehensive service using genuine, traditional glass for the complete restoration of enamelled badges.

We also manufacture to order 'one-off' and small quantities of most types of enamelled badge, either an authentic replacements, or to clients' own design.

PAMELA DAVID ENAMELS
6 Overtons Close, Radford Semele, Leamington Spa, Warwickshire.
Tel. (0926) 23010

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.

Straight Six

Peravale House
48 High St, Edgware, Middlesex

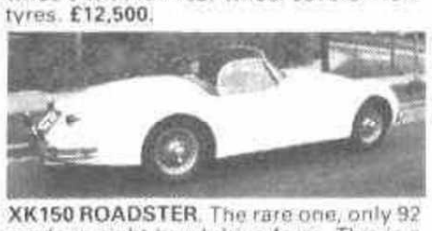
New Phone Number
01-203 0071



XK150 DROPHEAD COUPE 1959. Fully restored in gleaming black cellulose, black Connolly leather interior, tinted glass, rechromed, rebuilt engine, new tyres, exhausts, a really stunning car. **£12,500.**

XK150 DROPHEAD COUPES. Choice of two others. Prices from £8,500. Both cars in superb condition. Bodily and mechanically, with rebuilt engines.

XK140 DROPHEAD COUPE. Left hand drive. Fully restored in carmen red with black leather interior, rebuilt engine, new clutch, new exhaust system. Disc wheels with full rear wheel covers. New tyres. **£12,500.**



XK150 ROADSTER. The rare one, only 92 made in right hand drive form. This is a 3.4 model with chrome wire wheels. Totally original having covered only 25,000 miles from new. In Old English White with red leather interior. Unbelievable condition. **POA.**



XK120 ROADSTER. Manufactured in 1953, a superb driving car. The best driving 120 that we have had for a long time. Finished in British Racing Green with green leather and matching hood and tonneau. Tinted screens, twin exhaust system, Kenlowe fan. Ex-property of Jaguar Drivers club member and keen Jaguar lifelong enthusiast. A delightful car in every way. **£10,000.**

XK120 ROADSTER. Fully restored in carmen red with biscuit and red Connolly hide as original. Fitted specially with chrome wire wheels and disc brakes all round. Rebuilt engine, new clutch, new petrol tank, new exhaust system. Fully painted chassis. Completely rebuilt from the chassis up over a period of three years. **£12,500.**



LYNX REPLICA D TYPE. Recently built to the most exacting standards by Jaguar craftsman. A car that is in limited production and must appreciate in value over the coming years. **£22,500.**

The above is a selection from our comprehensive stock on XK's. Cars sold on commission and cars located and supplied to order.

AC COBRA

original 7-litre

One of the few genuine RHD cars. Complete with hood, tonneau cover, side screens etc. 9,000 miles. Immaculate.

POA

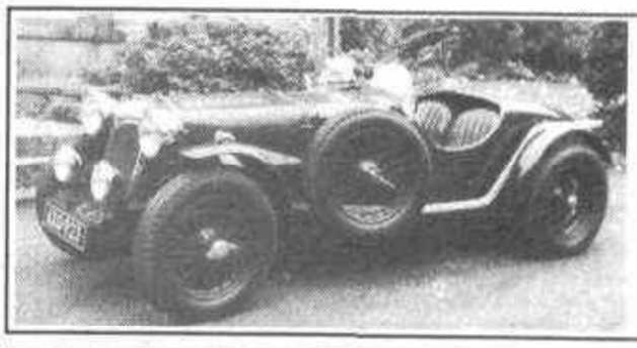
Ring Redbourn (058285) 2437 eves.

RAYMOND MAYS MEMORIAL FUND

Reproduction of 10 photographs from "RM's" personal collection depicting motorsport in the 'twenties. Hillman, Bugatti, AC, etc.

£2 the set (incl. p&p)

Orders to the Appeal Secretary
39 Beech Avenue, Bourne,
Lincs PE10 9RR



Riley V8 Special

V.S.C.C. accepted, excellent condition; full M.o.T.; ready to race or for road

£7,000

(0535) 53408 or 602750



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 also embroider Christian names, hence they make superb Christmas presents for all the family.

EXCELLENT VALUE £9.83 (incl. P&P)

2 Pullovers **£17.65** (incl. P&P)

Pullovers available following colours. (Sizes 24"-48") Black, Red, Navy, Royal Blue, Bottle Green, Burgundy and Cream

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:-

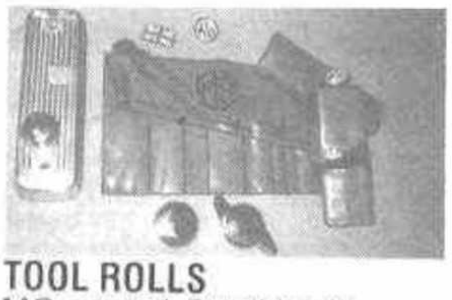
TAYLORS EMBROIDERY, ROYAL OAK, HIGH ST., NEWHALL, BURTON-ON-TRENT, STAFFS.
Tel: (0283) 221873

CHRISTMAS OFFERS

IDEAL GIFTS



GOLFING UMBRELLA
MG crested. Red / white / blue or brown / cream.
£13.00 delivered UK



TOOL ROLLS
MG crested. Durable oil resistant material. Red / black or brown / brown.
£4.45 delivered UK.

UNION JACKS
Enamel badges.
£2.25 delivered UK.

MGB ROCKER COVER
Special Christmas offer only
£19.95 delivered UK.

KNOCK OFFS Always in stock

AERO SCREENS Always in stock



½ PINT CHINA MUGS
Cream / brown
£1.60 delivered UK.

COFFEE MUGS / MINIATURE TANKARDS
£1.30 delivered UK.

PRICES INCLUDE VAT AND UK MAILING. FOR EXPORT ADD EXTRA MAILING

NO CHRISTMAS ORDERS TAKEN AFTER 18th DECEMBER

CREDIT CARDS TAKEN

KIMBLE ENGINEERING Ltd
33 Highfield Road, Birmingham B28 0EV,
England. Telephone 021-777 2011

FRANK DALE & STEPSONS

(Member of the Frank Dale Group)



This is one of our selection of 7 Rolls Royce Silver Shadow and Corniche Convertibles. The ideal Christmas Present at a sensible price.

WITH ALL GOOD WISHES

for

CHRISTMAS
and the NEW YEAR

from

THE DIRECTORS
and STAFF

Our Managing Director Ivor Gordon will be at 2221 Mayfair Court, Costa Mesa, California from the 22nd December 1982 to 7th January 1983 and will be happy to discuss Rolls Royce matters.

WE WILL BE CLOSED FROM
25th DECEMBER 1982
to
3rd JANUARY 1983

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.

GLENAULD LTD.

Isle of Anglesey, North Wales

RILEY SPECIALISTS

Large stock of secondhand unobtainable spares, incl. engines, gearboxes. New chassis, body, tail, petrol tank, seats for TT Sprite, specials in stock. Coachbuilding, upholstery, paintwork, rechrome all undertaken at competitive prices. Radiators made by specialist on premises to pattern.

Phone Bill Cooper 024873 / 208

JAGUAR

Comprehensive spares stock of most parts for all models, air freight & postal service. Specialists for all mechanical and electrical repairs. Fuel injection tuning and analysis. Full service exchange engines & gearboxes.

EXCLUSIVELY JAGUAR.

90, Peckham Rye, London SE15
01-639 1000, 01-639 9704, 01-639 2245
Telex: 893088 JAGUAR G

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

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

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 are £8.80 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.



Firestone

VINTAGE TYRES — Sample Prices

670-16 6 ply	£55.00	475/500-20	£49.50
600/650-18	£63.80	600-20 6 ply	£57.20
475/500-19	£45.10	450/475-21	£45.10
550-19	£50.60	525-21	£56.10
650-19 6 ply	£64.40	plus carriage and VAT	

Please phone or write for illustrated catalogue and your nearest stockist. Overseas enquiries welcome.

LAMBROOK TYRES

LAMBROOK FARM, FARWAY, COLYTON, DEVON
Tel. Farway (0404 87) 282 Open until 9.30 p.m.

Size shown 525-21

MALCOLM ELDER, Steeple Aston 40606 (Oxford)
MIKE HIRST, Gt. Longstone 227 (Derbyshire)

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.

CAR DUST COVERS

Protect your cherished paintwork with our high quality **100% Cotton** Covers. Your initials embroidered **FREE** onto your cover if requested. We will match any currently advertised price.

SEMI-TAILORED COVERS with elasticated ends. Engineer designed for sportscars up to 13' 2" long **£32.75**, up to 15' 4" long **£35.75**. For saloons up to 17' 1" long **£44.95** (other sizes to special order).

REGULAR COVERS with tie-on tapes.
9' 8" wide x 15' **£17.25**, x17' **£19.25**, 11' 6" wide x19' **£23.25**, x20' **£25.25**, x22' **£28.25**, x24' **£32.25**, 13' 6" wide x22' **£32.25**, 15' 4" wide x24' **£40.25**, x28' **£43.50**, 19' 2" wide x28' **£45.70**, x32' **£49.95** (intermediate sizes to special orders.)

Giant Emblems (18" x 16" approx) affixed to your cover for only **£5** extra. **AC, Aston, Austin Healey, Alfa, BMW, Citroën, Daimler, Ferrari, Ginetta, Jaguar Jensen, Lotus, Maserati, Marcos, Mercedes, MG, Morgan, Porsche, Riley, Rover, Sunbeam, Triumph** or **Volvo** (other marques to special order).

P&P £2.25 per cover. Our prices include VAT. Cheques with order please to:

THOROUGHBRED COVERS
26 Holt Park Crescent, Leeds LS16 7SN
Tel: (0532) 759075 showroom
(0532) 610695 evenings/Sundays
Overseas enquiries welcomed

LAMBERT LEY STREET LTD (MODELS)

309 LEY STREET, ILFORD, ESSEX
01-478 5659 **Telex 21120 Ref. 285**

TRON 1/43 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
Opel Ascona 'Rothmans'	£8.95

SRC 1/43 kit

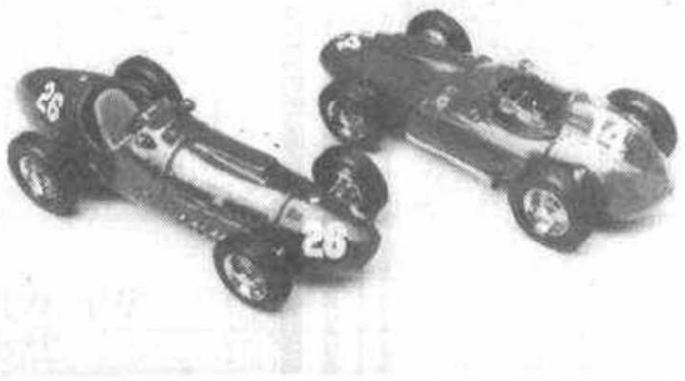
Ferrari 312 PB 1971	£13.95
JPS '76 F1	£11.95
Marlboro BRM F1 '72	£11.95

AMR 1/43 kit

Ferrari 250 SWB LM 61 'Moss'	£13.50
Ferrari 250 SWB TT 61 'Moss'	£13.50
Porsche 911 SEB '72	£11.95
Fittipaldi F8 '80 F1	£10.06
Ferrari T5 '80 F1 Monaco	£10.06
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
Ferrari BB512 Nart LM '81	£13.95
Porsche 935 K4 '81	£12.95
Ferrari BB512 Bellancauto LM 81	£12.95
Ferrari BB512 'P/Horse' LM 82	£12.95
Ferrari BB512 'T Bird' LM 82	£12.95
Ferrari 308 GT4 Road Car	£12.50

FDS 1/43 kits

Ferrari 308 GTB TDF '81	£7.75
Ferrari 246 GT LM '72	£7.75
Fittipaldi F7 F1 '80	£6.15
Ferrari 126C Turbo F1 '81 Monaco	£11.95
Brabham BT 49C F1 '81	£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 '81	£11.95
Ensign 180 F1 '81	£6.15
Theodore TY01 F1 '81	£6.15
Osella FA1B F1 '81	£6.15
Ferrari BB512 E/U LM '80	£8.95
Ferrari BB512 E/U LM '81	£8.95
Ferrari BB512 'Bellancauto' LM '81	£8.95



2 beautiful hand-built models in 1/43rd scale. The Ferrari Dino 296 is of the car that Phil Hill drove at Monza in 1958, and the other Ferrari 375 (Thinwall Special) is of the one that won the Formula Trophy race in 1952. Both models have e/p parts etc. and are mounted on a wooden plinth. The price includes postage £28.50 each UK, both £56.00, £26.70 each overseas or £52.60 the 2 models (Airmail)

Now in Stock: Ferrari 250 GTO in 1/24 scale, price built £86.25; kit £45. Postage free UK, built £82.30; kit £45, includes overseas airmail postage.

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

MERI 1/43 kit

Lotus 49 Gold Leaf '68	£12.99
Lotus 49 J/Clark '67	£12.99
Lotus 49 Gold Leaf M/C '68	£12.99
Lotus 49 G. P. Eng '68	£12.99

HI FI 1/43 kit

Brabham BT24 G1 '67	£9.25
Ferrari 158 F1 '64	£9.25
Brabham BT 16 F1 '66	£9.25
Ferrari 126 KKK L/B '81 F1	£9.25
Ferrari 126 KKK M/N '81 F1	£9.25
Ferrari 308 GTB 'Facetti' '81	£9.25
Osella FA1 F1 '80	£9.25
Ferrari 126 C2 '82	£9.25
Renault RE30 '82	£9.25
Toyota Celica 'Post' '81	£9.25

MINI RACING 1/43 kit

BMW M1 'BASF' LM '81	£10.50
Ford Capri 'L/Moly' '81	£10.50
Porsche 936 'Jules' LM '81	£10.50
Ford C100 'Brands' 81	£10.50
Porsche 935 'Loos' LM '81	£10.50
R/R Jules Paris/Dakar	£12.95

TENARIV 1/43 kit

ATS F1 '80	£10.95
Fittipaldi F8 F1 '80	£10.95
Osella 'Denim' F1 '80	£10.95
Ferrari P4 LM '67	£12.95
Talbot Ligier F1 '81	£10.95
Ferrari P3 LM 'Marinello' '97	£12.95
Williams FW07C F1	£10.95
Ferrari 126C2 F1	£10.95
Brabham BT49C V1	£10.95
Renault RE30 F1	£10.95
Ford C100 '82	£11.95

WESTERN 1/43

Maserati 450S kit	£10.85
Maserati 450S built	£21.40
Osella FA1C F1 1982 kit	£10.85
Osella FA1C F1 1982 built	£21.40
Jaguar XJS HE 1981 kit	£13.62
Jaguar XJS HE 1981 built	£21.40

Buy it with Access

BARCLAYCARD



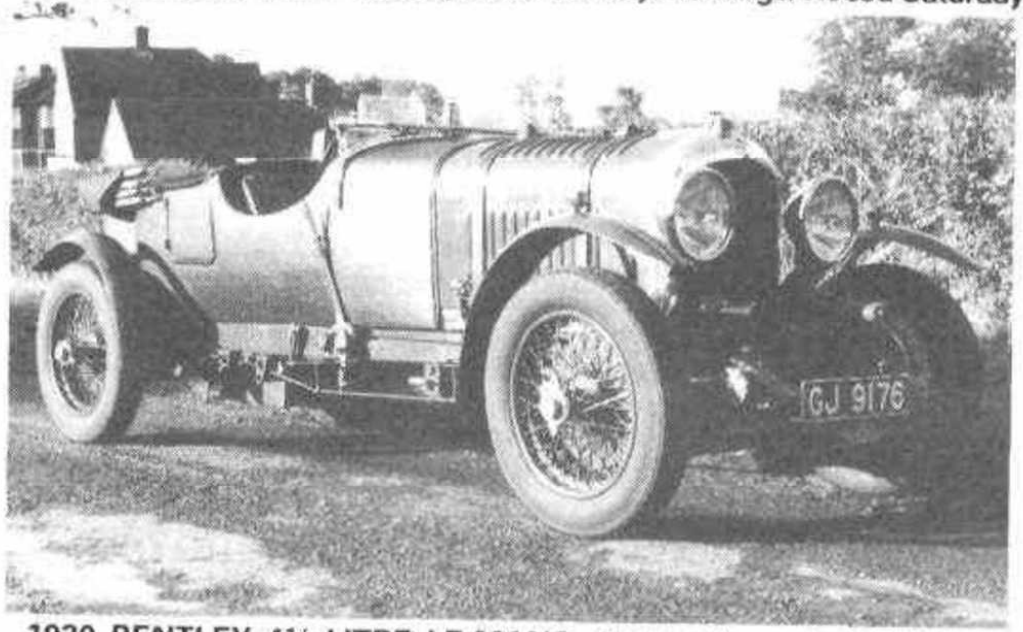
STANLEY MANN

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.



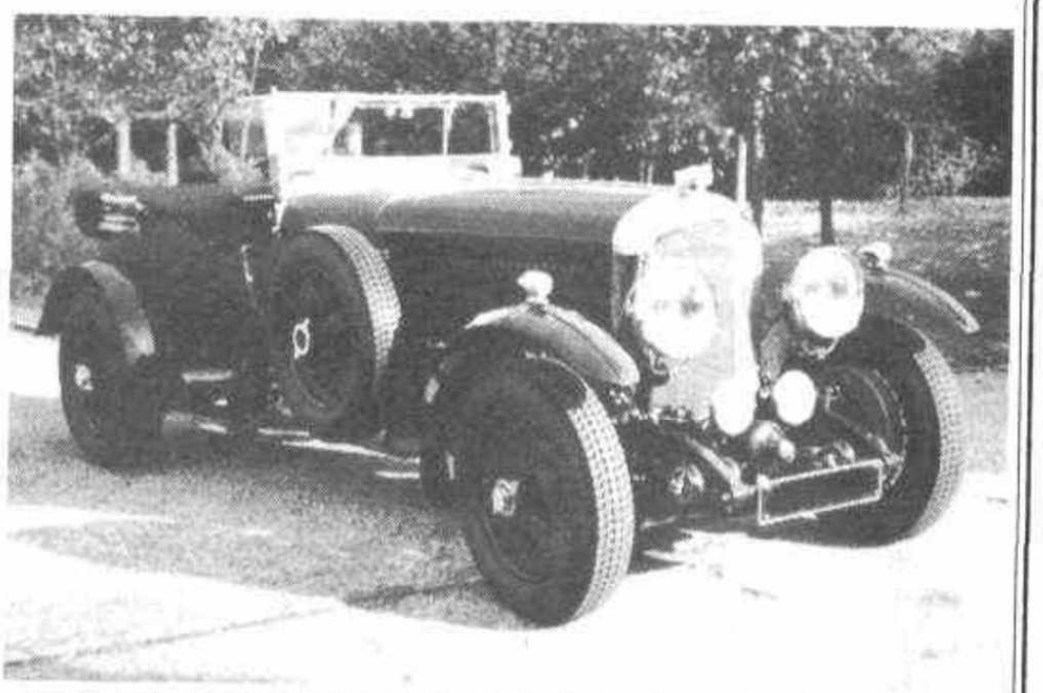
1930 BENTLEY 4½-LITRE LE-MANS. Restored, ready to drive away and give the family pneumonia on New Year's Day.



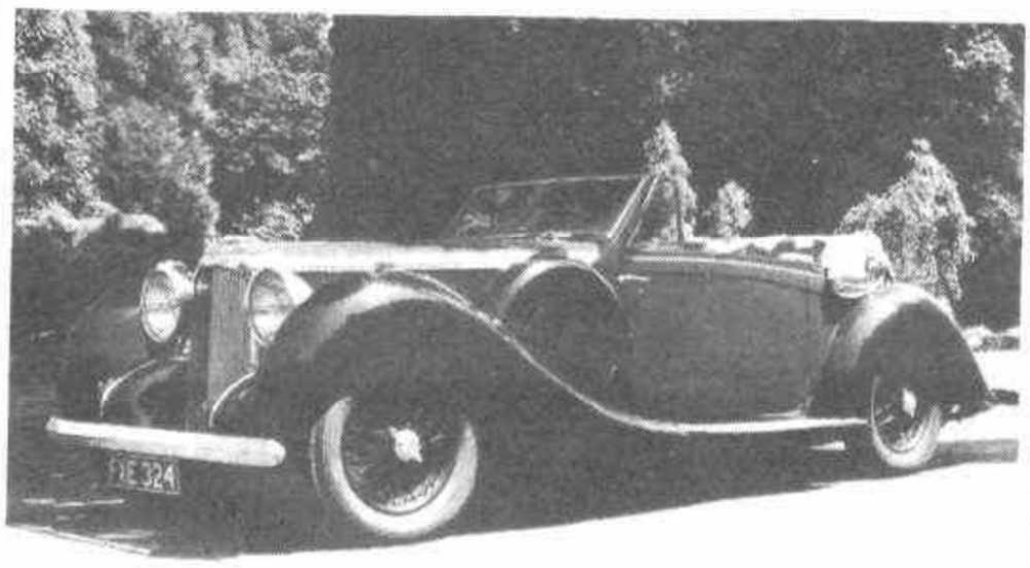
1939 LAGONDA V12 LE-MANS. Similar to photo, very fast, ideal road or race for that macho man.



1928 BENTLEY 4½-LITRE RESTORED CHASSIS with excellent running gear, ready for bodywork of your choice or to complete at your own leisure. The Christmas present you always promised yourself (photo shows car prior to restoration).



1929 BENTLEY SPEED SIX. A fastidiously maintained flying machine in pristine condition.



1937 LAGONDA V12 DROP-HEAD COUPE. The classic lines, excellent condition and recently restored engine make this car a magnificent investment.



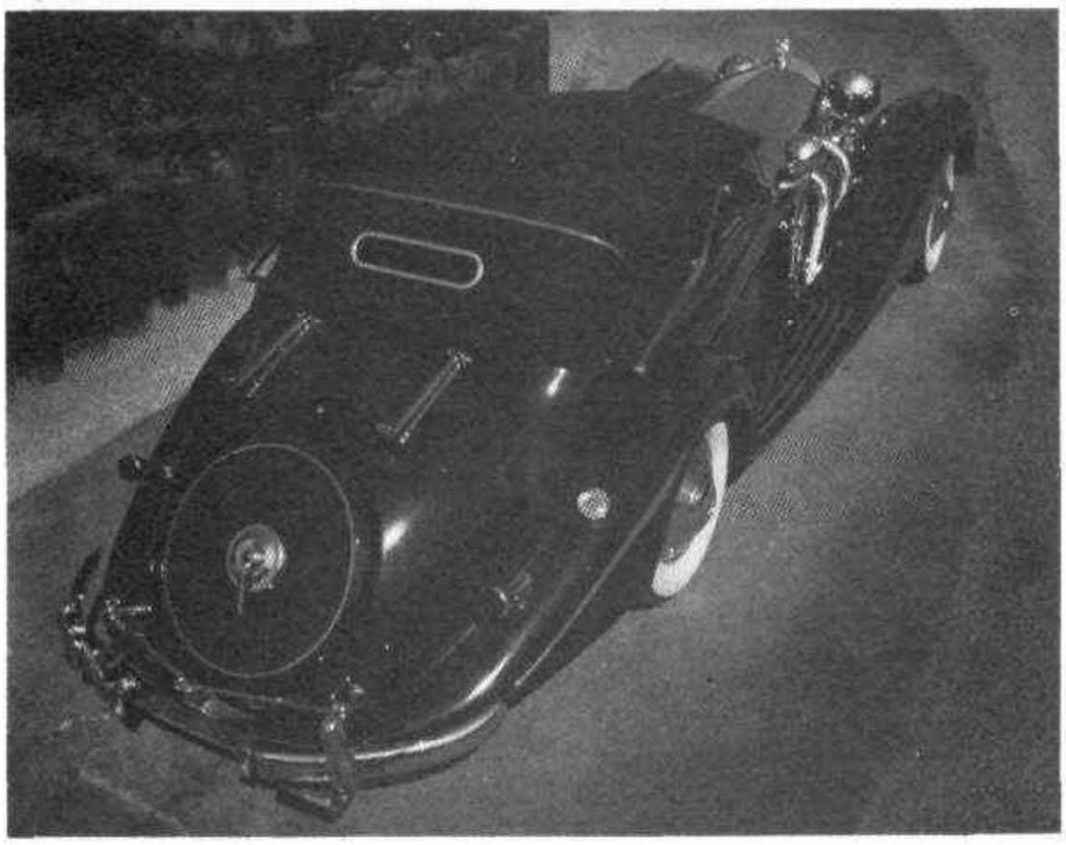
MARK SIX SPECIAL by Lawrence, superb engineering, exceptional, as new, for the modern man.

WE ARE TOP CASH BUYERS OF CARS SIMILAR TO ABOVE

BARRETT-JACKSON AUCTION

The World's Largest Classic Car Auction

January 6, 7, 8, 9
Phoenix Municipal Stadium



1936 Mercedes Benz 540K Custom Built for Count Midvini



Winner 1982 Indy "500" Gordon Johncock's Wildcat 8-B
Built by Patrick Racing

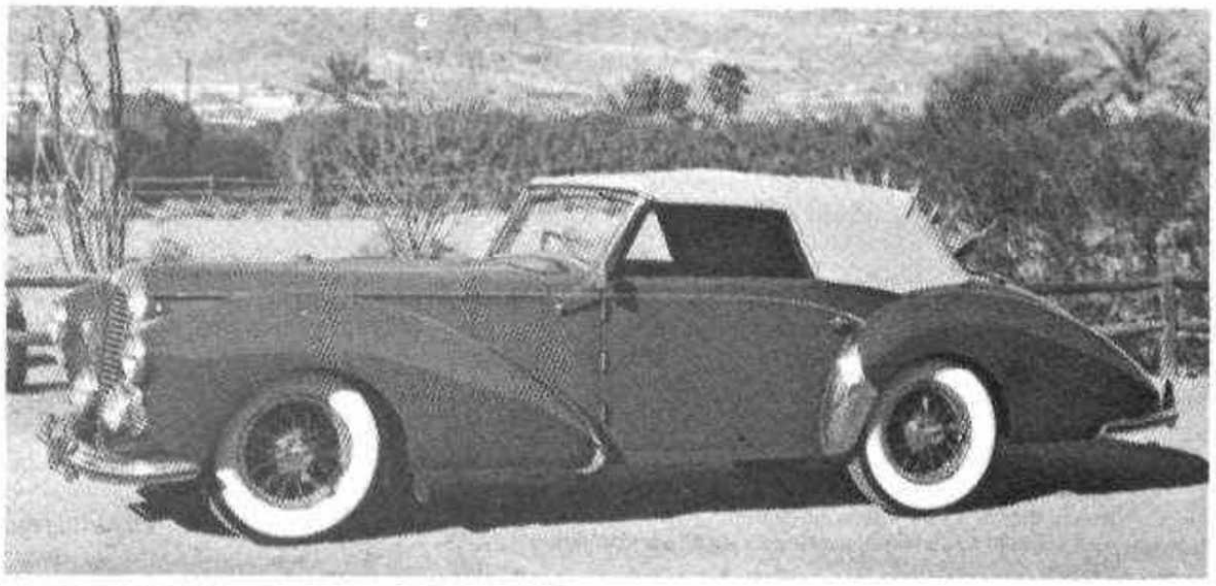


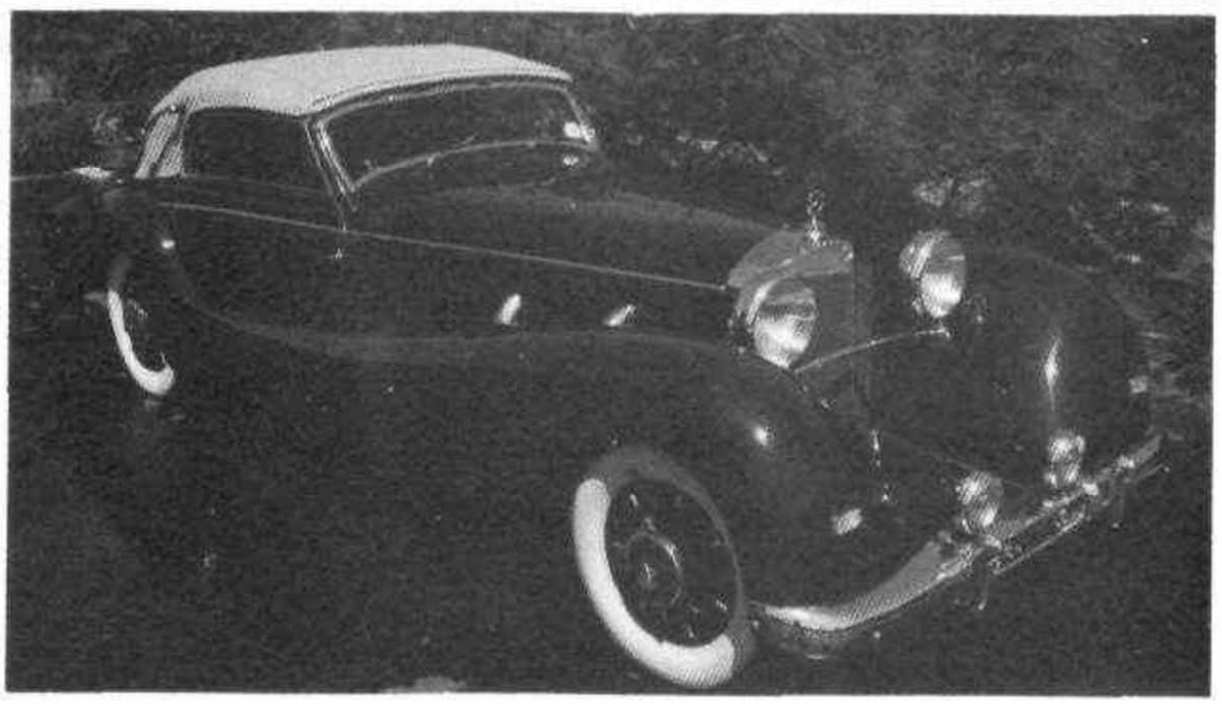
1932 Rolls Royce Phantom II AJS

Brewster Body. One of Two Built. Top Winner at Pebble Beach Concours. Fantastic Detail, Beautiful Styling.

1939 Delahaye

Model 135 MS 4 Passenger Cabriolet Body by Vanden Plas, One Off Design, Complete Ground Up Restoration. Beautiful Reds and Maroons. Very Flamboyant Styling.





1938 Mercedes Benz

540 K Supercharged Cabriolet, Graber Body, Fully Restored.

SCOTTSDALE 80's AUCTION CO.

Plus 800 of the Worlds Finest Motor Cars

5530 East Washington • Phoenix, Arizona 85034
(602) 273-0791 275-6825
TELEX 910-950-0095 U.S. SPARES

POST VINTAGE ENGINEERS
146, Leeds Road, Barwick-in-Elmet, Leeds
Restoration, repairs and MoT to your thoroughbred and vintage motor car, in particular Aston Martin, Lagonda, MG, Riley, Jaguar etc. A personal service of high quality workmanship.
Tel: Harrogate 61888

M.G. HOODS
BY POST
IN BLACK DOUBLE DUCK
All "T" Model Hoods, Tonneaux, Screens to bolt to your frames.
M.G.-A Hoods and Tonneaux in Vynide.
A. C. WINMILL
49 TONSTALL RD., MITCHAM
01-648 6981

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.

•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•

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 74[illegible] ix:8812320

CLASSIC models
Dept MS, 126 Botchergate, Carlisle, Cumbria.
Tel. 0228 38250
MODEL CAR SPECIALIST

1/43 metal kits
1970 Ferrari 512P — N.A.R.T. £6.75
1970 Ferrari 512S £7.95
1966 Ford GT40 — Essex Wire £7.95
1965 Ferrari P2 — Le Mans £13.45
1982 Ferrari 126C Turbo F1 — Lift off bodywork £12.75
1982 Osella FA1C F1 ..... £10.85
1982 Aston Martin Vantage £16.39
1981 Williams FW07C F1 ..... £10.85
1982 Brabham-BMW Turbo BT50 F1 ..... £10.85
1970 Porsche 917K — Winner Le Mans £13.95
1970 Porsche 917K4 — Winner Spa £17.90
1981 Porsche 935 — Batterie Rose — LM (Resin) £10.95
1965 Morris Minor Traveller £7.95
1950 B.R.M. Mk I £7.95
1981 BMW M1-Hawaiin Tropic — L.M. (Resin) £10.95
1981 Lancia Beta Martini — L.M. (Resin) £10.95
1981 Porsche 924-Almeras — Tour de C. (Resin) £10.95
1981 Audi Quattro — RAC winner £8.95
1982 Opel Ascona 400 — Rothmans — Monte (resin) £10.95
1981 Renault RE20B F1 ..... £10.95
1980 Osella FA1 ..... £10.95
1981 Arrows A3 — Warsteiner £10.95
1980 Triumph TR7 V8 — Sparkrite — Clark £8.95
1980 Sunbeam Talbot Lotus-Andrews-Brookes £8.95
1980 Escort Gp4 — Rothmans — Vatanen £8.95
1982 Escort RS1700 Turbo-Prototype .. £8.95
1/24 metal kits
1979 Brabham BT48 (lift-off body) £28.45
1979 Williams FW07 (lift-off body) £28.45
1957 Maserati 250F £39.70
1937 Mercedes W125 ..... £39.70
1/20 metal kits
1935 Lagonda M45R — Winner Le Mans £89.70
1957 Maserati 250F Piccolo £89.70
1936 Austin 750 OHC £89.70

Post and packing 1/43 kits 50p. ea. 1/24-1/20 £1.00 ea. Please send 50p for our 50 page Catalogue.
Access and Barclaycard welcome

HAPPINESS is having an MG TOULMIN
'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)

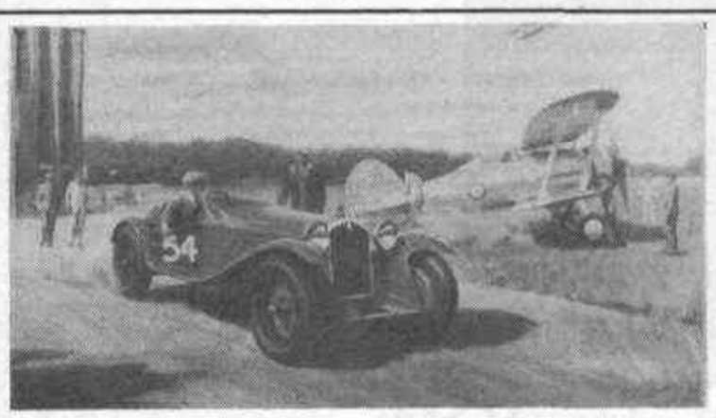


We carry a comprehensive stock of MG parts. Overseas mail order a speciality.

Special Offers
Halogen conversion unit with bulbs £7.50
Kangol inertia seat belts £22 per pair
Wiper blades to '67 (roadster) £1.25
Disc brake pad set £5.25

01-560 1722
01-560 2228

TOULMIN MOTORS (1962) LTD
103 Windmill Road Brentford, Middlesex, England.



BROOKLANDS AIRFIELD 1937

Sport-A-Motive Art presents this magnificent print from an original painting by **Tony Smith.** It features a beautiful red Supercharged 2.3 Alfa Romeo, of the type so popular in Racing in the early thirties, arriving at the airfield at Brooklands circa 1937. Behind, a Gloster Gladiator is being prepared for take-off and is restrained by ground crew.
Faithfully reproduced in full colour on heavy art paper, this quality print measures 24" × 17" and is yours for only **£4.99 + 75p** post & packing. An aluminium framing kit is available at £8.50 + 75p P&P. All you do is add glass and backing.
We are so sure you will be delighted with this print we offer a money back guarantee.
Access & Barclaycard holders may order by telephoning **0495 310592**

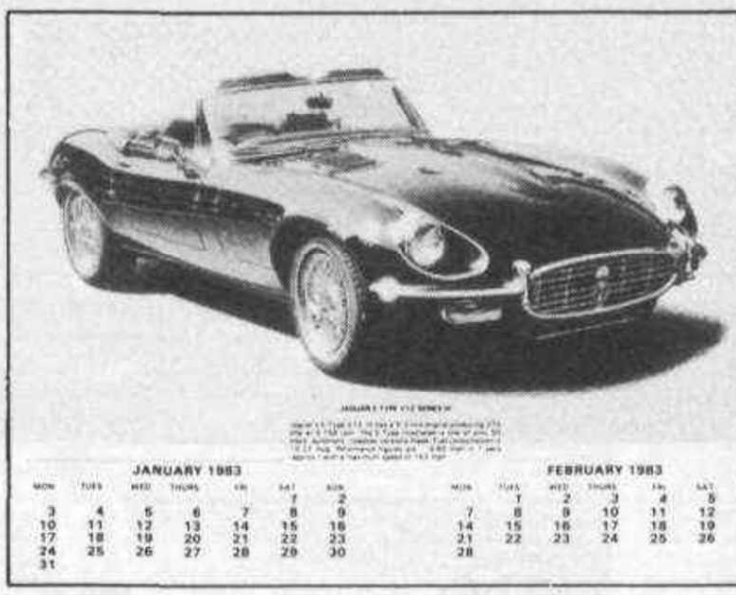
SPORT-A-MOTIVE ART
Dept MS4, 60 Beaufort Street, Brynmawr, Gwent NP3 4AE. Tel: 0495 310592

Please send the following

	PRINTS @ £5.74 (inc. 75p P&P)	
	FRAMING KITS @ £9.25 (inc. 75p P&P)	
	TOTAL	

CARD NO. SIGNED .....
NAME .....
Block Capitals Please
ADDRESS .....

1983
EUROPEAN SPORTSCARS CALENDAR



JANUARY 1983

MON	TUES	WED	THURS	FRI	SAT	SUN
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

FEBRUARY 1983

MON	TUES	WED	THURS	FRI	SAT	SUN
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

A Jaguar E-Type, one of six superb pencil drawings by P. N. DAVIES
Printed on High Quality Artpaper
Finished size 12½"x17", the calendar has six leaves, two months per leaf. The subjects are as follows:

JAGUAR E-TYPE
FERRARI BB512i
PORSCHE 911 TURBO
ASTON MARTIN
MASERATI MERAK
LAMBORGHINI MIURA

Price £4.25 + 70p post & packing

Available only from:
Wakefield Publications Ltd., P.O. BOX 63, Westgate, Wakefield, West Yorkshire WF1 1ET

The world famous Paradise Garage

01-736 2302/3/4.
Telex 917 927

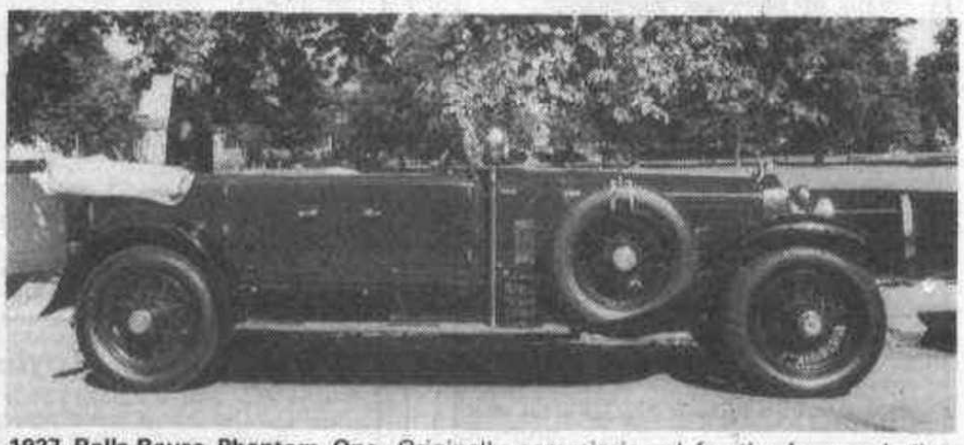
London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



1966 Aston Martin DB6 Volante, Short Chassis. Finished in Opalescent blue with dark blue hide interior and matching hood. Automatic transmission. Very nice condition and excellent mechanically.



1970 Ferrari 365 GTC. One of the last of this highly desireable model to be built. Full history and only 37,000 miles from new. Painted in Scarlet with beige leather upholstery.



1927 Rolls-Royce Phantom One. Originally commissioned for the famous Indian Cricketer, S. K. Chowdry and delivered to Bombay in 1928. The car was returned to England in the early Seventies and is today in restored condition complete with German silver lights, mascot and original column mounted hunting lights. Maroon with beige hide.



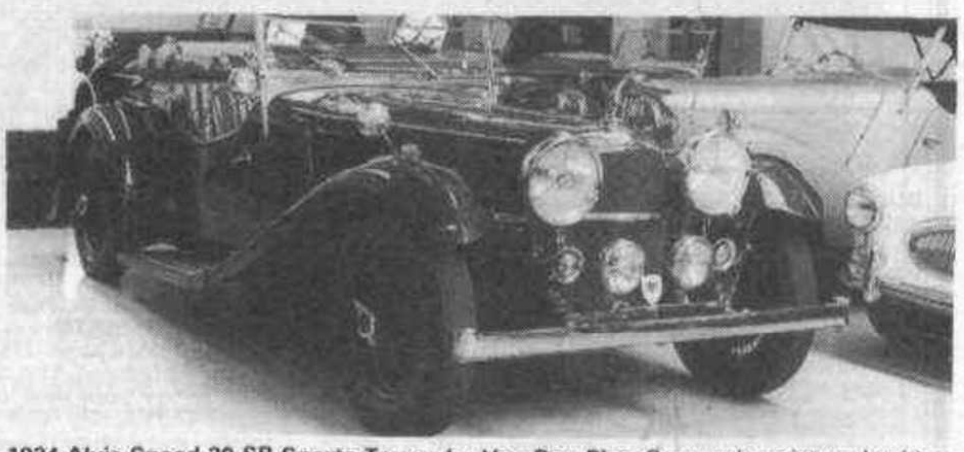
1958 Bentley S1 Continental Drophead by Park Ward. Fitted with power steering and automatic transmission. This car is in excellent original condition and finished in Regal Red with black leather upholstery and tan hood.



1965 Austin Healey 3000 Mk. III. A very attractive car which has recently had a professional restoration to the bodywork. British Racing Green with a good original black interior.



1967 Aston Martin DB6. Only 33,000 miles and one owner from new. Full service history. Undoubtedly one of the finest in existence. Midnight blue with black leather interior. (Similar to the above).



1934 Alvis Speed 20 SB Sports Tourer by Van Den Plas. Burgundy paintwork with a matching interior and black hood. In excellent condition throughout. Independent front suspension and synchromesh gearing.



1924 Rolls-Royce Silver Ghost Landaulette by Charles Clark & Sons. Magnificent condition throughout and in full working order. Painted in maroon and black with black leather to the drivers compartment and light blue cloth to the rear.

'Other Cars In Stock'

1934 Alvis Firefly
1936 Alvis Speed 25
1937 Alvis Speed 25
1950 Alvis TA 14
1964 Alvis TE 21
1962 Aston Martin DB4
1956 Austin Healey 100/4
1958 Austin Healey Frogeye
1959 Austin Healey 100/4
1936 Bentley 3½-litre
1937 Bentley 4½-litre
1952 Bentley Mark Six
1960 Bentley SII Cont.
1931 Buick Straight 8
1963 Daimler 'Dart'
1967 Ferrari 330 GT
1923 Ford Model T
1937 Humber Vogue Saloon
1951 Jaguar XK 120
1951 Jaguar Mark Five
1955 Jaguar XK 140
1959 Jaguar XK 150 — two
1960 Jaguar XK 150
1974 Jensen Interceptor
1932 Lagonda 3-litre
1939 Lagonda LG 6
1931 Lancia DiLambda
1963 Mercedes 220 SE
1966 Mercedes 230 SL
1953 MG TD — two
1922 R-Royce Silver Ghost
1924 R-Royce 20 HP
1933 R-Royce PII
1931 Rover Sp. 20 Meteor
1926 Sunbeam 3-litre
1934 Talbot 105 Tourer
1935 Talbot 65 Tourer
1949 Talbot Lago

10 minutes from central London, 150 yds. from Parsons Green tube

01-499 9951
MONDAY TO SATURDAY

Laurence Kayne (Ascot) Ltd

(0344) 884919
evenings & weekends
nr Windsor.

ROLLS-ROYCE AND BENTLEY SPECIALISTS

1981 X Bentley Mulsanne. 3,000 miles, as in new condition. £36,500
1979 V Silver Shadow II. Exeter blue, magnolia piped hide trim. ... £21,500
1978 RR Corniche Convertible. 26,000 miles, nutmeg magnolia trim. £33,500
1976 R Silver Shadow. 33,000 miles, Walnut with magnolia trim. £14,500
1975 P Corniche fixed head coupé. 40,000 miles. £16,950
1973 Silver Shadow. Finished in Porcelain white, service history. ... £9,950
1970 H. J. Mulliner Convertible. In outstanding condition for its year. £15,500
1967 H. J. Mulliner 2-door fixed head coupé. With refrigeration. ... £10,950
1970 Phantom VI. Without division, 60,000 miles, a fraction of its cost. £27,500
1964 Silver Cloud III. 54,000 miles, extensive service history. £12,950
1964 Bentley S3 Continental 2-door FHC. By M.P.W. £12,750
1955 Silver Dawn. Automatic transmission, fully restored. £15,950
1956 Silver Wraith 7-seater Limousine. By Freestone & Webb, automatic and P.A.S. £10,950
1934 20/25 Sedanca de Ville. By Hooper & Co., very original. £12,500
1972 Ferrari Dino 246. 44,000 miles, red with black trim. £7,500
1979 Porsche 924 Automatic. 12,000 miles, sun roof, radio cassette. £7,750

18, BRUTON PLACE, BERKELEY SQUARE, LONDON W.1

H. J. SIBLEY



1967 Mercedes 250SL. L.H.D.
1966 Rolls-Royce Silver Shadow. Porcelain white.
1963 Rolls-Royce Silver Cloud III. Royal blue over shell grey.
1960 Rolls-Royce Silver Cloud II. Seychelles blue.
1964 Bentley SIII. Steel blue over shell grey.
1960 Bentley SII. Porcelain white, tinted glass.
1965 Aston Martin DB6 Coupe. One owner.
1962 Ferrari 250 GTE 2+2. Running, unrestored, r.h.d.
1957 Maserati 3500 GT Coupe. L.H.D.
1963 Maserati Sebring Coupe. L.H.D.
1964 Austin Princess Limousine. Automatic.
1966 Jaguar 3.8 S-Type. Wire Wheels.
1934 Singer Le Mans. Ex-Wisdom Barnes, 4th in 1,000 c.c. class.
1934 Le Mans.
1935 (Genuine) Corsica 4-seater touring body, complete, page 94 Bentley Book.

WANTED: Silver Wraith or P5 limousine. Also cars of the type I sell.
Harefield Garage, Breakspear Road, North Harefield, Middx. Tel.: Harefield 2577 / 4191, or 0288-3428. Near Heathrow, 30 minutes from Baker Street.

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

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.

ROBBINS OF PUTNEY LTD.

Rolls Royce and Bentley Specialists
Established 62 years

1965 ROLLS ROYCE SILVER CLOUD III. Burgundy with beige leather, 50,000 miles only. **£12,500**

1972 ROLLS ROYCE SHADOW. 4-door, silver mink with light blue, 80,000 miles, history. **£10,500**

1978 ROLLS ROYCE CAMARGUE. Astral blue with blue leather, 15,000 miles. **£42,000**

1954 BENTLEY R-TYPE. 4-door Hooper Empress, velvet green with tan. **£8,500**

1957 BENTLEY SI CONTINENTAL. Fast back H.J.M., one of only three, with power steering and manual gearbox, superlative condition. **£24,000**

1959 BENTLEY SI CONTINENTAL. H.J.M. finned rear wings, sand with red upholstery, mint. **£18,500**

Telephone Brian Blowers 01-222 1324
Sidney Robbins 0202 872329

Nigel Dawes

Birtsmorton Court Nr. Malvern
Worcestershire
Telephone: 068-481 525

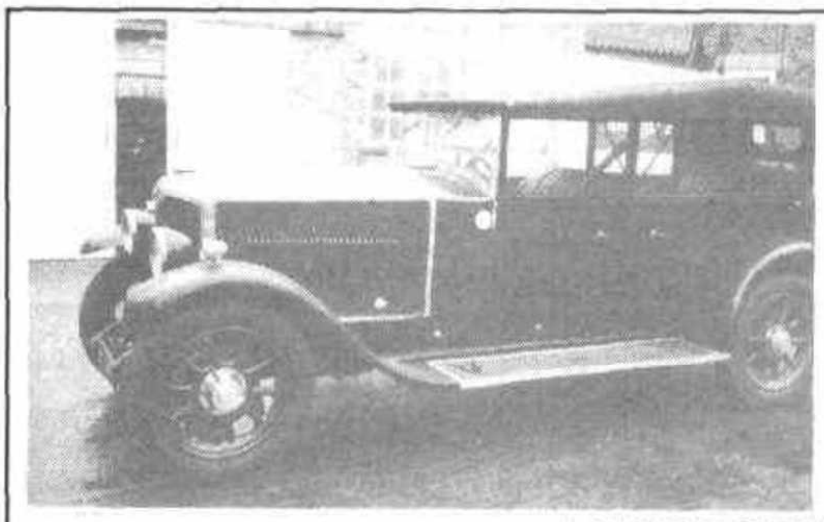


BUGATTI 1925 BRESCIA. 2 seater with dicky. Striking wood body / black wings, all nickel fittings, exhaust cut-out, polished bonnet, axles, springs, etc. Mechanically superb. Winner of many concours — Stunning.

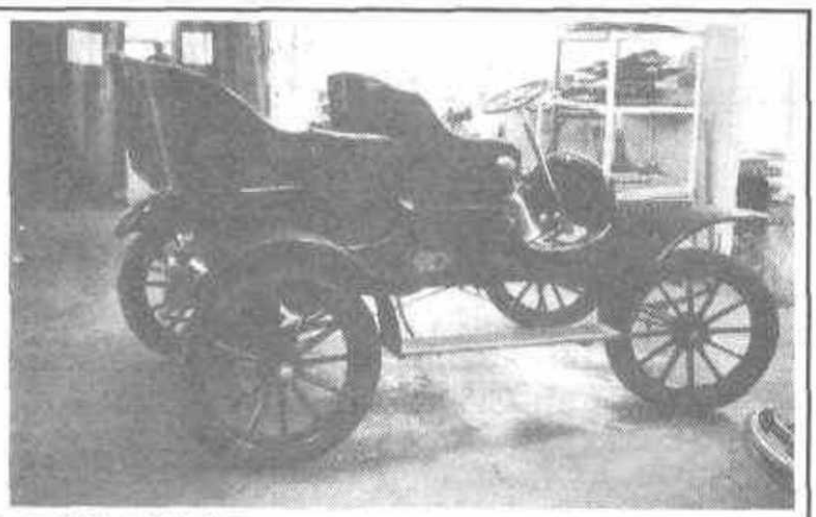
ASTON MARTIN DB3S COUPE 1956. Ch. No. 119. One of only 3 produced. This car has been in my possession for 12 years and during that time totally restored to Concours. B.R.G. / Maroon hide.



WANTED 14" Carl Zeiss tripod headlamps to fit Bentley
Many other cars undergoing Restoration — Please ring for details



Not all cars need completely restoring. Some just need to be repaired. We think that we can repair or restore your car quicker and cheaper than most.



1927 CROSSLEY 15
Bad rear end accident damage repaired in 3 weeks.

ANTIQUE AUTOMOBILES LTD.

35-39 MAIN STREET, BASTON, PETERBOROUGH
Telephone: Greatford (07786) 288 / 488

1904 FORD Model C
Mechanically repaired for the Brighton Run in 1 week.

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.

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

ESCARGOT D'OR — 10th anniversary

To celebrate "Escargot's" 10th anniversary, the International Club of Juan les Pins is pleased to bring to the notice of its many friends, its proposed 1983 programme.



This 10th Escargot d'Or will start on Saturday 30th April, finishing on Sunday 8th May (both dates inclusive).
The event will start and finish at Antibes-Juan Les Pins. From Sunday 1st May to Thursday 5th May (both dates inclusive) there will be a tour of Corsica (Ile Rousse, Calvi, Bastia, Porto-Vecchio, Propiano, Ajaccio). The event will then return to the Alpes-Maritimes (Menton, Nice, Golfe-Juan, Vallauris etc.).
Each day will comprise a test, a gastronomic stop and some touring but provision will also be made for leisure time. On Sunday 8th May, there will be a gala Dinner with varieties at Monte Carlo.

Regulations and entry forms together with supplementary details will be supplied on written demand by:
L'International Club de Juan-Les-Pins, 18, avenue de l'Estérel, 06160 Juan-Les-Pins.
Alternatively: telephone Mr. W. Burg — 010-33-93-61-0995.

Only pre-1940 private motor cars are eligible. Vehicles should be to a high state of maintenance or restoration.
The cost for one car and two occupants is 5000F which includes all hotels, meals and entertainment from and including Dinner Saturday 30th April to Breakfast Monday 9th May as well as crossings to and from Corsica.

ROYLE HEPWORTH



1926 FIAT 501 Saloon. Blue and black, 2 owners from new, very original. **£4,450**



1934 LAGONDA M35R 3½-Litre. Sports 4 seater. Very original, 2 owners from new. **£16,650**

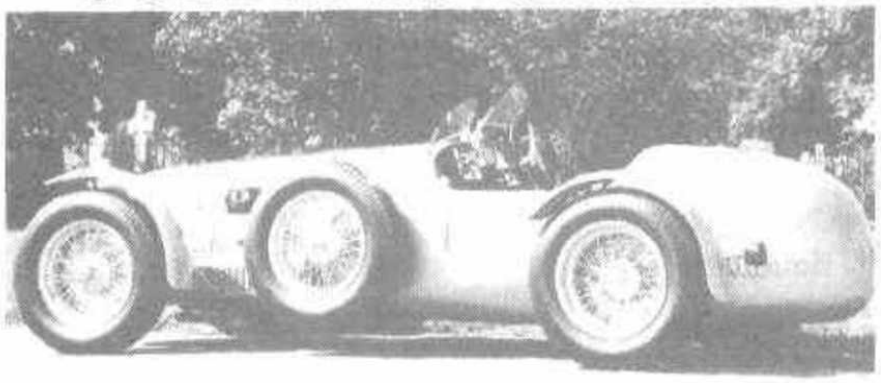
1922 ALLARD M TYPE. Black, red interior, black hood. **£4,850**
1972 ASTON MARTIN DB6. Over £4,000 just spent. **£6,500**
1972 ASTON MARTIN DBS. 70 built. Vantage 6 cylinder automatic, 37,000 miles. **£9,000**
1929 AUSTIN 16/6. Restored. **£7,750**
1929 AUSTIN CHUMMY. Blue and black, restored. **£3,950**
1975 BENTLEY MALLALIEU. Red. **£11,350**
1935 B.S.A. FWD 3 wheeler, 2 seater sports de luxe. **£2,750**
1925 CLYNO. Tourer, red. **£5,750**
1937 FIAT TOPOLINO. Restored. **£3,350**
1930 HILLMAN 14. Beige and maroon. **£3,850**
1927 HUMBER 9/20 Saloon. Original show car. **£3,950**

1960 JAGUAR XK 150 'S'. Red. Restored. **£11,500 o.n.o.**
1961 JAGUAR XK150. Blue. **£5,950**
1962 JAGUAR Mk. 11 Saloon. Man. **£850**
1937 MG SA Saloon. Cream and black.
1968 MINI COOPER 'S'. Restored. **£2,650**
1947 TRIUMPH ROADSTER 2000. Blue. Restored. **£5,450**
1950 VAUXHALL VELOX. Green. Restored. **£950**
1922 WILSON Tourer. Red / Black, only one in existence. **£3,650**
WORLD WAR 2 JEEP. **£2,250**
MODEL BLOWER BENTLEY 4½. Electric, 6ft. long.
1938 RILEY ADELPHI. **£4,950**
1973 BOND BUG. Restored, now in gleaming black. **£950**
1980 RANGE ROVER. White, option pack, beautiful cond., W-Reg. **£7,950**

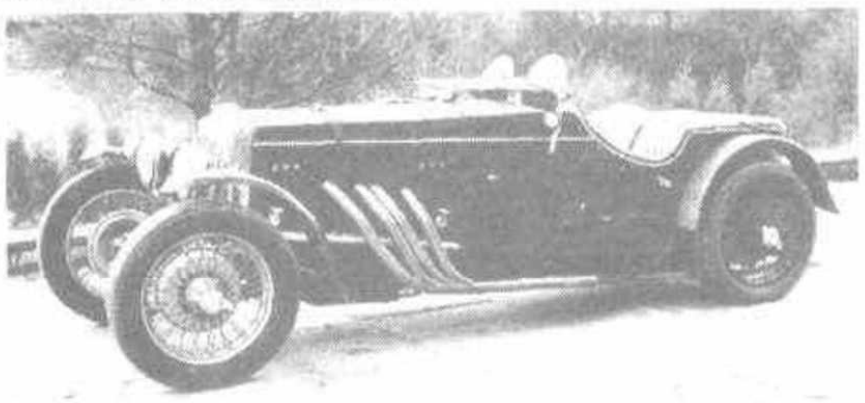
OPENING HOURS: 9 a.m. to 5.30 p.m. WEEKENDS BY APPOINTMENT.

POOL ROAD, POOL IN WHARFEDALE, OTLEY, WEST YORKSHIRE, LS21 1EG
Telephone: Arthington (0532) 843636

COLDANES LIMITED



1950 HWM. Works car. **P.O.A.**



1935 Frazer Nash TT Replica with Gough engine, long wheelbase car with Frazer Nash built body. In excellent original condition — dark green and black upholstery — Documented history (Photo) **P.O.A.**

Rolls-Royce Silver Wraith II 1978. 18,000 miles. **P.O.A.**
1977 Morgan +8 Lightweight model. only 12,000 miles from new, aluminium body, 5-speed gearbox, reclining seats. **£7,500.**
1936 Frazer Nash Colmore — Blackburne. **P.O.A.**
1933 Frazer Nash T.T. Replica Alpine Trial Car Meadows. **P.O.A.**
1950 H.R.G. — 1500 ccs. P.O.A.
Rolls-Royce Griffon 57A Aero engines for sale. **£1,250 each.**

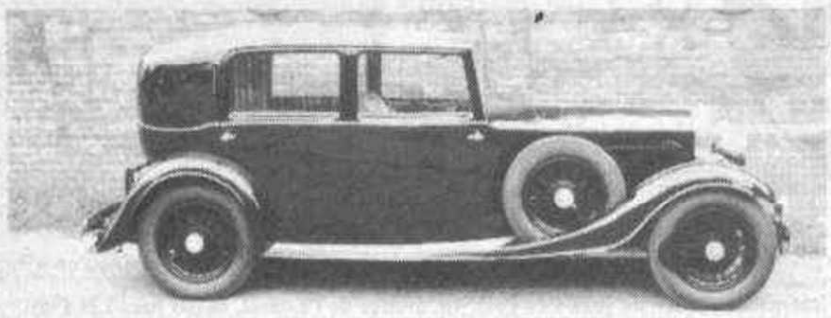
Alan Dunkerley, Ramsbottom 3616 eves, Burnley 23596 days

P&A Wood

Great Bardfield, Braintree, Essex.
Tel: Great Dunmow (0371) 810604



Bentley S2 Continental 1960 — 2-door coupe by H. J. Mulliner. Finished in two tone beige with red leather. 93,000 miles from new and maintained by ourselves for several years. An excellent example of this attractive model.



Rolls Royce 20/25 1933 — owner driver saloon by H. J. Mulliner. Finished in black with biscuit upholstery. 53,000 recorded miles (believed genuine). Exceptionally original throughout and a delight to drive.

SPECIALISTS SOLELY IN ROLLS-ROYCE AND BENTLEY SALES, SERVICE AND REPAIRS

Vintage Automobile Coach Trimming

Professional work exclusively carried out in true authentic styling by specialists. This organisation caters for skill and requirements in trimming with experience from many years of familiarity with vintage cars.
Please consult us about free advice and quotations.

SOUTHDOWN COACH TRIMMING SERVICE
40, OLD WAREHAM ROAD, POOLE, DORSET. BH 17 7NR
Telephone 0202 745319

WEST EUROPEAN VINTAGE TYRES AT LOWEST PRICES!

550-16	£22.75
450-17	£21.00
475/500-17	£28.00
525/550-17	£28.50
525/550-18	£30.00

plus Carriage and V.A.T.

WE ARE THE CHEAPEST!

LAMBROOK TYRES
FARWAY 282 (Devon)

MALCOLM ELDER
Steeple Aston 40606 (Oxford)

MIKE HIRST
Gt. Longstone 227 (Derbyshire)



1947 Bentley Mk. VI 4¼, grey with grey interior. £2,650
1950 Bentley Mk. VI 4¼, green with beige leather. £2,950
1953 Rolls Royce Silver Wraith Touring Limo, by Park Ward. Illus. £4,950
1955 Bentley S1 Saloon, Silver with red interior. £2,950
1956 Rolls Royce Silver Cloud, white with grey interior. £3,500
1962 Jaguar 'E' Type F.H.C., red with beige interior. £4,750

MOTORCYCLES

1920 Dernier 1100 c.c., belt drive V twin. £1,495
1924 BSA 250 c.c. SV, original and nice. £675
1922 AJS 350 c.c. SV, outstanding. £1,150



1925 AJS 800 c.c., V twin outfit, excellent. Illus. £1,950
1926 Harley-Davidson 1,000 c.c., V twin 90% rebuilt. £1,250
1927 Raleigh 250 c.c. SV, requires rebuild. £350
1934 Royal Enfield 250 c.c., OHV, nice condition. £550
1934 AJS 800 c.c., V Twin, in very nice condition. £1,000
1936 Douglas 500 c.c., flat twin, excellent condition. £900
1937 Sunbeam Model 8 350 c.c. Sports, excellent. £800

Large quantity of used Mk. VI and 'R' type spares

LIDDELL & HORNER (Tel. 0264 3643)
WESTOVER FARM, GOODWORTH CLATFORD, ANDOVER SP11 7LF

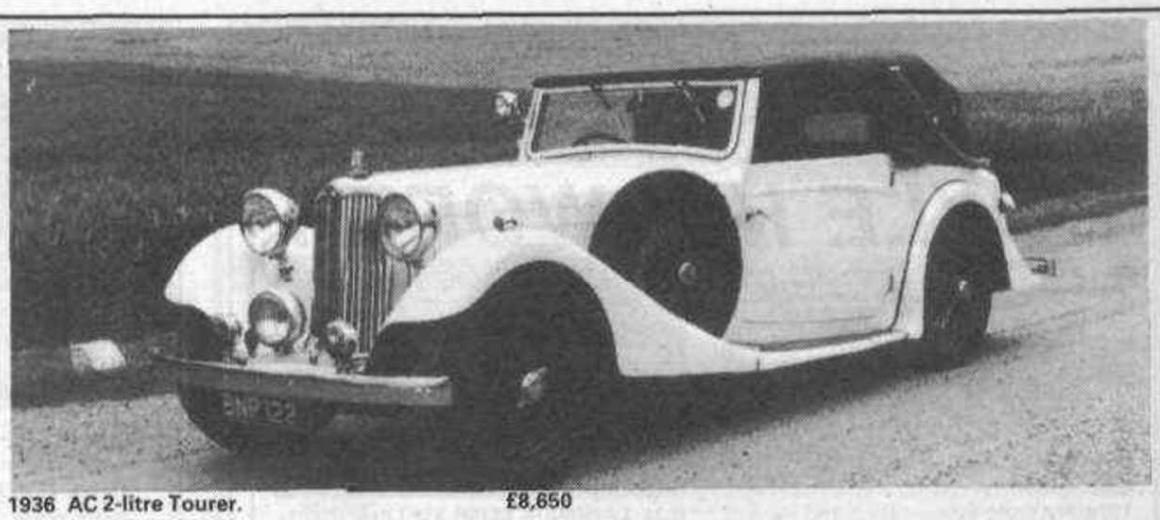
Roland Duce Ltd.

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.



1936 AC 2-litre Tourer. £8,650

1905 Holsman Highwheeler.	£10,450	1961 Mercedes 190 SL.	£4,950
1928 Bugatti Type 35. 80% restored.		1939 Alvis 4.3 Open Tourer.	£22,000
1929 Essex Saloon.	£3,350	1962 Maserati 3500 G1.1.	£4,750
1970 Aston Martin DBS 6.	£4,650	1965 Riley Sports.	£11,750
1962 Bristol 407.	£2,150	1959 Bentley Hooper Body.	£9,950
1975 Mercedes 450 SE.	£5,750	1921 Standard.	£5,950
1922 Bugatti Brescia — part restored & 80% complete.	£12,750	1956 Jaguar XK140 D/H.	£4,250
1977 Porsche 3-litre Turbo.	£13,750	1927 Ford Model T Saloon.	£3,450
1916 Buick 2-seat.	£7,250	1929 Lagonda 2-litre.	£11,750
		1952 Daimler Barker Special.	£3,950
		1952 Talbot Sunbeam 90 D/H.	£2,750
		Jaguar D-Type Replica.	£9,000
		1969 Ferrari 365 2 +2.	£10,750
		1966 Aston Martin DB6.	£5,950
		1957 Bentley S1.	£4,650
		1926 Bugatti T35A.	£45,000
		1973 Ferrari 354/4 2+2.	£6,950
		1974 Rolls Royce Corniche	
		1972 Panther J72.	£8,000
		1967 Rolls 2-door	



1948 MG TC — Red. £6,250



1962 AC Greyhound.



1937 Alvis Sp 25.



1930 Rolls Royce PII Roadster.



1936 Alfa Romeo 2300 6C.



1930 Rolls Royce PII Tourer.

MARTIN REED



DAIMLER BARKER SPECIAL SPORTS 2½-LITRE

Drophead Coupe, 1952, blue over grey, recently rehooded in grey, a well kept Barker in nice original condition.

Wanted: Any interesting Open Daimler or similar touring car.

☎ **Hoddesdon 64824**

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.

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. Enquiries welcome.





1923 RR 40/50 H.P. Silver Ghost tourer.	£32,000
1924 CLULEY. 4-seat tourer.	£6,250
1926 BENTLEY. 3-litre speed *(Photo)*.	£26,000
1928 TRIUMPH. Model W m/cycle.	£1,400
1930 DELAGE D8. Saloon by Chapron.	£26,500
1930 BENTLEY 4½. Tourer *(Photo)*.	£39,850
1930 BENTLEY 6½ Litre special.	£32,000
1933 AUSTIN 10. Sunroof saloon.	£1,850
1933 TALBOT 65. Sportsmans saloon.	£3,575
1935 RR 20/25. Cabriolet by Windover.	£16,000
1936 AUSTIN 7. Ruby saloon.	£1,550
1936 AUSTIN 7. Special.	£3,000
1939 AC. 2/3-seat drophead coupe.	£3,250
1952 BRISTOL 401.	£4,500
1955 FN. 250 cc 2-str, twin m/c.	£475
1956 MERCEDES BENZ 190SL. Coupe.	£5,250
1956 FORD 10. Thames pick-up.	£950
1959 DAIMLER DK400. Hearse & Limo.	£2,750
1960 NORTON 99. Motorcycle.	£950
1963 DAIMLER. 2½ litre V8 saloon.	£825

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.

Classic Automobiles
P.J. FISCHER

Specialist in low mileage, classic Rolls Royce & Bentley cars.



Silver Cloud III 1964 Sand over black with beige interior, 1 owner from new, 59,000 miles only.

ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS

1954 Silver Dawn 65,000 miles, tudor grey with red interior, concours. **1965 Silver Cloud III** 55,000 miles. **1960 Silver Cloud II** 49,000 miles. **1975 Shadow** 39,000 miles. **1977 Shadow II** 34,000 miles. **1962 Phantom V James Young** 44,000 miles. **1965 Bentley S3 James Young SCT100** no Div., 28,750 miles, left hand drive. **1965 S3 Bentley** 45,000 miles, left hand drive. **1954 R Type** Auto, 80,000 miles, left hand drive. Choice of several **Bentleys, S1-S2-S3s** all with low mileages. **1959 Cont. S1 F. Sports** 4-Light. **1963 S3 Mulliner Coupé. 1961 S2 Mulliner** Coupé. **1964 James Young** Continental. **1976 Mk1½ Bentley Corniche Convertible** 12,000 miles. **1961 Bentley Continental Drophead Coupé. 1964 S3 Continental Drophead Coupe.**

WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS OF THE TYPE WE SELL

Established 10 years — After Sales Service — Restoration Chrome Plating 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

C.A.R. HOWARD LTD.

Charles Howard wishes to announce that having bought and sold Fine Collectable Motor Cars to the Value of over £10 million in recent years, he feels qualified to offer the following services.

ADVICE TO COLLECTORS, ENTHUSIASTS, INVESTORS, MUSEUMS, FINANCE COMPANIES

We will assist and advise in the formation or disposal of entire collections or single items.
We will discuss Investment, Finance, Maintenance, Values, Storage, Restoration and Insurance.

We will act as Consultants to private collectors, museums and auctioneers.
We will charge for our services, but we do promise to give impartial and well-reasoned opinions and suggestions.

We will be moving at the end of the year to new premises at

16 QUEENS GATE PLACE MEWS, LONDON SW7

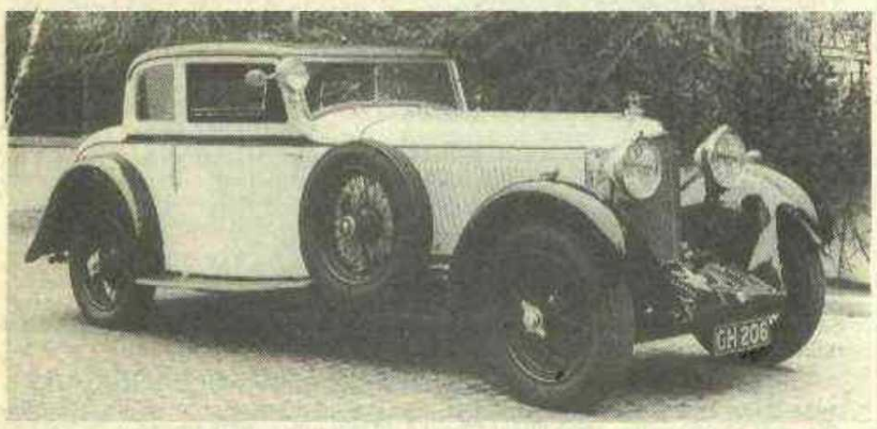
Telephone 01-584 6552/3, 01-584 4701 Telex 28604 Mono Ref. 1765

OPEN FROM
9.30-6.00
MONDAY TO
SATURDAY
SUNDAYS BY
APPOINTMENT ONLY

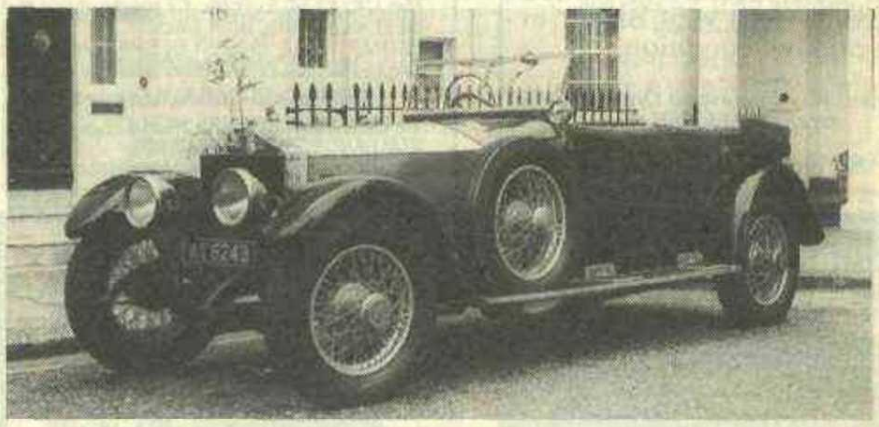
COYS
OF KENSINGTON

WE WILL TRAVEL
ANYWHERE IN
THE WORLD
TO OBTAIN A
CLASSIC MOTOR
CAR

SPECIALISTS IN FINE HISTORIC AUTOMOBILES



1930 W. O. BENTLEY SPEED SIX. *This renowned chassis* bears elegant 4-seat close coupled coachwork by MAYFAIR. Finished in cream with black wings, complemented by tan hide upholstery.



1922 ROLLS ROYCE SILVER GHOST. *Fitted with four seat* open touring coachwork by HAYWOOD. Resplendent in dark blue with black wings. Upholstered in maroon button back hide.

COYS OF KENSINGTON (SALES) LIMITED 2-4 QUEENSGATE MEWS
LONDON SW7 ENGLAND — TELEPHONE 01-584 7444 — TELEX 261701 COYKENG

01-584 7332 01-584 7472

DAN MARGULIES
12 QUEEN'S GATE PLACE MEWS, LONDON SW7



ERA RIA "The first ERA".



1921 Vauxhall 30/98 E-Type Velox Tourer. A most original example, fitted OE series front brakes, beaded edged tyres. **£24,500.**

1925 Bugatti T35 2-litre Grand Prix.
1927 Bugatti T43 Roadster.
1928 Lea-Francis Hyper supercharged 2/4-seater.
1933 Riley Kestral Sports Saloon.
1934 Maserati 8CM Grand Prix car.
Maserati 250F Chassis CM/3. To super-lightweight specification.
1932 Alfa Romeo 8C 2.3-litre supercharged 4-seater "Le Mans" Tourer.



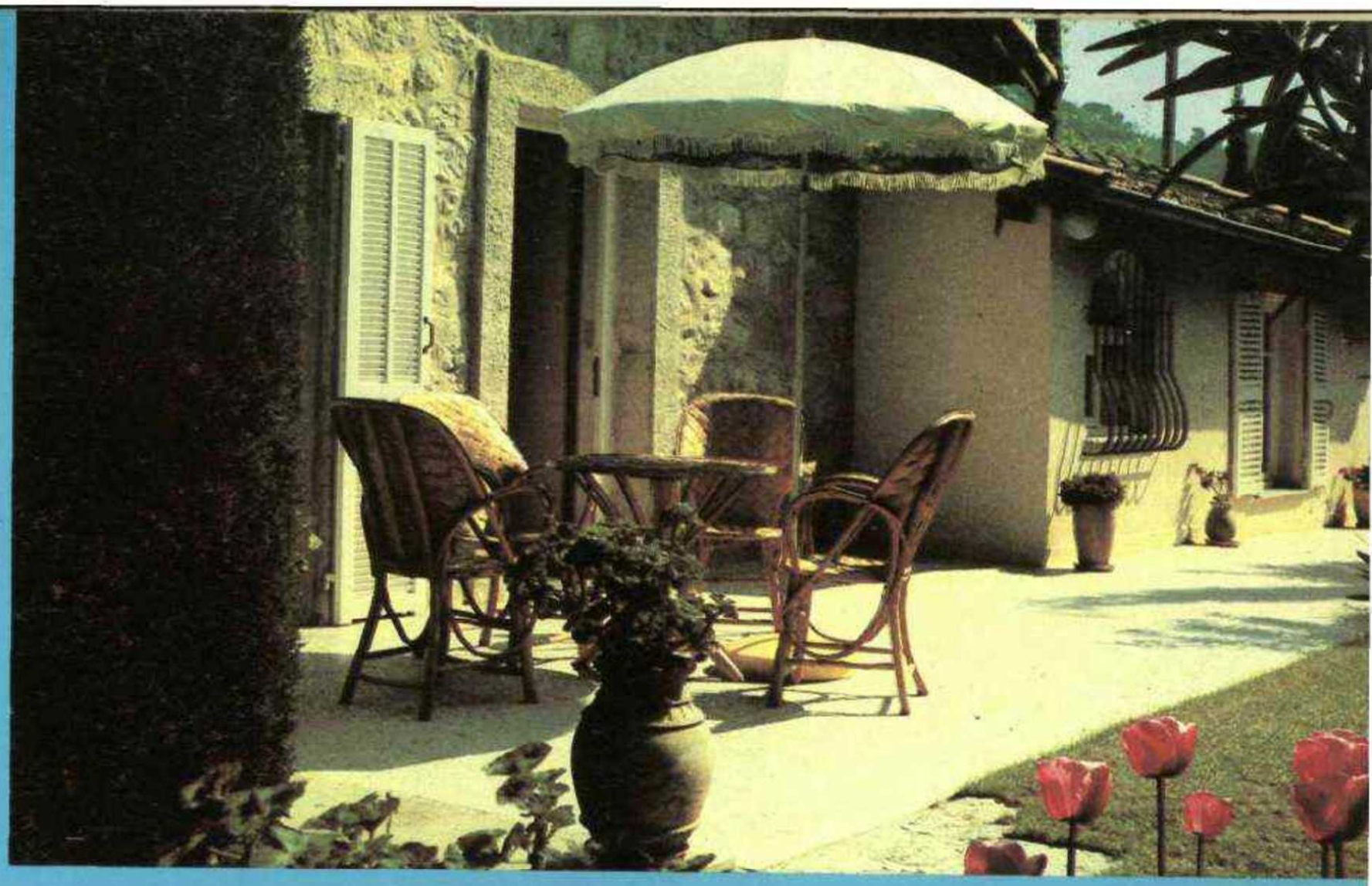
1934 Aston Martin Mk.II Long Chassis Tourer. In excellent original order. **£9,750.**

HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

Printed by Tee & Whiten (The Lincoln's Inn Press Ltd.) for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

COTE D' AZUR

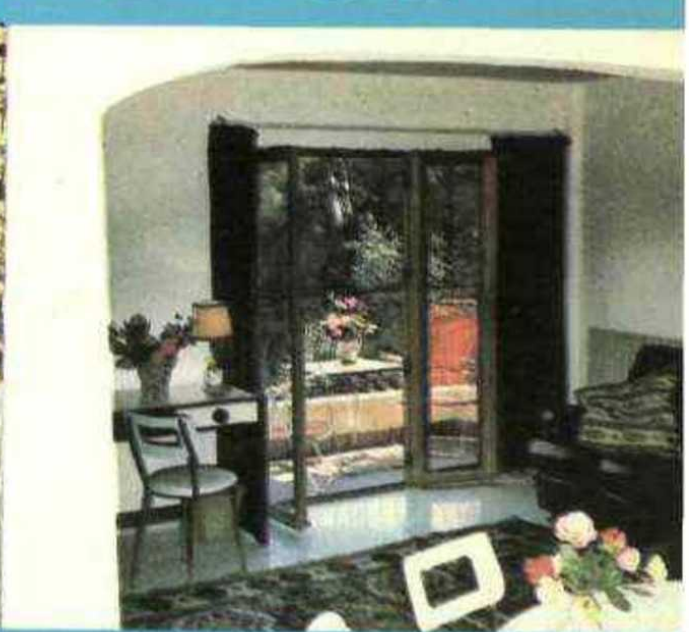
VILLA HOLIDAYS AT



DOMAINE DE LA SOURCE







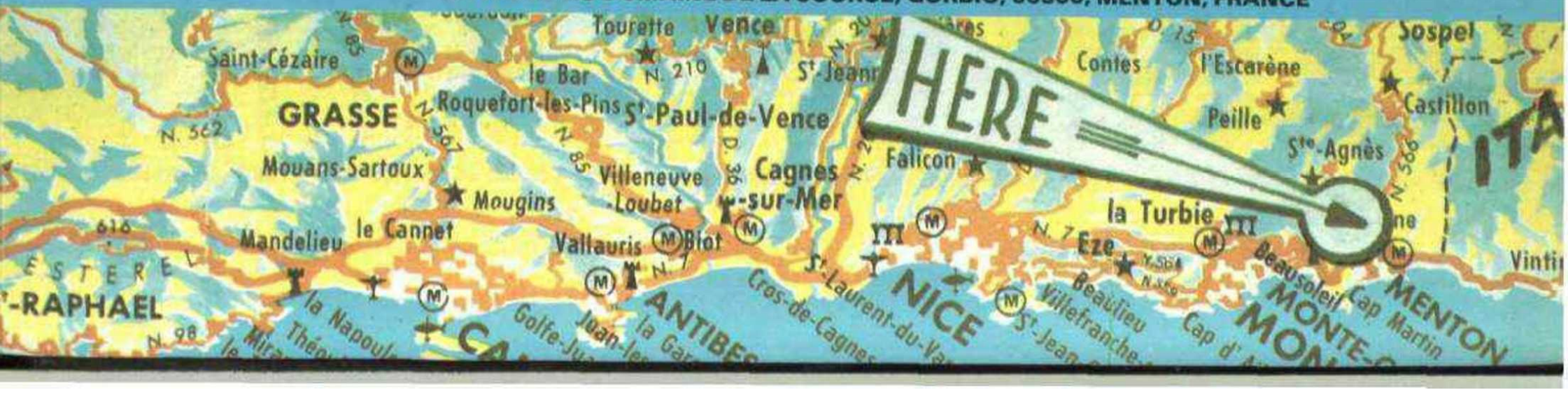
PLACE TO CALL YOUR OWN

On the superb COTE D'AZUR we offer you COMFORTABLE WELL EQUIPPED S.C. POOLSIDE STUDIOS for 2 ranging upwards to five-roomed GARDEN VILLA APARTMENTS with C.H. and villa swimming pool for 8 to 10 people in an unusually attractive setting on a spacious, uncrowded private estate. Situated on the hills behind and only motoring minutes from MENTON, MONTE CARLO and the WESTERN END of the ITALIAN RIVIERA, you can be cosseted in a delightful environment by the long warm days and the famed "velvet nights" of THE GOLDEN COAST. Those who wish can relax on the Domaine around one of the three filtered swimming pools or perhaps commune with nature elsewhere in lush green tranquillity on the olive covered hillsides. MENTON, just about half way between Paris and Rome, is reputed to have the warmest year-round weather in Europe with 300 days of SUN per year — or they say 2,700 hours.

TWO BIRDS with ONE STONE — as a motoring enthusiast, why not combine a villa apartment, self catering holiday with one of the **GRANDS PRIX** in this area: For example, **MONTE CARLO GP 15 MAY,** or **FRENCH GP** at **PAUL RICARD,** or perhaps the **ITALIAN GP** at **MONZA.** Even in the PEAK Season our most comfortable three double bedroomed two bathroomed apartments and shared swimming pool are only £67 per person per week when fully occupied, and our poolside studios for two at £73 per person per week for the **MONACO GP** are a best buy on the Cote D'Azur.

ASK THOSE WHO HAVE BEEN

OR CONTACT US DIRECT FOR A COLOURED BROCHURE OR BOOKING. PLEASE CALL BRITISH OWNERS ON: MENTON 359281 (STD 010 33 93 359281) OR WRITE MS DOMAINE DE LA SOURCE, GORBIO, 06500, MENTON, FRANCE



New

Marlboro 100's
Tall red pack
Smooth flavour too.
Extra long
so you can stay
longer in
Marlboro Country.



PM INC
VENI VIDI VICI

Marlboro
100's

20 CLASS A CIGARETTES

EXTRA LONG 100's

LOW TO MIDDLE TAR As defined by H.M. Govt. DANGER. H.M. Govt. Health Depts.'
WARNING: THINK ABOUT THE HEALTH RISKS BEFORE SMOKING