February 1977 Vol. LIII No. 2 30p

MOTOR SPORT

Founded in the year nineteen twenty-four



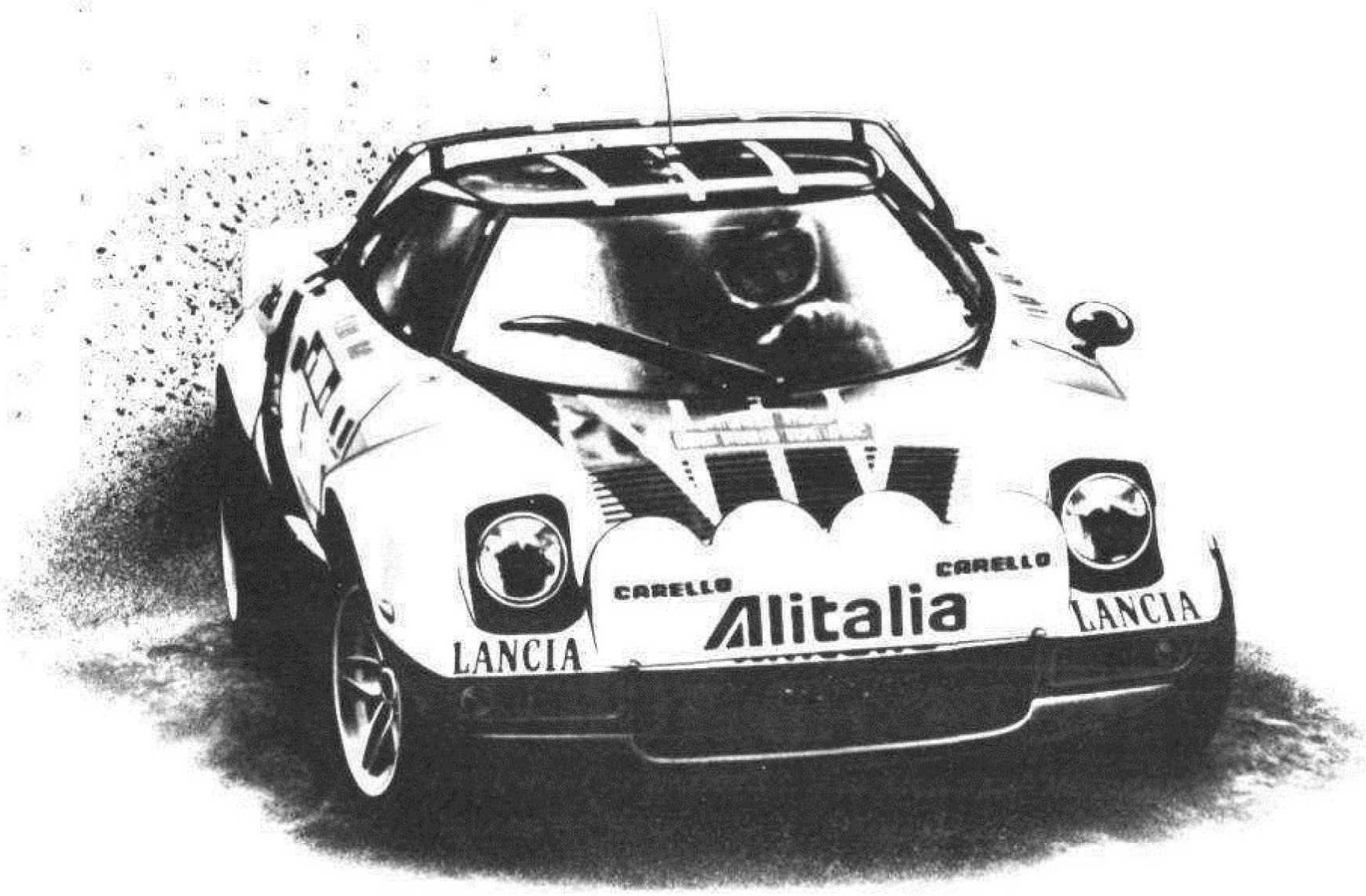






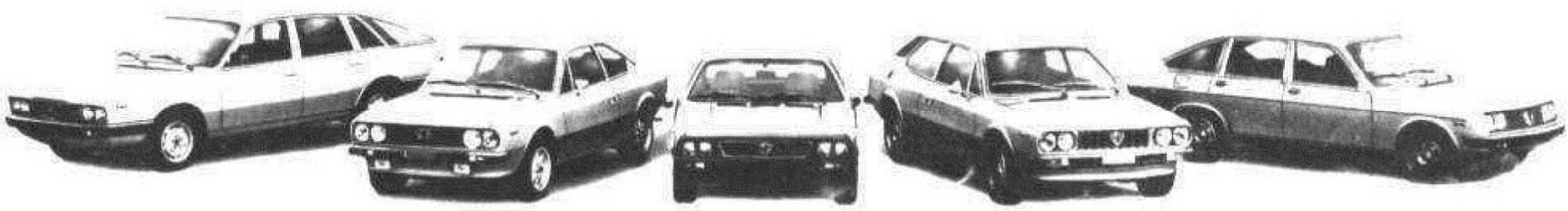
Lancia World Rally Champions
1972·1974·1975·1976

And Italian, French and European Champions



Equipped by: AGIP, BILSTEIN, BORLETTI, BRITAX, CAMPAGNOLO, CARELLO, CHAMPION, MAGNETI MARELLI, PIRELLI CARROZZERIA BERTONE

Demonstrating the superiority of a well tested technology, which is successfully applied to all cars in the Lancia range.



LANCIA All the precision of a hand built car.

Caterham Car Sales

Super Seven — Concessionaires — TVR London and Surrey Distributors

NEW SUPER SEVEN — Powered with a LOTUS big-valve twin cam engine. One of the fastest cars in the world for acceleration. 0-50 m.p.h. 4.5 secs., 60-70 m.p.h. 3.8 secs. Judged by the BRSCC as too fast to race. Price around **£3,000** depending on specification or with Ford 1,600 c.c. engine, approximately **£2,600.** Super Seven also available less engine/gearbox only. Please send **20p** for copy road test/ brochure etc.

LOTUS

Lotus Sevens — A select number of fully serviced cars available. Factory recommended modifications carried out where necessary.

1974 Elite 502. Purple, radio/stereo etc. **£4,950**

1974 Elan +2S 130/5. Yellow, oatmeal trim 1 owner..... **£2,995**

1973 Elan +2S 130/5. Choice of three **£2,295** to **£2,495**

1972 Elan +2S 130/4. Blue, radio, alloys **£1,995**

1970 Elan +2S. Burnt sand..... **£1,495**

1973 Europa Special/5. Tawny oatmeal trim etc. 1 owner..... **£2,495**

1972 Europa Special/4. JPS colours, oatmeal trim. Minilites, radio **£2,295**

1972 Europa twin-cam. White, radio **£1,995**

1969 Europa S2 LHD. US Federal specification **£1,495**

TVR

Early delivery of new 'M' series and Taimar models.

1974 3000M. Metallic blue, radio, sun roof, alloys. Supplied by us new..... **£2,495**

1973 3000M. Burgundy, red sun roof, alloys **£1,995**

1972 Vixen 1300. O/d., red..... **£1,295**

Other Cars

1968 Mercedes 280 SL Auto. PAS. Hard and soft tops, service history..... **£3,995**

1973 Reliant Scimitar GTE. Purple, o/d., radio, stereo, alloys..... **£2,395**

1973 Triumph 2000 estate. O/d., red **£1,595**

Special Offers

The following cars are offered on a 'Trade Sale' basis because of age. Price by application

1968 MG-B GT. O/d., radio.

1968 Elan S4. S/E. FHC.

1968 Marcos 1600.

1966 Lotus Seven Series II.

1968 Jensen F/F. Engine overhauled.

1962 Lotus Elite. Original bills available.

1955 Daimler Express. Hooper-bodied sports saloon. Present owner for 14 years.

WANTED FOR CASH

Lotus Seven	E-Type Jaguar
Lotus Europa	Late American Cars
Lotus Elan	TVR (M) Series
Lotus Elite	Ferrari

Please consult us before selling any of the above cars as prices are fluctuating. Must be in good condition and average mileage for year.

Lotus Seven & Lotus Cortina Spares

As sole concessionaires we offer a world-wide service. Contact us at Caterham. Telephone 42382.

Lotus 7 Club — Next meeting, Thursday, 3rd February White Hart, Godstone, Surrey.
T-Shirts — 'Lotus 7 too fast to race' **£2.10** (inc. p&p VAT).
Super Seven brochures **(20p)** Lotus 7 Club details **(6½p)**.

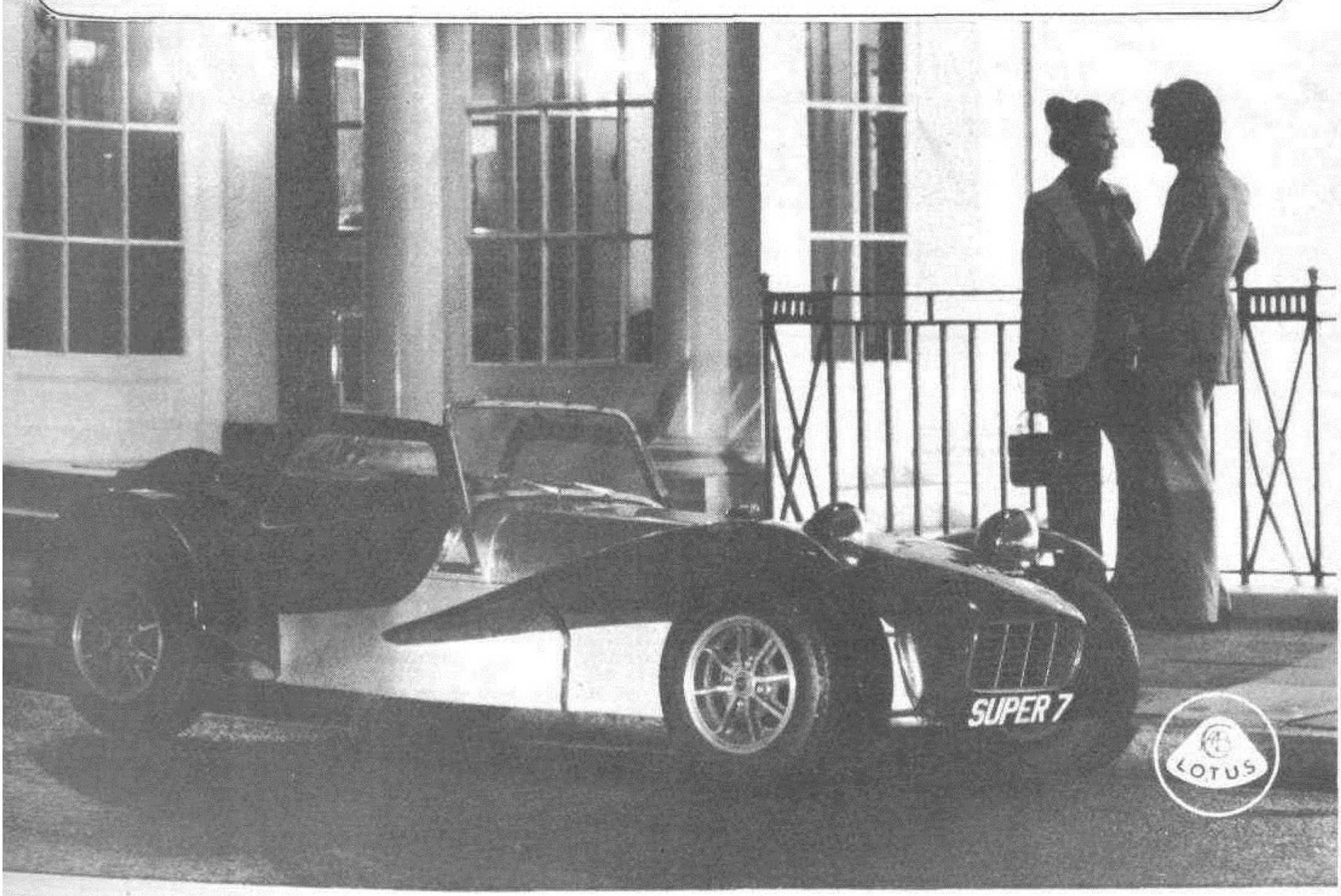
Name .....

Address .....

.....

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

London: 142 Finchley Road NW3. Tel: 01-794 9659
Directions: Just south of the M1 on the A41 into London, 100 yards from Finchley Road Tube Station
Caterham: Town End, Caterham. Tel: Caterham 46666 (Works 42381) (Parts 42382)
Directions: Just off the A22 south of Purley. Telephone from Caterham SR station for transport.



161 MAWNEY ROAD,
ROMFORD,
ESSEX, RM7 8RP.
Tel.: ROMFORD
22717

Merryfield
Performance Centre

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

Fiat 130 Coupe, '74. Blue with Rustic-coloured cloth trim. Usual extras on this luxurious vehicle **£4,495**

Jaguar V12 d/h., "K". Black with chrome wire wheels and tints. Most attractive car **£2,695**

Jaguar V12 'E'-Type +2, "K". Regency Red Auto, tints and chrome wire wheels **£2,695**

Lotus Elan Sprint, '72, drophead. Orange with White flashes. Personalised number plate **£1,895**

Lotus Europa, "L", Twin Cam. Pistachio with Wolfrace wheels **£1,895**

Lotus - 2S "J". Black with Gold cockpit **£1,595**

Lotus - 2 S130, '72. Silver Blue **£2,195**

Lotus - 2S 130/5, '74. Met. Green **£2,995**

MG-B GT, "H". Primrose, wire wheels **£935**

MG-B GT, "J" Regd. White **£1,095**

MG-B GT, "L" Regd. Blue with Mustard-coloured cloth seats **£1,695**

MG-B GT V8, "M". Teal Blue, tints, chrome wheels, cloth trim **£2,195**

MG-B d/h., "K". Orange **£1,095**

MG-B d/h., '72. Choice of three from **£1,195**

Jaguar "E"-Type, '66, drophead. Red with Black hardtop and chrome wire wheels **£1,695**

Jaguar "E"-Type +2, "F" Regd. Red with chrome wire wheels **£1,495**

Jaguar "E"-Type +2, "J" Regd. Primrose, tints and chrome wire wheels **£1,995**

Scimitar GTE Mk. II, '72. Mustard. A very nice example of this fine car **£1,995**

Scimitar GTE, '74 "N". Auto Beige with Tan interior, 32,000 miles **£2,960**

Scimitar GTE, '70 "H" Auto Red **£1,295**

BMW 2002 Tii, '72. Met. Green **£1,795**

BMW, '73, CSL. Green with tints and usual refinements **£4,695**

Datsun 240Z, '73. Orange. 32,000 miles **£1,995**

Datsun 260Z +2, '74. Met. Blue **£3,295**

Datsun 260Z, '74. Met. Silver **£2,795**

TR6, '70. Red with hardtop, overdrive **£895**

TR6, '71. Yellow. Soft-top, overdrive **£1,195**

TR6, '72. Blue with hardtop, overdrive **£1,345**

TR6, '74 "N". Magenta. Overdrive **£1,795**

TR7, '76. White. 8,000 miles, one owner **£3,075**

Triumph Stag, '71. Blue, hard/soft tops **£1,695**

Triumph Stag, '72. Red, soft-top **£1,895**

Triumph Stag, '73 "M". Green, hard/soft tops, tints, alloy wheels. Manual with overdrive **£2,895**

Triumph Dolomite Sprint, "M" Regd. Red, tints and alloy wheels. A very nice example **£1,795**

Triumph Spitfire, '72. Red with overdrive **£995**

Triumph Spitfire, '73. Yellow, with overdrive **£1,195**

Triumph Spitfire '75 1,500 c.c. model. Magenta. Overdrive **£1,825**

Triumph GT6, '72. Maize **£1,245**

Mercedes 280SE 3.5, "K" Regd. Silver, with electric roof, tints, central locking, radio and stereo 8-track. Personal number plate available. 49,000 miles **£2,995**

Mustang convertible, '69. Blue with new White soft-top **£1,095**

Jensen Interceptor Series III, "L" Regd. **£3,995**

Jensen Healey, "M". Orange **£1,595**

Jensen Healey, "M" Regd. Blue **£1,595**

HOURS OF BUSINESS
9.30 - 7.30

ALWAYS OVER 40 USED SPORTS CARS IN STOCK.

MANY MORE CARS ARRIVING SHORTLY
PLEASE RING FOR DETAILS

Specialist Watches available now on our FREE CREDIT PLAN



OMEGA "Speedmaster" ST 1450022 Bct. Water-resistant Stop watch with Tachymetre bezel. Stainless steel case and bracelet. "The First Watch on the Moon". £158.00 (only **£15.80** deposit)



SEIKO CX003
Quartz chronograph combined stop-watch, calendar with continuous read-out display
Stainless steel/adjustable bracelet
£165.00 (only **£16.50** deposit)

— No Hire Purchase Charges — only 10% deposit and nine equal monthly repayments of the same amount

PARRYS
OF MALVERN

Ω OMEGA SEIKO
TISSOT

Phone: Malvern (06845) 4077 or send coupon today

PARRYS (Jewellers) LTD. Malvern, Worcs WR14 2AJ

Please send OMEGA WATCH. I enclose £15.80 deposit. ☐
Please send SEIKO WATCH — I enclose £16.50 deposit. ☐
Please send Full colour details of other specialist Watches
OMEGA ☐ TISSOT ☐ SEIKO ☐

NAME.....

ADDRESS.....

..... MS3

BOOKS! NEW TITLES SALE OFFERS THE BEST IN PRINT

Connoisseur Carbooks

NOTE: We deal with all orders promptly and send out all books packed with care. Customers ordering 6 or more books at once, with a total value of £10.00 or more, will be sent a £1.00 credit voucher which may be used with their next order. We also offer a comprehensive subject-classified catalogue free on request. Prices and other information in this advertisement are correct at time of going to press but may be subject to alteration. Watch our future ads. for details of new books as they are published.

TO ORDER
To order by post please send your order with cheque or PO payable to Connoisseur Carbooks at the address shown below. Prices include post/packing by surface mail UK and abroad. Overseas customers: please pay in sterling by international money order or cheque payable through a British bank, or add 50p if paying in your own currency. CALLERS ARE WELCOME TO VISIT US between 9.00 and 5.30 Monday-Friday, or between 10.00 and 4.00 on Saturdays. We have many books on sale which are not shown on this page and will be pleased to help you. TELEPHONE ENQUIRIES: 01 994 6783.

BARCLAYCARD ACCESS

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

SALE OFFERS!

Grand Prix Accident Survey 1966-1972. Jim Clark Foundation Research Report. 64 large pages. Was £2.00. **SALE! £1.30**

Roadside Camera 1895-1915. Ware. Fine pictorial book on early motorized transport. 112 pages, 130 illustrations. Was £3.95. **SALE! £2.35**

Bugatti: Thoroughbreds From Molsheim. Dumont. 520 large pages with 500 illus., 24 col. plates. Was £17.95. **SALE! £10.80**

The Salmson Story. Draper. 170 pages, 41 illus. Praised by the press. Was £5.25. **SALE! £2.75**

American Automobile Racing: An Illustrated History. Bochroch. 260 large pages, almost 300 photos, 33 in colour. Was £6.95. **SALE! £3.25**

Fangio. Fine pictorial book. Text by Jenkinson. 148 pages, over 100 illus., 19 colour. Was £3.00. **SALE! £1.85**

Story Of The Ford Grand Prix Engine. Blunsden & Phipps. Birth and development of this all-conquering engine. 224 pages, 38 illus. Was £4.50. **SALE! £2.50**

Automobile Quarterly's World Of Cars. 224 very large pages on the world's great cars. 299 superb colour plates. Was $25.00 (USA). **SALE! £7.70**

Motor Sport Annual 5. Complete round up of 1971 competition events. 160 very large pages, 280 photos. Was £3.55. **SALE! £1.65**

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

DALTON WATSON BOOKS.

Large-format pictorial histories. Each is superbly produced and is the standard work on its subject. Choose from:

Alfa Romeo, Milano. 400 photos. £8.20
BMW. 208 pages, 400 photos. £8.20
The Jaguar Tradition. 350 photos. £7.70
Lancia. 400 photos. £8.20
The Mighty Mercedes. 450 photos. £7.70
The Magic Of MG. 350 photos. £7.70
Coachwork On Rolls-Royce 1906-1939. 448 pages, 700 photos. £12.20
Rolls-Royce: The Elegance Continues. Post-war to 1971. 400 photos. £8.70
Rolls-Royce In America. 256 pages, over 400 photos. £10.20
Bentley: 50 Years Of The Marque. 295 pages, 600 photos. £8.70

MORE ONE-MAKE BOOKS

AC. Watkins. 160 pages. £3.45
Alfa Romeo. Hull. 160 pages. £3.45
Aston Martin 1921-1942. £3.85
Aston Martin Competition Cars 1921-1967. 130 illus. £3.85
Aston Martin 1963-1972. Gershon. 144 pages, 33 illus. £4.75
The Austin Seven: The Motor For The Million. Wyatt. 216 pages. £5.50
The Austin Seven: A Pictorial Tribute. Wyatt. 80 pages, 120 illus. £3.10
Austin 7 In The 30s. 100 pages. £2.90
Austin 7 Specials. 172 pages. £3.45
Motor Sport Book Of The Austin 7. 95 pages. £1.00
Austin 10, 1932/1939. 100 pages. £2.90
Healeys And Austin Healeys. Browning & Needham. 320 pages. £6.55
Bristol Cars And Engines. Setright. 160 pages. 79 illus. £5.00
Bugatti: Le Pur-Sang Des Automobiles. 480 pages, 439 illus. £6.55
The Daimler Tradition. 344 pages. £8.70
Ferrari: The Sports & GT Cars. 264 large pages, over 450 illustrations. £18.20
Ferrari: The Man, The Machines. 348 pages, over 350 illus., colour. £19.95
Ferrari. Setright. 160 pages. £3.45
The Spyder California. Carrick. 80 large pages, 119 illus. £6.80
Ferrari Cars 1957-1962. £2.90
Ferrari Cars 1946-1956. £2.10
Ford In The Thirties. Woudenberg. 144 large pages, 210 illus. £2.75
Hudson & Railton Cars 1936-1940. £2.90
Jaguar Sports Cars. Skilleter. 400 large pages, over 200 illus. £12.70
Jaguar. Montagu. 160 pages. £3.45
The Jensen-Healey Stories. Browning & Blunsden. 160 pages, 124 illus. £4.55
History Of Lamborghini. 172 large pages, 124 illus. £7.60
Lancia Flaminia. 72 pages. £2.85
The Story Of Lotus 1947-1960. £5.60
The Story Of Lotus 1961-1971. £6.70
Maserati: Sports, Racing & GT Cars 1926-1975. 400 photos. £9.20
Maserati: A History. Pritchard. 399 pages, 64 illus. £7.20
M-Benz W125, 1937. 80 pages. £3.20
An MG Experience. Dick Jacobs. 192 pages, 82 illus. £4.45
Maintaining The Breed. Thornley. 200 pages, 51 illus. £4.10
Morgan: First & Last Of The Real Sports Cars. 192 pages, 92 illus. £6.20
(Also in paperback) £2.55
More Morgan. Pictorial history. 224 pages, 220 illus. £6.65
Morgan Cars 1936-1960. £2.10
The Three-Wheeler. 60 pages. £2.50
The Bullnose And Flatnose Morris. 264 pages, illustrated. £6.60
Morris Road Test Album. Covering years 1934-39. 44 pages. £1.85
Packard Cars 1920-1942. £2.90
Porsche 911 Story. 200 pages. £5.55
Porsche 911 Guide. 120 pages. £3.10
The Racing Porsches. 212 pages. £5.55
Riley: Production & Competition History, Pre-1939. 272 pages. £5.55
Rolls-Royce: The History Of The Car. Bennett. 196 pages, 278 illus. £5.95
The Rolls-Royce Motor Car. Bird & Hallows. 4th edition. 344 pages. £11.40
Rolls-Royce 40/50 HP: Ghosts, Phantoms, Spectres. 400 pages. £8.65
The Land-Rover: Workhorse Of The World. Robson. 148 pages. £5.45
The Standard Car 1903-1963. £2.30
Georges Roesch & The Invincible Talbot. 496 pages, 181 illus. £5.95
The Story Of Triumph Sports Cars. Robson. 189 pages. £5.10
TVR: Success Against The Odds. Filby. 224 pages, 150 illustrations. £7.20
Vanwall. Jenkinson & Posthumus. 176 pages, 111 illus. Superb! £5.55

OLYSLAGER AUTO LIBRARY

World-famous photographic reference volumes. Choose from:

British Cars Of The Late 50s. £3.45
British Cars Of The Early 50s. £3.45
British Cars Of The Late 40s. £2.95
British Cars Of The Early 40s. £2.95

NEW AND SPECIAL INTEREST

The American Rolls-Royce. Spurlier. Massive compilation of facts, figures and memories of the Springfield plant. Well researched, 288 large pages, 100s of illustrations, 16 colour pages. Recommended. £16.95

Great Cars And Grand Marques. Large colour book featuring Lancia, Rolls-Bentley, Hudson, Duesenberg and others. 240 pages, over 300 colour plates. £19.85

Chevrolet: The Coming Of Age. Prolific pictorial volume on Chevrolet passenger cars from 1911 to 1942. 320 large pages with almost 1200 photos as listed, numerous detail shots. £15.35

Autocourse 1976/77. The 25th Anniversary edition is bigger and better than ever. More pages, more colour, and of course the usual abundance of facts and figures. £9.65

Loaded And Rollin'. Vivid book on American trucks and trucking. Good photos, plenty of technical data. 210 large pages, 200 illustrations. £5.15

Motor Racing Year 1977. Race by race account of 1976 F1 Championship plus reports on other classes etc. 136 pages, over 100 illus. £3.60

Chrysler & Imperial: The Postwar Years. Langworth. Well illustrated, packed with design and engineering data and historical information. 216 pages, 460 illus. £10.95

Guinness Book Of Car Facts And Feats. Revised edition of the motor enthusiast's "book of records". 256 pages, over 200 illus. £5.65

Let's Call It Fiesta. Seidler. Account of the birth, development and production of the Fiesta. 240 pages, 148 illus., 28 col. plates. £5.50

Making Of The Motor Car 1895-1930. Fascinating pictorial study of motor manufacturing. 158 pages, 158 illus. £4.75

Austin Seven Cars 1930-1935. Collected road tests. 66 pages, illustrated. £2.10

Singer Sports Cars 1933-1954 (Including Tourers And Roadsters). Road test collection. 100 pages, illustrated. £2.90

Riley Cars 1950-1955. More road tests. 96 pages, illustrated. £2.10

MG World/75. Covers MG events in '75 plus road tests, historical articles. 144 large pages, 198 illus. £8.05

The Royal Daimlers. Smith. Gives detailed and authentic coverage of 80 years of British Royal Daimlers, is beautifully produced, most generously illustrated. 450 large pages approx., 285 illus. £10.70

The World Of Model Cars. Williams. Large format book on all types of racing and static models. 208 pages, over 165 b/w illus and 16 pages in full colour. £6.20

Graham. The life story of Graham Hill, as told to Ned Ewart. A fine memento. 176 pages, well illustrated in racing colour. £4.45

Task Force. 60 year history of Ford commercial vehicles told through texts, cutaway drawings, photos, feature articles etc. 96 pages approx. £1.55

Licensed To Carry. 184 page book on Leyland's 80 years of commercial vehicles. Profusely illustrated including colour. Excellent value. £1.55

Aston Martin: Britain's Most Colourful Sports Car. Another in the 'Autocar Special' series. Large format, 90 pages approx., lavishly illustrated with photos, drawings, colour plates. Great value! £1.55

Viva! Alfa Romeo. Owen. Readable history of Alfa production cars, racing cars and the men who made them. 272 pages, over 150 illus., some colour. £8.65

Taxicabs: A Photographic History. Warren & Linskey. Fine collection of contemporary photos plus informative text. Well produced. 96 pages, 110 illus. £3.75

Heavy Goods Vehicles 1919-1939. Baldwin. Companion to 'Taxicabs' again well illustrated with old photos. 96 pages, over 100 illus. £3.75

Special Interest American Cars 1930-1960. Excellent survey of manufacturers, both large and small. Plenty of technical and statistical info. 192 large pages, 414 illus. £2.75

British Cars Of The Late 30s £3.45
British Cars Of The Early 30s. £3.45
American Cars Of The 1950s. £3.10
American Cars Of The 1940s. £3.55
American Cars Of The 1930s. £3.55

MORE GOOD BOOKS

Complete Encyclopaedia Of Motor Cars. 2nd edition has 704 large pages, covers over 4100 makes, 2000 photos, 48 fine colour pages. A must! £10.35
Complete Catalogue Of British Cars. Offers greater detail on some 700 makes, has 511 large pages, over 1,000 photos, much information. £10.85
Jim Clark Remembered. 144 pages. £4.45
Restoration Of Vintage & Thoroughbred Cars. 192 pages. £5.10
Specialist Sports Cars. 112 pages. £4.85
Car Badges Of The World. £2.25
Sideways . . . To Victory! Clark. 256 pages, 59 illus. £5.00
Jody: An Autobiography. £5.55
The Designers. Setright. £5.10
The Upper Crust. Bolster. £5.10
Autocar Road Tests 1953. £1.55
Passenger Cars 1924-1942. £2.25
Postwar British Thoroughbreds. £5.95
British Light Cars 1930/39. £7.20
The Maintenance & Driving Of Vintage Cars. 168 pages. £5.45
Mexican Road Race (1950 Border to Border). 148 pages. £2.45
History Of British Dinky Toys 1934-1964. 152 pages. £2.60
Indianapolis Race History 1909-1941. 320 pages. £3.65
British Sports Cars Since The War. 208 pages. £5.00
Climax In Coventry. Hassan & Robson. 190 pages. £5.75
History of Brooklands 1906-1940. Boddy. 368 pages. £3.95
Steam Cars 1770-1970. £3.60
Private Motor Car Collections Of Great Britain. Over 300 illustrations. £5.20
Batsford Guide To Vintage Cars. 265 illustrations. £4.05

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

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



WALKER & DEEKES SPORTS CARS



SPECIALISTS IN QUALITY TRIUMPH SPORTS CARS

TRIUMPH Stag, 1972. Damson with tan interior, hard and soft tops, overdrive, radio; 43,000 miles one owner **£1,795**

TR6, 1974, 'N' Regd. Mimosa yellow, chestnut interior, o/drive; 29,000 miles, one owner. **£1,945**

TR6, 1973. Sapphire blue; o/drive, radio; 38,000 miles **£1,595**

GT6, 1973. Sapphire blue, radio, wire wheels; 28,000 miles **£1,345**

MG-B GT, 1974. Aconite purple, tan interior; 28,000 miles, one owner; overdrive, tinted glass. **£1,995**

MG-B, 1973, 'M' Regd. Blaze, dark blue interior; 25,000 miles, two owners; overdrive, radio **£1,495**

MG-B GT, 1971, 'K' Regd. ('72 model with cloth seats, etc.). Blaze, dark blue interior; 38,000 miles, two owners; h.r.w. **£1,195**

BMW 2002, 1974. Dark blue, grey interior; two owners; radio/cassette player; outstanding condition **£1,995**

SPITFIRE 1500, 1975. Topaz, leather interior; 19,000 miles **£1,645**

SPITFIRE, 1974. Pimento red, o/drive, 27,000 miles **£1,395**

SPITFIRE, 1974. Mimosa, h/top, 27,000 m. **£1,395**

SPITFIRE, 1973, 'M' Regd. Blue, hard-top, overdrive; 16,000 miles only **£1,395**

SPITFIRE, 1973 'M'. Mimosa, overdrive, radio; 25,000 miles **£1,295**

SPITFIRE, 1973. Sapphire blue **£1,165**

SPITFIRE, 1972. White, wire wheels **£945**

MG Midget, 1970. Red, 50,000 miles; outstanding condition **£645**

MG-B GT, 1967. Black, wire wheels, sun-roof **£495**

We are generous buyers of all types of sports cars.
Comprehensive 3 months warranty. Finance and part exchange facilities available.
SANDRIDGE GARAGE, ST. ALBANS RD., SANDRIDGE, Nr. ST. ALBANS, HERTS. Tel: St. Albans 61000/58709

GARNETTS OF GUISELEY LTD

PERFORMANCE CAR CENTRE

New Cars
Cost — Ex Works

LOTUS ELITE 501. Choice of Blue, Red or White ..... **LIST**
LOTUS ECLAT, Auto. Yellow, Wolfrace wheels, Marcasite trim **£8,150**
LOTUS ESPRIT. Yellow, Marcasite trim ..... **LIST**
TVR TAIMAR. Black and Gold, **3000M** Brown ..... **LIST**
77 ELITE 503. Black, 3,000 miles **£8,750**
76 (Nov.) ECLAT 520. White, 1,457 miles **£6,950**
74(N) EUROPA SPECIAL. Green, Sundym **£3,295**
74 EUROPA SPECIAL. Metallic Lagoon Blue **£2,995**
74 ELAN + 2 130/5. Blue, Sundym **£2,995**
72(L) ELAN SPRINT f.h.c. White **£2,150**
71(K) ELAN SPRINT f.h.c. Yellow **£1,695**
75 MG-B V8. White, Sundym. One lady owner **£2,595**
V12 E-TYPE roadster, auto. Original Black, c.w.w., hard top, Sundym. 34,000 ..... **£3,995**
V12 E-TYPE f.h.c. Metallic Blue, c.p. wheels, 32,000 miles **£3,495**

LARGE SELECTION OF MG-B's, SPITFIRES, TR6's AND MIDGETS IN OUR SHOWROOMS NOW
LEEDS ROAD, YEADON. TEL. LEEDS (0532) 505914/5

MAIN LOTUS TVR DEALER

Triumph Injection Specialist

WE ARE PLEASED TO OFFER A FULL TUNING SERVICE ON 2.5 TR5 AND TR6 FUEL INJECTION SYSTEMS

Price List as follows:

METERING UNITS	£35.00 plus VAT
PETROL PUMPS	£22.50 plus VAT
INJECTORS	£4.50 plus VAT
P.R. VALVES	£9.00 plus VAT each

All Exchanged and Fully Guaranteed.

Trade Enquiries Welcome

TR SHOP LTD.

16 CHISWICK HIGH ROAD, LONDON, W.4

Tel: 01 - 995 6621

West Essex Service Station (Abridge) Ltd.

H.P. and Part Exchange on all vehicles



ROLLS-ROYCE Silver Shadow ('73 series). Astrakhan. Compliant suspension, all usual refinements **£10,950**

BMW 2002 coupe, 'M' reg. Limeflower, black trim. A rapid, economical car **£2,495**

SCIMITAR GTE, 1974, auto. Highland purple, radio, vinyl and sunroof. A superb estate car at **£3,295**

LOTUS Elan 2 + 2 130/5, 1973 (M). Metallic green and silver, radio/stereo, electric windows. A well-maintained car offered at **£2,795**

MERCEDES 250CE coupe, 1972. Choice of two, white or silver. Auto. PAS. Sundym, power roof, radio, stereo; in good condition, virtually unmarked **£3,750**

LOTUS Elite 502, 1974. Met. maroon. Air-conditioned, radio, stereo, dictaphone, champagne cloth interior. The ultimate in sports-car performance and design **£4,950**

TRIUMPH Spitfire sports. Red, black trim. Radio, tonneau cover. 27,000 recorded miles. Immaculate condition. Ideal lady's or second car **£1,645**

TRIUMPH GT6 sports coupe, 'L' reg. White, black interior, radio; low mileage, excellent condition **£1,325**



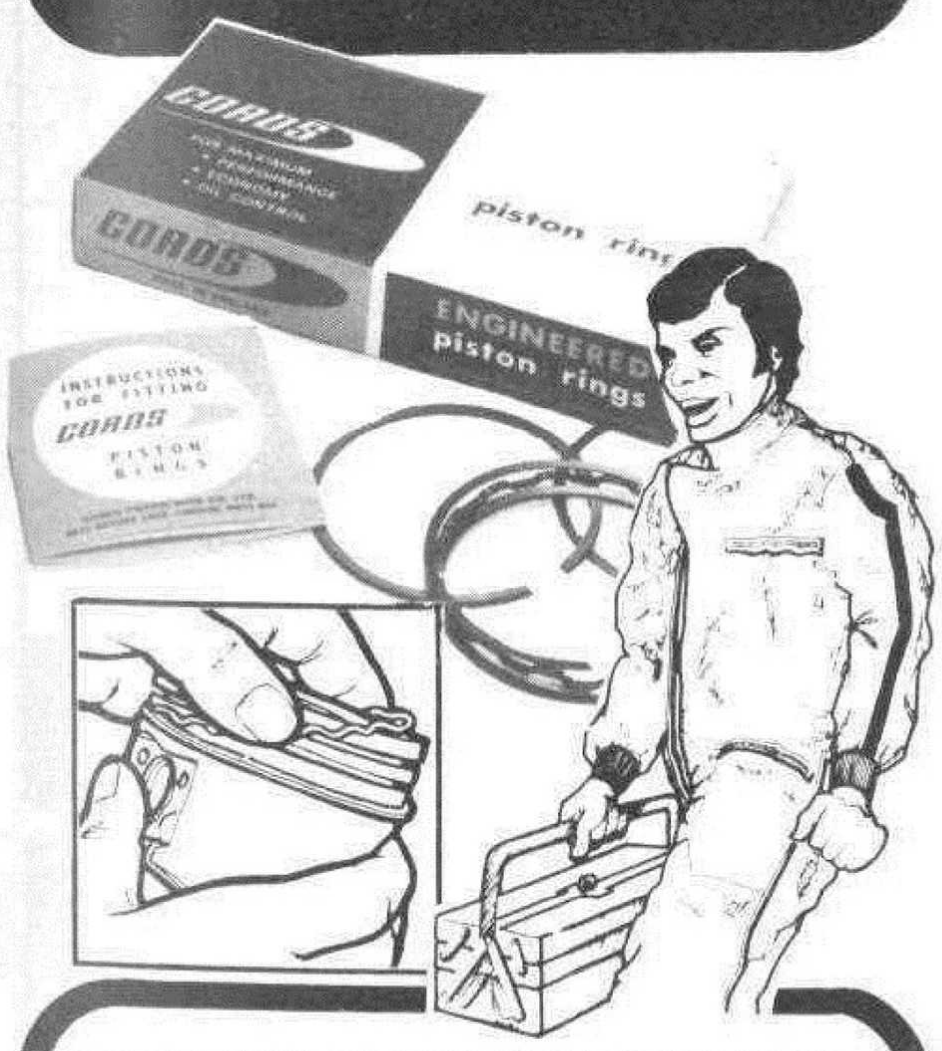
TVR 1600M ('L' reg.). White, sun-roof, radio, alloy wheels. Very good car **£1,645**

JENSEN Interceptor Mk. III, 1973. Metallic silver and blue, air-conditioning, radio/stereo, electric windows **£4,795**

MG-B GT, 1974. Bermuda blue. Overdrive, cloth trim, Rostyle wheels. Low mileage and in immaculate condition **£2,195**

MARKET PLACE, ABRIDGE, ESSEX TELEPHONE THEYDON BOIS (01-849) 3877/8

JOIN THE DRIVE ON PERFORMANCE *and* EFFICIENCY!



RE-RING WITH CORDS - THE RINGMASTERS!

With costs on an ever-upwards spiral, every motorist has his own personal energy crisis. Especially now that replacement costs are forcing owners to keep their cars longer and longer.

The effects of higher mileage on engine wear has never been more critical. Loss of performance, rising petrol and oil consumption and smoke emission all too often lead motorists directly to expensive engine replacement.

This all too familiar situation can often be transformed by simply re-ringing with CORDS ENGINEERED PISTON RING SETS. And at a fraction of the cost of the other methods available! Get the inside story. Write today for a copy of our booklet 'First Know Your Problem'.

Drop us a line or telephone today.

CORDS PISTON RING COMPANY LIMITED

73-75 Scrubs Lane, London, NW10 6RG. Telephone 01 969 7091

CORDS

You can still buy OMEGA ON FREE CREDIT!



Why pay interest rates of up to 40% p.a., when Prestons' Personal Payment Scheme remains totally interest free?

Own a magnificent Omega after paying a deposit of only 1/10th of the basic cash price. Balance in 9 equal instalments over 38 weeks - **without any interest charges whatsoever.**

Prestons' extended credit price is exactly the same as Omega's cash price!

NEW UNIQUE WAY TO SELECT YOUR OMEGA

In the comfort of your own home, decide at leisure which superb Omega suits you best by **actually wearing life-size replicas** from the new Prestons' Catalogue.

ST 3980803

One of the famous Omega Electronic F300 range - the 'tuning fork' watch, individually tuned by the Swiss Institute. This chronometer, accurate to 2 seconds a day, is encased in smooth stainless steel with matching bracelet. Water resistant. Only £9.75 Dep. and 9 equal payments of £9.75 over a period of 38 weeks. Cash price £97.50.

ST 1760012/Bct

Superb precision with the self-winding Speedmaster stop watch. This one has a tachymetre bezel and day/date calendar. Handsomely framed in stainless steel with matching bracelet, this water-resistant timepiece is Swiss tuned and tested. Only £19.50 Dep. and 9 equal payments of £19.50 over a period of 38 weeks. Cash price £195.00



SELECT FROM AUTHENTIC OMEGA REPLICAS. TAKE 38 WEEKS TO PAY - INTEREST FREE.

PRESTONS TIMER DIVISION



Please send Omega ST 3980803. I enclose £9.75 as 1/10th deposit ☐

Omega ST 1760012/Bct. I enclose £19.50 as 1/10th deposit ☐

FREE Please send me the colour Catalogue and Omega Replicas ☐

Mr/Mrs/Miss _____

Address _____

Post to Prestons Timer Division, Capitol House, Churchgate, Bolton BL1 1LY. Reg in England No. 541349 (MO/2/77)

SPORTS MOTORS

LOTUS SCIMITAR GTE ALFA ROMEO MORGAN

LOTUS

NEW ESPRIT, in Yellow.
NEW ECLAT, in Red.
NEW ELITE, in Yellow.

1976(R) ELITE 501 Auto., in Garnet, 7,000 miles **£7,695**
1976(P) ECLAT, in White, 8,000 miles, one owner. Supplied and serviced by us..... **£5,995**
1975 ELITE 502, in Red, 23,000 miles only. Supplied and serviced by us..... **£5,795**
1973 ELAN +2S 130/5, in Red/Grey roof. Wolfrace wheels **£2,595**
1973 ELAN +2S 130/5, in Regency, tints **£2,595**

ALFA ROMEO

NEW SUD TI. Choice of colour.
NEW ALFETTA 1.6 saloon. Choice of colour.
NEW ALFETTA 1.8 saloon. Choice of colour.
NEW ALFETTA 1.6 GT. Choice of colour incl. metallics.
NEW ALFETTA 2000 GTV. Choice of colour inc. metallics.
1975 ALFA ROMEO 2000 Spider, in Dutch Blue **£3,250**
1977 ALFETTA 1.6 GT, in Red..... **£3,950**
1976 SUD 'L', in Piper Yellow, 8,000 miles only..... **£1,975**
1976 SUD SE, in White..... **£1,845**
1975(P) SUD SE, in Green, cloth trim..... **£1,695**
1974 SUD SE, in Red, radio, spot and fog lamps **£1,395**
1975 SUD TI, in Orange, sun-roof..... **£1,895**

SCIMITAR GTE

NEW GTE Auto. Caspian Blue, P.A.S.
NEW GTE O/d., Russett.
NEW GTE O/d., Celtic Brown, alloy wheels, P.A.S.
1975 GTE O/d., alloy wheels, radio/stereo. Capricorn Blue **£3,595**
1975 GTE Auto., Celtic Brown/vinyl roof **£3,650**
1973 GTE O/d. Leather int., radio/stereo **£2,550**

MISCELLANEOUS

1977(R) DAIMLER Sovereign coupe 4.2 Auto., P.A.S., Mid-Blue. Delivery mileage **£8,150**
1976 JAGUAR 4.2 coupe Auto., Bright Red/Black, vinyl roof, radio, chrome wheels; under under 10,000 miles..... **£6,850**
1976(R) STAG O/d., hard and soft tops, radio; 7,000 miles only..... **£4,850**
1975 BMW 528 Auto. P.A.S. 20,000 miles; radio/stereo **£5,695**
1975 BMW 3.0 SI, Malaga/vinyl roof, radio; 20,000 miles **£4,995**
1974 BMW 2002 Auto., radio, sun-roof, Ziebart/Envirogarde **£2,695**
1975 LANCIA Beta coupe, Beige, radio; one owner, 13,000 miles..... **£2,695**
1975 MG-B GT, in Damask Red, 4,000 miles **£2,550**
1975 MG-B GT, in Tundra, 16,000 miles, cavity seal **£2,550**
1976 TRIUMPH Spitfire, in Mid-Blue; 7,000 miles, radio **£1,995**
1973 TRIUMPH Dolomite Sprint, radio, tints, cloth interior, alloy wheels. Yellow..... **£1,695**
1971 TRIUMPH Spitfire Mk. IV, in Dark Blue, radio, hard-top **£865**
BRABHAM BT30 Formula 2. Very original example in extremely good order. Complete less engine and gearbox. Slicks. Known history **£895**

EXPECTED SHORTLY

1976 MORGAN +8 Lightweight Model. Every available extra including special paint, duo body, Silver/Gunmetal wings, leather upholstery, full tonneau, spare wheel cover, luggage grid, reversing lights, bonnet strap. Documented history. Under 2,000 miles. **Price on application**
2-litre TRANSIT Transporter 175 LWB, side door, tow-hitch; approx. 10,000 miles on reconditioned engine **£595**

CLEAN LATE SPORTS CARS WANTED FOR CASH

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

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

MG

1976 MGB GT V8, overdrive, tinted glass, chrome wires. **£3,445**
1975 MGB GT V8, sun-roof, overdrive, chrome wheels. White. **£2,845**
1975 MGB GT, Citron/Black, radio, overdrive, 10,000 miles. **£2,495**
1974 MGB GT, sun-roof, overdrive, Sundym glass. Harvest Gold. **£2,045**
1973 MGB GT, overdrive, radio, 30,000 miles. Teal Blue. **£1,795**
1971 MGB GT, radio, heated rear window. Flame Red/Black. **£1,295**
1974 MGB Roadster, overdrive, chrome Rostyle wheels, radio. **£1,795**
1973 MGB Roadstr., M-Reg., o/drive, one owner. White/Navy. **£1,645**
1972 MGB Roadster, L-Reg., one owner, overdrive. Gold. **£1,345**
1976 MG Midget, radio, headrest, one owner, 2,000 miles. **£1,795**
1975 MG Midget 1,500 c.c., one owner. Blaze/Black interior. **£1,565**
1974 MG Midget, Aconite/Tan, headrests; low-mileage car. **£1,395**
1972 MG Midget. White/Navy. L-Reg., local car, low mileage. **£1,065**

TRIUMPH

1974 TR6, Mimosa/Black, 17,400 miles, overdrive. Roadster. **£2,045**
1973 TR6 Roadster. White/Black, overdrive, radio, etc. **£1,645**
1972 TR6 Roadster, hard/soft tops, overdrive, radio. **£1,445**
1975 Spitfire 1500, hard top, soft top, Yellow, low mileage. **£1,845**
1974 Spitfire, one owner, 21,000 miles. Carmine Red/Black. **£1,395**
1973 Spitfire, low mileage, White/Black trim, radio. **£1,295**
1972 Spitfire, hard top, soft top, radio, French Blue. **£1,095**
1974 GT6, Sundym glass, one owner, Magenta/Black cloth. **£1,645**
1973 GT6, M-Reg., Sundym glass, heated rear window. Mimosa. **£1,495**

SCIMITAR

1976 Scimitar GTE, radio, tinted elec. windows, etc. **£3,595**
1974 Scimitar GTE, radio/stereo, tinted glass, chrome wheels. **£3,095**
1973 Scimitar GTE Automatic. Capricorn Blue/Black trim. **£2,595**
1972 Scimitar GTE, overdrive, radio. White/Black interior. **£2,145**
1971 Scimitar GTE Automatic, sun-roof, Mag. wheels, radio. **£1,795**

LOTUS

1973 Europa Special 5-speed, Tawny/Brown trim, Mag. wheels. **£2,395**
1972 Europa Twin Cam, Pistachio/Black, radio, tinted glass. **£1,895**
1973 Elan +2S 130/5, Lagoon Blue/Oatmeal, tinted glass. **£2,595**
1972 Elan +2S 130, Black/Black trim, radio, tinted glass. **£2,245**
1971 Elan Sprint DHC, Yellow/Black, radio, knock-on wheels. **£1,695**

JAGUAR

1975 E-Type Roadster Auto., hard/soft tops, 8,000 miles. **£6,245**
1974 E-Type Roadster, Red/Black, radio, 7,100 miles only. **£5,945**
1974 E-Type Roadster, Sundym glass, chrome wheels, radio. **£4,395**
1973 E-Type Roadster Auto., chrome wire wheels, 108SR. **£3,745**
1973 E-Type Roadster, M-Reg., c/wheels, radio. Heather. **£3,795**
1973 E-Type 2+2 Auto., Azure Blue/Tan, radio/stereo, etc. **£3,795**
1973 E-Type 2+2, one owner, 24,000 mls., chrome wire wheels. **£4,695**
1973 E-Type 2+2, radio/stereo, new clutch. Primrose/Black. **£3,745**
1972 E-Type 2+2 Auto., radio, h.r. window. Red/Black interior. **£3,245**
1972 E-Type 2+2, heated rear window, radio/stereo. White. **£3,245**
1971 E-Type 2+2, radio, chrome wheels, Regency/Black trim. **£2,895**
1970 E-Type 4.2 2+2, c.w.w., Sundym glass, radio, J-Reg. **£2,195**

OTHER MAKES

1975 Ford Escort 1600 Sport, Orange/Black cloth interior. **£1,865**
1973 Ford Capri 1600GT, vinyl roof, sports wheels. Blue. **£1,395**

TERMS — EXCHANGES — INSURANCE FACILITIES

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

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

Beat this

X1-9



£2998.02
(recommended retail price)

magnesium wheels, metallic paint, tinted glass, heated rear screen, targa top, personalised luggage, seatbelts, fog lamps. Car tax and VAT. Backed by three years X1-9 experience.

RADBOURNE RACING LIMITED
1a Clarendon Road, Holland Park Avenue,
London W11. 01-727 5066

FIAT

HUGHES MOTOR COMPANY

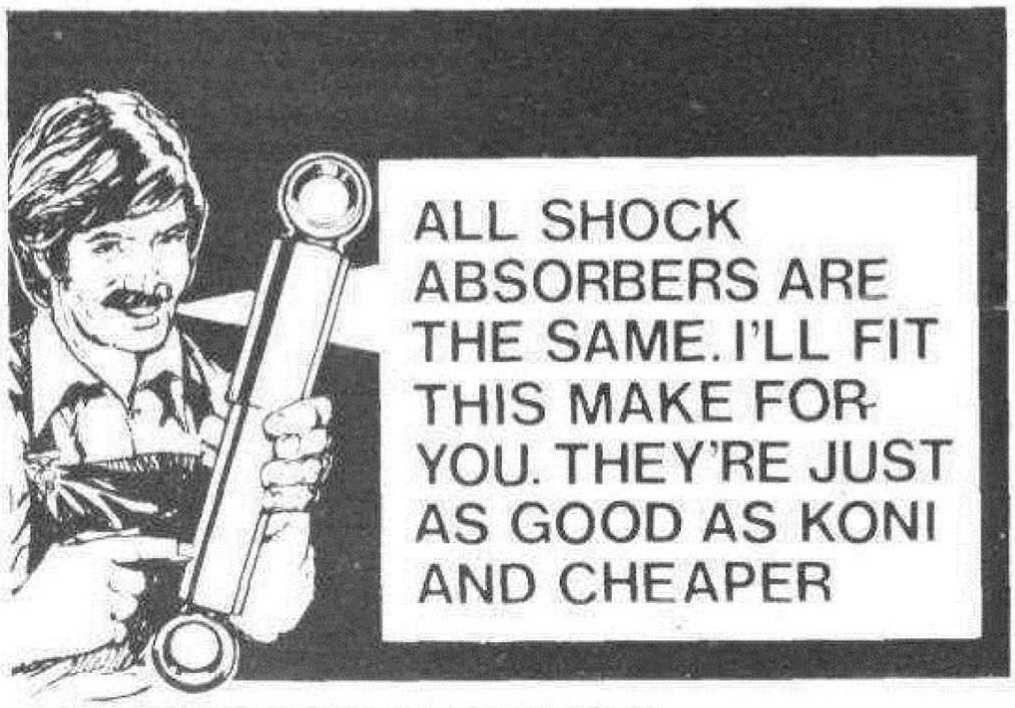
THE PERSON-TO-PERSON PORSCHE PEOPLE



We are a privately owned Company specialising exclusively in the preparation, sale and servicing of Porsches. We aim to offer the finest selection of guaranteed 911 series cars available in the U.K. In addition, we have special schemes for right or left hand drive cars for non U.K. residents and overseas visitors. We are, without doubt, the very best buyers of original, well kept Porsches and we will travel to any part of the country to purchase and collect cars which meet our standards.

Illustrated above is a section of the extensive workshop where each car is comprehensively checked and properly prepared prior to sale. Our first class parts and service facilities are available to discerning Porsche owners who are invited to take advantage of fixed price servicing. We offer either a one day, or two day service, and can provide a courtesy car for use whilst your Porsche is at our premises. We are able to collect, service and redeliver your car, or you can bring it to our premises and collect it when the service has been completed. We are conveniently situated within easy reach of London, the Midlands and South Wales so why not telephone through your name and address in order that we may post to you full details and prices of what we can offer. Whether you are buying, selling or enjoying a Porsche, for personal effective service contact —

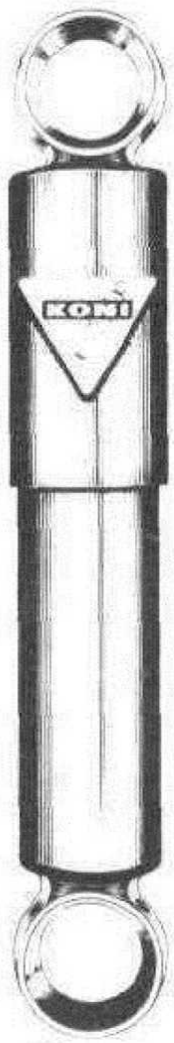
HUGHES MOTOR COMPANY Tel: 098·54·666
Heytesbury Garage, Nr. Warminster, Wiltshire.



DON'T ACCEPT THAT SORT OF SMOOTH TALK. *ALL SHOCK ABSORBERS ARE NOT THE SAME – THAT'S WHY KONI ARE NOT THE CHEAPEST, BUT THE BEST*

Cashing in on Koni fame is fairly widespread at garages who are not Koni stockists. But the motorist gets a poor deal when buying less than Koni shock absorbers. There is just nothing as good as Koni. Here are the reasons why. •Koni keep your car wheels on the road, and they balance the suspension. Koni prevent loss of braking control, and they increase travel comfort. •Koni always perform like new because they are re-adjustable. •Koni are made for almost every car. That means that Koni have road tested your car (if fitted with normal suspension), determined the correct absorbing force it needs, and marketed a Koni model to exactly suit the car. Made to measure Koni, in fact! •Koni rigorously test all components that go to make Koni shock absorbers. High grade quality control is operated throughout the Koni factory. •Every Koni shock absorber incorporates a patented system of bores, valves and springs. •Koni road testing is real tough, and includes a full international rally and racing programme. Koni were fitted to the world champion Formula 1 cars in 1970 to 1976 inclusive.

YOU NEED KONI NOW if your steering vibrates or feels light, if your car wanders or rolls, if your car pulls out of line during braking, if the suspension bottoms, or if the tyres are wearing unevenly. **KONI GET RID OF SUCH TROUBLE MAKERS.** See your garage this week and **INSIST ON KONI SHOCK ABSORBERS.**



Made in Holland

Koni are available through your garage or accessory shop or send coupon below to sole concessionaires.

Send coupon to: J. W. E. Banks & Sons Ltd., Dept. K15, Crowland, Peterborough PE6 0JP. Tel. Crowland 316 7 8

Home Counties distributors: Ron Haynes Motor Sports Ltd., Cardain House, Burkes Rd., Beaconsfield, Bucks. HP9 1PA. Tel. Beaconsfield (0649 46) 5620.

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

Make of car: Model: Year:

Name

Address

HARGREAVES & BAILEY LTD

OF BLACKPOOL
— THE SPORTS CAR SPECIALISTS OF THE NORTH —



Alfa Romeo



IMMEDIATE OR EARLY DELIVERY ON THE FOLLOWING MODELS

ALFASUD 5M ..... LIST
ALFASUD Ti ..... LIST
ALFETTA 1.6 saloon..... LIST
ALFETTA 1.8 saloon..... LIST
ALFETTA GT 1.6 ..... LIST
ALFETTA GTV 2000 ..... LIST

DEMONSTRATION CARS FOR TRIAL AND INSPECTION

SCIMITAR GTE
NEW 1977 MODELS FOR IMMEDIATE OR EARLY DELIVERY

GTE Overdrive. Sierra tan. P.A.S. and many other extras..... LIST
GTE Overdrive. Celtic brown... LIST
GTE Automatic. White. P.A.S. and many other extras..... LIST

DEMONSTRATION CAR FOR TEST DRIVE

1974 LOTUS Europa Special. One owner. Supplied by us. Full spec. and very outstanding example..... £2,950
1975 BMW 528. Manual, P.A.S., sun roof, radio, spotlamps, etc. Magnificent £4,995
1975 NEW ESCORT 1300 Sport. 19,000 miles, emerald/white flashes, cloth, matched driving lamps, etc..... £1,865
1974 MG-B roadster. Citrus, overdrive. 24,000 miles, radio, stereo, tonneau, etc. £1,895
1974 SCIMITAR GTE. Blue. Sold/serviced by-us, one owner. Auto., alloys, electric windows, radio, stereo, fog lamps, etc. Exceptional..... £3,195
1974 SCIMITAR GTE. Red, overdrive, alloys, radio, etc. and 28,000 miles £3,195
1973 ROLLS-ROYCE Silver Shadow. L.W.B. 33,000 miles. Regal red. Full spec. and impeccable. Reg. No. MMG 1 £12,950

1973 MERCEDES 280E. Yellow. Auto., P.A.S., radio, etc. Brilliant example £3,995
1974 JENSEN HEALEY (regd. 1975). Pimento red, 20,000 miles by one owner. Hard and soft tops, radio, stereo, etc. Beautiful car £2,695
6-MONTHS OLD DOLOMITE 1500 TC. 3,800 miles, white/black vinyl roof. Ziebart, cloth, headrests, h.r.w. etc. Full Leyland Supercover. Virtually brand new £2,395
1975 CAPRI 2000 Ghia Hatchback. 19,000 miles by one owner. White/black vinyl roof. Special alloys, sunroof, radio, stereo cassette, cloth, etc. This fabulous car is around £4,000 new..... £2,995
1974(N) MG-B GT V8. Damask red, 24,000 miles, alloys, tinted glass, radio, stereo, cloth, headrests etc..... £2,695
1974 CAPRI 1600 L Mk. II Hatchback. One lawyer-owner. White/black vinyl roof. Sports wheels, radio, cloth, etc. £1,845
1973(M) MG-B GT. Teal blue, 23,000 miles by one owner. Sunroof, radio, cloth, underseal, h.r.w. etc. Very fine... £1,895

1975 PORSCHE Carrera (large rear spoiler). Havana brown, 18,000 miles by one owner and completely mint. Electric sun roof, radio, stereo, cloth, etc., etc. £10,850

1976 ALFA ROMEO Alfasud Ti. Our own car from new. Emerald/gold coach lining and lettered air-dam. 5-speed, Wolfrace, rust-proofed, door-mirror, etc. Very quick sporting saloon. Price new about £3,000 to this spec..... £2,295

1976 ALFETTA 1.6 saloon. Milanese yellow, 7,000 miles by one owner. Sold and serviced by us. Rustproofed, Armaglazed, radio, cloth, etc., etc. Immaculate £2,895
1972 BMW 3.0 S saloon. White, 36,000 miles. Manual, p.a.s., radio, navy velour. Headrests all round..... £2,745
1975 RS2000. Red. One hospital-doctor-owner, 22,000 miles, radio, centre console, wood dash, cloth, etc. No competitions £1,985

TVR
IMMEDIATE DELIVERY

TVR Turbo Taimer. Tobacco. Lavish spec. ..... LIST
TVR 3000 Taimer. Onyx. Overdrive. Many extras..... LIST
TVR 3000M. Silver, many extras... LIST
TVR 3000M. Met. coral. Many extras LIST
TVR 3000M. Overdrive. Yellow. Many extras ..... LIST
TVR 3000M. Overdrive. White. Many extras ..... LIST
Four other specifications imminent.

We always stock about 70 used sporting/prestige cars — Rolls-Royce, Mercedes, Alfa, Lancia, MG, Mexico, RS, BMW, Scimitar, etc., etc.

WE URGENTLY NEED
more MG, Lotus, Scimitar, Alfa, Lancia, Mexico, RS, BMW, etc., etc.
Top prices willingly paid, but only top-class cars, please.

Open 6 days to 6 p.m.: Sundays by appointment only.

SPECIALISED SERVICING & REPAIRS — SPORTS CAR INSURANCE — HIRE PURCHASE

ALFRED STREET SHOWROOMS, BLACKPOOL
Tel. 28401/2

KING STREET SHOWROOMS, BLACKPOOL
Tel. 23862/3

BELL & COLVILL LTD

LEADING DISTRIBUTORS FOR
Lotus Alfa Romeo Maserati

BELL & COLVILL LTD. ARE NOW REGIONAL MASERATI DISTRIBUTORS

And have extended our Service and Parts Facilities to cover this range of prestige sporting cars. Should you require further information on the Khamsin, Merak SS, Kyalami, Bora or Quatroporte please contact us. Demonstration cars are available.

NEW CARS FOR FEBRUARY 1st DELIVERY

LOTUS — Elite, Eclat, Esprit — Choice of colours.
ALFA ROMEO — Alfetta 2000 GTV — Red, White, Blue, Silver, Yellow.
Alfetta 1.6 GT — Met. Olive, Red, White, Blue.
Alfetta 1.8L saloon — Yellow, Blue, Beech, Red.
Alfetta 1.6 saloon — Blue, Silver, Ivory, Red.
Sud Ti — Red, Yellow, Met. Green.
Sud 5M — White, Red, Met. Green.
Sud L — Silver, Met. Green.
2000 Spider — Green.

EXPORT, FORCES AND DIPLOMATIC SALES ENQUIRIES WELCOMED.

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

SERVICE: Our fully equipped Workshops are staffed with Factory-trained Mechanics with extensive experience of all the above models. Telephone Michael Hallowes, who will be pleased to assist with all service matters.

PARTS: Comprehensive stores for Lotus and Alfa Romeo. Postal service available.

PART EXCHANGES WELCOMED

SELECTED FROM OUR QUALITY USED PERFORMANCE AND SPECIALIST CARS

1973 MERCEDES 450SLC. Met. Blue, A/C, elec. sun-roof, tinted glass £8,995
1974 PORSCHE 911. Havana Brown, elec. sun-roof, elec. windows, cloth trim, 28,000 miles £6,995
1974 Series PORSCHE 911S Targa. Blue. Full service history, 40,000 miles. Superbly maintained example £6,995
1970 FERRARI 365 GTC. Met. Red. Extensively reconditioned £4,995
1973 BMW 3.0 CSA coupe. Met. Blue, sun-roof, velour trim, elec. windows..... £4,750
1972 ASTON MARTIN DBS-6 Vantage. Met. Blue, sun-roof, chrome w/wheels, stereo; one owner £4,995
ALFA ROMEO Montreal. Orange, A/C, alloy wheels; one owner, only 2,000 miles..... £6,450
1974 (Nov.) FERRARI Dino 246 GT. Blue, one owner, 25,000 miles, radio/8-track..... £6,995
1973 FERRARI 246 GT Spyder. Met. Brown, stereo, leather trim £6,500
1973 FERRARI 246 GT Dino. Blue met., one owner, 26,500 miles..... £6,250

1974 JAGUAR XJ12L. White/Black roof and trim, A/C, stereo; 24,700 miles £4,995
1975 RELIANT Scimitar GTE, Auto. Green, tinted glass, stereo..... £3,695
1975 MG-B roadster (new style). Red, Rostyles; one owner..... £2,095
1975 JENSEN GT. White, one owner, 11,000 miles. Sold and serviced by us..... £3,995
1976 ALFASUD L. Red, cloth trim, 3,000 m. £2,095
1976(R) ALFETTA 2.0 GTV. Dark blue, radio/stereo. Supplied and serviced by us..... £4,650
1976(R) ALFETTA 1.8 saloon. White, radio; one owner, 7,000 miles..... £3,250
1976(R) ALFA SUD Ti. Yellow, cloth trim; one owner, 6,000 miles. Supplied by us..... £2,395
1976 LOTUS Elite 503. Red, cloth trim, air-conditioning, PAS; 7,000 miles only..... £7,750
1976 LOTUS Esprit. White, Tartan cloth trim; one owner. Supplied and serviced by us..... £6,995
1976(R) LOTUS Eclat 520. White, cloth trim, radio/stereo, Lotus alloy wheels..... £6,795
1974 LOTUS Elan +2S 130/5. Black, cloth trim, radio, alloy wheels; 19,000 miles only..... £3,295
1973 LOTUS Elan +2S 130/5. Met. Green, Oatmeal trim; 30,000 miles..... £2,895
1972 LOTUS Elan +2S 130/4. Met. Blue, Black trim, radio. Supplied and serviced by us..... £2,495
1975 MASERATI Bora. Met. Blue. Radio/stereo, air-conditioning; 15,000 miles..... £7,995
1974 MG-B GT. Blaze, cloth trim, overdrive, one owner..... £2,100

EPSOM ROAD (A.246) - WEST HORSLEY - Nr. GUILDFORD - SURREY
TELEPHONE: SHOWROOMS: EAST HORSLEY 4114 STORES: EAST HORSLEY 4609
SHOWROOMS OPEN 9.00 AM - 7.00 PM MONDAY TO SATURDAY. 2.00-6.00 PM SUNDAY

A. B. GELDER AUTOS

LOOK TRADE PRICES CLAN SPARES

1975	**TOYOTA CELICA 1600,** 5-speed, met. blue, brown trim, radio; one owner from new, 18,000 miles	**£1,620**
1974	**FIAT 128 estate,** white, peacock blue/black trim	**£895**
1974	**TRIUMPH SPITFIRE Mk. IV,** maroon, black trim, hard-top	**£1,195**
1974	**CORTINA 1300L** 4-door, red, black trim. A very nice car	**£895**
1974	**TRIUMPH SPITFIRE Mk. IV,** mimosa, black trim, rec. 29,000 m.	**£1,265**
1974	**TRIUMPH 2500 Auto.,** pale blue, black trim	**£1,765**
1975	**CAPRI 1600L Mk. II,** silver, blue trim	**£1,685**
1974	**GRANADA 3000 GXL,** white, black trim. GXL refinements, sun-roof, vinyl roof, h.r.w., radio, cloth interior, etc.	**£1,695**
1974	**DOLOMITE SPRINT,** magenta, black interior, o/d., alloy wheels	**£1,625**
1972(L)	**LANCIA 2000** sedan, dark blue, pale blue cloth int., 5-speed	**£875**
1975	**FORD CAPRI 2000 GT Mk. II,** red with black trim	**£1,975**
1972	**Model BMW 2002** tourer, pale blue with black trim, hatchback	**£1,325**
1974	**FORD CORTINA 2000 XL,** pale blue with black trim, vinyl roof	**£1,395**
1970	**FORD ESCORT 1300 SUPER,** 4-door, silver with vinyl roof	**£435**
1971	**OPEL MANTA 1900 SR,** orange with black trim	**£795**
1972	**TRIUMPH GT6,** green, black trim. Lovely car	**£975**

Servicing and repairs in our new workshops.

220/230, SHARROWDALE ROAD,
Off Hunter's Bar Roundabout,
ECCLESHALL ROAD, SHEFFIELD
PHONE 686400 / 668114
Monday - Friday 9 a.m. - 7 p.m., Saturday 6 p.m.

ASTON MARTIN

CHEYLESMORE GARAGES

THE ASTON MARTIN CENTRE

SALES
SERVICE
PARTS

HOME AND OVERSEAS POSTAL SERVICE

CHEYLESMORE GARAGES COVENTRY
138 Sutherland Avenue, Nod Rise, Coventry 461441

Frederick Charles (Cars) Ltd.

TVR

Gulson Road Garage, Gulson Road, Coventry. Tel: 27518 & 25051
Scimitar and TVR Distributors for the Coventry Area

NEW TVR 3000M. Onyx Brown with neutral sun-roof and interior.

NEW TVR 2500M. Flame Red with neutral sun-roof and interior.

NEW SCIMITAR GTE. Celtic Brown with Tan interior. Most extras.

1976 (April)	'P' TRIUMPH STAG. Carmine, manual with overdrive, hard and soft tops, supercover to April 1978, 10,000 miles	£4,895
1975	'N' TR6 ROADSTER. Carmine, overdrive, radio, 14,000 miles	£2,595
1975	'N' TR6 ROADSTER. Magenta, overdrive, radio, 15,000 miles	£2,595
1974	'N' TR6 ROADSTER. White, overdrive, radio, 27,000 miles	£2,095
1974	'N' TR6 ROADSTER. Mimosa, overdrive, radio, 28,000 miles	£2,095
1974	'N' MORGAN +8. Silver, genuine 1,800 miles only from new	£4,895
1974	'N' JENSEN HEALEY. Oxford blue, hard and soft tops, 22,000 miles	£2,395
1974	'M' TR6 ROADSTER. Pimento, overdrive, 23,000 miles	£1,895
1974	'M' TR6 ROADSTER. Mimosa, radio, headrests, 34,000 miles	£1,795
1974	'M' GT6. Magenta. Fitted overdrive, radio, Sundym, 24,000 miles	£1,795
1973 (Dec.)	'M' TR6 ROADSTER. Magenta, o/drive, radio, 22,000 miles	£1,895
1973 (Aug.)	'M' JENSEN HEALEY. Blue, radio and other extras, 27,000 miles	£1,795
1973	'L' TR6 ROADSTER. Pimento, overdrive, full SAH tuning, 34,000 miles	£1,695
1973	'L' GT6. Sapphire blue, overdrive, radio, Sundym, 34,000 miles	£1,495

We urgently require good TVRs, Scimitars, TR6s and Morgans for outright purchase.

SALES — SERVICE — SPARES



SILICONIX ELECTRONIC DIGITAL STOPWATCHES GIVE REALLY ACCURATE TIMING



A range of ten models produced in U.S.A. enables you to match a stopwatch to your budget. High precision quartz controlled accuracy, clear easy to read displays, solid state electronics. You can choose between 1/10th or 1/100th second resolution, standard or delta split times. When close isn't enough you need Siliconix - prices from approximately £35.00 inc. V.A.T.
Available from your local retailer or write for illustrated catalogue and price list to sole importers.

Newitts

77-81 Goodramgate, York, Tel: 0904 56479 & 22751

HSC

HERTFORDSHIRE SPORTSCARS LTD.

WANTED
ALL SPORTS CARS
BEST PRICES PAID

We only include facts about our cars, they are all expertly chosen and thoroughly inspected by our skilled mechanics. We do not therefore feel it is necessary to give imaginative descriptions, i.e., superb, fantastic, etc. Come along at your leisure and view our vast selection for yourself.

MGB GT V8, 'N' reg. O/d, h.r.w., sun roof **£2,495**
MGB GT, 1975. Citron, o/d., h.r.w., h/r. **£2,499**
MGB GT, 1975. Harvest Gold, o/d., h.r.w. **£2,475**
MGB GT, 1972. Harvest Gold, o/d., h.r.w. **£1,499**
MGB, 1976 (July). Yellow, radio, o/d. **£2,595**
MGB, 1975 (July). Red, o/d., radio **£2,175**
MGB, 1975. Alconite, chrome wheels **£2,095**
MGB, 'L' reg. Mallard Green, o/d **£1,295**
MGB, 'J' Reg. White, w/w., radio **£899**
MGB, 1971. Blaze, Black interior **£1,095**

MIDGET, 1976, 1,500 c.c. White, h/r. **£1,799**
MIDGET, 'P' reg., 1,500 c.c. Yellow, h/r. **£1,695**
MIDGET, 1975, 1,500 c.c. Damask red, radio **£1,599**
MIDGET, 'N' reg., 1,500 c.c. Citron, Black interior **£1,599**
MIDGET, 'N' reg., 1,275 c.c. Blaze, wire wheels **£1,399**
SPITFIRE Mk. 4, 'N' Reg. Sienna Brown, hard top, o/d. **£1,599**
MIDGET, 1974, 1,275 c.c. White, radio **£1,375**
MIDGET, 1974, 1,275 c.c. Citron, Black interior **£1,375**
MIDGET, 'M' reg., 1,275 c.c. Bronze Yellow, special seats **£1,299**
MIDGET, 'J' reg., 1,275 c.c. Green, radio **£728**
SPITFIRE, 1976, 1,500 c.c. Red, 2,000 miles only **£1,995**
GTE, 1973, Auto. Beige, sun roof, leather interior **£2,599**
SPITFIRE, 'N' reg. Mallard Green, Black interior **£1,555**
1275 GT, July 1976. White, Mag. wheels, Black tinted windows, electric sun roof **£1,995**
MORGAN 8, 1974. Orange paintwork, host of extras **£4,500**
SPITFIRE, 1973. Red, Black interior **£1,255**
SPITFIRE, 1973. White, Brown interior **£1,255**
TVR, 1973, 1600M. Red, h.r.w., radio **£1,599**
GT6, 1974. Magenta, o/d., h.r.w., radio **£1,755**
TVR, 1973, 3000M. Silver, h.r.w., sun-roof **£1,995**
TR6, 1974 (July). Magenta, h/t., o/d., radio **£2,095**

TR6, 1974. Red, h/t., o/d., radio **£1,999**
TR6, 'M' reg. Damson, o/d., radio **£1,599**
TR6, 1972. Yellow, tinted screen **£1,395**
TR6, 1970. White, o/d., radio **£899**
'E'-TYPE V12, 1973. Primrose Yellow, Automatic, 2+2, Chrome wire wheels, tints. **£3,950**
'E'-TYPE V12, 1973, convertible, White, Manual, Radio, h/r. **£3,750**
JENSEN HEALEY, 1974. White, Black interior, h/r. **£2,250**
JENSEN HEALEY, 1973. Yellow, Black interior **£1,599**
DATSUN 260Z, 1974. Metallic Blue, Black interior, radio **£2,895**
SCIMITAR GTE, 1975. Maroon, manual, o/d., h.r.w., radio **£3,695**
LOTUS Europa, 1973. Blue, Mag. wheels **£2,250**
SCIMITAR GTE, 1973. Blue, Auto, Vinyl roof, radio **£2,555**
LOTUS 2+2 'S' 130/4, 1972. Maroon, radio, h.r.w. **£2,150**
LOTUS Elan, 1970, f.h. Bahama Yellow, radio, h.r.w. **£1,275**
GINETTA G15, 1971. Yellow, radio, Black interior **£999**
SIVA S530, 1972, 5.3-litre Chevrolet, 5-speed ZF gearbox, Gullwing doors. (Believed to be the only one) **£3,750**

BEST CARS — BEST PRICES
H.P. AND INS. COVER

UP TO 100 SPORTS CARS
TO CHOOSE FROM

12 MONTHS' OR 12,000 MILES
WARRANTY WITH MOST VEHICLES

33 STATION ROAD . RICKMANSWORTH . HERTS . 73382 - 75204
OPEN MON - SATS 9 - 7.30 SUN 11 - 3



FROM PRESTONS!

THE REMARKABLE TIME MACHINE

Five Watches in One

ONLY £9·35 Deposit FOR ALL THIS!

From America, leaders in space-age technology comes the magnificent MICROMA. Not only an amazingly accurate Electronic Quartz watch with constant read-out – it's a four programme digital stopwatch with 1/10 sec, date, second pulse and nitelite. Beautiful 'black chrome' or smart steel case.

ONLY £9.35 DEPOSIT and nine equal payments of £9.35 over 38 weeks, equivalent to £93.50 cash price.

- *** Constant LCD Time Display with secs or date/sec pulser.**
- *** FOUR stopwatch programmes**
- *** Pushbutton night light.**
- *** Electronic Quartz solid state integrated circuit.**
- *** Full 12 months guarantee.**

*** FREE CREDIT OFFER can save up to 20% on usual Credit Terms.**

Send MICROMA watch in 1) black chrome ☐ or 2) in steel ☐
I enclose **£9.35** deposit ☐ Send MICROMA Time Machine leaflet ☐
Send OMEGA colour brochure ☐

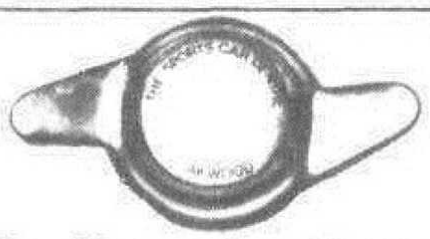
Mr/Mrs/Miss _____

Address _____

_____

Post to Prestons Timer Division, Capitol House, Churchgate, Bolton BL1 1LY

Reg in England No. 541349



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



1975 BMW 3.0 SI, finished in white, radio/stereo, electric sun-roof, Sundym glass, velour trim; mint condition **£5,395**



1975 (July) STAG, mimosa, manual, o/drive, hard and soft tops, tinted glass, air-cond., l.h.d., alloy wheels, Philips 712 radio/cassette; 9,000 miles, service history **£3,750**

1972	**GILBERN Invader Mk. II,**	superb condition throughout, mag. wheels, tinted glass, radio/stereo; history **£1,595**
1974	**MG-B GT,**	white; two owners; radio, o/d., tinted glass; 27,000 miles **£2,095**
1973	**JENSEN Interceptor 'J' series,**	35,000 miles, metallic brown, tan trim **£4,750**
1973	**A.C. 428**	fixed-head, finished in regal red/tan trim, auto.; 30,000 miles, chrome Borrani wheels **£4,950**
1974M	**SCIMITAR GTE,**	blue, one owner; mag. wheels, electric windows, tinted glass **£2,995**
1974N	**JENSEN HEALEY,**	tangerine, radio/cassette, mag. wheels; one owner, 24,000 miles **£2,395**
1974M	**SPITFIRE,**	red, one owner; radial tyres, soft top, tonneau **£1,345**
1973M	**TR6,**	royal blue, o/drive, spotlamps and rear driving lamps, radio; one owner, 33,000 miles **£1,595**
1973	**MG-B,**	blaize, two owners; radio, overdrive, wire wheels **£1,495**
1973L	**MG Midget,**	white, beige trim, soft top, tonneau; superb **£1,095**
1973L	**SPITFIRE,**	yellow, 31,000 miles, one owner; radio; as new **£1,295**
1937L	**SPITFIRE,**	purple, 27,000 miles, two owners, radio **£1,295**
1972L	**SCIMITAR GTE,**	two owners, 26,000 miles; immaculate **£2,195**
1974	**TRIUMPH Dolomite Sprint,**	one owner, 30,000 miles, radio; blue **£1,995**
1972	**CAPRI 3000E,**	auto., all extras. **£1,195**
1971	**JAGUAR XJ6 4.2,**	sun-roof, auto., p.a.s. **£1,995**

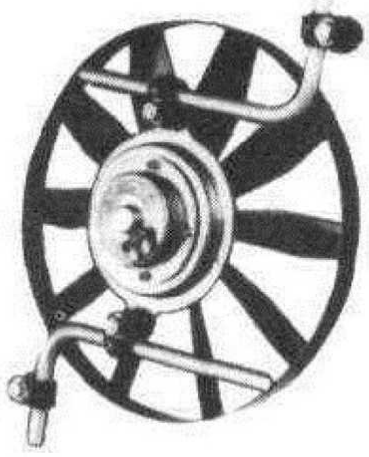
ALL CLEAN LATE SPORTS CARS WILL BE BOUGHT FOR CASH
Generous Part Exchange terms and H.P. facilities on all cars.

HENDON WAY MOTORS

1976 LOTUS Elite 504. Grey, Marcasite trim, 5,000 miles, air conditioning, one owner.. **£7,995**
1975 LOTUS Elite 502. Roman Purple, radio/stereo, air conditioning, 14,000 miles, one owner.. **£5,995**
1975 LOTUS Elite 502. Burgundy, radio/stereo unit, air conditioning, one owner, 15,000 miles.. **£5,995**
1974 LOTUS Elan +2S 130/5. Lagoon Blue, Oatmeal trim, alloy wheels, radio..... **£3,195**
1974 Series LOTUS Elan +2S 130/5. John Player Special colours, Oatmeal trim, radio, 28,000 miles, alloys..... **£3,095**
1974 LOTUS Elan +2S 130/4. Roman Purple/Silver, Oatmeal trim, tinted screen 19,000 miles **£2,995**
1973 LOTUS Elan +2S 130/5. White, 30,000 miles..... **£2,525**
1973 LOTUS Elan Sprint f.h.c. Blue/White, 25,000 miles..... **£1,995**
1971 LOTUS Elan Sprint d.h.c. Bahama Yellow **£1,695**
1974 LOTUS Europa Special. Pacific Blue, 24,000 miles, radio/cassette, alloy wheels, Oatmeal trim..... **£2,995**
1973 LOTUS Europa Twin Cam. White, one owner, 30,000 miles, alloy wheels..... **£2,395**
1972 LOTUS Europa Twin Cam. Pistacchio, alloy wheels, Sundym glass..... **£2,095**
1976 MORGAN Plus 8. Silver metallic, leather upholstery, extras, 3,000 miles.
1976 Series MORGAN Plus 8. Plum/Coffee, 5,000 miles, extras include leather upholstery.
1976(R) MORGAN 4/4 2-seater. Black, 500 miles.
1975 MORGAN 4/4 2-seater. Red, 16,000 miles.
1973 MORGAN 4/4 4-seater. Brewster Green.
1974 Series FERRARI Dino Spyder. 27,000 miles.
1973 FERRARI Dino 246GT. 23,000 miles.
1972 FERRARI Daytona 365 GTB4. 30,000 miles, Gialo Fly, air conditioning, radio/cassette unit.
1973 PORSCHE Carrera RS. 31,000 miles, electric sun roof, radio/8-track, Recaro seats..... **£6,895**
1975 CHEVROLET Stingray. Details upon request.
1968 MASERATI Quatroporte. Burgundy, 45,000 miles..... **£2,495**
1971 Series ASTON MARTIN DBS Vantage. Admiralty Blue, radio/8-track, c.w.w.p.a.s.
1976 Series MG-B roadster. Damask Red, one owner..... **£2,345**
1975 MG-B GT V8. Teal Blue, 16,000 miles, radio/stereo, head restraints, heated rear window **£2,995**
1972 MG Midget. Teal Blue, radio..... **£895**
1936 BENTLEY 4¼-litre Gurney Nutting Pillarless Coupe. Further details upon request.
1973 Series JAGUAR E-Type V12 roadster. Blue, 25,000 miles, radio/stereo, c.w.w. Sundym.
JAGUAR E-Type V12 2+2. White, Black leather trim, radio, one owner, chrome wires, 14,000 miles.

393-395 Hendon Way London NW4 LP3 telephone 01-202 8011/2

KENLOWE
THE PETROL SAVER
WITH ALL-ROUND ADVANTAGES



Mechanical engine fans, driven all the time, consume up to 9% of the engine power, when it is normally only necessary to provide assistance to cooling when the car is stationary in traffic. The KENLOWE electric fan works thermostatically and saves up to 5 m.p.g., increases performance, gives a smoother engine that's quieter and warms up quicker. Improves interior heater. Easily installed and needs no maintenance.

Priced from £23.95 plus carriage and 8% VAT
12 months' guarantee

For technical details to suit your car, fill in coupon and post direct to KENLOWE. Available through garages, accessory shops, **or write direct to manufacturers for despatch within 48 hours.**

Please send me details to suit my car "KENLOWE" electric engine cooling fan ☐
"KENLOMAIN" engine starter/fast battery charger ☐
"KENLOMATIC" electronic ignition system ☐
PLEASE PRINT NAME/ADDRESS/MAKE/MODEL/YEAR OF CAR S2

.....
.....
.....
YEAR AND MODEL OF CAR .....

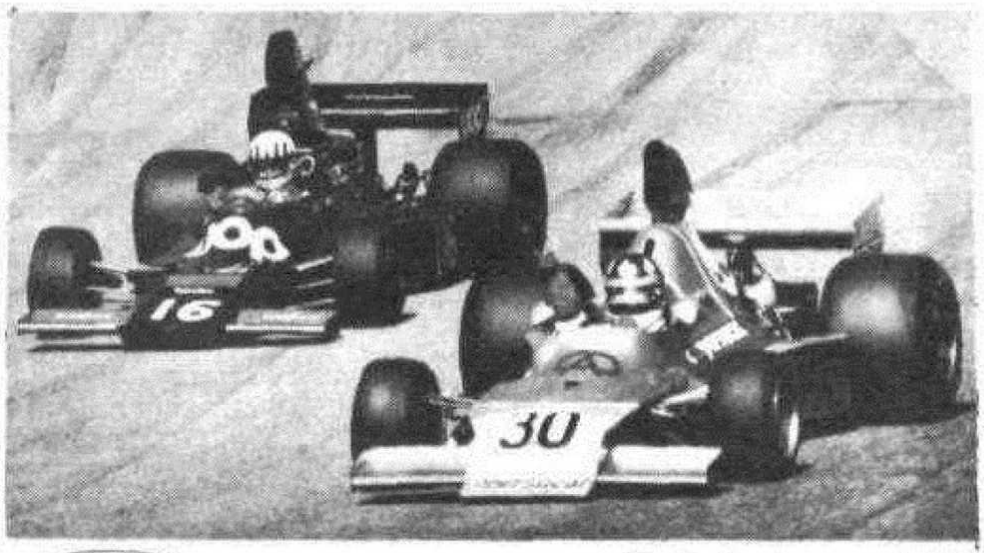
KENLOWE ACCESSORIES & CO. LTD. Burchetts Green, Maidenhead, Berks.
Tel: Littlewick Green 3303. STD: 062-882 3303



SUPERB FULL-COLOUR POSTER
of World Champion JAMES HUNT
Only £1.00 (inc. P. & P.) **Size 38" x 20"**

Also
MOTOR RACING CALENDAR 1977
£2.00 (inc. P. & P.)

- **13 ACTION PICTURES in FULL COLOUR**
- **featuring FERRARI, McLAREN, BRABHAM, UOP, etc.,**
- **with outline of circuits on reverse.**
- **Can be overprinted with company advertising.**



YOUR ADVERTISEMENT PRINTED HERE

	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			

Make sure of your copies by remitting to:
Impact Calendars, 46 Gourock Road, London SE9 1HY.

Name .....

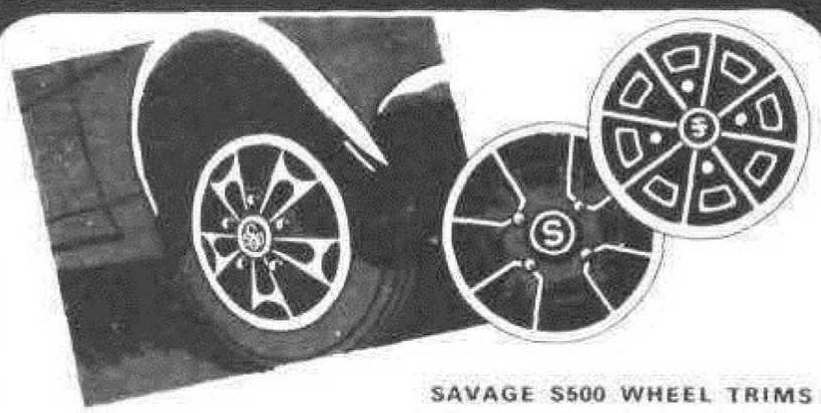
Address .....

I enclose ..... for ..... copies of .....
Calendar ☐ Poster ☐ (Please tick appropriate box)

Choice of the PROFESSIONALS

B-G

Five firm favourites from the superb B-G range of quality products for the discerning motorist. All are available from accessory shops everywhere, or in case of difficulty contact the manufacturer at the address below.



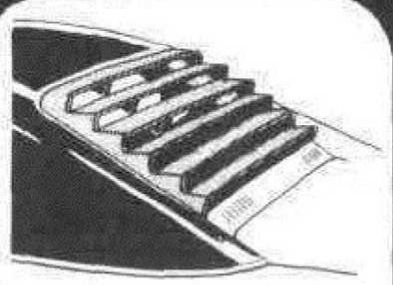
SAVAGE S500 WHEEL TRIMS

Simple to fit, great to look at! Manufactured from high impact materials. No drilling — location by steel clips on reverse side. Distinctive black and silver. Fit virtually every make or model. Three designs, one only in each size illustrated.
10" £7.50, 12" £8.50, 13" £9.50, 14" £10.50, 15" £10.90
All prices per set of four plus V.A.T.



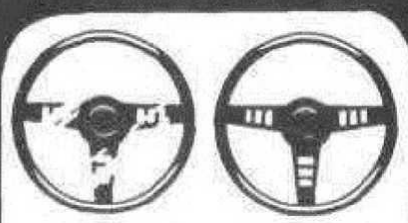
NIKKI CARBURETTOR KITS

Top value conversion kits for increased performance and, in many cases, better fuel consumption. Kits include carb., manifold, chrome air filter, linkages and easy D.I.Y. instructions. Twin choke down draught kits for an enormous range of British and continental models.
Kits (ready to fit) £43.90 plus V.A.T.



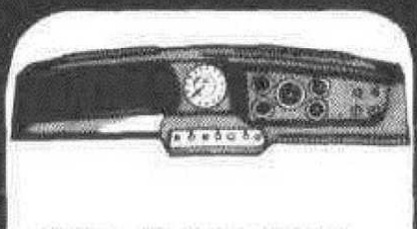
CAPRI LOUVRES

Ford Capri Mk I and Cortina Mk III only. Superb ABS, rear window louvre. Slats angled to give maximum rear vision. Easy to fit and supplied complete ready to install. Further models under development.
Price £16.90 plus V.A.T.



MOTEC STEERING WHEELS

Now exclusively distributed by B.G. worldwide! Three models available. Competitor with matt black spokes. European with chrome spokes, both in simulated leather. Motec Leather with chrome spokes in real hide. All 13" diameter, 1" or 2½" dish. Centre boss cap can be either horn push or headlamp flasher.
Prices: Competitor £6.90, European £7.10, Motec Leather £9.50. All plus V.A.T.



MADA DASH PANELS

The ever popular range of panels for all Minis and Escort I. Now wholly owned by B.G. Vacuum formed in quality ABS plastic and supplied with instrument holes uncut. Elegant styling, attractive grain finish.

Mark I Escort to '74 only £8.90 plus V.A.T. Mini Mada Dash, all models, left- or right-hand drive. £9.80 plus V.A.T.

ALL PRICES SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

Brown & Geeson Limited
1-23 Queens Road West, London E13 0PA
Tel: 01-472 4022
Telex 897505

PHT PETER TOWNSEND



1972 DATSUN 240Z, white/black trim, sunshine roof, radio, stereo **£1,795**
NEW TR7, white, black trim **£200 below list**
1974 MERCEDES 280 S Class, metallic green/magnolia interior, radio/stereo, 20,000 miles only **£6,950**
1975 TR6, magenta/black trim, hard-top, radio, o/drive, 10,500 miles **£2,395**
1974N ALFA 2000 GTV, white/charcoal and black cloth interior, tinted glass, radio; one owner, 19,400 miles **£2,395**
1974 ALFA 2000 GTV, white, radio; 32,000 miles **£2,195**
1970 ALFA 1750 GTV, bronze yellow, black trim, radio, tinted glass **£995**
1975P STAG, auto., mimosa/black trim, hard and soft tops, radio, tinted glass, sports wheels; 11,400 miles **£4,295**
1975P Stag, auto., white/sienna trim, hard and soft tops, tinted glass; one owner, 14,900 miles **£3,995**
1974 series JAGUAR XJ6 4.2, auto., p.a.s., Series II, lavender/navy vinyl roof, radio/stereo **£3,750**
1974N LOTUS Elite 502, metallic blue/oatmeal trim, air-conditioning, radio/cassette; 27,400 miles **£4,450**
1972K LOTUS Elan Sprint d.h.c., red over white, radio; 29,300 mls. **£1,995**
1974M M.G.-B GT V8, white/beige cloth, sunshine roof, tinted glass, chrome wheels, radio; 24,200 miles **£2,395**
1971 M.G.-B GT, citron, navy interior, radio, sports wheels **£1,295**
1974M SPITFIRE Mk. IV, mimosa/black trim, radio; 25,400 miles **£1,395**
1966 ALPINE, hard and soft tops, pale blue/black trim, overdrive **£295**
1974 series LANCIA 1600 fastback saloon, dark brown, sun-roof, radio **£1,895**
1970 series ROLLS-ROYCE Silver Shadow, metallic silver, red hide, 68,000 miles from new; full Rolls service history **£7,950**
1971 CAPRI 1600 GTXL, dark red, black trim, coachlined, radio **£995**
1974 DATSUN 180 SSS f.h.c., red, cloth trim, tinted glass, radio, sports wheels; 26,200 miles **£1,495**
1974 PORSCHE Carrera Targa, metallic light blue, pale tan cloth interior, radio/stereo, tinted glass, h.r.w. Beautiful condition **£7,950**

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

MOTOR-DROME

B'MOUTH SPORTS CARS 28698

ROLLS-ROYCE, 1973 Astrakhan. Champagne trim, matching Everflex roof and coachlines, speed-hold and '74 specifications, 34,000 miles, Sundym etc.
ROLLS-ROYCE, 1970. Smoke green, champagne trim, matching Everflex roof and coachlines, one owner, full service history, White wall tyres etc.
BENTLEY Continental, 2-door, 1964 SIII. Sundym, regal red, black upholstery. A complete restoration just completed by ourselves. 102,000 miles.
BENTLEY SII, 1960. Smoke-sage green, champagne trim, 89,000 miles. A complete restoration just completed by ourselves.
BENTLEY R-Type, 1954. Automatic, 82,000 miles, owned by Rolls 8 years, black and garnet, red leather upholstery. A complete restoration just completed by ourselves.
MERCEDES 350SL. 26,000 miles, auto and p.a.s. Sundym, h and s tops, rear seats, metallic blue, leather trim, cherished reg. **£6,750.**
MERCEDES 220SE coupe, 1966. 2-dr. Havana brown, light tan leather trim, auto. and p.a.s. Classic car in exceptional cond. **£2,495.**
MORGAN - 8. Brand-new. Specially ordered lightweight body, black, red leather trim, full underbody seal. Offered at **£6,750.**
FERRARI Dino. 'J' regd. Full service history, 38,000 miles, metallic blue, alloy wheels, cassette. Truly magnificent cond. **£4,095.**
JAGUAR E-Type V12 roadster. (L regd.). Very attractive willow green, light tan trim, 34,000 miles. Truly superb **£3,395**
WOOD & PICKETT MINI 1275GT, 1975. One owner, metallic brown, tan corduroy trim, Webasto roof, alloy wheels, dark sepia glass, flared arches etc, mint **£2,995.**
TRIUMPH Stag, 1972. Auto., p.a.s. h/s tops, 2 owners, 45,000 miles, white/tan trim. Fabulous condition. **£2,195.**
TRIUMPH TR7, 1976. Only 400 miles, yellow/black trim. Usual refinements, as new. **£2,995.**
MG-B GT, 1973. 2 owners, 24,000 miles, o/drive, £400 of extras, including Sundym and sunroof etc. Blue/honey trim, just like new. **£1,895.**
TRIUMPH TR6, 1973. 2 owners, 34,000 miles, o/d., emerald green, h/s tops, mint condition. **£1,695.**
Also ALFA-ROMEO Spider 1972

This is only part of our stock—if you don't see what you are looking for give us a ring. Sport and Classic cars always wanted. Terms—Exchanges—Insurance Facilities.

MOTOR-DROME CAR SHOWROOMS
9-13 CHARMINSTER ROAD, BOURNEMOUTH
TELEPHONE (0202) 28698

The Chequered Flag

London's Leading Sports Car Specialists

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

AUSTIN HEALEY 3000 MK II, 1963 Magnificent example in Ice Blue/Ivory matching trim, one owner, overdrive, wire wheels, recorded mileage 24,000. Original documents and service history. Also a similar car in Red/Ivory, overdrive, wire wheels from..... **£2,475**

ALFA ROMEO 1.6 GT, 1975 'P' reg. White/Black cloth trim, Blaupunkt radio, headrests, 21,000 miles, one owner **£2,465**

TRIUMPH SPITFIRE MK IV Choice of five hand-picked examples of these popular and economical cars. Various colours and specifications including o/d. and radio. Two with hard tops. 1973/74. From: **£1,295**

FERRARI DINO 246 GT6 COUPE (M) REG., 1973 Ferrari Red, Black trim, radio/cassette, 37,000 miles, two owners. **£5,475**

JAGUAR 'E'-TYPE COUPE, 1965 4.2 Indigo Blue, Red leather trim, wire wheels, radio etc. Reputed 41,000 miles, 2 owners. Superb example. **£2,865**

FIAT X19 COUPE SPYDER Delightful Bertone Targa coachwork. Red with Black trim, radio/stereo tape, late r.h.d. example. 1974. **£2,285**

M.G. MIDGET MK IV Choice of two carefully selected cars, Teal Blue and New White, 1973/4 with various extras. From: **£1,185**

JAGUAR V12 E ROADSTER, 1973 Carmen Red/Black trim, chrome wheels, radio/stereo 8 tape, 32,000 miles. **£4,385**

JENSEN INTERCEPTOR MK III, 1972 Choice of 2. Green/Beige leather or Silver/Green/Black leather, vinyl roof, auto., p.a.s. Air-conditioning, radio/stereo 8, centre-locking etc. From: **£3,685**

M.G. 'B' GT, 1975 Anniversary model, Green and Gold, o/d., alloy wheels, etc., etc. Under 10,000 miles by sole owner. **£2,685**

JENSEN-HEALEY, 1975 MK II SPORTS Mimosa Yellow with Tan trim, 5-speed box, radio/stereo-8, alloy wheels, Black impact-bumpers, etc. Low mileage by sole owner **£2,895**

TVR TURBO 3000M, 1977 REGD. Metallic Red/Oatmeal trim, vinyl roof, sun-roof, Wolfrace wheels, radio/108SR. **£6,985**

TVR

THE LONDON TVR DISTRIBUTORS

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

LANCIA

MONTE CARLO Advanced and attractive Targa-topped 2-litre coupe in Turquoise Green/natural trim, radio/tape, Continental steering, alloy wheels, etc. **£4,895**

2000 HF COUPE Beautiful Farina coachwork in Red with Black trim, fuel injection, electric tinted windows, alloy wheels, p.a.s., radio/cassette, etc. 1972. **£1,865**

BETA 1800 ES SALOONS, 1974/5 Choice of Blue or Bronzo Ascot with gold cloth. Fitted with sun-roof, electric windows, tinted glass, alloy wheels, radio, electric aerial. From: **£2,285**

FULVIA 1600 HF LUSSO Choice of two superb 1973 models of these increasingly rare coupes. Red or Blue, both with Black cockpits, 5-speeds, alloy wheels, radio/stereo, headrests, h.r.w. etc. From **£1,685**

BETA 1800 ES SALOON, 1976 White with Green cloth. Radio/elec. aerial, sun-roof, electric windows, tinted glass, alloy wheels, etc. Low mileage. **£2,895**

BETA 1600 COUPE Choice of four 1975 cars in Maronne Parioli, Verde Cascine or White, 2 with cloth trim, two with p.v.c. Extras include stereo radio/cassette, sun-roof etc. From: **£2,595**

LANCIA FULVIA 1300 S2 COUPE Choice of two 1972/73 in White or Beige, various extras From: **£1,465**

BETA 1800 SALOON, 1974 Lancia Blue/Beige cloth, 5-speed box, radio, etc. **£1,895**

FULVIA 1300 COUPE, 1974/75 Choice of 6 of these delightful series III coupes in various colours, cloth or p.v.c. trim. Extras. From: **£1,935**

LANCIA BETA 1600 SALOON Choice of 2 in White/Black p.v.c. or Blue, radio/stereo, headrests etc. From: **£1,685**

LANCIA

LANCIA SOLUS DEALERS

Full range of new **Lancias** on show: **Beta SI** Saloons, 1300, 1600 and 2000, **Beta Coupes, Spiders** and **H.P.E.s** in 1600 and 2000 versions. Most for immediate or early delivery from London's most enthusiastic Solus Dealers.

RELIANT SCIMITAR GTE Currently 5 carefully selected examples of these high-performance estates. Various colours and specifications, 1973 to 1975. From: **£2,485**

LOTUS ELAN +2S 130 Purple with Gold roof, sun-roof, electric windows, chromed wheels with SP tyres, 1973 model. Major overhaul just completed. **£2,285**

M.G. 'B' ROADSTERS Choice of two hand-picked overdrive 1972/4 cars. Various colours and extras. From: **£1,295**

TRIUMPH SPITFIRE 1500 1975/76 Choice of 2, White, o/d., 6,000 miles, one owner. Mimosa, h/soft tops, radio. From: **£1,695**

LOTUS ELAN +2S 130, 1974 5-speed box, Tobacco Brown, Oatmeal trim. Well maintained, sun-roof, radio, one-owner car. **£2,965**

JENSEN HEALEY SPORTS Choice of 2 'M' regd. cars in Blood Orange. Fitted Works hard top, radio/cassette, 29,000 miles. Black/Black trim, radio, 21,000 miles. One owner. From: **£1,695**

M.G. 'B' GT, 1972/73 Choice of 3 o/d. cars in Harvest Gold, Teal Blue and Bronze Yellow. Various extras. From: **£1,495**

M.G. 'B' GT, 1974/75 Models Choice of 2 in Teal Blue. Fitted o/d., reputed 22,000 miles or Purple Aconite with Tan cloth and matching vinyl roof, radio, tints, etc. From: **£1,985**

LOTUS EUROPA S2 Red with Black trim, sun-roof, radio/tape. **£1,685**

M.G. 'A' 1600 MK II ROADSTER Beautiful in Iris Blue with Black leather. Very original 1960 example of this much sought-after marque. **£1,285**

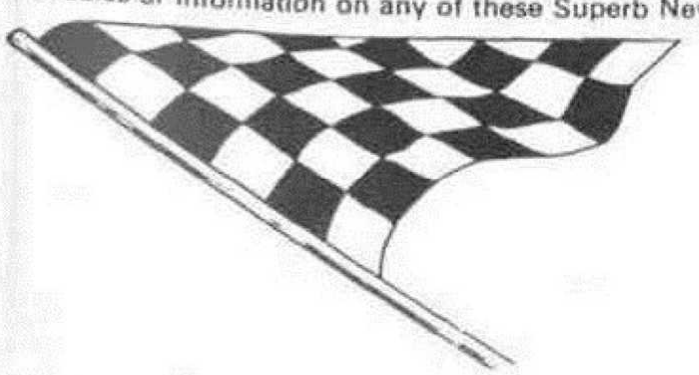
TRIUMPH GT6 MK III Pimento Red with Black trim, o/d., radio, h.r.w. etc. **£1,365**

TRIUMPH TR6 Choice of 3 1972/73. Sapphire Blue or White and a 1973 in Pimento with Wolfrace wheels, hard/soft tops, all o/d. and radio. From: **£1,465**

RELIANT SCIMITAR — NEW VERSION

The revised and enlarged **GTE** is now readily available. More room, more comfort, more elegance. This highly practical high-performance estate car is available from **£5,195.** Please call or ring for a quotation.

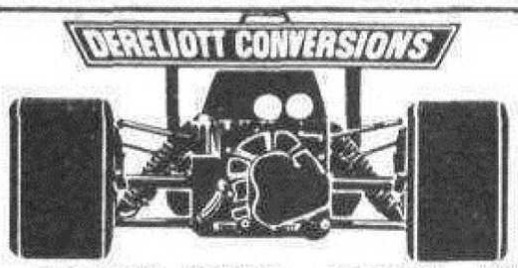
For Sales or Information on any of these Superb New Motor Cars please contact the Sales Office on (01)-995 0022/3/4. **Demonstration Cars Available.**



Chiswick High Road London W4

Telex: 8811126

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



DERELIOTT CONVERSIONS LTD.

LOTUS ELITE, ECLAT, ESPRIT
EARLY DELIVERY — LIST

DEALERS FOR LOTUS AND TVR

THURSTASTON ROAD, THURSTASTON, WIRRAL, MERSEYSIDE
(Off A540 Chester to West Kirby Road)
Telephone: 051-648 5656

TVR TURBO DEMONSTRATION CAR AVAILABLE

TVRs FOR IMMEDIATE DELIVERY

NEW TVR 3000M Taimar. White/Brown ..... **List**
NEW TVR 3000M. Onyx/Beige ..... **List**
NEW TVR 1600M. White (full '77 spec.) ..... **List**

76 LOTUS Eclat 520. White **£6,250**
75 TVR 1600M. White, usual extras, one owner **£3,350**
75 TVR 2500M. White, usual extras, 13,000 miles **£2,990**
75 LOTUS Elite 502. White, 16,000 miles .. **£6,250**
74 LOTUS Elite 502. Lagoon Blue. Choice of two, each at **£4,990**
74 LOTUS Elan 2 2 S 130. Purple, all usual extras. Full history available **£2,950**
74 JAGUAR XJ6 4.2 auto. PAS, tints, electric windows etc. Immaculate throughout **£4,250**
74 PORSCHE 911S. Porsche Magenta, electric sun roof and windows. Exceptional condition .. **£7,500**
74 MG-B Roadster. Lemon, exceptional condition throughout **£1,725**
73 BMW 3.0 Si. 38,000 miles, usual extras .. **£3,550**
72 MG-B GT. White, cloth seats, o/d. Very good condition **£1,395**
72 LOTUS Europa twin cam special. 5-speed, Black and Gold. Immaculate condition **£2,250**

TWELVE MONTHS' UNLIMITED MILEAGE. CAR CARE PLAN. PARTS AND LABOUR WARRANTY AVAILABLE

PARTS, POSTAL SERVICE FOR LOTUS & TVR.

Competitive Finance & Insurance Terms

Stocks constantly changing — please phone for latest list.

Camden Motors

LOTUS & RELIANT DEALERS

NEW CARS IN STOCK FOR IMMEDIATE DELIVERY

LOTUS Elite 501.	Carnival.
LOTUS Elite 501.	Mint Green.
LOTUS Eclat 521.	Red.
LOTUS Esprit.	White.
LOTUS Esprit.	Yellow.
SCIMITAR GTE.	Everest White.

74 AUDI Coupe. White **£2,499**

74 AUDI Coupe S. Blue **£2,699**

'P' Reg. BMW 2002 Tii. Yellow **£2,399**

73 BMW 3.0 SA. Green **£3,699**

71 CITROEN SM. Metallic Green **£2,999**

76 DATSUN 260Z 2 2. Blue **£4,799**

71 JENSEN Interceptor. Purple **£3,299**

75 LOTUS Elite 501. Red **£5,949**

74 LOTUS Elite 502. White **£4,999**

76 LOTUS Elite 504. Carnival **£7,999**

74 LOTUS 2S 130/5. White **£2,999**

75 MG Midget. White **£1,599**

74 MG-B GT. Orange.... **£2,199**

72 MG-B GT. White ...**£1,499**

74 MG-B GT V8. Roman Purple **£2,499**

74 MG Midget. Blue **£1,349**

75 RELIANT GTE, Manual. Green **£3,699**

73 TOYOTA Celica. Yellow **£1,449**

73 TRIUMPH Spitfire. White **£1,299**

72 TRIUMPH TR6. Red **£1,299**

74 TRIUMPH Stag. White **£3,199**

74 TRIUMPH Spitfire. Blue **£1,599**

73 TRIUMPH Stag Auto. Purple **£2,749**

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

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

OPEN DAILY 9-8 SUNDAY 10-6

01-455 4480 5244

DAVID CLARK CARS

01-794 1031 1032

FERRARI Daytona, 1972. Red with black leather; 23,000 miles. 100% *concours*. Will haggle around **£10,000**

MERCEDES-BENZ 450 SLC, 'N' Reg. Silver with blue velour, fitted air-conditioning, electric sun-roof, alloy wheels, etc., etc. As new **£9,250**

SILVER SHADOW, 1971. Caribbean blue with dark blue Everflex roof and beige interior. Two owners and immaculate throughout **£8,750**

PORSCHE Carrera Targa, 1974. Guards red, with special black leather interior; 7 and 9 in. rims. Superb in every way **£8,650**

FERRARI 365 GT4 2+2, 1974. Gunmetal with biscuit trim, fitted air-conditioning, P.A.S., electric windows, etc. A beautiful example of this fabulous vehicle **£8,650**

BMW 3.0 CSA, 1975. Fiord blue with blue velour, air-conditioning, electric roof, stereo, etc. Full history **£7,650**

LOTUS Esprit. White. 'R' Reg. 2,000 miles only. Obviously as new **£6,850**

MERCEDES-BENZ 350 SL, 1973. Metallic blue with white trim, Sundym, stereo. Immaculate **£6,450**

FERRARI Dino 246 GT. Registered 1975 with 16,000 miles, and therefore mint throughout **£5,250**

PORSCHE 911E Targa, 1973. Silver with black trim, stereo. Mint **£5,450**

PORSCHE 911S, 1973. Metallic blue with black trim, electric sun-roof. One owner from new .. **£5,495**

MERCEDES-BENZ 280 SC. Gold with black interior, hard/soft tops. Two owners. One of the finest available **£3,450**

LOTUS Super Seven Series III. Piper-tuned engine 5,000 miles. Specially trimmed and painted. *Concours* **£1,750**

ALFA ROMEO 2000, 1972. Dark blue with beige trim, radio **£795**

356 Cricklewood Lane, N.W.2

chequers LTD MOTOR RACING TOURS '77

SPA 1000
8th MAY
Weekend visit with hotel in Brussels **£25.50**

LE MANS
11th/12th JUNE
Always a favourite
£22.50

DUTCH G.P.
28th AUGUST
August Bank Holiday
Three alternative tours, including Amsterdam weekend from **£19.50**

MONACO G.P.
22nd MAY
Choice of three tours from **£34.50**

FRENCH G.P.
3rd JULY
It's back to Dijon for '77 — from **£23.00**

AUSTRIAN G.P.
holiday spectactular!
Departing 9th August

Visit:
★ PORSCHE factory
★ BMW museum
★ MERCEDES museum
before a two-day detour to Zeltweg for practice and the AUSTRIAN G.P. and ending with a quick lap of:
★ THE NURBURGRING and
★ FRANCORCHAMPS
In all a fabulous ten-day holiday that a true racing enthusiast could not afford to miss — *and all for* **£103.00**

GERMAN G.P.
31st JULY
A choice of three tours — from **£21.00**

BELGIAN G.P.
5th JUNE
Jubilee holiday weekend
Three tours to choose from starting at **£19.00**

ITALIAN G.P.
11th SEPT.
Join the "tifosi"!
£49.00

★ Departures from Dover, London, Birmingham, Liverpool and Southampton.

★ Book on four tours and get a £10 discount.

★ No surcharge guarantee.

★ Bring a group of ten and go FREE yourself.

★ No passports required on many departures.

★ For your brochure just return the slip or telephone DOVER (0304) 204515.

Put me on pole position for Europe in '77 and rush me my free copy of the Chequers brochure

NAME _____

ADDRESS _____

_____

Chequers Travel LTD

42 CASTLE STREET DOVER KENT Tel No (0304) 204515

MS1

dcm

The TR Centre

Tel.: 01 - 937 1410





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

Hire purchase and Part Exchange can be arranged.

T.R.s

TR7, 1976 (R)	Sienna brown, 2,000 miles ..	**£2,995**
TR7, 1976 (R)	Pimento, 5,000 miles.....	**£2,945**
TR6, 1975	Carmine, 11,000 miles, o/d...	**£2,795**
TR6, 1975	Pimento, 12,000 miles, o/d...	**£2,795**
TR6, 1975	White, 15,000 miles, o/d.....	**£2,595**
TR6, 1975	Mimosa, 17,000 miles, o/d. ..	**£2,595**
TR6, 1975	Magenta, 22,000 miles, o/d...	**£2,395**
TR6, 1974	Mimosa, 20,000 miles, o/d. ..	**£2,295**
TR6, 1974	Pimento, 24,000 miles, o/d...	**£2,295**
TR6, 1974	French blue, 29,000 mls., o/d.	**£2,195**
TR6, 1973	Pimento, 21,000 miles, o/d...	**£1,895**
TR6, 1973	Emerald green, 28,000 miles, o/d.	**£1,795**
TR6, 1973	Magenta, 29,000 miles, o/d...	**£1,795**
TR6, 1972	Saffron, 29,000 miles, o/d. ..	**£1,645**
TR6, 1972	Sienna, 34,000 miles, o/d. ..	**£1,595**
TR6, 1972	White, 42,000 miles, o/d.....	**£1,495**
TR6, 1970	Red, 42,000 miles, o/d.....	**£1,345**

Hard-tops available for the above.



Left-hand drive XK120 dhc. Reg 1949. Dark blue with tan interior. *Concours* condition throughout **£6,450**



275 GTB FERRARI, long nose, Reg. 1966. Very rare aluminium coachwork by **Scaglietti.** 43,000 mls from new; four cam wheels: new exhaust **£7,950**



PORSCHE 911/T/R/906, one of a very limited number built by the works. **Specification includes :** LHD lightweight shell, fitted with full 906 Carrera engine (twin plug heads). Close ratio g/box with limited slip diff., solid drive shaft, racing susp. 9 in. & 7 in. works wheels. The engine produces about 220 b.h.p. din and is fairly tractable. Racing history includes The Targa Florio and Mugello. Finished in light blue. **£4,850**

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

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

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

JEM MARSH Marcos

JEM MARSH, FOUNDER OF MARCOS, offers a Selection of personally vetted cars which have been through our Restoration Workshops.

1971 3-litre Volvo. Blue, with stereo, sun-roof, Wolfrace wheels.

1969 3-litre Ford. Blue, sun-roof, alloy wheels, radio.

1968 1600. Yellow, sun-roof, Marcos wire wheels.

Telephone WARMINSTER (STD 09852) 4777 for details of further stock.

COMPREHENSIVE RANGE OF SPARES AND TECHNICAL SERVICE — WESTBURY (STD 0373) 864097

Hours of Opening: 9 a.m. - 5 p.m. Monday to Friday.
Saturday and Sunday **by Appointment Only.**

To avoid disappointment please 'phone Jem Marsh personally, before calling

WANTED FOR CASH, MARCOS CARS, ALL YEARS, ALL MODELS

JEM MARSH, BOREHAM RD., WARMINSTER, WILTS
PHONE: WARMINSTER (STD 09852) 4777

QUEENSBERRY ROAD GARAGE

KETTERING, NORTHANTS. TEL: KETTERING 3351

Agents for RELIANT, TVR & JENSEN

NEW SCIMITAR GTEs
Early delivery on all models.

TVR

NEW CARS

SCIMITAR GTE	Sierra brown, tan int., alloy wheels, laminated screen, radio.
SCIMITAR GTE	Greengage yellow, tan int. Specification as above.
SCIMITAR GTE	Everest white, blue cloth interior, alloy wheels, laminated screen, radio.
TVR 3000M	Metallic blue, oatmeal interior, sun vinyl roof.
TVR TAIMAR	Red with oatmeal interior, sun-roof.

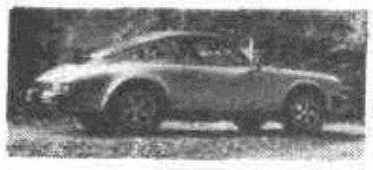
USED CARS

SCIMITAR	**1974 GTE,** o/d. Beaujolais red, black int., radio/8-track, usual extras **£2,895**
TVR	**1975(P) 1600M.** White, blue int., vinyl roof, radio, h.r.w. **£3,150**
	1974 3000M, white, black int., sun-roof, cassette/radio **£2,650**
JENSEN	**1971 Interceptor Mk. II F/F.** Quartz green, beige upholstery, electric sun-roof, radio/8-track **£3,350**
ASTON MARTIN	**1966 DB6.** Fiesta red, white int., sun-roof; maintained regardless of cost **£2,750**
HILLMAN	**1972 Avenger 1300 de Luxe** **£795**
MG-B	**1973 GT V8.** Bronze yellow, o/drive, radio/8-track **£1,950**

Colin Grant West One

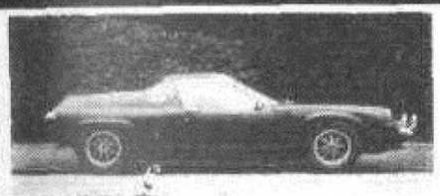
567 WATFORD WAY, MILL HILL. 959 0933
138 FINCHLEY ROAD, N.W.3. 794 0030/0039

1975 ('P' Reg.) FERRARI BOXER. Met. blue, beige leather; 8,700 miles, full history **£14,950**
1974 FERRARI BOXER. Met. blue, beige leather; 29,000 miles, two owners; immaculate specimen **£13,750**
1973 FERRARI 365 GTB 2 2. Met. light blue; two owners, full history; immaculate **£8,250**
1973 FERRARI DINO SPYDER. Red. Two owners; stereo; 26,000 miles **£6,250**
1971 FERRARI DINO 246. Red. With distinct registration number. 36,000 miles **£4,250**
1973 ('M' Reg.) FERRARI 246 GT. White. Two owners, 38,000 miles **£5,250**
1975 ('P' Reg.) PORSCHE 911S. Apple green. Full specification including cloth trim and Cibie lighting **£8,750**
1974 ('N' Reg.) PORSCHE CARRERA TARGA. Ice green. Exceptional condition, AFN servicing **£8,750**
1973 PORSCHE 911E. One owner, full history. Mexico blue, extras include stereo and sun-roof **£5,450**
1972 PORSCHE 911S. 42,000 miles. Orange. Exceptional condition **£4,850**
1973 PORSCHE 914. Orange, 27,000 miles. Targa top, cloth interior. Superb condition **£2,750**
1956 BENTLEY S.I. Two owners, 70,000 miles, full history. *Concours* throughout **£4,600**
1971 ASTON MARTIN DB6 Mk. 2. Manual, p.a.s., c.w.w.; 39,000 miles. Chassis 38 from last manf **£3,975**
1973 V12 E-TYPE ROADSTER. Auto. Lavender, stereo, tints **£3,850**
1970 LOTUS ELAN drophead. Yellow. Superb condition throughout. Engine recently rebuilt **£1,475**
1971 TR6. Hard-top. Mustard. Two owners **£875**
1973 Model BMW 3.0 CSL. Ceylon gold. Very good cond. **£4,750**
1976 FIAT X19. Beige with matching trim, only 5,000 miles, condition as new **£2,750**





JK SPORTSCARS





LOTUS Europa, 1971. Yellow with coachline, black interior, radio, alloy wheels, radials, recon. gearbox **£1,395**

MINI COOPER S, 1,360 c.c. Stag III, 1971 model, black, gold coachline, black upholstery, radio, 8 and 4-track stereos, spot, fogs, Rostyle wheels, etc. **£1,140**

ALFA ROMEO 2000 Spyder Veloce, 1974. Black, red upholstery, radio, cassette **£2,395**

JAGUAR 'E'-Type convertible, 1967, 4.2. Red with black interior, radio, chrome wire wheels. Superb car **£1,595**

JAGUAR 'E'-Type 2+2, 1969, Series II 4.2. Maroon with tan interior, radio, chrome wire wheels, recon. engine **£1,825**

JAGUAR 420G, 1967. Auto., P.A.S. Two-tone green, matching leather interior. Radio, new whitewall tyres. Definitely miles above average **£745**

DAIMLER V8 Mk. II, 1966. Automatic. White with grey leather upholstery **£445**

BMW 2500, 1970, L.H.D. Blue, beige cloth interior, radio, cassette, etc. **£995**

TRIUMPH Spitfire Mk. IV, 1972. Red. Overdrive, wire wheels. Beauty **£995**

FIAT Ferrari Dino, 1969, L.H.D. Red with tan upholstery, electric windows, 5-speed gearbox, alloy wheels, etc. **£1,195**

MUSTANG Grandee, 1970, L.H.D. Black with Starsky and Hutch paintwork. V8 automatic, power steering **£725**

MUSTANG Ghia, 1974, V6. Metallic green, electric sun-roof, automatic; 19,000 miles **£2,195**

Convertible VIVA SL, 1970 model. White, black upholstery. Crayford conversion, new clutch. Rare vehicle **£575**

MG-B GT, 1971 model. Overdrive. White with black interior, sunshine roof, chrome wire wheels, radio, heated rear window **£1,125**

ALFA ROMEO Berlina, 1971 model. Red, black upholstery, radio stereo, 5-speed box **£725**

FORD Consul, 1972. Red, black upholstery. Automatic. Radio. Must clear **£865**

18 MONTHS' PARTS AND LABOUR GUARANTEE

405 GREEN LANES, LONDON N4
01-348 2221

ACE MOTOR CO

SAAB IN CENTRAL LONDON

CHOOSE FROM OVER 20 NEW CARS IN STOCK FOR HOME AND OVERSEAS MARKETS





1974 BETA 1400 saloon. Beige with velour trim. One owner, 28,000 miles. **£1,495**



1973 GTE SCIMITAR. Wessex green, with tan trim. P.b. radio, twin speakers, overdrive, fog and spots. 33,000 miles. **£2,395**

GILBERNS URGENTLY WANTED

SOLE SPECIALISTS IN GILBERN CARS

Complete servicing facilities, fibreglass coachwork, repairs and all parts. Contact **Mike Sutton on 01-992 8900 at 52 Churchfield Road, Acton, London W3.**

Kensington Showrooms:
18-23 Radley Mews, Stratford Road, London W8.
01-937 5691/6676

GILBERNS URGENTLY WANTED

MG TA-TB-TC-TD-TF SPARES

DESPATCHED WORLDWIDE BY MAIL ORDER FROM

UK — S.A.E., Europe 50p, Outside Europe $2
For illustrated Catalogue — Air Mail Return
Comprehensive Stock available from the Specialist Spares Suppliers: Including:



Hoods, Sidescreen Covers, Tonneaus, Carpet sets, rebuilt Wheels, all exchange instruments, Cables, Bumpers, Overrides, Door Locks, Handles, Catch plates, Chrome sundries, Mechanical parts, exchange crankshafts, Axle shafts, Splined hubs, Steering kits, Road springs, Exhaust systems, Steering wheels, Wiring looms, Shock absorbers, Dynamos, Starters, Knock-on hub caps, Rubber mouldings, Dashboards, Windscreens, Luggage carriers, Badge bars, Badges, Body panels, Interior trim kits, Fibreglass mouldings, Remould 19in tyres, etc, etc, etc.

OCTAGON SPORTS CARS LTD
CHART SUTTON, KENT ME17 3RX
TEL: 062-786 3445

ENGLAND

The Cathedral GT Centre

COLLEGE GREEN
BRISTOL 1
Tel. : 0272 20031

THE LOTUS MAIN DEALER SOUTH WEST

NEW LOTUS IN STOCK

Lotus Esprit	Choice of colours.	**Lotus Elite 501**	Yellow.
Lotus Eclat 521	" " "	**Lotus Elite 503**	Choice of colours.
Lotus Eclat 520	" " "	**Lotus Elite 504**	" " "

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

1976 Lotus Elite 504, Auto. Finished in J.P.S. with tan vinyl roof. P.A.S., air-cond., stereo radio/cassette, etc. Until recently the personal transport of a senior member of Lotus Cars. This car now costs in excess of £10,000. **Our Price £7,995**

1973 Lotus Elan +2S 130/5. Lagoon blue with white vinyl roof, alloy wheels 5-speed box, elec. windows, radio, tinted glass, fog lamps, h.r.w. **£2,995**

1973 Lotus Elan +2S 130/5. Regency, with silver roof, oatmeal interior, 5-speed box, electric windows, radio, etc. **£2,750**

1973 Lotus Europa Special. Lagoon blue, alloy wheels, 5-speed box, oatmeal interior **£2,899**

1974 Lotus Elite 502. Roman purple, air-conditioned, stereo radio/cassette, electric windows, etc. **£5,250**

1975 MG Midget. Yellow, rec. mileage 10,295, fitted stereo radio/cassette **£1,725**

1975 BMW 3.0 Auto., rec. mileage 19,000, fitted alloy wheels. Red **£5,975**

ALWAYS IN STOCK A LARGE SELECTION OF USED LOTUS ELITES.

For further details contact Alastair Fraser.

Used Low-mileage Performance Cars Purchased.

ONLY 10 MINUTES FROM CENTRAL LONDON

'E' TYPE CENTRE—LONDON

(SEAFORTH EXPORT LTD.)
27 BELSIZE LANE, LONDON N.W.3
01-435 7614
01-581 0071 (Late Night Service)

LARGE SELECTION OF CLASSIC JAGUAR "E" TYPES
WE ALSO SPECIALISE IN EXPORTING DESIRABLE BRITISH SPORTS/SALOON CARS (L.H.D. & R.H.D.).

EUROPEAN, AMERICAN, AUSTRALIAN TRADE INQUIRIES WELCOME
OUR STOCK CHANGES CONSISTENTLY
PLEASE RING OR WRITE FOR DETAILS

Len Street OF CHELSEA



1976 'R' Reg. FERRARI 308 GTB. Very low mileage and absolutely immaculate in metallic brown with matching interior *(Illus.)* **£11,750**

1975 TRIUMPH Stag. Soft top/hard-top. Auto., P.A.S., Mag. wheels, tinted glass, sheepskin seats, whitewalls, stereo radio. Only 7,373 miles with one owner, and full history **£4,495**

1973 CORVETTE Stingray, in Caribbean blue. Fitted with 350 engine and special wheels/tyres, all usual extras **£4,250**

1975 DATSUN 260Z 2+2. Finished in white with black trim; one owner and 25,000 miles from new. Sun-roof, stereo radio, Mag. wheels, etc... **£3,795**



1974 LOTUS - 2S 130/5. White with black trim. Fitted radio stereo, electric windows, etc. One owner and in superb order throughout *(Illus.)* **£2,995**

1974 LAMBORGHINI Urraco S. Astral blue with matching trim. Stereo/tape, air-conditioning. Truly a superb motor car in every detail **£7,250**

MASERATI Merak, 1975. Finished in bronze with velour trim, 18,000 miles, with full service history. Stereo radio/cassette, air-conditioning, etc. **Offered at £6,550**

CORVETTE Stingray, 1973, 350 cu. in., in Caribbean blue with matching interior. Hard-top/soft-top, Thrush exhaust system, and fitted with special wheels and tyres **£4,250**

WE HAVE A LARGE SELECTION OF NEW LOTUS ELITES, ECLATS AND ESPRITS, ALL AT LIST PRICE. ALL MODELS ARE AVAILABLE.

THE LONDON LOTUS CENTRE

01 - 370 4114 67-69 DRAYTON GARDENS, CHELSEA 01 - 370 4114



1973 Maserati Ghibli SS fixed-head coupe. Jade green with tan leather interior; 38,000 m. Manual. Air-conditioning. **£4,750**



1962 Rolls-Royce Silver Cloud II. L.W.B. with electric division. Finished in white with red leather interior. Fitted with walnut picnic tables, cocktail cabinet, radio and stereo. Harold Radford sun-roof. Replacement engine, gearbox fitted by Rolls-Royce Motors 25,000 miles ago; also rebuilt rear axle and front suspension. All bills available.

Also available :

1965 Maserati Sebring.

1970 Mini Cooper S, metallic green, sun-roof, radio, mag. wheels. New clutch just fitted. **£850**

CARS OF THE ABOVE TYPE ALWAYS BOUGHT AND FOR SALE.

John Spero at Morris Stapleton Motors London, S.W.7

01-589 5259 01-589 6894

TDK Sports Cars



1974 JENSEN HEALEY. Finished in royal blue, fitted hard and soft tops, radio/stereo; one owner from new, recorded mileage 24,000 **£2,295.**

RELIANT Scimitar GTE, 1973. Specially finished in Porsche emerald green. Auto., sun-roof, radio/stereo, etc. Looks like new. **£2,495.**

RELIANT Scimitar GTE, 1972. Finished in Capricorn blue, tan interior. Auto. **£1,995.**

TRIUMPH TR6, 1974(N). Finished in magenta, fitted hard-top, o/d; radio/stereo; one owner, 25,000 miles. **£1,995.**

TRIUMPH TR6, 1973. Sapphire blue, light blue interior, fitted o/d., radio, etc. Excellent example. **£1,595.**

TRIUMPH TR6, 1970. Finished in damson, fitted o/d., wire wheels, radio, etc. An outstanding car. **£945.**

NOVA, 1974(N). Superbly finished in metallic purple with professionally trimmed black interior. 1,600 c.c. engine, Wolfrace wheels. The ultimate crowd drawer. **£1,895.**



LOTUS - 2S130 5-speed. Finished in lagoon blue with oatmeal interior, sun-roof, radio, etc. Recorded mileage 26,000. **£2,595.**

LOTUS Elan d.h.c., 1970. This superb car is finished in black and gold and has just been fitted with a rebuilt eng —not yet run-in **£1,495.**

LANCIA Beta Coupe, 1975. Blue, tan interior; one owner, 25,000 miles. Superb example. **£2,695.**

MG-B GT, 1973. Finished in white. Superb example offered at **£1,645.**

MG-B GT, 1972. Finished in flame red, radio, sun-roof, etc. **£1,575.**

MG-B GT, 1972. Green mallard, tan interior, o/d., radio, Sundym windows, etc. **£1,545.**

MG-B GT, 1971. Green mallard, tan int., usual extras. Offered at **£1,395.**

MG-B GT, Auto., 1969. Primrose, radio, sun-roof, etc. Fitted with a newish engine **£945**

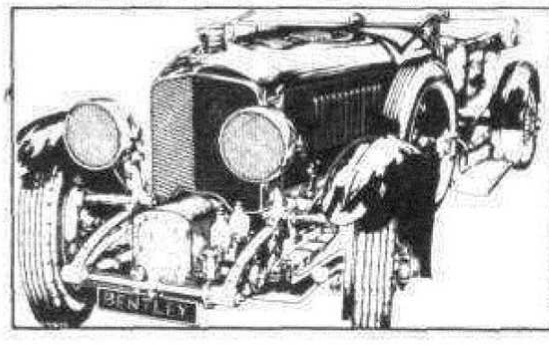
MG-B Roadster, 1973. Bronze yellow, o/d., radio, etc. **£1,495**

MG Midget, 1973. Finished in aqua with navy interior; rec. mileage 32,000 ..... **£1,145**

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

5, CANNING ROAD, WEALDSTONE, HARROW MIDDLESEX HA3 7SP

TELEPHONE 01-863 6117



For all historic car enthusiasts !

INTRODUCING 'Nostalgia' litho graphic prints. These INEXPENSIVE prints were commissioned by AMANDREW PUBLICATIONS for the historic car enthusiast and print collector who appreciates a WELL DRAWN, CLEAR and ACCURATELY DETAILED illustration. Each print is 22" x 16" and the cars measure a full 18" LONG (except the Bentley shown left - 14"). COMPARE these fine prints with ANY other black and white prints and see the improvements in PRICE, SIZE and QUALITY of drawing. There are 5 models to choose from and MORE in the pipeline — MG's TC, TD, TF, JAGUAR SS100 and others. SO START YOUR COLLECTION TODAY.

Only £1 EACH Plus 25p P&P

BUY 4 AND GET 5th **FREE**

- 1911 ROLLS ROYCE SILVER GHOST
- 1930 4·5 Litre BENTLEY TOURER
- 1930 MODEL 'A' FORD PHAETON
- 1930 MODEL 'A' FORD ROADSTER
- 1955 JAGUAR XK 140

FOR OVERSEAS SEND STERLING BANK DRAFT + £1 P&P

Name .....

BLOCK LETTERS PLEASE

Address .....

AMANDREW PUBLICATIONS, 91, KING STREET, CAMBRIDGE
TEL. CAMBRIDGE 311498 Company Reg. No. 2081819

ALFACENTA

SERVICE AND SPARES FOR ALL ALFA ROMEOS

Our Service Department is equipped for all mechanical work from servicing to major rebuilds at sensible prices (our workmanship is guaranteed, of course). We also undertake all coachwork from repairing insurance write-offs to that encounter with the garage door.

Our Spares Department carries a wide range of mechanical and body parts for most models from the early Giuliettas right up to the current range. We normally hold new and secondhand spares (which are guaranteed), and we think that you will be pleasantly surprised by our prices.

So whether you need spares, service or friendly advice, give us a ring.

Open seven days a week. Ansafone facility.
Collection and delivery.

ALFACENTA Yateley 876125

Bedfordshire Sports Cars

Cross Roads Garage, Cotton End Road, Wilstead, Bedfordshire. Tel.: Bedford (STD 0234) 740637

1973 Lotus Elite 501, Roman Purple, tinted glass, mag. wheels, personal plates **£4,650**
Lamborghini Isolera, Yellow, Tan int., mag. wheels, l.h.d. **£2,950**
1972 MG-B Roadster, Blaze, Black int., o/d., Rostyle wheels **£1,225**
1974 MG Midget, Maroon, Black int.; two owners from new .. **£1,295**
1969 Triumph Spitfire, Royal Blue, Black int., h/s-tops **£650**
1962 Austin Healey 3000, Yellow, o/d **£995**
1957 Austin Healey 100/6, Red, wire wheels, o/d **£895**
1966 Triumph Spitfire, Royal Blue, Black interior **£295**

SPORTS CARS WANTED FOR CASH

HIRE PURCHASE. PART EXCHANGE OR DISCOUNTS ON THE ABOVE.
Opening hours: Weekdays 8.30 a.m. to 7 p.m. Saturday & Sunday 10 a.m. to 5 p.m.
18 months or 18,000 miles warranty on used cars in conjunction with Revolution Oil International Ltd.

SGT *we sell freedom*

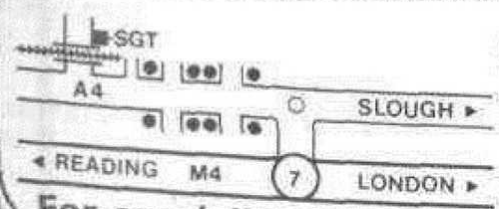
AGENTS FOR LOTUS
SCIMITAR
ALFA ROMEO
MORGAN

NEW CARS

LOTUS ELITE 501, lagoon blue with oatmeal trim ..... **LIST**
LOTUS ECLAT 520, white with oatmeal trim ..... **LIST**
LOTUS ECLAT 521, white with sable trim ..... **LIST**
LOTUS ESPRIT, red ..... **LIST**
ALFA ROMEO, full range in stock, demonstrators available.
NEW SCIMITAR GTE available for early delivery and demonstration.
NEW MORGAN PLUS 8 available for demonstration.

USED CARS

1974 SCIMITAR GTE, o/d. April yellow, black interior, radio/stereo, tinted glass. Supplied and serviced by us **£3,195**
1974 SCIMITAR GTE, o/d. Beaujolais red with black interior, alloy wheels, electric windows, leather seats, laminated screen, fog/spot lamps. Supplied new by us **£3,295**
1973 SCIMITAR GTE, Auto., Capricorn blue **£2,795**
1974 SCIMITAR GTE, o/d. April yellow, black interior, alloy wheels, laminated screen. Serviced by us **£3,295**
1976 LOTUS Esprit, orange, ex demonstrator, 2,000 miles **£6,995**
1976 LOTUS Elite 501, gunmetal metallic with oatmeal interior. Supplied new by us **£6,750**
1975 LOTUS Elite 501, white with oatmeal interior. Supplied new by us **£5,750**
1974 LOTUS +2S 130/4, Roman purple with oatmeal interior, radio/stereo, tinted glass **£3,195**
1973 ALFETTA 1800, Pompeii yellow, radio, cloth trim, one owner **£2,295**
1976 ALFASUD Ti, coral **£2,450**
1975 MORGAN Plus 8, royal ivory with black interior, radio.
1976 MORGAN Plus 8 (L), black, stone leather upholstery, 3,000 miles.
1970 MORGAN Plus 8, maroon over black, luggage carrier.



Station Garage
Taplow, Bucks.
Tel. Burnham (06286) 5353

For specialist Sales Service and Body Repairs

A Special Offer from PAGE & MOY to readers of MOTOR SPORT



TOP QUALITY OUTDOOR SWEATERS. FROM BRANDS HATCH TO MONTE CARLO, ON THAT SPECIAL STAGE, OR IN YOUR OWN GARDEN. A MUST FOR ALL YOUR OUTDOOR ACTIVITIES.

Our Motor Racing Tours are probably well known to you. In fact you will almost certainly have seen our advertisements in MOTOR SPORT every month. The chances are that you have travelled with us. If you have then you know that Page & Moy products mean exceptional quality at real value-for-money. We're not interested in anything less. That's why we're now talking about something else. We are delighted to make this special offer to you of Bridgedale Sweaters.

PAGE & MOY - BRIDGEDALE SWEATERS

Really warm 100% pure NEW wool. Heavy rib knit. Extra long. Hard wearing patches. Made in England. As supplied to H.M. Services. Quality controlled to Govt. spec. Really smart and practical. These sweaters are NOT surplus stock. They are guaranteed BRAND NEW. They sell fast because they are the best on the market. Top quality and top value - as always with Page & Moy.

Send to Page and Moy Ltd 136-138 London Road Leicester LE2 1EN

IF PAYING BY BARCLAYCARD/ACCESS PLEASE COMPLETE THE FOLLOWING

NAME AND INITIALS OF CARD HOLDER

AMOUNT TO BE CHARGED
BARCLAYCARD NUMBER

ACCESS NUMBER

Signature of Card Holder

size	no. req'd.	col	price	total

Grand total

Make PO/Cheque payable to Page & Moy Ltd

Name

Address

Subject to availability
Allow 28 days for delivery. Prices subject to change without notice. Registered in England No 115 1142

MSPO/JO/FEB1/77DT

AVAILABLE IN THE FOLLOWING COLOURS
OLIVE GREEN, NAVY (all sizes)
BOTTLE GREEN, R.A.F. BLUE (not childrens)

CHEST	EACH	CHILDRENS	EACH
32"/34"	8·40	AGE 7-9	5·95
36"&38"	9·30	AGE 10-12	6·95
40"&42"	9·90	POST/PACK	FREE
44"&46"	10·90		

INC. OF V.A.T.

Please add £1.50 per sweater for postage if being airmail

Buy 2 or more Deduct 50p each

MONEY BACK!!
If you are not delighted with your sweater we will refund the purchase price without question provided that the sweater is returned to us in perfect unworn condition.

send now

BARCLAYCARD

Buy it with Access

LOTUS DEALERS

Your local Lotus dealer will be pleased to supply a new Lotus Elite, Eclat or Esprit, take your present vehicle in part exchange and arrange specially negotiated hire purchase and insurance.

They will also service your new Lotus and provide any approved accessories you may require.

OVERSEAS DELIVERY A SPECIALITY: Tax free cars can be purchased through your nearest dealer and shipped overseas to your instructions. Ask for cash saving details.

DEMONSTRATIONS: Not all Lotus dealers carry the full range of demonstration cars. Demonstrator availability is shown against each dealer listed below.

LOTUS CARS LIMITED
Norwich, Norfolk, NR14 8EZ
Telephone Wymondham (0953) 603411
Telex 97401

Lotus

DEALER DEMONSTRATOR CARS

	Elite	Eclat	Esprit
ELSE MOTOR SERVICES, Premier Garage, Codnor, Ripley. Tel: 0773 2321	★	★	★
CUBLEY CAR SALES, 609 Liverpool Road, Ainsdale, Southport PR8 3NG. Tel: 0704 79080	★	★	★
ROGER CLARK (CARS) LTD, Coventry Road, Narborough. Tel: 0533 86 6313	★	★	★
BELL & COLVILL LTD, Epsom Road, West Horsley, Nr. Guildford. Tel: 048 65 4114	★	★	★
WYCH CROSS MOTORS, Wych Cross, Forest Row RH18 5JH. Tel: Forest Row 3864 & 2125	★	★	★
RYLAND VEHICLE GROUP (DUDLEY) LTD, Stafford Street, Dudley. Tel: Cradley Heath 0384 60181	★	★	★
HARCOG MOTOR CO. (COGGESHALL) LTD, Colne Road, Coggeshall. Tel: Coggeshall 61641	★		★
GRANGE MOTORS (BRENTWOOD) LTD, Brook Street, Brentwood, Essex. Tel: 0277 216161	★		★
TILLBRIDGE MOTORS, Tillbridge Road, Sturton by Stow, Lincoln. Tel: 042 776 360	★		★
LONDON SPORTS CAR CENTRE, Gemini House, High Street, Edgware. Tel: 01 952 6171	★		★
NORFOLK MOTOR CO. 242/254 Sprowston Road, Norwich NOR 68P. Tel: 0603 42512	★	★	
HIGH CLIFF MOTORS, Rendel Street, Grimsby. Tel: 0472 57362	★		★
TONEY COX LTD, 723-725 Stratford Road, Sparkhill, Birmingham B11 4DN. Tel: 021 777 6164 & 9615	★		★
LOTHIAN SPORTS CARS LTD, Milton Road East, Edinburgh. Tel 031 669 8444	★	★	
CHARLES FOLLETT LTD, 41-42 Hays Mews, Berkeley Square, London W1. Tel: 01 493 9952	★		★
CATHEDRAL GARAGE LTD, College Green, Bristol 1. Tel: 0272 20031	★		★
CAMDEN MOTORS LTD, Lake Street, Leighton Buzzard. Tel: 052 2041	★		
CAMBRIDGE ROAD GARAGE, Sawbridgeworth, Herts. Tel: 0279 724817			★
SPORTS MOTORS (MANCHESTER) LTD, 250 Plymouth Grove, All Saints Manchester. Tel: 061 224 3325 to 3327	★		
J. GORDON & SONS, Bury New Road, Bolton BL2 2BN. Tel: 0204 383318			★
GEORGE HAMMOND MOTORS, Whitfield, Dover. Tel: Kearnsey 4351	★		
MALLETT BROS. (CAR SALES) LTD, Northgate Garage, Northgate, Sleaford. Tel: Sleaford 2728			★
LEN STREET LTD, 67/69 Drayton Gardens, Chelsea, London SW10 9QZ. Tel: 01 370 4114		★	
GARNETTS OF GUISELEY LTD, Leeds Road, Yeadon, Nr. Leeds. Tel: Rawdon 505914/5	★		
GOLDBLATT & WEBB, St. Davids House, 1/5 Wood Street, Cardiff. Tel: 0222 35530		★	
STATION GARAGE, Station Road, Taplow, Buckinghamshire. Tel: Burnham 5353			★
JAMES BARRINGTON (GARAGES) LTD, Pembury Road, Tonbridge, Kent. Tel: 07322 66646			★

MOTOR SPORT

VOL LIII No. 2 FEBRUARY 1977

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

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

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

© Motor Sport Magazine Limited

CONTENTS

	page
Matters of Moment	125
Fixtures for February	126
"Car of the Year"	126
Argentine Grand Prix	127
Notes on the Cars in Argentina	130
Donington Park Sequel	131
Ford's Fiesta	133
Rally Review	135
VSCC Measham Trophy Rally	136
My Year's Motoring	137
Veteran-Edwardian-Vintage	143
Chauffeur's Corner	145
The Napier "Samson"	145
What the Fiat, Ferrari & Lancia People are saying in Italy	148
J.C. Golf	149
Road Test: The BMW 320i	151
Book Reviews	154
Miniatures News	155
Cars in Books	155
The 49th MCC Exeter Trial	156
A Porsche on the Exeter Trial	156
The Porsche Turbo	162
Letters from Readers	166

FRONT COVER PICTURE: IN ANTICIPATION of another fascinating Formula One season we have produced this montage of four competitive driver/car combinations, including Mario Andretti in the new Lotus 78 (*top*), Jody Scheckter in the Wolf WR1 which has already won the Argentine Grand Prix (*centre left*), James Hunt in the McLaren M26 which he has yet to race (*centre right*) and Carlos Reutemann in the Ferrari 312T2 (*bottom*).

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL:	Home	£6.00
	Overseas	£6.00
AIRMAIL:	U.S.A. and Canada	$16.25
	Europe	£8.00
	Middle East	£11.00
	Australasia	£13.25
	All other countries	£12.00

All prices include postage

MATTERS OF MOMENT

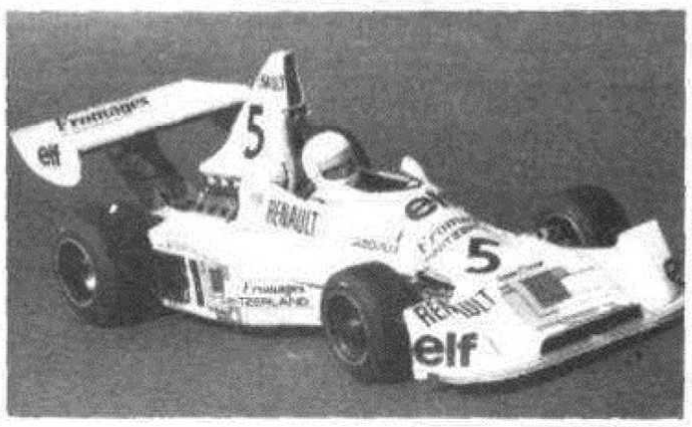
■ RENAULT AND RACING

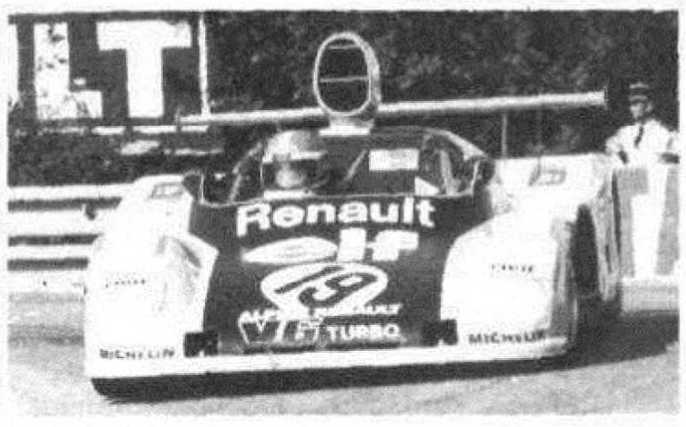
Those of us who think that racing at Grand Prix level is enhanced by the participation of manufacturers will be delighted that Renault have declared their intention of coming back into the Grand Prix field this year. It was Renault who won the first French GP of 1906—the first unless, like some erudite historians, you prefer to count further back to earlier French races dating from 1895. To most people, however, 1906 is regarded as the year of the first Grand Prix, and in those days the GP was a very important event, contested between rival manufacturers. Szisz on a big side-valve Renault won it convincingly, over 770 miles of the Le Mans circuit. Renault by that time had a fine reputation for high-grade motor carriages and their previous successes in the field of *voiturette* racing, which cost Marcel Renault his life, were obviously regarded as good publicity, which aided sales of Renault products. Whereas the earlier Gordon Bennett races had been contests between *Nations*, the new Grand Prix was the proving ground of rival manufacturers. They strived hard to win it, and up to 1914 the honours went to Renault, Fiat, Peugeot and Mercedes. Back in 1963 that then celebrated MOTOR SPORT contributor, "Baladeur", wrote of how winning the great motor races probably produced worthwhile sales among wealthy motoring enthusiasts, suggesting that in 1895 such customers would have invested in a 3-h.p. Peugeot, would have bought Panhards from 1897 to 1900, then changed to a Mors in 1901, and thereafter successively patronised Mercedes, Itala and Fiat, purely on account of the good competition showing of such cars.

In recent times F1 racing has been devoid of such manufacturer interest. True, Ford sponsors the Cosworth V8 GP engine, and Lotus followers probably feel that a close affinity exists between their road-going Lotuses and the Lotus-Cosworth John Player GP machines. For Ferrari enthusiasts the full significance of a Ferrari GP victory is there, clear and undisguised. But otherwise the line-up for a current F1 race is devoid of any close association with car manufacturers, as the buyers of road-going products understand it.

So Renault's intention to re-enter the highly competitive field of GP racing this year is full of promise. It is to the great French manufacturer's lasting credit that he is not over-publicising the advent of the proposed V6 turbo-charged GP car. If it makes its debut at the French GP this will enliven things at Dijon in July, even if it is too much to expect a brand-new car to win first time out, which sounds like crying wolf. . . ! But we welcome the proposed entry of this car manufacturer in top-flight motor racing and it is a good link-up with Renault's top production model that the F1 car is to have a vee-six-cylinder engine.

Renault are also well aware of the impact of successful motor racing in other spheres. They hope to win Le Mans this year and if the cars they use will bear little resemblance to the sports Bentleys, Lagondas, Chenard-Walckers, Salmsons, Alfa Romeos and Jaguars, etc. that we once associated with the great 24-hour battle round the Sarthe circuit, the fact remains that victory for Renault in the famous French race would be remarkably good for the Billancourt image. Renault have a long and proud record in the competition field, from that first Grand Prix win at 63 m.p.h. over 70 years ago to capturing the World's 24-hour record with that remarkable tandem-seater Renault 45 saloon, taking turbine-car honours, vanquishing the Sahara Desert, winning all manner of rallies with a wide variety of different models, etc. So we welcome the interest this Nationalised concern of Regie Renault is showing in modern motor racing, and we wish it well.





Motor Sport Fixture List For February

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Feb. 4/6th	**Automobile & Touring Club of Finland**	**Finland**	—	**Arctic Rally (European Rally Championship for Drivers) (INT)**	—
Feb. 4/6th	**Union Mecanisee Spa**	**Belgium**	—	**Boucles de Spa (European Rally Championship for Drivers) (INT)**	—
Feb. 4/6th	**Galway MC**	**Galway City**	**Eire**	**Galway Rally (European Rally Championship for Drivers) (INT)**	**16.00**
Feb. 5/6th	**IMSA**	**Daytona**	**Florida, USA**	**Daytona 24 Hours (World Championship for Makes) (INT)**	—
Feb. 5/6th	Birmingham University MC	S. W. Brisbanes & Sons Ltd., Knighton	137/287½721½	Welsh Mermaid Rally (*R*)	23.01
Feb. 5/6th	Rugby MC	Fenny Compton Garage	151/432534½)	Dunsmore Rally (*R*)	—
Feb. 6th	TEAC	Lydden Circuit	Nr. Canterbury	Rallycross	13.30
Feb. 6th	Hagley & Dist. LCC	Live & Let Live Inn, Neen Sollars	Bewdley (138/670718)	Geoff Taylor Sporting Trial	10.30
Feb. 11/13th	**The International Swedish Rally**	**Sweden**	—	**Swedish Rally (World Rally Championship for Manufacturers) (INT)**	—
Feb. 11/13th	**MSC-Marktredwitz e.V. im ADAC**	**Germany**	—	**Marktredwitz Rally (European Rally Championship for Drivers) (INT)**	—
Feb. 12/13th	Stort Valley AC	Bury St. Edmunds Motor Company, Bury St. Edmunds	155/848664	Swans Starlight Rally (*R*)	22.30
Feb. 12/13th	Chequers MC	Castle Garage, Ludlow	—	Primo Rally (*C*)	
Feb. 13th	Benfleet & Dist. AC	Civic Centre Car Park, Southend-on-Sea	178/880½863	Valentine Auto Tests (*C*)	14.00
Feb. 18/20th	**Pena Motorista Diez por Hora**	**Spain**	—	**Costa Brava Rally (European Rally Championship for Drivers) (INT)**	—
Feb. 18/20th	**Helsingin Urheiluautoilijat ry**	**Finland**	—	**Hankiralli (European Rally Championship for Drivers) (INT)**	—
Feb. 19/20th	Lincolnshire Louth MC	East Lincs. Motor Co., Eastgate, Louth	113/333875	Lincolnshire Colt Rally (*R*)	23.30
Feb. 20th	West Suffolk MC/SCCN	Snetterton Circuit	Thetford	Rallycross	—
Feb. 25/26th	De Lacy MC	Yorkshire Show Ground, Harrogate	—	Mintex International Rally	10.00
Feb. 26/27th	Owen MC	Dolgellau	—	AGBO Rally (*R*)	22.30

"Car of the Year"

SOMETIME it might be fun to review this "Car of the Year" thing, going back over the years since the title has been in evidence, seeing who organised it, who judged it, and which cars were so declared. There have been so many of them! For 1976 the competition was the work of an Italian journal but using an International judging panel of 49 persons, how selected I know not and care less. In 1975 a British non-motoring magazine was behind the title and the winner was the Chrysler Alpine. The 1976 "Car of the Year" has been judged to be the **Rover 3500** and it is fit and proper that this should be so. It is the title that matters, as with the World Drivers' Championship in GP racing, for better or for worse, so there is little point in quoting the second and third placings.

Assessing the merits of widely-different cars can give curious results. I note that a weekly contemporary has a rating scheme, on a points awarded by its road-test staff basis, and that this puts the Princess 2200HLS at the head of a list of 61 1976 cars, with the Rolls-Royce Silver Shadow in 9th place, behind even the inexpensive Ford Fiesta which no other journal had road-tested in like degree. The same paper also has a subsidiary assessment for ease of driving, where it rates the Reliant Scimitar GT/E tops. Yet another weekly, published by the same house, says of this Reliant: "its strong understeer makes it far less fun to drive than the more precise earlier model . . ." You see what I mean? My own humble thoughts about 1976 road-testing appear on pages 137-142 of this issue of MOTOR SPORT and as I have said, it would be amusing to look back on all the "Cars of the Years" that there have been, to date. If I had been doing the 1976 one I think I might have put down the VW Golf Diesel. It could also be fun to assess which manufacturer has the best test-track for finding out how to build a sound modern car—I have seen those of Rover, Fiat, Mercedes-Benz, BMW, etc. but not the great Volkswagen Proving Ground. There are many others, some of them veritable Brooklands' bowls. Nice that the latest "Car of the Year" accolade, which Ford among others apparently thinks so important, has been won by the British Leyand's very good new **Rover 3500.**

W.B.

There's Hope Yet!

I HAVE long felt that the young enthusiast who wants to start motoring with one of the older cars is in many cases condemned to disappointment due to the excessive prices charged these days for even the sort of 1950s vehicles that were rubbish when they were in the new-car showrooms. However, study of recent one-make magazines shows a ray of hope. For instance, I recently saw advertised a 1955 Wolseley 4/44, with MoT, for £100 o.n.o., and a 1954 Wolseley 6/80, said to be in beautiful condition with no rust, original, and with eight months' MoT after running 63,000 miles, for £300 o.n.o. Then in *Sidevalve*, journal of the Ford 100E OC, there have been many of those early perpendicular Pops, Prefects and Anglias advertised for unquoted sums, which I suspect are so modest as to be in the "make an offer" category. Also, the 750 MC's *Bulletin* recently carried an ad. for an 1172 trials car, reported to have a good engine and excellent tyres and to comply with the NTF formula, priced at £150. So, although these cars may not be the Stanley Sedgwicks, they might well get impecunious youth on the road (or over the hill) quite satisfactorily. It seems to be a case of just shopping around.

W.B.

Engineers' Oil Cans

QUITE by chance we discovered that those engineer's oil-cans associated with railwaymen in the time of steam locomotives but useful in the workshop, with pressure feed from a convenient button, are still made by Sutcliffe Pressings Ltd. of Horsforth, Leeds. Although their range has been somewhat pruned, a variety of 1-pint and 1½-pint cans are available, together with heavier stove-enamelled force-feed oil-cans in ¾-pint and 1-pint sizes. What is more interesting is that Sutcliffe's still make those miniature oil-cans, also force-feed, which are useful for oiling model traction-engines, miniature locos, etc., but which would be appropriate to bicycles, model-cars or as a pleasing work-bench embellishment. Stove-enamelled in bright colours, these little oil-cans contain ⅛-of-a-pint of oil. Presumably available from the usual retail sources, if difficulty is experienced, it might be useful to remember that the makers are Sutcliffe's.

W.B.

Out of the Past

THE pictures published last month under this heading have caused considerable correspondence. It can now be revealed that the car in picture 1 was an Enfield, in picture 2 a Paris Show Darracq, that Bedford's Hillman in picture 4 was competing at Penkridge Bank near Rugby and that the aeroplane was a Sopwith Salamander. The last-named was not, in fact, war-time loot. It was bought for a nominal sum by Mr. C. A. Potter's father from Castle Bromwich War Disposals unit and was being dismantled, not rebuilt. We are asked to make it clear that the Daimler in picture 10 was HM the late Queen Mary's, photographed outside Castle Bromwich Hall when Her Majesty was staying there with the then Dowager Countess of Bradford.—W.B.

Argentine Grand Prix

Buenos Aires, January 9th

ALTHOUGH ARGENTINA is many thousands of miles away from the recognised European "home" of Formula One Grand Prix circuit racing, it has organised qualifying rounds in the World Championship intermittently ever since 1953, although there was a gap of 12 years between Bruce McLaren's victory in a Cooper-Climax in 1960 and Jackie Stewart's win with a Tyrrell-Cosworth five years ago. Similarly it has a reputation for producing noteworthy drivers, particularly five times World Champion Juan-Manuel Fangio, twice British Grand Prix winner Froilan Gonzales and—more recently—current hero Carlos Reutemann who won several Grands Prix for Bernie Ecclestone's Brabham team and is now Lauda's team-mate in the Ferrari Formula One line-up. The Argentine Grand Prix has always taken place in the *Autodromo Municipal de la Ciudad de Buenos Aires*, but this spaciously laid out *autodromo* (built by President Peron in the late 1940s) has a great number of circuit combinations and it is only since 1974 that the 5.968-kilometre "Circuit number 15" has been used for the race. From 1953 to 1960 the 3.912-kilometre "Circuit number 2" was employed and in 1972 and 73 the 3.345-kilometre "Circuit number 9" was utilised for the Argentine Grand Prix. So you can see that a whole complex of tracks run in all directions round the "infield area", so much so that one feels a trifle inhibited even strolling across part of the complex that isn't in use just in case some "rabbit" has got confused and wandered up the wrong turning—and that has happened before now!

Last year's Argentine Grand Prix never took place owing to a mixture of legal wrangling between the organisers and constructors, galloping inflation of the Argentine peso and the fact that President Isabel Peron's regime was crumbling precariously with the result that the military authorities did not want the added complication of a major sporting gathering as they were worried that some demented soul would start throwing bombs about the place. This year the last-mentioned aspect of the race hadn't changed even though the Automovil Club Argentina concluded an agreement with the Formula One Constructors for this year's race to take place. Throughout the winter there was plenty of protracted squabbling between the Constructors, the CSI and an organisation called "World Championship Racing" which was supposed to be representing the bargaining interests of several organisers including the Argentinians. The details have been "hashed and dished" so frequently in so many places that we do not propose to go into them again except to observe that there was so much confusion that it was difficult to see who was doing what, and with which, and to whom, so to speak. Fortunately somebody fired up some racing engines on the Thursday prior to the Argentine Grand Prix and when you've got two Ferrari flat-12s, two Alfa Romeo flat-12s, a Matra V12 and sixteen Cosworth V8s all screaming and burbling away it does tend to drown the bickering!

Official practice for the race took place on the Friday and Saturday following Thursday's unofficial, untimed "warm-up" session. In terms of local popularity there was no doubt that Reutemann topped the polls but there were those who seemed to think that his installation in a Ferrari 312T2 would result in some magical transformation and he would completely dominate both practice and the race. Unfortunately things started badly for the Argentinian driver when he spun his new Ferrari 312T2/029 through several layers of catch fencing at the fast fourth gear "right/left" esses immediately following the pits during the untimed session on Thursday. The Ferrari only suffered minor bodywork damage and was repaired in time for the serious business on Friday, but it quickly became obvious that either Ferrari had gone backwards or simply become rather complacent over the winter and that their rivals had caught up with them.

The very first timed session saw Patrick Depailler comfortably quickest in the aerodynamically revamped Tyrrell P34, the popular little Frenchman recording a best lap of 1 min. 49.63 sec. which was comfortably faster than the official lap record established two years ago: James Hunt (Hesketh 308) in 1 min. 50.91 sec. All the off-season testing seemed to be paying off for the Tyrrell team, but World Champion James Hunt was only 0.4 sec. behind him in his trusty six-speed McLaren M23 and the British driver put in a spurt during the second session to lap in 1 min. 48.68 sec., a time which stood as fastest for the remaining day and a half of practice and assured Hunt of pole position for the race. Both the works McLarens had been totally rebuilt for Hunt and his team-mate Jochen Mass, identical in specification to the last time they were used in October's Japanese Grand Prix. Spurred on by his team-mate, and maintaining the revitalised form he demonstrated in the last three races of 1976, Mass wasn't far behind the World Champion and finished Friday fourth fastest on 1 min. 49.81 sec.

Whilst it was no surprise to see Depailler up with the McLarens, there was a surprise in store from Bernie Ecclestone's Brabham team who now have John Watson driving for them alongside Carlos Pace. Watson was thrown out of work when Roger Penske had a "tiff" with his banking sponsors and stalked out of Formula One, but Ecclestone quickly snapped him up and he fully justified his new employer's confidence by lapping in 1 min. 49.22 sec. on the first day. That meant he was third fastest overall and the Brabham-Alfa Romeo BT45 was running as smoothly and sweetly as could be hoped for all day. Watson was highly impressed with the engine's wide power band and low speed torque and as it was the first time he'd driven it one must assume that the modifications to this flat-12 engine have made a worthwhile improvement. Even though the cockpit didn't quite fit him, Watson plugged on gamely throughout Saturday and, in only four laps of the final session, recorded a splendid 1 min. 48.96 sec. best to join Hunt's McLaren on the front row of the grid.

With Watson setting the pace in the Brabham camp, Pace was getting more and more frustrated with a multitude of mechanical problems. Although the Brazilian managed fourth fastest time (1 min. 50.60 sec.) his BT45/5 promptly split a water hose which meant that he had to switch to the team spare (BT45/1) for the second session. Unfortunately Pace slid off the road during that second session, damaging the older car beyond immediate repair which obliged him to stop practising for the day. A fresh engine was installed on Friday night, but still the car had trouble with its cooling system and the final straw came when Pace rolled to a halt in BT45/5 on the first lap of Saturday's final hour-long session with the car boiling again. He strode angrily back to the pits where Ecclestone called Watson to hand over BT45/3 to his team-mate and in four laps Pace recorded his best time of 1 min. 49.97 sec. in sheer bad temper which was good enough for sixth place on the grid!

With all this going on Reutemann must have been wondering what on earth he left the Brabham team for because neither Ferrari was exactly shining brightly. Both drivers were complaining that their 312T2s didn't have sufficient traction and were consequently using so much rear wing angle that they were not particularly quick in a straight line. Lauda wrestled gamely with his car to such an extent that he half-spun on Friday (unusual for the calculating Austrian) but he could still only manage 1 min. 49.97 sec. on the first day, considerably quicker than Reutemann (1 min. 50.85 sec.). Lauda admitted that he was very confused and implied that there had been very little real development carried out on the cars while he was away during the winter having another corrective skin graft operation carried out on his face.





HALF-WAY round the opening lap John Watson's Brabham BT45 already had a commanding lead. Hunt has just forced his way past Lauda with Andretti, Mass, Reutemann and Pryce in pursuit.

Elsewhere along the pit front there were several other teams with varying problems. Ronnie Peterson's efforts with his Tyrrell P34 were hampered by the fact that he was suffering from a bad attack of influenza and his car sheared two front stub axles in quick succession which meant that he didn't get much opportunity to practice. His best turned out to be 1 min. 52.25 sec. by the end of the first day which he subsequently improved to 1 min. 51.34 sec. on the second day although he was never happy with his car's handling. In the Lotus camp there was a multitude of problems with Nilsson's car consuming an engine during untimed testing and Andretti's beset with misfiring throughout Friday's two sessions. Right at the end of the second session the rugged American driver got everything straight and working, reeling off a confident 1 min. 50.13 sec. lap to take sixth position in the practice lists for that day. But no sooner had he crossed the timing line than a sudden explosion tore the front of his new Lotus to shreds as the steel fire extinguisher bottle mounted just behind the car's oil cooler disintegrated like a hand grenade. Hot oil spurted all over Andretti's helmet (and into his face when he lifted the vizor) as he fumbled down through the gears to stop the car, the clutch and brake pedals falling limply about in the footwell as their fluid cylinders had been ripped out by the blast. The American successfully brought the car to a standstill but the whole front bulkhead had been destroyed and closer examination revealed that the monocoque would have to return to England to be rebuilt. Accordingly Andretti took over Nilsson's car for Saturday's two sessions, but failed to equal his Friday best, while the Swede resigned himself to the role of spectator.

Lauda put in a supreme effort in Saturday's final session to lift himself up onto the second row of the grid with a best of 1 min. 49.73 sec. but Reutemann continued to be inhibited by his Ferrari's difficult handling and could only record 1 min. 50.02 sec. which meant that he started from seventh place on the grid, proving that Ferraris don't provide instant miracles. There must have been a touch of irony in this whole situation for Brabham boss Bernie Ecclestone because the Argentinian had left his team because he had been disappointed with the Alfa-engined BT45's performance and now he was behind both of them on the grid. So often in racing it pays to stick with one project because it may eventually pay off whereas changing ships in mid-stream seldom reaps any dividends.

In the Shadow team Tom Pryce worked steadily and unspectacularly with the sole DN8, hanging onto the bunch just behind the leaders with a best of 1 min. 50.65 sec. while the second of Don Nichols' cars was entrusted to the young Italian Renzo Zorzi as the result of a sponsorship arrangement with wealthy Italian Franco Ambrosio. Zorzi drove Pryce's old Shadow DN5/5B in the first three timed sessions but everything went wrong with it and he turned to the former Jarier DN5/4B for the final session in which he recorded his best time of 1 min. 54.19 sec., well off the pace. Other new faces in new places included Clay Regazzoni, the moustachioed Swiss seemingly enjoying his first helping of Cosworth DFV power in the apparently incongruous, down-to-earth surroundings of Morris Nunn's Team Ensign. Nunn is an uncomplicated and straightforward individual who goes racing because he loves it—not for money or any of the attendant "razzmatazz"—and one sensed that Regazzoni's hard driving style was just what Nunn wanted in his team. Despite changing rear suspensions a couple of times Regazzoni wound up recording a best of 1 min. 50.97 sec. which put him fractionally behind Walter Wolf's new challenger driven by Jody Scheckter.

The South African driver had plenty of problems during practice with the new Wolf which demonstrated a reluctance to pick up its fuel on right-hand corners, resulting in an intermittent misfire at high revs. The engine was changed on Friday night but the Wolf still declined to rev much over 10,000 r.p.m. on Saturday but Scheckter nevertheless recorded a 1 min. 50.76 sec. best which placed him ahead of Regazzoni on the grid. Hoping for an upsurge in his team's fortunes after recruiting Vittorio Brambilla to drive his number one TS19, John Surtees was very impressed with the Italian's "press-on" approach to racing but handling problems meant that Brambilla failed to improve on 1 min. 51.03 sec., fractionally quicker than the tardy Peterson. The second Surtees entry was for Austrian Hans Binder who set his best time in the spare TS19/01 during the second session after engine trouble with his allotted TS19/02.

Disappointingly slow, Jacques Laffite missed out virtually all Saturday's practice when the Ligier-Matra JS7 began to blow out ominous clouds of smoke and the disappointed French mechanics pushed it back to its garage in the paddock for an engine change. Sticking patriotically to the Copersucar-financed family team operated by elder brother

PRACTICE TIMES

No.	Driver	Car	Friday First	Friday Second	Saturday First	Saturday Second
1	J. Hunt	McLaren M23/8-Cosworth V8	1. 50.04	**1. 48.68**	1. 51.35	**1. 48.81**
2	J. Mass	McLaren M23/9-Cosworth V8	1. 50.62	1. 49.81	1. 51.22	1. 50.07
3	R. Peterson	Tyrrell P34/4-Cosworth V8	1. 52.35	—	1. 51.34	1. 51.44
4	P. Depailler	Tyrrell P34/3-Cosworth V8	**1. 49.63**	1. 49.13	**1. 49.38**	1. 49.61
5	M. Andretti	Lotus 78/2-Cosworth V8	1. 51.64	1. 50.13	—	—
6	G. Nilsson	Lotus 78/1-Cosworth V8	1. 52.25	1. 51.20	—	—
7	J. Watson	Brabham BT45/3-Alfa Romeo flat-12	1. 50.28	1. 49.22	1. 51.21	1. 48.96
8	C. Pace	Brabham BT45/5-Alfa Romeo flat-12	1. 50.60	—	2. 14.31	—
9	A. Ribeiro	March 761B/2-Cosworth V8	no time given	—	1. 53.54	1. 53.89
10	I. Scheckter	March 761B/1-Cosworth V8	1. 55.07	1. 52.40	1. 53.09	1. 52.78
11	N. Lauda	Ferrari 312T2/026—flat-12	1. 51.62	1. 49.97	1. 51.03	1. 49.73
12	C. Reutemann	Ferrari 312T2/029—flat-12	1. 51.97	1. 50.66	1. 51.39	1. 50.02
14	L. Perkins	BRM P207	NON-STARTER			
16	T. Pryce	Shadow DN8/1A-Cosworth V8	1. 50.65	1. 51.40	1. 52.85	1. 50.65
17	R. Zorzi	Shadow DN5/5B-Cosworth V8	1. 56.55	1. 55.45	2. 26.80	—
18	H. Binder	Surtees TS19/02-Cosworth V8	1. 55.99	—	1. 54.93	1. 54.04
19	V. Brambilla	Surtees TS19/04-Cosworth V8	1. 52.92	1. 51.50	1. 51.62	1. 51.03
20	J. Scheckter	Wolf WR1/01-Cosworth V8	1. 54.74	1. 51.32	1. 52.33	1. 50.76
22	G. Regazzoni	Ensign MN06-Cosworth V8	1. 53.52	1. 53.35	1. 52.82	1. 50.97
26	J. Laffite	Ligier JS7/01-Matra V12	1. 51.52	1. 55.90	1. 54.34	—
28	E. Fittipaldi	Fittipaldi FD04/3-Cosworth V8	1. 53.21	1. 51.53	1. 52.58	1. 52.07
29	I. Hoffman	Fittipaldi FD04/1-Cosworth V8	1. 57.84	1. 54.29	1. 55.44	1. 53.28
1T	J. Hunt	McLaren M23/6-Cosworth V8	—	—	—	—
5T	M. Andretti	Lotus 78/1-Cosworth V8	—	—	1. 51.62	1. 50.27
7T	J. Watson	Brabham BT45/1-Alfa Romeo flat-12	—	—	—	—
8T	C. Pace	Brabham BT45/1-Alfa Romeo flat-12	no time given	—	—	—
8T	C. Pace	Brabham BT45/3-Alfa Romeo flat-12	—	—	—	1. 49.97
11T	N. Lauda	Ferrari 312T2/027—flat-12	—	—	no time given	—
17T	R. Zorzi	Shadow DN5/4B-Cosworth V8	—	—	—	1. 54.19
19T	V. Brambilla	Surtees TS19/01-Cosworth V8	—	—	—	—
18T	H. Binder	Surtees TS19/01-Cosworth V8	—	1. 53.11	—	—

Wilson, Emerson Fittipaldi lapped in 1 min. 51.53 sec. with the extensively revised FD4/3 machine despite being troubled with electrical problems, a gearbox oil leak and sticking rear brakes. The former World Champion felt that there was still plenty of work to do on the car yet while his team-mate Ingo Hoffman was simply glad to be there for his second crack at Formula One although he looked a trifle lost in the maelstrom of Grand Prix practice. Finally, there were the works March 761Bs which were driven by "sponsored" drivers Alex Ribeiro and South African Ian Scheckter, elder brother of the Wolf driver. Ribeiro has graduated from the Formula Two world and had a preliminary taste of Cosworth power when he drove the ex-Guy Edwards Hesketh 308 in last year's United States Grand Prix at Watkins Glen. Ian Scheckter has experience of Formula One in South Africa and drove a couple of races for Frank Williams back in 1975. But neither March newcomer looked at home with his lot at Buenos Aires, inexperience on the circuit and an expensive penchant for bouncing their DFVs off the rev-limiter contributing to their lowly grid positions. One entry that failed to materialise was the BRM P207 which had been entered for Larry Perkins to drive and indeed Perkins was in Buenos Aires waiting for his car's arrival. Unfortunately when the BRM arrived at Gatwick to be loaded into its waiting Boeing 707 it was found that the crate into which it was packed wouldn't fit into the aircraft's cargo hold; despite the fact that British Caledonian had supplied the dimensions to Bourne beforehand!

On Sunday the scorching Argentine heat seemed even greater with temperatures soaring to well over the 110 degrees, so it was easy to understand why the race was scheduled to start at four o'clock in the afternoon (before the Constructors intervened to change things, the ACA had planned the start for half-past five!). Led by Watson and Hunt the 20-car grid cruised steadily round their parade lap, returned to halt briefly on the grid before being signalled off by the legendary Fangio, 20 years after the old master had triumphed in front of his home crowd at the wheel of a Maserati 250F. The whole grid moved forward together but it was Watson who made the best getaway once they began to string out along the straight and the Ulsterman slipped his Brabham BT45 into the lead as they streamed through the first fourth-gear kink. Further back Depailler's Tyrrell had made a very slow getaway and Laffite found himself taking to the grass in order to avoid a couple of cars in front of him, the French car picking up generous amounts of debris in its radiator ducting. At the end of the first lap the order was Watson comfortably from Hunt, Lauda, Andretti, Mass, Reutemann, Pryce, J. Scheckter, Pace, Depailler, Peterson (who inadvertently flicked off his ignition and went down the pit lane before he realised his error!), Brambilla, Regazzoni, Fittipaldi, I. Scheckter, Binder, Ribeiro, Zorzi, Hoffman and the Ligier-Matra which was already misfiring badly.

For the first few laps Watson maintained his lead at about 2.5 sec. with Hunt playing a waiting game and sitting comfortably a couple of lengths in front of Lauda. Andretti was keeping up constant pressure on the Ferrari while Pace was driving with great spirit and determination in the second Brabham-Alfa Romeo. Almost unnoticed Zorzi's Shadow retired with a mixture of gearbox and engine trouble while Laffite finally called into the pits for the first time on lap eight to sort out an annoying bout of sparking plug trouble. He briefly returned to the race before stopping again two laps later and by the time Laffite resumed racing for the second time the French car was a solid last.

Watson was already feeling hot and flustered because no cockpit ventilation had been provided in either Brabham BT45 and the Ulsterman wasn't very comfortable in his make-shift seat which hadn't been specially tailored for him. He began to slow a fraction and Hunt sliced past into the lead on lap 11, moving away from his pursuers with disarming confidence and never looking as though he was having to try very hard. He later admitted that he was amazed at the speed with which he pulled away from the rest of the field, frankly feeling that he had plenty in hand. Andretti moved in to challenge Watson while Lauda dropped away first behind Mass and then behind Pace, his Ferrari's engine spluttering and coughing, obviously very sick indeed. On lap 20 Lauda decided that things had got bad enough for

STARTING GRID ↑

7 J. Watson (*Brabham-Alfa Romeo flat-12*) BT45/3 1 min. 48.96 sec.	1 J. Hunt (*McLaren-Cosworth V8*) M23/8 1 min. 48.68 sec.
11 N. Lauda (*Ferrari—flat-12*) 312T2/026 1 min. 49.73 sec.	4 P. Depailler (*Tyrrell-Cosworth V8*) P34/3 1 min. 49.13 sec.
8 * C. Pace (*Brabham-Alfa Romeo flat-12*) BT45/5 1 min. 49.97 sec.	2 J. Mass (*McLaren-Cosworth V8*) M23/9 1 min. 49.81 sec.
5 † M. Andretti (*Lotus-Cosworth V8*) 78/1 1 min. 50.13 sec.	12 C. Reutemann (*Ferrari—flat-12*) 312T2/029 1 min. 50.02 sec.
6 ‡ G. Nilsson (*Lotus-Cosworth V8*) NON-STARTER	16 T. Pryce (*Shadow-Cosworth V8*) DN8/1A 1 min. 50.65 sec.
22 G. Regazzoni (*Ensign-Cosworth V8*) MN06 1 min. 50.97 sec.	20 J. Scheckter (*Wolf-Cosworth V8*) WR1/01 1 min. 50.76 sec.
3 R. Peterson (*Tyrrell-Cosworth V8*) P34/4 1 min. 51.34 sec.	19 V. Brambilla (*Surtees-Cosworth V8*) TS19/04 1 min. 51.03 sec.
28 E. Fittipaldi (*Fittipaldi-Cosworth V8*) FD04/3 1 min. 51.53 sec.	26 J. Laffite (*Ligier-Matra V12*) JS7/01 1 min. 51.52 sec.
18 § H. Binder (*Surtees-Cosworth V8*) TS19/02 1 min. 53.11 sec.	10 I. Scheckter (*March-Cosworth V8*) 761B/1 1 min. 52.40 sec.
9 A. Ribeiro (*March-Cosworth V8*) 761B/2 1 min. 53.89 sec.	29 I. Hoffman (*Fittipaldi-Cosworth V8*) FD04/1 1 min. 53.28 sec.
	17 R. Zorzi (*Shadow-Cosworth V8*) DN5/4B 1 min. 54.19 sec.

Non-starter: G. Nilsson (Lotus 78/1), 1 min. 51.20 sec.
* Time recorded in Brabham BT45/3.
† Time recorded in Lotus 78/2.
‡ Non-starter, car given to M. Andretti.
§ Time recorded in TS19/01.

the whole car was vibrating badly so the Austrian pulled into the pits to see if there was anything that could be done. A quick examination revealed the fuel metering unit to be at fault and, as no repair could be effected quickly, Lauda climbed out of the car and retired. Further back down the field both the Tyrrell six-wheelers were having an absolutely diabolical time, Peterson calling it a day with his erratic-handling machine after a wild spin on one of the circuit's fastest corners after 28 laps while Depailler didn't last much longer, finally stopping after spinning off and finding that his P34's engine would not fire up again.

As Hunt continued to pull away from the rest of the field Andretti slowly closed in on Watson until the Lotus was sitting right on the tail of the Brabham and at the end of lap 18 as they braked for the hairpin before the pits, Watson just slipped past Alex Ribeiro's March which was being lapped, but the Brazalian immediately cut back into line as the Brabham went past, running his car's right rear wheel over the left front spoiler on the Lotus nose section. Andretti was absolutely furious about this, but there was nothing he could do because the bent spoiler affected the car's stability on fast corners and he was forced to slacken his pace slightly. As a result Andretti soon began to fall back and was quickly passed by Mass and then Pace although he quickly made up one of these places on lap 29 when Mass spun his overheating M23 at the hairpin. With the temperature gauge virtually off the dial Mass abandoned his car on the infield and walked sadly back to the pits.

On lap 24 Pryce's Shadow came slowly into the pits its gearbox stuck in neutral, so his mechanics began dismantling the unit in an effort to find the trouble, while Reutemann spun his Ferrari on the infield loop section and immediately swung into the pit lane where his mechanics changed a badly blistered front tyre and despatched him back into the fray in eleventh place. Pryce lost 17 laps having a fresh selector fitted, but the Welshman re-entered the race nevertheless and was still circulating when the winner eventually received the chequered flag.

Mass' retirement meant that the two Brabham BT45s were now running in second and third places because Andretti had dropped to fourth ahead of Jody Scheckter in the steadily driven Wolf. But there didn't seem any chance of anybody doing much about Hunt, the McLaren driver heading into his 32nd lap looking as confident as ever. At the end of the long start/finish straight the World Champion swung through the fourth gear Esses but while his McLaren successfully negotiated the right-hand part of the corner it unexpectedly slid straight on rather than negotiating the left-hand exit onto the straight. Hunt's M23 mowed down several layers of catch fencing before coming to rest and its driver leapt hurriedly out, unable to explain the cause of the incident. Subsequent examination of the rear suspension revealed that a bolt had broken and permitted the right rear suspension to collapse, throwing the McLaren out of control and sending it off the circuit.

This unexpected drama left the two Brab-

ham-Alfa Romeos leading the race in 1-2 formation, a satisfying sight for any racing team but particularly gratifying for Ecclestone's lads who have worked so hard in the face of so much adverse criticism to make these flat-12-cylinder cars competitive. But it was at this point that the realisation dawned that Scheckter and the new Wolf were in with a very strong chance. Up to now their progress had been steady and consistent but as the pit boards revealed Scheckter to be closing on the cars in front of him, so Scheckter drove harder. Although Pace grabbed the lead on lap 35 it was because Watson was slowing, his car handling strangely and the gears becoming difficult to select. Three laps later Scheckter moved past Andretti and soon afterwards inherited second place when Watson pulled to a halt on lap 42 with the gearbox literally falling off the back of the Alfa Romeo engine after the securing bolts had broken.

At the rate Scheckter was closing on the obviously ailing Pace it was clearly just a mathematical equation as to when the new Wolf would take the lead. Utterly exhausted in the searing heat and feeling sick in the stomach, Pace was no match for the now hard-driving Scheckter and Walter Wolf's blue and gold machine rushed past the Brazilian with only six laps of the race left. At that point Pace slowed alarmingly and dropped over 40 secs. on the winning Wolf between laps 48 and 53, just hanging on long enough to scrape home ahead of Reutemann's Ferrari which was being cheered to the echo of thousands of delighted Argentinians. Reutemann really drove well after his pit stop even though it must be admitted that his climb back from 13th place was aided by a number of retirements and that, on past form at least, a healthy Ferrari should be more than a match for the Fittipaldi car even if E. F. is driving it. But that was all lost on the crowd as Reutemann sped past the yellow Brazilian car with two laps to go and almost added another Brazilian to his bag by closing dramatically on Pace during that frantic final lap.

Behind Fittipaldi in fifth place came Mario Andretti although his Lotus chewed up a rear wheel bearing and he was stationary at the hairpin before the pits with only 51 laps completed when Scheckter took the chequered flag. Regazzoni finished sixth, taking it easy over the last few laps after a pit stop to examine a badly worn rear wheel bearing which was allowing one of the rear wheels to flap about rather alarmingly while Brambilla's Surtees TS19, which had been stuttering round with fuel-feed trouble, moved slowly across the line to complete 48 laps after waiting just before the flag for the winner to arrive. Neither of the unimpressive Marches finished, Ribeiro stopping with a broken gear lever and Ian Scheckter retiring when a battery lead broke off.

For Jody Scheckter and Walter Wolf it was a joyous, albeit rather lucky, first-time victory. Their main asset had proved to be consistency and stamina in the stifling hot conditions under which the Argentine Grand Prix was run, but they are very conscious that "one swallow doesn't make a summer" and they have plenty of development work still to do. Nevertheless, it was an encouraging start to the year; many teams currently in Formula One have been racing for several years and still haven't even scored a "lucky" Grand Prix victory!—A.H.

Results :

ARGENTINE GRAND PRIX—Formula One—53 Laps—Autodromo, Buenos Aires
5.968 kilometres per lap — 316.314 kilometres — Very Hot

1st	J. Scheckter (Wolf WR1)	1 hr. 40 min. 11.19 sec.—189.435 k.p.h.
2nd	C. Pace (Brabham BT45/5)	1 hr. 40 min. 54.43 sec.
3rd	C. Reutemann (Ferrari 312T2/029)	1 hr. 40 min. 57.21 sec.
4th	E. Fittipaldi (Fittipaldi FD04/3)	1 hr. 41 min. 06.67 sec.
5th	M. Andretti (Lotus 78/1)	2 laps behind (*not running*)
6th	G. Regazzoni (Ensign MN06)	2 laps behind
7th	V. Brambilla (Surtees TS19/04)	5 laps behind
8th	T. Pryce (Shadow DN8/1A)	8 laps behind (*not classified*)
9th	J. Laffite (Ligier JS7/01)	16 laps behind (*not classified*)

Fastest Lap : J. Hunt (McLaren M23/8) on lap 21, in 1 min. 51.06 sec.—193.459 k.p.h.

Retirements : R. Zorzi (Shadow DN5/4B) on lap 3, gearbox and engine; H. Binder (Surtees TS19/02) on lap 19, accident; N. Lauda (Ferrari 312T2/026) on lap 21, metering unit failure; I. Hoffman (Fittipaldi FD04/1) on lap 23, engine; R. Peterson (Tyrrell P34/4) on lap 29, spun off; J. Mass (McLaren M23/9) on lap 29, spun off; J. Hunt (McLaren M23/8) on lap 32, rear suspension breakage and accident; P. Depailler (Tyrrell P34/3) on lap 33, spun off; A. Ribeiro (March 761B/2) on lap 40, broken gear linkage; J. Watson (Brabham BT45/3) on lap 42, broken gearbox mounting; I. Scheckter (March 761B/1) on lap 46, broken battery terminal.

20 *starters* — 9 *finishers*

Notes on the Cars in Argentina

FOR MOST of the teams it was a case of carrying on where they left off at the end of 1976, with time for a few modifications and improvements; however, Lotus, Wolf (*nee* Williams), Ensign and Ligier all had brand new cars in South America. On the face of things the impression at the end of last season was that McLaren had ended the year on a crest of a wave, but in fact they did not win the last race of the year, nor did they win the Manufacturers Championship. It was Lotus who won the last race and Ferrari won the Championship, but nonetheless the McLaren team were the undisputed pace-setters and they played safe by sending their three 1976 cars to South America, Hunt driving his usual M23/8, Mass his usual M23/9, repaired after its crash in Japan, and M23/6 as the team spare. No changes were made to the specification of the cars, though all three have been rebuilt and renewed "as new". The Tyrrell team modified their six-wheelers extensively during the winter, with wider tracks at the front and longer wheelbase, the latter achieved by the insertion of a spacer between the Cosworth engine and Hewland gearbox. An entirely new fibreglass body was developed over the winter, the moulding being in one piece covering the whole chassis and the engine and rear suspension. With a full-width nose-cowling the new Tyrrell is one of the smoothest cars seen for a long time. Engine air-intakes are sunk into the cockpit sides (like Ferrari) and there is an unbroken air-flow all the way back to the rear aerofoil, with deflectors rising up in front of the rear wheels. "Slippery" is the only word to describe the new Tyrrell bodyshape. The new-boy of the team, Peterson, drove P34/4 last driven by Scheckter, and Depailler drove P34/3.

Entirely new in concept is the JPS Mark III, or Lotus 78 as it will be known, and whereas the 1976 cars were pencil slim the 1977 cars are "full-width", with radiators in the leading edges of the sponsons, just behind the front wheels. The hot air from these radiators exists on top of the sponsons by the cockpit and under the sponsons the shape is that of an inverted aerofoil, to create a suction or down-force. To guide the air and keep it on the straight and narrow path the sides of the sponsons have plastic skirts reaching almost to the ground covered by brushes that do actually sweep the ground. These ensure that any air under the car stays there until it escapes out the back and prevent any air going under the car from the sides. In the interest of a long wheelbase layout the casting separating the Cosworth engine from the Hewland gearbox is the oil tank, with a hole through the centre for the clutch shaft, the clutch being operated axially through this shaft. Although the body of the car is to maximum permissible width the cockpit itself is incredibly narrow, tapering forwards almost to a point. Engine air is taken in through "ears" protruding on each side of the cockpit crash bar and compared to the Tyrrell the upper surface of the new Lotus is very "craggy" and far from smooth. Two of these new cars have been built at this time, and both were shown to the Press in December, ready to race. Andretti drove 78/2 and Nilsson drove 78/1 in practice, the American taking over 78/1 for the race.

On the Ecclestone front a lot of development work has been going on at Alfa Romeo the flat-12-cylinder engines having new cylinder heads, using Lucas fuel-injection instead of the Italian system and great improvements have been made with the torque curve. The cars themselves are basically the 1976 models, with improvements to the aerodynamics and the odd bit of weight saving, for the Alfa Romeo engine is still heavier than a Ferrari or Cosworth engine. Newcomer to the Brabham-Alfa Romeo, John Watson, drove BT45/3, while the faithful Carlos Pace drove BT45/5 and they had a spare car in the form of BT45/1.

After struggling to run two separate teams last year, March Engineering put all their bits and pieces into a box, threw away anything to do with their 1976 sponsors, and assembled two new cars for two new drivers. What was basically Brambilla's car last year, 761/1, re-emerged as 761B/2 for Alex Ribeiro who arrived from F3 and F2 with enough money to keep March Engineering in Formula One. Also from the box of bits came the bones of 761/6 with which Peterson had won the Italian GP in 1976 now numbered 761B/1 and Ian Scheckter organised himself with someone else's money to get in the cockpit. During the rebuilding the cars were fitted with twin-caliper brakes on the front, like

last year's Ensign, and adjustable from the cockpit rear anti-roll bars like the 1976 Lotus 77.

On the Ferrari front there were only small detail changes to the suspension and the bodywork, the cars still being T2 models and while Lauda drove his old faithful 026, newcomer Carlo Reutemann had a brand new car, number 029. As the team "muletto" was 027. The cars carried advertising for Fiat for the first time. The Shadow team were unchanged from last year, apart from a narrowing of the rear track on the DN8 driven by Tom Pryce, while a financial arrangement found Renzo Zorzi in the second car, which was Pryce's old DN5, while Jarier's old car was taken along as the spare car, the Frenchman no longer being in the team. The Surtees team were using their 1976 cars modified with twin-caliper front brakes (Morris Nunn started something last year, or was it Lotus who started the fashion?) and some bodywork changes, but they had a complete change of drivers. Austrian Hans Binder took over Brett Lunger's car, TS19/02 and Brambilla took over Alan Jones' car TS19/04, both changes involving the necessary finance to keep Team Surtees in Formula One. As a spare there was TS19/01 still to 1976 specification.

The Argentine race was the first outing for the revamped and reconstituted Frank Williams team, now called Wolf Racing, with Jody Scheckter the driver and Peter Warr the team-manager. Design is still from the pencil of Harvey Postlethwaite and Austro-Canadian Walter Wolf is paying for it all. Their brand new car, shown to the Press at the end of last year, was making its debut, officially called a Wolf-Ford and numbered WR1/01, being a logical development of the Postlethwaite design philosophy that germinated when he was at March Engineering, developed with the Hesketh Motor Company in the 308 and 308C, floundered a bit with the Williams FW05 which was a development of the 308C, but now seems to have taken a step forward with the WR1; or it could all be in the cockpit!

Quietly getting on with things in his own way Morris Nunn stirred things up a bit last year with his Ensign MN05, especially when driven by Chris Amon, and over the brief winter the lads in Walsall made a new car, MN06 which is a development of last year's car that came to an untimely end when Ickx crashed it at Watkins Glen. By devious Swiss routes Nunn acquired the one and only Regazzoni to drive the new car, this being his first taste of Cosworth V8 power and Hewland transmission. Another new car making its debut was the Ligier JS7, still powered by the Matra V12, and driven by Jacques Laffite. This model follows the pattern set by the 1976 Ligier, but with improved construction details in the monocoque, a lower engine mounting and different bodyshape with Ferrari-like front aerofoil. Completing the field were two Fittipaldi cars, ostensibly the 1976 cars, but with numerous modifications including rear hub carriers fabricated from sheet steel, instead of cast alloy ones, an entirely new oil system and tank layout, a four inch wider front track, two inch wider rear track and with two inches added to its wheelbase. The team was unchanged, with Emerson Fittipaldi in FD04/3 and Ingo Hoffman in FD04/1.—D.S.J.

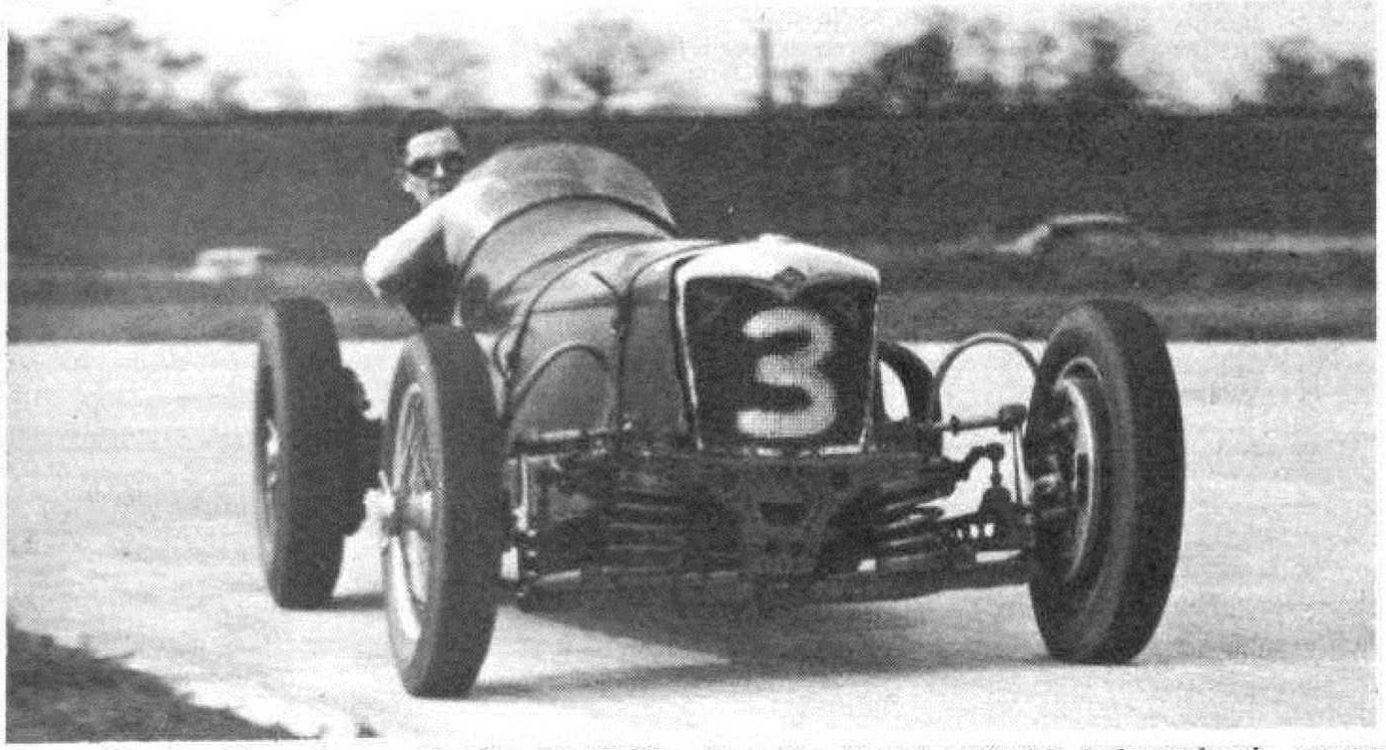
Donington Park Sequel

A NUMBER of readers wrote to us in response to the article last month about the 1939 British Empire Trophy race at Donington Park, answering queries or adding information. Of particular interest was a long letter from Geoffrey Richardson about the fate of the Percy Maclure Riley that I suggested became the basis for his Richardson Racing Automobile (RRA) and I can do no better than quote his letter in full, for in addition to sorting out once and for all the history of the RRA Specials, it also gives an interesting insight into amateur racing just after the war and unbounded enthusiasm that has obviously never waned.

G. N. Richardson writes: "My introduction to motor sporting events started in 1947 with a Type 51A twin-cam blown 1½-litre Bugatti and at the end of that season I sold it back to Blakes of Liverpool and bought the very pretty ERA-engined Maclure Riley which they had raced that year with Mrs. Sheila Derbyshire driving. [They had removed the head-fairing from the body and covered the Riley radiator with a bulbous grille.—D.S.J.] I rebodied the car, retaining the Riley chassis and Andre-Girling independent front suspension.

I raced the ERA-Riley all through 1948 and had some good runs in the Jersey Road Race and first Goodwood meetings etc., but the weakness of the car was the transmission and it caused several retirements, notably in the first-ever British GP at Silverstone, when going well in about ninth place. The whole axle casing used to distort under the power from the ERA engine, lose all its oil or break the crownwheel and pinion, which were all standard Riley parts of the day. I believe the large diameter axle shafts had been made at Rolls-Royce Derby and certainly gave no trouble.

In the autumn and winter of 1948 I rather rashly decided to try and build a real single-seater using the ERA engine, Riley close-ratio "crash" gearbox and an ERA differential unit with ZF self-locking diff. and a swing axle independent rear suspension of my own design. The late Sir Alfred Owen, who I knew personally, agreed to have Rubery Owen build a new chassis frame of joint design, and so the first RRA Special was started that winter. The Maclure Riley chassis complete, less the Andre-Girling front suspension, but with all body panels was sold together with an unblown 2-litre six-cylinder Riley engine. The new owners apparently never completed the car and as far as I know it has not been heard of since. [I saw the bare chassis frame, less any front axle, but with the Riley rear axle, in a barn in Worcestershire many years ago when someone was offering it for sale.—D.S.J.] The RRA was duly completed in the spring of 1949 and had a single-seater body constructed by Dick Mead of Dorridge in Warwickshire and this was extensively repanelled in the first year. I cannot recall having much success in the first year, with what was after all a fairly ambitious project for an impecunious enthusiast, but what started as a pretty poor car became a fairly reliable racer over the years due to continual development. I first stretched the ERA engine to 1,750 c.c. and for the last two years of its life to a 2-litre, using all 1,500 c.c. parts except the pistons and this combined with a Godfrey-Roots blower geared to run at engine speed giving 18 p.s.i. produced 245 b.h.p. at 6,000 r.p.m. on my own test-bed. The RRA was undoubtedly the second fastest ERA-engined car of all, only ERA R4D could better it in 1954/5. I was no match for my good



Percy Maclure in action on the Campbell Circuit at Brooklands with his independently sprung Riley Special.

friend Bob Gerard in his great years of 1947-50 in the immaculately driven and prepared green ERA, but I grew stronger in Formula Libre races as his ERA days waned.

At the end of the 1955 season I felt I must have a change after six years of continual development and racing the same RRA Special and was in a complete quandary as to what to do when the late J. T. Stewart approached me wanting to buy my 2-litre ERA engine to put in the aforementioned ex-Gerard green ERA (R14B) that he had bought during the season and put a rod through the side; he was endowed with great enthusiasm and driving gusto but little consideration for the rev-counter. I sold him my engine and then more or less dismantled the RRA and sold the chassis to Keith Knight of Malvern who installed a 2-litre HWM/Alta engine and ran the car in VSCC events. He is now engaged in building an ERA engine from new castings in order to resurrect the RRA to original specification, with all the help I can give him. That basically ends the story of the RRA but now I would like to get the record straight about the succeeding cars that I built.

The RRA-Jaguar was an entirely new special based on the single-seater Aston Martin that Reg Parnell took to New Zealand in 1955 (I think). I purchased this car from John Wyer at Aston Martin at Feltham and my first job was to remove the engine and bench test it. This 2-6-litre engine on three Weber carburetters only gave about 148 b.h.p., when it was sold as producing 190 b.h.p. and after a hassle with the factory and realising that no help was forthcoming or any chance of buying an updated engine I slung it out and built up a 2.4-litre Jaguar engine from all new parts, D-type head, camshafts, etc., tailored exhaust and three 45 DCO3 Webers and went racing with about 205 b.h.p. The DB35 chassis was left as produced at the front end, but at the rear I scrapped the cross torsion-bars and fitted Girling coil spring suspension units and disc brakes all round. I revamped the de Dion tube, gave it a Watt-linkage location, some toe-in and negative camber and fitted a new Salisbury 4HU alloy diff unit with Powr-Lok and used wider 15-in. Borrani rims. The RRA-Jaguar hadn't turned a wheel when it was loaded into the transporter for a Formula Libre race at Snetterton and after a good practice session I finished 3rd in its first race. I took part in the postponed *Daily Express* International Trophy at Silverstone in 1957, but sheared the fuel pump drive right at the beginning.

I raced the original RRA Special for six years and the RRA-Jaguar for less than six months as at the end of the season the Connaught team cars were being sold up at Send and I purchased B5 and plenty of spares, engines and gearboxes, etc. The RRA-Jaguar was converted back into a 2-seater more like a DB3S with a body I bought from Lord O'Neil and the engine was stretched to 3.2 litres using a factory 3-litre TT crankshaft squeezed into the 2.4-litre block. The result gave some 280 b.h.p. at 7,000 r.p.m. I raced Connaught B5 in 1958 and 1959 and had two most enjoyable years. Long before I drove the Connaught I thought that they were either too heavy or didn't give the power claimed, and when I got the car I put the engine on my test-bed and found it some 30 b.h.p. down on what Connaught claimed. The chassis weight dry was very competitive for its day at just over 12 cwt.

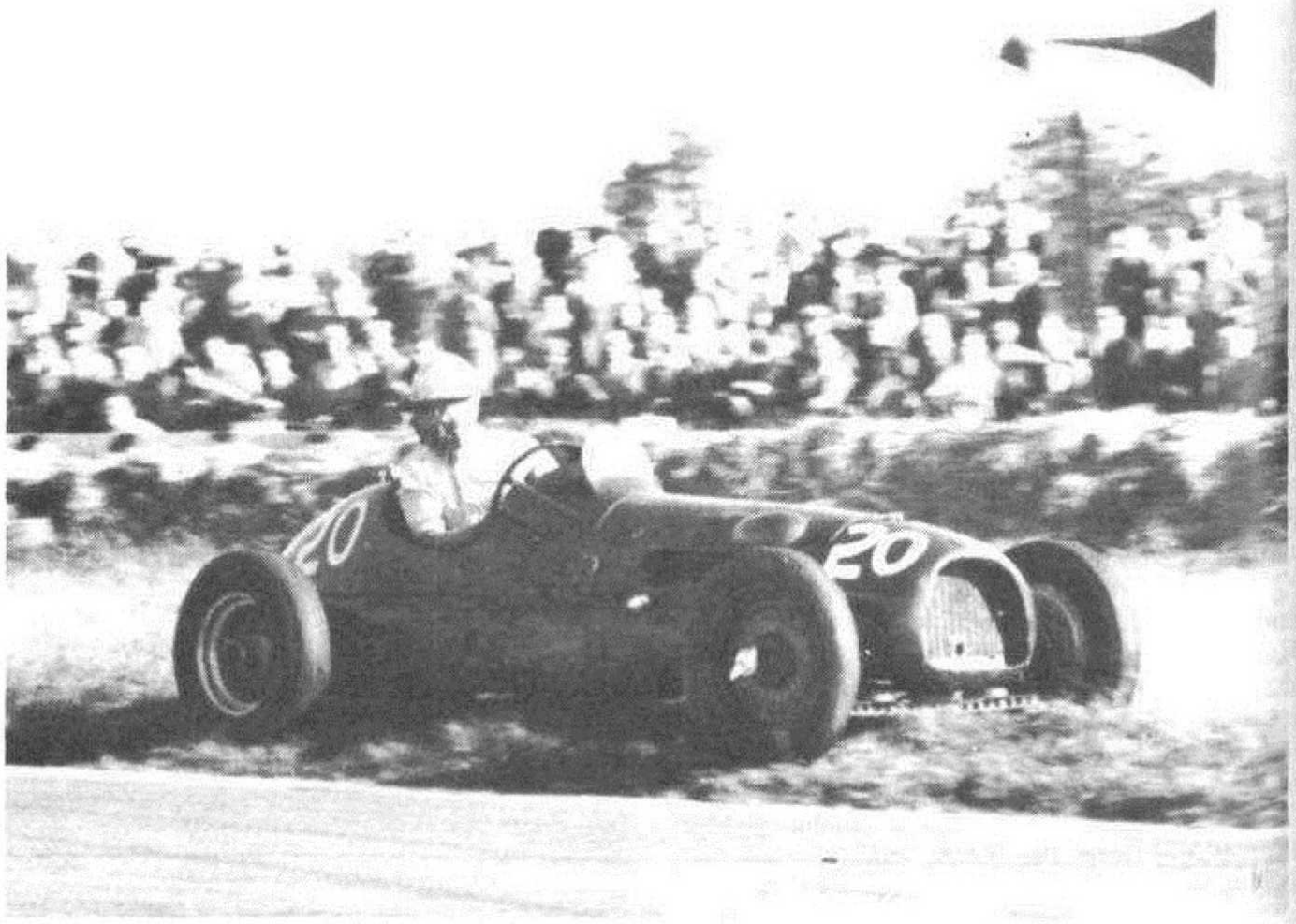
I sold the Connaught after the 1959 season and ordered a new Cooper Formula One chassis complete less engine, as I proposed to fit my own Connaught/Alfa engine. This was called the Cooper-RRA, my third and last special. I was often ribbed as to why I hadn't fitted the current ware of engine, *i.e.* 2½-litre Coventry-Climax. The answer was simple, I hadn't got the £2,500 that Climax were asking, and they wouldn't give me one. I have seen this Cooper-RRA listed as having an ERA engine fitted, which was quite wrong as it never had any other engine than the Connaught. The confusion may have stemmed from the fact that I fitted a 2-litre engine into a front-engined Cooper, in place of the original Bristol engine for Peter Walker in the early 'fifties [or did some well-meaning printer or proof-reader change RRA into ERA?—D.S.J.].

The Cooper-RRA was sold at the end of the 1960 season and the new owner fitted a 3½-litre Buick V8 engine, but I don't think it went as well as it did with its 210 b.h.p. Connaught/Alta engine. I had many enjoyable scraps with Brian Naylor at Mallory Park, but his Maserati-engined JBW had that little bit extra and I usually had to settle for second place. I finished my racing days with a lightweight Ferrari Berlinetta, ex-Graham Whitehead, but it was getting somewhat dated when I got it and the new 3.8-litre lightweight E-type Jaguars were a big problem with their much greater torque out of the corners.

I am now a very fit one-legged bloke in his fifty-third year, who manages to fish, shoot and fly as hobbies [and still read MOTOR SPORT—D.S.J.]. I don't go to many race meetings these days, except Silverstone for the big meetings as it is so easy to fly in and the BRDC are so good to their old members even if they were not stars in their day. I have tried to put on paper the facts and results of 16 years of work and racing that I wouldn't have missed for the world.—Geoff Richardson."

From the forgoing we can safely say that the Percy Maclure Riley is no more, and never will be, though the first RRA Special may appear one day. Another reader confirmed the interesting 1,100 c.c. Maserati that Charlie Dodson drove at Donington as being unusual in having Tecnauto coil-spring units on the rigid back axle, and also wonders what happened to the car. He mentions that N. G. Wilson, the S. African driver of the 1,100 c.c. ERA died during the war, and another reader confirms that he was "killed in action" with the RAF, and they both confirm that Robin Hanson is alive and well, while a reader in Oxfordshire says that R. E. (Bob) Ansell is also alive and well.

In my reference to the Brooke Special I said that it had been turned into a 2-seater sports car with a post-war MG engine, but this was only partly true, for while it was made into a sports car, it retained a Dixon 1,750 c.c. Riley engine, completed with multiple SU carburetters and Dixon sliding-plate throttle arrangement, and still exists in this form, complete with the circular aircraft radiator that Leslie Brooke fitted in 1945/6.—D.S.J.



Geoff Richardson in the RRA Special a bit "off course" at Goodwood, but pressing-on unperturbed.

Ford's Fiesta

on sale at last



THE BRITISH public must have been wondering what on earth had become of Ford's interesting new front-wheel-drive small car, the Fiesta, which was announced last summer (MOTOR SPORT, August), yet missed the London Motor Show and has not materialised in the showrooms. I hope potential customers have not lost interest in the meantime, for Fiesta goes on sale in Britain on February 2nd after a delay which must have been welcomed by manufacturers of Fiesta's British and foreign-import rivals. Since the re-equipped Dagenham factory has belatedly gone into full swing it has produced 10,000 Fiestas ready for the showrooms on release date, a volume which must surely be a record. Those 10,000 ought to be free of the usual new car teething troubles for, as our more travelled readers will have noticed over the last three months, Fiesta has been on sale in Europe since October and 100,000 examples have been produced at factories in Saarluis, Germany and Valencia, Spain.

Hopeful of better winter weather than pertained at home, Ford recently took several parties of journalists to Monte Carlo for pre-release driving experience of the Dagenham-produced right-hand-drive cars. However good Ford may be at engineering other things, they can't engineer the weather and the Principality was swimming in a constant downpour.

Giving one of his usual, admirably articulate speeches in the Hotel de Paris, Ford GB's Chairman and Managing Director, Terry Beckett revealed that a market research programme had discovered that 55% of Fiesta owners would be women, 47% would go to multiple-car households, primarily for use by the wife and offspring and 86% of those questioned listed shopping as their most frequent use of the car. Prompted by such significant figures, Ford invited journalists' wives to Monte Carlo too, a rare and very welcome privilege for these ladies who usually see so little of their much-travelled husbands; they had to work for this unexpected experience by driving the cars and answering detailed questionnaires on them, which could be an influence upon some of the British models' detail design.

Since August, most readers have probably forgotten what the Fiesta is all about, so first a re-cap. It is a three-door, transverse-engined, front-wheel-drive super-Mini in the same idiom as the VW Polo, Renault 5, Fiat 127, etc. Power comes from two versions of a development of the push-rod, crossflow, straight-four Kent engine, one of 957 c.c. capacity, the other of 1,117 c.c. It drives through a sealed-for-life transaxle in a light-alloy housing, with an all indirect gearbox mounted in line with the engine and a spur-gear final drive behind. Solid, unequal-length driveshafts have constant velocity joints at each end. The suspension is comprised of McPherson struts, coil-springs and negative scrub geometry at the front and a tubular beam axle with trailing arms, braced shock-absorbers, coil springs and a Panhard rod at the rear. The steering is rack and pinion and brakes are disc at the front, drum rear.

Because this is being written some time in advance of the release date, it is not possible to give a true price comparison with Fiesta's rivals, most of which are going up in price in February, as is the price of the Ford range, including the Escort Popular, which would otherwise undersell the basic Fiesta. Prices start at £1,856 for the basic 957 c.c. car (all these prices including seat belts but not delivery), which can be had with a 40 b.h.p. low compression engine in place of the 45 b.h.p. standard unit as a no cost option, a specification Ford expect only fleet owners to be interested in. The 957 c.c. L is £2,079, the 1,117 c.c. L £2,179, the 1,117 c.c. S (not available with 957 c.c. engine) £2,360, the 957 c.c. Ghia £2,657 and the 1,117 c.c. Ghia £2,757. As a matter of interest, the Polo sells for £1,995 and the Fiat 127 3-door £1,821 at this time.

Unfortunately I was unable to try the complete range in Monte Carlo and the French coastal region down to St. Paul de Vence. The schedule prevented my sampling

Continued on page 136





Sotheby Parke Bernet *MONACO* S.A.

par le ministère de Me M-Th Escaut-Marquet, Huissier à Monaco
in association with the Société des Bains de Mer

announce their first sale of

VETERAN, VINTAGE
and
SPECIAL INTEREST MOTOR CARS

in the Principality on

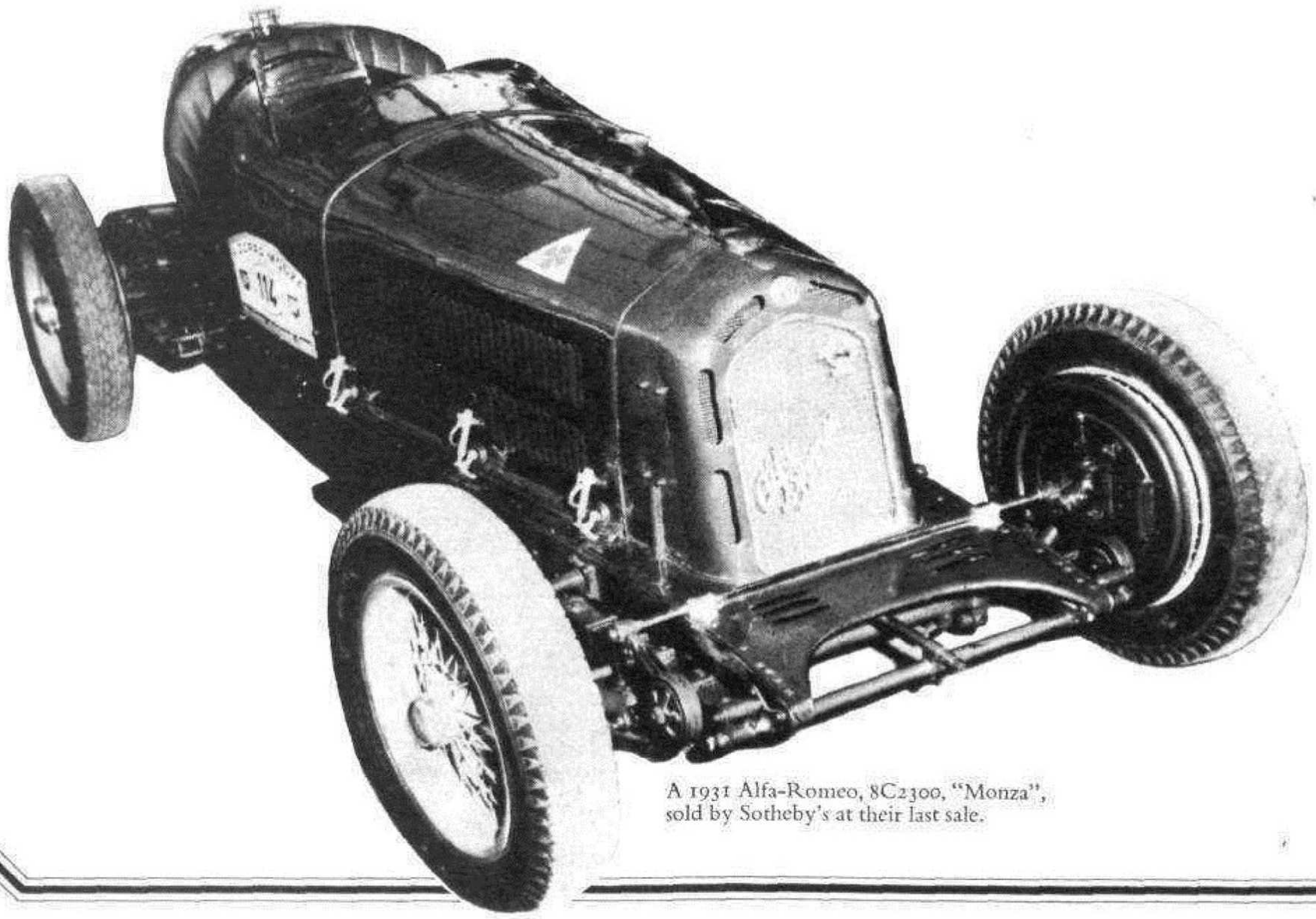
Monday, 23rd May, 1977

following the day of the Monaco Grand Prix

A LIMITED NUMBER OF CARS CAN STILL
BE ACCEPTED FOR INCLUSION IN THIS SALE

For further information please telephone or write to Julien Stock

Sotheby Parke Bernet & Co.,
34-35 New Bond Street, London W1A 2AA
Telephone: 01-493 8080 *Telegrams:* Abinitio, London
Telex: London 24454



A 1931 Alfa-Romeo, 8C2300, "Monza",
sold by Sotheby's at their last sale.

RALLY REVIEW

Works Teams in 1977

BY THE TIME this edition of MOTOR SPORT is published the first major rally of 1977 will be just over, but it is most unlikely that January's Monte-Carlo Rally will have provided any significant insight into what lies in store for the rest of the year. Only one manufacturer, to our knowledge, has expressed any intention of having a determined and organised bid at the 1977 World Rally Championship, and that is Fiat. Indeed, it seems that Italians are more championship-conscious than any other nation, for in the past five years Lancia has won that series no less than four times.

During 1976 Fiat stopped using its 124 Abarth Spider in rallies, the group policy being that Lancia should keep a sporting image whilst Fiat should concentrate on proving the quality of cars which have a more general public appeal. Thus Lancia continued to use the Stratos whilst Fiat, after a concentrated and thorough period of development, switched to the Abarth version of the 131 saloon. It was decided some time ago by Fiat's hierarchy that it was wasteful, both financially and in terms of resources, for Lancia to complete directly against the team run by Fiat itself, as they used to even after the latter acquired control of the former. Nowadays they only appear together in the same event when there is definite kudos to be gained by both or when there is a specific purpose such as keeping other makes out of the points-scoring top ten of final results.

For 1977, Lancia will not officially contest the World Championship, but Fiat will. However, their paths will still cross, for they realise that some events stand on their own pedestals and are well worth winning whether they are part of a series or not. For that reason, Lancia plans to tackle five World Championship events, The Monte-Carlo Rally, Safari Rally, Sanremo Rally, Tour of Corsica and RAC Rally. They do have another reason, and that is the FIA Cup for Rally Drivers, which the CSI has created for 1977.

For years there has been pressure on the CSI to set up a World Rally Championship for Drivers, the simplest way for this to be done being the awarding of points in the present World series for makes to drivers as well as cars. But the CSI has steadfastly refused, perhaps under pressure from some manufacturers who fear that the emergence of a Champion Driver would detract from publicity for the car which he drove. Now they have cast a sop in the direction of the drivers by setting up this new trophy, with a completely meaningless name (why couldn't it have been World Rally Champion?) and with a highly complex method of scoring which will be quite beyond the comprehension of all but the most dedicated enthusiast.

Events which qualify for the new series are those in the World Championship for Makes series, those in the European Championship for Drivers series and four others put into a category of their own. Scoring is complicated by co-efficients, and when you consider that the European series already has four different co-efficients spread among its mass of qualifying events, you will see that the whole thing is going to be the most top-heavy, incomprehensible series which it has been the CSI's misfortune to produce.

Meaningless though it may be, it is something new and, series-conscious as the Italians are, Lancia intends that the cup should find its way into Sandro Munari's trophy cupboard. Our weekly companion, *Motoring News*, has long campaigned for the creation of a World Championship for Rally Drivers and has over the past several years kept the score of a hypothetical series based on the existing championship for makes and using the same, easily understood points system. For 1976, Sandro Munari came out at the top of that table, and it will be interesting to see at the end of 1977 whether the CSI's Champion of Co-efficients will be the same as he who takes the more straightforward title. As far as we are concerned, the latter will be the more significant.

Lancia's programme for the year will therefore include the five World Championship events, various European Championship qualifiers, some Italian National Championship events and perhaps one or two of those extra four—South Africa's Total Rally, for instance, or perhaps the Bandama Rally in the Ivory Coast. Lancia's drivers will be Sandro Munari/Silvio Maiga, Raffaele Pinto/Arnaldo Bernacchini and, on occasions, Simo Lampinen, Mauro Pregliasco and Tony Carello. For the Safari, local driver Robin Ulyate will join the team.

Fiat's programme is more concise, though not geographically. They will be tackling every World Championship qualifier except the Safari, and that includes even the rounds in Canada and New Zealand. Having used 1976 as an opener to test the development of the 131 under competition conditions (and scored outright wins into the bargain) they are now embarking on an intensive programme with the object of becoming World Champions at the end of the year. The fact that Fiat is the only team with such an expressed intention won't make it any the easier, for there will be strong competition in each event and points will not be lightly won.

Fiat's drivers for the year will be Markku Alén/Ilkka Kivimäki from Finland and Italian crews Fulvio Bacchelli/Francesco Rossetti and Maurizio Verini/Ninni Russo. In addition, Finn Simo Lampinen will drive occasionally for the team, when he is not required by Saab Finland for his home events or by Lancia.

Another team with an enviable record in international rallies is that of Saab. With a car that is hardly an even match for the Alpine, Stratos and others, the team has managed to score success after success, particularly on events with twisty roads of less than good surface quality. The team is under no illusions about the capabilities of their cars (they are now rallying the 99 rather than the 96) and choose their rallies carefully —courses for horses, as it were. What is more, they appreciate that outright victory on a well-known event is worth more to a manufacturer than a whole series of championship laurels. What man in the street outside Italy, they wonder, would know that Lancia were 1976 Rally Champions?

In 1977, Saab will tackle a series of international events, most of which bear no series relationship to each other. Included will be the Swedish Rally, the Welsh Rally, the RAC Rally, the Rally of the 1000 Lakes, and perhaps the Scottish Rally or the Acropolis. A few other European events will be included, and perhaps one or two inside but only if there will be some outside means of extending their tight budget. Drivers will again be Stig Blomqvist and Per Eklund.

Another strong team in Europe is that of Toyota, based at Brussels and managed by Ove Andersson. Like Lancia, they will tackle just five World Championship events, in Sweden, Portugal, Greece, Finland and Britain. Number one driver will be Hannu Mikkola, who will be joined by Andersson himself occasionally. Other rallies will also be tackled, in particular where local importers will help financially (a consideration affecting most teams nowadays) and there are plans to compete in several British national events during the year, either with the 1.6-litre Corolla (180 b.h.p.) or the 2-litre Celica (230 b.h.p.), both with 16-valve engines.

After concentrating more of their efforts in the past few years on British events rather than those overseas, Ford plans to tackle five World Championship rounds in 1977, though the series as a whole is by no means the objective. The Portuguese Rally, Safari, Acropolis, Thousand Lakes and the RAC will make up the main programme, though it is likely that Boreham will be represented in such events as the Total Rally, where the main organisation will be in the hands of Ford South Africa, the Radio New Zealand Rally and perhaps the Southern Cross Rally in Australia.

Team drivers will be Roger Clark, Ari Vatanen and Bjorn Waldegård, the latter driver being signed up when his Lancia contract ended and he felt disinclined to sign for Fiat. Kenyan Vic Preston Jnr. will join the team for the Safari, whereas British driver Russell Brookes, signed with Andrew Dawson to appear primarily in British events this year, will be seen in some rallies outside Britain.

This programme is indeed comprehensive and will give very little respite to the Boreham team during the year. The World Championship is not the goal, as we have said, but with good results in Portugal and Kenya it could well be that Ford will pick up enough points to have a very good chance of taking the laurels back to Boreham.

Datsun plans to concentrate on the Safari as usual, that being the greatest publicity catcher of all in their opinion, going elsewhere only when a local importer or dealer will agree to subsidise the effort. Mitsubishi will no doubt concentrate on events in Australasia, with a foray to the Safari taking precedence. Alpine-Renault is still concentrating on developing the V6-engined A310

Continued overleaf

RALLY REVIEW

Continued from previous page

and will doubtless expand its activities when they consider the car is on top form and homologated, whilst Peugeot still reckons that the only events worth considering are those on rough roads, notably in the continent of Africa. However, they do have plans to market the little 104 with a sporting image and that car will doubtless make a few appearances as it did in 1976.

Leyland will continue to use the TR7, though appearances outside the United Kingdom will depend largely on what happens in British events and the interest shown by Leyland offshoots overseas. A private team has been set up in the UK, backed by Century Oils, and with drivers Colin Malkin and Del Lines it is likely that two TR7s will venture abroad occasionally in 1977.

So it seems that the trees themselves are being generally regarded as more important than the forests to which they belong, an attitude with which, until the CSI provides rallying with a simple, straightforward series and a real, live World Rally Champion, we heartily agree. But it will in no way detract from fierce competition in individual events most of which will be as demanding and hotly contested in 1977 as they have always been.—G.P.

FORD'S FIESTA

Continued from page 133

of the Fiesta S, which was disappointing, for this brightly-coloured model has stiffer suspension than the rest, including an anti-roll bar. I tried two Ghias and a 957 c.c. L.

The Ghia is a beautifully appointed small car, tastefully trimmed with rose-wood and velour, as luxurious as its grandfather, the Granada Ghia. Radford and similar companies will find it difficult to make the improvement on Fiesta they were able to offer on the Mini. It has quite a high seating position—in fact I found the cushion of the Ghia seats too convex in the middle, adding to this impression—so with a huge glass area visibility is superb for normal driving or parking. The driving position is well-nigh perfect, the Ghia's four-spoke, padded steering wheel and nicely spaced pedals falling just right without the complications of adjustment facilities. All the major switches, including powerful two-speed wipers (they needed to be!), are on the steering column.

The Fiesta's handling is a revelation, the roadholding on the wet and highly-polished roads of the South of France superb. There is very little roll, moderate understeer, which does not give way to violent tuck-in when the throttle is released in mid-corner, high-geared, smooth and very positive rack and pinion steering and a tautness to the suspension which does not make the ride harsh. Ford engineers have done a splendid job in making the suspension work silently, too. Response to quick changes of direction is first-class, which means that the Fiesta is a wonderfully "chuckable" car, light-hearted and quite endearing in its manners. Chassis excellence extends to the brakes, too, with which I could find no criticism in spirited descents of some quite mountainous roads, nor in the wet streets of Monte Carlo or Nice; they have good feel, firmer than most Ford brakes in fact, and showed no fade when exuding a stench of hot Mintex. All the foregoing applies both to the Ghias and the 957 c.c. L I drove; the L, being lighter, was a shade more responsive in handling than the luxury Ghias and its smaller engine revved more smoothly if more noisily and, again because of the weight reduction, felt a little nippier. Both my wife and I preferred the location provided and the comfort of the L seats to the luxury Ghia ones, which seems perverse.

Ford would have been hard-pushed to match the gear-change of the Escort in a front-wheel-drive application; they haven't quite succeeded, but the Fiesta change is not at all bad, with just a little notchiness into second to mar it. The four ratios are perfect. Less satisfactory was the clutch operation, which varied from car to car. That of the two Ghias was fierce and unprogressive, that of the L quite acceptable. I thought this might have been something to do with the clutch installation on the larger-engined cars, but other journalists found bad 957 clutches and good 1,117 clutches, so somewhere there is a consistency problem in the cable-operation, which includes a clever self-adjusting mechanism, or in the diaphragms.

The Ghias proved very quiet cars indeed, with very little road, wind or engine noise intruding. I would not like to say the model was any quieter than the standard Polo without trying the two cars together, however. With less sound-deadening material in its specification, the L was understandably noisier and the smaller engine buzzier, but not to any annoying extent.

I could find very few things to fault on this total departure from Ford ideology. The clutch was one thing, another was the key-only operation of the full-depth tailgate on all except the Ghia, the boot is not very large when the rear seat is erect and the removable parcel shelf in place, which means that the Fiesta will not prove an ideal car for family-of-four holidays, the doors are very tinny, even on the Ghia, and the metal handbrake needs a plastic grip.

Performance of the two models I tried was entirely adequate, though I dare say a 957 c.c. Ghia would be a little gutless. I shall look forward eagerly to the eventual announcement of the planned 1,300 c.c. sporting version. Undoubtedly the range as a whole is going to hit manufacturers of other small cars really hard, especially Leyland, who have only themselves to blame. W.B. anticipates a lengthy road test of a Fiesta soon, so I shall refrain from further comment.

C.R.

VSCC Measham Trophy Rally

January 8th-9th

ANOTHER well-supported VSCC Measham Rally took place last month (50 entries). Having had a good run back from the Exeter Trial in the BMW I decided to go to the halfway stop and check-up on what was going on. At the well-lit Border Garage at Welshpool competitors came in to refuel after attempting the first-half of the event, which involved over four hours of nocturnal motoring for those who visited every check point, with 3 hours 25 min. driving still to come. Already Barwell's 1924 30/98 Vauxhall had retired, with loss of 2nd and 3rd gears, Knill-Jones' long-tailed Riley Nine was out but safely parked, and the navigator in Johnson's Frazer Nash felt too ill to continue.

Tony Jones in his 1923 30/98, carrying No. 1 and navigated by Jim Whyman, arrived first, to check-in at the Rover 95 official car, while the VSCC ladies worked out routes to future controls in the comfort of the Club's Bedford 'bus. Boyd, in a handsome Mulliner 2-seater-bodied 1923 30/98 Vauxhall which used to tow the racing GN "Wasp", overshot the entrance to the forecourt. Abbott's Model-A Ford was reported as having had an excursion into a field but appeared to be unharmed, and Rooney presented his "all-electric Chummy", in the form of a 1928 Austin 7 with *four* batteries on board. Adnams' Riley had a policeman as navigator, Frazer Nashes were out in force, content with 2-star fuel but one of them short of amps., due to suspected dynamo-belt slip, whereas Hutchings' 328 BMW would have liked a drink of 5-star, but had to be content with 4-star.

There were three Lancia Lambdas in action, all nicely-original cars, Muschamp's 5th-series tourer with 8th-series engine, Crowe's open-bodied 7th-series, which had a trace of clutch slip, and Stephens' open 8th-series model. Incidentally, a Belgian-registered Lancia had been reported at the start and one spectator had come from Brussels to keep a sort of Common Market watching brief. Jane Hill had her husband working on the AJS's gearbox, which had shed its drain plug. Wickham seemed to be taking his 12/50 Alvis to pieces, with the excuse that he was "just repairing the screen-washers", but otherwise there appeared not to be much amiss, except for a headlamp askew on Cann's 2-litre Aston Martin and a sidelamp likewise on Laxton's Talbot 65; even the near-naked lady on the radiator filler-cap of the latter seemed to have lost none of her *sang-froid* on this January night! The prize for starkness should have gone to Hoggard's 1936 2-seater straight-eight Railton, with two aero-screens, twin outside exhaust-pipes, external levers, one of which was a Rolls-Royce gear-lever, the car using an R-R gearbox, and the speedometer faired-in on the top of the scuttle. Binns' Riley 9 was on form, as was Price's Austin Nippy, and May's Frazer Nash was taking a little oil. The Measham was proceeding in traditional form!—W.B.

Results:

Measham Trophy: A.D. Jones (1924 30/98 Vauxhall).
Jeddere-Fisher Trophy: B.A. Danaher (1929 Austin 12).
PVT Cup: D. Hoggard (1936 Railton Special).
First Class Awards: P.J.E. Binns (1929 Riley 9), J. Ghosh (1925 30/98 Vauxhall), J.A. McEwen (1938 Riley) and P.J. Rooney (1928 Austin 7).
Second Class Awards: M. Hirst (1928 12/50 Alvis), A.K. Stephens (1928 Lancia Lambda), and M. Cann (1937 2-litre Aston Martin).
Third Class Awards: Mrs. J. Giles (1928 Frazer Nash), N. V. Adnams (1930 Riley 9) and R. A. Hutchings (1932 328 BMW).

My Year's Motoring

The Editor Looks Back on the Cars He Drove During 1976



"CAR OF THE YEAR".—MOTOR SPORT is fully in agreement with general opinion that the new Rover 3500 is a modestly priced and highly desirable executive motor car.

THIS IS the time of year when one looks back at the previous twelve-months' testing and sums up which were the outstanding, the good, or the merely indifferent cars driven during that period, for there are no downright bad cars nowadays, are there? Before embarking on this annual look-back, I thought I would briefly review my road-test reports of past years in respect of cars whose manufacturers or concessionaires lent them to me for far longer than normal periods of testing. I thought that last December, in writing of the enjoyable Chrysler Alpine-S that was lent to a number of motoring Editors for a month or more, I had been somewhat unfair to other makers and agents who in the past had showed sufficient faith in their products and confections to let me try them over prolonged test periods. Looking back to past road-testing would enable me to include those long-duration tests I omitted to refer to in the report on the Chrysler. But I had rather a jolt when I discovered that I commenced this yearly series in 1953, so that they form a survey of 25 years' road-test reporting for MOTOR SPORT. However, I promise to be as brief as possible and write mainly of those longer tests.

I suppose that in the course of all this happy motoring activity for this paper I have tried well over 1,000 motor cars, of many makes, types and nationalities. Not being an expert with figures (as I tell the Inland Revenue) I have not done a close count, but up to the end of last year it looks as if the most prolific make I have been lent down the years has been Ford (93), followed in diminishing numbers by Austin Morris (including Minis) and Vauxhall, VW, MG, Renault, Fiat and Jaguar, which indicates the generosity (or sagacity?) of certain manufacturers, and of some owners. . . .

To my younger colleagues who never seem to be out of the driving seat of a car or able to leave the more exciting ones alone for more than a minute or two, my total of test cars is probably unimpressive, and would, I expect, be chicken-feed to most of those in the Motor Trade. But I have enjoyed most of the miles I have covered in the pursuit of finding out about cars. I suppose the distance covered in this quarter-of-a-century must be in the region of a million miles. So perhaps I should be grateful for the fact that in that distance I have suffered only two serious accidents in that time. Both resulted in written-off cars, and I spent a night in Hereford hospital, but really to have dinner on the Health Service rather than due to disability, for the only thing I have to show for these two impacts is an o/s index finger which doesn't quite stow away—and which hurt far less than my pride—and no-one else was injured. In this long period of messing about in motors I have also been reasonably free of those vicious Driving Licence Endorsements which any driver, careful or careless, experienced or neophytic, can so easily tot up.

When reporting on my month-long appraisal of Chrysler UK's brand-new Alpine-S I said that such tests are a measure of the faith the lender has in the car but that they also may mask shortcomings, which, apparent in a short test, tend to be overlooked by a tester who becomes acclimatised to them over a bigger mileage. Be that as it may, let us take a look at some of those long-duraton loans I have enjoyed in the past, with perhaps just a brief glance at one or two other cars along the way. . . .

The first 12-months of testing twenty-five years ago did not embrace any "keep-it-for-weeks" stuff but I note that I had that first big prang, when the Morgan Plus-Four I was using as the Editorial car (after a Morgan 4/4 had chewed up its irreplaceable gearbox internals) hit a van after skidding on black ice (memory still reminds me of how decently the Gloucestershire Constabulary treated me). I went to Spa, where they held a Grand Prix in those days, in a Transair Avro Anson, followed London's last tram in my 1926 Delaunay-Belleville, and drove the venerable 1908 GP Itala. I also sampled Colbourne-Baber's VW Beetle and liked it so much that the Plus Four was replaced in 1953 by the Editorial black-Beetle and I had an instance indicating why a long-term test pays off, for the Renault 4 cv seemed a horrid little boot at first but was regarded as a most enjoyable infant on longer acquaintance. . . .

The first of the extended tests seems to have occurred in 1954, the year I indulged in such diverse entertainment as competing in a 750 MC All-Comers' Trial in a Ford "Perpendicular Pop" and sampling the as-yet-unraced over Oulton Park circuit at the wheel of a Frazer Nash Targa Florio Turismo. The subject of the car I used for 11 months and 7,693 miles was the indomitable Citroën 2 cv. In fact, I drove three other 2 cvs during the year, including doing 83.7 m.p.g. in the Cheltenham MC's Fuel Economy Trial, with the late Holland Birkett doing the Grand Prix bits in neutral. In 10,680 miles I see I reported the only serious mechanical trouble to have been a broken clutch cable, yet I did the route of the 1924 RAC Small Car Trial in one of these willing *Deux Chevaux*—and found it difficult to maintain the average speed demanded from the light cars of 30 years earlier.



The Editor had a good month's motoring in this S-version of the new European-orientated Chrysler Alpine, produced by Chrysler UK.



The Fiat 128 3P is a sporting three-door hatchback which is able to reach 100 m.p.h. at the expense of rather noisy running, and has a fuel consumption of over 40 m.p.g.

The following year, apart from some very mild "motor racing" round Goodwood in a Ford Anglia, runs from Land's End to John O'Groats in an Austin A50 and Bristol 404, and being flown over the Brooklands Railway Straight in a DH Tiger Moth at 1,800 r.p.m. (has G-AKGE aborted or does she still aviate?), the tests were of normal duration. So were those of 1956, when I tried BMWs abroad, had exhilarating experience of the Mercedes-Benz 300SL, and took part in the flogging of yet another Citroën 2 cv up Bwlch-y-Groes Pass, etc.

Nor was there any change in 1957, when petrol rationing restricted things, although the repertoire ran from Fiat 500 to Jaguar Mk. VIII Automatic. The next year, however, there was a long spell with a Citroën DS19, in which I covered 2,800 miles and shared it with other drivers, which does not mean that I didn't notch up four-figure mileages in other cars. Citroën's Mr. Ridout, who believed that you cannot properly assess a good car in just a "jaunt-round-the-houses", then let us have extended testing of the ID19. Although serviced at Slough, the vital hydraulic fluids eventually exhausted themselves at an awkward moment, I see. A year's test of the then-new Morris Mini-Minor was concluded in 1960, with a mileage of 16,626, after which MOTOR SPORT bought this particular "Minibric" and presented it to me as the Editorial car—all I can say, after this passage of time, is that you can have too much of a good thing. . . .

However, the next extended road-test, of a Morris 1100, which commenced in 1962 with 519 miles on the odometer and ended at more than 10,000, gave far more trouble than the Mini's, from fuel-pump failure, overheating (not the engine's fault), dangerous front-drive universal joints, etc., though the Mini had become tired-out after its 50,000 miles. In 1963 I see I had a very-much-liked Ford Cortina GT for a 13,148-mile test, and I still remember certain detailed items about it that imparted a nice sense of refinement not continued in later models. Some of the aforesaid Morris 1100 troubles, I see, occurred when I had taken it on as Editorial transport (it expired finally, in unsatisfactory condition, at 28,332 miles), in 1965, when the good Alfred Woolf, whom St. Christopher preserve, suggested the first of many long-range road-tests I was to enjoy. The first one concerned a Fiat 500D, which returned over 55 m.p.g. of cooking fuel on long runs, in a year when I see I also tested a Rolls-Royce Silver Cloud III and a Mercedes-Benz 600 (but I note that I rated one of my best cars that year to be the Sunbeam Tiger with Type 260 Ford V8 engine and that I rode in the 1924 GP Sunbeam in Wolverhampton).

An MG 1100, much better behaved than the Morris 1100, came for extended 10,000 miles testing in 1966 after Ford had found me a later, but this time well-used, Cortina GT with their then-innovative Aeroflow ventilation, used for over 5,800 miles.

These longer-duration tests which I set out to tell you of seem to have become quite a common cult by 1967, for I had a three-month trial of a very covetable twin-cam Ford Cortina-Lotus which had nothing go wrong with it in nearly 4,000 miles apart from a faulty constant-voltage regulator, and was amused by an Austin Healey Mk. VI Sprite whenever I could prize it away from my young daughters. I see that ice (on the road) got that one too, after a test lasting 5,182 miles, but this time when in female hands. I went further in a Rover 2000 TC, but this was a car bought by MOTOR SPORT for my use; and very reliably, comfortably and enjoyably it served me. This happy state of affairs does not appear to have continued into 1968, but there was compensation in doing normal tests of such diverse motor cars as Rolls-Royce Silver Shadow, Jensen FF, and Morgan Plus-Eight.

Normal testing continued for 1969, if you can call driving the twin-cam Escort and the Wankel-Ro80 NSU normal, and I see I rated the Alfa Romeo 1750 GTV my personal "car of the year", as I had the BMW 2002 in 1968. Which reminds me that the Wankel was not the only pistonless engine I drove behind, for in 1963 I was introduced by Chrysler to both the turbine car and the Instamatic camera. Extended testing returned in 1970, with the Ford RS1600, in which a seized exhaust camshaft broke the timing belt of the BDA engine, and a most delectable Alfa Romeo 1750 saloon. That year, too, I did quite a distance in a Fiat 128, sampled the mid-engined VW-Porsche 914, gulped cold fresh air in a Lotus Seven Mk. IV after being flown up to Hethel in a rading Piper Twin Commanche, and had brief "goes" in a single-cylinder 1899 Benz and the 24-cylinder Brooklands' lap-record Napier-Railton. The longer tests were becoming the thing by 1971, when John Rowe let me use a Chrysler 180 for five weeks and I commenced prolonged acquaintance with that very sound and amusing motor car, the Ford Mexico. This only ended because I crashed it pretty effectively, this time with only bad road signs and dazzle from the setting sun as an excuse. Ford rebuilt it to reduce my embarrassment and generously lent it to me again but I was so fearful of blotting my copy-book a second time that I practically got out and pushed it over every cross-roads! Inci-



Nice to be out in a sports car again. The only one the Editor tried last year was the MG Midget 1500, a popular, though now very dated, little motor car.

dentally, the old Morgan Plus-Four was also rebuilt and used again by me after the other prang spectacular—I wonder who has KAB 303 now? I wouldn't mind driving it again, for old-time's sake—but not into the front of a stationary van. . . .

In 1971 I persuaded a Range Rover almost to the summit of Cader Idris; I am still waiting for *Autocar* to challenge us to a higher turning point. A BMW 2500 completed a 17,500-mile test in my hands in 1972, and proved to be virtually trouble-free and an extremely nice car in almost every way, confirming the promise shown on an earlier briefer road-test of a BMW 2800. It was daily use of this six-pot BMW that led to my asking for a 520i as an Editorial car, which L-registered BMW I am still using. It began to play up a bit after 40,000 miles, endorsing my opinion that the lesser vehicles tend to lose their edge after 10,000 miles (I don't say lose dependability, but begin to give annoying symptoms of pending trouble) and the better cars after some 40,000 miles. (My MD will come in here to tell me that his Mercedes-Benz 280SE 3.5 has done more than 100,000 botherless miles.)

Ford came up trumps again with a long-duration Consul 3000GT test car in 1973, which was 100% reliable in 10,350 miles apart from a blown fuse and provided a pleasant contrast to the BMW. The year was notable for a drive (on the road) in Russ Turner's ex-Birkin blower Bentley single-seater and it was now that clairvoyant Alfred Woolf lent me a Fiat 126, just before petrol was so difficult to obtain. I was horrified to find I had kept it for over *two years* (the ultimate long-duration test?) when Alfred suggested I might like to purchase it. I hadn't the face to refuse and have it still—a splendid standby cyclecar, the air-cooled verticle-twin engine of which is an instant starter but does not give quite the fuel thrift of the old Fiat 500D. I seem to remember having a Hillman Avenger for a decently long time and in 1975 Ford's Press Department enabled me to try an economy Escort Popular for more than 2,300 miles—I see it gave 35 m.p.g. That about completes this summary of the longer appraisals and I hope I have not left anyone out, as it was intended to enlarge on the cars in this category that I rather churlishly dismissed with an "etc." in that Alpine report.

* * *

Coming now, to the road-test cars of 1976, I can only say that it was a thin time, partly, perhaps, due to the sad state of this country and its industry, maybe because other members of the writing staff got away in a number of cars I would once have driven myself, but mainly because of unaccountable apathy. For instance, all the Ford generosity of the past evaporated and requests for Dagenham-based products to test resulted in negative results, apart from a four-door Cortina 1.3 saloon which practically stopped on the M40 because the plugs pre-ignited. Ravenhill of Hereford jumped to its succour, efficiently and pleasantly, as when they had cured a water leak on an early V6 Ford engine, and the rest of the car gave adequate evidence of why the modern Cortinas out-sell all their rivals. But I would willingly have slung out that supersonic, or whatever, carburation, especially as it only contrived to return an average 31.1 m.p.g.



The Chevette has appeared in many forms and is a very pleasing car to drive, though this version lacks the luggage-carrying capacity of many of its competitors, but an estate car version was introduced last September.

That was the only Ford of 1976—it was wise of them to hold back the Fiesta until these "Fordettes" were available in the UK but the delay has taken the sharp edge off trying this controversial little 'un, especially as a motoring weekly contrived to publish a full report on a l.h.d. Fiesta more than three months ago. And I had only one Fiat to test last year, the **Fiat 128 3P saloon.** This sporting little 3-door hatchback takes goods like a little lorry and amazingly will still exceed 100 m.p.h., at the expense of an eager power-roar, body rattles and fuel slopping about in the 11-gallon tank, which exhausts at the thrifty rate of over 40 m.p.g.

Then there was only one single, solitary Mercedes-Benz for me to sample in 1976, the revised Reliant Scimitar evaded us, in spite of a factory visit, and I didn't drive any Japanese cars last year—not that I mind that. I suppose I have had my fair share of test-cars and I mind these omissions less than I did. But I find it difficult to understand the mentality of PROs and other publicity-persons who, knowing that column inches of editorial are worth far more than paid advertising, turn down requests for test-cars, especially with MOTOR SPORT's monthly circulation standing at 123,317 against the last available ABC circulation-figures (which those concerned with magazine readership recognise as the most infallible guide), compared with figures from the same source for the oldest British weekly motor magazine of 70,693, for its sister weekly of 79,490, for a newish monthly with a similar but shorter name 48,533 and with the once-top-circulation "DIY" motor papers down to almost half their former sales. After such a long innings as a road-test reporter I can afford to shrug off this recent dearth of test-cars as the PROs' loss, not mine.

It would have been an even thinner year had the **Triumph Stag** test not run over into 1976. What an excellent, effortless motor car this V8 Leyland is! Two members of the staff have them and the test car is remembered for a sharp emergency night-journey, undertaken at a moment's notice in teeming rain, when nearly 200 miles were disposed of very quickly in maximum comfort, and for the handiness of the Stag while covering the VSCC Measham Rally on the night of the notorious January gale. Before 1976 road-testing really commenced, and in between times, I was always very glad to be driving the Editorial **BMW 520i,** now Goodyear G800-shod, and Raymond Playfoot was exceedingly



The VW Polo was one of the outstanding small cars of the year and when used on a rather casual economy exercise it proved capable of 78.6 m.p.g. in W.B.'s hands.



Thanks to the generosity of the RAC and Tom Lightfoot, the Editor was able to travel from London to Brighton last November on this rare 1902 *Beaufort, with virtually no trouble.*

helpful over having it serviced. Notwithstanding which, it made me walk home after the VSCC Oulton Park racing, when its fuel-injection pump's cogged driving-belt broke at 38,775 miles (but a service was overdue) and it twice lost its brakes, the first time at 39,300 miles—something to do with Hygroscopic brake fluid ?

1976 testing commenced with three Vauxhalls. Derek Goatman is a most understanding and obliging PRO, who likes Pressmen to ask him for the cars they wish to sample. I had first a **Vauxhall Chevette GL,** which gave nearly 40 m.p.g., was rather keen on consuming oil, seemed to fall into no definite load-swallowing category, but was nevertheless a quite charming little 3-door coupé, with light steering, a compact turning-circle and good instrumentation. It was followed by an Opel Manta pretending to be a **Vauxhall Cavalier 1900 GT coupé,** which I thought dated in some important respects. But it was an economical, pleasant, well-behaved car on long runs. Derek also lent me a **Vauxhall Victor 2300 Estate,** which I did not get my hands on at all, but which served as an admirable tow-car when members of the family brought my 1922 Talbot-Darracq from Scotland to Wales on its trailer, the old T-D having evaded a drive down by ingeniously and conveniently cracking its cylinder head (since welded up, it seems effectively by Sosby of Leicester).

A **Saab 99GL Combi coupé** was collected from Slough in March. It proved much better than the previous Saab I had sampled; indeed, a car full of good works. And, in the modern idiom, a big and economical load-carrier. But I would have liked rather more forward vision. A twin-cam **Mercedes-Benz 280SE** was, in a way, a mistake, because it reminded me of all the precision, refinement and absolute control I am missing by not always driving behind the Triple-Star of Stuttgart! Top-quality sums it up, priced, in this case, at £8,350 at the time of the test.

Next there was the satisfaction of doing a decent stint in a **Princess 1800 HL.** I found I could easily live with this wedge-shaped British Leyland product, for it is a good car, which deserves to succeed, although somewhat soggy Hydragas, a noisy long-stroke engine and an indifferent gear-change had to be got used to. I followed this, encouraged in a childish whim by Pam Wearing, of the British Leyland Press Department, with an **MG Midget 1500.** It felt very small as I took it past the "heavies" on the M1 and as the drought hadn't then arrived, the effective hood was up as much as down. But it is an amusing small sports car and, I thought, here is the fun-car for my old age. Until, that is, I enquired the price—£1,799. A pity, however, if they phase out this last of the MG Midgets. Another great Leyland Eight that occupied some of the 1976 test days was the new **Rover 3500.** A colleague and I have written enough about it to show you, we hope, that Britain now makes a really good, five-door, vee-eight, high-performance saloon of ingenious conception at a most competitive price. It is my hope that we shall encounter more and more of these Spen King masterpieces on the road during 1977.

Thinking in terms of vee engines, I got in a short spell in a **Peugeot 604 V6 SL** with the power-pack it shares with Renault and Volvo. Very nice, very quick for its size, and with the expected excellent Peugeot ride and cornering powers. An essentially comfortable car, too, this V6 Peugeot, with enough "character" to endear it to many enthusiasts, but not, I thought, as quiet as a Peugeot should be. This was another firm that was unco-operative, so this was the only one of these renowned French cars tried last year.

The month-long test of the new **Chrysler Alpine S** was published too recently to require embellishment, except to say that the car covered eventually 3,411 miles, with no troubles apart from those mentioned in the December 1976 issue, and I was sorry to see it go. The **Renault 20TL,** an inspiring all-rounder, was dealt with only last month and there remain only the very satisfactory two additional Renault models with which I completed the 1976 road-test curriculum, of which more in a moment.

There were a few compensations for a disappointing test-session. The little Talbot-Darracq recovered from its cranium crevices, and ran again. Philip Stein of VW let me take a **VW Polo,** that very delectable small car, on his Economy frolic, in which I won third prize, getting 78.6 m.p.g. I had a very brief go in the latest **Reliant Scimitar,** took Robert Wyse's much-travelled (200,000 miles) Audi 80GL and a 1928 Rolls-Royce 20 Park Ward saloon "up the road" (variety is the spice of motoring), and in November Tom Lightfoot let me drive his 1902 Beaufort in the RAC Veteran Car Run, while in April my wife and I had been delighted to again entertain the VSCC Light Car Section to tea and trials hills.

During the record summer heat-wave young Alan Hodge of Leyland's PR Department chauffeured me in hushed dignity round part of England to look at far older Daimlers, Britain's pioneer motor-carriages, in the comfort of a **V12 Daimler Double-Six saloon.** The air-conditioning was absolutely appropriate to the torrid weather and, remembering the esteem in which I regard the lesser 3.4 Jaguar driven in 1975, it is quite definite that British Leyland, in the new Rover 3500, the Jaguars, and this fine, value-

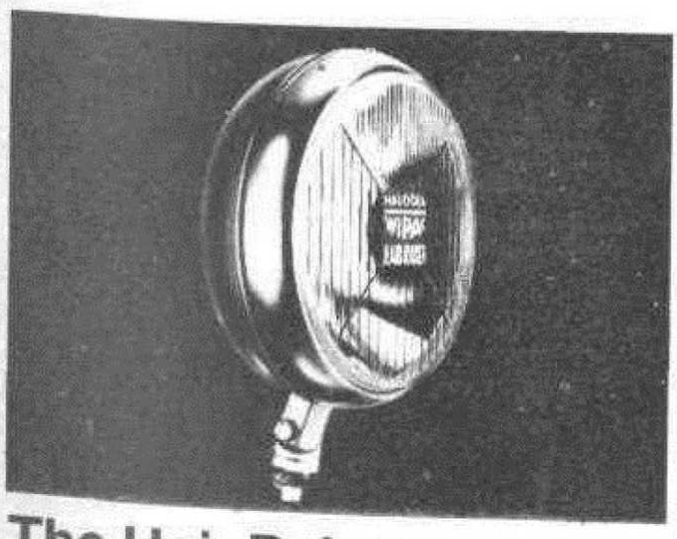
continued on page 142



Snowy conditions coincided with our sampling this useful workhorse, the latest Renault 12TL. *It coped with these severe conditions admirably.*

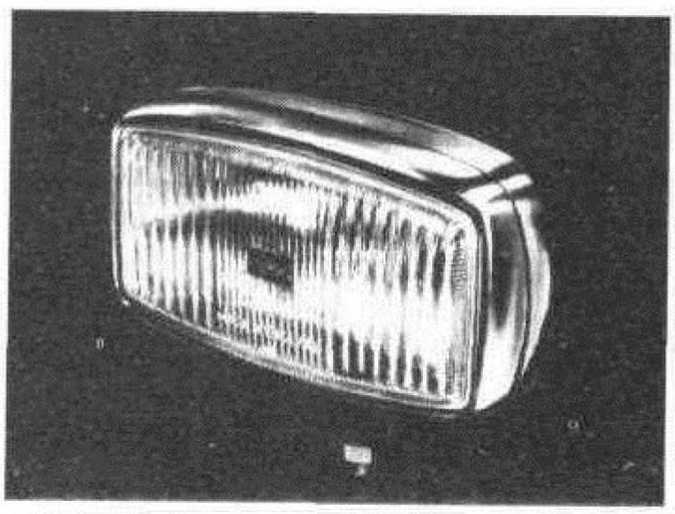


Wipac night workers!



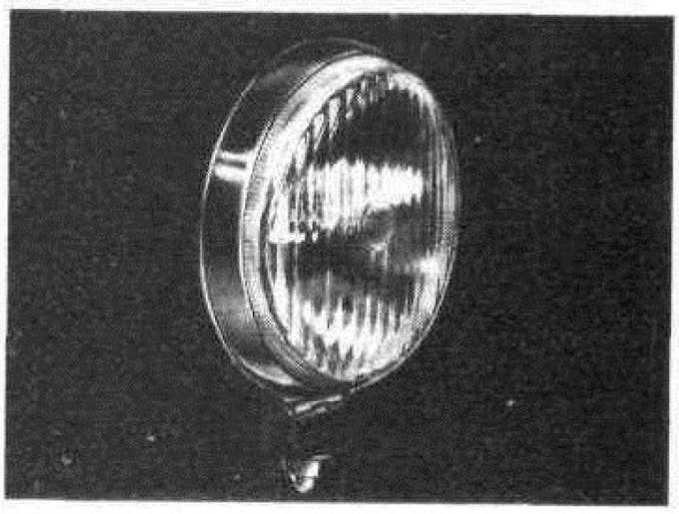
The Hair Raiser

Specially designed to suit the requirements of the discerning driver, the Hair Raiser is a superbly constructed driving lamp with an extra-long range beam for safer night driving. Successfully fitted and used by rally drivers, the Hair Raiser is an enthusiasts' lamp with enthusiastic performance!



The Master Guide

Fitted as standard equipment to the new Rover 3500, the Master Guide is a brilliantly designed rectangular lamp with a wide beam spread that picks out the kerbs in even the murkiest conditions. Available also as a driving lamp, the scientifically designed lenses comply with current European Regulations.



The Master Scout

A big robust lamp with halogen power to cope with the fatigue of night driving – that's the Master Scout range from Wipac. Available in fog or long beam driving lamp form, the Master Scout range adds real power to your driving!

Available from Halfords, Longlife, garages and accessory shops.

WIPAC 50 YEARS ON THE ROAD OF SUCCESS.

Continued from page 140

for-outlay Double-Six Daimler, have cars which are leaders of their respective classes and which should go a long way to improving our prosperity, if Politicians and Trades Union Leaders will give them the green (not a red) light. . . .

Finally, Renault Limited came up trumps with two more cars for test at the close of 1976, from the efficient Press service run by Geoffrey Charles, Tony Ronald, and Yvette D'Arcy. The first model I picked up from the enlarged Acton premises was a **Renault 12TL Estate.** It turned out to be an admirable work-horse, in the snows and slush of December. The alloy-head 1,289 c.c. 54 b.h.p. engine is an instant starter after a freezing night in the open. Screen-wiping and washing are first-class. The conventional gear lever, as distinct from the former Renault umbrella-handle, which always seemed quite convenient to me, functions very well, with good synchromesh on all forward gears if not hurried, and reverse easy to engage. Vision is good, front and back, the seats notably comfortable, and with the back seat folded this estate-car offers a most extensive luggage platform, easily loaded through a lift-up rear door that is self-supporting. The floor is sensibly lined with simple matting—and who wants a fitted carpet in the back of an Estate? The Renault's performance is adequate, the noise level at 70 m.p.h. not excessive and there are ample stowages, including a lidded facia bin, which locks. The Kleber V12 tyres give a surprisingly capable grip on wet and snowy roads. Indeed, the Renault 12 clawed its way up my drive under snow-conditions that would have defeated many other cars and under these highly-adverse circumstances of cold weather, much choke, short runs and a good deal of starting and stopping, I got 35.2 m.p.g. of 4-star. Ground clearance is another strong recommendation of the 12TL as country transport. A doctor and a daughter, who both use Renaults, regarded the latest 12TL as an excellent proposion; it sells for £2,601 as tested and over 905 rather trying miles it gave not an iota of anxiety and used no oil. It possesses good disc/drum brakes, excellent heating and de-misting, and there is the luxury of variable lamps' dipping from a facia knob.

My Christmas car was a **Renault 17TS coupé.** This is the model which was introduced in 1971 and became available here in 1972, so it was scarcely a new concept. However, it has recently had revised styling. So, after forming a high opinion of the more utilitarian Renaults, it was interesting to assess a more sporting kind of car from Billancourt. The 17TS is rather too gimmicky for my liking, although not taking this as far as the new Lagonda Gimmic. But decorative plastic slats on the rear side-windows and contracting side pads to hold you in your seat, adjusted by turning a knob, fun as these would have been in my courting days, are quite unnecessary items in an already individualistic sporting car. The two-door body is now dating, style-wise, and the rear compartment must be one of the most restricted in the business, especially as the front seat-squabs are extended into tulip-shaped integral head-rests. The front seats themselves are more ingenious than comfortable, at all events for male persons, and I did not take kindly to the furry vinyl upholstery. I also found the stalk controls confusing.

The 17TS has the 1,647 c.c. engine, driving the front wheels. It develops 98(DIN) b.h.p. at 5,750 r.p.m. but although it has a 5-bearing crankshaft it vibrates the steering wheel at idling revs. and its automatic choke is too eager to keep the revs too high for rather too long from a cold-start, although starting was always immediate, in freezing conditions. The gear-change for the 5-speed gearbox is quite acceptable although notchy in action. I suppose the great point about this Renault 17TS is that it has rather slow-moving electric windows, controlled by buttons on the facia, in conjunction with an electrically-operated sun-roof as an optional extra, and the price is still only £4,010.63, which includes hard-top and tinted windows. Super-gloss paint and cloth upholstery cost another £60.37, but without these luxuries the price drops to £3,555.63. Top speed is over 105 m.p.h. and the engine gives quiet cruising, at 20.2 m.p.h. per 1,000 r.p.m. in top and 3,200 r.p.m. at an indicated 70 m.p.h. in 5th gear. The engine, although it does not "go into the red" until 6,000 r.p.m., will run down to under 1,500 r.p.m. in 5th. The cornering characteristic is understeer, followed by roll oversteer from somewhat-lurchy coil-spring rear suspension of the dead back axle. The rack-and-pinion steering has mild castor return action, as on the 12TL, and both Renaults had good radios, RE510 on the 17TS.

I headed out of London into Essex on Christmas Eve in the Renault 17TS and returned to Wales on the Sunday, at first in normal, crawling Sunday traffic, which cleared just before Aylesbury, allowing the Renault to cruise like a proper little sporting car. Under these conditions a tankful of 4-star took me 370 miles. Overall an excellent 33.3 m.p.g. was obtained. Allowing for no motoring on Christmas Day, a good deal of Imperial-bashing, and difficult weather conditions after Christmas, the week's total was a mere 680 miles. A useful feature of this unusual little car is a good boot, easily loaded through the big lift-up rear window. It also has a powerful if ridiculously over-sensitive heater, with a very noisy fan operated by a vertical thumb-wheel in the nicely-contrived facia. With Renault hoping to win Le Mans this summer a more sporting image from the great French Company would be appropriate and this 17TS is consequently a move in somewhat the right direction—why, it even sports a "power bulge" on the bonnet panel, to accommodate the 32DARA Weber. Like those on the 12TL, wipers and washers functioned well.

And that was it, for another year. It was a year in which I tested but one Ford, no Alfa Romeo, Citroën, Lancia or Opel cars. This is not to imply that MOTOR SPORT readers suffered a paucity of interesting test-reports; rather that my colleagues were quicker on the draw. It only remains to remark that, of the cars that were submitted for test, six were on Michelin tyres, two each were on Avon, Ceat and Pirelli, and one each was on Uniroyal, Goodrich, Goodyear, Kleber and Dunlop Denovo tyres.—W.B.

PETROL AND OIL CONSUMPTION OF CARS TESTED BY THE EDITOR IN 1976

Car	Petrol Consumption	Oil Thirst
Vauxhall Chevette GL	39.1 m.p.g.	Approx. 530 m.p.p.
Vauxhall Cavalier coupé	30.6 m.p.g.	None, in 1,000 miles.
Peugeot 604 V6 SL saloon	19.2 m.p.g.	None, in 650 miles.
Saab 99 Combi coupé	33.5 m.p.g.†	None, in 953 miles.
Mercedes-Benz 280SE saloon	22.0 m.p.g.	—
Ford Cortina 1.3 saloon	33.1 m.p.g.	—
Princess 1800HL saloon	27.3 m.p.g.	—
MG Midget 1500 2-seater	34.5 m.p.g.	Approx. 2,000 m.p.p.
Fiat 128 3P saloon	40.3 m.p.g.	None, in 950 miles.
Rover 3500 saloon	23.2 m.p.g.	Under ½-pint in 1,235 miles.
Chrysler Alpine-S saloon	33.3 m.p.g.	None, in 1,373 miles.
Renault 20TL saloon	20.8 m.p.g.	None, in 1,155 miles.
Renault 12TL Estate	35.2 m.p.g.	Approx. 900 m.p.p.
Renault 17TS saloon	33.3 m.p.g.	None, in 680 miles.

† = 2-star, otherwise 4-star petrol.



Renault are propagating their sporting image in the 1970s and the 17TS goes some way to combining previous Renault characteristics with a sporting image.

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

SOME ROLLS-ROYCE CONUNDRUMS

THE ACCOMPANYING PICTURE shows a Rolls-Royce which presents a number of conundrums, even, I suggest, to hardened historians. It is a car which Mr. A. D. Sanderson raced at Brooklands during the 1923 season. It seems that this driver first appeared at the Track with a Rolls-Royce in 1921, when he was successful in winning a standing-start kilometre sprint at the Surbiton & Dist. MCC Meeting, running in the racing-car class; his Rolls-Royce covered the distance in 43 sec. It also finished first that day in the Winners' Handicap, at this predominantly motorcycle event. The car was a tourer, with a roomy but narrow mahogany body, so that the hand-brake was situated outside this doorless shell, although full running-boards carrying tool-trays and a tool-box were fitted and a spare wheel would have been recessed into the o/s front mudguard, had it not been removed for the racing, for which purpose the car was equipped with two outsize windscreens of the aero-type. The hood was either concealed or absent, and the Reg. No., should the car still exist, was PB 7508.

Prior to this, Sanderson had driven the car at the BARC Summer Meeting and had done even better, winning the 75-m.p.h. Short Handicap from a Mors driven by no less a rival than Malcolm Campbell, and Oates' little Lagonda. The Rolls had lapped at 83.42 m.p.h. on that occasion. It came out again for the "75 Long", improving its lap-speed to 86.17 m.p.h. and, although re-handicapped by 41 sec. on account of its previous victory, it came home in third place, behind the winning Marlborough of T. B. André and Eldridge's scratch Isotta-Fraschini. The s.s. lap had been accomplished at 72.28 m.p.h. So this was a very quick Silver Ghost, at a time when this famous R-R model was silent and reliable but not noticeably anxious to exceed about 70 m.p.h. in normal guide. (I know a "London–Edinburgh" R-R covered a ¼-mile at 101 m.p.h. in 1911, but it was a fully-streamlined car.)

Promoted to the 100-m.p.h. races at the 1921 August Bank Holiday Brooklands Meeting, Sanderson found his Rolls-Royce on the limit-start in his first race; he was slower away than previously, however, and although he increased his lap-speed to 83.7 m.p.h., was unplaced. Then, in a 90-m.p.h. Handicap he



was slower than before and retired. In the "100 Long", though, he pulled out almost as good a s.s. lap as he had at the Summer Meeting, but again retired, without completing a flying lap. Maybe he was conserving his true form from the eagle-eyes of the handicapping two-some of Ebblewhite and Dutton. Because in the "90 Long" the Rolls-Royce equalled the s.s. lap of its short race and, although not as fast as previously, managed to finish the race.

That seems to have completed Sanderson's ambitions for 1921. By the 1923 season he was back, with the car seen in our illustration. Assuming it to be the same Rolls-Royce, it now had a crude aluminium two-seater body, a cowled radiator, and an exhaust-pipe running along its n/s flanks. Although the owner was prepared to spend £15 in entry fees at the Whitsun BARC Meeting the car apparently gave trouble, and missed two of its races. But by August it was back on form; indeed, it lapped at 87.38 m.p.h. This did not earn it a place but it must have been doing well over 90 m.p.h., only to drop out of its next engagement. After which Mr. Sanderson and his remarkable Rolls-Royce had presumably had enough, as they are not encountered again.

Now as to the conundrums relating to this R-R. First, remark its engine dimensions. It is well known that the original Silver Ghost or 40/50-h.p. Rolls-Royce had a bore and stroke of 114 × 114 mm., the stroke being increased, after 1909, to 121 mm., with the bore unchanged. This gave respective capacities of 7,036 c.c. and 7,428 c.c. Now Mr. Sanderson repeatedly gave the engine size of his racing Royce as 114 × 119 mm. I have more than once commented on the fact that some Brooklands entrants were apt to be casual when filling-up their entry forms, either because they had no idea of the size of the engines in their racing cars, or had forgotten the vital dimensions and didn't take official forms very seriously. This, however, hardly fits the case we are considering, because, apart from a Silver Ghost's dimensions being well known to most people—in 1922 Gerald Summers raced a R-R at the Track which he correctly declared as of 114 × 121 mm.—Sanderson had declared the engine capacity of his car as 7,288 c.c., suggesting that he had done some sums before completing his many entry forms. Did this car, then, have a non-standard engine? There would surely be no point in *reducing* the size of a standard R-R engine, apart from which this would have required a new crankshaft? It might have been more easily possible to *increase* the crank-throws of a pre-1910 engine by 2½ mm.; but there is no reason to believe that this was anything but a 1920 car, at all events as first delivered. Its chassis number was declared on BARC entry forms as 141EE. I have in my possession a letter written to me in 1947 by Mr. W. E. Holmes, of Rolls-Royce Limited's Factory Sales Department, stating that this number refers to a standard 114 × 121 mm. 1920 Silver Ghost. Here, however, comes an interesting item. Mr. Sanderson declared the engine number of his car to be 141EE also; Rolls-Royce quote it as M53 for car No. 141EE. Does this suggest that the original engine was no longer in the car, by 1921? That is the first conundrum! Incidentally, the car was registered in Surrey, which does not suggest that it emanated from the R-R experimental department, then at Derby.

Of course, these dimensional discrepancies might just possibly be attributed to Sanderson's bad hand-writing, if we can bring ourselves to believe that anyone able to race a 40/50 Rolls-Royce in 1921 would have been without a typewriter, or a secretary. I suppose his 114 × 121, 7,428 *could* have been misconstrued as 114 × 119, 7,288, especially as the correct bore and stroke dimensions of Mr. Summers' R-R aforesaid are followed in the BARC programme by a capacity of 7,410 c.c.! (I am prepared to accept the evidence of hand-writing experts that this might have been the case.) But improbable, my dear Watson, in view of the fact that whereas Summers probably filled in but one entry form, Sanderson must have completed quite a number. Surely, if Rolls-Royce Ltd. hadn't noticed the discrepancy, the BARC would have done?

The other conundrums this R-R poses concern its appearance. Why the odd radiator cowl? If this was done at the behest of R-R Ltd., who may not have liked a car of theirs being publicly raced, how many spectators did it fool? Anyway, the race-card *disclosed* the make, unlike the case of the 40/50-h.p. Napier many years later which was forced to run, by way of disguise it was said, under the name of Auto-Speed-Special, although the makers had not made cars for some years. If the idea was to force more cooling air through the Royce's honeycomb, one would expect to find a tapering type of cowling. If it was concocted to cause the engine to run warmer, surely a blanking-off plate *behind* the honeycomb would have been a neater and less-elaborate solution?

Then look at the hand-brake lever! Unless the picture distorts things, how did the driver reach it? It looks as if the steering-column of the 1920 car was drastically lowered when the new two-seater body was made. This was a popular way at Brooklands of sitting the driver lower, on a standard chassis. But it meant that, unless the pedals were moved

back, they became inaccessible, unless built-up with wood-blocks or the like. This is probably what was done on Mr. Sanderson's car. But he seems to have found it impossible to do anything about changing the original location of the hand-brake—perhaps he only used it for parking, releasing it before taking his seat, and *vice versa*? And what of the gear-lever? But unless the radiator was lowered, or a shallower one used, say from a 1909 R-R, there seems to be nothing gained by lowering the driving position. More conundrums! Any solutions?—W.B.

It's A Small World . . .

LAST JANUARY, in an interview with the late Mr. Gordon Usmar about Vinot et Deguingand cars, I referred to the hybrid Rolls-Royce this gentleman constructed after the First World War, by putting a Silver Ghost engine into an old 20/30 Vinot chassis, retaining the Vinot's gearbox. A Vinot coupé-de-ville body was fitted, later changed for a Park Ward coupé. Mr. Usmar told me that he sold the car to someone in the Midlands after a year or two and had never seen it since. When I had this talk with him at Lynwood, the Motor & Cycle Trades Benevolent Society's residential quarters, Mr. Usmar said he had never seen this car since but would dearly like a photograph of it. Alas, he died, aged 94, before the article appeared.

Recently, researching something quite different, I came across pictures of his hybrid R-R. Mr. Usmar said he built the car in 1922-23 but it seems his memory was slightly at fault, as these pictures were taken in 1919, the chassis used being described as a 25/30 Vinot and the engine that of a 1912 Rolls-Royce. The body is clearly that from the pre-war Vinot, an odd-looking four-door saloon with a wide panel containing an oval window separating each pair of doors, below a roof that dips in the centre. Indeed, it looks as if two Vinot coupé bodies may have been united to make this larger body. Bonnet and radiator are plainly R-R but the badge is a circular one, either from a Vinot or one made up for the car, which was called "Rouge et Noir" by Mr. Usmar. The Reg. No. was LW 4197, should anyone have a Rolls-Royce that does not quite make sense.

W.B.

V-E-V Miscellany.—We regret to learn of the death of Albert E. Boyer-Lowe, last November. He was a Motor Industry pioneer whom we interviewed in 1965 about the Phoenix car, for which he was responsible. We also have with deep regret to record the passing of Miss Barbara Marshall, who was a close companion of Betty Haig and who had an active motor sporting career, commencing with her Anzani-GN home-built special before the war. A *circa*-1920 Chevrolet, believed to have belonged to a previous Governor of the Isle of Kamaran, on the Red Sea, was still in existence at least up to ten years ago, labelled proudly as being the first car on the Island (*see photo*). We are pleased to report that Ken and Kitty Hutchison, who now reside abroad, but who were well known some years ago in this country, Hutchison as the driver of various cars in races and trials, from Bugatti and Frazer Nash to V12 Allard, are in good form and still keen motorists, their present 250SE Mercedes-Benz coupé having done nearly 250,000 km., with no troubles at all, apart from new pistons and clutch after 200,000 km.—the best car he has owned, says Hutchison, since his Rolls-Royce PII Continentals. The recent enquiry in MOTOR SPORT about a Hermon that may have been the one raced at Brooklands brought a response from the brother-in-law of the builder, confirming that two such cars were built, *circa*-1936, one of which was raced. The 750MC has beaten the VSCC to a Ladies' Race (at Snetterton last year). What about it in 1977, Tony Bird?

The Wolseley Register thrives and its *Newsletter* has been making a stand against the ridiculously high prices asked for, in particular, post-war old cars. We have been taken to task by the RAC for suggesting that the 1902 Beaufort which the Editor drove in the last Brighton Run has been an unreliable veteran. Phil Drackett points out that he and "Chalky" White had little trouble with it on the 1974 Run and that it completed the route in 1973, handled by White and Clements, but he admits that in 1975 its Police service crew had to push it to the start and give it a push-off in Hyde Park and that it broke down and retired by the Houses of Parliament while being conducted by the experienced "Chalky" White. W.B. apologises to Sir Clive Bossom, Chairman of the RAC, for saying that it was he who broke the Beaufort's gear-lever. A 1923 Bugatti, said to have belonged to Esson-Scott, was sold for an apparently high price in Kaiwaka recently. Newspaper reports say the late owner's father bought the car in London and that it is in generally original condition. It appears to be a Type 40 or Brescia and it is suggested that its long-tailed sports body may have been made by Hooper's, of whom Esson-Scott is thought to have been a Director. Another report says that a Rolls-Royce Silver Ghost, chassis no. 1367, has just left Thailand for delivery to a UK dealer. It is said to be about the 10th oldest known Ghost, *circa* 1910, but has disc wheels, to fit which the spokes of the original wire wheels were cut off at the hubs, and a more modern touring body.

We apologise to Mr. Adorian for saying he took 17hr. 17 min. 42 sec. to drive a 1934 Dennis fire-engine from London to Paris; the time was for the *out and return* journey and the RAC, we are informed, has confirmed the time as 16 hr. 48 min. The old cars, including a 1930s Family Morgan and a Rover Economy Nine, etc. in a field at Lyme Regis are for sale and we now have the location of these vehicles, which are in non-working, rough state we are told. Letters can be forwarded to the garage concerned, if a stamped envelope is provided, but the Morgan 3-wheeler Club has been informed. The Rolls-Royce EC has asked us to make it clear that the recently-concluded Exhibition of Silver Ghost cars at Beaulieu was a joint effort by the R-REC and the NMM and that the first day of the Windsor and Ascot Silver Jubilee Rally (May 7th) is being organised entirely by them, although Ghost-owning non-members have been invited. A reader has sent us a copy of a page from Harrod's 1929 catalogue, from which it is seen that those clockwork P2 Alfa Romeos were being sold for 25/-, not 35/- as we thought, unless by then they had been reduced in price. The writer first saw one of these models at Oakley Hall School, Cirencester, in 1928, and wonders whether they failed to reach the British market until long after the eclipse of the real P2s. So far no one has risen to our bait as to whether these tin-plate Alfas were originally modelled as 1922 Fiats. Reverting to that old catalogue, we note that Segrave (wrongly spelt, of course) gave his personal approval to the 15/- rubber-tyred clockwork model of the 200 m.p.h. Sunbeam, that rubber-driven toy aeroplanes sold for from 5/- to 21/-, and that Meccano sets ranged from 3/6 to £19. Happy days!—W.B.

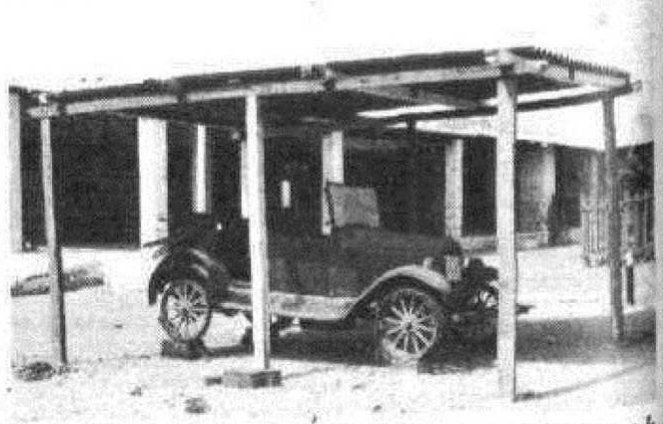
The Racing Cars of W. B. Scott

WHILE we are glad to report that the article of the above title was very well received, and caused old friends of W. B. Scott to contact him from Canada, America, and elsewhere, some printing problems did not do full justice to the Brooklands driver. Scott remarked that he thought he had lapped faster in most of their cars than his wife but "If not, good for Jill". It may not do much for Women's Lib. but it is only fair to say that the husband *was* faster than his good lady, so far as the cars we referred to in the article were concerned, round Brooklands. The score, between 1926 and 1931 was as under:

Driver	Car	Best lap-speed
W. B. Scott	2-litre Bugatti GP Modifié	106.42 m.p.h.
Jill Scott	2-litre Bugatti GP Modifié	101.64 m.p.h.
W. B. Scott	2-litre Full GP Bugatti	113.19 m.p.h.
Jill Scott	2-litre Full GP Bugatti	111.17 m.p.h.
W. B. Scott	1½-litre 1927 GP Delage	122.37 m.p.h.
Jill Scott	1½-litre 1927 GP Delage	112.93 m.p.h.
Jill Scott	2-litre 1924 GP Sunbeam	120.88 m.p.h.
W. B. Scott	4½-litre Le Mans Bentley	107.10 m.p.h.

V-E-V Odds & Ends.—The Citroën CC magazine *Citroënian* for last November contained a most interesting illustrated article on the Citroën-Kegresse-Hinstin caterpillar-track vehicles, which made the first motor-car crossing of the Sahara desert, etc. An Austin 7 engine has been unearthed from a cemetery in Singapore. *Avon News* for December carried an article on Sandy Skinner's vintage wooden-bodied Austin 7. *The Alvis OC Bulletin* for the same month had an article on the "Great FWD Single-Seater Mystery" and the current Trojan OC Magazine depicts Redman's 1924 Trojan Utility tourer which he restored around 1956 and in which he has covered some 36,000 miles in Southern England.

The Mercedes illustrated on page 32 last month, although rated at 60 h.p., was, in fact, one of the 1908 GP cars.



The Chevrolet in Kamaran—see paragraph one, V-E-V Miscellany.

CHAUFFEUR'S CORNER

I RECENTLY had an interesting chat with Mr. F. P. Mills of Walton, close to the Welsh border on the A44, about motoring long ago. Having helped the chauffeur to the Morland family of Gloucester (the match people) wash the two Rolls-Royces in his care, before the First World War, the 16-year-old youth naturally became interested in cars. So he joined the staff of Mr. Banks of Kington, who taught him to drive. The family had a tiller-steered Lanchester and a Hillman-Coatalen, later disposing of the Lanchester and getting a Siddeley-Deasy. Mills went to Coventry to learn about these cars before becoming the family chauffeur and when war broke out he went out to France with a Talbot ambulance, a 15/20 h.p., I think, driving this same vehicle all through the war. (The Staff had Vauxhalls.) He returned to serve Mr. Banks but after some two years was persuaded to join Owen's Garage, as Mr. Owen owned a Talbot. Incidentally, the premises which Owen's Garage occupied in Kington still exist, as furniture showrooms.

Mr. Mills went with Mr. Owen to the War Surplus Sales at Slough, where they bought a Talbot ambulance like the one he had had such good service from in France, and a 3-ton solid-tyred Halford lorry. The ambulance was converted into a char-a-banc, with bench seats along each side. So rare were motors in this part of England that when Mr. Mills had been married in 1916 there was only one taxi to be had in Kington—thought to have been a Model-T Ford. But Mrs. Mills remembers that a local land-owner, Sir Duff Gordon, ran a big Leon-Bollée. Soon another Talbot was acquired and also made into a char-a-banc. Mrs. Mills, who was present while I chatted to her husband, remembers that Mr. Owen used to advertise in the local papers: "Ride on air in the open air, through the Switzerland of Wales!" This was to encourage people to go on his 62-mile trips to Aberystwyth, in the pneumatic-tyred Talbots. The first was named "The Bluebird" and the second one the "Kington Belle"; the vehicle's colour no doubt dictated the former name, as it seems unlikely that they had heard of Malcolm Campbell's similar Talbot raced at Brooklands as "Bluebird".

These outings from 1921 onwards were quite adventurous. The Talbots, often carrying 15 or 16 passengers, seated on transverse bench seats in the case of the "Kington Belle", were too high-geared for the long hill out of Aberystwyth and it was frequently necessary to stop and top-up the radiators with water when they boiled. Some of the bends on the Elan Valley road called for two reverses, to the consternation of the passengers, as Mr. Mills manoeuvred on this mountain road with but rear-wheel-brakes between him and disaster. Before a hood had been finished for "The Bluebird" the inmates were forced to take up the coconut-matting from the floor and hold it above their heads if it came on to rain, as it frequently did, the luckless driver, however, being drenched to the skin. Often the return journey was made in the dark and Mr. Mills remembers having his eyebrows burnt-off when an explosion occurred as he was investigating a fault in the acetylene headlamps. The Halford was not used as a char-a-banc but on one occasion was fitted with wooden planks as seats, when it took some 40 people to the opening of Talgarth Sanatorium. It also took people to New Radnor, to pick whinberries.

The Willys-Overland car was invading Wales by this time and Mr. Mills used to go to Stockport and bring back new cars, which would be sold to farmers and other local customers to whom he would frequently have to give driving lessons. There was later, towards 1924, a tendency for Morris-Cowleys to take the place of the bigger Overlands, Mills collecting some 20 of these. He once had to go to Newcastle-on-Tyne to fetch a new Angus-Sanderson, which the Green's, of Lyonshall had bought; he recalls leaving at 8 a.m. and, due to being held up in a thick fog, not returning until the day after he was expected back . . . A belt-drive Triumph motorcycle used to get Mr. Mills home to lunch, from his daily chores, and his wife one day took it up the road, without difficulty.

Next, Mr. Mills transferred to Edwards' Garage, lower down the town in Bridge Street, as he was a friend of Alf Edwards. That lasted about two years, when a letter arrived asking whether he would consider driving for a Mr. Crompton, a timber merchant. This meant moving to Manchester but Mr. Mills was tiring of decoking cars and doing other garage chores, so he and his wife decided to go. Mr. Crompton, who lived five miles out of Manchester at Swinton, used Chryslers. In 1926, when Mr. Mills joined him, there was a big ribbon-radiator-type saloon. These cars were supplied by Grimshaw's of Prestwich and were changed approximately every 75,000 miles. They were very fine and comfortable vehicles, the only remembered fault being some front-wheel shimmy, cured by putting wedges under the front axle. In due time Mr. Crompton built a house for his chauffeur and Mr. Mills had a very pleasant time in his employment. In all, there were three Chryslers, before Mr. Crompton died in 1948, aged 84. He used to buy a lot of timber in the Radnor Forest area and would be driven down in one of the Chryslers, sometimes to stay at the Eagle Hotel in Radnor, which is how he had first heard of Mr. Mills.

After the death of his employer Mills decided to retire and returned to live at Walton, a few miles from Kington. He then ran Morris 8s and still drives, in an immaculate 1960 Ford Anglia. In all this enormous mileage, 275,000 in the Chryslers alone, he has never had an accident and was only once in trouble with the law, when he was trapped in a 30 m.p.h. speed-limit at Craven Arms; but this was before the endorsement period, so his licence remains clean. Incidentally, his brother-in-law found an ex-Gloucester Police 1934 Riley in a farm out-building which had run 169,000 miles, rebuilt it, and it was champion Riley at a recent Riley Register rally.—W.B.

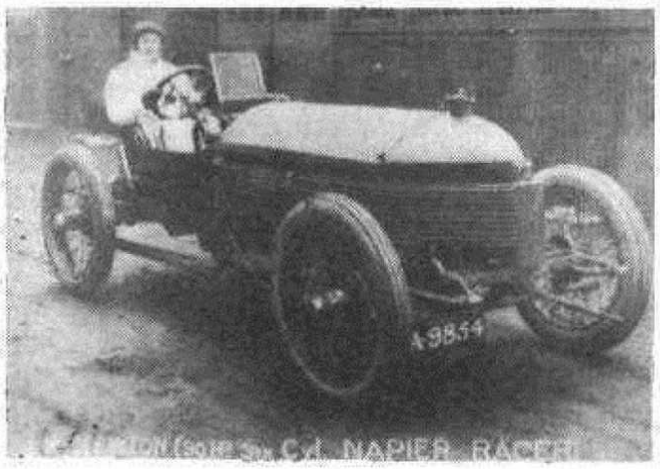
The Napier "Samson"

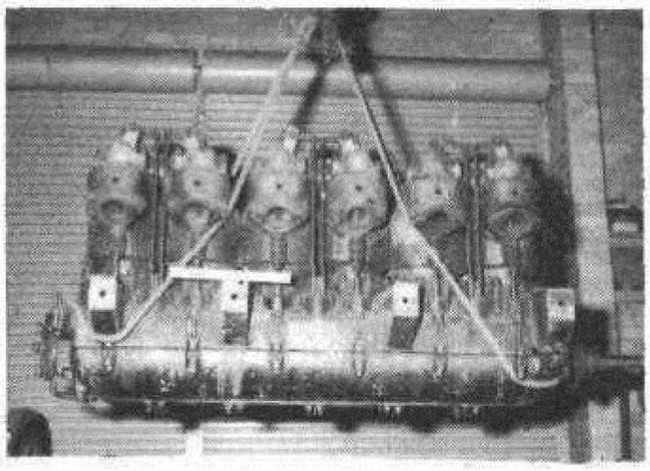
IT IS rather astonishing how many racing Napiers have survived, considering how long ago it was that they were unleashed. The 1903 Gordon Bennett car and a 1904 GB Napier survive in America, Barker's well-known 1908 11½-litre 60 h.p. Napier was raced at Brooklands, and there exists a *replica* of Edge's 24-hour record car of 1907. Now comes news that the 212 b.h.p. engine out of Napier L48, the celebrated "Samson", survives in Melbourne, Australia. The great 90 h.p. Napier "Samson" with its pointed prow was the car which did sensational things at Brooklands in 1908, although defeated by Nazzaro's Fiat in the celebrated match-race. It was capable of over 119 m.p.h. In 1968 MOTOR SPORT published a letter from Mr. Alan H. Chamberlain of Alan Chamberlain Engineering in Melbourne, reporting the find of a huge Napier engine, which he thought had come from the Napier L48, which had been imported by the Cornwall brothers. Anthony Heal replied and it was proved beyond reasonable doubt that the engine is that used in "Samson". Some four-feet long, this great engine dates from 1904. It originally had the water pump above the engine bearers but this was repositioned below them, probably when the pointed prow was substituted for the original flat radiator. Mr. Chamberlain is about to build a replica of this famous Napier, and writes as under, to seek further information:

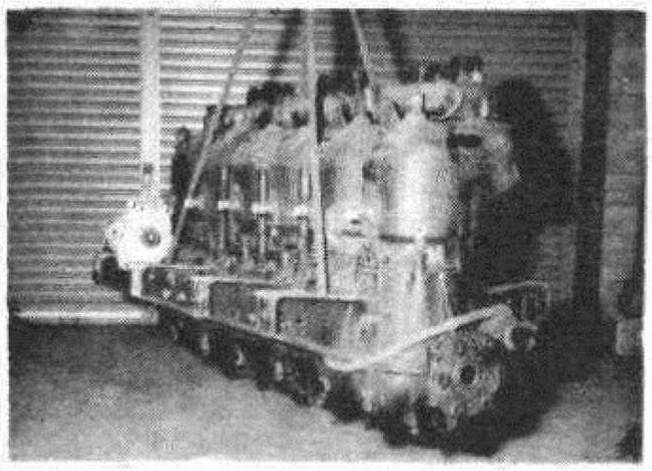
I have collected quite a lot of further information and recently the South Kensington Science Museum located the original engine drawings. We now have full-size copies of the engine and cooling system drawings. The cooling system drawings show also engine mounting and front-end of the chassis. These drawings are all dimensioned and dated (1904) and have original draughtman's identification L48. On the cooling system drawings somebody has later added "Samson". These drawings check up in all details with the engine I have. The engine number is 1320 and we have further evidence that "Engine number 1320 was fitted to racing car L48".

The Cornwall brothers bought this engine from Napier's through S. F. Edge and I got it from the Cornwalls. There can now be no doubt that this six-cylinder engine, 6¼ in. bore x 5 in. stroke, is the original engine from L48 (Samson). An interesting point is that the cooling system drawings showing the horizontal tubes coming to a point at the front are dated very close to the date of the engine drawings. The car appeared at its first showing with a flat radiator but from the dating of the later cooling system drawings it would seem likely that the flat radiator was a temporary installation to get the car running, while the more complex distinctive cooling system was made. Two rows of tubes only were used for the first engine (100 h.p.) but when the later 212 h.p. engine was installed it was found necessary to add two more rows of tubes.

Now that we have established that we have the original L48 engine, it is our intention to build a replica of the original car. This is not an engineering problem for us, as we have far better facilities than Napier's had







The Napier "Samson" and its engine.

when they built the original car. Our problem is to get sufficient information to build an accurate replica. We have nothing at all so far on the special two-speed gearbox used on this car—not even a photo showing the gearbox. I intend visiting England early in 1977 to go through all drawings and information available and would appreciate it if you would publish this letter in the hope that some of your readers can provide some clues. Perhaps somebody has some close-up photos?

South Kensington Science Museum have sent me such drawings as they can identify. They were given the Napier car-drawings some time back. I am hoping that a further search with my detailed knowledge of the car will turn up more drawings. This was a "one off" car. The engine drawings were made in great detail but many parts may have been made from sketches. Through the years this car went through many changes and even modification drawings may provide clues to original design. I could, of course, easily design parts but this would not result in a true replica. We have information showing that many parts were from current Napier models or modified from same, but the gearbox (like the engine) was a special "one off" job. Any help you or your readers can give will be much apreciated.

Vintage Postbag

That Photograph

Sir,

The picture on page 1458, December MOTOR SPORT depicts J. Shewell-Cooper at the top of Simms Hill in the 1935 London-Exeter event. I have turned up a programme of that date and his number is 88; incidentally, I was competing in an MG J2 in that event, number 243. Car No. 87 in the photo belongs to A. C. Cookson, a great supporter and Founder Member, I think, of the MGCC.

Some tractor, either steam, or later on diesel or petrol, was usually in attendance at Simms Hill; I admit to benefiting from its power more than once!

What good days they were for the modest motorist; I enjoyed competing regularly in MCC events, and others, from 1928 to 1939 inclusive and have been one of your regular readers since 1925. I even have an odd copy of the *Brooklands Gazette*.

Henley-on-Thames D. B. PAYNE

The Monotrace

Sir,

There has been quite a bit of correspondence recently regarding the Monotrace, culminating in a letter from Mr. White who tells us that the engine in the Monotrace was horizontal, that the body had a door on the left-hand side, and that it was called Monotrace after the name of the Frenchman who built it. In the interests of technical and historical accuracy may I say that I am probably the only person in this country who owns a Monotrace, that mine is 100% original, and that it has a *vertical* engine and *no* doors.

I also find it hard to believe that there was a Monsieur Monotrace. Even in these days of higher education, all school children know that "Monotrace" means, quite literally, single-track. It would be an extraordinary coincidence if a single-track vehicle were to be produced by a Mons. Single-track! I would hardly believe that the first Landrover was made by a Mr. Fourwheeldrive . . .

Meysey Hampton E. D. WOOLLEY

"Anna Pauker"

Sir,

Your usually outstandingly accurate editor has for once got his wires more than somewhat crossed. The redoubtable "Anna Pauker" 3-litre Le Mans Type (but not one of the competing cars) Chenard-Walcker, is still very much with us, although she no longer belongs to me. In 1966 I gave it, with some other cars, to my eldest son, who maintains them. So where the story about the car being offered on loan came from, I don't know.

There are at least two other 3-litre "Le Mans" Chenards still around. Serge Pozzoli has one, which looks as if it might have been one of the actual Le Mans cars, in his marvellous, incomplete collection. Another, unrestored, in pretty rough condition, turned up some years ago at the Smith Auction in Sussex. I last heard of it being restored somewhere in the Chobham area.

I have a great affection for the old Chenard. In the difficult post-war years she, coupled with my wife's supercharged 1½-litre GP Bugatti, was our sole transport. Moreover, the photograph, taken *circa*-1949, which you were kind enough to publish, has put me in touch with the grandson of the original owner who has given me interesting details of its history.

DAVID (BUNTY) SCOTT-MONCRIEFF

Leek

[Memory is a funny thing and they say it can play tricks. I can only say that I remember clearly the offer of the Chenard Walcker, which answered to the name "Anna Pauker", according to Bunty, being generously offered by him to the Transport Trust, from the back of the hall, either at its inaugural meeting, or more likely, at a meeting to propose the formation of such a Trust; just prior to this Lord Montagu of Beaulieu had, from the platform, offered it the 350 h.p. V12 racing Sunbeam. I was wondering if these offers were accepted.—Ed.]

Explanations

Sir,

On page 1448 of the December issue of MOTOR SPORT you ask for information on the make of a commercial vehicle illustrated and parked alongside a Chrysler Valiant in Venezuela.

I am almost certain it is a 16/50 Benz of about 1912 or 1913 vintage which had a four-cylinder engine of four litres capacity. It was built about the time that Carl Benz moved all heavy commercial vehicles from Mannheim to Gaggenau and could have been built in either factory, as the move took place in 1913.

I was most interested in your article "A Steam Car in Production" on page 1317 of the November issue, as the "Mamod" model referred to was manufactured by Malins (Engineers) Ltd., a company founded by Geoff H. Malins who for many years was a close friend of mine. We both served our apprenticeship with the Austin Motor Company Ltd., and he was an enthusiastic member of the Austin ex-Apprentices' Association. Only one week prior to his death in June 1975 he was entertaining fellow members of the Association at his factory. He joined Austin at the time the first car was being put through its paces at Longbridge.

He served in the Navy during the 1914-1918 War and afterwards, as he had spent so much of his training on steam in the Austin, Longbridge Power Station where he got to know all about Bellis & Morcombe steam generators, he decided to go into the manufacture of model steam engines starting in a room over a shop in the poorer district of Birmingham. Some of his largest orders were from toy manufacturers but he survived take-over bids.

It is not generally known that he supplied Lines Bros. with steam engines carrying the brand name "Triang".

W. Lavington F. T. HENRY

"Cars in Books"

Sir,

As an Ulsterman I had forgotten that the Marquess of Dufferin and Ava who lived at Clandeboye, Co. Down, had been killed in a flying accident.

While Harry Ferguson and Miss Lillian Bland are acknowledged to have been the pioneers of flight in Ireland, the Marquess' neighbour, Leslie Porter, was the first person to give a flying display above the streets of Belfast. This was in August 1916 when, as a Captain in the RFC, he flew a Sopwith to his home in Carnalea, Co. Down. This flight was said to have been of a private nature but one imagines that it may have been allowed to boost public morale following the unprecedented losses to the Ulster Division on the Somme. Unfortunately Leslie Porter only survived eight days' active service in France. He came down on a photographic mission and lost his life two days later in German hands. In a letter of condolence to Mrs. Porter, the Marquess wrote: "I shall never forget the thrilling experience of seeing your husband fly, it made a great impression upon us all, and my sister and I have often spoken of it". So we know when the Marquess first became enthused with flying.

Leslie Porter had driven a Wolseley "Beetle" in the 1903 Paris-Madrid, and finished fourth in the 1908 TT on a Calthorpe—does any reader know of any other appearances in racing? According to his daughter he was an associate of those other Irish drivers, Kenelm and Sir Algernon Lee Guinness, and there is a family rumour that he took a car to America and raced there.

Incidentally, Porter's closest colleague in the RFC—killed a few months after him—was Eric Lubbuck whose brother would, I believe, have been the Lord Avebury who raced at Brooklands.

In the context of pioneer Irish racing drivers performing outside their native land, Harry Ferguson (the tractor magnate) crashed a Works Vauxhall in practice for the 1912 Coupé de *L'Auto* at Dieppe—can anyone direct me to other racing appearances by him?

Newtownabbey MICHAEL C. WYLIE

Aero Engines

Sir,

Further to my recent letter in respect of "Some Unusual Engines", I respectfully present a few further comments after further reading.

It is noted that Mr. Setright repeats a further error made in his earlier book "The Power to Fly" referring to the Bristol Hydra (1933) as a ten-cylinder radial. The Hydra was, in fact, a sixteen-cylinder engine, listed in *Flight* Feb. 16th 1950 by a printing error as 18-cylinder. It was salvaged at Bristol's about 1968 and rebuilt by 1970 by Bristol apprentices whose project is described in *Rolls-Royce News*, April 1970. The emergence of the sleeve valve killed it.

Reverting to the subject of G. B. Redrup—early in the 'sixties I embarked on what I visualised as a series of monographs of certain aero-engine designers based on the quotations of Voltaire "He who shines in the second rank is eclipsed in the first". Encouraged greatly by Sir Harry Ricardo, I completed the first in 1969 on Dr. Spirito Mario Viale. Its circulation was limited to a few interested parties, including Smithsonian, Science Museum, RAES and the Newcomen Society. The monograph was well received and won the approbation of Ricardo himself, Charles Gibbs-Smith and John W. R. Taylor and formed the basis of two write-ups, one for popular consumption in *BP Air* and another, slightly more technical, in the *Design Engineer*.

Following this I hoped to write on Redrup but was never able to obtain much by way of biographical information. He appeared actively in the West County, the Midlands and Leeds.

L.J.K. has two references to Redrup in his admirable motorcycle history. One, however, refers to his engine as a radial (which it was), the other as a rotary (which it wasn't).

My present information begins with his early aero-engine designs for Vickers, 1917 period, and more or less ends with Kendall's proposed popular car with radial engine, which as you know never materialised. But where Redrup was born or when he died I have no clue. Maybe some of your readers could help?

Bristol Tramways once hoped to put me in touch with a retired employee who worked with him. But I heard no more.

Shepperton V. N. L. BUTLER

Austin 7 Information

Sir,

Mr. Goldstone (Vintage Postbag, November) asks about late Austin Seven chassis numbers. Staton Abbey is confused by the introduction of the Big Seven in July, 1938. In fact the Seven overlapped. Going back to source, though some Austin literature is not quite accurate, gives the following over this period:

Chassis Number	*Date*
286045	May 1938
286462	June 1938
286744	July 1938
287828	August 1938

(*Austin Service Journal*).

One main change to the Seven in July 1938 was that the semi-Girling brake of the previous two years altered to full Girling on the rear only. ("Austin Cars 1936-1939")

Mr. Goldstone's "Tourer", which has four seats, is the AAL body type and this along with the AC (cabriolet), APE (two-seater tourer) and ARR (Ruby saloon) are all listed as "ceased February, 1939". (*Austin Service Journal*).

This information is beyond my usual brief and I have not the final chassis numbers listed in the literature I skimmed through to provide these notes.

Headstone DR. D. C. M. BURNS,
Librarian, Austin Ten Drivers' Club

The Alfetta GTV 2000

Sir,

Whilst I found your Road Test of the Alfa Romeo Alfetta GTV 2000 entertaining in general, I did think that you were unduly critical of Alfa Romeo (GB) Limited in your opening paragraphs.

The Company had every right to be apprehensive about submitting the car for further journalistic appraisal, following the publication of the Road Test of the 1.8 GT in the *Motor* on January 3rd, 1976. In case it escaped your notice, that Road Test awarded the somewhat puerile and completely arbitrary three star accolade to the GT for handling and even featured an inverted photograph of the speedometer. Notwithstanding the fact that the *Autocar*, in its Road Test of the previous October, had described the handling as superb, it subsequently began equivocating in support of its sister journal. This led me to abandon these periodicals in favour of the *Car* magazine, which describes the GT as having a "superb chassis" and, together with your own Road Test, gives me some hope that Alfa Nord are not *persona non grata*. If MOTOR SPORT could have sold Mr. Needham a few more cars then you must allow that it could also have sold him a few less. Confidence in the product must be matched by confidence in the Press.

Incidentally, I think that you will find that the roll experienced in cornering in the GTV can be attributed merely to the initial movement of the variable rate coil springs at the rear end, which you do not appear to mention specifically as such.

My only connection with Alfas is as the contented owner of an Alfetta 1.6 saloon and a well-satisfied customer of Aylesford Motors Limited.

Maidstone K. E. MOORE

"Donington Motor Racing"

Sir,

Thanks for D.S.J.'s article on Donington. Arising therefrom I might make two points:

(1) The engine from Reg Parnell's K3 was not purchased *in toto* by Harry Crown, of Burbank, California, merely the twin-cam head, a McEvoy/Pomeroy inspiration if I remember correctly. Harry Crown had three K3s at the time, some twenty years ago—an early Mille Miglia-type, K3008, and two later long-tailed cars one of which was K3022—and the head went on one of these.

(2) Norman Wilson went home to South Africa on the outbreak of war, joined the SAAF, became an air gunner and lost his life in the desert.

Reverting to Donington, I well remember the early days of the Ford Specials of Cuth Harrison and Stancer-Beaumont, and the little Austins of Stephenson and Turner. In those days it was fun.

The most awesome memory I have of motor racing is of the Auto-Union of Nuvolari hurtling out of Holly Wood, thundering through the curves down the hill to the so-called Hairpin Bend, front wheels seldom pointing in the direction he wanted to go, nearside wheels on the grass shortly before the Hairpin to pass an ERA thrown off his line by the camber at Hairpin, blasting under the Stone Bridge and into Coppice Wood and out of sight.

The sound of a well-driven Type 51 Bugatti ascending Prescott is a virtuoso rendering of sheer music: a close formation of 51s through Holly Wood was a symphony. The sound of Bill Everitt's Q-type accelerating away from the Hairpin always seemed unique. Today, it would be worth travelling far to hear a V16 BRM going around the circuit.

I look forward to seeing the cars of yesteryear go motor-racing at Donington; but certainly never again shall we see the Donington spectacle of 1937 and 1938.

Deene Park ARTHUR RUSLING

What the Fiat, Ferrari and Lancia people are saying in Italy . . . .

LAST YEAR, in the months preceding Christmas, I found myself trekking round the upper and middle portions of the Italian "boot" mainly to look at the competition machinery that had brought Italy three World titles in 1975. Ferrari had the F1 titles securely back in Modena, after the *marque* had faced the barren seasons from the Surtees World Championship in 1964. Alfa Romeo had the World Sports Car Championship, for what that once proud title stood for in more competitive days, now makes commercial sense. Lancia had won the World Rally Championship for the second successive year with the Stratos, that appropriate mid-engine mongrel of Ferrari power train, Fiat Components and Lancia assembly, sales, and development. This year I went back for a two-day trip immediately before Christmas, and was struck forcibly by the changes in attitudes since the sunny ecstasy of the year before.

As the guests of Lancia one might have expected a rather narrow view of Italy's sporting activities, but when the mother company discovered we were in Turin, there was plenty of instant activity that resulted in Luca di Montezemolo sitting down for an impromptu press conference about the Group's plans and the unusual disclosure, for a motor manufacturer, of the annual budget for competitions. Montezemolo disclosed that the *Comitato di Coordinomento delle attivito sportive del Gruppo Fiat* had decided to spend, "in excess of £3 million sterling this year on the races and rallies, but you must remember that there are sponsors too. . . .!"

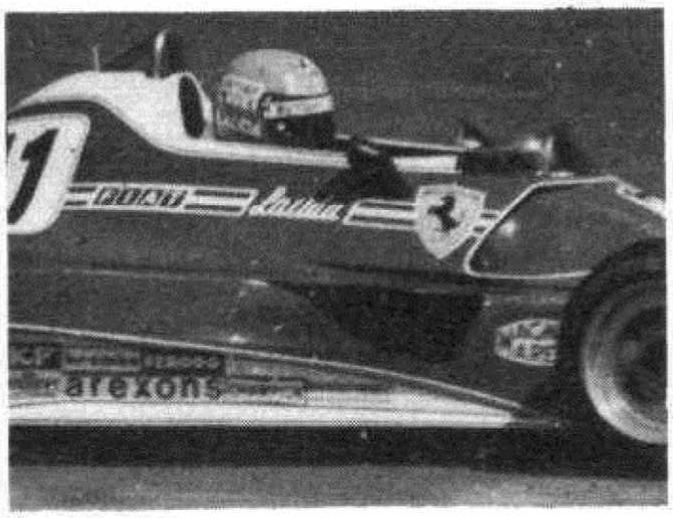
It is the first time I can recall a manufacturers' representative putting forward a figure of this size for release to the public, and it emphasises how the Italian attitude to motorsport varies from our own. Montezemolo is now the head of Fiat Public Relations in Turin and he chairs the committee that apportions the sporting funds for Fiat, Ferrari and Lancia, constantly telling the press he thinks motorsports are, "one of the best vehicles for the publicity. You know we have to find new ways to sell our cars, and I think the races [meaning all sports—J.W.] are one of the ways to this.

"We have other ways now, apart from motorsports". Montezemolo went on to list an Olympic diving silver medallist and others before returning to the theme of how Fiat could help privateers in motorsports too. He gesticulated over his shoulder at the familiar lanky profile of Daniele Audetto, the ex-Lancia co-driver who tried to replace Montezemolo at Ferrari this year. Montezemolo informed us, "Yes Daniele, he will look after Fiat racing and rallying team this year [basically a three-car team of 131s for all World Championship rounds, Lancia now concentrating on the new FIA title for Drivers and selected World Championship rounds]; Daniele, what countries will we give discount and cars to private teams who can put the car to good use?"

Audetto smiles confidently, looking far more at ease with the assembled quota of British and German press than he ever did amidst the scarlet-jacketed pit personnel at Ferrari. "Obviously we help a lot in Italy, but also in South Africa, Finland and France." Personally I was a little disappointed to hear this, as I had heard repeated British-sourced stories that Fiat would be interested in helping people over here. Certainly there was a great deal of talk about bringing in Abarth Fiat 131s at £18,000 apiece (including unspecified spares) and running them in the hands of privateers, but that seems to have faded into bar room boasting, induced by Motor Show press day.

So far as Fiat's works Abarth team is concerned the three 131s for the World Rally Championship will be driven by Markku Alen, Fulvio Bachelli and Maurizio Verini, who has shown outstanding form in the closing events of 1976. Simo Lampinen will be having a busy year, completing five events for Fiat, as an additional team 131 runner, the Safari for Lancia and a busy home programme in the Finnish Championship with Finnish-built Saabs. Fellow countryman Timo Makinen will also drive a 131 this year, mainly in Finland, but also on the RAC against his old Ford team-mates. The Monte was the first event for this team, which will be trying so hard to bring Fiat the prestige of a World Rally Championship with a recognisable mass production car. The only announced British opposition will come from the Ford team, but they are only doing selected events, and they have already been made aware how competitive the 131 is during its 1976 "development year". Rumours say that new Leyland Competition Manager John Davenport will take the TR7 into European rallying this year, but no announcement had been made when this was written.

For the rallying 131s the task for 1977 is clear, but for Lancia it is a bit more difficult to judge how their plans will materialise in 1977. I attended their prize-giving orgy in Turin and, apart from the obvious beneficiaries like Sandro Munari, and all the other team members, the highlight for me came 20 minutes from the close of the proceedings. We had enjoyed a tremendous film—though somewhat giddy from the number of hairpin cornering pictures of the victorious Stratii—when one gentleman on the imposing awards panel took, from the incredible 100 ft. of silverware laden upon the table for pots, medals and silverware, a smallish medallion and presented it—with due pomp and ceremony—to the man next to him! From this point on I found it hard to do more than observe that Lancia's annual prize-giving makes a great deal of commercial sense—the privateers are recognised and properly rewarded by the top brass within the company—but to a cold Anglo-Saxon the spectacle has comic elements that are impolite to display before your hosts.



Fiat Ferrari in Argentina

So far as Lancia were concerned their managing director Ing. Sguazzini made some interesting and serious points. So far as production of road-going vehicles was concerned he felt, "in 1975 we made 53,000 cars, in 1976 we produced 62,000 and half of those were for export". It was made very clear that this Italian motor manufacturer felt its labour relations problems were at least the equal of those in Britain, and that a successful solution to those problems is obviously as vital as it is in the UK.

Discussing Lancia's future plans Sguazzini pointed out that in the last five years the world rally championship, or the FIA series which effectively acted as a substitute for this title in the early 70s, had gone to Lancia four times. It was implied that with this kind of success there wasn't a lot of point in Lancia continuing to contest the World Championship (besides which Fiat were putting lots of money in the 131, and in the current impecunious, by comparison with GP racing, rally world you expect a title for your efforts!) so they would pursue the CSI's latest in complicated and obscure titles. Called the World Rally Drivers Cup this title is acquired primarily *via* contesting various events within the recognised Championship events (usually European or World Championship rounds) and there are also various co-efficients applied to vary the number of points scored toward the Drivers Cup. Even the experienced Geraint Phillips of this address admits that this series really is complicated, and for a navigator and journalist of Welsh origin to admit that much means the new series is totally beyond the general public's comprehension! However, it does give Lancia something to advertise whilst also accruing publicity from contesting Monte Carlo and the East African Safari with three Stratos cars apiece. The factory also say they will contest the Tour of Italy and the same style of event in France, plus the Sanremo; other events are to be confirmed, so there will be the traditional "will-they-won't-they?" prelude for the RAC again.

During 1977 a new Lancia rally car will be developed, and it is expected to be based around the Monte Carlo with the ex-Ferrari Dino V6 power unit, ready for 1978.

It will be the eleventh year that Lancia have employed Sandro Munari, and there was a good opportunity to hear the Italian ace's views over dinner, for during the past two years he has been going to night school to learn English. Like occasional team-mate Lampinen, Munari viewed the loss of Bjorn Waldegard to Ford immediately prior to the RAC rally as "not surprising at all. Bjorn knows for a long time that Lancia must do less for next year (1977) and Cesaere (Fiorio, the man ultimately responsible for Lancia's competition and car sales programmes) offers him the Fiat deal. Bjorn doesn't want to do this so he leaves; it's simple." Lampinen felt that Waldegard went to Ford very quickly "on

the rebound" from Lancia, which might explain why Waldegard (who is rated by many of those who should know as the best all-round rally driver of today) didn't negotiate at length with other teams, apart from Ford, who might have offered him more money.

Talking about the RAC Rally itself, and a Lancia performance that was slammed by most rally writers as at least uninspired, Munari just laughed and said, "we come on RAC to rally in England just once a year. To do well on this event you must rally several times a year in Britain; we don't do this, and we don't think we will do it in the future. No, I do not think all the other British drivers cheat and have notes, I don't think this at all, but I still cannot do well unless I know a little more about where I go!"

I asked what his favourite event was and he said, "oh, I like very much to go on Safari . . . you look surprised, but I like this event very much and, of course, Sanremo. You know, I like to do things I know well, and I know rallying in Europe very much better than in England, so I enjoy the rallying in Europe, yes, very much!" It is possible to draw a parallel between Sandro Munari's 11-year spell with Lancia and Roger Clark's similar spell at Ford, but there is one important difference to my (biased) eyes. Clark has no mentor inside Ford, nobody carries a torch for Roger, whereas Sandro has had the considerable benefit of Fiorio's constant support through thick and thin. There is also the tremendously effective Stratos to consider.

"Tremendously effective?" Well the specification sheet of the Gp. 4 Stratos in 24-valve trim has some interesting facts, especially when you have driven the road and competition version of the Stratos with normal 12-valve engine. Instead of just under 200 b.h.p. in road guise, a modest 270 b.h.p. at 8,500 r.p.m. is claimed for the 24-valve competition motor, but it seems likely that power output is actually slightly in excess of 280 b.h.p., coupled to 188 lb. ft. torque at 6,500 r.p.m. All this to push 17.3 cwt. (that is not with the two 11-gallon tanks filled, one presumes!) results in a good potential for acceleration. That is emphasised when you translate the gear speeds normally realised at 8,000 r.p.m. on Pirelli racing covers (8 in. front rim width is allied to 12 in. at the rear) which are quoted as follows : first, 40.1 m.p.h.; second, 56.5 m.p.h.; third, 71.4 m.p.h.; fourth, 88.2 m.p.h. and fifth, 101.2 m.p.h. If the gearbox is still the same crash-it-through-and-see device, I have just lost any envy I might have had for the competition Stratos driver confronted with hairpins and half-mile straights!

Lancia have also launched, with sponsorship from companies as varied as Marlboro to Britax, a 14-round rally championship for novices and amateur drivers using production Autobiachi A112s in Abarth 70 b.h.p. trim. These cars will be additionally equipped with a £187.50 kit of safety items (roll cage, seat harness, and so on) in a series that carries exceptional rewards in Italy. If you win a round of the Championship you receive around £281 at current exchange rates, while the overall Championship winner gets a Lancia Beta Coupé 1300: all three of the leading Championship men get a car as reward, and fourth man in the points standings at the close of the season gets £1,375 . . . let's hope the idea catches on with Leyland in Britain; a Rover 3500 as first prize and a buzzing horde of Mini Championship contenders to puzzle the Escorteers!

You may have gathered that I found our short trip interesting for its "snippet value". There was a lot of talk from Montezemolo about the importance of the Ferrari team banding itself together as a cohesive unit with Niki Lauda fully recovered, good relations re-established with Goodyear and Carlos Reutemann acting as a supporting team-mate to Lauda. Montezemolo is Lauda's number one supporter inside the group; none of the listeners could have had any doubts as to the support Lauda will get inside the Fiat Group from Montezemolo. Suggestions that the Ferrari would have six wheels (the rear foursome, paired on the same axle) were discounted in stressing the importance of getting the team to work happily together. None of that really matters too much now, for the GP season will have begun by the time you are reading this, so readers will be able to judge for themselves the effectiveness of Ferrari in 1977.

As ever the Italians impress a sporting journalist with their enthusiasm for competition of virtually any kind. Nowadays, though, they have become professionals intent on realising the utmost commercial benefit from their national enthusiasm.—J.W.

J. C. Golf

Luxury for a few in a package meant for millions . . .

THE BORROWED SAAB 99 EMS slithered through the first slippery assaults of the British weather admirably, but the sight of Mr. John Cooper's budding car collection was enough to take my breath away, even after the freezing country lane that led up to John's stylishly converted farmhouse. My interest was to be centred for the day on a small black VW Golf.

In simple terms Cooper has got hold of the old Radford de Ville Mini concept and put that idea into current terms around VW's widely praised Golf. During the day I tried two cars, an 1,100 c.c. production VW, and the converted car which is based on the Golf 1600 Automatic. From the opening phrases of conversation to the conclusion of our day in the countryside outside Wolverhampton, John Cooper made it abundantly clear that the idea is to produce only a few of these luxuriously rebuilt (I use the term to mean from bare bodyshell to complete vehicle) Golfs. This decision has been made partially by natural inclination, and practically because Trevor Smith, the man in charge of the mechanical health of all John's cars—including the racing Porsche RSR that has only been recently sold after dominating modified sports car racing in Britain in recent seasons—Trevor has not the time to build more than a dozen such cars every year.



Why pick the VW Golf? "Well," John opens with an uncertain smile, "we've all seen the Radford Mini thing, and I thought it was time to take that kind of concept and apply it to a modern f.w.d. car. Obviously it had to be small to be a town carriage efficiently and it had to be a good car mechanically, because I wanted to concentrate on the interior comfort and exterior finish. One of the things that most impressed me about the Golf was the ride, which I think is exceptional for a small car, and that was a significant factor in my decision, though the fact that you could get this compact car with 1,600 c.c. and automatic transmission was a great help too. . . ."

In outline the car's specification is extremely comprehensive, but it is in Trevor and a local small coachwork firm's attentions to detail that the car begins to make some sort of sense at an estimated £7,000 complete. Features

such as air conditioning, Connolly hide leather seating and trim, plus electric windows make no sense at all unless they are properly installed with a good eye for fit and operation.

Building such a special car seems primarily governed by the pace of the specialist companies who can tackle such low volume work. Cooper's people suffered more than their fair share of hold-ups, some traceable to the Golf itself owing to poor dealer (non) preparation because the car was going straight into a workshop. A fair attitude you say? Not really, because they needed a fully operational mechanical side to concentrate on the body and ancillaries. Good examples of component delays included the beautiful leather-covered front seats (£650 and four months the pair!), a two-month wait for the special chronometric speedometer and an extremely fraught period of development and gestation awaiting the spoked alloy wheels with the correct offset upon their 5½J rims.

Key to the credentials of this Golf as a luxury model begin with a 14-coat "hearse black" paint job that was completed despite the problems encountered in the heat of our Mediterranean Summer. Since a bare body was being sprayed, it was easier to ensure that none of the car's original paintwork remains, inside or out. Subsequent cars can be painted any colour the customer likes, and it is interesting to note that this plain black finish, John nobly ignoring the temptation of the John Player gold striping *cliché*, represents about £500 of this Golf's final cost.

Connolly leather hide, some 20 separate pieces in all, covers every conceivable interior panel, even the Kidderminster carpets being tastefully edged in soft, light brown, hide. The headlining is in West of England cloth and, like the leatherwork (aside from those front seats) Trevor did the cutting, fitting and stitchwork to a very high standard indeed. Naturally the boot features fully fitted and edged carpet as well, the total effect being exactly the restrained but unmistakeably luxurious look that Cooper had aspired toward.

Writing personally I was not so taken with the dashboard work. The fascia is "flock sprayed". That is to say it is finished in that suede-look substance that was all the rage for amateur customisers two or three years ago. Perhaps my jaundiced eye has seen too many furry-roof-adorned saloons rotting in suburban London to associate such a finish with anything but cheap and shoddy workmanship? John and Trevor energetically defended the hairy finish. "We tried it on the other Golf's front spoiler and the snap action petrol filler of John's Porsche, and it never showed any sign of wear. . . . We," they added with defiant good humour, "we like it very much indeed". So there, rude journalist!

The main instrumentation indentation is now occupied by a variety of circular dials to cover speed and engine r.p.m. with matching larger dials, with supplementary smaller scale instruments for oil pressure, water temperature and the time of day. A new plyboard centre console, also with this flocking finish process, houses the excellent Pioneer stereo radio/cassette player unit (which is served by four speakers, the rear of better quality than the front) and the majority of the switchgear. An elaborately engraved Motolita steering wheel was installed on the car we tried, but this is an obvious area for customer preference to reign.

Useful detail changes include etching the car registration number on the car window glass; a warning to cover brake and bulb failures, and an electric car aerial for the radio.

In this car what you do not see is as important to customer satisfaction as what is plainly in view. Trevor spent a lot of time packing and re-packing the doors, so that they hung with a uniform surrounding aperture when closed. A similar amount of care has been taken with the application of sound-deadening materials, so the car takes on a little of that big limousine feel when wafting along at slow speed.

The electric windows are a saga in themselves. The operating motor is from a VW windscreen wiper installation, so there is one speed for up, and another for down. In fact, the motor drive was so powerful it distorted the door panels at first, then the travel of the windows had to be limited and, with Jaguar solenoids in operation, it was found there were not enough terminals to take the wiring With no wiring diagram, Trevor sorted these and other problems out a little more laboriously than he would normally have expected. Even he admitted to heart failure upon discovering that the beautiful leather covering of the front seats had been extended to their mounting hinges. It is to his credit that he managed to cut these vital mountings free without tearing up the surrounding leather craftsmanship in sheer frustration.

Surprisingly little drama surrounded the acquisition and installation of the air conditioning unit fitted by VW to American-bound Rabbit (Golf) models, so far we could tell. Naturally there is no real difficulty in installation, even with RHD, but what is remarkable is Cooper's convincing claim that this astonishing little unit will pull the Golf's interior temperature down below freezing . . . with the heater on full blast. From what we experienced in brief blows on a cold day, this seemed possible, and it is certainly a great aid to driver temperament to be able to literally cool off at will.

The outside twin headlamp installation, each is a 5¾ in. dia. Lucas halogen unit, can be adjudged a useful weapon in making the Golf look a little different, and possibly a strong safety measure too, if the appalling Hella beams on our current GTI Golf are anything to go by.

Really the short sprint up the road and back in the Golf 1100 just served to underline the basic controls and handling characteristics. I tried to ignore the noise of the 1100 engine on the basis that if one stepped from an 1100 into a 1600 LS VW production car the difference would be startling, for I preferred to judge the Cooper-modified Golf on its own merits.

Certainly the JC Golf proved quieter, and I particularly admired its big, luxury car air when puttering along between 35 and 40 m.p.h. The 1600 VW engine of 75 horsepower remains creditably chirpy under the load of automatic transmission and air conditioning, pushing the car firmly up to 70 m.p.h. At a constant 70 m.p.h. you would not mistake the Golf for anything in the Jaguar/Mercedes bracket, but it is a lot more comfortable and refined than the production vehicle.

So the basic VW components play their part in this new luxury role, the ride and performance both impressing me strongly in this, a much heavier Golf than the designers had envisaged. The sunroof is a normal manual unit, for trying to put in an electric motor would have messed up the plan for the interior. Even with opening roof, and three doors, both the body sealing—that old tradition of doors not shutting easily, owing to perfect sealing, is maintained—and low wind noise have been achieved. At 70 m.p.h. the Golf's s.o.h.c. unit is operating at 4,000 r.p.m., when you ease back the throttle the lack of anything more than wind rustling noise from the leading edge of the door frames is most impressive.

Having soothed oneself by feeling the evidence of extra quality, the temptation to play with the air conditioning is irresistible. Knowing that the German engineers probably tried the air conditioning equipment under the most arduous slow traffic/high ambient temperature conditions, I thought I might try crawling along with the air conditioning on to see how high the water temperature crept. Trevor's full factory installation, with the condenser mounted ahead of the normal water radiator, came through with flying colours, and the VW electric fan was hardly required to do more than just an occasional whirl.

Aside from a mild dashboard reverberation when accelerating gently at town speeds (a trait that appears in the Golf GTI on tickover) I liked this little car very much indeed. In the flesh, the deep shine of the black body panels and the cleverly highlighted twin headlamp layout, the chrome-edged lamps resting in black-tinted perspex surround, are most effective in conveying an air of restrained individuality. In action the car does all that you could reasonably expect, and is certainly a better basis for conversion than the Mini, unless small size is worth paying for in uncomfortable ride and higher noise levels. I have been fairly "picky" about the detail trim, but I am sure somebody who paid £7,000 for Golf would be of similar inclination! I am happy in my mind that John Cooper and associates have put in a considerable amount of work to provide a genuinely upmarket carriage as the end result of their protracted labours.

Further details are available from John Cooper at J. C. Racing Ltd., Brockhurst Crescent, Walsall, West Midlands, WS5 4AP. Have we seen the birth of a new fashion that will give the Golf the *chic* that sold the Mini to so many Continentals? Time will tell, but either way VW will not suffer from the process.—J.W.



ROAD TEST

The BMW 320i

Where has all the sportiness gone?



Elegant, but slightly disappointing, the appropriately-numbered BMW 320i.

NOT SO LONG ago BMW offered the 2002, a quick 4-seater coupé in which any then-aspirer to the hand of the Queen's daughter could be happy between horses and the 2002Tii, an even quicker, livelier thoroughbred which kept many a racing driver content between circuits. Now this popular high-performance pair has been replaced by the 320 and the 2002Tii's fuel-injected equivalent, the 320i. In MOTOR SPORT, January, 1976, I reported very favourably on the 320; in fact by MOTOR SPORT's usually cynical standards I raved quite eulogistically. Understandably, a road-test of its quicker, injection sister was anticipated with some eagerness. I regret to report that when the test 320i did materialise our relationship proved to be less harmonious than that in which the carburetter car and I were involved.

Yet in essence the two models have little more than the engine to distinguish them. If they were parked side by side a man-from-the-street would be hard-pushed to find the differences, other than the lower-case "i" suffix on the boot-lid badge. The bodywork and interior appointments are identical. Only the wheels and tyres give the game away to the sharp eye, the 320i sporting 5½J x 13 in. wheels and 185HR tyres against the 320's 5J and 165SR wear.

Under the bonnet lies the real and visibly obvious distinction, the complexities of Bosch K-Jetronic fuel-injection pipework in place of the simplicity of a single Solex down-draught carburetter. This Bosch electronic system replaces the Kugelfischer mechanical injection of the 2002 Tii. BMW claim the new arrangement to be simpler in design, easier to service and essential to compliance with future low-lead fuel regulations, to which means also the compression ratio has been lowered slightly to 9.3 to 1. The sad result is a reduction in power output from the 2002 Tii's 130 b.h.p. DIN at 5,800 r.p.m. to 125 b.h.p. DIN at 5,700 r.p.m. and 131 ft. lb. torque at 4,500 r.p.m. to 126.5 ft. lb. at 4,350 r.p.m. While the 320 and the lesser 316 will run happily on 91-octane fuel the injection car requires premium grade. Mechanically the single overhead camshaft, over-square, four-cylinder engine remains unmolested, of 1,977 c.c. capacity with a bore of 89 mm. and stroke of 80 mm. It has a cast-iron cylinder block, aluminium cylinder head, five crankshaft bearings and slightly-improved hemispherical combustion chambers containing two valves each. Cooling efficiency has been improved by increasing the system's volume.

This engine sits at 30 degrees upon improved mountings designed to cut down vertical movements, noise and vibrations while a hydraulic vibration damper has been added. The drivetrain, including ratios, is identical to that of the 320, with a single dry plate spring clutch and a four-speed Getrag gearbox. Automatic transmission is not available on this injection model.

On its own the injection engine's power reduction would not be too significant. Combine it with a weight increase of 2 cwt. (to 20.7 cwt.) and the same 3.64 to 1 final drive ratio as the 2002 Tii and it doesn't need a pocket calculator to confirm that there must be a marked performance loss. Indeed there is and the 320i feels quite a sluggard compared to the earlier car. I can claim this with more than just figures, however, for our Managing Director has one of the later, square rear-light 2002 Tii with some 39,000 miles on the clock. We were able to exchange cars during the test and both of us were disappointed by the 15,000-mile-old 320i's lack of sparkle compared to the superb liveliness of the earlier model. Change down a cog in the Tii and it picks up and goes, the tachometer needle dashing round the scale. Repeat the manoeuvre in the 320i and the instant response is missing, the tachometer needle lazy, the length of time spent overtaking delayed. The same applies when changing up—you can feel the 2 cwt. hanging on the end of the needle as the higher gear takes up drive.

Now this comparative criticism might sound unfair, for the 320i remains a quick car, capable of knocking up 60 m.p.h. from rest in 9.6 seconds and a 112 m.p.h. maximum (the 2002 Tii jumped to 60 m.p.h. in the "eights" and did a claimed 118 m.p.h.). Newcomers to 2-litre BMW-injected motoring are unlikely to find the performance too disappointing; existing Tii owners who want to update their models will be the disappointed ones. They could easily be persuaded to the Rover 3500 or Alfetta GTV 2000 for quicker and cheaper motoring or save even more money with a Dolomite Sprint.

There is another performance comparison to take into account closer to home. In the re-shelling, the 2-litre carburated engine was given an extra 9 b.h.p. (to 109 b.h.p.) while the injection engine lost its 5 b.h.p. The 320 weighs nearly ½ cwt. less than the 320i and uses a lower, 3.9 to 1 final drive ratio. As a result, the 320 and 320i feel much closer together on performance than did the 2002 and 2002 Tii. The 320 is just over a second down on 0-60 acceleration and 6 m.p.h. on top speed, a similar difference to that between the 320i and 2002 Tii. However, the 320 consumption suffers from the lower overall gearing; the test 320 managed only a little over 21 m.p.g. around town and just over 23 m.p.g. in fast use out of town against a worst of 21.8 m.p.g. and best of 25.45 m.p.g. from the 320i. On the other



A superb facia layout and good driving position.

PAGE & MOY LTD hundreds of enthusiasts have already booked a visit to one of this year's motor races. Our 40-page brochure is free—and is packed with information—send for a copy today.

NO STAMP NEEDED—TEAR OUT THE COUPON BELOW AND FOLD AS INDICATED

cut along dotted line

To Page & Moy Ltd., 136-138 London Road, Leicester, LE2 1EN.
Telephone : Leicester (Reservations only) 0533 - 552521
(Management) 0533 - 51211

Please send me your free illustrated motor racing brochure.
BLOCK CAPITALS PLEASE.

Name..... *Mr./Mrs./Miss*

Address.....

.....*County*..... MS FEB

first fold along this line

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

Postage will be paid by licensee

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

BUSINESS REPLY SERVICE
Licence No. LE1039

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

first fold along this line

third fold along this line

second fold along this line

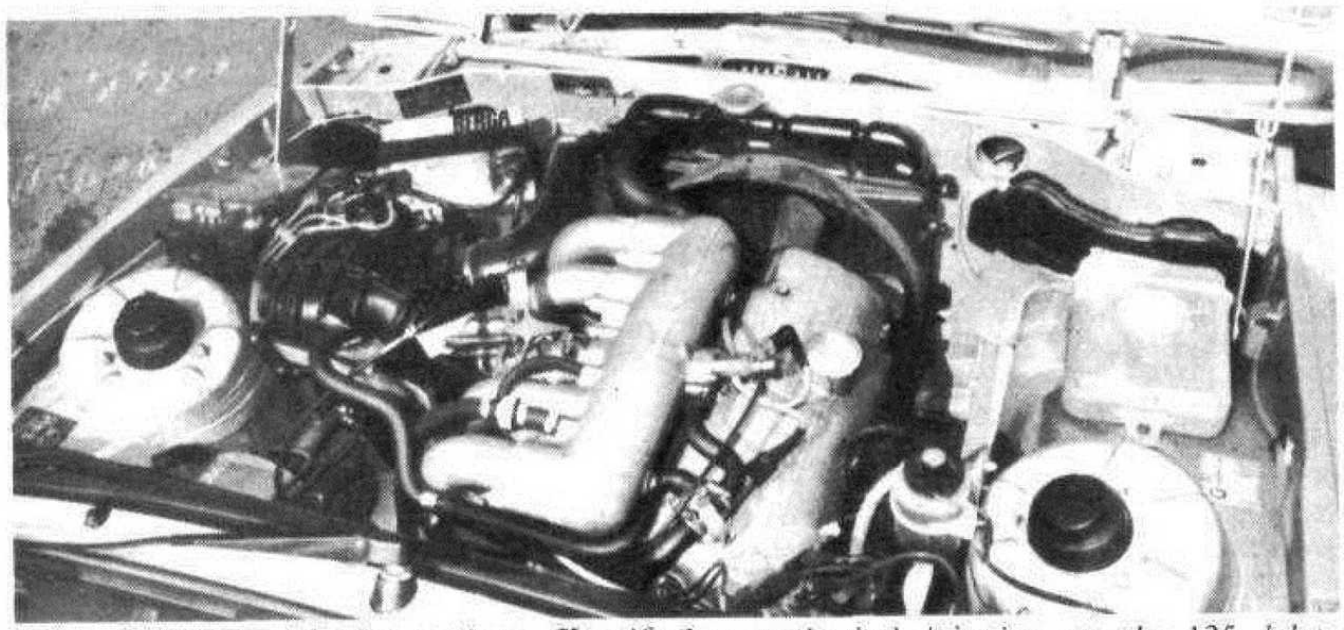
second fold along this line

hand, while our MD's 2002 Tii averages well into the thirties on his daily 140 miles round commuting trip, the 320i managed only 24.09 m.p.g. on the same journey.

Comparative performance and consumption figures apart, the 320i packs a superb engine under its full-width bonnet. It is silkily smooth, by four-cylinder standards, and unobtrusive, starts from cold more easily than the 2002 Tii, will drive away smoothly from cold without a hiccup and does not have the latter's idling surge. Forgetting the Tii comparison, it is a responsive and flexible engine, though the 320's lower gearing is perhaps preferable around town. Out of town the higher final drive comes into its own, giving useful speeds in the lower gears of 30, 60 and 90 m.p.h. and very relaxed high-speed motorway cruising, in which conditions wind noise is very markedly reduced compared to the 2002. One hundred miles per hour is a very easy cruising gait, as it needs to be for limit-free German autobahns. This lovely engine is coupled to a gearbox with a precise, light and easy change. But it does have only four ratios against the five of its rivals; at this car's price the 5-speed, close-ratio Getrag gearbox available as an option in Germany (with first and direct top ratios identical to those of the four-speed unit), or, and perhaps preferable for most road users, a box with an overdrive fifth coupled to the 320's lower final drive ratio, ought to be standard. It would save a lot of the performance drop-off between gears.

In general the 3-series is intended as a softer, roomier, more sophisticated replacement for the old range. Unfortunately the softness extends to the suspension which, while pleasantly adequate in the 320, shows some quite bad shortcomings when forced to cope with an extra 16 b.h.p. Very surprisingly, the only running gear difference between the two new 2-litre models (other than wheel and tyre sizes, which also increase the track by 0.9 in.) is a 1 mm. increase in front and rear anti-roll bar diameters. Spring and damper rates are identical. In the process of revising the 2002 suspension of MacPherson strut front and semi-trailing arm rear (detailed in my 320 report) for use in the 3-series, BMW engineers reduced the front spring rates by 25% while increasing the rear by 40%. I feel they have overdone this ratio, for the front is now far too soft and the rear too stiff. The 320i wallows soggily at its front end and when pushed really hard exhibits considerable body roll. At the same time the rear roll stiffness, increased over both the 2002 and 320, causes the inside rear wheel to pick up far too easily, resulting in pretty abysmal traction in most circumstances in the lower two gears. I grew quite tired of this trait in the wet and slippery conditions which dominated the test, more so because I had recently forsaken the excellent traction of an Alfetta GTV 2000. In spite of suspension too soft for good handling the ride is quite harsh over secondary roads, the lumpiness mainly emanating from that rear-end again. I recalled the 320 as riding much better than this 320i, though on paper there is only the greater unsprung weight of the larger wheels and tyres to make any difference.

The pleasantly smooth ZF rack and pinion steering does to some extent retrieve the handling situation, but I wasn't very impressed with the roadholding in the wet, particularly after all four wheels had let go on the exit from an up-hill, second-gear bend on Dartmoor. To be fair, the Michelins were part worn and the whole car felt to have had a pretty hard life in its 15,000 miles; I had to return it to BMW after a day to have excessive valve gear noise and front wheel shimmy cured. The noise was rectified but the shimmy was only reduced, so I had to live with it. Presumably 320 BMW's replacement on the fleet had been made overdue by the ban on changing cherished numbers.



Bosch K-Jetronic injection replaces Kugelfischer mechanical injection on the 125 b.h.p. 2-litre engine.

The 320i's brakes are effective, but extremely insensitive, especially in town when there is a disquieting servo lag when stopping and starting in traffic streams. They also lock-up easily in the wet, a vice I found to my cost on the 3-series introduction in the South of France in 1975. Brake dimensions are shared with the 320: 10.04 in. diameter discs at the front and 9.84 in. diameter rear drums. The twin hydraulic circuits are helped by an 8 in. Mastervac servo. However, the 320i has the benefit of ventilated front discs.

In looks this Munich 2-litre is smart and attractive with a finish exuding quality, though slamming the heavy doors does reveal a certain flexibility in the side panels around the B-posts. The body contains a capacious boot and a built-in roll-over bar. I won't go into too much detail about the interior package, which is identical to that of the 320 I tested. It is functional rather than fancy, with heavy use of that black plastic into which BMW so cleverly inject a quality air, and with cloth inserts to the seats and built-in headrests. The front seats are typically hard, yet superbly comfortable, though I did find the front of the cushion digging into my thighs after a long mileage, and the driving position excellent. The rear seat has more room than that of the 2002, but remains very cramped for adults. I can recall no better facia layout than that of the 3-series BMWs, which have beautifully clear instrumentation, illuminated by orange aircraft lighting at night. A gentle curve in the facia brings everything close to hand, including the controls for the powerful heater. Fascinatingly and defying confusion, all the switches are labelled in full, their lettering benefiting from individual orange lighting.

In quality of manufacture there is no denying the excellence of this BMW product, but retrogradely, the engineers seem to have buried the old injection car's sportiness in over-concern for softening the 320i to suit a supposed mass market and by endowing it with a middle-aged spread of weight. Driven at modest speeds its handling is adequate, its performance is always excellent if not so good as its predecessors, but the overall impression is that it has been designed with too much emphasis on autobahn cruising (at which it excels), not for cornering quickly nor putting its power on the ground. Buyers who spend £5,237 on the 320i deserve better chassis engineering; they can buy it elsewhere for less. As it is, the ordinary 320 is a better buy at £4,549.—C.R.

BMW 3-series suspension revisions

As we went to Press with the above Road Impressions I discovered that the very latest 3-series BMWs have had their suspension modified in a way which might well negate some of the criticism. Front spring and damper rates have been increased and re-co-ordinated and the front anti-roll bar stiffened. The rear springs and shock-absorbers have been softened by 10% and: "The rear strut piston located so that it responds to push rather than pull action, thus reducing road noise transmission to the bodywork," which presumably refers to bump and rebound action.

The close-ratio Getrag 5-speed gearbox and a limited slip differential are available to special order, though a customer could expect a longish wait while a car was put down the line specially for him. I dared not ask BMW the cost!—C.R.



The 320i handles neutrally with a lot of roll.

Book Reviews

"More Morgan —A Pictorial History of the Morgan Sports Car" by Gregory Houston Bowden. 223 pp. 9¾ in. × 6½ in. (*Wilton House Gentry Ltd., Wilton House, Hobart Place, London, SW1.* £5.95.)

Motor Racing Publications has commenced the practice of publishing pictorial history books about makes of cars to which it has previously given the full treatment. Now Wilton House Gentry has followed suit, following a complete Morgan history with this book of pictures of Morgans, from the odd skeleton JAP-engined affair raced at Brooklands in 1913 by E. B. Ware, to modern competition Morgan four-wheelers. For those of us who cannot have too much of Morgans this book is acceptable, for those who can afford it. It certainly provides a very varied Morgan-cocktail. Some of the pictures have been published previously, others are new to me. Some are clear, others muddy. But the selection is broad, although insufficient to really appease the appetite of those who truly love Morgans. And they *are* lovable, like their owners. Where-else but at a Morgan race-meeting would you see engines lifted bodily from a chassis for attention, or hear one person saying quite seriously to another, and no offence taken, "I do believe you are retarded"?

Returning to my criticism that there is insufficient in this book to justify its price, the section on "Some Early Racers" contains but four photographs and a cartoon, and two of the photos are of the same car, Ware's aforesaid pre-war 3-wheeler. The same proportions are used for the chapter titled "From The Family Album", but this is more excusable as these are rare pictures, especially the photograph of H. F. S. Morgan taken in 1887. Some of the shots seem to have been lifted from the excellent Morgan 3-Wheeler Club Journal, especially a selection of engines, from KMC Blackburne to Matchless MX2. But colour is as welcome as it seems unexpected in this book, and a picture in this form of a 1928 Standard-model seen in Ireland in 1975 might have been taken in the former year, had colour-film been in general use then.

Generally, this book is good "browsing material", with Morgan body details, Darmont Mogs., pages from ancient Morgan catalogues and advertisements, pictures of the Malvern Link factory in the 1920s, unusual bodies on 3-wheeler Morgans including a coupé, pictures captured from odd angles (the "tailpiece"-view of a 1925 Aero Morgan is of F. L. M. Harris of *The Light Car & Cyclecar* testing the car, but is not captioned as such), all manner of competition scenes with some "Moggies" on two wheels, period pics., cartoons, etc., in fine confusion. I think the "clever" chapter headings would have been better omitted in many instances and the pictures grouped under more general, or chronological, headings.

The 3-wheelers, quite rightly, occupy more than half the book. Then we get the 4/4s, Plus Fours and Plus Eights, starting with the prototype 4/4 photographed at Brooklands in 1935. Many of the pictures in this section are muzzy, but there is again some colour, and a few intruding tricars. Rarity has its place—Plus Four Plus, a 4/4 with special body by the late J. G. Granville Grenfell (the 3-wheeler with two Scott engines which he built is also depicted), an estate-bodied Series-1 4/4, and a 4/4 coupé, etc. Those who never tire of looking at pictures of Morgans will welcome this book. I like the daring Morgan ad. which forms the picture on the front of the dust-jacket, of a girl in a brief sunsuit with her 4/4, and the fine colour-print of the author and Peter Morgan outside the Morgan factory, which is on the back of the dust-jacket. If the contents of the book had been reproduced to the same standard, it would justify its price.

W.B.

"Hunt v. Lauda—Grand Prix Season 1976" by David Benson. 143 pp. 7½ in. × 5 in. Paperback. (*Beaverbrook Newspapers Ltd., Standard House, 56, Farringdon Street, London, EC4A 4DY.* 80p.)

This illustrated paperback by the Chairman of the Guild of Motoring Writers gives a detailed account of how Niki Lauda and James Hunt battled throughout the 1976 Grand Prix season for the World Drivers' Championship, and also, let us not forget, for Ferrari and McLaren honour. It is David Benson's personal account of that mercurial season. Naturally, as he works for the *Daily Express*, he writes in the journalese of Fleet Street. This makes this little paperback, written in a matter of days, easy to read, if you like that style—"The willowy brunette wandered aimlessly round the dusty Belgian paddock where oil-spattered mechanics were busy working on the sophisticated Grand Prix racing machines. Her jeans hugged her slender figure and the thick leather belt nipped into a 22 in. wasp waist. The face with its burning pale blue eyes was vaguely familiar but I could not place it", is how Benson describes Maria-Helena, Emerson Fittipaldi's wife, in this little, incident-packed book which he dedicates to the women in his life. If you like this kind of report you will find Benson's little volume good value, at 80p, which includes a few pictures and a chart of 1976 Championship points. If you prefer technical reporting you no doubt read D.S.J., from the other Standard House. Benson saw them all, our Continental Correspondent nearly all of these dramatic Grand Prix races. Take your choice!—W.B.

"Autocourse—1976-77". Edited by Mike Kettlewell. 256 pp. 12½ in. × 9¼ in. (*Hazleton Securities Ltd., 1, Church Terrace, Richmond, Surrey, TW10 6SE.* £8.95.)

There is little need to make much of the latest *Autocourse* review of the past racing season, because this fine publication is recognised as the best in its field and the equal of foreign race reviews. This issue marks the 25th year of *Autocourse* and this is celebrated by a review of a quarter of a century of International motor racing, by Mike Kettlewell. There is also a detailed study of Ferrari involvement in GP racing, a profile of James Hunt, and the Who's Who of current star drivers. Many top writers have contributed to the rest of this quality production, and the colour-plates are to a high standard. There are 36 full-page colour pictures, over 50 action shots in colour, and more than 400 photographs. This is the complete guide to modern GP racing and the thought occurs, why buy foreign annuals when you can have *Autocourse*, produced and printed in this country? Lap charts, full 1976 results, past winners, they are all part of this very complete reference work.—W.B.

It may seem out of place to refer to a book about model railways in MOTOR SPORT. The fact remains that, apart from motoring being now so costly and hedged about that some may turn away from driving to indoor and modelling pursuits, many famous racing drivers have enjoyed their model and estate railways. So we venture to refer to "Model and Miniature Railways", which is an enormous quite outstanding book, especially in the detail depicted in its great assembly of colour pictures, and the scope of its coverage, of toy, model, and garden (or passenger-hauling) miniature railways, and subjects therewith associated, from the earliest times to the present-day. A further reason for mentioning this book is that it describes and illustrates, in full colour, many of the miniature railways that motorists may well enjoy visiting. There are 25 of these alone, here and abroad, described and depicted. The locomotive "Count Louis", which was built for Count Zborowski's use but which he never used, as he was killed driving for Mercedes in the 1924 Italian GP, is illustrated several times, and there are many references to Capt. Howey, who drove a Leyland-Thomas at Brooklands and big-scale trains round his estates. How the publishers have contrived to sell this 512-page, 14¾ in. x 9½ in. book, with its incredible quantity of really excellent illustrations and that superb detail in the colour pictures (in some of which, incidentally, aged motor vehicles form a background) passes comprehension, although we note that it was printed in Italy. It sells for £6.95 and the publishers are The Hamlyn Group, Astronaut House, Hounslow Road, Feltham, Middlesex, TW14 9AR.—W.B.

* * *

If for some reason you have decided to start karting, Alan T. Burgess' little booklet, "Starting Karting" has gone into a fifth edition. Published by Lodgemark Press Ltd., Bank House, Summerhill, Chislehurst, Kent, BR7 5RD, it lists all the Kart Clubs, Karting tracks, with maps, trade addresses, etc., all for 80p.

* * *

Another great coffee-table tome has been published, presumably for those whose coffee-tables are used as depositories for books instead of beverages. It is "Great Cars & Grand Marques", by many authors, published by America's *Automobile Quarterly*, and distributed from 201, Park Avenue South, New York. Naturally, it carries some excellent colour illustrations, to support the various authors who write of automobile mascots, the Model-J Duesenberg, French pioneers, the real Rileys, the Pierce-Arrow, the BMW Turbo, ERAs, Hudsons, the 300SL, Biddles, Lancias, Kelseys, Cobras, Rickenbakers, Amilcars, Rolls-Royce Bentleys, Delage, Chrysler, Scripps-Booth, Packards and much else besides. *Automobile Quarterly* is splendid. We only hope that it is not going to over-commercialise, and thus kill the golden goose.... Its erudite girl-editor,

Beverly Rae Kimes, has done the Introduction to this great 239-page, unpriced 12 in. × 9¼ in. miscellaneous glossy.

MINIATURES NEWS

WE HAVE received from Grand Prix Models of Radlett their splendid little miniature (Ref. No. 12) of the GP Salmson which, had Bentley No. 7 not survived the White House crash, would have won the Le Mans 24-hour race, driven by de Victor and Hasley. As it was, the Salmson was 2nd, at 52.28 m.p.h. (leisurely days!). The model carries the correct racing No. 25, is 3¾ in. long, and correct in having the X-pattern radiator shell, integral mudguards and running boards, pointed tail, etc. It is r.h.d., and has seat, simulated instruments, etc. Altogether a jolly little car, which Salmson fans will love. It has the same wire wheels, with knock-off hubs, as this supplier's SKK Mercedes-Benz, which will be acceptable to those who like the larger scales, but which is unfortunate if you want to display Merc., Salmson and, say, GP Models' 30/98 Vauxhall Wensum together.

Another GP Models offering is the 1967 Austin Healey coupé (No. 23) that ran at Le Mans that year. It is correctly painted red and has the big fuel-filler, spare wheel in the tail, decals and numbers, of the original. But whereas my Salmson rolls easily, the handbrake of this Austin Healey seems to have stuck on! And model makers have funny ideas about the required size of Reg. No. plates—if you used either of these cars in real life you would soon be in trouble with the Police! However, both are good replicas otherwise, and available in kit-form, the AH coming with Geoff Healey's own account of how the little Le Mans Sprite won the *Motor* Trophy at Le Mans, a reminder that, if petrol soon costs 90p or more a gallon and we are forced into little motor cars, life can still be fun . . .

Finally, for the time being, Mettoy-Corgi announce a set containing a Lotus Elite in JP colours that tows a trailer carrying a John Player F1 racing car, finished in JP black-and-gold (Reg. No. C32—£2.65) and a 7½ in.-long miniature of the controversial Concorde airliner, in BA livery, with movable droop-nose, on a plinth, for £1.25 (Reg. No. C650). W.B.

A READER, Mr. T. D. Dyke of Market Drayton, has sent us the enclosed picture of a half-scale model of his own Riley Imp, but stripped for racing!. Propelled by a 12-volt electric motor, the model does about 25 m.p.h. Mr. Dyke would like to hear from other builders of half-scale model cars, with the idea of holding a rally for them, next summer. Letters can be forwarded.



Cars in Books

FROM "Window on My Heart" by Olave Lady Baden-Powell, GBE (Hodder & Stoughton, 1973) comes an interesting reflection on how dependable the better cars were even before the First World War. When searching for a house her parents decided it would be easier by car than in trains and the carriage, so they purchased one in January 1908. It is described as ". . . a bright yellow (Crossley) limousine with a landaulette hood and we were all entranced by it". It was "so quiet" and the chauffeur Williamson "drives so awfully well", wrote the young Olave, in her diary. Alas, the chauffeur was dismissed shortly afterwards for taking the Crossley out on his own without permission. The freedom of the road in those days is nicely portrayed by the references to shopping in Regent Street in London with the Crossley patiently waiting, and of whirling up to Hampstead Heath, Barnet and Finchley. The Crossley is described as "so fast and so safe too". "It is a joy, that car".

The book contains a reference to the Bournemouth Flying Meeting in 1910, which Olave watched from a big hired motor-boat at Southbourne, and saw the Hon. C. S. Rolls killed. There is a picture of the 20 h.p. Standard landaulette which was the Scout Movement's wedding present to the Chief Scout, Sir Robert and Lady Baden-Powell in 1913 and the text describes the car as finished in the Scout colours of very dark green with a fine yellow line, and with the Scout badge discreetly painted on the panelling and a silver figure of a Scout on the bonnet, although the latter does not appear in the picture. I find it interesting that in 1927 the Baden-Powells had a fleet of cars, consisting of an 18 h.p. Standard saloon, a 10 h.p. Standard saloon, and Lady Baden-Powell's Standard Nine two-seater (quite a rare model, surely?; unless the earlier 9.5 Standard is intended), the last named used to tow a "wee green trailer". Interesting because it is possible that the gift of the 1913 Standard endeared the famous family to this make.

There is a reference to the progress made in commercial aviation, comparing a present-day 3¼-hour flight from Warsaw to Heathrow with that of 1932, when the route was Warsaw, Berlin, Hanover, Amsterdam, Croydon, which occupied nearly 14 hours. In 1929 Baden-Powell was given a Rolls-Royce saloon, an Eccles trailer caravan, his portrait by David Jagger, a cheque for £2,800, and a pair of braces (the last his own suggestion for a present, on the occasion of the Scout Coming-of-Age Jamboree, to pay for which every Scout had contributed 1d.) King George also bestowed a Peerage. I was never a Boy Scout but I remember this R-R, which was, I think, a P1, towing a two-wheeler Eccles caravan. Perhaps the RREC can tell us whether it has survived.

I am now pleased to refer to yet another book in which Brooklands Track is mentioned. It is "The Life of Sir Arthur Conan Doyle" by John Dickson Carr (John Murray, 1949), which tells of how the famous author, notably of the Sherlock Holmes stories, bought his first car, a dark blue 10 h.p. Wolseley with red wheels, in Birmingham in the spring of 1903. It replaced six saddle-horses in the stables at Undershaw, near Hindhead, and the coachman, Holden, was sent to the Wolseley factory for three-weeks' driving instruction. But Conan Doyle drove the 150 miles home himself, his first attempt at driving a car. This was obviously successful and by 1906 we are told that there were two cars in the stables, as well as a Roc motor-bicycle. One of these cars was the solid-tyred Wolseley, which had escaped a collision with a farm cart full of turnips when Sir Arthur's mother was riding in the tonneau. The other is not named, but was of 20 h.p. I suspect it was a De Dietrich, for Conan Doyle is described as competing in the 1911 Prince Henry Tour with such a car. In fact, this is described as a ". . . twenty h.p. Lorraine-Dietrich, with a horseshoe stuck on the front as a mascot" apparently a landaulette. The start from Homburg is said to have consisted of 50 British and 50 German competitors, and the implication is that when the "race" reached England the German Army and Navy observers used their cameras to photograph items of use in the forthcoming war. In fact, the 1911 event was non-competitive and certainly not a race. It may be thought that Sir Arthur would not have used a six-year-old car, however, so perhaps he had by then acquired another De Dietrich, especially as the Wolseley met with a serious accident, when it overturned in the house-drive in the winter of 1904, pinning Sir Arthur beneath it. Incidentally, they had a model passenger-carrying monorail in the house-grounds.

I think that the big Benz cars he encountered on this Prince Henry Tour that took in Brooklands caused Conan-Doyle to make the German spy in the last Sherlock Holmes adventure use a 100 h.p. Benz limousine. But as to Holmes ever having used a motorcycle in his early days, as propounded by a writer in *The Sherlock Holmes Journal*, when Conan Doyle was interviewed by *The Motor Cycle* in 1904, having bought his Roc, he apparently said "No" with some vehemence, adding that in Holmes' early days motor bicycles were unthought of. And as regular followers of this column know, I am of the firm opinion that the Model-T Ford which features in that last Holmes adventure, during the 1914/18 war, was the property of Dr. Watson.

And, finally, for this month, on the subject of crime, but real crime this time, there is a brief reference to a car in "The Riddle of Birdhurst Rise" by Richard Whittington-Egan (George Harrap, 1975). The second of the unfortunate victims in the unsolved Croydon triple poison-murders of 1928-29, Vera Sidney, enjoyed her motoring, in, the author tells us, a 7.5 h.p. Citroën. There is mention of her concern for its frozen radiator, in this pre-anti-freeze age, and of needing hot water to thaw it out; it was kept at a public garage in Bensham Lane, Croydon. Later in the book there is an amusing account of what happened to a local policeman when he called to apprehend a doctor while that gentleman was being interviewed by the CID, who had told him to leave his unlit car, which he was about to move, outside his house—but it would be unfair to the author to recount it here.—W.B.

The 49th MCC Exeter Trial

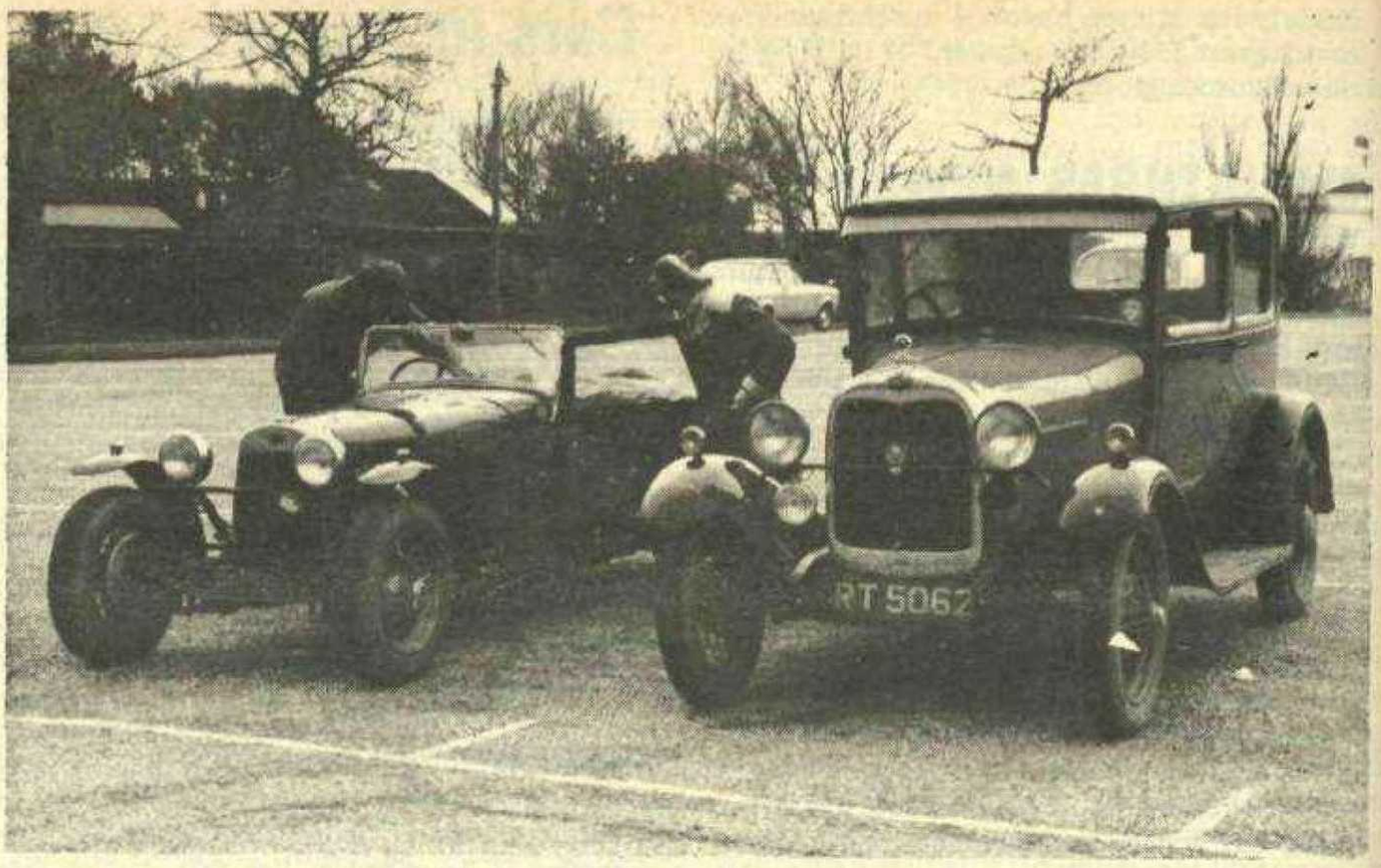
IN SPITE of somewhat gloomy forecasts as to the future of long-distance trials, the Motor Cycling Club ran its "Exeter" successfully on January 7/8th. This after-Christmas classic had an entry of 322 (with 26 three-vehicle Team-entries), ranging from a Porsche entered by MOTOR SPORT to a courageous Fiat 500. These included 142 entries in the motorcycle classes, in which there were a goodly number of sidecar-outfits and two BSA three-wheelers, one a vee-twin, the other a four-cylinder. The event started from three places, converging on a common route that ended at Sidmouth. Apart from some fog and ice during the night the weather was good and the event finished not too badly behind schedule, in spite of three new hills being ambitiously included mostly during the hours of darkness.

Lack of space precludes mention of the many motorcycle ascents of Simms, where we decided to spectate, apart from remarking that most of the solo riders found it easy, although Steven's Suzuki stopped almost at once, Haylett fell off his 185 c.c. Suzuki, Gagg made a sensational climb on his Triumph Trophybird, and very neat ascents were accomplished by Roberts (Triumph), Hughes (Yamaha) and Dobney (Royal Enfield), among others, while Waling (Yamaha) and Mills (MZ ISDT Replica) buzzed up. Hurst (Honda), Browne (BSA), and Burt (Matchless) were among those who took Simms fast, but it was Hiscox (Yamaha) who seemed intent on making f.t.d. Browne (Tribsa) made a fine climb, Quance (Bultaco) blipped up noisily, and Chapman (Norton) had "moments" from which he recovered skilfully. Both the BSA 3-wheelers had to be winched-up.

There had been delays while a tractor was got into position at the top of the hill and it winched-up failures among the car competitors very slowly. Fortunately, to relieve the waiting, comic interludes were provided by Newton, on a Tribsa combo. He and his passenger walked up to look at the hill, tried it but fell off, then appeared again much later, only to roll the machine. Newton then proceeded to run over his luckless passenger. We thought perhaps the RAC had provided this comic turn, as some retribution for the threat of increased permit-fees. . . .

* * *

After we had been standing in an uncomfortable stance in a holly bush for some three hours the cars began to arrive. Immediately interest seemed to quicken among the well-behaved onlookers lining each side of Simms, that 200-yard hill rising out of the village of Ilsington, with a steep right-hand bend, followed by a straight gradient with a maximum of 1 in. 2¾. The "Exeter" was first held in 1910 and this hill was included from 1933, when it failed 191 out of 250 entries. This year Simms was in fair condition; different starting-lines were used for solo and sidecar machines and for cars on standard or knobbly tyres. A VW Beetle came first and stopped about two-thirds of the way up, as did Mitchell's early Ford Cortina. But Andrews' Dellow had no trouble and the appreciative crowd clapped, as they did Partridge's yellow



The MCC Exeter Trial caters for all types and ages of vehicles—here Tom Threlfall's Model-A Ford, which did remarkably well, and a more modern HRG are seen in the finishing car park at Sidmouth.

MG TA which got up in spite of using the bank. Newton's HRG seemed likely to succeed but fluffed out right at the summit, perhaps with fuel-starvation, Stevenson, revving his Imp hard, just made it (more applause), but although he chose the best path, Davies' Ford Escort stopped just before the end of the observed-section. Then Threlfall got almost up in his Model-A saloon, to cries of "shame" when it failed. This aged Ford "cleaned" all the other sections, unlike Barker's Model-A Ford, which had succumbed early with electrical troubles.

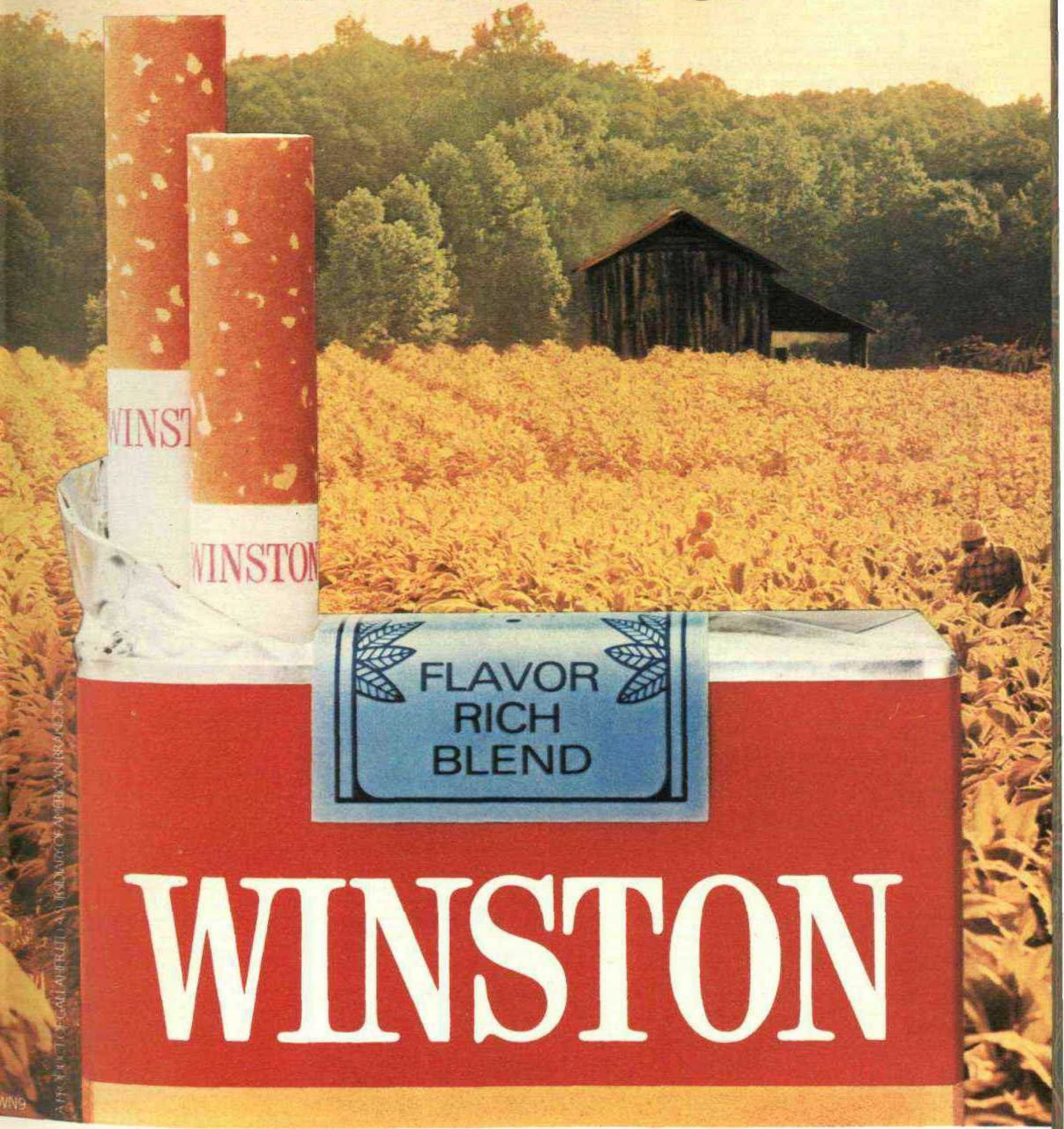
Thompson's VW Beetle was successful, Battersby's Morgan 1600 spun to rest high up, on loose stones, Miller's 1500 Anglia with odd radiator and what appeared to be an MG body started slowly and stopped halfway up with lots of wheelspin, Hutchings' Sunbeam Imp made it, as did Cooke's similar car, with plenty of revs on. Hinde preferred to blip his 2-litre Peugeot up, its wheels throwing back stones, Sargeant's two-tone VW Beetle stopped halfway, Burrows' Beetle got rather higher but failed, Green's didn't get as far. de Mattos hadn't a hope with seized rear brakes in his Peugeot 504 and took a long time deciding how to get off the section, Churchill's Beetle grounded badly and failed halfway, the Oliver Special almost got up, Shire's Beetle showed little urge from the start and stopped two-thirds up, whereas Taylor's Skoda got away well but failed when almost clean, as did Griffin's Beetle. The Man from MOTOR SPORT, who was "clean" so far, even in a difficult restart test on Tillerton, then made a splendid ascent in the Porsche, cheered by the crowd, after which the dismissal of Hughes' DAF 55 Marathon with audible belt-slip was an anti-climax. Margetts' Morgan 1600, in spite of wheelspin at the end, made the ascent successfully, and Williams' Ford Pop had lost one big-end but contrived to finish. After which this reporter, having been on the hill for some 5½ hours, decided to go to the finish, where the first motorcyclists had clocked-in only about an hour late, and were accommodated in a very spacious Municipal car-park. The breakfast stop at the Mercury Motel at Kennford had also provided excellent accommodation for the competing vehicles in pleasant surroundings. The 1976 Exeter was an undoubted success. These MCC Classics must continue.—W.B.

A Porsche on the Exeter Trial

FOR THE LAST two or three years W.B. and I have talked about competing together in one of the MCC "classics", the Exeter, Land's End or Edinburgh Trials. As with so many things, lack of time meant we failed to move beyond the talking stage. This year the MCC, keen for MOTOR SPORT to take part in last month's Exeter Trial, forced our hand by arranging for a member's car to be put at our disposal. Not any ordinary car, mind you, but the Porsche 911 of Josh Sadler, one of the most successful cars in 1976 Club trials. I sensed W.B. pale on the other end of the 'phone at the thought of accompanying me up the hills at the Porsche's potential velocity and his later "I think it might be best if I report the event from a spectator's angle," was not unexpected! Instead, MOTOR SPORT photographer John Dunbar joined me as navigator and, though results have not yet been finalised as I write this, we are hopeful of having kept this Porsche's enviable record, which includes a Triple from 1976 classics by adding yet another First Class Award to its tally. Certainly, we "cleaned" all the hills with consummate ease and in exhilarating fashion.

With Steve Carr, Sadler runs Autofarm, a company in Iver, Bucks, specialising in Porsche spares, repairs and servicing (see MOTOR SPORT, January 1976). With such facilities at his disposal he has an obvious answer to the spectator whom we heard decry the Porsche's participation in this muddy, rough sport as "sacrilege". A Porsche also happens to be potentially the most suitable

The Winston flavor is real flavor.



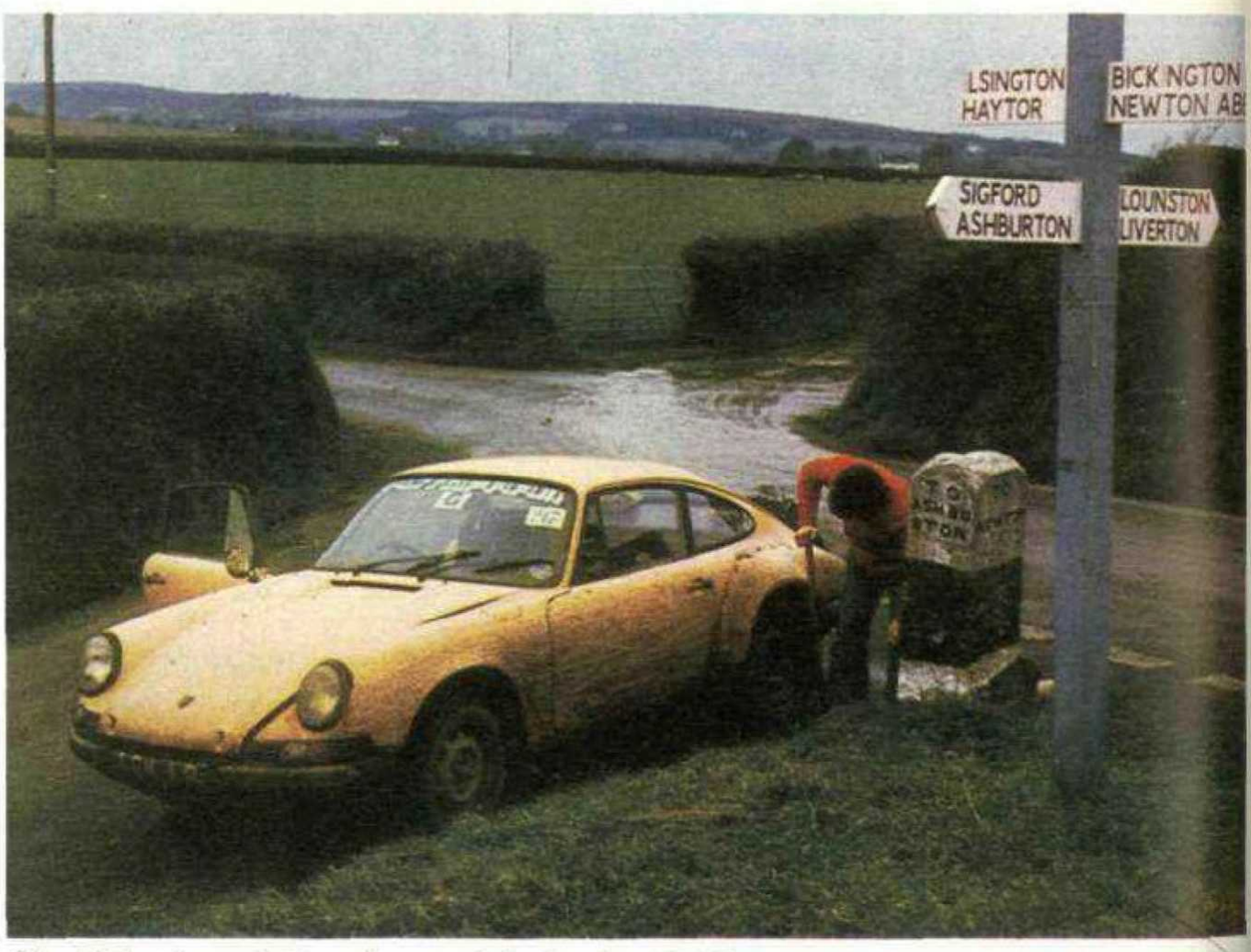
MIDDLE TAR As defined by H.M.Government

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

production car for trials with drive, weight and bags of power at the right end. Sadler's car started life as one of the first two right-hand-drive, four-cylinder 912s in Britain, though very secondhand when he bought it. It "grew" six cylinders of 2.4-litre 911T engine early last year. This is mated to an old-type (with 1st down to the left) five-speed gearbox from a 2.2-litre 911, weaker than the later boxes, which is presumably why Sadler broke one last year. Surprisingly, this yellow Porsche's "Beetle" driveshafts have withstood satisfactorily the onslaught of 130-plus b.h.p. By Porsche standards the 2,343 c.c. T engine is not very powerful, but it has the advantage of producing its 145 lb. ft. of torque lower down the scale than the other 2.4s. In any case, this trials Porsche is much lighter than a T, lacking sound-proofing and other frills.

The suspension has been raised on its torsion bars to increase ground clearance and anti-roll bars removed for the same reason; in spite of Koni shock-absorbers this is the nearest thing to a Porsche blancmange when driven angrily on tarmac. Porsche purity of line is disrupted by the spare wheel, hung out at the rear on a bracket from the crankcase-protecting tow-bar to add weight over the driven wheels. Not a modification to be advised for ultimate handling.

In MCC trials circles this Autofarm Porsche seems to be looked upon with something of the awe afforded the Chequered Flag Lancia Stratos in British rallying: a supercar amongst the mundane. We sensed this feeling from the spectators, though we also sensed from some competitor quarters the resentment that here was "a sledgehammer to crack a nut". Others were blatantly and happily envious. The resentment is largely misplaced: the eleven-year-old car cost Josh Sadler comparatively little from his position in the Porsche business and even an Autofarm retail customer could have built it for less than some of the later VWs at large on the Exeter. Though its handling on the road is not up to normal Porsche standards it remains a thoroughly enjoyable road car with first class reliability, an excellent dual-purpose car. We noticed nobody quibbling at the presence of



Clive Richardson re-inflates the tyres of the Autofarm 911 Porsche after his successful climb of Simms.

Morgan Plus 8s worth considerably more.

From the choice of Lewdown, Cirencester or Reading we chose the last-named as our starting point on the cold and frosty Friday evening/Saturday morning. These MCC "classics" move at a steady pace to cater for the likes of anything from vintage Austin Sevens, like the hoodless one of Sadler's brave wife Sue Halkyard, who started one car ahead of us, vintage motorcycles and BSA three-wheelers to the Porsche and Plus 8s. So from leaving the start at Penta Garage at forty-seven minutes after midnight we had 3 hr. 40 min. to cover 94 miles and clock out of the first time at the Frying Pan Café, near Sparkford. We were able to steal a welcome 1½ hours' sleep at the café before heading twelve miles through thick fog to the first section at Windmill Hill. Here we dropped into the routine of letting air out of the Porsche's 185 section, 15 in. Semperit M and S "knobbly" rear tyres whilst queuing for the start. For this first hill I chose 15 p.s.i. for the rear tyres, 12 p.s.i. for subsequent sections. We had hoped to replace the well-worn Semperits prior to the event, but had to make do when the only replacement set available in Europe turned out to be in Vienna. At Windmill Hill we realised we need not have worried: the worn "knobblies" churned their way meticulously through the muddy ruts in pursuit of the darting headlights, the flat-six on song behind the 40 m.p.h. "length" of 1st gear, the only gear used on all the sections.

That first section was a relatively easy climb to put competitors in the mood. On next to the ice-covered roads of the Honiton area and the more difficult problems of a new hill, Stafford, where the MCC had thrown in a stop-go test for we of the "knobbly" tyre brigade. The road tyre classes escaped with a continuous climb. The motorcycle classes ahead had problems on this one, causing a long wait for we in the comfort of the following cars, but in those bleak conditions they had our sympathy and admiration. For many the stop-go test was a problem, but not for the Porsche's power and traction; we had to stop part way up the hill with all four wheels astride a line, then restart at the drop of a flag to cross another line higher up the hill with all four wheels, within 5 sec., before continuing to the end of the observed section.

Tillerton came next, remembered by me as the first section in the 1971 Exeter when I'd cleaned it in a VW 1302S on the only other occasion I have competed in an MCC trial. Concerned faces amongst competitors watching and waiting at the foot of the hill showed



The Morgan team of W. A. G. Goodall, G. M. Margetts and M: G. Owen managed to travel in convoy for most of the event.

that this time it wouldn't be so easy; a stop and restart test had been thrown in on the steepest and roughest part. A real nasty one which saw failed competitor after competitor reverse down the hill, even the traction of the Imps and VWs directly ahead of us defeated. "Just give her all she's got and the power will dig her out of the hole," advised a sympathetic fellow competitor admiringly familiar with this Porsche. I did just that from the best starting point I could pick out on the line. There was a howl of Porsche cylinders and roar of tortured rubber on stones as we scrabbled forwards, picking up the speed we needed to tackle the next horror, the deep holes, gulleys and proud rocks of a steep left-hand bend. Even the Porsche tremored, but I pointed it towards the apparently lesser dangers of the right-hand line, taking care not to understeer off, and we bounced our way through, part of the victorious few. It was confidence-inspiring proof of the Porsche's abilities and we headed for breakfast and a time control at the Mercury Motel, Kennford, well pleased with ourselves. Having to pay £1 per head to the management of said motel for one egg, a piece of bacon, small sausage, small roll, butter and one cup of tea was less pleasing.

By Kennford we, and presumably all the other cars, had gone over our scheduled times following that delay at Stafford. When I inquired, with rally navigator's concern, what would be the effect of such *force majeure* on our quest for a reward, I was reassured, "Oh, don't worry about that, we don't worry about time on the classics". Such is the friendly leisureliness of these threatened MCC events.

Josh Sadler had assured me in notes on my route card that any new hills the MCC have thrown into trials in recent years have been very easy. He was perspicacious enough to add, "But you never know!" And what a terror the new Recombe section turned out to be. It started on a gentle enough climb with a simple stop-start test within sight of the start. The young lady who was stopping cars at the stop-start line by stepping out in front of them failed to allow for the speed of an approaching Porsche and will never know how close she came to being covered with muddy Semperit marks. From the easily achieved restart we howled into a left-hand bend to be confronted by huge holes and boulders big enough to rip the bottom out of a car. We crashed and banged our way through in a way which I thought would demolish even the Porsche, but

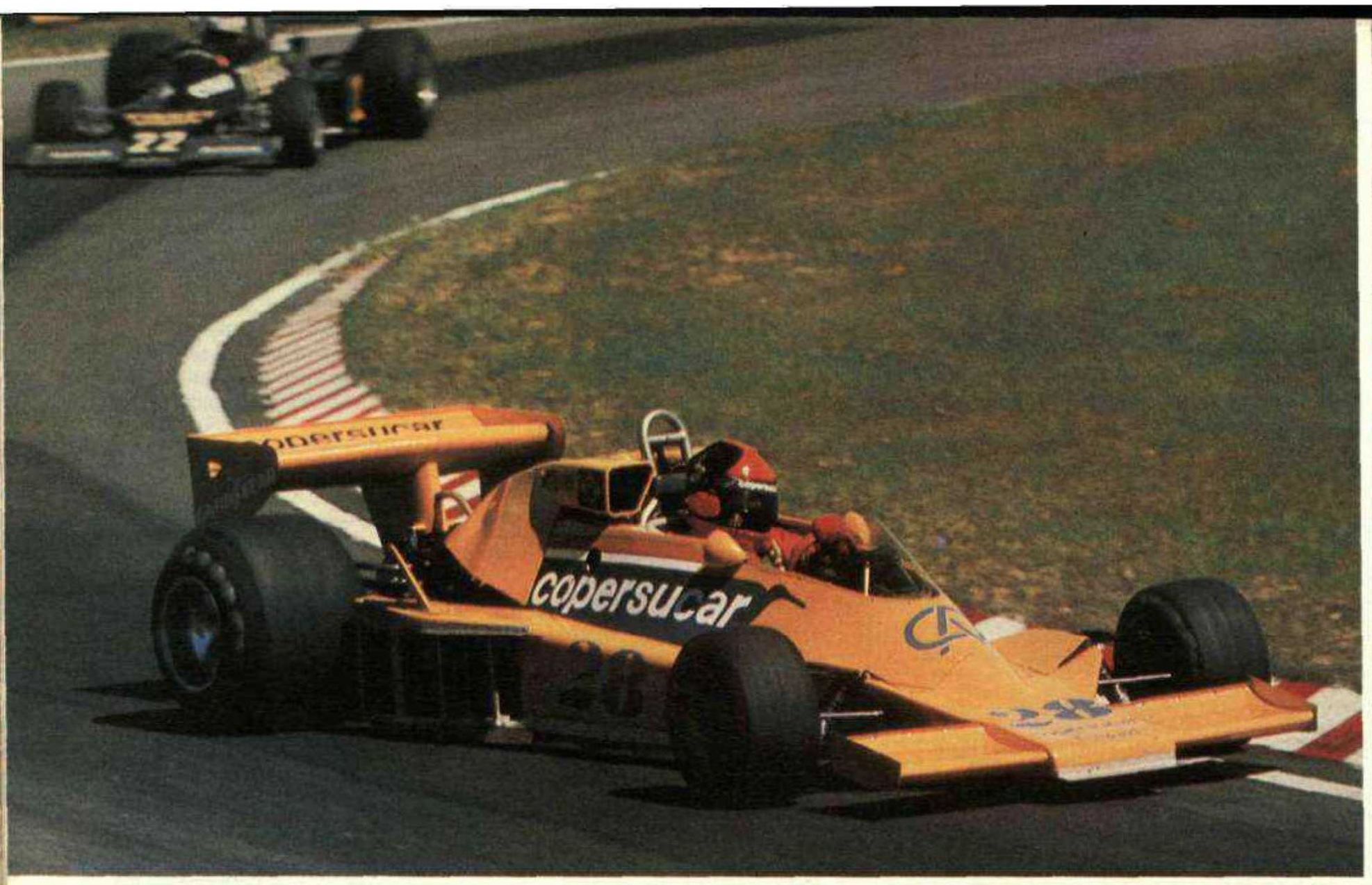
continued on page 165

West's Oliver Special strains all its 1,172 *c.c. round the bend at the bottom of the fearsome Simms, below left. Blackburn's Singer Le Mans waits its turn behind one of the many VWs at the start of the Blakemore special tests, bottom right. Battersby's muddy Morgan reflects the arduousness of this enjoyable event, below.*











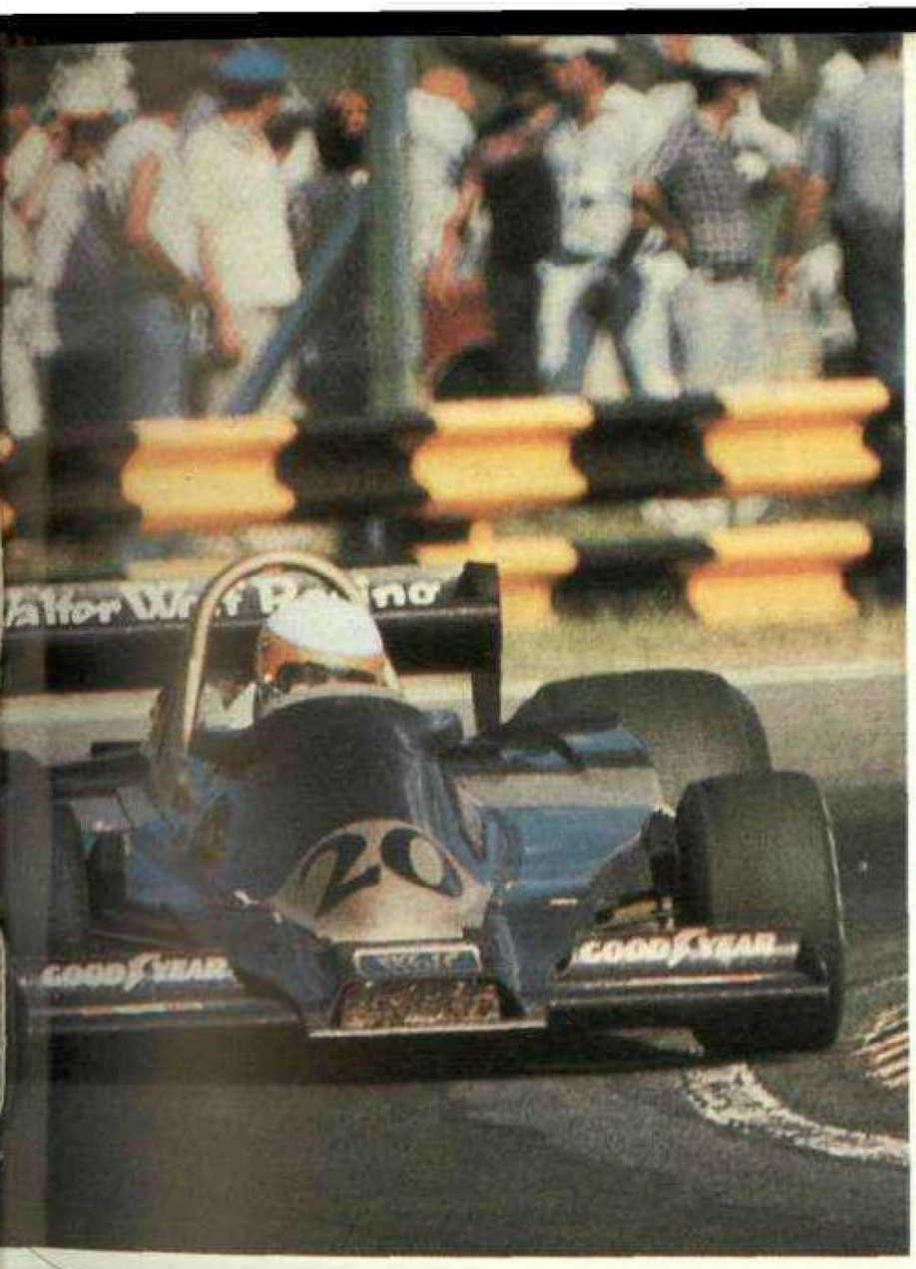


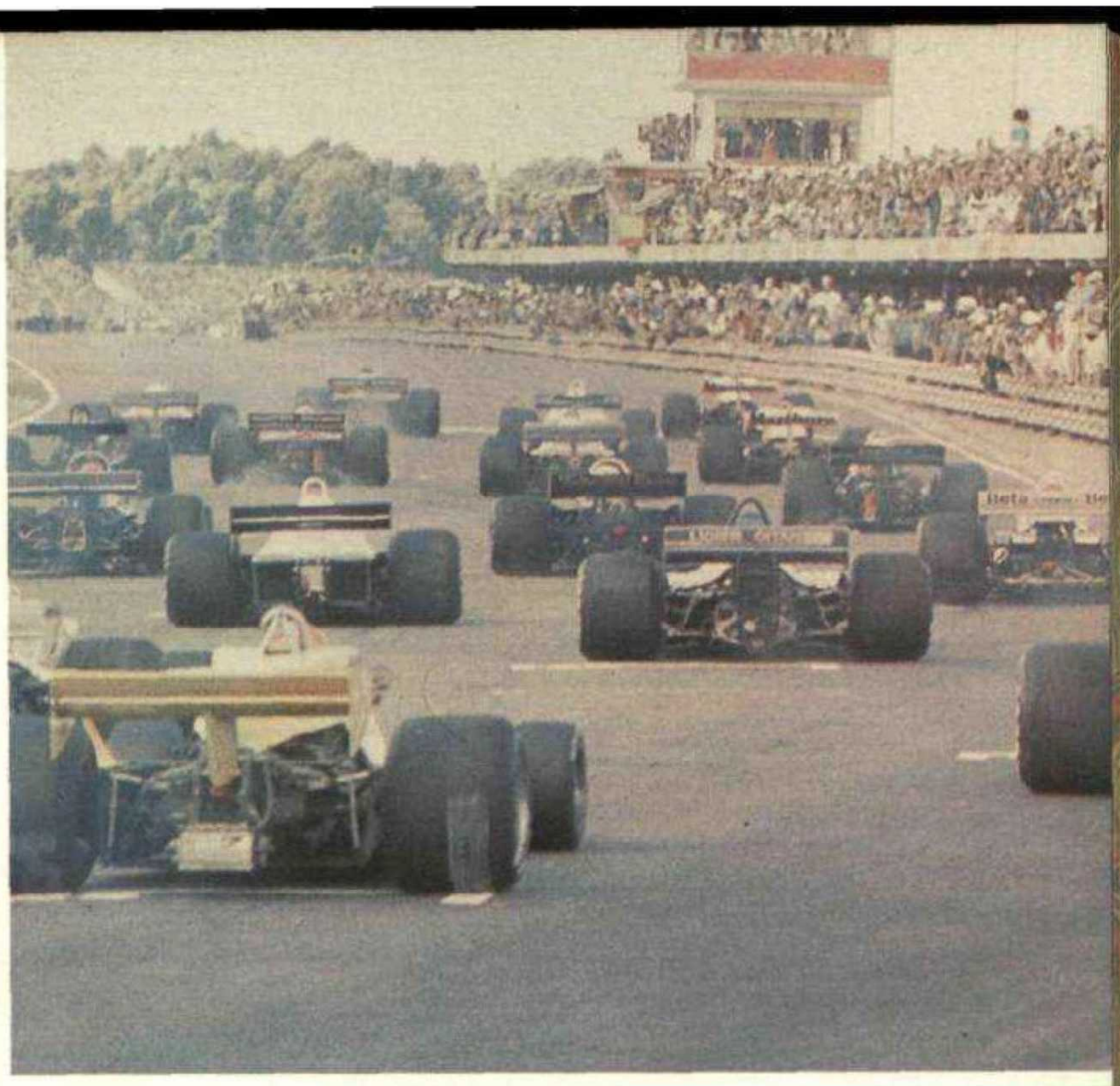


ARGENTIN

drove Walter Wo
on January 9th
back of the gr
Below, John Wa
led for the first
home fourth.
heading for six
change a front







E GRAND PRIX BY DINT OF FINISHING the course with a combination of speed and reliability, Jody Scheckter (Car No. 20 above) 's new Wolf-Cosworth WR1 to victory in the Argentine Grand Prix at Buenos Aires e car's first race. The photograph top right shows the start of the 53-lap race from the while the enthusiasm of the partisan crowd is indicated in our lower right picture. on is seen in the Brabham-Alfa Romeo in which he qualified second on the grid and laps. Reliability helped Emerson Fittipaldi to bring his Copersucar-sponsored machine is seen (*top left*) leading Clay Regazzoni's Ensign, which (*centre left*) can be seen place. Below left, Carlos Reutemann's Ferrari 312T2 finished third after a pit stop to e.







THE PORSCHE TURBO: an engineering masterpiece

A FAMOUS racing driver from the past, noted for his press-on, full-opposite-lock style of driving, came into our local hostelry the other day, downed a large Scotch and said "Keee-rist". He had just come down from London in a 3-litre turbocharged Porsche, and having just spent a week with one I now see what he meant. I never thought the day would come when Ferraris, Maseratis, Lamborghinis and similar exotica would pale into insignificance in my book of motoring, but that day came with the Porsche Turbo. If you get the impression that I was really turned on by the Porsche, you are absolutely correct; in fact, the last time a fast car impressed me as much was the Ford GT40.

The car that was loaned to me by Porsche Cars Great Britain Ltd. was the prestige model that was the centre-piece on the Porsche stand at the Earls Court Motor Show, in white with Martini Racing stripes down the sides, red, white and blue special leather seats and red and blue interior, the car being complete with air-conditioning. As it stood there on the Show stand the price was £21,162 and when I went to collect it from Isleworth, after it had been run-in, I found it hard to accept that a Porsche could be worth over £20,000. However, when I returned it a week later I had changed my mind completely, convinced



From inside or out, the demonstrator was a colourful car. Detail thinking, such as the provision of built-in cassette tape cases within the centre console is evident at every stage.

that Porsche were offering £20,000-worth of performance, engineering, quality and, above all else, integrity in all things, which was most heart-warming in these days of the spurious, the artificial, the shoddy and the plain nasty.

When talking to Porsche factory people, or for that matter their agents, you are very conscious that they all believe in Porsche implicitly, as well they might, and that Dr. Ferry Porsche, and his illustrious father before him, are revered by one and all. Not in the rather mystical way that Enzo Ferrari is revered by Ferrari owners, or Ettore Bugatti was in his day, but in a solid and sound engineering sense, an admiration for a way of doing things and a way of thinking. A few years ago I visited the Porsche Engineering

Research and Development establishment at Weissach and came away stunned by it all. In any one department there seemed to be more qualified engineers than there are in total in the world of Formula One, for example, while each department or research subject was utilising equipment that would have paid for a complete Formula One team. It was impossible to accept that the output of Porsche cars could justify such a vast establishment, and of course it was true, Porsche Engineering are involved in many more things than cars, some for outside branches of engineering, some for other car manufacturers and much for the German Government. However, the whole establishment is there and available for any Porsche project, and at the time of my visit the turbo-charged 917 Can-Am Porsche had just been released, after some pretty intensive work on the 4½-litre flat-12-cylinder 917 engine, raising its capacity to 5 litres and its output from 500 b.h.p. to something like 1,000 b.h.p. Since that day I have often mused to myself: "... I wonder what all those chaps at Weissach are up to. . . ." In racing we have seen what they have been up to, with the success of the turbo-Porsches in Group 5 and Group 6 racing, and now I have been able to sample what they have been up to in the form of the production turbo-Porsche. When the Engineering faction at Porsche produced the turbo-charged 3-litre Porsche as a production model, the Sales faction reeled back saying they couldn't possibly sell it, it was just too much of everything and the World could not afford such perfection. They were quite wrong, for the first 500 cars sold themselves and a second production run was soon under way.

The six-cylinder 911 series Porsche has been with us for more than ten years and it says much for the original conception that today's Porsches are basically the same. The flat-six air-cooled engine has been progressively enlarged, from 2 litres to 2.2 litres, then to 2.4 litres and 2.7 litres, and now to the full 3 litres, without taking up any more space in the car. The two-door fast-back coupé body form has likewise retained its basic shape, flared wheel arches and aerodynamic aids being the main changes in outward appearance, while wheel rims and tyres have grown enormously, following the development in racing. For the driver the Porsche engineers still consider the r.p.m. meter to be the most important instrument and though the steering wheel has been changed many times, now being a padded "safety" affair, when you get into the driving seat the very large 8,000-r.p.m. tachometer is the first thing you still see, and it is not an ornamental gimmick, it is a clear and lucid indicator of engine speed. In the lower half is a fascinating little extra dial, reading 0 to 1.5 bar, set into the rev-counter the way some manufacturers used to put a clock in the rev-counter. This gauge registers boost pressure in atmospheres. On the left of the rev-counter are gauges for fuel contents, oil contents in the dry-sump tank, oil temperature and oil pressure. On the right is a 0-150-m.p.h. speedo and a clock. On the left of the steering column is a stalk for lights and on the right a stalk for the wipers. The central gear-lever controls a four-speed gearbox, five speeds being unnecessary with the torque of the turbo-charged engine, as I found out, and all you have to do to start the engine is turn the ignition key; there is no choke or mixture control, all that sort of thing is done electrically within the fuel-injection system. Between the seats is a hand-throttle, and all you get from the engine compartment at the back is a subdued rustling noise, there is none of the whirring and churning you used to get with the earlier smaller-engined 911 Porsches.

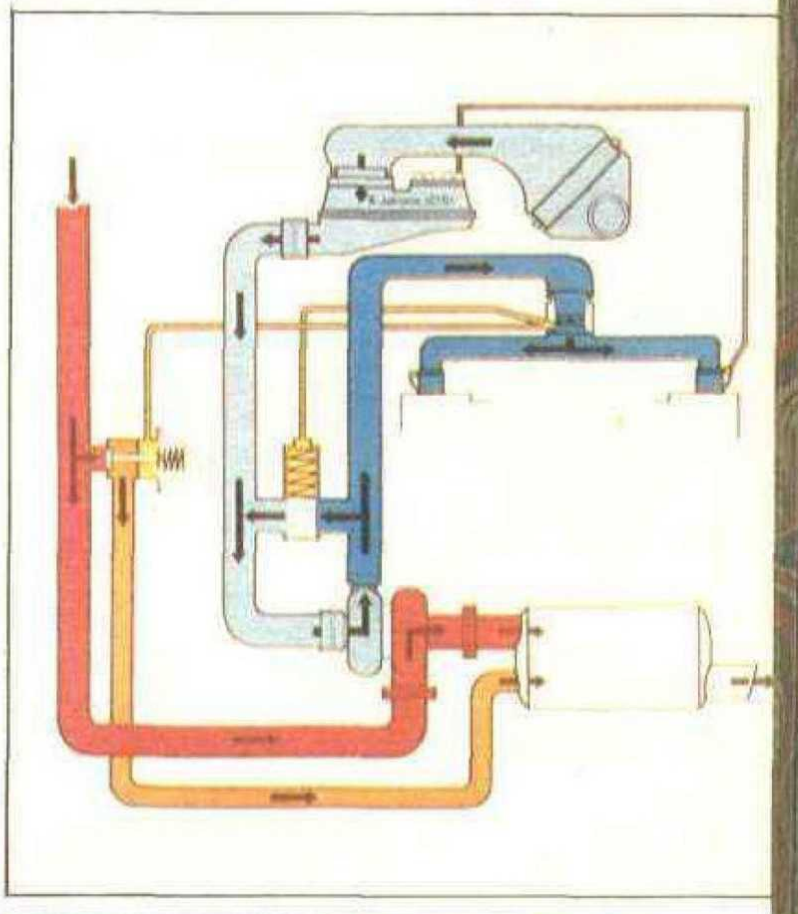
D.S.J.'s quest for proof of Porsche thinking includes, from top to bottom, the diminutive turbo boost gauge within the 8,000-r.p.m. tachometer. Then we have the 2+2 interior above the thoroughly comprehensive flat tyre provisions, which encompass a compressor for the compact spare, a bag for the dirty, flat cover, and gloves to tackle the job in comfort, laid out around a proper toolkit. Our colourful turbocharging diagram should prove even more illuminating read in context with our report, while the lowest picture shows the impressive under-bonnet fuse layout.

A blip on the throttle produces little effect, the revs rise but no boost pressure shows, for the system has an automatic by-pass system which operates under no-load conditions. The exhaust gases from the two banks of cylinders are brought together on the left of the engine and pass into a small turbine and then exhaust into a large silencer. This turbine is coupled to a compressor which draws air from a filter on top of the engine, through a mixture control unit and then blows this into the inlet manifold to join the petrol being injected on a continuous pressure system. The no-load by-pass valve exhausts the hot gases from the exhaust collector system directly into the silencer, which is why you get no boost reading when revving the engine in neutral. As you drive off and put a load on the engine the by-pass valve closes, the exhaust gases whirl the turbine round, which in turn spins the compressor and your normally-aspirated engine becomes supercharged and then things start happening. The needle on that fascinating little dial within the rev-counter starts to move when you get to about 3,500 r.p.m., and when it reaches 0.5 you just have time to notice it, before it is reading 0.9 bar and the engine revs are well over 6,000 r.p.m. and soaring. The little turbine spins at a phenomenal 90,000 r.p.m. and the compressor gives 12 lb./sq. in. boost, which produces 260 horsepower DIN from the 3-litre engine. An unsupercharged 3-litre Porsche has pretty impressive acceleration, but when the boost comes in it is electrifying. There is no sudden surge of power or kick in the back, merely an ever-increasing pressure on the back of the seat and all without increase in noise level or any feeling of fuss or strain. The smoothness and quietness is uncanny and you appreciate why the rev-counter is the most prominent instrument; without it you would have no idea of what speed the engine was turning at. Maximum r.p.m. are 6,800, but maximum engine power is developed at 5,500 r.p.m., while maximum torque is at 4,000 r.p.m. The straight-line performance of this Porsche-turbo is almost more than one is prepared to unleash on the open road; indeed, I used all its acceleration in 1st, 2nd and 3rd gears, reaching 117 m.p.h. in 3rd at 6,000 r.p.m. and full boost, and felt that the continuing acceleration in 4th gear from that point was almost more than I wanted to cope with, and that is the first car that has given me that feeling on the road.











A friend summed up the acceleration when he likened it to being driven by an enormous electric motor with your right foot operating a rheostat. This feeling is enhanced by the incredible smoothness of the engine, the absence of any mechanical noise or exhaust noise and the very low wind noise of the body. Porsche list the maximum speed as "over 250 k.p.h. (155 m.p.h.)" but I had no opportunity to explore it beyond 135 m.p.h.; however, you don't quibble with figures given by Porsche, they are those sort of people at Zuffenhausen. To worry about what the cruising speed of the turbo-Porsche is seems pointless, for it will cruise at anything that road conditions will allow, and whether it is running at 3,000 r.p.m. with no boost or 5,000 r.p.m. with 0.5 boost it feels the same and never gives any feeling of being stressed. In the technical specification the fuel consumption is quoted at 15.5 to 19.0 m.p.g., obviously dependent on how much boost you use and what sort of speeds you cruise at, and on one run over a fair distance at an unbelievable average speed a very accurate fuel check came out at 17.0 m.p.g. As I said, Porsche are serious-minded people.

Porsche have not been racing and developing the 911 series cars all this time without learning something, and the ride and handling are everything you would expect. The Pirelli Cinturato P7 tyres are 205/55 VR16 on the front and 225/50 VR16 on the rear, and that means that there is 7 in. of tread width in contact with the road on the rear ones when stationary, with an inch shoulder each side, giving 9 in. of rubber in contact on acceleration or cornering. It is more than adequate for all purposes for road use. The steering is truly superb, having perfect "feed-back" to let you know what is going on at the front wheels, and while you can provoke the front end to break away, under all normal fast motoring conditions the balance of the car is very neutral. With different size tyres front and rear, you may be wondering about a spare wheel. In the nose of the car is a small-section "get-you-home" spare wheel in a deflated condition that sits under the luggage compartment. Now an amusing game with Porsche staff is to try and catch them out; you don't often win, for, as they say, "Dr. Porsche thinks of everything." Seeing the deflated spare tyre I remarked that I wouldn't be amused at having to pump it up. "You don't have to," was the reply, "here is an electric compressor which you plug into the cigar-lighter socket and it pumps the tyre up for you." Looking at the size of the spare wheel compartment I suggested that a punctured rear tyre would not fit into the space. "No," came the reply, "your girl-friend nurses it on her lap." I was about to say how much she would enjoy that on a wet and muddy night, when the answer came, "You put the punctured wheel in this plastic bag, and here are some plastic gloves to keep your hands clean while you do so, everything is here in the spare wheel compartment." Having personally had but two punctures in over 200,000 miles of Jaguar motoring, I wondered if it was all really necessary on the Porsche. "You never know," came the reply. My favourite Porsche story is of the friend who was talking with some Porsche engineers at the factory and innocently asked if they would ever go into Formula One racing.



Which one of these Etonians will be able to buy one of these out of his pocket money?

Their eyes diffused as they looked towards Munich and they said: "Only if vee haf to."

Obviously the power unit is the most intriguing part of the Porsche Turbo, but almost any other aspect of the car is equally intriguing, fundamental and sound. There is an electrically-operated sunshine roof, with a spring-loaded spoiler at the leading edge that pops up as you open the roof. If the power supply fails you have a small handle in the glove compartment that fits into a socket under a zip fastener in the roof lining and you can wind the roof shut mechanically. In front of the headlamps are high-pressure water squirts, that only operate when the lights are on, and these are fed from a 2-gallon water reservoir in the nose. This reservoir is filled through a filler alongside the petrol filler cap, under a hinged flap in the left front wing. There is no fear of the petrol pump attendant filling your water bottle with petrol, for the orifice will not take the standard petrol pump nozzle. The windscreen wiper washers are fed from the same reservoir and the wipers themselves have three speeds. If you pull the wiper stalk towards you there is a squirt of water and four strokes of the wiper arms. An electric switch operates a continuous water squirt. A large push-pull knob has two positions for sidelights and headlights, and rotating it works a rheostat on the instrument lighting. The steering-column stalk operates fore-and-aft, the central position being dipped headlamps; push it away and you get full beam, pull it towards you and you flash full beam, so whichever way you flick the lever you get more light. You always get the feeling that Porsche cars are actually driven and used by the engineers at the factory. The pedals are another example; there is no need to double-declutch with the Porsche baulk-ring synchromesh, but from habit I usually do, and I found a toe-heel movement on the brake and accelerator was achieved without conscious thought, the pedals are in exactly the right places. The brakes are deceptive, for when you first use them the pedal pressure seems high, but when you are slowing down from high speed the "feel" is absolutely right and the ventilated discs really knock the speed off. Until you manoeuvre the car in a garage, you are not aware that the steering-

wheel rim is mounted eccentric to the hub, being biased above the centre-line. This is to avoid the solid centre-piece, which blows the horn incidentally, from obscuring the instruments under normal motoring movements. If you never did some rapid twirling movements, while parking for example, I doubt whether you would ever notice this eccentricity. No longer can thieves steal your Porsche by slipping a length of wire between the glass and the rubber seal on a door and hooking the door lock free. To lock the doors you rotate a sunken knurled knob, which retracts the door-locking button down flush with the sill. The internal heating is all controlled by a rotating knob between the seats, on which you dial whatever temperature you require and an electronic device does the rest, with a sensor at the top of the screen and another in the rear that keeps central-control informed of what is happening. The old bug-bear of heaters from air-cooled engines, in which the faster you went the hotter you got and *vice versa*, is a thing of the past with Porsche. In readiness for another heat-wave a refrigeration plant is an optional extra, though it is referred to as an air-conditioner. There are heating elements let into the rear window and into the lower portion of the windscreen, controllable separately, and a heating element in the outside rear-view mirror. This mirror is in a rather large and ungainly binnacle on the side of the driver's door and is adjustable electrically by a control on the door sill. The radio aerial is in the right front wing and erects itself noiselessly when the radio is switched on, a change from some that whirr away and clonk into position. Naturally this car has as standard the ultimate in stereo radio equipment, the Blaupunkt Berlin. As with all 911-based models there are two small seats behind the driver and passenger, or the space can be used for luggage to supplement the compartment in the nose. This boot lid, the engine compartment lid and the petrol filler flap are all operated from within the car.

Aerodynamically the car has an air-dam under the front bumper and a flat tray-like spoiler with a rubber lip at the rear. These were evolved from wind-tunnel testing and the sad part is that the most effective rear spoiler, which gave the best stability results consequent with efficiency, was not acceptable to the German law-makers. In his excellent book on the development of the 911 Porsche, Paul Frère explains all this in great detail, with all the test results and information from the Research Centre at Weissach, and rightly castigates the German law-makers for hindering Porsche in their quest to make safe and efficient cars. Porsche's whole view on safety is that it should be primary, but the average safety-conscious law-maker is prepared to allow bad cars to be made and tries to legislate for them to be safe when crashed. Porsche's dictum is that they try and make cars that are fundamentally safe so that they don't have accidents. There are not many books that I recommend buying, but the 911 Porsche Development by Paul Frère is one of them. If you haven't already got respect and admiration for Porsche engineering, it will give it to you. I now understand why, when asked what he thought was the best car in production today, Frère answered instantly, "the Porsche Turbo."

As I remarked earlier, when I first got into the Porsche Turbo I wondered how it could represent £20,000, but when I gave it back I only wished I had £20,000 to buy one, for it is a car I could live with. Apart from all the sound engineering you get for your £20,000 you are given a one-year mechanical guarantee with no mileage limit and a six-year guarantee against rusting out of the main chassis pontoon assembly. The engine only requires servicing every 12,000 miles, such is the perfection that is designed into the Porsche Turbo. These are the quality standards to which Porsche engineering work when building what must be the ultimate motor car. The sports car is not dead, it's alive and well and being built in Stuttgart.

D.S.J.

A PORSCHE ON THE EXETER TRIAL

Continued from page 159

at last emerged on to a short straight culminating in a right hand hairpin. Here I almost got it all wrong by keeping the power on instead of lifting off slightly to bring the tail round. The Porsche understeered towards the banking to the concern of observers and ran up it, but by keeping my foot "hard in" I managed to keep us rolling, only to do the same thing at the following left-hand hairpin. Again Porsche traction saved the day and we cleaned this fourth section.

I realised that the understeer problem hadn't been all my fault. Until then I had left the 165 section Dunlop Weathermasters on the front wheels at their original pressure of something over 30 p.s.i. They were not getting sufficient grip to balance the stickiness of the soft rear tyres. For the next section, a new one at Blakemore, I let the front tyres down to 18 p.s.i. and left them at that with great effect to the end of the event. Before tackling the tarmac road links between sections I had evolved the routine of putting into each rear tyre 50 pumps from an excellent hand pump Josh had provided. To let them down to 12 p.s.i. before every section I depressed the valves and counted to thirty-five.

Blakemore was made up of two tests on a muddy, rutted, very slippery cart track. The first, timed for tie-deciding, as I have just discovered while re-reading the regulations, which is annoying because I took this one steadily, involved starting from one line, stopping astride another, reversing over it and accelerating forwards to stop astride a third line. The second test was a bit trickier. From the drop of a flag we had to dash along a straight to stop with all four wheels over a line awkwardly placed on a bend at the top of a dip on very slippery mud, from which we had to find traction to reverse across the same line. Then a long thrash along deep ruts to a third line and a straddle stop. All this had to be completed within 40 sec.; we did it in 28.7, I believe. From there an easy stretch to the end of the section.

Next came Simms, a classic climb, the memory of which has been haunting me since I failed in that VW in 1971. A steepish climb on which a restart is placed leads to an awkward blind bend. Round the bend is the horrifyingly steep, straight, rutted and fearsome Simms. It is climbed by the minority and to cope with the majority a tractor and winch are sited at the summit. To make matters worse for me, there was W.B. standing on that bend. I just had to get it right! I gunned the Porsche from the restart, aimed for a line I knew should bring me out advantageously placed for the ruts of the hill and hoped I wouldn't have an understeer problem. In fact we rounded the corner perfectly balanced. I turned the power on, kept the car straight and suddenly we were at the top, where I couldn't get the full length of the car over the finish line because of a stuck VW. Because the Porsche had coped so easily, victory over Simms was something of an anti-climax, though the cheers of the crowd were pleasing.

Waterworks had a stop-go-straddle test and was pretty rough, but we had no problems here, so we headed for a time control, a half-hour rest, and another classic hill at Fingle Bridge. This was reached through a long and superb rally special stage type forestry road where my temptation to "have a go" was curbed by the Porsche's soft trials suspension. Fingle Bridge is another of the classics, winding up in a series of hairpins through beautiful woodland from the picturesque bridge at the bottom. Here were two sections, one leading into the next, higher up the hill. The first was easy, from a stop and restart test which led into a relatively smooth right-hand hairpin. But the last section was much more demanding, a long series of sharp, steep and rocky hairpins, where I had to strike a balance between using too much power and understeering off, or too little so that the Porsche would stick in the rocks. The balance was right and we had cleaned the last section for cars; disappointingly, only the motorcycles were sent on to tackle Stretes, an extreme example of a rough trials hill, so we wended our way back to the finish at Sidmouth with a muddy but unbent and unbroken Porsche.

This Exeter Trial had been great fun, the only drawback being the long wait to climb some of the sections. These trials give the smell, scenery, communication with nature and a little bit of the thrill of rallying without the speed, the danger or the cost. The leisurely pace ensures some enjoyable, intermittently demanding motoring without the risk of exhaustion, though I speak not for the motorcyclists, brave souls. Our own performance can be put down to the power and traction of the Autofarm Porsche, undoubtedly the right horse for the course. As for how other competitors fared, W.B. has covered some of that elsewhere.—C.R.

Total diesels

REGULATIONS are now available for the 1977 Total Economy Run, organised by the Hants & Berks MC. The rules show that 50 cars will be allowed to participate in the 800-mile, Coventry-based event. Amongst that 50 there will be a maximum of five diesel-engined vehicles, which should be interesting for all concerned.

The regulations are available from Mr. P. Stevens, The Coach House, Sandhurst Lodge, Crowthorne, Berks.

SAAB discount

SAAB ARE to cease offering the 96 and 95 models on the British market. While stocks last they are offering the 96 (which has been sold here for the past 15 years) at £2,400, instead of £2,763.54.

Letters from Readers

N.B.—Opinions expressed are those of our Correspondents and MOTOR SPORT *does not necessarily associate itself with them.*—ED.

The Reason for Racing

Sir,

As a person of many years association with racing at a far closer range than I, I wonder if you could inform me if an impression I have is correct—or is it just "old age"?

In the old days drivers competed with cars of varying degrees of design and reliability on circuits "closed for the duration" and with little or no protection, even for the public. Of course accidents occurred, some tragic (*e.g.* Richard Seaman) as can only be expected. As the old Brooklands pass stated "motor racing is dangerous". Those drivers competed under all weather conditions on circuits far removed from today's, but from reports the GP driver of today demands protection which seems to be becoming ridiculous and organisers stop a meeting because it rains (in England!). Caracciola must be spinning in his grave!

Perhaps, having been brought up with Brooklands, Crystal Palace, Donington, etc., I'm just old fashioned for my 55 years, but in the very little racing I ever managed to afford (with a TT Replica Frazer Nash) the chance to compete was all we asked.

Am I wrong—or?

May I, in closing, thank you for the many hours of good reading about the Sport which you have provided in the past—my bookshelves are still graced by bound copies of MOTOR SPORT—not to mention "Brooklands" Vols. I, II and III, to which I often refer (escapism?) and wish you the very best of everything in the years to come.

Avondale, Rhodesia — B. M. HELPS

Cars in Songs

Sir,

I have just been loaned, by the grandson of the author, a delightful book entitled "Songs of the Car (with 'De Omnibus' Rhymes)" by F. J. Cox. It was first published by Francis Griffiths in 1906 and contains illustrations by Howard Somerville, and verses typical of the period, many with a motoring content. F. J. Cox was a Fleet Street journalist who also wrote a novel called "A Stranger Within the Gates" and contributed several verses to *Punch*. This rare volume is too precious to send to you by post but I have copied two of the motoring poems to give you some idea of the general flavour:

TWENTY MILES AN HOUR.
By F. J. Cox.

Plunged is the helpless motorist in gloom,
For him Life's like a dish that's lost its savour,
Or like a peach denuded of its bloom,
Or like—well, any metaphor you favour;
The law's dread hand has smote him with its power
Speed is reduced to twenty miles an hour.

No more upon the torpid countrysides
May he descend with speed that knows no fetter;
So languidly the turbid petrol glides,
So slowly "carbs" the lazy carburetter;
The wheels refuse the distant plains to scour
Speed is reduced to twenty miles an hour.

A load is lifted from the land to-day;
The village maiden, now of fear a scorner,
No longer cross the roadway picks her way,
Fearing a car will rush around the corner,
Shrieking and seeking whom it may devour
Speed is reduced to twenty miles an hour.

No more the winding of the strident horn
Shall herald havoc, death and devastation;
Nor shall the cock that hath proclaimed the morn
Suffer next instant sharp annihilation;
Nor, deep in ditches, shall the mongrel cower
Speed is reduced to twenty miles an hour.

And yet . . . when every fibre of the car
Pulsates, and when the battery's fiercely throbbing;
When sergeants with stop watches are afar,
Or, out of hedges, impotently bobbing,
How easy to forget, though perils lower,
Speed is reduced to twenty miles an hour.

THE DESTRUCTION OF THE SCORCHER.
By F. J. Cox.

The motor came down like a vehement gale,
The gigman he trembled, his cheek it grew pale;
The waggoner crouched very low in his wain,
Well he knew what that terror would leave in its train.

At starting the gigman looked fresh as new paint,
When the motor had passed he lay mangled and faint;
The waggoner felt every nerve of him twitch,
As he dropped, very limp, in the lap of the ditch.

Like a field that is fruitful and flowery and green,
Was that fair Surrey track ere the motor was seen;
Like a field that is scorched by the death-dealing blast,
Was that fair Surrey track when the motor had passed.

The magnate of Surrey who sat on a Bench
Exclaimed; "Fore a pestilence why should we blench?
This hurricane speed I've determined shall cease,
We will call in the aid of the motor police."

Thus the plague it was stayed, and in uniformed pride,
Like a god in the car did the constable ride;
With motor fierce pulsing and lightning-shod wheels,
He terrorised scorchers on automobiles.

Oh, the men in the motors are loud in their wail,
For they know that the Courts are no temples of bail;
And the gigmen and carters can fare forth in peace,
All thanks to those excellent motor police.

I confess that I was rather surprised at the reference, in "The Destruction of the Scorcher", to "motor police". I was under the impression that in those early days police *v.* motorist battles were waged "out of hedges, impotently bobbing" as evocatively portrayed in "Twenty Miles an Hour". The book also contains a poem called "Motoretta" which waxes lyrical about the woman driver of 1906. "She rides alone and knows no fear, For oh! her skill is such that wheels and brakes and valves and gear obey her slightest touch". (Automatic? Power steering?)

Tony Cox (the author's grandson) and I would be interested to hear of the existence of any other copies of "Songs of the Car", or, indeed, of any other book or articles written by this commentator on the early motoring scene.

Stoulton — P. BEVIS

The Darien Gap

Sir,

Whilst I agree that Stephen Goss has indeed raised an old chestnut, I think the topic worthy of pursuit if only to set the record straight.

Having re-read the offending advertisement of October '76 I feel the claim made is that these vehicles were the first to continuously journey from Alaska to the Cape and crossing the Darien in the process. A matter of interpretation I agree.

Incidentally as a matter of fact the Land-Rover flown in to act as path-finder for this party was a secondhand Series II, 88 in. (not LWB) and had definitely seen better days when pressed into service to guide the Range-Rovers to safety.

However, I am still very impressed by the fact that ordinary cars, albeit with support from trucks, should have made this journey and look forward to the possibility of MOTOR SPORT including this "fascinating" article in a future edition.

The real point of this letter is that in both cases the journey across the Darien Gap was attempted with large parties and several vehicles, and as such any credit attaching itself to this part of the world rightly belongs to Richard Beirs and Terry Whitfield.

With a single series II, 88 in. Land-Rover they crossed in 134 days from February 1960. No supply and petrol trucks, no radio, no air-support: just one Land-Rover and two men.

Slough — RICHARD J. CROWE

No Substitute for Soft Tops

Sir,

"Air conditioning an adequate substitute for open-air motoring" says Colin Chapman in your January issue! Surely not? One might as well say that a centrally-heated office is as good as a country walk!

The people who choose open cars are surely amongst the least likely to choose an air-conditioned alternative—the differences are too fundamental: When did you last see air-conditioning described as exhilarating?

Does air-conditioning allow you a superb all-round view, or a starlit drive on an autumn evening, cocooned in a blast of hot air?

Air-conditioning, like so many modern improvements, simply removes all sensation—whether of heat or cold, of high speed or low, or summer or winter. Open-air motoring on the other hand enhances sensation—be it of season, of speed, or of view. Accept no substitute!

Hounslow — I. R. FRANCIS

Powerful Engine

Sir,

BRM started their career with a most unusual engine. It would appear from p. 21 of January 1977 MOTOR SPORT that BRM intend to end their days with an even more unusual arrangement, *i.e.*, a V12 cylinder of approximately 0.018 cubic inch capacity, reputed to develop 490 b.h.p.

In these days of oversquare engines a reversion to a stroke-bore ratio of 64/1 does seem a big step backwards.

Merrow, Surrey — R. G. HORS

[Sorry!—Ed.]

An Unusual Morgan

Sir,

Can any reader throw some light on an unusual Morgan which I am interested in? It left the factory as a chassis on the 18.2.49, purchased by Wests of Lincoln, Chassis No. 1834, Engine No. Q471E, registered 9.6.49 DFE 983 as a 2-seater. The engine is a Standard with o.h.c. conversion, 1,267 c.c., which surely is quite rare, but the most interesting point is that the frame timbers of the body were outside the panels as on some estate cars of the period.

The engine and chassis have been rebuilt and the wings repaired. Now the decision has to be made regarding the body which has almost rotted away. Any information on this or a similar vehicle will be apreciated.

Cirencester S. W. WEBB

A V8 Humber?

Sir,

We at this office have been readers of MOTOR SPORT for some years now, and hope you or other readers can assist.

In an issue of the magazine, of 1974 or early 1975, I recall reading a garage advertisement which stated that they had for sale one of three factory-built Humber Hawks/Super Snipes, which featured a V8 engine.

I would be grateful if any of your staff or readers could furnish me with details of such a car, as Chrysler UK deny any knowledge of such a beast.

Thanking you in anticipation

Metropolitan Police Office, M. GREGORY
London SE1

More Austin Seven History

Sir,

Regarding the letter in December's MOTOR SPORT from Mr. L. A. Goldstone, I will try and shed a little light on the mystery.

There is little doubt that Staton Abbey was wrong when he said in "The Book of the Austin Seven and Eight" that the last chassis was produced in July 1938 and that its number was 290135. Although there are some small inaccuracies in "The Austin Seven" it is obviously much more thoroughly researched and I think Wyatt's figures much more reliable.

Reference to the 750 Club's Austin Seven Register bears this out. The highest chassis number is that of a van and is 290958. It was first registered on April 13th 1939 and as far as I know is the youngest Austin Seven to survive. The youngest saloon on the register has the chassis No. 289460 and was first registered on January 1st, 1939. Next in chassis no. order is a member's Ruby whose chassis has the No. 289161 and was registered on November 16th, 1938. Another member has a Ruby Delux No. 287224 which surprisingly wasn't registered until January 1939! Perhaps a demo model.

Either way Mr. Goldstone's is probably the youngest A7 car and almost definitely the youngest tourer, though I have a *Motor* "1939 Car Review" dated January 24th 1939 which lists five Austin Seven models including the "Open Road Tourer" at £115, two-seater at £108 and the Pearl Cabriolet at £129. Incidentally, the price of the Austin Seven in its first full year of production, 1923, was £165. Inflation hadn't been thought of in those days!

Stevenage KEN COOKE
Hon. Sec.
Austin Seven Section 750 MC

A Brighton Run Adventure

Sir,

On reading your comment in January MOTOR SPORT wondering what was the reason for my Paris/Vienna Mors not reaching Brighton in November, I thought I should let you know!

We had a most enjoyable run for most of the way with our only worry being to avoid arriving before our "earliest time of arrival" and thus incurring the wrath (not unreasonable) of the RAC.

We need not have concerned ourselves as the most sickening clatter at the bottom of Pyecombe Hill brought us to a halt.

An inlet-valve had fallen inside No. 4, but no damage was done to piston or bore and we have now made a new cage and valve.

I took the opportunity to have the engine right out and have been through it completely. Let's hope that I will have another five years trouble-free motoring as a result!

What a marvellous effort getting the 1898 Stevens down to Brighton first. That must have been a drive! If fate stepped in to hold back Hampton's Mercedes and the Mors to help him a little, I don't mind, for one.

Best wishes to you for 1977.

East Grinstead BILL LAKE

Unenlightened Law

Sir,

I thought that your readers, or at least those among them that are motorists, might be interested in an experience that befell my son recently. I would stress that he, although still a teenager, is no tearaway, but a great motoring enthusiast with full respect for law and order.

He was returning from Salisbury to his home in Parkstone when his dipping mechanism ceased to function. Deciding it would be unwise, even dangerous, to stop on the highway, he made for the square in Ringwood where he knew there would be light and space to investigate in safety. Negotiating the roadworks entering Ringwood, he came up behind another driver, and as he appeared to be dazzling him he courteously switched to sidelights as he was unable to dip. It was only a few hundred yards into the town, and he had stopped and was examining his lights when two police officers approached and asked why he was driving on sidelights. He explained the position, and was immediately handed a £6 fixed penalty notice and left to his own devices. What a change from the days when a decent Bobby would have given a youngster help and advice in such a predicament!

Fortunately he was able to ring me and I had to fetch him at one o'clock in the morning, and then rise at six in order to go and get his car and put it into a garage in time for him to get to work at eight o'clock.

So sure was he, however, that if he attended court and explained the circumstances he would get fair treatment, that he declined to pay the fixed penalty and decided to take his chances with the bench. Alas for his faith in British justice, he was fined £8, £2 extra, presumably for daring to try and excuse himself.

The point of greatest interest, however, is the reply he got when he asked what he should have done: "Leave the car at the roadside, find a telephone and ring a garage to come out to you." When you consider he was on a strange, dark, secondary road, at nearing midnight on a Sunday evening, is it any wonder he did the "wrong thing"?

So beware if you find yourself in the Ringwood vicinity and your horn, or wipers, or indicators, or anything else packs up that the law says must function whether or not you are using it. Remember you must immediately abandon the vehicle, find a telephone, and get your nearest friendly garage to come out to you. Oh, and don't forget, if it should be a bulb gone in your sealed beam headlights, make sure they bring a new unit with them!

At a time when the police are more than ever seeking the co-operation of law-abiding citizens, it does rather make you wonder when a decent youngster can receive this sort of treatment. Vandalism is rife in Ringwood, as indeed it is practically everywhere, but should the law be criticised on this account their invariable answer is "lack of manpower". They have enough manpower for two officers to hide in lay-bys in expensive foreign cars to bring the full force of the law to bear on the very type of person to whom they would appeal for help if they were in trouble themselves. Makes you sick, doesn't it!

Parkstone, Dorset R. E. L. MILES

Fast Motoring

Sir,

After reading such a glowing review of my book—which means a lot to me knowing your vast experience and knowledge of motoring matters and your critical approach to published works on the subject—it seems churlish to write questioning the basis of your claim that MOTOR SPORT averaged over 100 m.p.h. from Calais to Nice in a 3.0 CSL BMW Coupé during your tour of ten capitals in four days in 1972, but I feel compelled to do so in the interest of historical accuracy, of which there is surely no more assiduous advocate than yourself. Hitherto I have suppressed nagging doubts about this performance which seemed to me too good to be true, but your further reference to it moved me to dig out my copy of MOTOR SPORT for January 1973 and to apply my mind to the facts and figures in your report of that trip.

I have extracted distances and times from your article and summarise the running times as follows:

	Trip Reading	*Recorded Mileage*	*Time of day*	*Elapsed Time*	*Average Speed m.p.h.*
Calais	78.0		11.27		
Entering Paris	284.0	206.0	13.12	1h. 45m.	117.7
Leaving Paris	298.0		15.16		
Valence ..	680.0	382.0	19.04	3h. 48m.	100.5
Valence ..	680.0		20.30		
Nice.....	875.0	195.0	22.46	2h. 16m.	86.0
Total (excluding Paris)		783.0		7h. 49m.	100.2

On the above reckoning the running average speed for the journey was indeed just over 100 m.p.h., but as the crossing of Paris is excluded it is an average speed which relates to the sum of two journeys—Calais to the

edge of Paris and the opposite side of Paris to Nice—not the average speed from Calais to Nice. The Boulevard Périphérique from the end of the A1 at Porte de la Chapelle to the start of A6 at Port d'Italie is 14 kms. (8.7 miles). My best time for this was 11 minutes in the Double-Six at 6.30 a.m. so that a similar time for the BMW would be assuming pretty spirited motoring at lunch-time. Thus, adding this distance and national time to the figure tabulated above we get 791.7 miles in 8 hours exactly from the Calais to Nice trip, which equates to an average speed of 98.96 m.p.h.

Now if you think I am niggling about decimal points, what about this:

According to your report you left Calais at 11.27, and joined the Autoroute at Dunkerque at 12.19. The direct distance is 24.4 miles, but losing your way in Dunkerque must have added several miles of built-up area and would account for the 52 minutes which you took. Your next recorded time is 12.44 on joining the A1 on the southern edge of Lille, thus covering the 46½ miles in 25 minutes, *i.e.*, 111.6 m.p.h. Fair enough. From this point on A1 to Porte de la Chapelle on the Boulevard Périphérique is 131.5 miles—I have taken this as being the point which you described as entering Paris—and you arrived there at 13.12. Thus the elapsed time from Lille to Paris was 28 minutes which means an average speed of 281.8 m.p.h.—beyond even the "unbeatable BMW" I think you will agree! (If you took your point of entry into Paris at Porte Maillot, which might be inferred from your report, then the distance would have been 3 miles more and the average speed nearer 290 m.p.h.) Taking the same reference points outside Dunkerque and Paris, this distance of 178 miles was, according to your report, covered between 12.19 and 13.12, *i.e.* an elapsed time of 53 minutes (201.5 m.p.h.) including the *pavé* of Lille. Clearly the average speed of 117.7 m.p.h. from Calais to Paris indicated in the above summary (including an unplanned tour of Dunkerque) is impossible in any car in any circumstances.

Unless my reading of your published figures is incorrect, there is something wrong somewhere. Could it be that the change of time crossing the Channel caused confusion and you lost an hour somewhere in your reckoning? An extra hour of elapsed time would give credibility to the Lille/Paris section of the journey, *i.e.* 1 hour 28 minutes, which would give an average speed in the region of 91.7 m.p.h. including the Périphérique to Porte Maillot. An extra hour would bring the claimed Calais/Nice average down from "over 100 m.p.h." to a mere 87.97 m.p.h.! That I could believe and give credit to the driver(s) for no mean performance.

I should appreciate it if you would look into this and let me know where lies the truth. If indeed an arithmetical or timing error was inadvertently committed, I have no doubt that you would wish to publish this letter if only to ensure that "the BMW 100 m.p.h. average" does not become wrongly enshrined in the annals of motoring.

Cobham STANLEY SEDGWICK

[At this distance of time the log has been disposed of and I would be the last person to query the findings of Mr. Sedgwick. The points he makes are noted. There is clearly something amiss with the Lille-Paris times and while I think the Calais-Nice average of 98.96 m.p.h. not impossible, I will accept the 87.97 m.p.h. which now seems more probable. Of course, our aim was, as stated at the time, a gentle tour embracing ten European capitals in five days, which the BMW enabled us to reduce to four days, to commemorate the entry of Britain into the Common Market, and we were consequently less concerned at the time with average speeds from one place to another.—Ed.]

The Transport Trust

Sir,

The caption under a photograph in the December issue of MOTOR SPORT says: "This is the Chenard-Walcker which we referred to recently as having been offered by Bunty Scott-Moncrieff to the Transport Trust, which means that it should be available on loan to any members of that Trust who want to borrow it. What has become of it?" I was Chairman of the Transport Trust from its inception in 1965 until last year, since when I have remained a Council member. The Trust has never been offered a Chenard-Walcker car by Mr. Scott-Moncrieff—or indeed by anyone else! I am sorry that he has been misinformed somehow and extend an invitation to him to contact us at 18 Ramillies Place whenever he wishes to seek information about the Trust. Incidentally, if anyone cares to turn the statement in the caption into an accurate forecast we would be delighted!

I must also correct the impression given by the caption that had the Trust owned this vehicle any Trust member would have been able to borrow it. This is not the case and I am sure that no owner who cared for his vehicle would ever consider it being entrusted to us if we operated such a scheme. It is more than likely that the Trust, if it became the owner of such a vehicle, would transfer it on long loan to some accredited museum or individual provided that certain conditions were adhered to. These would certainly cover maintenance and preservation of the vehicle and attendance at a minimum number of events so that the public would be given reasonable opportunities to see it. This is exactly what we are currently arranging with regard to an unusual Garrett steam-roller which we have just repatriated from Spain. It is at present undergoing restoration and will subsequently be attending various traction engine rallies. Similarly the ex-Richard Shuttleworth veteran cars at present being restored under a joint Shuttleworth Trust/Transport Trust agreement will subsequently be seen at various events. Indeed the 1903 De Dietrich, after being refurbished, had its first public airing in September last at Old Warden, and we are hoping that it will be possible for it to take part in the two events next May to which you referred on the same page of MOTOR SPORT, namely Ascot and at Biggin Hill. In the case of these cars the Transport Trust has helped the owner (The Shuttleworth Trust) to finance their restoration so that they can again be seen and appreciated by the public. This seems to us to be money well spent. In other modes of transport we have similar projects. We are at present organising a programme of restoration on a very early railway locomotive and the DH88 Comet (winner of the 1934 England/Australia air race) is part way through a five-year rebuild which will bring it once more to flying condition.

London W1 R. E. WILSON

[Further to what is stated on page 147, it seems that the episode I referred to occurred at a meeting of an historic vehicle trust suggested by Lord Montagu and not proceeded with when the present Transport Trust was founded.—Ed.]

More Monotrace History

Sir,

Now that the year has drawn to an end I present to you, my friend Jenks, and MOTOR SPORT my best wishes for another 1977 motoring year (despite some dark shadows coming from Sheiks of Araby on French motoring).

Anyway, recent correspondence in the Vintage Postbag suggested that I take up my pen.

Your correspondent Mr. T. K. White said that the name of *Monotrace* came from a man so called. It's an horrible mistake . . . in our language monotrace means only "single track". On the same manner the De Dion-Boulton "Monocyclindie" means that the car has been made only by the habitual tandem of De Dion and Boulton and not with the help of a third people named Monsieur Monocylindie! The same for the well-known Italian racing coachbuilder Signor Monoposto!

But stop joking, Monotrace was only the commercial name of a product made under Malvern licence in a St. Etienne workshop (more than a factory) called Atelier du Rond Point.

It is not certain that Mr. Darmont had any connection with the Monotrace, for in that period he was in disgrace with Malvern. The reason being that he never paid any royalties to Morgan for building a car under licence. This explains why, starting and selling and building Morgans, he promptly turned to Darmont-Morgan and then only Darmont.

On the motor-sport point of view you will be certainly interested to know that one Monotrace was entrant of one off the 20s Bol d'Or Race (24H-l'driver) where it did very well, finishing the race!

Anyway I must close that Anglo-French "discussion" because I've to take my favourite snail pet for a walk!

Paris J. POTHERAT

President du Sydicat Cyclecariste*

*This sydicat cyclecariste is still very active!

TAILPIECE



CLASSIFIED ADVERTISEMENT SECTION

Lineage advertisements are for private readers only and must be pre-paid and in writing

RATES 10p per word (maximum of 80 words) £1.50 minimum charge. (Maximum of two cars per reader).

BOX NOs. 50p extra per advertisement. Replies to Box..... "MOTOR SPORT" Standard House, Bonhill St., London, EC2A 4DA.

COPY DATE By first post on 20th. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, London, EC2A 4DA.** Telephone 01-628 4741 ext. 8 or 9 for information.

FOR SALE

UNUSUAL VEHICLE: 1932 Bedford Horse Box by Vincents of Reading. 3 owners from new, original and in perfect working order. Plated until Nov. 1976. Sensible offers over £900. Telephone: Beaulieu (0590) 612193. (87187

JENSEN INTERCEPTOR, damaged 1973 Mk. III. Air conditioning, mag wheels, Sundym glass, sunroof, plus all usual Jensen refinements £1,000. Kingskerswell 3273 (near Torquay). (87193

BUGATTI TYPE 40 1927. Superb replica Grand Sport body just completed. Rebuilt, resprayed, re-trimmed, new tyres, current MoT. Serious enquiries only. Telephone 061-427 1876. (87194

JENSEN HEALEY 1973. Immaculate condition, underseal, 48,000 miles. Red, £1,325 o.n.o. Ring 051-236 7838 (office hours). (87190

TRIUMPH TR4, only 45,000 miles. Targa top. Superb order throughout. £1 500 o.n.o. Phone Chilbolton (Hampshire) 227. (87187

1930 MG 18/80 Tigress, restored but has been standing 3 yrs. A rare MG £4,000. Tunbridge Wells 37308 evenings. (87401

PORSCHE 911S 2.4 1972 July. One owner from new. Maintained regardless of cost. Full service history (£500 service just completed). Yellow/black Recaro seats, Motorola stereo/radio. New tyres. Outstanding condition throughout. £3,975. 01-998 5371 evenings. (87188

AUDI COUPE 'S' "L" Reg. Outstanding condition. 32 m.p.g. Must be seen/driven. One previous owner. Current cost £5,500 for £1,495 024-369 2684 (Sussex). (87228

MORGAN 4/4 2-seater 1970. Immaculate, many extras. £3,000 or sensible offer. Tel: Bromyard (Herefordshire) 3204 after 6 p.m. House purchase forces reluctant sale. (87229

MG-C. PROBABLY the best in the world. House purchase necessitates reluctant sale. £1,900. Telephone: Limpley Stoke (022 122) 2538. (87207

1936 ROLLS-ROYCE 20/25 Sports Limousine by Wm. Arnold. Repainted and reupholstered in last 12 months. Needs small amount of work to complete. Offers around £5,000. Phone Sheffield 28920/361460. (87208

1960 HILLMAN MINX Automatic. Genuine 4,900 miles, 1 owner. Full history. Literally as new and totally original. Tel: 01-352 9051. (87209

ROLLS CONVERTED Vanden Plas 7-seat Limousine 1956. Black. £950. 1936 Standard 10, renovated near concours. £1,250. Tel: Caerphilly 882301; Cwm (049538) 226 (home). (87210

MG-B GT 1971 "K" Overdrive. Radio, wire wheels, 45,000 miles. Bronze yellow/black trim. Taxed and MoT. £1,150 o.n.o. Might P/X. Stamford, Lincs. 0780 4312. (87211

MG TD2 1953. 13,500 miles since restoration. Immaculate condition. Offers around £2,300. Rothin, 14 Bath St., Sedgley, Dudley, West Midlands, DY3 1LR. (87212

MG MIDGET 1967 Series III 1275. Recent respray BRG. Alloy wheels, new hood, suspension, brakes, radio exhaust, excellent. £425 o.n.o. Tel: 01-866 8920 (Pinner). (87214

LOTUS EUROPA, JPS colours S2 1971. Radio, stereo, special wheels, low mileage. Unusual extras. £1,495. Might p/ex. 01-958 8170. (87216

TR7 1976. 2,000 miles, white, radio, as new, save over £450. £2,950. Tel: Dingestow (060 083) 236. (87217

BENTLEY 4¼ LTR. 1939 MX Series Tourer by Corsica. Superb restored condition £10,000. P/ex. considered Austin 7 Box Saloon 1933, nice original condition. £750. South Benfleet 4174 Essex. (87218

MG MAGNETTE ZA 1957. Maroon. Good original condition, MoT, taxed, £400. Norwich 611705. (87222

FORD PREFECT 1951. GCO 459, black. One careful owner. 50,000 miles, genuine. Remarkable original condition, complete with manufacturer's handbook. Sensible offers invited. Tel: Landrake (Cornwall) 404. (87223

TRIUMPH SPITFIRE IV 72. Hard and soft tops, radio, low mileage, new tyres. £945. Macclesfield 24476. (87230

ROLLS-ROYCE 1929 Phantom II chassis. Low rake steering, needs restoring. Offers Camberley 32283. (87226

MG YA 1951. 1¼-litre XPAG engine, can be heard running. Reasonable bodywork. Interior rough. £185 or willing to break. Newcastle upon Tyne 482366. (87224

FOR SALE—continued

LOTUS EUROPA John Player Special number 005. Black and gold with oatmeal trim. Wolfrace wheels, Formula 70s, stereo radio, tinted windows. Superb car. £2,200. Fleet (Hants) 3343. (87225

MERCEDES 300SEL 6.3-litre. The ultimate sports saloon in superb condition. £2,250. Wallingford (0491) 36390. (87293

FORD MUSTANG 1972 Convertible. 37,400 miles, stereo radio, first-class condition. £1,575. Ring: G. A. Freer 0274 682736. (87294

LOTUS ELAN SPRINT DHC. Yellow/white. June 1972. Immaculate. 39,000 miles. £1,675 o.n.o. Phone (Cardiff) 0222 512146. (87260

RAMBLER ROGUE Convertible RHD. 1967, power hood. 1 owner history £200 spares £895. Tel: Caerphilly 882301; Cwm (049 538) 226 (home). (87261

1961 3.4 JAGUAR Mark 2, one retired gentleman owner recently deceased. Certified 16,000 miles from new. BRG. Overdrive, original radio, spare unused, excellent condition. £1,950 o.n.o. Bristol 294440. (87263

ROLLS-ROYCE 1939 Wraith Mulliner Sports Saloon. New upholstery, very good mechanical condition. Superb car. £6,500. Crowthorne 5348. (87264

JUMP THE QUEUE: 1976 (R) Lancia Beta 1600 Coupe, 6,000 miles, Still guaranteed. One lady owner. £2,975. Phone: Newmarket 730452. (87268

1975 MG-B GT "N" registered. Tinted glass, overdrive, £1,485 o.v.n.o. 13,000 miles. White. Phone: 0536 85445. (87269

JAGUAR MK. VIII, 1958. Automatic. Chauffeur-driven, low mileage. MoT, tax, sunroof near concours. £1,350. 01-942 8532. (87270

1957 STANDARD ENSIGN Reg. ACU 101, runner until 2 months ago. Recent MoT just expired. With boxes of spares. Ready for renovation. One of the few left. £125. Sunbeam Talbot 90. Most of it left for rebuilding. £65. Wood, 45 Riby Road, Keelby, Nr. Grimsby, Roxton 236. (87272

ASTON MARTIN DB6 Automatic 1967 "F" registered. Pacific blue, tan interior CWW Sundym, Radiomobile, new tyres good condition. Priced to be sold £1,495. Telephone: Aughton Green (0695) 423358 (Lancashire). (87273

TR4A IRS 1969 (F). White. Cosmic wheels, long MoT. Excellent condition. £550 o.n.o. Phone: Wing (Bucks) 639 evenings. (87274

ELVA COURIER Mk. IV (1964). Good original condition. 1622 c.c. MG engine. T&T. £650. Tel: 0772 864446. (87277

RILEY RMA 1951. Sound, original condition full history from new. Engine recently reworked. £550. 01-449 9352. (87276

LOTUS ELITE SE 1962. Complete mechanical and bodily overhaul. Not yet run in. £1,500. Sandiway 883557 (evenings). (87278

DAVRIAN GT. Taxed, MoT. Metallic blue, low miles, 7 in. mags. £700. Southend 0702 524248. (87279

1950 TRIUMPH Renown. Black, lined beige. Immaculate condition. Many spares. One owner since new. MoT. Transparencies available. £1,200. Watson 3 Prospecthill Rd., Bieldside, Aberdeen. (87280

JENSEN HEALEY 1973 (L). Blue. 16,000 miles, radio, electric aerial. £1,450. Botley 6179 (Hants.). (87287

1933 AUSTIN 10. Outstandingly fine original condition. Rebuilt throughout. Top-class respray in original scheme. Excellent original interior, sunroof. MoT. £975. 0782 659638 (Stoke). (87286

LANCIA FLAVIA Zagato Sport. 1964 model. 1.8 litre. 115 m.p.h. and 30+ m.p.g. Taxed and tested. Excellent condition. £900 o.n.o. Phone: 01-681 7778 (office). Gt. Dunmow 820765 AH. (87290

MG-B GT JUBILEE Model. Green and gold with all the extras on this model. First taxed Sept. 1975, less than 10,000 miles. Taxed to Sept. 1977. £2,400 o.n.o. Lincs. 0205 75 415. (87285

ASTON MARTIN Volante (DB6 convertible) Dubonnet Rosso/Black. Power hood, Sundym windows and antenna etc. Radio & stereo, chrome wire wheels, superb condition. Serious enquiries to Trevor Brinsden Area 10 Representative of the Aston Martin Owner's Club. Tel.: Reading 50625 after 6 p.m. (87283

ASTON MARTIN DBS V8 1972, automatic in gold/black leather. Alloy wheels and all usual Aston refinements. A very beautiful car for £3,950. Might consider interesting exchange. Tel.: 09433 66386. (87379

FOR SALE—continued

MASERATI SEBRING 3.7 "G" registration. Bronze and black. Beautiful condition. Low mileage. Must appreciate in value. £2,500 o.n.o. 0587 20501. (86148

MARCOS 2-LITRE 1970. Recent reconditioned fully balanced, Oselli V4 engine; sunroof; taxed October 1977. MoT July 1977; radio £1,450. Telephone Portishead 843213 (day); Clevedon 876504 (evening). (87081

PORSCHE 911 E Sportomatic 1969 Polo red, black trim, tinted glass, radio. HRW, 'S' wheels. Full service history, exceptional condition throughout £2,250 o.n.o. Evenings after 7.30, 01-500 2394. (35525

ROLLS-ROYCE 1934 20/25 sports saloon, sound car. 1930 20/25 Mulliner D back saloon. For details ring Camberley 32283. (87265

1930 AUSTIN 7 Swallow restoration completed green and cream, offers. 01-644 2040. (87281

LOTUS ELAN +2S 130/4 1974 29,000 miles Burmese brown, immaculate condition £2,750. Tel.: 0536 790249. (87282

VINCENT-HRD Rapide 998 c.c. twin motorcycle, exhilaratingly running order £1,350 o.n.o. Box No. 5288. (87289

SINGER LE MANS, four seater sports, 1936, spare engine and gearbox £1,150 Box 5289. (87296

TRIUMPH TR6 two tone metallic brown, wire wheels, lovely looking car reg. no. 3 FBD inc. £700 o.n.o. Phone, daytime Wolverhampton 28554 evenings Hampton-in-Arden 2702. (87315

MGB GT 1967, blue, black interior, mechanically sound MoT Aug. 77, good runner £450 quick sale. T. Brown, 61 Bishops Drive, Kettering Northants. (87317

TR4A, 1965, excellent bodywork and mechanics good tyres, used daily, soft top, tonneau cover, overdrive £475. Phone Plymouth 41140. (87320

AUSTIN HEALEY Mk. I Sprite, 1959, mint original condition 35,000 from new, perfectly preserved. Offers over £800. Write for full details, photo etc., to N. G. Abbott 12 Lindale Ave, Flixton, Manchester. (87321

MG YA, excellent bodywork and interior condition, recent engine rebuild. MoT, taxed June 1978 some electrical work required. Phone 01-898 4203 (evenings). (87322

MORGAN 3-WHEELER, chassis original jig built, all models F & 4/4 front frames, exhaust systems, upholstery, nickel and chrome plating Matchlesss crankcases, many other parts. SAE to Michael G. Crosher, 30 The Foxhole Kidderminster. Tel.: 5426. (35621

1934 MG L-type, cycle-wing doorless L2 body, N-type engine (needs re-metalling), fully road equipped. 1933 MG L-type Special, pointed-tail aluminium body, all parts to complete; also enough parts to make two L-and one N-type rolling chassis. Please phone Mike Miles 061-773 1434 evenings and week-ends only. (87345

FORD CAPRI 3000E. 1972, tawny'beechnut, fitted radio, electric aerial, vinyl roof, sports wheels etc. Low price for quick sale. Phone New Abbey 210 evenings. (87347

TR4A 1967. Accident damaged after recent body and engine rebuild, sell for repair/breaking, complete as coupe with surrey and hard tops. Offers telephone Burton-on-Trent 790402. (87348

AC ACCECA Bristol 1956 nice condition, years MoT £1,550 o.n.o. consider p/exchange hot Super Seven. Tel.: Skelmanthorpe (Yorks) 3440. (87349

MORGAN 4/4 1964, competition wire wheels, hard top, bucket seats, rack, strap, many other extras £400. Respray Nov. 1975 excellent condition good offers. Kirton (Suffolk) 301 (evenings). Ipswich 59197 or 59163 (daytime). (87380

AUSTIN HEALEY 100/6. Perhaps your only chance to obtain a big Healey free of rust. This car is completely stripped down and price includes £300 worth of new steel panels, plus priceless workshop manuals. When finished this car will be worth over £2,000. My price £450. Ring 01-777 7112. (35672

1950 DAIMLER Consort, Arabian grey, well maintained, excellent condition, radio. Offers around £1,000. Robertson 01733 9299. (87404

1966 SUNBEAM Tiger, 18,000 genuine miles, pristine condition throughout, must be the finest in captivity, genuine offers of £2,000 to Rotherham 864146. (87402

TR6 1971. Red hard top, overdrive, cassette radio, well tyred, low mileage, £1,050. Chivelstone 229 (Devon). (87288



PAGE & MOY LTD

HAVE YOU MADE A GOOD START?

How is 1977 shaping for you? Have you already made some plans for your motor sport spectating? If not you should do so quickly but not without a copy of our 1977 brochure by your side. Send for one now.

CALIFORNIA DREAMIN'!

What a sensation this new itinerary has proved. Not so surprising perhaps when you consider the content. Long Beach G.P. – accommodation on the *Queen Mary,* visits to Hollywood and San Francisco. With scheduled flights by T.W.A. Boeing 747 it's a knock-out! £395 – departure on March 31st. Hurry! Hurry!

OTHER ITINERARIES TOO!

Nearer to home there's a lot of interest. Monaco as usual heads the field with tremendous demand for seats on all departures. We say it every year but it really does pay to book early for this one if you want a choice of accommodation in the Principality. Prices from £57.

IF YOU HAVEN'T GOT A BROCHURE

Send for one! There's a coupon on page 152 of this issue to facilitate your request.

REMEMBER, FROM AS LITTLE AS £25

Yes, from as little as £25 for a week-end away you can see overseas racing. Decide to join us this year.

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

Tel: (STD 0533) - 552521
(Reservations only)

Air Travel Organiser's Licence No. 133BC.

VEHICLE - SHIPMENT

A BOAST PROVEN TO MANY CAR TRADERS IN THE UK & ABROAD

RING OR WRITE FOR FREE QUOTATION

THE SPECIALISTS IN WORLD WIDE VEHICLE SHIPMENT – STORAGE – STEAM CLEANING – MARINE INSURANCE COVER

PERSONAL EFFECTS – CUSTOMS CLEARANCE

D. WILLATS (FORWARDING) LTD.

123 Charterhouse Street, London, EC1.
Tel: 01-251 2763/6

You will find England's largest selection of

BOOKS

for the Motorist and Motorcyclist at

FOYLE'S

Manuals - Handbooks - Technical - Motorsport - Marque books - Historical

Also 1000's of titles on Aircraft, Locos, Ships, AFV's, Military

Technical Dept., 1st Floor,
119-125 Charing Cross Road, WC2.

(nearest underground station : Tottenham Court Road)

Classic Restorations

Electrical, Electronic, Mechanical & Instrumentation Engineers — Bespoke Upholstery

SPECIALIST WORLD-WIDE SERVICE

for

Renovation of all dashboard instruments, Hobson petrol Telegauge instruments & valve radio sets

D.I.Y. Telegauge kits

Princess Services

Sheerline & Princess cars, limousines, hearses for sale & wanted

Specialist spare service, all models 1947-1968

S.A.E. and 30p Spares Lists, 20p Cars Available

Midvil House, Brant Broughton, Nr. Lincoln LN5 0SH
Tel: Loveden 72674, STD Code 0400

VINTAGE TYRE SUPPLIES LTD

TYRES BY DUNLOP

Crossply type	Tyres £.p	Tubes £.p
500/525 x 16	13.00	3.05
550 x 16	14.95	3.05
600 x 16 RS5	21.65	3.05
670 x 16 RS5	23.05	3.05
670 x 16 6 ply	21.55	3.05
700 x 16 6 ply	25.75	3.05
700 x 16 RS5	24.55	3.05
450 x 17	13.95	3.10
500 x 17	18.20	3.10
525/550 x 17	21.50	3.35
450 x 18 OLYMPIC	30.00	3.10
475/500 x 18	17.90	3.20
525/550 x 18 4 ply	20.05	3.20
525/550 x 18 6 ply	22.05	3.20
600/650 x 18	37.95	4.05
350/400 x 19	13.85	2.90
450 x 19	17.40	3.10

Crossply type	Tyres £.p.	Tubes £.p.
475/500 x 19	25.65	3.20
550 x 19 OLYMPIC	27.90	3.20
525/550/600 x 19	31.40	4.5
450/475/500 x 20	27.65	3.85
525/550/600 x 20	40.60	4.90
700 x 20	45.10	7.80 A/C
450/475 x 21	30.05	3.85
500/525 x 21	32.35	4.90
600 x 21	41.25	7.80 A/C
700 x 21	46.15	7.80 A/C
Straight side type		
32 x 4½	43.45	4.45
33 x 5	On application	
Fort tubed type		
600/650 x 17c	39.10	7.15 A/C
700 x 17	41.75	N/A
700 x 18	50.60	7.40 A/C

Fort tubed type	Tyres £.p.	Tubes £.p.
650/700 x 19	40.00	7.40 A/C
Beaded edge type		
26 x 3	24.84	3.70
28 x 3	60.00	10.35
30 x 3½	37.00	3.50
710 x 90	35.35	3.50
730 x 130	On application	
760 x 90	38.75	10.35
810x90	36.70	11.55
815 x 105	49.75	3.70
875 x 105	49.90	11.55
820 x 120	49.70	4.45
880 x 120	48.55	4.45
895 x 135	64.55	5.95
Bibendum		
12/13/14 x 45		
Firestone	On application	

VINTAGE TYRE SUPPLIES LTD, JACKMAN MEWS, NORTH CIRCULAR ROAD, NEASDEN, LONDON NW10. TELEPHONE: 01-450 6468. TELEX: 922043.

Carriage extra. Prices subject to 8% VAT and may be altered without notice. We may not have all the listed sizes in stock, but let us have your enquiries and we will let you know when we can deliver. Dunlop racing tyres stocked. White side wall specialists.

B. E. RIMS in many sizes HELD IN STOCK

HIGH PERFORMANCE

RON HAYNES
FOR SUSPENSION AIDS
MOTOR SPORTS LTD

Koni Shock Absorbers for Quality and High Performance Cars.
And the largest Selection of Suspension Aids for laden and tow cars.

RON HAYNES
MOTOR SPORTS LTD

P.O. Box 56, Cardain House, Burkes Road, Beaconsfield, Bucks HP9 1PA. Tel: Beaconsfield (04946) 5620.
Mon - Sat 9.15 - 5.30. Early Closing Day Wed 1p.m.
Late Closing Friday 6.30p.m.

MOTOR INSURANCE

Premiums payable annually or quarterly

Why pay inflated premiums when we can offer secure cover at low rates? Competitive quotations given for any make of car and drivers of all ages, including those with adverse accident or conviction records. Immediate cover can be arranged.

TERMINUS INSURANCE BROKERS LTD.

224 RAILTON RD., LONDON SE24 0JR
Tel.: 01-274 4962

Hours: 9.30 to 6.00; Sat. 9.30 to 1.30.

A quotation can be obtained by telephoning the above number or posting this coupon.

Name..... Address.....

.....

Occupation..... Age..... Business / Pleasure Use

Full / Prov. Licence for.....years. Comp. / Third Party / T.P.F. & T. cover.

Owner only / and wife / any driver / named driver, age.....

Make of car..... Model.....

C.C..... Value..... Year..... Car Garaged / Left in open.

Present insurers..... No claim bonus.....years.

Age of youngest driver..... Quote for 'Annual / Quarterly policy.

Details of all accidents and convictions should be enclosed, including those of additional drivers. MS 25

Dent Fownes driving gloves **bring out the best in you**

Clubman, with black or beige leather palms and a nylon back. One style from the Dent Fownes range of driving gloves. See the others at your nearest menswear store.
Dent Fownes Ltd., Warminster, Wilts.





We offer a personalised shipping service to the trade and individuals. Our experience backed by full garage facilities and an intimate knowledge of your shipping problems, are at your disposal.

SWANSCOMBE AUTO-EXPORTS

SWANSCOMBE GARAGE, SWANSCOMBE ROAD, HOLLAND PARK, LONDON W11 3BR
Tel. 01-602 3555/6/7 Cables: Swanexpo W11 Telex 917654 Swanexpo

Save time—save money—have woodwork, headlinings, trim, leather restoration carried out by our craftsmen whilst awaiting shipment. We specialise in Rolls Royce, Bentley and other classic cars.



MORGAN DISTRIBUTORS & CLASSIC CAR SPECIALISTS

Burlen Services

GREENCROFT GARAGE, SALISBURY: Tel Salisbury 5100

Complete Exhaust Systems

Austin-Healey 100/4	£16.76
Austin-Healey 100/6 F. Pipes & Silencer	£14.87
Austin-Healey 100/6 3000 Mk 1 & 2	£21.18
Austin-Healey 3000 Mk 3	£44.44
Jaguar XK 140 &150	£37.33
M.G. TA/TB/TC Box & Tail	£7.15
M.G. TD Box & Tail	£7.15
M.G. TF	£13.83
'Y' Type 1½-Litre	£10.57
M.G.A 1500/1600	£12.27
M.G.B/M.G.B GT	£20.72
M.G.C GT	£38.31
TR2 & 3	£12.16
TR4	£15.36
Riley 1½-Litre (excluding F. Pipe)	£16.52

Other Popular Systems Available.

Big Healey Steel Body Panels

Front Wings	price on application
Rear Wings, Steel or Aluminium	price on application
Inner Rear Wing Panel	£11.00
Boot Lid	£24.50
Boot Floors	£13.00
Inner Sills (full set)	£18.00
Outer Sills (pair)	£20.00
Door Shut Plates 100/6 Mk. 1	£8.00
Jaguar XK Rear Wing, Steel or Aluminium	£85.00

S.U., ZENITH, STROMBERG and SOLEX CARBURETTER and PUMP AGENTS.

All prices subject to carriage and VAT.

Greencroft Garage, Salisbury, Wilts.
Tel. SALISBURY 5100

See how an Acoustikit can silence your car!

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

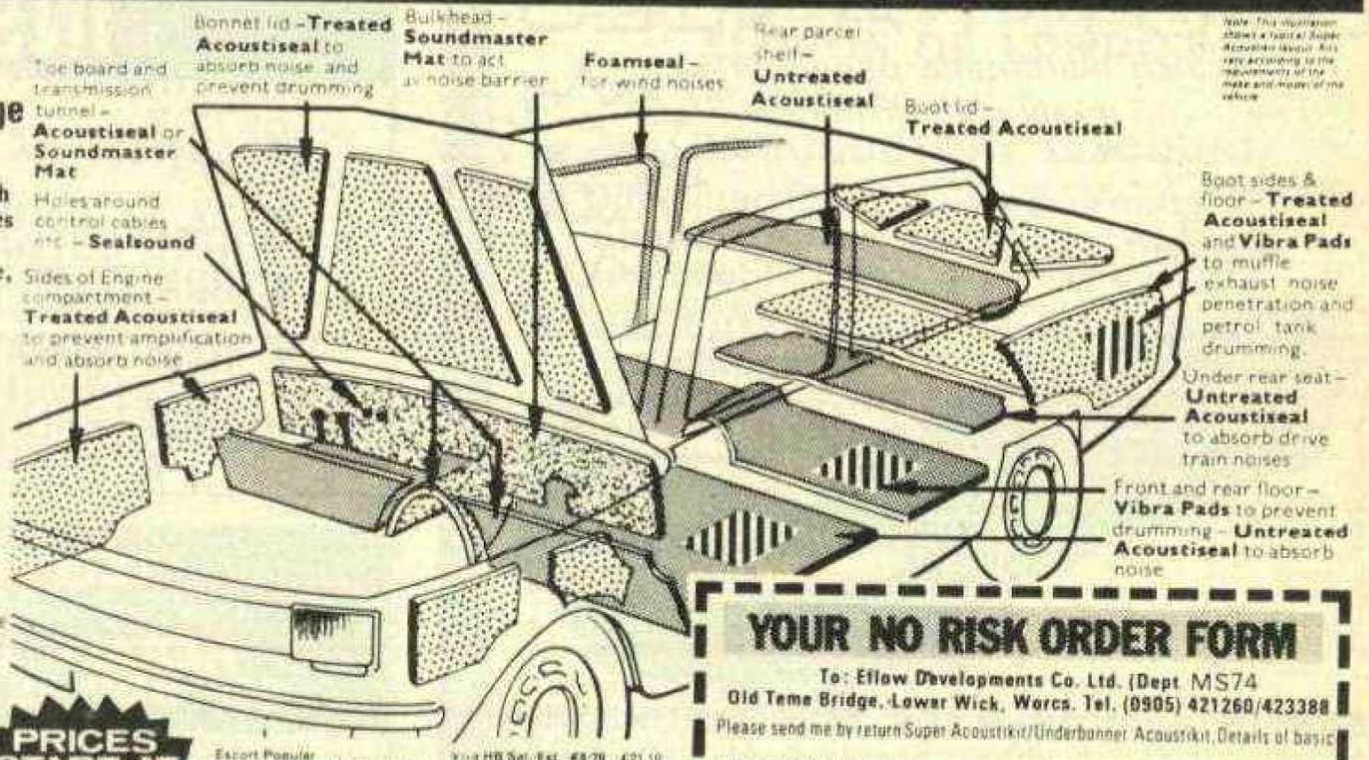
Stamp out noise pollution in your car! Drive better, safer and boost it's resale value! Its easy with an Acoustikit, the sound insulation system that gives all-round protection against nerve-wracking noise from engine, gears, road etc. Now even more effective, using a completely new combination of materials.

WHY ARE ACOUSTIKITS THE BEST BUY?
A typical Super Acoustikit consists of no less than five different materials, selected as the most suitable for insulating a particular part of your car. Furthermore, Acoustikits offer you the most comprehensive insulation system of all.

Two types to choose from - Acoustikits are supplied in two types, ultimate in sound insulation.
1 SUPER ACOUSTIKITS. These insulate the entire car, give you the
2 UNDERBONNET ACOUSTIKITS. To insulate the engine compartment only. (We can also supply basic materials, which can be cut to fit any model not included in the standard range.)

EASY-TO-FIT. Acoustikits are ready cut and specially designed for the ordinary motorist. Can be fitted in 2-3 hours. Complete, easy-to-follow instructions provided.

MONEY-BACK ASSURANCE. You risk nothing by ordering your Acoustikit here and now. If you are not completely satisfied, your purchase price will be refunded in full.



LOOK HERE FOR YOUR CAR

If your car is not listed, write or telephone, as there is not sufficient space to show our entire range. **Prices:** Underbonnet Acoustikits are shown first in heavy type, Super Acoustikits are shown second.
Please add part carriage of £1 for under-bonnet Acoustikits and £1.60 for Super Acoustikits (mainland charges, others subject to quotation).

PRICES START AT ONLY £11.70 INCL. VAT

Alfa Romeo		
Alfasud	£5.50	£18.30
Alfetta	£5.50	£20.10
Audi		
100		
80 Sal./Est.	£6.10	£22.80
B.L.M.H.	£5.10	£22.80
Mini Sal./Club		
Mini Est./Club	£5.00	£18.30
Mini Van	£5.00	£15.50
Mini Pick-up	£5.00	£19.90
1100/1300 (state model & year)	£5.00	£21.70
Sprite-Midget	£3.50	£20.10
	£3.25	£19.50
Maxi	£5.25	£21.80
Allegro Sal./Est.	£5.25	£20.00
Marina Saloon, Coupe, Estate	£6.90	£24.60
Marina Van	£6.90	£21.70
MGB & GT	£7.25	£21.40
18-22 Princess	£5.75	£20.90
Chrysler		
Avenger Sal./Est.	£7.25	£22.90
Hunter '67 on	£5.70	£20.90
Alpine '75 on	£5.70	£22.90
Citroen		
Ami 8	£5.75	£21.50
Dyane 6	£5.75	£20.90
Daf Volvo		
44-55-66	£5.40	£21.50
Datsun		
120Y Sal./Coupe	£5.75	£21.60
100A Cherry	£5.40	£21.40
1200 Sal./Est.	£5.75	£21.60
180B	£5.40	£21.60
140J	£5.40	£21.60
Fiat		
124, 127	£5.70	£21.60
128 Sal. Coupe	£5.40	£21.10
850 Sport Coupe	—	£19.50
Polski 125P	£5.70	£21.50
Ford		
Cortina/estate (model & year)	£6.10	£22.00
Cortina Sal./Est.	£6.30	£21.10
Mk. II Sal./Est.	£6.90	£22.90
Mk. III Sal./Est.	£6.10	£23.30
Mk. IV Sal./Est.	£6.10	£23.30
Escort Popular		
Sal./Est.	£6.30	£22.55
Granada Consul	£7.60	£21.35
Peugot		
104 Saloon	£5.35	£21.60
304 Sal./Est.	£5.50	£21.60
504 Saloon	£6.90	£22.00
Renault		
4, 5 & 6	£5.70	£20.10
12	£5.70	£21.10
16	£5.00	£19.15
15 & 17	£5.00	£21.35
30	£5.70	£21.35
Saab		
95 96 V4	£6.90	£21.10
99	£6.10	£20.45
Simca		
1000	£5.50	£19.50
1100	£5.00	£19.30
Toyota		
1000	£4.75	£21.50
Triumph		
Toledo, 1300, 1500 & Dolomite	£5.70	£21.60
Spitfire IS-IV	£5.00	£20.80
GT6 1-III	£5.00	£20.80
2000 Mk. I & II	£6.30	£22.90
TR7	£4.75	£16.30
Vauxhall		
Viva HA Van	£6.30	£24.70
Viva HB Sal./Est.	£5.70	£21.10
Viva HC Sal./Est.	£6.30	£22.20
Victor FD Sal./Est.	£7.25	£23.10
Victor FE Sal./Est.	£6.30	£21.10
Firenza Magnum	£5.70	£21.10
Chevette Sal./3 Dr	£5.90	£20.10
VW		
Beetle '67 on		
1200/1300		£20.40
1302/1303		£20.40
Passat (all)	£6.10	£22.90
Golf	£4.75	£20.10
Polo	£3.20	£20.10
Volvo		
140 Sal./Est.	£7.25	£23.10
240 Sal./Est.	£7.25	£23.10

By-Return Service. Adequate stocks kept of all popular models. Most kits normally despatched by return.
ALL PRICES QUOTED INCLUDE VAT. Barclaycard & Access facilities available, please quote account number.

YOUR NO RISK ORDER FORM

To: Eflow Developments Co. Ltd. (Dept. MS74
Old Teme Bridge, Lower Wick, Worcs. Tel. (0905) 421260/423388

Please send me by return Super Acoustikit/Underbonnet Acoustikit. Details of basic materials* for my car. Make_____ Model_____ Year_____
I enclose cheque/PO* (payable to Eflow Developments Co. Ltd. and crossed) for £_____ (cost of kit plus part carriage charge)
Please charge my Access* Barclaycard* account. My account no. is:
*Delete as appropriate

Name_____
Address_____

(CAPITALS PLEASE)

ACOUSTIKITS Reg. No. 967672
THE SILENT REVOLUTION IN MOTORING

MORE HOOD FOR YOUR MONEY!

DIRECT FROM *DON* THE MANUFACTURERS

STRONG WELDED SEAMS

STRONG CLEAR PVC WINDOWS

ONLY £2.50 EXTRA FOR ROOF WINDOW

MADE IN BEST QUALITY PVC

ALL EDGES DOUBLE BACKED



SEND NOW FOR CATALOGUE, PRICE LIST AND SAMPLE CARD FOR HOODS OR TONNEAU COVERS TO - DON TRIMMING CO. LTD. 2A HAMPTON ROAD, ERDINGTON, BIRMINGHAM B23 7JJ TEL. 021-373 1313



Floats like a butterfly, stings like a bee —

from SGT.

Kawasaki and BMW Motorcycles

SGT *we sell freedom*

Station Garage Station Road
Taplow Bucks SL6 0NT
Telephone Burnham (0628) 5353

SHIPPING CARS IS OUR SPECIALITY

WE ALSO HANDLE PERSONAL & HOUSEHOLD EFFECTS

Robert Fisher

(Packing & Shipping) LTD.

32 LEXINGTON STREET
LONDON W1R 4DD

Telephone 01-734 6901 Telex 24660
Cables Fishertran/London

TOP QUALITY FROM KUMFICAR THE CAR CARE SPECIALISTS

- TAILORED SEAT COVERS
- SIMULATED FLEECE STRETCH COVERS
- TAILORED CARPETS
- PATENT FLUORESCENT SAFETY SPATS (MUD FLAPS)
- KARSPATS (MUD FLAPS)
- INSULATION KITS
- LEATHER STEERING WHEEL GLOVES



Great value *and* top quality, from Kumficar – one of the top names in car accessories, with thousands of satisfied customers. Everything for in-car comfort, good looks and safety. Available from all branches of Halfords, good car accessory shops and garages in the UK. Or contact:

Kumficar Products Ltd.
(Dept. SK2) Albert Mill, Brighouse
West Yorkshire, HD6 1JT.

LOTUS

SPARES

We hold over £15,000 worth of Lotus Spares for all models from 1965 onwards including engine spares, body and trim units, suspension, gaskets etc. C.O.D. and Export arranged.

HOURS: 9 a.m. – 6 p.m. weekdays, 9 a.m. – 1 p.m. Saturdays

MIKE SPENCE LTD.
School Green, Shinfield,
Reading, Berks.
Tel. 0734/883312

(5 minutes from Junction 11 of M4).

AUTOFARM

for all Porsche 911/912s

SPARES, REPAIRS CONVERSIONS, ACCESSORIES

Any body or mechanical work undertaken.

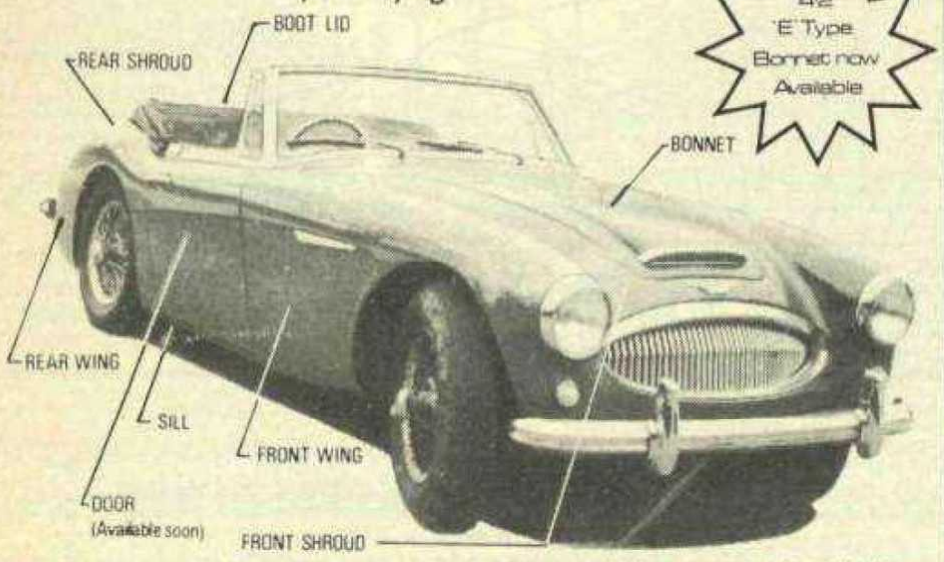
Autofarm glass-fibre spoilers, wings, bonnets, flares, etc. Autofarm replacement 911 exhausts. All service items, clutches, brakes, s/a., lights, etc. Engines, gearboxes, wheels, all mech., elect. and body parts from dismantled cars. All guaranteed.

Porsches bought and sold, damaged, immac. or converted.

65 HIGH STREET, IVER, BUCKS, SL0 9PH
Tel.: IVER (0753) 65 2170

SPORTS CAR BODY PANELS

British handmade panels in top quality glass fibre



PANELS AVAILABLE FOR TR2/3/3A, TR4/4A/5/6, A/Healey 100/6 & 3000, Sprites & Midgets, MG.TF, MG.A/B/C, Spitfire & GT 6, Lotus 7 Series 3 & 4. *Also wide range available for popular saloon cars.*

Prompt mail order, and export service on all panels.

Please send 1st Class stamp for full brochure, or International Response Coupon to the value 60p for Overseas.

Full workshop facilities available for body, chassis and accident repairs, including repairs to glass-fibre bodies.

D. J. SPORTS CARS LTD.,
Swains Factory, Crane Mead,
Ware, Herts.
Tel: Ware 5431

D.J. D.J.

SPORTS CAR INSURANCE

- LOWEST RATES
- INSTALMENTS
- 12, 6, 3-MONTH POLICIES
- BONUS UP TO 65%
- ALL COMPANIES, BIA OR LLOYD'S
- BREATHALYSED, CONVICTED AND YOUNG AT REALISTIC RATES

TELEPHONE 01-361 0024
OR WRITE
HERALD INSURANCE SERVICE
339 BOWES ROAD, LONDON, N.11

Name..... Address.....

Occupation..... Age..... Business/Pleasure Use

Full/Prov. Licence for .....years. Comp./Third Party/T.P.F. & T. cover.

Owner only / and wife / Any driver / Named driver, age.....

Make of Car..... Model.....

C.C..... Value..... Year..... Car Garaged/Left in open

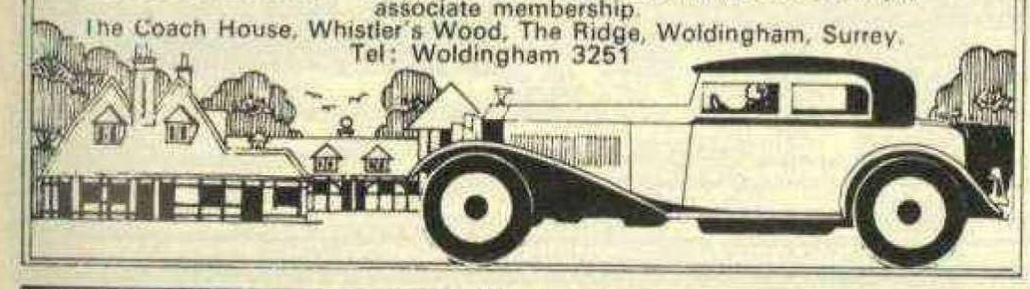
Present insurers..... No claim bonus.....years

Age of youngest driver..... Quote for Annual / Quarterly policy

Details of all accidents and convictions should be enclosed, including those of additional drivers.

ROLLS-ROYCE & BENTLEY OWNER DRIVER CLUB

INVITATION For a limited period, we are accepting membership from non-owners of Rolls-Royces and Bentleys. If you have a genuine interest in classic and thoroughbred cars, you are invited to send for details of the advantages of joining this prestige club.
Our premises, a 17th Century coach house in its own park, includes two bars, superb restaurant, fully staffed workshops. Activities include social events and international concours d'elegance.
CLUB SECRETARIES Members of your car club may be able to enjoy associate membership.
The Coach House, Whistler's Wood, The Ridge, Woldingham, Surrey.
Tel: Woldingham 3251



BRANDON MOTORS LTD.

FERRARI DISTRIBUTORS FOR WARWICKSHIRE

Dino 308 V-8 2+2
demonstrations by appointment
Full Servicing Facilities for all Ferraris.
BRANDON, Nr. COVENTRY
Wolston 2285/6

TRAIN & RACE with Jim Russell

Write for full details and free colour brochure

RACING DRIVERS SCHOOL
Snetterton Circuit, Norwich, NR16 2JX, Norfolk.
Tel Quidenham 451



GASKETS

All types of engine joints and gaskets made specially to your patterns. Many ready made types also available.
C.O.D. Postal Service Only.
LIPSCOMBE AND HESSEY
MARINE ENGINEERS
Victoria Road,
Eton Wick, Windsor.
Telephone 64413

THE LEADING NAME IN TOWING BRACKETS

WITTER

Over a million made.
Nationwide Stockists & Specialist Fitters. Look in Yellow Pages for your local Witter Specialist or write for details.
C. P. WITTER LIMITED
CHESTER 18. TEL: 0244 41166

RESTORATION SERVICE

Mechanical and Bodywork. Re-sprays. One-off manufacturing. Pattern-making. Castings. Gear-cutting. Vintage cars supplied. Survey, advice and valuation service. Repairs and servicing of all Vintage and Veteran cars. Send £1.10 for Brochure and price list.

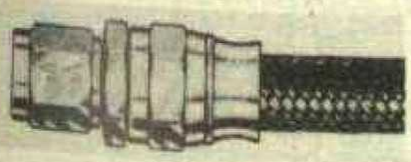
Bugatti, MG, Bullnose Morris, Rolls-Royce '20' and 20/25, Park Ward Specialists. Morris Bodies available.

The Cooke Group
Head Office:
WEST AVENUE, WIGSTON, LEICESTER
Tel.: (0533) 881234

STINGRAYS, MUSTANGS, FIREBIRDS, LINCOLNS, CAMAROS, 'E'-Types, Etc., Etc.

WANTED URGENTLY
Trade welcome.

SPURR MOTORS (SHEFFIELD) LTD.
0742 - 57922/581788



Aeroquip

For Race – Rally – Restoration

GOODRIDGE AEROQUIP

The Goodridge Aeroquip range of aircraft quality high pressure stainless steel hose with steel and alloy fittings (BSP/JIC/UNF/metric, etc) for brake, clutch, fuel, oil and water lines. Supplied to leading competition cars worldwide including F1 and other international works race and rally teams – hose, fittings and assembled kits are available for all formula, saloons, sports racing, clubmans, sports GT, vintage, historic, etc – just provide us with the line length or fitting details.
READY TO FIT BRAKE LINE KITS: 4-LINE KIT £23.95; 3-LINE KIT £16.95 (inc. VAT & P&P)
Also giving protection against suspension and chassis rubbing, spongy pedal, flying stones, etc. Aeroquip is a must for the serious competitor or enthusiast.

GOODRIDGE (U.K.) LTD.
Collins Road, Totnes, Devon TQ9 5PJ. Tel. (0803) 862007

THE ITALIAN CONNECTION *AND* E. B. SPARES

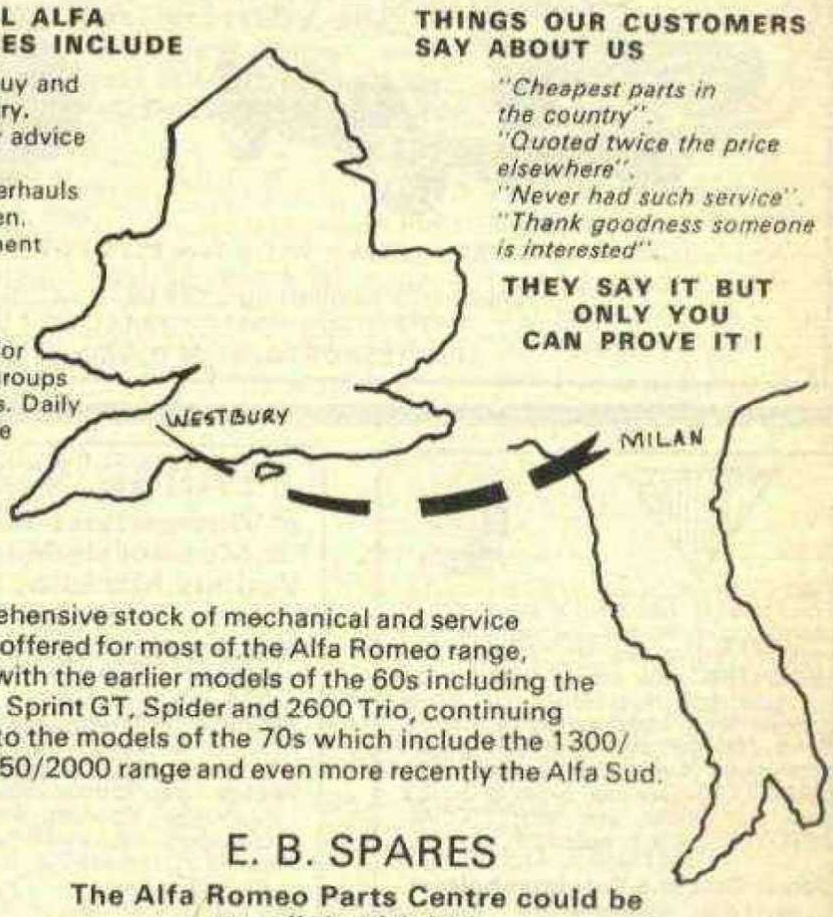
SPECIAL ALFA SERVICES INCLUDE

Unique buy and sell registry.
Customer advice service.
Major overhauls undertaken.
Replacement hoods.
Bulk buying facilities for trade or groups of owners. Daily worldwide despatch of parts.

THINGS OUR CUSTOMERS SAY ABOUT US

"Cheapest parts in the country".
"Quoted twice the price elsewhere".
"Never had such service".
"Thank goodness someone is interested".

THEY SAY IT BUT ONLY YOU CAN PROVE IT !



A comprehensive stock of mechanical and service parts are offered for most of the Alfa Romeo range, starting with the earlier models of the 60s including the Giulia TI, Sprint GT, Spider and 2600 Trio, continuing through to the models of the 70s which include the 1300/1600/1750/2000 range and even more recently the Alfa Sud.

E. B. SPARES
The Alfa Romeo Parts Centre could be your link with Italy.
Ring, write or call,
2 WASHINGTON ROAD,
WEST WILTS TRADING ESTATE, WESTBURY, WILTS.
Tel.: Westbury 823856. Code 037. 3.

01-882 4541

MOST POLICIES PLACED WITH LLOYDS OF LONDON

- ★ 35% 1st Year Bonus.
- ★ 25% INTRODUCTORY DISCOUNT
- ★ Convicted Breathalysed; Young and Sports Car Drivers at the most reasonable rates.
- ★ 3, 6, 9, 12 month Policies, plus instalments.

NAME .....
ADDRESS .....
.....
Business / Pleasure Use. Age .....
Occupation .....
Full/Prov. Licence for ..... year(s). Comp. &/TPF & T/TPO Cover.
Country of Birth .....
Owner only / Owner and Wife / Any Driver.
Nil / £15 / £25 / £35 / £50 Excess. Make of Car .....
Model ..... Year ..... C.C. .....
Value ..... Reg. No. ..... Kept in open / Garage
Will anyone under 25 drive? ..... Will anyone under 21 drive? .....
Licence held ..... years. No Claims Bonus ..... years.
Details of any accidents, convictions, disabilities, or other drivers to be included.

CT MOTOR POLICIES

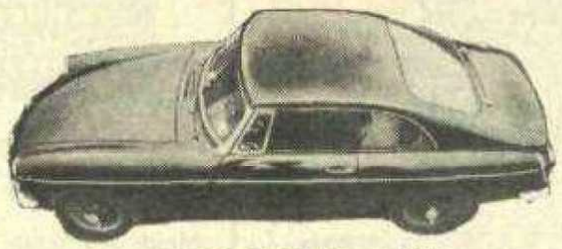
256 GREEN LANES,
PALMERS GREEN, LONDON, N13

Fibresports

present SEBRING HARDTOPS

SPITFIRE
£120.00 + VAT Mk. 4
£110.00 + VAT Mk. 1 to 3





MGB £120.00 + VAT

MGB
Targa Hardtop with detachable front sections **£125.00** + VAT.



Also Fastbacks for Sprite/Midget **£115** + VAT, E-Type **£175** + VAT. *All fully headlined. *Superbly finished to match colour of car. *Complete with all necessary fixings.

Works-style hardtops from **£68.00** + VAT. For Herald/Vitesse, Alpine, MGB, Spitfire, TR4-6. Please send s.a.e. for leaflets
Please enquire about our vast range of Sports Car and Saloon Glassfibre Panels. Overseas Agents Required.

FIBRESPORTS, 34/36 Bowlers Croft, Basildon, Essex. BASILDON 27331 & 282723 (Hard tops)



This face is known for good value, service and advice to vintage and veteran enthusiasts world wide. The **WOOLIES** now extend this service in upholstery requisites and motor accessories to cover the Classic period. Send 25p for our illustrated glossy catalogue (overseas: Europe 45p, USA $1.00). Our mail order is QUICK and our prices are VERY COMPETITIVE. Callers welcome.

Ian & Caroline Woolstenholmes are

"WOOLIES MS", 2 Cappitt Drive, NORTHORPE, Near Bourne, Lincs., PE10 0HR.
Tel: Bourne (07782) 2731

LARGE STOCK

of Vintage/Post-War Motor & Motorcycle Magazines, Various Manuals, Sporting Books

Motor Magazines 1903-1955. 22 Pg Catalogue 50p U.K.; Overseas $2 (U.S.) Airmailed.
Motorcycle Magazines 1910-1967. 32 Pg Catalogue 50p U.K.; Overseas $2 (U.S.) Airmailed
Motor or Motorcycle Lists of Manuals, Sporting Books, Sales Literature, etc. (*state which*), 10p each. Overseas 2 International Reply Coupons
BUYING. Small or Large Lots Motor/Motorcycle Literature
Telephone (0424) 422579 any time

W. F. SMITH
76 London Road, St. Leonards-on-Sea, East Sussex.

WANTED

Vintage, Classic or Any Interesting Vehicle

Immediate Cash Settlement

DISTANCE NO OBJECT

Many Interesting Cars For Sale

BENNETT MOTORS

27, CROSSWAY LONDON N.16
Tel: (Day) 01-249 0383 or Ev'ngs Ware 5759, Nazeing 2301

ROLLS-ROYCE BENTLEY

William M. Taylor

The Man with the Mk. VI Mania

Bench Rebuilt, Rig-tested Engines or conventional In-Car Overhauls.

Latest Service for fellow Cherishers:

CAREFUL TRANSPORTATION OF VINTAGE AND VALUABLE CARS. REGULAR RUNS SCOTLAND — ENGLAND.

Knowebank,
Yetts o' Muckhart,
By Dollar,
Clackmannanshire, FK14 7JT.
Telephone: MUCKHART 331
At the junction of the A823 and A91

ROLLOVER BARS

ALEYBARS BUILD THE BIGGEST RANGE OF ROLLOVER BARS

including the International Competition model complying with the FIA Appendix J, from £32.00 for most cars. But for club racing and road use there are a variety of models from £17.50. Whatever your rollover bar problem, discuss it first with the specialists.

Phone Cambridge 832575, or one of our stockists :

Chris Montague Carb Co.
(01) 794 7766

Motogear Marketing (Cumberland)
Brampton 2495

Rally Equipe Ltd.
Bury (061 761) 1178

Charles Jenkins & Sons (Glamorgan)
Bargoed 832044

Andreason Racing & Tuning (Hants)
Eastleigh 2445

City Speed Centre
Gloucester 20784

Sportstune (Acc.) Scotland
Edinburgh 556.3507
Glasgow 427 2306

Chris Inch Engineering
Saltash 3908

Demon Tweeks (Chester)
Tattenhall 70625/70055

All Car Conversions
Medway 723444

European Stockists :
Frami Racing (Holland)
Maastricht 043-21244
Auto Extra (Irish Republic) Ltd.
Dublin 808610

ALEYBARS LTD.

London Road, Sawston, Cambs.
Cambridge 0223 832575

JOHN C. L. PARKER

STAINLESS STEEL EXHAUST SPECIALISTS

We design and manufacture a comprehensive range of top quality stainless steel exhaust systems. Our prices are extremely competitive and all our exhausts are fully guaranteed.

FITTING AND MAIL ORDER SPECIALISTS

Visit, phone or SAE

Exhaust Centre, Mill Road, Lincoln (0522) 32722

CAR SHIPPING

FROM SOUTHAMPTON TO:
U.S.A. (East Coast) • CANADA
SOUTH AFRICA • FAR EAST
PLUS WORLDWIDE CONNECTION
"Contact us for prompt quotation"



TOP QUALITY TAILORED TOTAL CAR CARPETING

FROM £9.00 COMPLETE

EXCEPTIONAL VALUE

FROM THE PEOPLE WITH OVER 10 YEARS EXPERIENCE OF SELLING CAR CARPETS!

For the whole floor, not just the front. Fully tailored in plain or heavy foam back. Perfect fit guar. even around gear box and tunnel. Black, blue, green, red, charcoal, beige and brown.



Prices listed are for plain carpet. Add £1.25 for foam back.
Complete Satisfaction Guaranteed or your money refunded.

PRICE LIST

£9.00(A)
Mini, Imp, Golf, E Type, Datsun 100A.

£9.50(B)
Sprite, Capri, 1100, Maxi, Escort, Hunter, Chevette.

£10(C)
Allegro, MGA/B, Marina, Minor, 1800, Spitfire, Avenger, Cortina, Lada, Herald, Viva.

Other products available:
G.T. Seat Covers
Stretch Nylon Covers
Vinyl Roof Kits.
Mud Flaps.

THICK PILE SIMULATED 14oz. COURTELLE SHEEPSKIN FLEECE

FROM ONLY £6.50 PER PAIR

PRICE LIST

STANDARD

	All over Fleece	Fleece and Black Stretch
Pair bck	£8.50	£8.50
Pair bck	£10.25	£8.15

EXTENDED BACK

Pair bck	£9.50	£8.00
Pair bck	£11.25	£9.75

Super-thick All over Simulated Fleece covers in White or Black available with Foam-Back for increased warmth and softness - improves grip on seat - stops dirt penetration. Also available with Black Stretch Nylon surround. Extended Back covers to go over seats with fixed headrests, loose headrests or extended backrests. Fully washable, drip or spin-dry. Patent internal tie cords prevent bagginess. Rear covers available.



PRICES QUOTED INC. POSTAGE & V.A.T.

PEACEFUL TRAVEL KITS

For boot, car interior and bonnet. Scientifically designed and tested. Individually tailored for cars, as per carpet listings, in heavy duty insulation felt, foam underlay, Bostic pads, adhesive and full fitting instructions.

Price list (A) £9.00, list (B) £12.00, list (C) £15.00.

For details/samples of our full range of products send large S.A.E. or 6½p stamp

Please rush me/details only (6½p enc.) the following. (Fill in or delete where appropriate)
Tailored Carpets (full set/front only), (plain / foam back) colour.....Carpet studs £1.08p for 13 . Double sided tape, 5 yds 54p All over Fleece Seat Covers (Black/White) No. covers.....(Stand/E.B.). Fleece and Black Stretch (Black/White). No. covers.....(Stand/E.B.). Foam Back.....(Tick if required)
Your car make.....model.....year.....Gear shift type.....seats front.....rear.....I enclose cheque/PO for £.....or, please send by C.O.D.....(54p extra)
Name .....
Address.....

Post to: AUTOCARPETS LTD. (Dept SP2), Brighouse, Yorks HD6 1BT. Reg. No. 750162

road or racing first every time



Alloy wheels – Cobra, Shelby, Appliance, KN, Revolution, Wolfrace, Cosmic, Mamba, Midland Metallic & 100+.
Steering wheels – Momo, Moto-Lita, Astrali, Mountney & 100+
Seats – Corbeau, Huntmaster, Billover, Moto-Lita & Ridgard.
Cibie lights, Koni & Spax shockers, a huge range of spoilers and the largest selection of crash helmets in the country.

For current price list please send S.A.E. to:

John Brown Wheels Ltd,

Wedgnock Lane Wedgnock Industrial Estate WARWICK Tel: 46131
226 Kilburn High Road Kilburn LONDON NW6 Tel: (01) 328 6413
225-232 London Road West Croydon CROYDON
University Precinct Centre Oxford Road MANCHESTER
35 Brislington Hill Brislington BRISTOL Tel: (0272) 779316
Speedway Modern Service Station Anwick Corner SLEAFORD, Lincs.

John brown wheels

SPECIALISED ENGINES



The Ford Engine Specialists * All fully guaranteed for all parts and labour in writing * All engines completely reconditioned * All tuned engines we prefer you to see built * Full spec. sheet with tuned engines. All prices include fitting or 10% Discount if you fit.

FULL ENGINES
105E/1200 **£69.**
1340/1500 **£73.**
1500GT **£79.** 1300/1500 PXF **£73.**
GT's PXF **£79.**
1100/1300 XF **£81.** 1300GT **£89.**
1600 **£83.** 1600GT **£89.**
1600/2000 OHC **£122.**

WE ALSO DO BIG ENGINES FOR LITTLE ONES
i.e., 1500 for 1200 £94.
1300 for 1100 £103.
1600 for 1300 £128.

TUNED ENGINES
Stage I 1600/2000 OHC **£177.**
Stage I 1500GT **£124.**
Stage II 1500GT **£158.**
Stage I 1300/1600GT **£138.**
Stage II 1300/1600GT **£182.**

'VEE' FULL ENGINES
V4 1700/2000 **£137.**
2000E **£142.**
V6 2½/3000 **£160.**
3000E **£165.**
TUNED 'V's
V4 Stage I **£191.** V4 Stage II **£224.**

V6 3100cc SPECIALLY OVERBORED WITH BALANCED PISTONS — RODS ETC., GAS FLOWED HEADS FROM £229. V6 STAGE II AS ABOVE BUT WITH BIG VALVE HEADS AND INCLUDING A CHOICE OF CAMS £276.
ALL PRICES SUBJECT TO V.A.T.

S.A.E. for details

SPECIALISED ENGINES
Manorway Industrial Estate, Bridge Road, Grays, Essex. Grays Thurrock 78606, Stanford-le-Hope 3472, after 6 p.m.

TEST OUR RELIANT SCIMITAR 3.1 AT OUR GRAYS FACTORY NOW

CHASES WATER OFF MILD STEEL PLATE IN 7 SECS!

SPRAY WITH EASE and SPEED in ½ DAY
No Drilling!



SAME DAY DESPATCH

HOW FINNIGAN'S WAXOYL HOLDS CAR IN SHOWROOM CONDITION

Kills RUST on older cars!

KEEPS ALL UNDERBODY 'POCKETS' RUST FREE!



WAXOYL *Rustproofing Compound*

Quick! Clean! Pleasant!

USING FINNIGAN'S SPECIAL NEW DO-IT-YOURSELF APPLICATOR/INJECTOR

PROTECTS IN GRUELLING WINTER CONDITIONS Be well advised. One simple, quick WAXOYL application NOW ensures complete protection from vicious road salt, wet snow, grit; even condensation rusting in garaged car. Also **KILLS SUMMER DAMP RUSTING.** Deadly efficient WAXOYL creeps, penetrates all hidden, inaccessible 'pockets' inside sills, doors, box sections, etc., makes child's play of expert's job. 'Year round protection, corrosion FREE.' Order today.

HEAVY COATING. 1 Gall. equals 30 aerosols, leaves hands smooth, soft.

USERS TESTIFY : University Science Lecturer:— **"Tested yours and other products : only WAXOYL came through unscathed."** Rover Sports Register member:— **"No WAXOYL penetration despite heavy salting."** PRACTICAL MOTORIST Mag:— **"Dense spray with wide spread. One syringe-full completely coated inside MINI front wing."** Int'l Car Club Member:— **"Lab tests most impressive; fully endorse statement regarding salt resistance etc."** Llandudno User:— **"Excellent part exchange after 50 months. Car remarkably rust free. No garage."** Yorks User:— **"A more pleasant, easily applied fluid I have yet to find. Remarkable!"** Kilmarnock:— **"Did magnificent job on MG-B sports."**











CONTAINS MOST UP-TO-DATE RUST INHIBITOR KNOWN TO SCIENCE!

RUST GNAWS UPWARDS to metal surfaces from hidden 'pockets' in UNDER structure where pinpoints start often before car leaves factory! Despite constant polishing rust destroys 'showroom' look.

TRADE CHARGES £25 TO £75 FOR RUSTPROOFING, mostly for labour costs. Do it yourself with WAXOYL and pay only for raw materials at manufacturer's prices. **NO NEED TO CRAWL UNDER CAR.** Finnigan's Applicator gives high-pressure airless spray up to 4ft. long, reaches ENTIRE UNDERBODY, covers wheel arch in only 30 SECS.! 100% effective swirling action and shaped nozzle sprays right into small screw holes. NO DRILLING!

NO PREPARATION, NO SPECIAL SKILL. Thin dust-layers act as 'binding' agent. WAXOYL doesn't just 'slow down' corrosion. Cars in 7 yr. formula testing STILL RUST-FREE! Order now. Use coupon.

SELF-HEALING IF SCRAPED. Punctured area reknits itself as polarised molecules creep over metal surface. Soaks deep into metal, even if wet.

NEVER COMPACTS WITH AGE. Normal underbody seals progressively harden, eventually 'flake' off. Splinter-proof WAXOYL 'flexes' with any surface vibration. Preserves water and radiator hose.

ONE OF WORLD'S BIGGEST oil companies reports: "Of all rustproofers tested (including our own) only Waxoyl definitely kills rust." Needs no further attention apart from 30 sec. wheel arch Autumn check.

SAVES OLDER CARS! GIVES NEW, SMOOTH RIDE! WAXOYL also kills rust on older cars. **AND restores suspension resilience!** Wax content lubricates *permanently* all chassis connections, leaf springing, brake linkages. Corrects balance. New smooth ride! Saves repairs.

REVIVES 'TIRED' ELECTRICAL INSULATION. One coating of WAXOYL on engine compartment cuts out electrical tracking; saves power loss. Engine works at peak efficiency, because of no electricity leakage, instant wet-weather starting! No 'green cottonwool' on battery terminals. One treatment lasts life of both engine and battery.

IF CONSIDERING OTHER MAKES please ensure applicator sprays ENTIRE system. Short-lived results occur from thin, cheap oil inside cavities, or harmful acids to be washed off. Others use complicated, separate operations with 'ghooey' bituminous materials. **Clean, harmless WAXOYL is simply one top grade fluid: does whole job!**

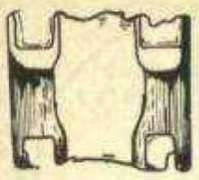
ORDER DIRECT. Same Day Despatch, with illus. step-by-step instructions. **MINI & 1100 SIZES: 5 Litres (1.1 Gall.) £4.53** + 75p carr. **LARGE SAL.: 10 Litres (2.2 Gall.), £8.43** + 75p carr. **5 Gall. Drum £17.73** + 95p carr. **FINNIGAN APPLICATOR £1.46** add 23p carr. **TRIAL OFFER 500 ml. (.88 pt.) TIN**—for your trigger oil can test behind chrome strips, or brush-on door edges; free brake linkages etc. Watch WAXOYL chase water off a simple piece of metal. It's quite amazing! **Send 75p add 47p carr.**

TRIAL OFFER

To: FINNIGAN'S LTD. (MSW), Eltringham Wks., PRUDHOE, Northumberland. Tel. 0661-32411

- ☐ **5 Litre** Rush my order shown (please tick)
- ☐ **10 Litre** Enclosed, Chq./P.O./M.O./Cash £.....
- ☐ **5 Gall.**
- ☐ **Applicator** Name .....
- ☐ **Trial Offer** Print Caps
- Address .....
- ..... Code .....

Reg'd Office 354180 (London)



CAR CARPETS

With Rubber Pad for Driver's heel, and one roll Double-sided Fixing Tape. All colours. No studs required. Price any model only **£7.50.** P&P £1. Full set **£6.00.** Front only including underlay. Slight trimming required. Please give details where applicable—Model, Year, Colour, Second choice. **CAR CARPET ON THE ROLL,** 36" wide, **£3.00** yard. Stretch Leathercloth, black, blue, tan, green, white, cream, **£1.50** per yard, 46" to 50" wide. **HEAVY RUBBER MATS,** 38 x 45, **£2.50.** Size approx.

SOUNDPROOF ANY CAR for **£8.50,** P&P £1. We will supply enough material to cover floor, roof, sides, doors, boots, bonnet, etc. Material is as used by leading car makers. Special acoustic foam covered in black PVC (10-year guarantee against rot), leather look finish, rot, oil and stain resistant. CWO.

DOOR SEALS with rubber attached, clip-on type. One is sufficient for one door on most cars. **£2.25** each.

DOOR SEALS without rubber, **£1.75** ea.

D.I.Y. VINYL ROOF KITS



Give your car the executive look. Easily fitted by any handyman. Available for any car. Two-way stretch vinyl in black, dark blue, cream, light or dark brown. All kits include adhesive, instructions and 2 yards flexible chrome strip. Any car only **£11.50,** P&P £1 extra. For Estates and Vans **add £1.**

COMPARE OUR PRICES
MOTOR UPHOLSTERY SUPPLIES,
14 ANNE RD., WELLINGBORO',
NORTHANTS.
Add £1 post any order.
NO CALLERS. S.A.E. for details.
Insurance and VAT included.

RALLY SEAT COVERS

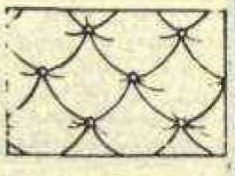
UNBEATABLE BARGAIN OFFER
Buy Two and Two Headrests plus One Wheel Glove. Total Value £21.80 FOR ONLY **£10.50** THE LOT



P&P £1. Or **£5.00** each cover. **£3.95** each headrest, & **£1.95** for the wheel glove. Black only. Padded seat and sides made from heavy gauge simulated leather. Rears to match **£5.00.** State car model, year and if 2- or 4-door. All types of trim in stock. Double channel for Minis, **£1.50** yard.

LUXURY LINING KITS

£24.50 p.p. £1



Give your car the individual customised look with this beautiful deep pile velvet material. Famous brand name used by leading makers on the most expensive models. Enough supplied to retrim entire car floor, roof, sides, seats, dash, etc. Also generous quantity of foam to give that deep buttoning effect. Colours rich brown or fawn. Kits include can of adhesive, roll of double-sided tape and instructions. 52" wide, not less than 12 sq. yds. supplied in kit.

Super Quality SHEEPSKIN



TYPE SEAT COVERS IN DEEP PILE FUR FABRIC. **UNBEATABLE BARGAIN OFFER.** For the ridiculous low price of **£10.50,** P&P £1, you get **2 front seat covers, 1 rear seat cover, 2 headrests** and **1 wheel glove,** white only. Worth at least £17. Or **£2.40** ea. front cover, **£4.50** the rear cover, **£3.95** each headrest & **£1.95** the wheel glove. Fully washable. Available all cars with single or bench seats, same price. All covers reversible (use one side for best, one side for work)

VEHICLE SHIPPING

Planning to ship your car in the near future? Then contact **John Desbois** for advice on the best method at the lowest rates.

OUR SERVICES: Steam Cleaning and Full Preparation Facilities • Lloyds Marine Insurance (All risks) • UK Collection Service • USA and Australasia specialists •

Ring or write for a free quotation, or call in and see us.

STROWMAR LTD.
Ground Floor, Dominion House, Bartholomew Close, London EC1. Tel: 01-606 1170/1270

MOTOR WHEEL SERVICE & REPAIR CO.

We Supply, Service and Repair all Wire, Pressed Steel Wheels. Specialists in Vintage Wire Wheels, Motor Cycle Wheels, and Stove Enamelling.

Dunlop U.K. Distributors of Wire Wheels.

S.A.E. for details:
71, JEDDO ROAD, SHEPHERDS BUSH, LONDON, W12 9ED.

Tel.: 01-749 1391

DYNAMIC BALANCING

A Service for the West of England

Give your engine the perfect balance it needs for maximum power and long life.

We have the latest Schenck electro-dynamic crankshaft balancing equipment, backed by Avery static balancing machines for con-rods and pistons.

Our prices are low, our service quick. Only 1½ miles from M4 junction 16. Write for details or phone.

812331 Wroughton (Wilts.)
BASSET DOWN LTD.
SWINDON SN4 9QP

WARNING!

CAR REPAIRS WILL COST YOU EVEN MORE

Do them yourself and save money with your own

AUTOBOOK WORKSHOP MANUAL

Garages warn that increased costs will mean even higher repair charges. Now's the time to get your own Workshop Manual, and be your own mechanic! It lets you into the secret of repairs and servicing, in a clear, easy-to-follow way. Just follow the simple, step-by-step instructions. They show you how to do even the tricky repairs. And you can do them at a fraction of the cost. Your manual can pay for itself with the money you save on your first repair!

- Simple find-the-faults charts
- Easy to follow repair and servicing instructions
- Clear, large diagrams and photographs
- Average contents 175 pages
- Detailed repair and servicing data
- Oil-proof, dirt-defying cover
- Specially written for the DIY motorist
- Each manual individually written

BY-RETURN SERVICE. POST FREE.

BY MAIL
Complete and post your voucher, enclosing cheque/PO.

BY PHONE
Telephone Brighton (0273) 721 721, quoting Dept. MS5 for an enquiry



Autobooks

IS YOUR CAR HERE?

AUDI 70, 80, Super 90 1968-72 100 S 1.5 1969-76
ALFA ROMEO Alfasud 1972-76 Giulia 1600 1750 2000 1962-76
ASTON MARTIN All models 1972-76
AUSTIN Allegro 1973-76 Maxi 1969-Clubman 1969-76 Mini 1959-Clubman 1969-76 Mini Cooper 1961-Cooper S 1961-71 A35 A40 Farina 1959-67 A40 A50 Cambridge 1954-57 A55 Mk I, 2 A60 1958-69 A99 A110 1959-68 1100 1300 Mk I, 2, 3 1963-74 Maxi 1800 2200 1969-76 18 22 Series 1975-76 10 12 Cwt J4 Vans 1960-74
AUSTIN HEALEY Sprite 1 to 4 1958-72 100 6 1956-59 3000 Mk I to 3 1959-68
BEDFORD CA CF Vans 1967-78 Beagle HA 1968-76
BMW 1600 1800 1964-71 2000 2002 1966-76
CITROEN ID19 DS19 DS20 DS21 1955-75 Ami 6, 8 Dyane 4, 6 1964-76 GS 1971-76
DAF 33 44 55 66 66 1300 1967-76
DATSUN Bluebird 1600 1800 1973-76 Cherry 100A 120A 1973-76 Violet 140J 160J 1973-76 1000 1200 120Y 1968-76 1300 1400 1600 1968-72 240Z 260C 260Z 1970-76 Pick-up 521, 620 Series 1968-74
FIAT 124 1245 Sport 1966-74 125 126 127 128 132 1968-76 500 600 850 1957-74 1100 1300 1500 1957-69
FORD Anglia, Prefect 1954-67 100E Escort, Squire 1955-61 Popular 100E 1959-62 Thames 5, 7 Cwt Van 1954-61 Thames 10, 12, 15 Cwt 1957-65 Transit 1965-76 Escort 1100, 1300 1967-76 New Escort 1100, 1300 1975-76 Cortina 1962-76 Consul Mk I, 2 1950-62 Zephyr, Zodiac Mk I, 2, 3 1950-66 Zephyr, Zodiac Mk IV, V6 1966-72 Consul, Granada 1972-76 Classic, Capri 1961-64 Capri 1968-76 Corsair 1965-70
HILLMAN Avenger, GT 1970-76 Minx Series I to 6 1956-67 Super Minx Mk I to 4 1961-67 New Minx 1966-70 Hunter Series 1 to 3 1968-76 Imp Mk I, 2 1962-76 Hunter GT 1966-76
HONDA Civic 1200, 1500 1973-76
JAGUAR Mk 1, 2, S 1959-67 XK 120, 140, 150, 150S 1948-61 2.4, 3.4, 3.8 Mk I, 2 1955-67 3.4S, 3.8S, 420 1963-68 240, 340 1967-68 E Type 3.8, 4.2 1961-72 XJ6 2.8, 4.2 Litre 1968-75
LANDROVER 1, 2, 2A, 3 1948-76
MAZDA 616, 808, 818 1970-76 RX 2, R100, RX 3 1970-74 1200 1300 1969-75 1500 1800 1967-74
MERCEDES-BENZ 190B 190C 200 1959-68 220B 230, 250 1959-68 220 S 250 280 1968-72
MG Midget TA to TF 1936-55 Midget Mk I to K 1961-76 Magnette ZA, ZB 1954-59 MGA, MGB, MGB GT 1962-76 1100, 1300 Mk I, 2 1962-71
MORGAN 4 Wheels (Not V8) 1936-72
MORRIS Minor Series 2, 1000 1952-71 Oxford 7, 2 S, 6 1954-71 Mini, incl Clubman 1959-76 Mini Cooper, incl S 1961-72 1100, 1300 Mk I, 2, 3 1962-74 1800, 2200 1964-75 Marina 1971-76
NSU Prinz 1 to 4 1957-72 1000 1200 1963-72
OPEL Ascona, Manta 1970-75 GT 1900 1968-73 Kadett, Olympia 1962-73 Rekord C 1966-72
PEUGEOT 204, 304, 404 1960-76 104, 504 1969-75
PORSCHE 356A, 356B, 356C 1957-65 911, 912 1964-73 914/6 1969-73
PRINCESS 18 22 Series 1975-76
RELIANT Regal (Not vans) 1952-73
RENAULT Caravelle 1962-69 Dauphine, Floride 1957-67 R4, R4L, 6, S, 6 1961-75 4, R5, 10, R8, R10, 1100 1962-71 12, 15, 16, 17 1965-76
RILEY 1.5 1957-65 Elf Mk I to 3 1961-69 1100 Mk I, 2 1300 1965-69
ROVER 60 to 110 1959-68 3500, 3500S 1969-76 3 Litre 2000, 2200 1958-76 Range Rover 1970-76
SAAB 95, 96 Sport 1960-76 99 1969-76
SIMCA 1000 1961-71 1100, 1200 1967-72 1300, 1301, 1500, 1501 1963-75
SINGER Chamois Sport 1964-76 Gazelle Series 2A to 6 1956-67 New Gazelle 1966-76 Vogue Mk I to 4 1961-67 Vogue 1725 1966-70
SUNBEAM Alpine, Rapier 1 to 5 1959-67 Rapier, H120, Alpine 1967-76 Imp Sport, Sinlastic 1967-76 1250, 1500, 1300, 1600 1970-76
TOYOTA Corona, Celica 1971-76 Carina Mk I, 2 1970-76 Corolla 1100, 1200, 1600 1967-76
TRIUMPH Dolomite, Toledo 1970-76 Herald 1959-71 Spitfire Mk I to 4 1962-76 Stag 1970-76 GT6 Mk I, 2 1966-73 Vitesse 1600, 2 Litre 1962-71 TR2, 3, 3A, 4, 4A, 5, 6, 7 1953-76 1300, 1300TC, 1500, 1500TC 1965-76 2000, 2.5 PI Mk I, 2 1963-77
VANDEN PLAS 3 Litre 1959-64 1100 Mk I, 2, 3, 1300 1964-76
VAUXHALL Victor 1, 2, FB, FC101 1957-67 Victor VX490 1967-76 Victor 1600, 2000 1967-72 Victor 3300, Venezia 1968-72 Ventora, Cavalier, FA, FB 1967-76 Cresta PC, Viscount 1967-72 Viva HA, HB, HC 1967-70 Firenza 1159cc, 1256cc 1971-76 Chevette 1975-76
VOLKSWAGEN Beetle 1954-76 Golf 1974-76 Type 1200, 1500 1954-67 Type 1600, 1100 1968-73 Karmann Ghia 1955-76 Passat 1973-76 Polo 1975-76 Rabbit 1974-76 Scirocco 1974-76 411 1968-72 1500, N.S.A. 1961-66 1600 Fastback 1965-73
VOLVO 120, 140 Series 1961-74 160 Series 1969-76 1800 1960-73
WOLSELEY 15 50, 1500 1959-65 18 85 Six 1967-73 6 99, S 110, Mk I, 2 1959-68 Hornet Mk I to 3 1961-66 1100, 1300 Mk I, 2, 3 1965-74

Your Guarantee Voucher

TO AUTOBOOKS LTD GOLDEN LANE BRIGHTON BN1 2QJ

Brings you your own Workshop Manual, with our famous Guarantee of complete satisfaction or prompt refund of the full price.

Please send me by return: ✲Workshop Manual ✲FREE Quotation for my

Year Make

Model

✲ I enclose cheque/P.O. crossed and made payable to Autobooks Ltd value £3.75

✲ *Delete as necessary*

NAME

ADDRESS

CAPITALS PLEASE

MS5

Registered in England 608188

Manuals for these cars **ONLY £3.75** EACH (P&P Free)

If your car is not listed send voucher or telephone (see left) for free quotation. Manuals for unlisted cars cost from £4 are not part of our series, but **ARE** covered by our guarantee.

SOFT Tops



LTC

AT DIRECT FROM FACTORY PRICES

L.T.C. have supplied car hoods and tonneaus to the trade for over 25 years. Our experience is your guarantee of a perfect fit.

ALL PRICES INCLUDE V.A.T.

	Hoods	Tonneaus
Sprites/Midgets from	£19.30	£13.95
Lotus S1 to S4 from	£23.75	£14.85
M.G. 'A'	£21.85	£13.95
M.G. 'B'	£27.60	£14.75
Spitfires 1 to 4 from	£24.40	£14.95
Herald/Vitesse	£24.50	£14.75
TR's 2 to 5 from	£24.40	£14.95
TR6	£32.30	£14.95
Morris Minor/1000	£27.50	£14.95
Alpines 1 to 5 from	£25.00	£14.95
Jaguar E & V12 from	£29.70	£14.60

Cash with order plus £1.20 p.&p. or send for FREE colour catalogue of hoods and tonneaus.

All top quality Black P.V.C. Hoods have electrically welded windows and seams. Complete with fasteners and instructions. Plus 1 year's guarantee and 7 days money back warranty.

The London Trimming Co. Ltd.

Store A, Marshgate Estate, Taplow, Nr. Maidenhead, Berks SL6 ONG.

Tel: BURNHAM (Bucks) 2742

24 hr. answering service

SAVE ON IN CAR at CAVENDISH

NO.1 for PRICE, QUALITY & SELECTION

Philips RN342



Our Price £59.95 plus FREE speakers worth £7.95

MW/LW radio and stereo cassette player. Treble and bass tone control and stereo balance control. Powerful 5 watt out put per channel 1 year replacement guarantee



Our Price £31.95 plus FREE speakers worth £7.95

Pye 2272

Incredibly compact stereo cassette player giving 8W power output, auto eject, sensitive sliders to adjust balance, volume and tone, fast forward and rewind



Amstrad 9000

Our Price £52.95 Complete with speakers

AM FM Stereo Radio and Cassette in Dash fitting Full stereo radio, 16 watts music power, multiplex stereo on FM band with stereo beacon. Independent stereo balance and tone controls, fast fot worid wind, and of tape indicator, auto stop Also suitable for use in boat or caravan

Sharp 5300

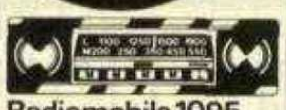
Our Price £69.95



Stereo Car Cassette Player

Take your favourite music with you with our latest 3 wave band stereo radio/cassette player. 7 watts per channel, rewind and forward wind, auto reject

Our Price £32.95



Radiomobile 1095

MW/LW Car Radio

In Dash Fitting. Push Button 12v negative earth. 5 pro-set push buttons for easy running while driving. Variable tone control. Suit in dash fitting.

Pye 2263

Our Price £43.95 plus FREE speakers worth £7.95



Stereo Car Cassette Player with auto reverse Music all the way with this stereo cassette player 12V neg/pos earth, autochange, volume tone balance controls

Stereo Playback		Stereo & Radio		Stereo & StereoRadio		Car Radio	
Aiwa 1050	P.O.A.	Radiomobile 315	£88.95	Audioline 345	£66.95	National 462	P.O.A.
Hitachi CS270	£61.95	Radiomobile 309	£79.95	Amstrad 9050	£68.95	National 864	P.O.A.
Hitachi CS224	£47.95	Harry Moss 345	£44.95	Aiwa 2020	P.O.A.	Philips 160	£17.95
Hitachi 220	£42.95	Sonido 909	£61.95	Harry Moss 170	£53.95	Philips 454	£22.95
Selmar CCP4	£27.95	Philips 342	£59.95	National 840	P.O.A.	Philips 461	£48.95
Harry Moss 329	£34.95	Pye 2259	£59.95	National 741	P.O.A.	Pye 2064	£22.95
National 1131	P.O.A.	The above with Free speakers worth £7.95		Pioneer 4300	P.O.A.	Radiomobile 1160	£26.95
National 141	P.O.A.	Hitachi CSW227	£73.95	Pioneer KP8000 & 8300	P.O.A.	Radiomobile 1085	£29.95
Pioneer 151	P.O.A.	National 440	P.O.A.	Pye 2256	£66.95	Sanyo F8567	£21.95
Sanyo 4020	£35.95	Philips AC460	£89.95	Sharp 5200	£63.95	Sharp 947	£23.95
Pye 2262	£26.95	Philips 232	£44.95	Sharp 5300	£69.95	Selmar CRS4	£16.95
Pye 2263	£43.95	Pioneer 4400	P.O.A.	Philips AC860	£163.95	Pye 2068	£21.95
Radiomobile 321	£35.95	Crusader CR4	£44.95	Sonido 906	£76.95	Hitachi WM855	£28.95
The above with Free speakers worth £7.95		Taiyo CX55	£42.95	Taiyo CX808	£44.95	Prices and availability correct at time of going to press 8/12/76	
Hitachi CSK419	£133.95	Sanyo 4026	£63.95	Sonix 103	£46.95		
				Fulton 113	£63.95		
				Hitachi CSK 419	£133.95		

Cavendish Sales CASSETTE CENTRE

279/283 WHITECHAPEL RD., LONDON E1

Tel: 01-247 3453 Open 9am-6pm Mon-Sat

Right next door to Whitechapel Underground Station

Phone your Access/Barclaycard No. over with your order for prompt delivery

ALL PRICES INCLUDE VAT

ADD P&P £1

WORLD WIDE CAR SHIPPING

transcar

Specializing in both Trade & Privately Owned Vehicles
Shipments arranged anywhere in the U.K. or Europe
Compete Storage & Preshipment Preparation Facilities
European Wide "Transporter" Network
Lloyd's All Risks Marine Insurance
Low Rates of Freight
Lump Sum Prices – No Hidden Extras – Given immediately on Application.

Details and Brochure on Application to:

transcar

43-44 New Bond Street, London, W1Y 9HB.

Tel: 01-491 4121

Geneva	**Tel: 96 55 11**
Liverpool	**Tel: 227 1926**
Munich	**Tel: (089) 36 41 42**
Paris	**Tel: 704 42 84**
Zurich	**Tel: 740 1068**

and at: Frankfurt, New York, Los Angeles, Rome.

AUTO VITESSE

Est. 1944

Auto Vitesse Eindhoven B.V.

WANTED!!

ANY INTERESTING CAR in running condition. Distance no object. Write with picture to

Mr. Arnold, P.O. Box 198, Eindhoven 4,500. Netherlands.
Phone direct: 01031-40-118900

INSURANCE

- LOWEST RATES AVAILABLE
- SECURITY PLUS FIRST CLASS SERVICE
- BONUS UP TO 65%
- PREMIUMS PAYABLE BY INSTALMENTS
- SPECIAL SCHEMES FOR SPORTS CARS
- BREATHALYSED & CONVICTED & YOUNG DRIVERS AT LOWEST RATES
- SAVE £££'s & CONTACT US NOW

IMMEDIATE QUOTATION TELEPHONE
01 - 889 3434
NO OBLIGATION

SPORTS CAR INSURANCE SPECIALISTS LTD
201 GREEN LANES, PALMERS GREEN
LONDON, N.13 4UH

Name..... Address.....

Occupation..... Age..... Business/Pleasure Use
Full/Prov. Licence for ..... years. Comp./Third Party/T.P.F. & T. cover.
Owner only / and wife / Any driver / Named driver, age.....
Make of car..... Model.....
C.C. ..... Value..... Year..... Car Garaged/Left in open.
Present insurers..... No claim bonus..... years.
Age of youngest driver..... Quote for Annual / Quarterly policy.

Details of all accidents and convictions should be enclosed including those of additional drivers.

Norton High Frequency Ignition Converter

Improved MPG. Better starting. Better combustion. Less plug wear. Backed by many years' successful use.

Minutes to fit.

Recommended by R-R Owners' Club.

Send £2.60 inclusive P & P. Dept. E, 45 Underwood Road, Reading, Berks. Reading 599742

WHEELS

WIRE & EASI-CLEAN

SPECIALIST REPAIRERS

WHEEL STOVE ENAMELLING

West London Repair Co Ltd

5, Lancaster Road, Wimbledon, S.W.19. 01-946 6316

Est. over 40 years.

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

TUDOR WEBASTO

SUNSHINE ROOF FITTING AGENT

TULA ENGINEERING LTD
KIMPTON, Nr HITCHIN
HERTS. 0438 832161

PHOENIX MOTORS

EST. 1903

WOODBURY *Morgan* **DEVON**

SOLE AGENTS FOR CORNWALL, DEVON & SOMERSET

We specialise in rebuilding, servicing and tuning of all sports cars.

PHONE: WOODBURY (Nr. EXETER) 32255 ANY TIME

MAIL ORDER TODAY — MOTOR BOOKS & ACCESSORIES

Personal Shoppers Welcome

33(MS) ST. MARTIN'S CT. ST. MARTIN'S LANE LONDON WC2N 4AL phone 01-836 5376

Tomorrow's Champion!



Kid today - champion tomorrow - and if you just can't wait for tomorrow, you can LOOK like your idol TODAY

from **£6.75** +65p P&P

In Cotton Drill, Quality junior overalls modelled on those of champions like Jackie Stewart, Graham Hill and Chris Amon. In 8 sizes:

2-3yrs	£6·75		
4-5yrs	£6·75	6-7yrs	£7·15
8-9yrs	£7·15	10-11yrs	£8·75
12-13yrs	£8·75	14-15yrs	£9·15
16-17yrs	£9·15		

All Prices +65p PP

Colours: Emerald Green, Cherry Red, Turquoise Blue, Mustard Yellow and Orange, with ankles, cuffs & flashings in contrasting colours. Complete with woven cap badge.

● State size when ordering.

INCREASED POSTAGE
All queries (U.K.) should be accompanied by a Stamped Addressed Envelope.

NOTE ALL PRICES SUBJECT TO ALTERATION WITHOUT NOTICE

WORKSHOP MANUALS

Don't be confused by some of the advertising that you see – those are almost certainly not the official manufacturers' manuals. In most cases we can supply the REAL thing which has ALL the answers. They are, of course, more expensive, but with workshop labour charges at £4.00 to £4.50 per hour, it does not take much 'common' to see the sense of buying them.
Ask us if we can supply your manual, (enclosing S.A.E.)

All prices include V.A.T.

vintage cars

FANTASTIC POCHER KITS V8 scale



1907 FIAT 130h.p. F2	£43
1931 ALFA ROMEO GRAND SPORT 8 cyl. 2.3 litre	£74
1931 MONZA ALFA ROMEO 8 cyl. 2300	£63
1932 ROLLS ROYCE PHANTOM II DROP HEAD SEDANCA COUPE	£85
1935 MERCEDES-BENZ 500 K/AK CABRIOLET (Illustrated)	£95 All plus 128p P&P

Incredible detail - fully working parts. Miniature engineering marvels. Only simple tools needed to make these models.

Send for our Catalogue of AIRCRAFT, ARMS, ARMOUR & MOTOR BOOKS 60p

EMERGENCY STOP! SAFELY

With the **Safety Braker**



GUARANTEED FOR THREE YEARS
14 DAY MONEY BACK GUARANTEE

* Stops any vehicle quicker, straighter under any road or weather conditions!

★ WITH NO SWERVE, PULL OR INSTABILITY CAUSED BY PREMATURE SINGLE WHEEL LOCK-UP
★ WITH IMPROVED BRAKE PEDAL RESPONSE!
★ STOPPING DISTANCE UP TO 36% SHORTER!
★ INSTALLATION TAKES FIFTEEN MINUTES!
★ DEVIATION UP TO 100% IMPROVEMENT!

£21.00 INCLUDING P&P
(Trade Enquiries invited)

BULL HORN



The horn that 'BELLOWS LIKE A BULL' with a deep smooth rolling tone — lever controlled volume from a gentle whisper to an ear splitting roar.

12v. only **£19.95** inc P&P

Hollywood WOLF WHISTLE



. . . a hoot for the girls!
. . . a stopper for the thief!

The auction operated 'TOOTER' gets you all the attention - operated from the dash - easily fitted by simple manifold connection. Fits all cars - no wiring or electric motors.

Fit now and have fun **£5.30** +45p P&P

AH-OOO-GAH!



VINTAGE TYPE HORN

NOT A VIBRATOR.. but A GENUINE MOTOR DRIVEN HORN giving that WONDERFUL OLD FASHIONED SOUND.

12 VOLT D.C. **£11.10** +64p P&P

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.

Wadham Stringer (Reigate) Ltd.
URGENTLY REQUIRE
Late low-mileage MG-B Sports and GTs, Triumph Stags and Range Rovers.
Ring Paul Marchant on REIGATE 46881 before you advertise.

MORGAN AGENTS
ALLON WHITE & SON (CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205
SALES SERVICE SPARES by Morgan enthusiasts
Used Morgans purchased and supplied

BMW 3.0 CSA
Automatic coupe. Blue. 39,000 miles. Alloy wheels, electric tinted windows, etc. Beautiful car. **£5,000**
Interesting part exchange considered.
John Boughton, 38 Queens Road, Farnborough. Tel.: 41445

Motor Insurance at competitive rates
Premiums by instalments if required.
HYDE-EAST & CO., LTD.
Institute Buildings, Ward Street (opposite Public Library) Guildford. Telephone: Guildford 64545/6/7

MG-K3-Chassis K 3020 — Information wanted
regarding racing history and ownership of this car after its sale by Flt. Lt. Llewelyn Rolls Briggs in Belfast in early 1937, until its sale to the U.S. in the mid-1950's. Car was originally registered as JB 4184 and at some point was re-registered as ??? 621. Any help will be gratefully received by present owner.

Gary A. Schonwald, 250 Cabrini Boulevard, Apt. 3-H, New York, New York 10033, USA.

FLEXBURY PARK MEWS
OFFER FROM STOCK



1951 Riley 2½-litre two-seater roadster. A very good example of this rare series.

ALSO:
1947 Bentley Mk. 6 sports saloon.
1961 Bentley S2 Radford, rear seats.
1957 Bentley S1 sports saloon.
1951 Bentley Mk. 6 by H. J. Mulliner.
1961 Jaguar Mk. 2 3.8-litre, Special Equipment.
1950 Jaguar Mk. 5 sports saloon.
1947 Jaguar 1½-litre saloon.
1939 MG TA two-seater sports.
1949 Triumph Roadster 2000.
1963 Aston Martin DB4 sports coupe.
1959 Alvis TD21 drophead coupe.
1955 Daimler Conquest drophead coupe.
1965 Alvis TE21 two-door saloon.

Office: LAKE HOUSE, FLEXBURY PARK, BUDE, CORNWALL
Phone: Bude 3182

A fine selection of Rolls-Royce, Bentley and other Classic Cars always in stock.
Cars of this type are constantly required for cash.

FINELY DETAILED METAL MODEL CAR KITS



NEW: 1/43rd Scale AUSTIN 'BOX' SALOON

£4.86 inc. VAT Post Free. Incorporating the latest development in spoked wheels etched in brass (patent applied for).

Send 10p stamps for illustrated catalogue of models to 1/43rd and 1/24th scale. Over 30 different types of historic cars of great interest to collectors.

Only obtainable from the manufacturers:
WILLS FINECAST **Lower Road, Forest Row, Sussex, RH18 5HE**

A fine selection of Rolls-Royce, Bentley and other classic cars always in stock. Cars of this type are constantly required for cash.



1934 MG PA two-seater sports. British Racing Green with black leather interior. Excellent rebuilt example.

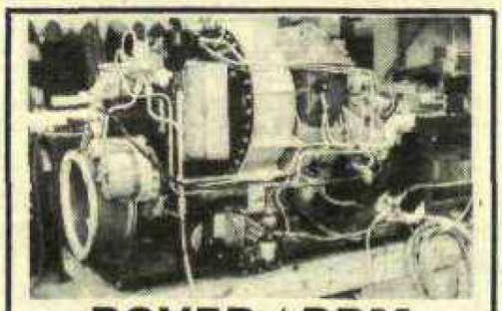
ALSO:
1936 Rolls-Royce Phantom Three limousine, coachbuilt by Abbott.
1963 Bentley S3 saloon. Full-length sunroof.
1947 Rolls-Royce Silver Wraith touring saloon by H. J. Mulliner.
1953 Bentley R-Type touring saloon by James Young.
1944 Ford V8 Woody estate.

Write for further details on these and other cars in stock to

D. Daley, 24 Bullsland Gdns., Chorleywood, Herts.

or phone:
CHORLEYWOOD 4413

WANTED
PORSCHE CABRIOLET
Left-hand Drive.
Prefer 356C, viewable
London/South-East
Tel.: 01-947 0680



ROVER / BRM Gas Turbines
Two Engines, fully restored and in running order. Instrumentation and controls available if required.
Also 1st (I think) Rover turbine engine ever built.

Offers invited Michael Blunt:
01-874 4422 Day
Burgh Heath 52643 Evenings

'Is your MOTOR INSURANCE DUE FOR RENEWAL?'

If so, you could face an increase of 50% . . . even in these inflationary times you would not expect an increase of this amount, but with some companies increasing rates four times in twelve months many individual premiums **have increased by 50%** whereas other companies **have not increased premiums at all!** Why such variation? Well, each company will give its own reasons. However, one fact that must be absolutely clear is that **you need an expert** to select the policy best suited to your individual needs. **We, as independent insurance brokers, can offer this expertise,** we are not merely agents for one or two companies but are able to place your business with any one of a wide range of companies or Lloyd's underwriters at the most favourable terms available, not only at inception but at each renewal. Remember our expertise is our success, as only by continuing to offer attractive terms do we retain your business. We show below actual examples of policies we have effected recently. . . .**We invite you to make an inquiry; it will cost you nothing but could save you a great deal of money!**

EXAMPLE	PREMIUM	EXAMPLE	PREMIUM	EXAMPLE	PREMIUM	EXAMPLE	PREMIUM
Age 22, married parent. Ford Escort 1100. Central London area. Max no claims bonus	£43.00	Age 25. XJ6. Sussex area. Comprehensive. Max no claims bonus.....	£65.00	Age 30. T/Stag. Essex area. Comprehensive. Max no claims bonus.....	£74.00	Age 18. Capri 1600 XL. Surrey area. Comprehensive. Without no claims bonus.....	£144.00
Age 25, B.M.W. 3.0 SI. Surrey area. Comprehensive. Max. no claims bonus.....	£82.00	Age 25. Datsun 240Z. Kent area. Comprehensive. Max no claims bonus.....	£92.00	Age 21, MG Midget. Sussex area. Comprehensive. Max. no claims bonus.....	£81.00	Age 59. Toledo. Cornwall area. Comprehensive. Max no claims bonus	£20.00
Age 36. Porsche Carrera. Suffolk area. Comprehensive. Max no claims bonus.....	£118.00	Age 24, Elan Sprint. Surrey area. Comprehensive. Max. no claims bonus.....	£157.00	Age 23, female. Morris 1100. Essex area. Comprehensive. Max no claims bonus.....	£32.00	Age 30. Reliant GTE. Wiltshire area. Comprehensive. Max no claims bonus.....	£80.00
Age 21. Ford Capri GT. Leicester area. Comprehensive. Max no claims bonus..	£63.00	Age 25, married, Datsun 100A. Comprehensive. Max. no claims bonus.....	£33.00	Age 25. BMW 2002. Wiltshire area. Max no claims bonus.....	£64.00	Age 30. Cortina 2000 GT Middx area. Comprehensive. Max no claims bonus.....	£47.00

TEAR OUT THE COUPON BELOW AND FOLD AS INDICATED

PREMIUMS

PAYABLE BY

MONTHLY INSTALMENTS

Full details will be sent with all quotations.

To: MRB INSURANCE BROKERS LTD
Please forward an indication of premium entirely without obligation. My details are as follows:

Name Mr/s .....
*STATUS : Married/single/married with children**

Address .....

..... *Occupation* .....

AGE ..... *years* ..... *months* *Full/prov.* licence* ..... *years* *Contd.*

IMMEDIATE QUOTATIONS GIVEN BY PHONE

01-597 2420

(DIRECT QUOTATION LINE)

first fold along this line

Specialist markets available for

Drivers with unfortunate accident or conviction records (including breathalyser cases)

"YOUNG DRIVERS SCHEME"

fourth fold along this line and then tuck into other end

Postage will be paid by licensee

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

BUSINESS REPLY SERVICE
Licence No. EDO 2186

MRB INSURANCE BROKERS LTD
313 HIGH ROAD, CHADWELL HEATH,
ROMFORD, ESSEX RM6 2BR

third fold along this line

first fold along this line

Scheme discounts available for

Initial discounts up to 60%

Civil servants, teachers, etc., 20%

Two or more cars insured up to 40%

second fold along this line

ADDITIONAL INFORMATION

USE. Do you require any additional use other than social/domestic and pleasure, including travelling to and from work? ..... If yes enclose full details.

RECORD. Have you or any other driver had any accidents or convictions? ..... If yes enclose full details.

Contd.
Make and Model of Car .....

*Garaged yes/no** *cc* ..... *Year* ..... *Value* .....

*I require COMPREHENSIVE/THIRD PARTY ONLY/THIRD PARTY FIRE AND THEFT**

I am entitled to ..... *years' No Claims Bonus with*

..... *Ins Co Ltd*

*DRIVERS : Myself only/Myself & Spouse/Any Driver/ Named Drivers**

Spouse or named drivers details : Age ..... *Full/Prov. licence* ..... *years*

I WILL PAY THE FIRST : NIL/£25/£50/£100 of any claim.*

**DELETE NOT APPLICABLE*

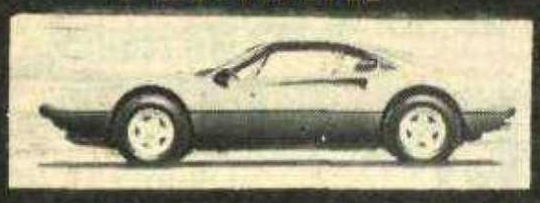
Motor Sport, Feb. 77

second fold along this line

	A	V	D	X	N
C T P					
C T P U					

OFFICE USE ONLY

FERRARI **MASERATI** **LOTUS**







IF YOU OWN A CAR LIKE THIS YOU NEED SERVICE TO THE SAME STANDARDS & ATTENTION TO DETAIL THAT IT TOOK TO PRODUCE IT. WE WILL NOT BE THE CHEAPEST YOU CAN FIND OR FOR THAT MATTER THE DEAREST, BUT BOTH YOU & THE CAR WILL RECEIVE ATTENTION SECOND TO NONE. ASK FOR TERRY SULLIVAN.

Len Street OF CHELSEA

01-370 4114 SERVICE DEPARTMENT, CRISP ROAD, HAMMERSMITH 01-748 0113

SEE US FIRST

for your next new Scimitar and used performance car.

We've got the pick of them all!

Here's just a few to inspire your choice:

Scimitar GTE, 1974, Manual, with overdrive. Beaujolais red, alloy wheels, tinted glass, radio **£3,250**

Scimitar GTE, 1973, Manual. Beige, alloy wheels, electric tinted windows, stereo/radio **£2,750**

Scimitar GTE, 1973, Automatic. Beige, electric tinted windows, sunroof, radio, 'N' registration **£2,725**

Scimitar GTE, 1973, Automatic. Highland purple, alloy wheels, stereo/radio, electric tinted windows **£2,725**

Scimitar GTE, 1973, Automatic. White, alloy wheels, stereo **£2,625**

Scimitar Centre for the South

RING 01-504 0017
and ask for
Peter Barnard or **Rob Murphy**

WOODFORD MOTOR CO. LTD.
Woodford New Road, Woodford Green, Essex.
The performance car people with the personal touch.

tim & zöe Randles

TVR SALES 0782 48361 - 47623 LOTUS

NEW TVR 3000M Taimar. White, tan trim, sunroof ..... **LIST**

NEW TVR 3000M. O/d., yellow, tan trim ..... **LIST**

NEW LOTUS Esprit. Red, Marcasite trim ..... **LIST**

NEW LOTUS Elite 502. Roman purple ..... **LIST**

1975 LOTUS Elite 502. Yellow, oatmeal trim, air conditioning, radio, dictaphone **£5,495**

1976 (R, Sept.) TVR 3000M (demonstrator). Toyota blue, tan trim, ivory vinyl and sunroof, radio, 2,800 miles **£4,195**

1975 MG-B GT. White, tan trim, Cosmic wheels, fog lights, o/d., one owner **£2,595**

1973 JENSEN Interceptor. Mid green, champagne trim, 31,000 rec. miles **£3,995**

1974 (N) DAIMLER Sovereign 4.2 auto. L.W.B., Wedgwood blue, navy trim **£4,495**

1973 (M) JENSEN Interceptor. Sable, champagne trim, 34,000 rec. miles **£4,295**

1974 TRIUMPH Dolomite Sprint. French blue, o/d., one owner, 28,000 miles **£2,195**

1975 MG Midget 1500. Grey, tape, 14,000 miles, one owner **£1,725**

1975 (P) RENAULT 17TL. Green with vinyl roof, tinted glass, laminated front screen, one owner **£2,195**

1973 MG Midget. Orange .. **£1,050**

1973 MG-B GT. Finished in teal blue with ochre trim, one owner, o/d. **£1,845**

1975 (P) FORD Capri Mk. II 2000 GT Special. Black, gold coachlines, cloth trim **£2,295**

1974 ROVER 3500 S. Grey, cloth trim **£2,245**

1976 (R, Sept.) FIAT 126 L. Lime green, tan trim, sunroof, one lady owner. Under 2,000 miles **£1,195**

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

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

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

1 mile off M.6 Exit 15. Open weekends

LOTUS FORD **VEGANTUNE** **LOTUS FORD**

SPAX SHOCKERS

Adjustable	F	R
Elan & +2	£18.79	
Europa	£23.23	£18.79
Competition		
Elan & +2	£24.16	
Europa	£26.18	£24.16

New GAS SPAX

Elan & +2	£22.29	
Europa	£26.73	£22.29

(Gas Spax to order)

SUSPENSION PARTS
FOR ELAN EUROPA & +2 ELAN

Lower Trunion Kit	ea.	£4.20
Top Knuckle Joint	ea.	£3.50

ENGINE SPARES

Valve Exhaust Std.	£3.15
Valve Inlet Std.	£3.05
Valve Inlet Sprint	£3.05
Valve Guide Inlet	£1.05
Valve Guide Exhaust	£1.05
Long Cam Stud	£0.30
Tappet	£1.05
Water Pump Repair Kit	£4.80
Head Gasket, 1,650 c.c.	£3.87
Timing Chain	£3.95
Decoke Gasket Set	£3.90
Lower Gasket Set	£2.55
Oil Pump High Pressure	£8.80
Weber Gasket Set	£1.25
Dellorto Gasket Set	£1.50

LOTUS EXCHANGE ENGINES
STANDARD TUNE ..... From £215
SPRINT SPECIAL ..... From £255
RALLY SPECIAL ..... From £325
SHORT ENGINE £125

X/FLOW EXCHANGE ENGINES
STANDARD TUNE ..... From £115
SPRINT SPECIAL ..... From £145
RALLY SPECIAL ..... From £175
SHORT ENGINE £85

SAME DAY FITTING
ALL PRICES + V.A.T., P. & P. EXTRA

LOTUS TWIN CAM CYLINDER HEADS OVERHAULED, REMACHINED & RECONDITIONED

PISTON RING SET SPECIAL OIL CONTROL

Lotus Piston Std.	£16.45
Powermax Piston Std., +020, +030, +040	£16.45
Bearings Conrod	£3.95
Bearings Main	£10.05
Camshaft Bearings	£6.75

24-HOUR ANSAFONE C.O.D. SERVICE

OPENING HOURS:
WEEKDAYS 9-5
SATURDAYS 9-4

VEGANTUNE CHASSIS
FOR
ELAN £172.50
&
ELAN +2 £195.50
CHASSIS REPAIRERS
EXCHANGE SERVICE
VEGANTUNE LOTUS STEEL CRANKSHAFTS £150
SPRINT COUPLINGS £9.50

CAMSHAFT REPROFILING SERVICE £1.50 PER LOBE.
ROLLING ROAD TUNING SERVICE

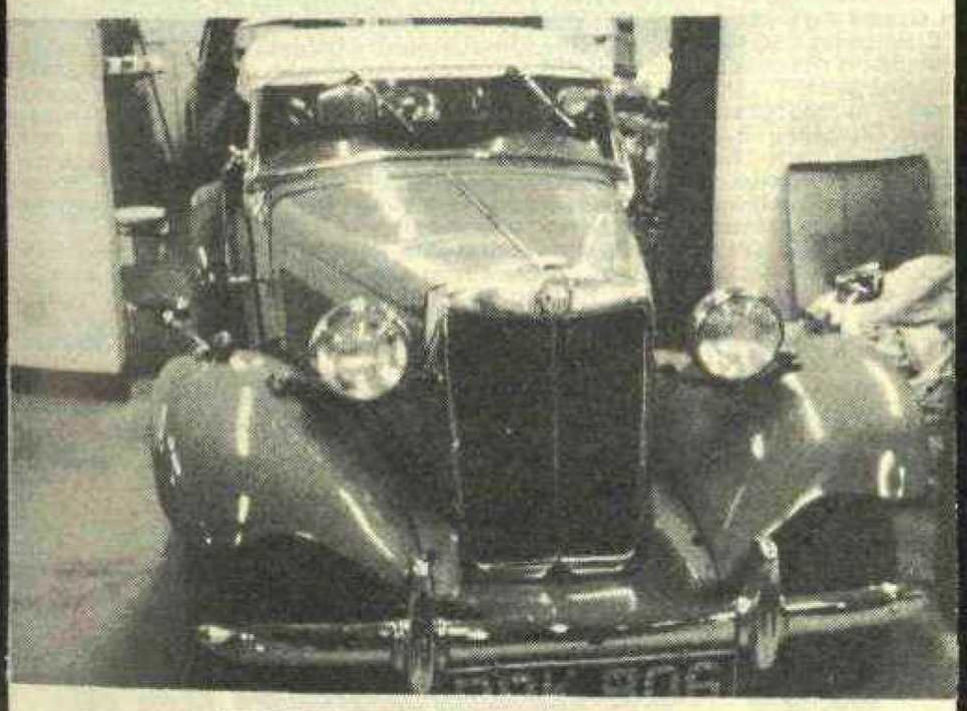
DYNAMIC BALANCING, CRACK DETECTION, SHOT PEENING SERVICE.

CRADGE BANK, SPALDING, LINCS Tel: 0775 4846

Trojan Limited (Vintage Car Division)

The Square, Forest Row, Sussex.
Telephone : Forest Row 3677 Telex : 95363 Trojan G

Trojan collectors piece of the month



MG TD Mk 1 1951

Mint restored. A beautiful example of this classic car.

1936 Aston Martin Mk II 1½-litre 4-seater sports tourer. Mint restored.

1935 MG PB 2-seater sports. Black with black interior. Mint restored.

1957 Sunbeam-Talbot sports saloon. Two owners from new. Black with red interior. Floor change. Original radio and heater. Sunshine roof. A specimen car.

1961 Daimler SP250 — two-seater sports. One owner from new. In superb condition. Ready for next summer.

A selection of MGs 'TA-TD-TF' from original to restored. Two Daimler 3-seater drophead coupes for restoration.

W. O. Bentley Spares. Early MG Spares.

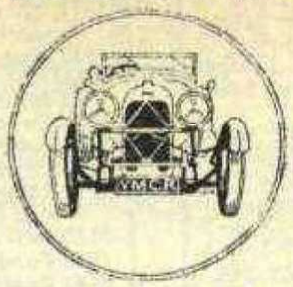
MOTORCYCLES

1948 S7 Sunbeam Twin OHC. Shaft drive 500 c.c. Perfect restoration.

1962 AJS 7R Racing. One of the last manufactured.

TROJAN

VMCR **DAVID A. C. ROYLE** VMCR

VINTAGE  **MOTOR CAR**

RESTORATION (Regd.)

A COMPREHENSIVE RENOVATION SERVICE OF THE HIGHEST QUALITY FOR VINTAGE CARS

THE OLD SCHOOL, STAINDROP, NR. DARLINGTON
NORTH OF ENGLAND

VMCR **Tel.: 083-36-452** VMCR

SPRING AUCTION SALE

of

VINTAGE AND CLASSIC CARS AND MOTORCYCLES

TUESDAY, 29th MARCH, 1977

AT 3 p.m.

Entry Forms now available from the Auctioneers:

MAXEY & SON

1-3 South Brink, Wisbech, Cambridgeshire
Telephone: (0945) 3123/4

Fine English Sportscars

THE BIG HEALEY DEPT.

1971 Austin Healey 3000 Mk III. BRG. Rebuilt from all new parts (including chassis). **1967 Austin Healey 3000 Mk III.** About to emerge from the workshops looking like new. **1964 Austin Healey 3000 Mk III.** Mechanically A1. Body distinctly A minus. Available before or after rebuild to customer's spec. **1962 Austin Healey 3000 Mk II.** Colorado Red. In *concours* condition after full rebuild. **1961 Austin Healey 3000 Mk I.** Very tidy car in Colorado Red. Full rebuild history.

THE GRAND, THE GRAND TOURING AND THE SPORTING SALOON CARS DEPT.

1969 Aston Martin DB6 Mk I. Immaculate in Dubonnet Red. Automatic. Bills for *over £1,500 in last few months.* **1964 Rolls-Royce Silver Cloud S3.** Splendid condition. In cream, with gold metalflake roof — very *recherche*. **1976 Daimler Sovereign 4.2.** 'P' reg. All electric, refrigeration, etc. Gold with vinyl roof. Truly immaculate. **1973 Lotus Elan S4** DHC. One of the last. Red, Black hood. One lady owner. 22,000 miles from new. Perfect. **1972/3 BMW 2002.** Pale Orange. Maintained regardless of cost. Below average mileage. Two owners from new. **1970 Lotus Cortina.** Genuine car. Below average mileage. Original White/Green flash paintwork. Set of new Minilites could be sold with car. **Morgan V8,** 20,000 miles from new and in perfect condition. **Piper GT.** Racing Red. Revolution alloy wheels. Fat Firestones. Lotus Twin Cam (L2s, etc.). 150 bhp in 14 cwt.! After the Rolls with the Gold and Cream paint job, the ultimate King's Road car! **MG Midget.** LHD. 3,000 miles only. Full USA spec. **Morgan 4 4 Series 4.** Should be available by the time you read this. **Triumph TR7.** LHD. Full USA spec. Delivery mileage.

ALL OUR CARS RECEIVE A THOROUGH INSPECTION AND FULL SERVICE BEFORE SALE

WANTED FOR CLIENTS

Late DBS V8 auto., carbs. Must be immaculate.
Rolls-Royce Corniche.
75/76 Range Rover (not too hot !).

Good prices paid for clean examples of classic thoroughbred marques — Aston Martin, Jaguar, Austin Healey, MG, Morgan, etc. Continentals will also be considered.

TELEPHONE FOR OUR LATEST STOCK LIST
Don't be put off if the answering machine works !
Leave your number and we'll call you back.

FOR DETAILS OR APPOINTMENT TO VIEW

Tel: WILMSLOW 32166

FINE ENGLISH SPORTSCARS LTD (Incorporating Willow Motor Company)
OVERSEAS ENQUIRIES WELCOME. WE OFFER COMPLETE EXPORT FACILITIES

TVR

NEW 3000M. Metallic Green/Oatmeal trim. O/d., sunroof, radio.
1976 (Nov.) 3000M (1977 Spec.). Onyx Brown/Oatmeal trim. Sunroof, radio.
1973 1600M. Beige/Black trim. Radio. Excep. condition. **£2,100.**
1972 Vixen. White. Sunroof, radio, tinted glass; one owner. Superb condition. **£1,550.**
1974 M.G.-B Roadster. Harvest Gold. Rustproofed.1owner. **£1,740.**
Arriving shortly:
1976 M.G.-B Roadster.
1976 Alfa Romeo 1.6 GT Junior.
EARLY DELIVERY ALL MODELS

TURNER'S GARAGE
Tollerton, York.
Tel: Tollerton (03473) 345
Situated 10 miles North York. Off A19.

LINCOLNSHIRE VINTAGE & CLASSIC AUTOMOBILES
OFFER THE FOLLOWING :
1932 B.S.A. TW33/1 two-seater sports. Taxed and tested.
1932 Morris Family Eight four-door saloon. To restore.
1932 Hillman Minx. M.o.T. Ex. cond.
1933 Lanchester Ten. Running order.
1934 Austin Ten cabriolet. To restore.
1935 Wolseley Fourteen saloon.
1935 Morris 12/4 saloon. Taxed and tested.
1938 Morris Eight Series Two.
1938 Fordson Tractor, £170.
1947 Lea-Francis 14 h.p. shooting-brake.
1947 Morris Eight S.E. Taxed and tested.
1948 Land-Rover 80. M.o.T.
1949 Alvis TA14 saloon.
1953 Daimler Conquest. Taxed and tested.
1961 Austin Healey Sprite (Frog-Eye).
Tel.: WAINFLEET 331 or WOODHALL SPA 52649

THE STRATFORD-ON-AVON MOTOR MUSEUM
has become renowned not only for its superb Exhibition of VINTAGE CARS
but also as
The Midlands Motoring Bookshop
offering the **widest range of specialist motoring books.** POSTAL SALES and callers very welcome. Send S.A.E. for current list of titles.
An ideal way of ordering books from the comfort of your own home or combine it with a pleasurable visit.
1, Shakespeare Street, Stratford-upon-Avon. Tel: 69413

Auction Sale of
VETERAN, VINTAGE AND OTHER THOROUGHBRED CARS, MOTOR CYCLES, ACCESSORIES AND AGRICULTURAL MACHINERY OF INTEREST
to be held on
Thursday, 31st March, 1977
at the
Agricultural Hall, Maidstone Market KENT
Closing date for Entries 10th March, 1977
Entry Forms and Catalogues price 30p may be obtained from
HOBBS PARKER
9 Tufton Street, Ashford, Kent
(Tel.: Ashford 22222)


FERRARI 330 GTS. Dark Blue. Believed one of two. Good condition. **£9,250**


JAGUAR V12 E-Type. Completely rebuilt in BRG. All surplus chrome removed. **£5,500**

BENTLEY, 1961, S2 Mulliner Flying Spur. History available. **£6,500**

LANCIA Flaminia 3C Pininfarina coupe. 1961 Show car in sound original condition. **£550**

Telephone:
Blandford (02582) 2811

PORSCHE'S
GREATEST REDUCTIONS!



THE greatest reductions in the history of the *marque* **Porsche** are now being made at **Grand Prix Models, Radlett, England.** They have examples of each of the **"Silhouette" 935s** which won the Championship of Makes for only £5.95 each. Admittedly the ones offered by **GPM** are only the most highly detailed and accurate die cast metal 1-43rd scale kits ever made. Admittedly in pictures you can hardly tell 12" to the foot scale from the model but that damn model won't do 200 m.p.h. down Mulsanne unless carried in your pocket on a test lap in the full-size car! GPM have made fine models of four 935s — **Silverstone, Le Mans, Watkins Glen** and **Mugello.** Each comes complete with full story of the car, easy to follow building 'gen' and full colour authentic decals. Price £5.95 each plus 50p post for one or 15p each if you have more than one.
ALSO coming very soon is a 1-12th scale PORSCHE 934—i.e. the 1976 Group 4 car as run by **Vaillant, Tebernumn** and **Jagermeister.** This kit will have every conceivable detail that can be fitted into an over 1 foot long replica including full chassis and engine detail, working steering, full interior detail and transfers to make any of four versions. The manufacturer is Tamiya, delivery date around March, price around £20. Best way to get one is send us £5 as a deposit and nearer release date we'll send you details of how much you'll owe when the beast actually arrives.



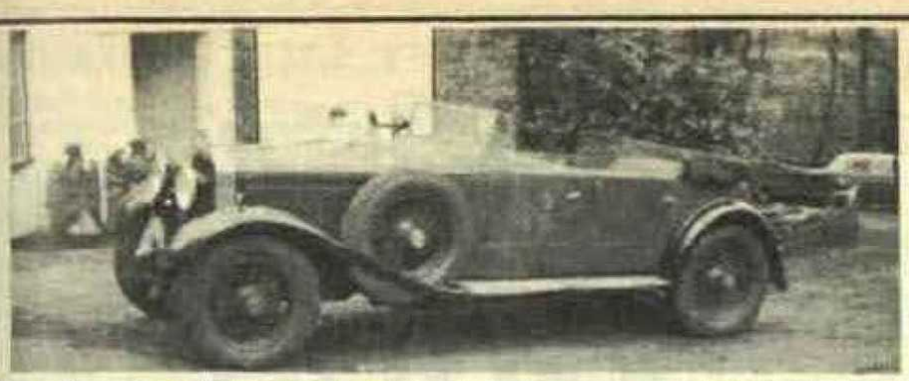
AFTER the little **1100cc Salmson** (pictured above in model form) came second and third at **Le Mans in 1927** the pundits said that but for the White House accident that eliminated most of the heavy metal they would have finished much lower. To prove the "experts" wrong Salmson returned in 1928 and again beat most of the Bentleys to again come second and third — admittedly to a Bentley — but this time no monster accident removed the main competition.
The model is one of GPM's **"Classic" series of high fidelity, easy-to-build but detailed metal kits** in 1-43rd scale — the size now being adopted by a majority of collectors who want to have more than say ten models in their collections ! The price is £4.95 and it is just one of a number of recent kits. Order from the details here, the list below or send for one of our two detailed catalogues — large scale plastic kits 50p or small scale collectors' kits and hand-built models—also 50p.

1927 Le Mans Salmson	£4.95	Bugatti 57S "Corsica"	£4.95
Lotus 7 Series 3	£4.95	Mercedes W196 — Kling-Fangio etc.	£4.95
Porsche 908-3 Martini	£4.95	MG K3 Mille Miglia 1933 (Eyston)	£4.95
Mercedes SSKL Mille Miglia	£4.95	1962 Morgan Le Mans (Lawrence)	£4.95
Alpine V6 Le Mans Turbo	£5.95	Chevrolet Monza LM '76	£4.95
Faberge "Brut" Camaro	£5.95	Porsche 936 Le Mans Winner '76	£5.95
Broadspeed-Leyland Jaguar XJC racer	£5.95	Triumph Dolomite-Broadspeed	£4.35
1927 Rolls Phantom I Park Ward	£5.95	BMW Silhouette Hermetite	£4.35
Porsche RS1500 1953 Spyder	£4.95		
Vauxhall 30-98 "Wensum"	£4.95		

Postage — single models 50p, multiples 15p each (UK only)
PS.—No room for more, better send 50p for full list.
Etrangers, si vous pouviez avoir la gentilesse de nous dire quels modèles vous voulez, nous vous informerons de la somme exacte qu'il vous foudra nous envoyer.

NB: Telephone and mail orders accepted on Barclaycard, Access, Chargex, Mastercharge, Bankamericard, Carte Bleue, etc., etc.

BRIAN HARVEY'S
GRAND PRIX MODELS
173/175 Watling Street (A5 road)
Radlett, Herts, UK.
Tel: Radlett 7898
(open 2 to 6 Tues. to Fri. Sat. open all day)



1929 HISPANO-SUIZA H6B fabric-covered tourer, in red with black wings by the Carlton Carriage Co. An unrestored, practical and handsome vintage tourer of fine quality. After driving this vehicle to Monte Carlo and back we can vouch for its reliability and abilities to cope with modern traffic conditions. Increasingly rare in Great Britain.



1952 ROLLS-ROYCE Silver Wraith. L.W.B. chassis. 4½-litre engine recently overhauled by Jack Barclay Ltd. Excellent coachwork by H. J. Mulliner finished in black, and generally a beautiful car. **£7,950.**

We will have several other vehicles by February, including a 1915 model-T Ford chassis with unbelievably superb paintwork at £1,995, an SS.I saloon, restored in maroon and black, a Lagonda LG45 tourer, and possibly a Lotus XI Le Mans.

Part exchange and financing facilities available.

For further details, please call Martin Johnson or David Mulvaney at :

CULCHETH (0925-76) 3742

or write to:
Johnson Wild & Co. Ltd., 10 High Street, Newton-le-Willows, Merseyside.



ASTON MARTIN DB6 Mk II VANTAGE. Manual. 44,000 miles. Impeccable condition. **Also DB6 Mk. II** with standard engine. 63,000 miles and beautiful

ASTON MARTIN DB6. One owner. Full history. In very fine order.

Choice of two ASTON MARTIN DB5s. Both standard manual cars in pristine order.

Choice of three JAGUAR E-TYPE 4.2 Roadsters. Original, genuine cars in excellent condition.

JAGUAR E-TYPE 4.2 FHC. One meticulous lady owner, 26,000 miles only. Absolutely unmarked condition — so good it's hard to believe it's not brand new. **Also** a very pleasant **2 2** manual car.

JAGUAR E-TYPE 4.2 FHC Mk I. A genuine car in really sound order.

JAGUAR XK150 DROPHEAD. Excellent order throughout. Being restored in our own workshops.

Two Manual V12 E-TYPES in well above average condition.

WANTED URGENTLY

Aston Martins, Ferraris, Jaguar E-Types, Jaguar XKs and any other thoroughbred and classic sporting and touring cars.

HOME AND OVERSEAS COLLECTORS. Looking for a particular model but haven't the time to track it down? Tell us the specification, set a limit (3 months, say), and for a % deposit we will conduct an intensive search for you. **Total refund of deposit guaranteed if we cannot locate the car in the time allowed.**

Telephone Alderley Edge 582424 and 583121 or Sandbach 2777 for details.

VIEW BY APPOINTMENT

NICK SHRIGLEY-FEIGL LTD.,
Trafford Road,
Alderley Edge, Cheshire

Nick Shrigley-Feigl

Paradise Garage

specialists in Classic and Thoroughbred cars. Heathmans Road Parsons Green London SW6 01-736 2302 01-730 2897

20 Years of Mercedes



300SL Roadster: This car must be one of the finest unrestored examples of the model available. A one-owner car, having only 46,000 miles from new. There is a fully documented history with the car, which includes the owner's handbook. The car is in its factory trim with no 'added on' extras detracting from its superb original condition.



450SL Roadster: A pristine example of this sought-after model which is proving to be a contemporary classic. This car has covered a very low mileage under its one previous owner. Fully furnished with all extras including the factory hardtop and a superb quadrophonic tape deck. A full service has just been carried out and the car is in excellent mechanical order.



ALSO IN STOCK :

1959 Mercedes 220S Convertible
1963 Mercedes 190SL Roadster
1967 Aston Martin DB6 (Manual)
1962 Aston Martin DB4
1962 Jaguar E-Type Roadster
1964 Jaguar E-Type Fixed-head
1954 LHD Singer Roadster
1937 AC Ace Drophead

We will purchase all models of Pre and Post-War Classic Cars.

Where do the businessmen congregate from April 23rd to May 3rd?

In the Automobile International Saloon in Barcelona (Spain).



The Automobile Industry represented in all its characteristics and activities by:

- Manufacturers of every kind of vehicles.
- Manufacturers of components and elements, complements, garage equipments, etc.
- Firms of supplies and services of the Self-Moving Sector.
- Exporting and Importing Firms.

ROLLS-ROYCE & BENTLEY SALES & SERVICE

P&A Wood

Corniche Garage, Gt. Bardfield, Essex
Great Bardfield 604



Specialist in high-class restorations, repairs, sales and service to all Rolls-Royce and Bentley motor cars.

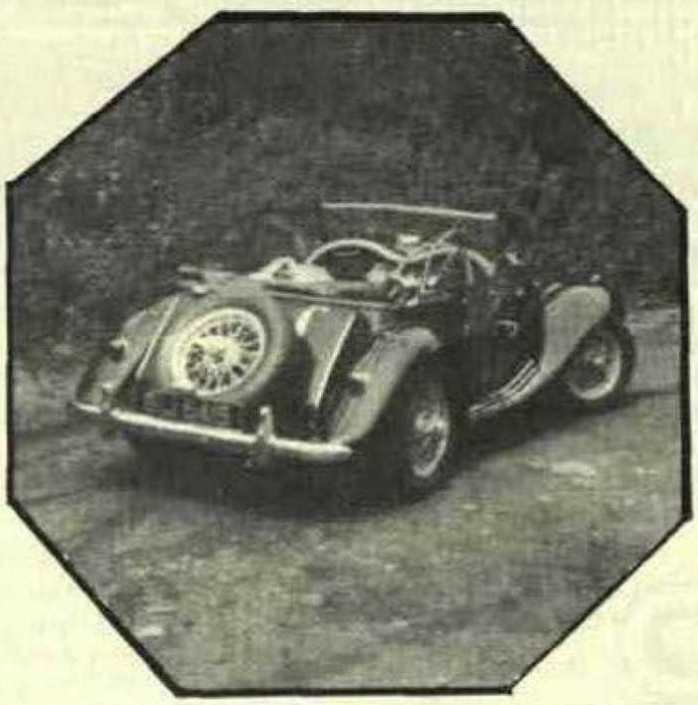
Fully equipped with Rolls-Royce trained and qualified staff.

PLEASE TELEPHONE FOR DETAILS OF CARS FOR SALE



NAYLOR BROTHERS

AIREDALE GARAGE, HOLLINS HILL
SHIPLEY, WEST YORKSHIRE, BD17 7QN
Telephone: Enquiries Shipley 55161
Stores Shipley 594071



We have available for immediate delivery a limited number of ash body frames for the TA to TF Midgets. Prices start at **£342.00**. Write or telephone for further details.
Majority of parts required to rebuild a T-Type normally in stock. Parts dispatched same day. Price list and brochure available upon request.
The firm with the international reputation for unequalled service on T-Type MGs.
Prices do not include VAT.

FOR SALE—continued

EXCEPTIONALLY RARE aluminium bodied, sunshine roof Singer Junior, 33,000 miles *from new* (1931). Immaculate and original in burgundy with black wings, handbook MoT £1,950. 29 Laurel Drive, Buckley, near Chester. Buckley (024454) 5293. (87400

TIGER 260 1975, 120,000 since new, recent clutch and complete overhaul also spare car less body very sad to sell, wife has taken over! £1,200 o.v.n.o. Tel.: Passfield 407, Hants. (87406

THE ULTIMATE MGB Roadster, July 1973 chrome bumper model, glacier white. Cozzelio V8 conversion 4,000 miles only, radio, chrome Rostyles overdrive Piranha ignition, Cadulac treated, numerous extras. Beautifully prepared to exacting specification. Suspension and all relevant parts specially painted. Genuine reason for sale. For further comprehensive details—serious enquiries only please. Phone New Mills (Derbyshire) 45127 daytime. (87403

TVR VIXEN 1969, Orange, Nominal mileage, clean, mechanically sound taxed, new tyres, £1,050, 89, South Road, Morecambe. (87638

VOLVO 1800 ES, Sports Estate, 1972, "L" registration, Metallic turquoise, automatic, tinted glass, 35,000 mileage, Excellent condition, £2,600, Tel: 021-747 3577 (evenings). (87640

SEBRING SPRITE, Privately built in 1961 and raced in over 200 events including Le Mans, Targa Florio, Sebring, Completely rebuild, £2,000 o.n.o. Box No. 5293. (35781

MG K3 REPLICA 1933, VSCC and MMM accepted. Completely rebuilt. Ready for road, race or concours, £7,500 o.n.o. Box No. 5292. (35781

MG-B GT COSTELLO, 9,200 miles only, Sunroof, overdrive, undersealed, Unrepeatable at £2,150, 01-445 8384. (35932

ROLLS-ROYCE Silver Wraith 1955 by Park Ward Bentley R-Type automatic, 1954, Netherlands phone 40-118900, PO Box 198 Eindhoven 4500. (F63867

STANDARD LITTLE NINE 4 Light Saloon 1933. Possibly the finest original post vintage saloon on offer (R-R excluding). Virtually one owner, original invoice, handbooks, etc. If not as described will refund travelling expenses, however first genuine caller will buy. Price £2,000 firm. Tel.: Hertford 50197. (87470

PORSCHE 911, 1967. Immaculate condition throughout. Completely rust-free. Red/black interior. Full known history. Extras include 6 in. "5" alloy wheels, recent complete exhaust system. Best available? £2,000. Evenings Stafford 78334. (87472

LOTUS ELAN +2 S130/5, 1974. Immaculate in Roman purple oatmeal interior, alloy wheels, tinted glass, HRW, radio, electric aerial, stereo. A superb exceptionally low mileage example of this appreciating marque £2,995. Maidenhead 70207 evenings/weekends after February 6th. (87474

COLLECTOR'S CAR: Wolseley 1500, outstanding original example having covered only 34,000 miles from new. One previous owner. Birch grey/red interior, offers. Hampton-in-Arden 2976. (87476

E-TYPE ROADSTER 3.8 1964. Excellent mechanics, body reasonable. All original and hence an appreciating investment. Offers over £700. Derby 54276. (87478

FORD ANGLIA Jan. 1953. Immaculate condition for age Genuine 44,000 miles. Must be seen. Offers. Phone: Minster Sheppey 872804 evenings. (87479

MG-B 1964. Good running order, MoT July. Engine chassis all good. Some attention to body. Genuine sale. Rewarding job. £300. Cirencester 4486 after 6.30 p.m. (87505

JAGUAR 340 1968, 78,000 miles, 10,000 on reconditioned engine, New water, petrol pumps, coil battery, tyres, clutch, respray, v.g.c. £1,400 o.n.o. Cirencester 2848. (87506

BENTLEY MARK VI 1951. Less than 80,000 recorded miles. Superb original condition and a genuine connoisseur's car. Private sale £3,450. Box No. 5294. (87511

GILBERN 1964. 1800 GT. Taxed, MoT. Overdrive, wires, £500. Spares. Motorola, £540 25, Shenley Road, Heston, Middlesex. (87512

DAIMLER 2½ V8 1966. Auto, p.a.s. Chrome wires, sunroof, Radiomobile, 60,000 miles. Much money spent. MoT, £395. Lancing (Sussex) 63869. (87514

1935 RILEY KESTREL 12/4. Black coachwork with blue trim. For details and price phone Derby 702378. (87518

ALFA ROMEO 1971 GTV. Maroon/tan upholstery. Electric windows, sunroof, radio, etc. Excellent condition. Taxed, MoT. £1,195. Tel: Wincanton (0963) 33251 weekdays, 9-5.30. (87519

ASTON MARTIN DBS 1964. In metallic red, with grey interior. Excellent condition £2,850. 01-231 0067 (day). (87521

E-TYPE JAGUAR Export Model LHD, Dec. '69 Roadster. Hard top chrome wires. 29,000 recorded miles. Immaculate. £2,850. 12,000 OM J. Walsh. 01-491 3211 (day). 75, Braxted Park, London, SW16. (87522

JOHN PLAYER SPECIAL Capri 2.0S 1976, Mk II, radio, tinto, undersealed, 7,000 mls, under manufacturer's warranty, £2,550 or exchange Elan +2S 130/5. Must be excellent condition. Cash adjustment either way. Trimdon 8724 (Durham) after 6.30 p.m. (87551

FOR SALE—continued

1938 FORD 8 De-Luxe, v.g.c. Blue, runs well, £235 o.n.o. Bargain. Steeple Aston 40460 (Oxon). (87523

MG-A 1600 FHC 1961. Stored last two years. Two owners from new. Average condition. All chrome work taken off and re-chromed. Also set of 5 wire wheels and axles, £500. Tel: Darton 4640. (87524

TRIUMPH TR4A LHD 1967. First reg. in UK 1970. Red, new soft top. One owner and in excellent condition, hence £745 o.n.o. 01-505 0742 evenings. (87219

SAVAGE ESTATE, Uren Mk. II 1969. Overdrive, 3.5 diff., chrome Rostyles, rear wiper, Cibies, stereo 16,000 on this engine structurally excellent, £900. Gerrards Cross 86338. (86547

1936 HUMBER 12, Partly renovated, spare wheels, gearbox, crank and flywheel. Also a few bits. Bradford 638021 Yorkshire. (87548

ROVER 110 1965, Steel blue/navy. Employee owner enthusiast. Super condition throughout, MoT September. Regularly tuned and maintained. Goes like a Rolls. Genuine family circumstances forces sale, hence £875 o.n.o. 021-707 4431. (87552

PROBABLY FINEST in existence: 1929 Lea *Francis P-type, restored some ten years ago and kept in heated garage.* Winner of numerous concours events at home and abroad. Part exchange new Morgan Plus 8. Phone: Cresswell Mills, Redruth 215974 after 5.30 *p.m.* (87553

MORGAN PLUS 4, 1958, 71 CYD, Ivory, two-seater, very good throughout 72SP, wire wheels, carrier, and many period special components. History. £2,500 o.v.n.o. Photographs available Rugeley 5841. (87554

1936 1½-LITRE Aston Martin long chassis Mark II. Totally rebuilt regardless of cost and very original. This is an exceptional car and the condition can only be appreciated on inspection £6,850 or best offer. Telephone Holmes Chapel 34800 or 061-833 9991. (87555

1959 JAGUAR Mk. I. Period radio, exceptional condition. Known history, recorded mileage 07173. Telephone: Colchester (0206) 5705 or 5886. (87558

JAGUAR 3.8 Mark II 1966. Overdrive, chrome wires, unusual factory 9.1 engine. Recent costly clutch, steering and brake overhaul. White/navy interior. Radiomobile, undersealed £625. 01-722 1795. (87560

PORSCHE 911E, 51,000 recorded miles. Two previous owners. 2.2 litres. Electric blue/tan. S wheels, etc. £2,550 may exchange. Telephone Bleadon 812274. (87561

JAGUAR "S" TYPE and 420G body shells in primer, complete with doors, bonnet, boot lid, new and only one of each. £650 each. 0203/302256. (87562

1925 MODEL-T FORD. Two-seater coupe. Drophead. Concours condition. Offers please: 0203 302256. (82562

MARCOS MANTIS. Unique opportunity to acquire a very beautiful rare, unusual car. First reg. May '71. Triumph 2.5 PI engine/gearbox with O/D. Metallic gold, alloy wheels, radio/stereo, many refinements. Owned from new by Co Director. Maintained regardless of cost. Excellent condition throughout. Almost the last of only 27 of these cars built, this will appreciate in value. £2,750 o.n.o. Tel: 05095 2022 days; 053721 2973 evenings. (87563

ALVIS TD21 1962. Nice condition, with extras. Offers around £1,000 Ring: Southend 556119 or 43780 (87564

STANDARD FLYING TWELVE 1938. Good condition. Running order and completely original. Owners handbooks and most service records MoT. 60,000 miles, £600. Hagley 5555 (87565

RELIANT SCIMITAR GTE, 1973. Manual. In exceptional condition throughout, having been carefully maintained. Yellow/tan interior sunroof. £2,450 Captain Bates, Weybridge 41426, or Camberley 61734 after seven. (87566

1954 MORRIS OXFORD PVF 99. Two owners. Roadworthy restoration. £150 o.n.o. 0603 44917 (Norwich). (87567

SUNBEAM TIGER 1966. Immaculate condition. Body Rolls-Royce Regal red with black interior trim. QH lamps, new white hood and tonneau. 5½J's with 175s, well shod. Engine fittings polished aluminium or chrome. Radiomobile. Twin concealed speakers, new Spax all round. Registration GTR 999 D. £1,200 o.v.n.o. (STD Code 070 14) 56639 Waterlooville, Hampshire. (87568

VERY SPECIAL Mini Clubman Estate, fitted brand new 1275 "S" engine approximately 15,000 miles ago, oil cooler, servo brakes, wide Mambas, 165 Goodyear Grand Prix tyres, sunshine roof with matching vinyl trimmed roof undersealed. An exciting, practical sports car. £1,175. Offers considered. Blagdon Hill 202 (Somerset). (87569

1959 JAGUAR XK150 Convertible. Wires, radio, O/D. Bodywork completely restored. New door, sill, wing and boot panels. Resprayed Signal red. Rechromed. Now undergoing retrim in leather, new hood. Mechanically excellent. Stored 6 years. Offers around £3,400. Ready end February. Turner, Wales End Farm, Barton Under Needwood, Staffs. Phone 028-371 3769. (87634

ROVER 100 1961. Good condition, new rear springs and front wings. Plus 1961 Rover 100 for spares. Host of other Rover 100 spares included in sale. Price of £450. Health reason forces sale. Phone 029 881 2784 (North West Derbyshire). (87635



1923 HUMBER 8/18

Very attractive and original example of this quality light car, in excellent condition both mechanically and bodily. This charming and easy-to-drive model has been owned and regularly used by our Managing Director for the last five years.

£3,250

STANMORE MOTOR COMPANY
Stanmore Hill, Stanmore, Middlesex.
Phone: 01-954 3199

MORGAN

Spares — new and used.
Repairs — mechanical or bodywork.
Servicing and tuning.
Competition preparation.
Restoration and resprays.
Panelling in aluminium.
Glassfibre wings — for all models.
Hardtops — for 4/4 and +4.
Shock absorbers and conversion kits.
4/4 twin-cam engine conversions.
Piranha electronic ignition kits — particularly recommended for +8s.
Left-hand drive conversions.
New and used Morgans supplied.
Secondhand Morgans purchased.

Please phone **DERBY 810862** for an appointment or further information.

RUTHERFORD BERRY
38 High Street,
Castle Donington, Leics.

GREENWELL AND GRIMWOOD

BROOM HOUSE, ASHCOMBE DAWLISH, DEVON

Telephone:
MAMHEAD 253 (Daytime)
BUDLEIGH SALTERTON 2576
(Evenings and Weekends)

AUSTIN-HEALEY 3000 Mk. III. *Blue metallic, new hood, carpets.*
AUSTIN-HEALEY 3000 Mk. III. Black, new paint, red trim.
DAIMLER SP250 Dart. White, *black interior, wire wheels.*
BRISTOL 401. Choice of 2 good cars.
BRISTOL 400. Red, retrimmed, *excellent mechanics, new paint, good* chrome.
A SELECTION OF JAGUAR 3.8 MK. IIs AVAILABLE.
JAGUAR SS Type, 3½, 2½ and 1½ MODELS AVAILABLE
JAGUAR Mk. V. Very sound original car.
MG TF 1500. Superb restoration. Black, beige interior.
ALVIS TD21 drophead. Green, grey hood and interior. Wire wheels.
WILLYS JEEP, W.W.II model MB. Restored to mint condition.
AUSTIN Sheerline limousine.
AUSTIN 16, 1936.
V6 Full-Race Gp. 1 CAPRI.
JAGUAR XK150S.
H.R.G. 1500 sports, 2-seater.
JAGUAR E-Type 4.2 fixed-head.
COVENTRY-VICTOR d/h., only one in existence of this type.

CALLERS BY APPOINTMENT ONLY PLEASE

FOR SALE



Highly Modified and Very Successful FRAZER NASH

Simon Phillips offers for sale FN OUG 2, which was runner-up in Class B of the 1976 Thoroughbred Sports Car Championship (for which it is already entered for 1977) and winner of the Coupe Pernod at the Bugatti Circuit, Le Mans, in May 1976. Also holder of Classic Class record at Prescott.

Car comprises Chassis No. 421/200/209, which was kept as a spare by the **FN** Car Club for many years, fitted with ultra-lightweight body built in 1952/3 for Jack Walton who used it on **OUG 3** (it was in this form that OUG 3 was raced by Ken Wharton). Chassis brought up to Le Mans Replica Mk. II Spec. (lowered engine, de Dion rear-end, etc.). Disc brakes at front, inboard drums at rear.

Fitted with very rare 6-port head, Le Mans double-choke carbs., gear-driven camshaft **BS4** engine which has done virtually one race only since rebuild (Final Round of D & C Championship at Silverstone GP Circuit, Oct. 2, placed 3rd Overall and Winner Class B).

SUPERB HANDLING, VERY QUICK, *e.g.* 1–12.0 SILVERSTONE CLUB: 58.6 BRANDS HATCH: BOTH IN 3-PORT FORM.

Best offer over £9,550 or available at £8,200 plus with BS1 engine (stripped for inspection) instead of BS4, which might therefore be available separately.

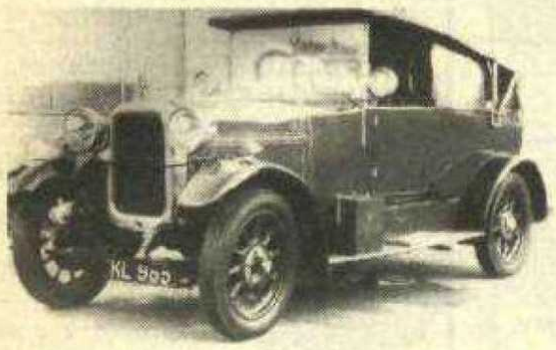
PHONE SIMON AT
01 - 628 4070 (office hours)
OR WRITE TO:
ANGEL SPRINTS, SWALLOWFIELD, BERKS RG7 1TB.

P.S.—Irreverent thought — Would easily convert to sensational and unique road car, so intending purchasers of Panthers or Bentley Mk. 6 Specials might consider this and save money as well.

01-723 2731 **Vintage Autos Ltd.** 01-723 2731

Managing Director : J. BOND, A.M.Inst.B.E.

The ORIGINAL Specialists in Restored Vintage, Veteran and Classic Cars.



1924 WESTCAR 1,500 c.c. open 5-seater. (Reg. No. KL 985)

This very rare and unique vintage tourer must be the finest example of its type, having had little use since an extensive restoration to mint original condition. It is very attractive in green with red interior, and is complete with all its original fittings, etc.



I urgently wish to purchase mint condition cars of the type I sell, especially sports cars in the 1930s, pre- and post-war Rolls and Bentleys and post-war classics. I will pay top cash prices for such cars, but no "Old Bangers" purchased, sold or taken in part exchange. As I am a "One-man Band" and do not employ any staff, and because my overheads must be the lowest in the business (rent only £8 per week and no expensive overdraft), I can afford to pay the highest cash prices and sell at lower prices than my competitors. All cars in my garage are shown with full details of its rebuild and past histories, etc. All prices quoted are "firm", and I am not interested in accepting lower offers.

THE FOLLOWING CARS ARE NOW BEING FULLY RESTORED — WITH LUCK, SOME MIGHT BE COMPLETED BY THE TIME THIS ADVERT APPEARS.

1904 DARRACQ open 2/4-seater.
1926 Historic Racing G.P. SALMSON.
1931 ALFA ROMEO 17/50 Twin Cam drophead coupé.
1934 LAGONDA M45 4½-litre drophead coupé.
1934 ALVIS Speed 20 drophead coupé.
1938 DELAHAYE 135MS open sports 2/4-seater.
1938 BROUGH SUPERIOR 3½-litre drophead coupé.
1938 ROLLS 25/30 sports saloon.
1949 ROLLS Silver Wraith drophead coupé.
1955 JAGUAR XK140 fixed-head coupé.
1959 JAGUAR XK150 drophead coupé.
1960 ROLLS Cloud II sports saloon.

ALWAYS OTHER CARS IN STOCK OR BEING RESTORED THAT ARE NOT ADVERTISED.

Hours of Opening : Monday - Friday, 9 a.m. - 5.30 p.m. Saturdays and other times by appointment only.

Telegraphic address : Concourcar, London, W.2.

20 BROOK MEWS NORTH - LANCASTER GATE - HYDE PARK W2 3BW

GERRY PORTER of PONTELAND

URGENTLY REQUIRES

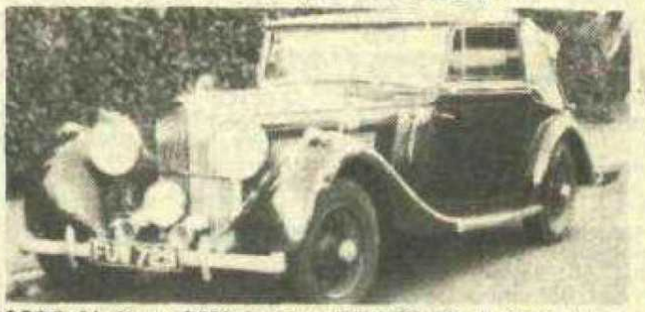
INTERESTING CARS, ESPECIALLY THOSE SIMILAR TO THE CARS FOR SALE BELOW



1938 4¼-litre BENTLEY 4-door SS by Park Ward. Much restoration work just completed. **£4,250.**



DAIMLER Light 15 doctor's d.h.c. with dickey seat. Original coachwork by Archie Madox of Huntingdon. New paint, hood and brightwork.



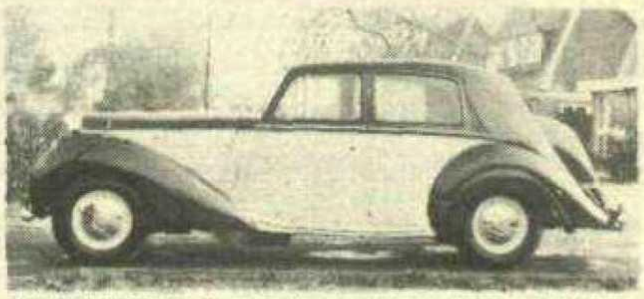
1939 4¼-litre MX Series BENTLEY 2-door d.h.c. by Vanden Plas. New hood, paint, brightwork, carpets.



1935 3½-litre BENTLEY 2-door d.h.c. by Park Ward. Can be seen at Mike Carter's Auction Feb. 18.



1961 SII BENTLEY SS. Shell grey over shell blue, grey hide interior, royal blue carpets, low mileage on new engine and suspension overhaul. Very reasonably priced at **£3,300.**



BENTLEY 4½-litre standardised all steel saloon. Unmarked bodywork in burgundy/beige with chestnut brown hide interior. Mileage 64,500.

1953 'R'-Type with very rare 2-door Empress-style coachwork by Hooper. Requires paint and retrim.
1928 CHENARD WALCKER 4-door saloon, 'D' back, with trunk. Needs restoring.
1926 ALVIS 12/50. Recent mechanical rebuild, retrim, repaint. Early racing history.
1932 ALVIS Speed 20. Beam axle, crash gearbox, 2-door, 4-seater Vanden Plas tourer. Recent repaint and retrim. Full weather equipment.
1936 MG TA. Complete and in good running order.
WOLSELEY 12/48 4-door saloon, original other than paint.
1927 AUSTIN 7 Chummy. Fully restored.

FOR APPOINTMENT TELEPHONE 0661 22807

Or write: J. G. PORTER, 193 MIDDLE DRIVE, DARRAS HALL, PONTELAND, NORTHUMBERLAND, ENGLAND

FOR SALE—continued

MG-A 1600 1961. H/S tops, rebuilt throughout, OEW, No. 13 AGT, Superb, looks original, but glass wings, hence £860. Flitwick 2643. (87637

ARMSTRONG SIDDELEY Tickford Drophead Saloon (1933). Laid up for 10 years. (Sports Saloon 1934 suitable for spares or rebuild). Both 12/6. Phone: 041-440 1343 evenings. (87647

1936 AUSTIN SEVEN two-seater Open Tourer. No MoT. Ideal for restoration, £350 o.n.o. Ring Burbage, Wilts 704 (87650

VINTAGE TRIALS CAR! 1928 Donnett 9.5 h.p. complete to scuttle with wings. Needs body, £550. Triumph motorcycle 1907, £750. Autocycle Reg. No. NHR 21 Norman £50 0584 3233. (87651

CHAIN GANG NASH! Enthusiast contemplating business venture would sell 1928 Anzani Nash if acceptable offer forthcoming. Chassis engine and radiator rebuilt at great cost. Requires body only to complete this classic sports car. Affluent serious enquirers to Box No 5300. (87651

MG TC, 1947. Original rolling chassis complete with all parts, including replica steel panelled body. Just completed. Sensible offers. Pattishall 622 & 772 (Northants). (87652

COOPER "S" Mk. 3, August 1971 K-Reg. Glacier white. Genuine 36,000 miles. Radio, factory reclining seats. One previous lady owner. Immaculate, standard car. £1,200. Wargrave 3207. (87641

1928 AUSTIN SEVEN Chummy. Unique restoration opportunity. Oldest surviving nickel radiator. Last legitimate magneto engine known. Less than 2,000 made. Dismantled. Offers. Box 5299. (87644

MORRIS 12 SALOON 1937. Needs restoring stripping has been started. Offers. Phone: Tamworth 65291. (87645

E-TYPE 1966 2+2 Automatic. Chrome wires, new tyres and exhaust. Very sound car. £1,095. Burton-on-Trent (87654

1935 AUSTIN RUBY. Rolling chassis complete but minus body. Around £60. Phone evenings only Farnborough, Hants 514249. (87656

LANCIA FLAVIA Vignale 1800 Convertible. Detachable hard-top. Guaranteed 41,000 miles. Complete documented history from new. Reg 1965 £805 021-455 0881. (87658

1962 AUSTIN HEALEY 3000 Mk. 2. £1,800 o.n.o. For further details ring Smyth: office hours Aycliffe 5411; after 6 p.m. Darlington 60355. (87659

MORGAN +4 four-seater, 1959 Show Model. Rebuilt spring 1976. Best offer by end of month. Phone: Dorrington 400 day; Shrewsbury 59575 night (Shropshire). (87653

LOTUS 7 SERIES II 1500. No extras. Completely original as it left the factory. Concours standard restoration just completed. £1,500 Dunstable 606974. (87660

E-TYPE ROADSTER 1966 MoT. Needs some work. Shell/exchange Daimler Dart, Jensen CV8 pre-War Tourer. Staines 53699. (87661

LOTUS ELAN +2S. BRM big valve. White, "J" Reg. Low mileage. Many extras include: P/B radio-cassette, quad speakers, QI headlamps, Electric aerial, Lumenition Motolita. Workshop manual. Tyres, etc. P/ex. possible. £1,650 o.v.n.o. Thorpe, Rudgwick (Sussex) 2370. (87664

WOLSELEY 10 1947. Black, 4-door saloon. Needs complete restoration inside and out. Driveable. £150. Tel: Stamford 3728. (87665

VANDEN PLAS 4-litre Rolls 1965 Princess. Grey/stone. All luxury equipment. Automatic, p.a.s. Telephone for full details. Exchange sports car. Cash either way. £680 Bournemouth 293541. (87778

MG-B GT MK. II 68/69 Model (despite "F" Reg). Wires, overdrive, sunroof, HRW. Exceptional condition throughout, £765. Details: Fleet 21452 (Hants). (87662

TR6 K-REG. Dec. 1971. Damson/black interior. Genuine 35,000 miles (service sheets). With wire wheels, hardtop, radio stereo, 8-track. HP possible. £1,295. Bournemouth 293541. (87778

GILBERN INVADER II 1971. Rebuilt engine, gearbox, new tyres, good condition. Offers please Tel: Brightlingsea 4107 or W Mersea 3360. (87779

TRIUMPH TR5 PI "G" registration. All extras including Surrey top. Blue, superb. £1,100 or nearest offer. Marsden, Grays Thurrock (Essex) 77499. (87782

1951 HUMBER Super Snipe. Very good condition. Black coachwork, Grey leather upholstery. Tow bar. Taxed. MoT. Offers to Hunter, Bracklesham Bay 670412. (87783

JAGUAR MK. 8 Auto. Could be very smart car with small amount of work. Very little rust spare engine (manual box), interior good. Offers around £150. Bosham 572441 (0243) Sussex. (87785

ALFA ROMEO 1931 supercharged 2-seater Sports. Just completed extensive restoration. Box No. 5303. (87787

GOLDSEAL SPORTS CARS

253-255 NEW CROSS ROAD, LONDON SE14 5UL



£4,495. BMW 3.0 CSL. Magnificent in Verona Red with Black interior. Tinted glass, electric windows, radio/stereo, twin spots. Distinctive Reg. No.



£3,465. ALFA ROMEO 2000 Spyder Veloce, 1975. 'P' reg. Dark Blue with Red interior, Motorola radio, electric aerial etc. Only 9,000 miles recorded.



£3,695. BMW 525, 1974. Metallic Sienna Brown with Tan cloth interior, tinted glass, radio etc. Outstanding value.



£2,745. VOLKSWAGEN Scirocco, 1975. Red with Tartan interior, 10,000 miles. Mint condition.



£3,095. RELIANT GTE, 1974. 'N' reg. Ivory Beige with Tan interior. Manual with overdrive, tinted electric windows, alloy wheels, radio.



£1,445. RENAULT 17TL, 1973. Most attractive in Yellow with Black interior, p.-b. radio, etc.

£9,395. JENSEN Interceptor convertible, 1975. 'P' reg. An outstanding example of this rare 4-seater drophead equipped with power hood and windows, air conditioning, AM-FM radio/stereo with automatic aerial, tinted glass. Unmarked Porcelain White with Blue hide interior, one owner and only 14,000 miles.

£4,195. ASTON MARTIN DBS, 1972. 6-cylinder Vantage engine, 5-speed manual gearbox, Chrome wire wheels, electric tinted windows. Recent engine overhaul.

£3,995. BMW 2002 Cabriolet, 1975. One of the very last produced, Inca with Black cloth interior, alloy wheels, radio. Mint condition.

£3,495. RELIANT GTE Automatic, 1975. Pale Green with Tan interior, tinted glass, Philips radio/stereo cassette etc.

£3,395. BMW 520, 1974. 'N' reg. Amazonia with Tan cloth interior, tinted glass, Motorola radio, etc.

£3,295. RELIANT GTE, 1975. Pale Blue with Tan interior. Manual gearbox, radio/stereo etc. One owner.

£3,095. LANCIA Beta Spyder, 1975. 'P' reg. Most rare and attractive in San Siro Yellow with Tan interior. Motorola radio, etc.

£2,995. MG-B GT, 1976. Tahiti Blue with Black cloth interior, tinted glass etc. 8,000 miles recorded.

£2,745. MG-B GT, 1975. 'P' reg. Jubilee model in Green and Gold. Blue Spot radio, tinted glass, sports wheels, etc. 10,000 miles recorded.

£2,595. MG-B GT, 1975. Red with Black nylon trim. tinted glass, overdrive, head rests, underseal etc.

£2,195. FIAT X19 Targa coupe. 'N' reg. Really attractive in Dark Brown with Tan interior, radio/stereo etc.

£1,895. JENSEN HEALEY Mk. II, 1973. 'M' reg. Orange with Black interior, radio, 25,000 miles recorded. Mint condition.

£1,765. TRIUMPH GT6, 1974. Outstanding in Magenta with tinted glass, overdrive, Black cloth interior, radio, h.r.w. etc.

£1,765. ALFA ROMEO 2000 Spyder Veloce, 1972. Emerald Green with Black interior, p.-b. radio, new clutch just fitted.

£1,695. MG-B GT, 1973. Teal Blue with cloth interior, overdrive, tinted glass, etc.

£1,645. FIAT 124 Sport coupe 1800, 1973. Red with cloth interior, 5-speed gearbox, h.r.w. etc.

£1,495. OPEL Manta 1.9 SR, 1973. Red with Black interior, Motorola radio, 29,000 miles only.

£1,485. LOTUS Europa S2, 1971. 'K' reg. Yellow with Black interior, radio etc.

£1,245. MG Midget, 1973. 'M' reg. Bronze Yellow with Black interior. Hard and soft tops, head rests, tonneau etc.

£1,195. MG Midget, 1973. 'M' reg. Damask Red with Black interior, head rests, tonneau etc.

£1,195. MG-B GT, 1971. Blaze with Black interior. Overdrive, radio, h.r.w. etc.

£1,045. TRIUMPH Spitfire, 1972. Green with Black interior.

£735. MG-B, 1968. Mineral Blue with Black interior. Overdrive, radio, etc.

WANTED QUALITY SPORTS CARS FOR CASH

Hours of business 10 am - 7 pm Monday to Friday. 10 am - 5 pm Saturday. Sunday by appointment only.

GOLDSEAL (MOTORS) LTD.

01-639 3204 - 5 - 6

FREE LIST OF STOCK ON REQUEST

"TOULMIN"

Leaders in the world of MG spares

Offer from their comprehensive stock

Chrome Original Type Door Locks/Strikers/Wedges.
Chrome Wing Nuts/Dome Nuts/Mouldings.
Chrome Door Handle, TC, TD, TF.
Chrome Oval Vent Grille "A".
Chrome Bumper Blade/Overrider "A".
Gear Lever Gaiter/Bonnet Rubbers "A" etc.
Brooklands Steering Wheels/Aeroscreens.
M.G. Car Co. Ltd. (Threshold Plates) (Alloy).
Alloy Rocker and Side Plate Covers.
M.G. C Roadsprings/Rockershafts, etc.

MAIN B.L.M.C. STOCKISTS
MG SPECIALIST EXCLUSIVELY

S.A.E. please for list, or International Response Coupon (Overseas).

MGC Swivel pins/ stub axles reworked.
Apart from the "millions" of other spares, we have MGB metal repair kits, *e.g.* front and rear wing lower panels, door skins, etc.



Exchange camshafts, race, rally 'B' cam, £14.50. 'B' front spoiler £7.95. Fibreglass and metal panels most models.

"TOULMIN"

T types thro' A-B-C to V8

Crankshafts T Type, submerged arc process.
Pistons/Liners, Standard to 60.
Valves/Guides/Springs — Exhaust Systems.
Front Coils and Rear Springs.
Suspension Swivel Pins/Links/Tubes/Bushes/ Thrusts, etc.
Distance Tube, Bush, Thrust Washer. Cup, Seal, Link Pin and Nut. Rack Bellows.
Gearbox TD/F/Y and A/B, Laygears, Speed Gears/ Forks, etc.
"Toulmin" Conversion Filter, TB/C and Early TD.
Workshop Manuals, Official, TD/F, A/B/C.

TOULMIN MOTORS (1962) LTD.
103 Windmill Road, Brentford, Middlesex, England. Tel.: 01-560 1722/2228

BALMORAL AUTOMOBILE COMPANY

offers

ROLLS-ROYCE

Rolls-Royce Silver Shadow, 1970. Corsica blue. Excellent throughout.
Rolls-Royce Silver Shadow, 1967. Regal red, beige interior. 90,000 miles.
Rolls-Royce Silver Cloud II, 1960. Sage over green, electric windows. Excellent.
Rolls-Royce 20/25, 1932. Body by Windover. Limousine. Good condition.

BENTLEY

Bentley SI, 1958. P.A.S. Excellent throughout. **(Several of.)**
Bentley SIII, 1963. Sand over sable. 88,000 miles. Excellent throughout.
Bentley Mk. VI, 1952. Black. Good order.
Bentley Mk. VI, .. Bodywork by H. J. Mulliner. Excellent.

OTHER INTERESTING CARS

Aston Martin Vantage, 1966. Red.
Sunbeam Tiger, 1965. Excellent.
Ford V8 Pilot, 1958. Very original.
Daimler Majestic, 1967.
Aston Martin, 1967. White.
MG TC, 1947. Excellent.
Mercedes 280SE, 1967. Excellent.
Austin Princess, 1965, seven-seater limousine.

WANTED — WANTED — WANTED
Rolls-Royce and Bentley motor cars any condition.
Any of the above or other interesting cars, P.V.T., can collect.

Any Rolls-Royce and Bentley parts purchased.

TEL: Malcolm Bennet: 01-658 1005/0554

Information required on purchase of cars? No correspondence replied to unless international response coupon or SAE enclosed.

BALMORAL AUTOMOBILE COMPANY
P.O. Box 49, BECKENHAM, KENT, ENGLAND

FOR SALE—continued

ALFA ROMEO 1929 single cam with Zagato-style body two-seater Sport, completely restored. This car has all the elegance and reliability without the problems of its twin-cam compatriots. Box No. 5302. (87786

BUGATTI TYPE 44 Tourer body, complete rebuild. Excellent, usable investment. Box No. 5304. (87788

1958 MG MAGNETTE ZB. Black. Very good condition. Original. Service history. £300. Phone: Chesterfield 0246 35322. (87789

QUICK SALE REQUIRED for 1932 Jowett Flying Fox with dickey. One registered owner from new. The car is complete and in running order with current MoT, £850 o.n.o. + 1935 Morris 8 four-door saloon. Complete in running order, new carpets, roof lining, etc. £350 o.n.o. Will haggle. Phone: Duybridge, Devon 2610 evenings. (87790

MG-B GT 1971. Blaze, overdrive, sunroof wires, electronic ignition, etc. Taxed July distinctive registration, very good condition. Reluctant sale at £1,195 o.n.o. Buxton (Derbyshire) 6457. (87791

1951 LANCHESTER 10 Saloon. Barker body. Two owners from new. In good running order both mechanically and bodily. Numerous spare parts. £195 061-761 1416 (Lancashire). (87792

SCIMITAR GTE. Overdrive, 72 model, first registered in 71. Caribbean green, tinted laminated screen, new valves and timing gear. £1,600 o.n.o. P/X, H/P considered. Wilkins, 01-890 3622 Ext. 317 or Bagshot (0276) 75106. (87793

ZAGATO LANCIA Fulvia 1.6. Electric boot, windows, aerial, 5-speed box fur fabric upholstery, etc. £1,250. Tel: Saltburn 3939 after 5 p.m. (87794

E-TYPE FHC 1969. Taxed, tested. £1,675. Interesting exchange considered. ACE/ Aston wanted. Chesterfield 850559. (87797

BENTLEY 4¼ 1937 with beautiful and sporting saloon coachwork by Thrupp and Maberly. Sound condition. £3,750. Gaylard, Taunton 412454. (87799

TRIUMPH GT6, 1973. 36,000 miles. Emerald green with sunroof, overdrive, good condition £1,500. Part exchange MG-A or interesting car. Trowbridge (Wilts) 63675. (87800

CORVETTE STINGRAY 1971. Split roof. White, red trim. 350 performance engine. Goodrich tyres. Thrush's fridge all power. Taxed, MoT. £3,200 o.n.o. Phone: Brierley Hill 79920 (Staffs). (87806

1963 DAIMLER Majestic Major Saloon in running order. For restoration or project. Engine and interior good. Opportunity at £150. John, Exeter 51510. (87828

FOR SALE—continued

TVR 1600M 1975 (P). Chocolate brown, beige vinyl roof, with brown trim. Radio, Sundym, HRW, reclining seats. Baby's arrival forces sale, £3,000 o.n.o. 8 Church Close, Bubwith Yorkshire. Tel: 075 785 628. (87801

1947 JOWETT JAVELIN. One owner from new. In good original condition. Original handbook, tools and sales brochure. In running order with 10 months MoT, £450. Abergele 824504. (87802

1937 DAIMLER E20 registration CTB 1, 19½ h.p. saloon, unrestored and excellent original condition except engine needs attention. Full history known. Offers from £700. 01-505 4387. (87805

1953 MORRIS OXFORD. Grey, MoT, 2 owners (present 15 years). Approx. 70,000 miles. Well maintained. Offers around £250. Chippenham, Wilts 2515. (87807

LOTUS EUROPA 1971. Fitted with big valved twin-cam engine, alloys and masses of extras. Phone: Doncaster (0302) 61134. £1,350 o.n.o. (87808

ALFA ROMEO Spyder 2000. Registered October 1975. Excellent condition. Alfa alloy wheels. Accept £2,650. 0202 700200 (Bournemouth). (87809

CELICA GT TWIN-CAM 1588 c.c. 5-speed. 22,000 miles. One owner. Reg. Aug. '75. £1,900 o.n.o. Ashtead Surrey 74484 after 6 p.m. (87812

MG-B GT V8 "N" registration, July 1975. Green. 13,000 miles. Excellent condition. Alloy wheels, heated rear window, electric radio, aerial, etc. £2,975. Tel: 0444 56379 office hours or 0444 50430. (87813

MG-A DE LUXE. Hard-top coupe. Rare, Mk. I, 1600, MoT, unrestored. £1,400. 25 Shenley Road Heston, Middlesex, TW5 0AD. (87814

JAGUAR 3.4S. Manual o/d. Much above average Personalised registration. £695. Phone: Dolphin Hotel, Wincanton 33215 mornings. (87815

SUNBEAM RAPIER Series V 1967. Sherwood Green. Superb condition. £430 o.n.o. Andrew Cross, Egham 2408 after 6 p.m. (87816

PORSCHE 550A Spyder, five-speed gearbox. Ex-factory car, believed to have raced in the Le Mans 24-hour endurance race. Offers over £8,000 considered. Tel: Castletown I-o-M 3544 after 7 p.m. (87817

TR4A 1965. Surrey top. Completely rebuilt. Immaculate condition. 140 b.h.p. SAH engine, exchange gearbox wires, XSG tyres, Corbeau seats. £900. Maldon 88628. (87818

LOTUS +2S 130 4 '74. Roman purple/ oatmeal, radio, elec. aerial. 21,000 miles. Maintained regardless of cost, £2,700. Further details from D. Rogers, Brentwood 211789 or 01-368 4567. (87319

We have found that in the "go faster" classic car field the owners are constantly dogged by unreliability (to the detriment of the sport!). We have tried to eliminate this in our restorations: For example this 4.5-litre GP Ferrari was completely restored by us and then raced by the owner at the Nurburgring.



For your next classic restoration or mechanical repairs why not consult us.

Antique Automobiles Limited,
35-39 Main Street, Baston, Peterborough, Tel: Greatford (07786) 288/488

FOR SALE—continued

TR6 1972. White coupe. Hard-top with O/D and radio. Well maintained and in above average condition. £1,050 o.n.o. Phone: Duntocher 78704 after 6 p.m. (87823

MERCEDES 230SL. 1966, automatic, Power steering, RHD, radio, cassette, electric aerial. Arctic white with black hard top. Excellent condition throughout. £2,600. Cuffley 3714 (Herts). (87828

M/C 650 c.c. single sloper Panther, 1961. Venerable long-stroke design. Lots of money spent, but gash paint job. £100, offers. 0922 51938. (87830

DATSUN 240Z, 1973M, Red/black, 22,000 miles, one private owner. Stork forces sale of cherished car. £2,150. Tel: Iminster 3918. (87831

MERCEDES-BENZ 190 SL 1956 Convertible. Red with tan interior. Black hard-top, radio, record player, engine rebuild, body in outstanding condition throughout. A good investment at £2,000. Tel Caerphilly 867927. (87804

JENSEN F/F MARK I with cherished number plate, LCH 1, to be sold with car. Golden sand, 75,000 miles. Black interior, electric tinted windows; stereo radio; nice condition. Phone: 0742 660290. Price £2,500. (87810

SILVER JUBILEE SAAB 96, no. 88 of 154 produced. Registration LSE 96P. Silver crystal with Lion Yellow trim. Nominal mileage. Original specification with addition of Saab's own alloy wheels and headlamp wipe-wash. Maintained in showroom condition as a collector's piece, hence £2,600. Phone Inverness 36350 (business) or Drumnadrochit 440 (home). (36079

1969 ASTON MARTIN DB6, mint, p.a.s., manual. Dark blue upholstery, radio. All usual extras. In superb condition, over £1,000 spent in last two years, therefore not cheap. Sensible offers to GQS Parker, c/o Officers Mess, A&AEE Boscombe Down, Amesbury, Wilts. Tel. Amesbury 3331 Ext. 2668 evngs. only. (87824

1933 MORRIS 16/4. Beautiful, reconditioned engine. MoT, class winner, good runner. £750. Tel: 64268 Wakefield. (87872

FOR SALE: ERA 1½-litre pre-War racing car. This car is one of the most famous of all the ERAs and is in immaculate condition and ready to race. Expensive. Box No. 5305. (87832

JAGUAR XK150S DHC. Excellent, refurbished exterior and interior. Finished dark blue, new grey leather interior, engine rebuilt. Not yet run in. Bills and full history available. One owner until late 1976. £2,750 o.v.n.o. Box No. 5307. (36131

FOR SALE—continued

ALUMINIUM BODIED XK120 Roadster, LHD. A fully sorted racer with original body and chassis. Exactly as raced 74/75/76 by John Harper and Philip Renault to numerous wins and lap records. Offers: Northwood 25435. (87877

ASTON MARTIN DB5 Drophead Vantage, hard-top, 5-speed, 1964. Very nice condition. Norwich (0603) 713997. (87879

PORSCHE 911S 1967. Burgundy, alloy wheels. Excellent condition bodily and mechanically. £1,600. Norwich (0603) 713997. (87879

914 VOLKS-PORSCHE. Absolutely immaculate. Black interior and gleaming orange/red coachwork. 1971 but looks 1975. Broken-hearted owner just posted New York. Only 600 miles after fitting brand new engine. Phone: Keith, Overton 01-481 2461 day; 01-998 4978 evenings. £2,200. (87880

VOLVO 1800 ES 1973 Auto. Gold/black. Radio cassette and cartridge stereo. S/steel exhaust system. Simply the very best maintained and cared for example of this beautiful car. £2,950 o.n.o. Chilbolton 436. (87882

1931 SINGER 10. Rare model. One owner. Last used 1962. Original coachwork. Substantial offers. Hythe (Hants) 846957. (87883

ARKLEY SS 1275 c.c. Sunset red, Wolf-race wheels, new hood, air horns, Motolita 1968, MoT Aug. '77. Factory built. Superb. Bills, history, etc. £635. 027974 666 (Bishop Stortford, Herts.). (87884

STANDARD FLYING TEN, 1937. Exceptionally original, sound condition, sunroof opening screen, etc. Everything works, MoT, spare engine, gearbox, must be seen. £495. 04895 84569 (Nr. Southampton). (87887

AUSTIN SOMERSET 1954. Truly exceptional, near new original condition. Black s/s roof. Brown leather. One private owner. Offers invited. 01-902 4826. (87888

1958 AUSTIN HEALEY. MoT till Dec. 77. Used regularly, £900 o.n.o. Tel: Rotherham 66367 evenings. (87889

SCIMITAR GTE 1972L (November). Overdrive, alloy wheels stainless steel exhausts. Mediterranean green with black interior. £1,925 o.n.o. Mr. Webster, Staplehurst (05801) 892371 (Kent). (87891

MG-A FHC 1958, 23,000 miles. Original concours. Probably best in world. Offers above £6,000. Brunyee, Dennis Road, Padstow, Cornwall. (87893

RILEY 1½-LITRE 1952. Excellent bodywork in black over cream. Generally good mechanics. Quantity useful spares. £490. Cholesbury (Bucks) 272. (87894

FOR SALE—continued

R-TYPE BENTLEY 1953 (manual). Concours. P/X possible Volvo 164TE, Citroen CX preferred, but other similar types of car considered. Replies to: Box No. 5308. (87892

STAG, DECEMBER 1974 "N" Registered. Automatic. Yellow, brown interior. H/S tops. Sundym electric windows. Aluminium wheels. Head rests. radio/cassette stereo. Genuine 19,500 miles. Full service history. As new. £3,295. Would consider Maxi or similar with cash. Orpington 32448. Erith 37089. Private sale. (87895

ALVIS 1952 Tickford Drophead Coupe. TA 3-ltr. twin carb model. Completely restored in metallic green coachwork. New beige Connolly hide interior. Also new hood and headlining. Rechromed and repolished wood. This is a two owner car with 120,000 miles recorded from new. A real classic 5-seater open tourer, as new. £2,950. Phone 01-958 3789 day; 01-794 7267 evenings or write to Advertiser, 5, Oakhill Park Mews, NW3, London. (87896

ALFA ROMEO GTV, Silver, 35,000 miles. Alfa serviced. Offers. £1,000. Tel: Downlands 52639. (87897

JAGUAR 240 Manual 1967 "F". Very good body, long MoT. Regularly maintained. £625. Rossendale 29982 (Lancs). (87898



Miniature F.1 Racing Car

Superb professionally built replica of Formula I car. 8ft. 6in. in length. Powered by Norton 250 c.c. engine. Full racing specification. Only used six hours and absolutely unmarked and as new.

Complete with trailer, cover and a quantity of spares:

£1,595

Phone: 01-952 6423

Barry Simpson Engineering Ltd.

Although entering our 8th year we find the average time our staff have been working on fine cars is no less than 34 years. We are therefore able to offer unrivalled high standard facilities for restoring all types of cars.
At present our craftsmen are restoring the following cars belonging to customers :

Vintage : Rolls-Royce 20 – Austin 7 Ulster – Citroen Cloverleaf.
Post Vintage : Alvis Crested Eagle – MG WA Sports — Rolls-Royce Phantom 3.
Classic : Delahaye 235 – Jaguar XK150 – Daimler SP250.
Historic Sports Racing : Aston Martin DBR2.
Historic Racing : Cooper Bristol Mk. 1.

CIDER WORKS, ABBOTSKERSWELL, NEWTON ABBOT, DEVON, TQ12 5NP. Telephone: NEWTON ABBOT 3815

DAN MARGULIES

12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



1939 BUGATTI 57C with 'S' Type modifications, unique Corsica style coachwork in mint condition.



1939 LAGONDA V12 four-seater drophead coupe, possibly the best example available, in mint condition.



1957 LISTER JAGUAR sports/racing car. A famous car, ready for historic racing.



1931 DELAGE D8 four-seater tourer by Vanden Plas, exceptionally fine vintage car.



1935 ASTON MARTIN Ulster, rebuilt by works with 2/4-seater coachwork and fitted 2-litre Speed Model engine. Completely rebuilt to very high standard.



1924 BENTLEY 3-litre "Blue Label", Vanden Plas body somewhat altered, but still fairly authentic, in sound condition.

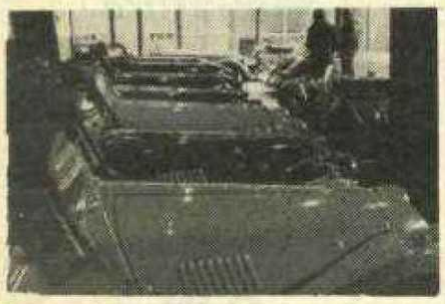
1924 BENTLEY 3-litre short chassis two-seater.
1926 LAGONDA 2-litre high chassis tourer.
1928 BUGATTI Type 40 two-seater.
1932 ALVIS 12/50 TJ two-seater with dickey.
1938 ROLLS-ROYCE 25/30 sports saloon.

1958 BENTLEY SI H. J. Mulliner Continental fastback coupe.
1958 OSCA 1½-litre sports/racing car.
1948 BENTLEY Mark VI Radford estate car.
1928 ALVIS F.W.D. supercharged two-seater.
1938 LAGONDA LG6 4½-litre sports saloon.

WANTED: ALL VINTAGE AND PVT CARS

MORRIS STAPLETON MOTORS LTD

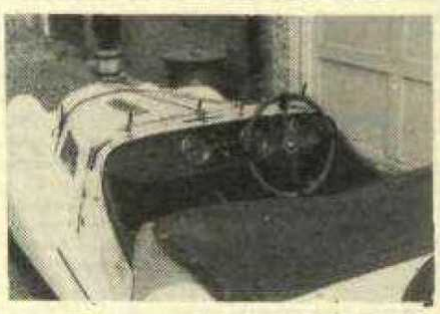
LONDON'S Morgan DISTRIBUTORS





Hopefully most *Motor Sport* readers will have been able to ski down to their friendly newsagent to obtain their copy, and are able to read this now! Which brings me on to the subject of **Morgans** coping with snow, ice, etc. The **Morgan** is exceptional under these circumstances largely because of the large wheel diameter, which, as any experienced motorist will tell you, reduces the chance of wheel spin. Anticipating an avalanche of enquiries from Iceland we present the February selection. **1977 Morgan 4/4** 2-seater, indigo blue, black interior, wire wheels, delivery mileage. **1976R Morgan 4/4** 2-seater, signal red, bucket seats, wire wheels, delivery mileage. **1976 Morgan 4/4** 4-seater, signal red, aluminium body, 6,000 miles, as new. **1975 Morgan 4/4** 2-seater, property of a Scottish taxman (he wouldn't drop the price!), Dijon mustard with stone leather interior and a mere 12,000 miles. **Plus 8 Morgans** are a little scarce at present except for those who don't mind paying 'Telephone numbers' for an example. However, we hope to be getting a **1970 Moss box +8** in exceptional condition, more details soon. **1973 Morgan 4/4** 2-seater, beige metallic, with bucket seats and wire wheels; beige metallic is a Jaguar colour which looks superb on a **Morgan,** especially those with brown leather interior. **1970 Morgan 4/4** 2-seater, canary yellow, black leather bucket seats, registered in 1972 owing to the fact that it was imported from Jersey. **1970 Morgan 4/4** 2-seater, carnation red, wire wheels, new interior, new engine, full service history. Collectors' **Morgans** this month include a **1965 Morgan 4/4** 2-seater, royal blue with red leather interior, fully restored with new engine, box, tyres, etc. **1964 Morgan 4/4,** royal blue with black leather interior, wire wheels, full service history; restored 12 months ago. Coming soon a **1960 Morgan +4** 4-seater, rebuilt bodily and mechanically but no other details at present. **1957 Morgan 4/4** 2-seater, canary yellow, black leather interior, wire wheels, fully restored, fitted MG-A engine and gearbox. Our Service Department is at your service, and we carry a large stock of **Morgan** spares and accessories, including books, key rings, badges, etc. Please do not hesitate to ring or call in.





REECE MEWS, LONDON SW7 (SOUTH KENSINGTON) 01-589 6894

FOR SALE—continued

DAIMLER 250 V8 G-Reg. Auto. Superb condition. White with navy trim. Sunroof, HRW, radio. Manufacturer's tinted windows all-round. Fabulous investment, £1,000 or will consider exchange for Alfa Spider. Phone 01-935 5102. (87902

LOTUS ELAN +2S 130/4, 1972 (L). Bahama yellow/silver cockpit. Radio HRW, electric windows and aerial. Superb condition, £1,925. Shepshed (Leics) 3527. (87903

PAIR 1930's AUSTIN Light Commercials. Both MoT Full details from NECPWA, Fox and Hounds Newfield Bishop Auckland, Co Durham. (87905

1949 AUSTIN 16, very good original condition. Steel sunshine roof. New paint, black over dark green. New MoT new battery. One owner last 22 years. £595 or offers. 674 5411. (87906

V12 JAGUAR 1972 (L) Roadster. Fitted hard and soft tops, tinted glass, unmarked maroon bodywork with beige interior. Radio, 8-track, long MoT. £2,950. 01-658 1005. (87943

1953 RILEY 1.5. Nice condition throughout. MoT July, 3 months tax. £750. Phone Middlesbrough 84029. (87941

PORSCHE CARRERA RS lightweight conversion by Autofarm. 911T engine. New black coachwork. 8½ in. wheels, Konis, anti-roll bars, H4 Halogens CN36's, turbo spoilers, flares special registration. £,3,800. 01-681 1588 (see similar model page 82 January issue). (87939

ASTON MARTIN DB6, 1966. Vantage maroon with beige interior. Radio, 8-track, w/wheels. MoT. Excellent condition throughout. £2,050 o.n.o. 01-658 1005. (87943

ARMSTRONG SIDDELEY 1928. 15 h.p. long chassis saloon. £800 just spent on total engine and ancillaries rebuild. Recent respray and seats retrimmed. An eye-catching and very useable car. Taxed, new MoT. £2,250. Tel: 01-672 1144 South London 10 a.m.—6 p.m. (87938

MERCEDES 250S. Dark blue, tinted, automatic. Radio, etc. Replacements in last 4,000 mls. include rebuilt engine, new tyres, battery, exhaust, camshaft, alternator, full oil pressure. Investment at around £800. Cowbridge 3506. (87950

BUGATTI TYPE 35. 1/8th scale model. See under Miscellaneous. (87948

TRIUMPH DOLOMITE Sprint, June 1973. Yellow, tinted windows, regularly serviced. 54,000 miles, hence only £1,500. Tel: Gloucester 37535. (87936

"M" REG. FERRARI 246 Dino-Spyder, Dec. 1973. Metallic red, leather trim. Lovely example. £5,950. Dorking 6100 (Surrey). (87946

FOR SALE—continued

MERCEDES CABRIOLETS with left-hand steering for sale 1956 220S. Excellent white coachwork. Good leather interior. Mechanically superb. Investment at £2,950. Also 170v 1950 classic shape, needs total restoration. £995. Must sell. Please call Thetford 860390 for viewing details. (87926

DAIMLER SP250C (Dart). Completely rebuilt to concours condition including new engine (all bills available). Red paintwork, grey upholstery. Year's MoT. £1,600. May take interesting car in part exchange. Nottingham 830 823. (87930

1974 TRIUMPH Dolomite Sprint. Pimento red, 23,000 miles in most superb condition throughout. Alloy wheels, excellent tyres. £1,750. Manchester area. 061-881 2923. (87928

SCIMITAR GTE 1972. Overdrive. Mediterranean Green. Two owners. 47,000 miles. Tan interior, radio stereo cassette. Excellent condition. £1,975. Finance arranged. Tel: York 20930 business; home 25782. (87931

TR6 "K". No cost spared, ferocious performance. Blue, overdrive, coachline tax, MoT, overhauled injection, gas-flowed head, etc. Exceptional. £1,295. Stone (Staffs) 3307. (87927

EXCEPTIONAL MORGAN Plus 4 two-seater. Completely rebuilt. New lowline body in aluminium super-sport bonnet. New hood and frame. All steel parts shot-blasted. Retrimmed. Fully reconditioned TR3 engine, new brake lines and hoses. Superbly resprayed—black. A new Plus 4 for £2,650 or part exchange Lotus Plus 2. Box No. 5310. (87962

1974 CORVETTE Stingray 7-litre split roof 454 V8. Metallic silver. Electric tinted windows, air-conditioning, automatic, power steering, stereo/radio. Superb looking car. £5,450. Dorking 6100 (Surrey). (87946

1275 MINI. 1973. 33,000 miles. Black, red trimmings, one owner. Excellent condition. £999. Tel: Pebworth 233. (87945

FERRARI 330 GT 1964. Bright red, Borrani wire wheels, V12 overdrive gearbox, lovely classic car. £3,250. Dorking 6030 (Surrey). (87964

MK. I AUSTIN HEALEY Frogeye Sprite, with wire wheels, lovely original car, £695. Dorking 6030 (Surrey). (87944

UNIQUE 1928 Singer Junior Saloon. 3,077 miles from new. Beautifully original, MoT. Last licenced 1935. £1,850. Leamington 0926/27544 34761. (87948

JAGUAR 3.4 Mk. II 1966. Manual/overdrive. Finished in Carmen red, with black trim, chrome wire wheels, stereo and radio. Registration No. HTS 33. Very attractive car. £985. Phone: Wolverhampton 20361. (88216

FOR SALE—continued

AUSTIN SEVEN 1937 Ruby Saloon. 6,000 miles only since professional restoration. All black with blue upholstery. In superb condition throughout. Probably finest example in the West of England. Mot and taxed. Photograph available. Offers: Mevagissey 2521. (87936

E-TYPE 2+2 manual. Excellent condition. 1967. Red/black, sunroof, CWW, stereo, offers: Crosshills 0535 34322. (87935

ALFA ROMEO 2000 GTV 1974 (N). Reg. No. 29 JAC. Attractive metallic silver. Luxurious cloth trim, tinted windows, stereo, radio, cassette. Beautiful example. £1,895. Solihull 021-705 3245. (87949

ASTON MARTIN DB6 Superleggera 1967. White with red interior. Manual, tinted glass, wire wheels, radio, MoT. Very nice car. £1,785. 01-658 1005. (87943

MG T/C 1946. Red, fully restored to very high standard. Collector's car. Must be seen. £3,300. Ring: 0734 341390 evenings or weekends. (87123

TR6 1973. White, soft top; highly satisfied owner last 3½ years, and wife now producing. Excellent condition. 73,000 mls., hence £1,175. Would consider family estate in p/x. Evs. 01-289 0111. (36166

MG TC 1947. Thoroughly restored from chassis up 5 years ago. Supercharger fitted. Some spares. £3,650. Telephone: 0695 422203. (88209

ESCORT RS1600 L. 46,000. Excellent condition. Only owner, much loved, never abused, sunroof. Many extras. £1,125 o.n.o. Northampton 404421. (88210

AUSTIN HEALEY 100 1955. BN1 3-speed with overdrive. Extensively renovated. New parts too numerous to list. Offers over £1,250. Phone: Marton Heath (Cheshire) 280 evenings/weekends. (88212

LOTUS ELITE 501. Registered November 1975 (P). One careful owner from new. All immaculate red/beige interior. Radio, electric aerial, only selling due to annual change. Private sale. £5,800 (cost new today £8,700). Cranbrook 2551. (88213

JAGUAR XJ6 4.2 "K" registered. Economical, manual/overdrive. Regency red, tow bar. £1,395. Rugby 74558. (88214

JAGUAR XJ12 LWB in specimen original condition. 1973 (M), only 23,000 miles, no faults just like new. £2,950. Consider exchange, cash either way. 0202 700 200 (Bournemouth). (88215

JAGUAR 340 1968. Manual/overdrive, good condition throughout £445. Phone: Wolverhampton 20361. (88216

TIGER 4.7 knock-on alloy wheels, new tyres. Exceptional. Only needs seeing. History from new. £775. 0242 673134 Glos. (87933

FOR SALE—continued

35A GP BUGATTI 1924. Roller bearing crank, magneto. Dash mounted oil pump, all original owner specifications. Ch. No. 4562, engine 11A. Mechanical restoration of 4192 hrs by factory mechanic. Duty paid in France, USA and UK. Enquiries with offers only to Box No. 5320. (88203

MINI 1275 GT "R" registration, five months old and only 4,000 miles. Finished in antique gold. Latest specification with fabric seats, extras include sunshine roof, rust-proofing, Denovos and Supercover. Obviously as new, would cost today £2,300. Offers around £1,750 for quick sale. Ring: evenings 021-351 1962 (88217

LOTUS EUROPA Special 1972 "L" Reg. Bronze with gold coachlines. 24,000 miles, alloy wheels, electronic ignition. £1,695. Lincoln 790953. (88218

MG-B 1974 ROADSTER. Mileage 19,500. O/D, year's MoT, 1 owner, tonneau, radio, electric aerial, Selmar alarm. £1,750. 368 3974 after 6 p.m. (88219

AUSTIN ASCOT 12/6, 1936. Restored. Immaculate original. 61,000 miles. MoT. £1,000. Kirton 477 (near Ipswich). (88220

1962 TR4, 777 DXX. Radio. Surrey top. O/D. TR6 wheels, excellent body, lady owner. No MoT due to return to university. £350 No offers. Tel: Easingwold 21239 (Yorks). (88221

TR4A, 1967. Mechanically sound, but requires attention to front wings. £250 o.n.o. 51, Stockport Rd, Bredbury, Stockport. Tel: 061-494 9372. (88224

COLLECTOR'S PIECE: Blue Karmann Ghia Volkswagen, 1964 RHD. Taxed, 2 spares, £300 (Cornwall) Newquay 6536. (88223

FIAT 124 SPORT "K" registered. White, black cloth. 1608 c.c., electronic ignition, 5 speeds, new shockers, 185/70 GPs. Radio, electric aerial HRW, allied to high standard original equipment. £1,000/offers. Plymouth 62426 (88225

LOTUS ELAN Sprint FHC 1973. 38,000 miles. Full service history including bills for £200. HRW, sophisticated burglar alarm system and workshop manual. Just passed new MoT test without fault. Red over white with gold transfers and bumpers, black knock-on wheels. £1,950 o.v.n.o. Tewkesbury (0684) 293934 evenings and weekends (Gloucestershire). (88227

LOTUS EUROPA 69/70 S2. Registration 8 SHY. Taxed adn tested for 12 months. Finished in JPS black and gold. Superb example. No crazing. Real eye-catcher. Cosmic wheels, electric windows, radio, 6 in. television, air horns, Ellis engine conversion, 40 m.p.g. Regular maintainance. £1,400. Write to: DCT, 3 Lindsway Villas, St. Ishmaels, Haverfordwest, Dyfed. (88229

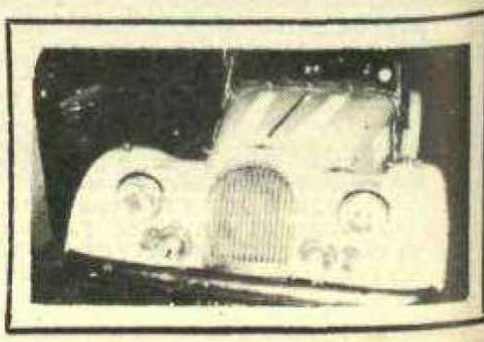


— HIRE A SPORTS CAR —

Morgan 4/4 and +8s, MG Midgets, MGBs, MGB GT V8s, TR7, Triumph Stags, Mercedes 350SLs.

SPORTSHIRE LTD.

Reece Mews, London, S.W.7 01-589 6894 01 589 8309



John Britten

Morgan

TVR

Camera click and typewriter clatter; here is my February nogginless natter. **Morgan Plus 8,** 1976, black, brown leather, alloy body, wide 14 wheels, door handles. **Morgan 4/4,** 1970J, red, roll over bar, tonneau, late property of X-ray nurse (Nurse, nurse, there's barium sulphate in my petrol). **Morgan 4/4 4-seater,** 1972, orange, wire wheels. **Morgan 4/4,** 1975R, ivory, wire wheels, rear bumper, tonneau cover. **Morgan F Super** tri-wheel, 1947, bright yellow with polished alloy parts, am trying to save it to use myself during summer, will probably lose 15,000 *pur-sang* readers in saying so, but have always preferred my Morgan to have no. of cyls ≥ than no. of wheels (either the last few words will be quite incomprehensible, or *Motor Sport*'s compositors will have searched deep down in their composing sticks for the appropriate mathematical symbol). **Morgan 4/4 4-seater,** 1976, canary yellow, green leather trim, reclining and folding seats, rear bumper, wire wheels, grid, strap, rev. lights, rustproofing, door handles, +8 spots, alarm. **Morgan 4/4,** 1971, dark blue, rear bumper, sold by us last year, now p/x new Morgan. **Morgan Plus 8,** 1973M, red, black trim, wide track, used only at weekends by retiring gentleman racing driver. **Morgan 4/4,** 1971, orange, bucket seats, radio plus stereo, roll over bar, 3rd-time round, new engine 1,800 miles ago, bills (paid) will be handed over with car, only sold by sea-crazed Dr.-onr. to purchase ½-share in ¼-tonner. **Morgan 4/4,** 1975P, Dp. Brunswick green, wire wheels, bucket seats, rear bumper, tonneau cover. **Morgan 4/4,** 1974N, red, wire wheels, bucket seats, headrests, tonneau, air strainer, rear bumper, rev. lights, our second Morgan from 1 Suffolk farmer owner (now driving a TR7 poor fellow). **Morgan 4/4 4-seater,** 1972, yellow, brown leather, wire wheels, radio. **Morgan 4/4,** 1975P, yellow, bucket seats, ex Motor Show car, 1 lady owner.



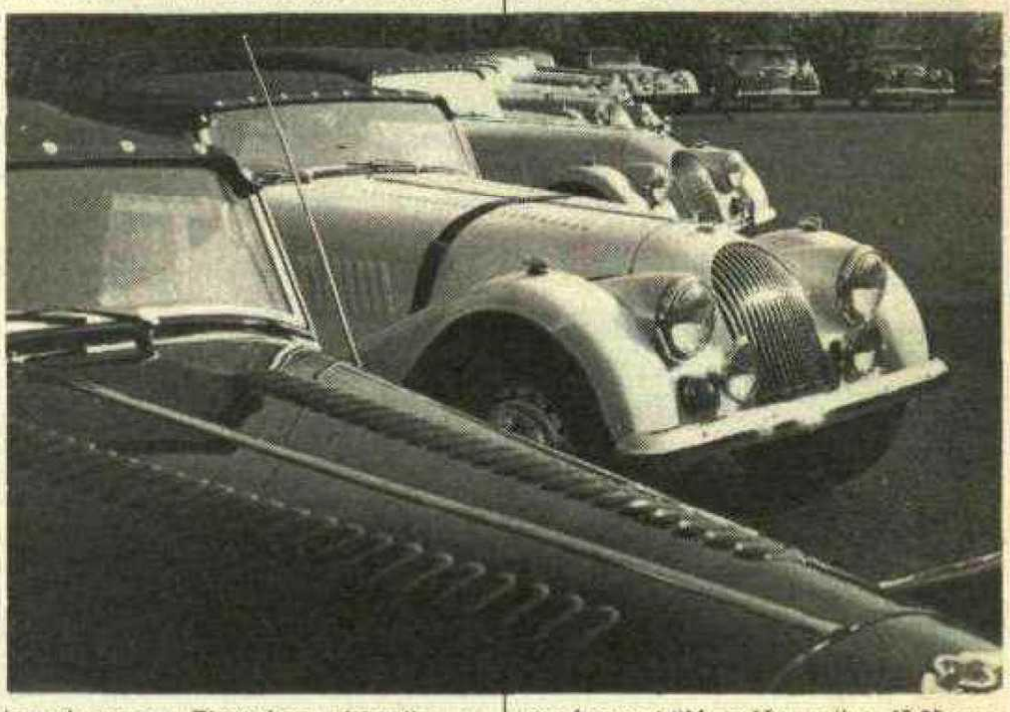
Morgan 4/4 4-seater, 1974 (Dec.), indigo blue, wire wheels, 1 owner, grid, electronic ignition. **Morgan 4/4,** 1975, red, wire wheels, bucket seats, rev. lights, occasional rear seat specially built-in by unusual 3-man team (blacksmith/chartered accountant/



wheeler, Matchless engine, 3-speed box, grey and black, cycle wings. **Morgan 4/4 4-seater,** 1973M, indigo blue, rear bumper, easy-clean wheels. **Arkley SS,** oldish, bluish, cheap. **Arkley SS,** new conversion on approx. 1971 chassis, white, alloy wheels. **TVR Vixen,** 1971, orange, radio, stereo, "OLD 7". **TVR 1600M,** 1975, metallic green, radio, alloy wheels, sunroof, TVR-loving owner is now driving a 3000M. **TVR 3000M,** brown with cream vinyl roof, oatmeal trim, sunroof, radio, 1 delightful lady owner (it says 'ere), p/x TVR Turbo this month or perhaps next. **Lotus Europa Spl.,** metallic blue, 5-speed box, 1974, radio, 1 owner. **Ginetta G15,** 1973M, metallic silver, alloy wheels. **Morgan 4/4 4-seater,** just arrived, 1976, colour unknown, wire wheels. **Morgan 4/4 4-seater,** 1976, brown, chrome wire wheels, +8 lights, grid, strap, door handles, rev. light, petrol cap, rear



bumper and even a spare tin of paint, fan belt and radiator hose. **MG Midget,** 1975, glacier white, fawn trim, 1500 engine, big bumpers, tinted screen, 1 owner. Simca 1501 Spl. Estate car, 1972L, metallic blue, alloy wheels, the deuced clever French have incorporated a cunning rear floor which detaches from the car and—*zut alors!*—some legs spring out and it forms a picnic table. The Morgan 4/4 we launched an appeal for last month was saved from export to the USA—it only went as far as Holland. We expect a visit in the summer by the Morgan-orientated members of the Auto Club of Virginia, by the way. **NEW MORGANS.** We have been Morgan dealers for about 7 years, so this is the 84th time I have to find a new way of saying we haven't got any. There is a waiting list, we operate a strict rota system and everyone gets exactly the same priority. Cancelled cars are offered "down the line" of people on our waiting list. We can offer advice, brochures, demonstration drives, price lists and everything else to do with new Morgans except for the actual cars themselves. **NEW TVRs** Sales of TVRs have taken off in the past 6 months, and especially since the Taimar was introduced. With this model we have a tomayto/tomarto situation; in other words do we call it Tay-mar or Tie-mar? The answer appears to be the former, and next month I will tell you why. The Taimar has an opening rear window and some other refinements, and although it's several hundred pounds dearer than the normal 3000M we have no shortage of buyers for it. "TVR 4", our own striped white Taimar demonstrator, was licensed this week. The Turbo is available in either Taimar or normal specification. We have several new TVRs here and many more on order for stock. An elaborate computerised cardboard-and-wire 3-dimensional new TVR delivery chart is under construction at Arkley. Brochures, price lists etc. for the asking, also demonstration drives. **ARKLEY SS** Last month we printed a quite large photograph of the Arkley and were surprised to receive an equally large number of enquiries. I hope that discriminating *Motor Sport* readers will now prove their immunity to the "big sell" by responding equally to this month's much smaller picture. Arkley brochures 25p each plus stamped envelope 9" x 6". The G. H. Bowden books: "Morgan" at £5.50 post free and "More Morgan" at £5.95 post free have been joined by "TVR" by Peter Filby, from the same publishers, £6.50 post free. Also the Bobles Morgan poster, in colour, with our racing Plus 8, £1.75 post free. Arkley is 1 mile East of the A1 in the direction of Barnet; nearest station High Barnet. *Rupert* sends his regards.



JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

FOR SALE—continued

BENTLEY MK. 6 James Young aluminium coachbuilt saloon, unused since 1973. Maroon with grey leather upholstery, needs front seat squabs, re-trimming, otherwise a sound car. £1,750. Telephone: Preston 633320. (88228

ARMSTRONG SIDDELEY Star Sapphire 1959. Excellent condition. Recent top overhaul, 45,000 on maker's exchange engine. Tools manuals, etc. Fitted tow bar, radiator blind automatic, p.a.s., HRW, two new RS5. Black over beige, beige interior. Good performance. £700 o.n.o. Doncaster 851799 (88231

BENTLEY MK. 6 standard steel saloon. Unused for number of years, stored on farm, fair body, nice interior, good tyres, runs o.k. £1,300. Telephone Preston 633320. (88230

RENAULT GORDINI 17TS June 1975. Green/grey cloth upholstery. 13,000 recorded miles. Performance car. Suit specialist driver. 5-speed box, electric windows, etc. Only has to be seen. Tremendous value £2,455 Finance available. Thomas, 1 Morley Close, Newport, Gwent. (88232

BENTLEY S2 pure black with beige hide. Original logbook, tools, inspection lamp. Lovely motor car. £4,250. J. Cadbury, Thorpe Hall Debenham, Suffolk (072886) 250 (88233

1959 JAGUAR 2.4 Mk. 1. Green metallic/tan leather. Stored last July in good working order and unused since. Moved house so would sell to first £150. 051-722 5403. (88234

BENTLEY MK. VI 1952. Very reasonable condition. Offers: Tintern (Gwent) 559. (88236

VINCENT VINCENT Vincent. Black Shadow Series "D". Genuine 25,000 miles. Owned by self last 19 years. Tintern (Gwent) 559. (88236

MG ZB 1958 Two-tone green. 50,000 miles leather upholstery. Third owner retired, finds diminishing income compels reluctant sale. £450. Telephone evenings: 0632 859631. (88237

MG-C ROADSTER 1968. Excellent condition, low mileage. Primrose, hard/soft tops, automatic, radio. £800 o.n.o. Burnley 29472 (evenings). (88239

ALVIS GRABER 1089, 1957. Probably finest survivor of 15 built. Willowbrook body. Finished in silver grey black roof. Immaculate car inside and out, with impressive performance. Offers invited around £3,500. Tel: Kenilworth 52295. (88240

LOTUS ELAN Sprint May 73. One of the last low mileage collector's investment. HP possible. £2,150. Tel: 908 2942 evenings and weekend. (88241

FIAT 128 SL Coupe, 1974, 32,000 miles. Yellow, radio, HRW. 5 new ZX £1,175. Mr. Goult, 28 Albemarle Road, Bury St. Edmunds. Tel: 5306. (88244

GINETTA G15 "L" Reg. Good condition. Only 21,300 mls. Sunroof. Cosmics. Careful lady owner reluctantly must sell. £890 o.n.o. 01-749 4600 evenings. (88246

BMW 2002 73 (72 Dec.). Sunroof, radio. Immaculate AA-RAC test welcome. £1,490. No offers Exchange 72/73 Diesel Mercedes, 648 4981 (London). (88247

LUXURY R-REG 1275 GT Sandglow Mini. Brown sunroof, vinyl roof to match interior, reclining front seats, Hitatchi push-button radio, elec. aerial, rear windscreen wiper/washer. Ziebart undersealed/cavity sealed. Mudflaps, perspex No. plates. In perfect as new condition. £1,900. One lady driver whom inflation has beaten. Replies to Box 5319. (88248

MINI 1275 GT "S". 9,000 miles, "N" Nov. 74. Export model RHD, full works "S" engine and gearbox. Fitted from new at factory plus servo brakes, Kenlowe fan, HRW, radio, Wood and Pickett nudge bars. Blaze (no stripes) navy interior. Wife's car kept as new, now too small. Sell for best offer around £1,375 or may exchange BMW 2002 touring or Capri II. Tel: 01-641 0771 (Cheam, Surrey). (88249

VOLVO 1800 ES Sports Estate 1972. Immaculate white bodywork with tan leather interior. 49,000 miles only. £2,395. Consider p/exch early 2000 GTV Alfa or Lotus +2S. Tel: Stapleford (Essex) 247. (88250

LOTUS ELAN Sprint. FHC 1973. Gold leaf colours. 30,000 miles. Immaculate condition. HRW, radio/stereo, electric aerial. £1,895 o.n.o. Huddersfield 52434. (88251

RILEY ADELPHI 1937 Saloon. Engine/gearbox removed and body dismantled (still on chassis) for restoration. All engine machining already done and new pistons by leading Midland specialists. Dynamo rewound shortly before taken off road. Brakes overhauled new front springs, starter rewound, new voltage regulator. Unforeseen commitments prevent completion, hence only £400. Box 5318. (88252

MG CLEAROUT: PB 2-str. Very original and complete Needs restoring, £800 including spares. TA body, wings, chassis (excellent). Rolling YA chassis, bonnet, screen, etc. TC body and chassis (bent). Burley Gate 419 (Herefordshire). (88253

1949 TRIUMPH 2000 roadster sports complete rebuild with tax and 12 months MoT. £1,550 o.n.o. Phone: Bramdean 551 Hants. (88254

FERRARI DAYTONA 1971. Genuine 14,000 miles. Red coachwork. Black/tan leather interior. Pop-up headlight model. Immaculate, price £11,250 to include registration number value £500. Details Southport 40047 office hours. (36217

BENTLEY 3½-LITRE 1935. Park Ward Saloon. Owner died four weeks from completion of three year concours rebuild. Best offer secures. Box 5314. (88068

MG-A ROADSTER 1958. Good runner. Year's MoT. £400 South Benfleet 4174 Essex (88022

JOWETT JAVELIN 1953. Good engine, noisy exhaust and gearbox. Body fair. Interior good and original. £200. Dean, "Winters-Hill", Deptford, Wylye, Warminster, Wiltshire, Wylye 250. (88026

MORGAN L-REG. 4-seater, superb cond. Many extras inc. black leather uphol., u/seal tonneau, alarm. Regularly serviced. £3,200 o.n.o. Batchelor. Tel: Parkstone (0202) 744873 745795 (88029

AUSTIN BROOKLANDS (1926) Replica. Rebuilt and in excellent condition, MoT, £2,250. Box No. 5311 (88052

LANCIA FULVIA 1.3 Dec. 72. Approx. 60,000 miles. New MoT. sliding roof. Excellent condition. One woman owner. Offers Box 5312. (88036

LANCIA FLAVIA 4-seater Convertible. with sunroof, hard top 1965 Dark blue. 62,000 miles, radio MoT May. Mechanically sound, body needs some attention. Very stylish motor forced to replace wtih unstylish estate £300 or offer. 01-462 2902 (NW Kent) (88058

JENSEN CV8 MK. III 1965. Very good condition, radio, year's MoT, 72,000 miles. £1,100. Jonathan Myer. 01-735 8191 (office), 01-733 3710 (home). (88044

LANCIA BETA Coupe 1600 1975 (P). White green upholstery. 22,000 miles. Modified headlights and control radio, standard luxuries. £2,550. Portsmouth 35197. (88015

MINI COOPER "S". J registration one owner, 56 thousand miles, British Racing Green with Cosmic wheels. Regularly serviced. Immaculate condition. Phone Findon 3450 evenings. (88016

AUSTIN HEALEY '63 Mk. 2A. This is a superb example rebuilt and re-trimmed. Overdrive wire wheels, tonneau. Dark blue, immaculate paintwork. £2,250. Phone Cutnall Green (Worcs) 226. (36182

BMW 2002 '73. Metallic green, blue fabric interior, steel sunroof, 59,000, new radials, Motolita wheel, radio, inertia reel belts. £1,475 P/X. 01-352 9431/352 0453 (eves.). (87937

1929 LAGONDA 3-litre tourer. Good original condition. Also 1936 LG45 ourer, also good. Offers about £6,250 and £7,250 respectively. 01-274 2972. (36245

1907 30 HP MINERVA Roi de Beiges open tourer. Magnificent car in original condition. Also 1904 Cadiliac tourer. Box 5315. (36245

ALFA ROMEO 1300 GT Coupe. Registration 5YL 96 F. White, overhauled engine, new MoT. Taxed £440. Offers. Highcliffe 3588. (88180

CLAN. Nice one owner sports car with low insurance spares, consumption. 39,000. £900 N. J Burgess, office 01-790 7933 Ext. 4656. (88181

MG TC 1947. Rebuilt to rolling chassis. Many new parts. Business commitments forces sale. Offers. Tel: (Mr. Livingston) Staines 53324 (evenings). (88182

LHD TRIUMPH STAG. 1973. Manual/overdrive Maroon, tan interior. Fitted radio/eight track. £1,900. Consider interesting p/ex. Southampton 25921 evenings; 557670 office. (88183

E-TYPE V12 2+2 Jaguar. K-Reg. Immaculate condition in white with black trim. Chrome wheels, radio, electric aerial. Regularly serviced, low mileage. Automatic. £2,500. Tel: Norwood Hill (0293) 862319 Surrey. (88184

TRIUMPH GT6 1971. Valencia with black interior, rear seat radio. Used as second car. Beautiful condition. £845. Macclesfield 25891. (88186

FIAT LHD 850 Berlinetta Spyder 2+2 Coupe. J-Reg. Semi-showroom Bertone bodywork Mechanically flawless 44,000 mls. Attractive, fast and good. Year's MoT, tax, £500. 35 King's Road, Richmond, Surrey. 01-940 5642. (88188

MORRIS OXFORD 1953. Excellent condition, no chassis rust or welding, has been stored for last 4 years. Resprayed, new MoT, but not licensed. Having to sell reluctantly, need the space as we've bought a caravan. £400 but would haggle. Cranleigh (Surrey) 4600. (88189

MG TD MNA 222 1951. One owner, only 49,308 recorded miles. Original engine, paint, hood tools, books. Well maintained. Modified for durability, economy, performance Many extras. Worth inspecting. Offers invited over £2,500 Smith, 4 Dingle Bank Close, Lymm 4082 Cheshire. (88191

1925 SWIFT 10 HP Tourer. Professionally retrimmed and repainted. Exceptional condition. Original handbook £3,000. Colne (Lancs) 6724 (day). Crosshills (Yorks) 33097 (evening). (88192

VCC **THE VICEROY CARRIAGE CO.** VCC



1967 ROLLS-ROYCE Silver Shadow. Shell grey with black leather interior. Factory-fitted air-conditioning and tinted glass, 68,000 miles from new. £6,750



1964 ROLLS-ROYCE Silver Cloud III. Finished in embassy black with beige hide interior and matching thick pile Wilton carpets. Electric windows, full stereo system and all usual refinements. £6,950



1964 BENTLEY S3 sports saloon. Shell over Tudor grey with matching light grey leather trim. 78,000 miles with two owners from new. £4,950



1958 BENTLEY SI sports saloon. Shell grey over dawn blue with light grey leather interior. 8 : 1 high compression engine, power steering and automatic transmission. Absolutely superb. £4,750

WE HAVE A LARGE SELECTION OF CARS BESIDES THE ABOVE.

TRIMMING AND PAINTWORK IS OUR SPECIALITY. FOR FURTHER DETAILS TEL.: PETERSFIELD (0730) 61051 OR 01-586 4651 EVENINGS

THE VICEROY CARRIAGE CO., WINCHESTER ROAD, STROUD, Nr. PETERSFIELD, HANTS.

FOR SALE—continued

ALFA ROMEO 2600 Spyder 1964. Rebuilt engine and gearbox. Much time and money spent on restoring this car. Requires only a small amount of bodywork, trimming and spraying to complete. Offered for sale at £650 on behalf of our titled client. Details: Ken C. Bantock, Sales Manager, Cooper and Lines Ltd., Northampton 0604 31249. (88190

1½-LITRE RILEY RME. Two-tone blue, very good bodily. Superb mechanically. Complete 2nd car of spares. MoT, Nov. 77. An appreciating asset. £650 o.n.o. Dunfermline 23829. (88193

75 MERCEDES-BENZ 250 2.8 Auto. P.a.s. Blue/blue cloth trim. Fitted centre locking, tinted windows, head restraints. Blue Spot radio. £5,275. P/X HP. Tel: 061-432 7147. (88194

MORGAN 4/4 1971 2-str. Two owners, Regal red, cherished number, bucket seats, tonneau, heater, l/rack, rear b/bar, other extras, good condition. Offers around £2,600. Langley Mill (07737) 2983 or 69375. (88195

1925 RILEY SALOON. Over £2,500 required or will exchange suitable vintage commercial. Burley (Hants) 2252. (88196

ROLLS-ROYCE 25/30 1938 Rippon Limousine. Two owners only—first registered Oct. 1946, history. Immaculate inside and out. Mechanically good. For the discerning enthusiast! Offers around £5,000. Ring 061-834 4400 or 061-773 2621 evenings. (88198

1939 LAGONDA LG6 Sports Saloon with sunroof, in excellent condition throughout. Plenty spares. Offers over £4,250. Ring: 061-834 4400 or 061-773 2621 evenings. (88198

1933 RILEY NINE, two-seater sports. Beautiful alloy body. New twin carbs, new pistons, little ends, main bearings, valves. Polished alloy front brake plates, sports gearbox, new hood, two thirds rebuilt, requires finishing. Some spares, £1,000. No offers. Tel: 021-363 9107 Streetly, Birmingham. (88199

JAGUAR 4.2 E-TYPE FHC 1969. "H" registered. Regency red, black interior. Recently fitted clutch new exhaust system with chrome tails, radio. In excellent condition £1,850 o.n.o. Telephone Bradford (0274) 25735 daytime. (88200

1975 VOLKSWAGEN Scirocco. 14,000 miles from new. Guaranteed underseal/rustproofing. Red, cast wheels. Immaculate. £2,395. HP available. Ring: Mirfield (West Yorkshire) 492336/494502. (88202

ALFA ROMEO 2000 Spider 1972. 36,000 miles. Red rustproofed. New paint and new hood, 5 new tyres, new exhaust, radio/cassette and Q1 headlights, rear fog. All normal Alfa extras. £1,850 o.n.o. Tel: High Wycombe 33444 Ext. 222 (daytime). (88204

CONNOISSEUR'S/collector's dream: rare bird, 90% original 1949 Humber Super Snipe Mk. II 4-litre under 59,000 miles, 2 owners, hide seats, HMV radio, sunroof, fog and spot; sorry no heater. Original owner chose, radio. Repeat 90% mechanics and original condition throughout, long MoT and taxed, £1,100. Further details: C. R. McGarr Tel: Barnard Castle 2681 for appointment. (88201

MG MAGNETTE ZA. One family owned, under 90,000 in 21 years! Very good mechanics, bodywork, chrome. Bargain, needs only attention to sills and wood-trim. Mint ones fetch up to £1,800! £385. 01-878 2462. (88207

FIAT DINO SPYDER 1971. Ferrari 246 engine in excellent condition, unmarked yellow bodywork, black interior, new hood gearbox, tyres, battery, Cromadora wheels, spares, handbook. £2,950 o.n.o. Sherborne 4136. (88208

BENTLEY S1 1957 in excellent condition, little used last few years. £3,500. Tel: 0695 422203. (88209

AUSTIN SEVEN, 1930 steel saloon with sunroof. Exceptionally complete and original but not used for ten years. With abundant spares. £850 to UK enthusiast only. 01-360 5034. (88256

MG-B 1965, Overdrive, reconditioned gearbox, low mileage, taxed, MoT v.g.c. Offers 021-777 3668. (88257

MORGAN 4/4 competition 1966. Wires, extras, MoT 1978. Good home essential, preferably MSCC. Forced sale. Best offer secures. Details from Goy, 5 Cross St., Cleethorpes, DN35 8JZ. (88258

LOTUS ELAN 2+2 1305 1972. Blue with silver roof, K/O wheels, Sundym, radio, low mileage and immaculate. Ring day 021-354 5829; evenings 021-373 3246. (88259

JAGUAR MK. IX 1959. Excellent restored condition. Garnet, with red leather interior, new tyres and MoT. £950 o.n.o. Part exchange considered. Tel: 021-356 8433 daytime; 021-358 6264 evening. (88260

JOWETT JUPITER 1952. Chassis 49 fitted with special alloy coupe bodywork. Mechanically restored, new tyres, requires small amount of interior finishing. £1,250 o.n.o. Part exchange considered. Tel: 021-356 8433 daytime; 021-358 6264 evenings. (88260

LOTUS ELAN +2 1968. Finished in beautiful JPS colours. Only 6,000 miles since Vegantune Sprint Special engine and clutch new Dunlop SP70 tyres, new shocks, over £1,600 spent on parts since owned. New racing halfshafts and adaptors available. Radio, etc. Bills available. Offers Neal, 021-449 0071; 021-706 7818. (88261

DAIMLER 250 V8 "G" Reg. Absolutely immaculate. Regency red with spotless beige hide, low mileage by two owners. Sensibly priced at £795. Tel: 021-770 8156 Birmingham. (88262

VINTAGE CAR Morris Cowley Dec. 1955. First class condition, low mileage, £600. Replies to Box No. 5317. (88263

MG-B GT V8 1974, "N" registered. Colour mirage, black interior, 14,000 miles, chrome bumpers, spare unused. Bargain £2,395. Ring: Hockliffe, Beds. (052521) 481. (88264

CVC 450 K. A handbuilt Jaguar XJ12 saloon, retained by the works for 2 years as a demonstrator, white with red upholstery, in excellent condition, 8-track stereo and wireless. New rack and pinion and complete exhaust system recently fitted. 60,000 miles. Taxed and long MoT. An appreciating investment at £2,200 or might exchange for a 3.8 Mk. II with overdrive and wire wheels or other interesting Jaguar. Contact David Harvey, Spinners, Pineneedle Lane, Sevenoaks, Kent. Telephone: Sevenoaks 56140. (88265

1935 STANDARD 10 Saloon. Good original condition, some history. Being last ten fitted with free-wheel device and K/O wire wheels by the factory. Sunroof. 84,000 miles. Long MoT £850 o.n.o. Phone: Eversley 733717 (Hants). (88268

TVR 3000 M 1973. Mercedes. Metallic blue, Sundym windows, radio, alloy wheels, vinyl roof, HRW, sunroof, Konis, tow-bar, recent exhaust. Bodily and mechanically in excellent condition. £2,500 o.n.o Phone: Barnsley 752903 evenings. (88267

ALFA ROMEO 1300 Junior GT 1967. Only 45,000 miles. Sunroof, radio/stereo. Maintained regardless of cost by careful owner, £875 o.n.o. Tel: Ripley (Surrey) 2064. (88266

AUSTIN RUBY D/L 1936. Reg. No. BRM 33. This little beauty is in show condition. Asking £930. Delivery possible. Telephone St. Bees (Cumbria) 287. (88269

1971 LOTUS EUROPA twin-cam, alloy wheels. Lagoon blue, oatmeal interior, radio. 46,000 miles. Very good condition. £1,695. Saxmundham 2471. (88270

LOTUS COWAN. Re-advertised owing to time-wasters, two seater sports built from Seven chassis, parts from Caterham, etc. New body, weather equipment, electrics, 185's Cosmics, 1600GT. Offers £1,850. Chester-le-Street 883456 (Co. Durham). (88271

1972 K, LANCIA Zagato Fulvia Sport 1600 (Salmon). Maintained to the highest standard. Under 28,000 miles. Excellent condition. This must be one of the finest available. £1,950. Tel: Morecambe 414959 daytime. (88272

TRIUMPH RENOWN 1950, v.g.c. Record engine, used daily. MoT October. Taxed, £600 o.n.o. Phone Doncaster 60663 after 5 p.m. (88273

ALFA ROMEO Guilia Sprint Speciale 1964. Bertone coupe. Drives well, body needs attention. £425. Barnstaple 3645. (88284

JAGUAR MK. II 2.4 1966. 37,000 miles. One owner, Golden sand, red leather interior. Immaculate condition. Taxed, MoT. £575. Tel: Bildworth 3948 (Notts). (88274

BENTLEY 3½ with very stylish sports saloon coachwork by Rippon. Slightly damaged by fire. Fascinating project and investment. £2,950. Box No. 5316. (88275

INNOCENTI COOPER. The rare one. An excellent 1974 example in superb condition. £1,150. 01-504 1898 Woodford. (88276

MAZDA RX2 Saloon 1973. 35,000 miles. Two owners. Excellent all round. £725. P/exchange Mk. V Jaguar. Runfold 2117, near Farnham. (88277

1962 ASTON MARTIN DB4. Excellent. Metallic Claret red. Over £1,800 spent in 1974 at factory. Documents to prove. In constant daily use. Must sell due to purchase of another car. £2,450. Phone: Ken. Fritwell 481. (88278

AUSTIN HEALEY 3000 1965. 35,000 mls. Overdrive, wires, boot rack, radio. Original yellow with black leather trim, full history including original invoice. Substantial offers invited. Bransgore 72492. (88279

JAGUAR 420 G. Auto, p.a.s. Silver blue, blue hide. HRW, 47,000 miles. Engine just overhauled. Superb condition throughout. £975. Tel: 0602 249544. (88280

SCIMITAR GTE 1973 (M). Wessex green, tan interior, overdrive, alloy wheels, S/S exhaust, electronic ignition, 36,000 miles. Excellent condition. £2,475. Searle, Chapel Lane, Caythorpe, Grantham, Lincs. (88283

1974 SAAB EM Sport. One owner, 20,000 miles only. Mint condition, I mean mint. Alloy wheels, tinted glass, silver metallic coachwork/brown cloth interior, real performance. Service record. Carefully used specimen. Currently £5,000 new. Sacrifice £1,995. 01-878 2462 (office). (88285

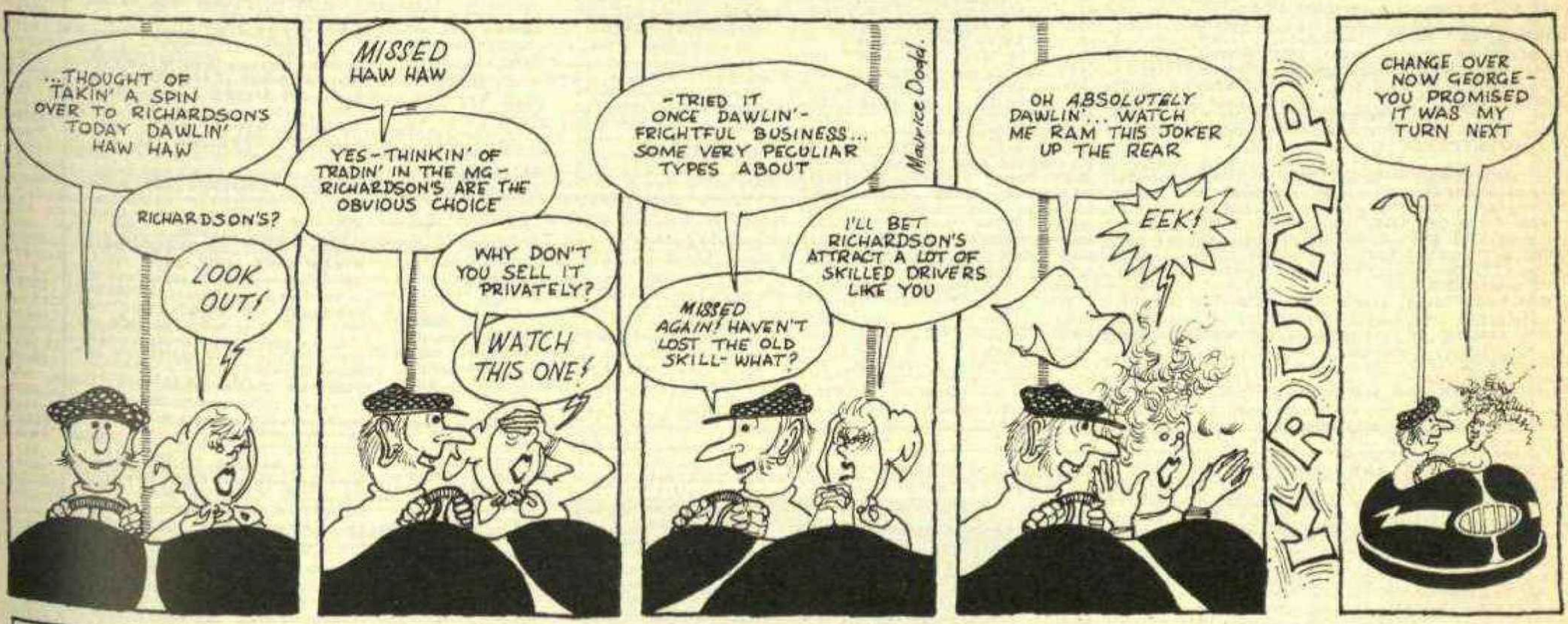
TVR 1600 M "L' Reg. 32,000 r/m. Alloys, electric washers, hazards, recent tyres, brakes, battery. Excellent condition. £1,600. Malvern (Worcestershire) 06845 5408. (88286

HUDSON TERRAPLANE 1938. 6 cylinder 4-door saloon. Original fabric upholstery, sound example. Craig Cottage, Wetherden, Suffolk. Tel: 0359 40335. (88287

MERCEDES E-TYPE eater. 6.3 300SEL, 1969 H. Electric performance from a 5-seat luxury saloon. The ultimate 150 m.p.h. wolf in sheep's clothing. Unbelievable condition even down to unmarked chrome and velour cloth interior. Electric sunroof, windows, 8-track tinted glass. The ultimate collector's Mercedes. £2,495. 01-878 2462. (88288

1973 LOTUS ELAN +2S 130/4, 39,000 miles. White silver roof with black trim, radio, electric windows etc. £2,300. Wombourne 5551. (88289

RICHARDSONS-THEY'VE GOT A THING ABOUT M.G'S



WE LIKE TO BUY MG'S FROM PEOPLE WHO LIKE TO BUY MG'S. IF YOU'RE PARTING WITH ONE, ALBEIT RELUCTANTLY, DRIVE IT ALONG MOOR LANE, STAINES, UNTIL YOU COME TO THE 'MG SPECIALIST' SIGN. YOU'LL FIND US NICE PEOPLE TO DEAL WITH. **RICHARDSONS: STAINES 55388.**

HAREFIELD CARRIAGE CO.



1956 Rolls-Royce Silver Cloud I. Silver over Pearl Black with Beige interior. Very nice car.

(EDWIN E. EDWARDS—SOLE PROPRIETOR)

OFFER FROM STOCK

1940 Rolls-Royce Wraith by Park Ward. Excellent runner.
1940 Rolls-Royce Wraith by H. J. Mulliner. Razor-edge saloon. First class mechanics.
1953 Rolls-Royce Silver Wraith by Park Ward. Excellent runner.
1949 Bentley Mk. VI Standard saloon.
1936 Riley Lynx tourer four-door.
1966 Triumph TR4 sports drophead.
1960 Mercedes 190SL sports.
1957 Rolls-Royce Silver Cloud I sports saloon.
1961 Bentley S.2 sports saloon.
1962 Rolls-Royce Silver Cloud II sports saloon.
1964 Bentley S3 converted to Rolls-Royce 3.
1963 Rolls-Royce Silver Cloud III.
1951 Daimler Barker Sports Special.



1961 Bentley S.2. Duo-grey with Red interior. Air-conditioned, tinted glass, sun-roof. Recent respray. Excellent car all round.

FOR LATE ARRIVALS PLEASE RING OR WRITE

The Harefield Carriage Company, Brickwell Lane, Ruislip, Middlesex, England. **Ruislip 35238**

Rolls-Royce, Bentleys, MGs, Morgans and other Classic Cars always required.

PADDON BROS. LTD.

1963 Rolls-Royce Phantom V owner-driver touring limousine. James Young's Earls Court show car.

1961 Bentley S2 standard saloon. Grey, grey leather.

1958 Bentley standard saloon, green, green leather.

AUTHORISED RENAULT DEALERS

60, CHEVAL PLACE, LONDON, SW7

TEL.: 01-589 9477

FOR SALE—continued

1971 VOLVO P1800E, Sahara yellow, black leather interior, 27,000 miles. Overdrive, HRW, new tyres, complete exhaust, electric aerial. Serviced at main agents, superb throughout, £1,550. Southport (0704) 66184 or 33654. (88311

BRISTOL 402, 1950. Near concours condition, 2.2-litre engine, less than 800 miles since complete overhaul. New leather upholstery. A very rare car—one of only 24 built. £4,000. 066 573 336. (88310

MERCEDES 280SE, automatic, 12,800 miles, Power steering, Navy, 1968. Perfect condition. £3,000 o.n.o. Lytchett Minster (Dorset) 2080 after 6 p.m. (88309

LOTUS ELAN Sprint, 1973, L-Reg. Excellent condition. White/gold. Taxed/MoT. Lady driver. Parbold 3726 evenings. (88308

TRIUMPH STAG "L" Regd. Low mileage, H/S tops. Overdrive, P/steering. Electric aerial/tinted windows. New 4 tyres. Unmarked. Excellent condition. Bishop's Stortford (0279) 52901. (88300

TWO PVT CHASSIS, 1½-litre SS 1500, believed 1935 and 1½-litre Riley, believed 1938 with manual box. Both almost complete, £100 each, no offers. Phone: Creaton (Northants) 358. (88291

FROGEYE, Taxed, year's MoT, all metal + original. Very solid. Hard/soft top. Spare engine + gearbox. Suspension, clutch, brakes, steering, tyres as new. Undersealed, but needs respray. £285. Oxford 40181 (Ian). (88294

BRISTOL 400. Mechanically and bodily restored. Needs spray and some trim to complete. £800 or exchange with cash adjustment for "M" type MG or 57/8 Sunbeam. Shrivenham (0793) 782660. (88295

CORVETTE STINGRAY June 1973 Split Roof Mode with 7-litre engine, 15,000 miles. Kept by fastidious owner as second car and for occasional use, now for sale due to bereavement. £5,000 or nearest offer. Telephone: Wolverhampton (0902) 21721. (88292

BENTLEY S3. Shell grey, pristine condition. Documented history, new leather type head lining, mink style seat covers and over carpets. Unmarked. One owner 10 years. Private sale offers: daytime 021-373 1163; evening 021-588 5125. (88306

TR7 1976 R-REG. White, radio under 3,000 miles. £2,875. Phone: Ferndown (0202) 871488. (88299

MG-B ROADSTER 1974. Overdrive, chrome Rostyles, radio. Finished in Aconite (purple), tan interior. £1,595. Welwyn 6746. (88301

BMW 2002 1972 (L). Extras include: sunroof, Cosmic alloys, cloth trim. Really outstanding condition. £1,450. Welwyn 4113. (88301

FOR SALE—continued

SCIMITAR GT 1966, ZF gearbox, reconditioned straight six engine 12,000 miles. New clutch and steering. Excellent condition. £750 o.n.o. 03763 3343. (88303

MG-C 1968, V.g.c. Hard top, soft top, tonneau cover. Many extras. Bargain at £695. Tel: Leatherhead 73219. (88302

HISTORIC E-TYPE. Possibly the last chance to obtain one of the 20 1961 preproduction Prototypes in unrestored condition. This car is HSCC documented and has a racing history. Equipped with 45 DCOE Webers, Le Mans tank, works hardtop, alloy boot, roll-over cage and competition wires. Renovation is required but investment potential is enormous. Price £1,950. Box No 5323. (88307

PONTIAC TRANS-AM "Super Duty" 1973 (M). Usual extras. Shattering performance from this rarest of American birds. Offers invited. 01-599 8140. (88316

MERCEDES-BENZ 220SE Coupe 1964. Good mechanics and exterior, interior needs tidying. Taxed, MoT, £595. Tel: Ropley (Hants) 3235. (88328

JAGUAR 3.4 MK. II overdrive, 35,000 miles recorded. Superb example in blue with red interior. Far above average in all respects. £995. Tel: Farnham (Surrey) 26593. (88329

DROPHEAD V12 E-TYPE Jaguar. Blue, black interior. Automatic, p.a.s. Tinted glass, radio, and stereo. HP possible. Consider P/X. Telephone: Colchester (0206) 5705 or 5886, ask for David. (88317

MG-B GT V8 "M". Blaze, 40,000 miles, radio. In excellent condition. £1,895. Phone: 061-834 5253; 061-773 9860 eves. (88321

GTE 1970. Very good condition throughout. Recent professional respray in Damask red. Mini-sized wife cannot cope with maxi-sized/powered car, hence sale. £1,475 o.n.o. Dawson, Meopham 813691. (88319

ROLLS-ROYCE 1932 Park Ward Saloon. Inspection welcome in West London and offers invited. Phone after 6 p.m. 01-992 6352. (88327

TR6 JUNE 1972. Saffron, hard and soft tops, overdrive, 46,000 miles. Factory undersealed. Excellent condition. £1,100. Tel: Hull (0482) 853910. (88326

MG-B 1965. Largely rebuilt. Reconditioned gearbox, rebored engine, new pistons, new oil cooler, etc. Hard and soft tops. Bodywork needs some attention. House purchase forces sale. No reasonable offer refused. Tel: 0904 (York). (35315

LOTUS EUROPA Special 1974 Series. 24,000 miles. Roman purple/oatmeal, 5-speed gearbox, Sundym, radio, stereo, alloys. £2,700. Might p/ex. 01-958 8170. (88324

FOR SALE—continued

1966 BRISTOL 409, £1,750. In daily use. Many new parts. Kirton, Rotherham (0709) 77434 evenings. (88007

TR6 1970. Soft top, white, O/D, stereo tape, radio, engine and metering, distributor, overhauled, bills available. Nice looking car. £850 o.n.o. Tel: Warminster 3970. (88070

914 PORSCHE 1973, 36,000 miles. Superb condition, radio, one owner (emigrating). £1,900. Phone: 01-934 4806. (88011

LOTUS ELAN +2 1967. Immaculate example. Usual extras fitted. Superb investment for £1,200. Close. Tel: Grantham 3113 (office). (88012

LOTUS ELAN S4/SE DHC. Excellent condition throughout with recent bills for over £500. Hence offers around £1,400. Great Dunmow 3368 (Essex). (88013

MORGAN THREE-WHEELER 1932. OHV JAP engine. Completely rebuilt. Fitted self-starter. Immaculate condition. The car is at present in Birmingham Science Museum. Excellent investment. Eeither drive it or leave where it is. £3,000. Armitage 490232. (88014

ALVIS TD21 Saloon. Grey. 1963, one owner, 20,000 miles. Reg. WEE 2. £2,500. Smethurst, 3 Caistor Lane, Tealby, Lincoln. Phone 067-383 364. (88017

ALFA ROMEO Gulia 1600 Saloon. 1972 (K). Company car forces sale. Truly immaculate Rosso bodywork, absolutely no rust, perfect mechanics, 42,000, any inspection welcome. £1,150 o.v.n.o. to a good home. Tel: Tenbury Wells 810763 (weekdays). (88018

HEALEY 3000, new mechanical and body parts, Laygears, Rebuilt 100/4 engine/gearbox. BN7 gearbox. Bristol 503564. (88020

RARE 1963 LANCIA Flavia Vignale 1500, Reg. No. 43 FLW. Reluctantly for sale privately. Fast appreciating collector's convertible. New clutch and tyres, engine recently overhauled. Offers around £900. Phone: Crawley 36973. (88021

LOTUS EUROPA "K" Regd. JPS finish. Alloy wheels, very smart. £1,495 o.n.o. Ripley (Derby) 3304. (88023

BMW 2800 Automatic, 1971. Polaris silver blue velour interior. Tinted windows and Blaupunkt radio. 43,000 miles. A superbly efficient vehicle. £1,600 o.n.o. Phone: Letchworth 74079 evenings 5.30-6.30 p.m. (88024

SCIMITAR GTE5 1976 (P). New shape, 6,000 miles. Manual overdrive. Tiarra tan, electric aerial and windows, cast alloy wheels, power steering, radio, tinted windows, maker's warranty. £4,685. Hythe, Hants 845162. (88027

1931 AUSTIN SEVEN: The Williams offset single-seater hillclimb car. Supercharged alcohol burning full pressure Ulster Racing car, fast and reliable. Shelsey 50.4, Prescott 53.2. Ready for the 1977 season with trailer and fuel. £2,000. Lindfield 04447 2514. (88028

1967 ALFA DUETTO Spyder 1600 c.c. 5-speed conv. Rare car. Immaculate. £895. 805 2724 evenings. N. London. (88030

1953 ALVIS TA21 Saloon. Black, just had complete engine overhaul, not yet run in, radiator reconditioned, good body, tyres, new MoT, generally in very good condition. £925 o.n.o. Also 1965 Mercedes 220 automatic. Maroon, in quite good condition for year. MoTd. Phone: evenings 061-483 4930. Cheshire. (88031

AUSTIN 7 Saloon 1933. For renovation as found in store complete. Offers: Silchester 700587. (88033

BENTLEY R-TYPE 1953, manual. Immaculate condition, tools etc. £3,500. Armitage 490232. (88034

JENSEN INTERCEPTOR, Reg. VPC 3, 1969, with year's MoT. White, new tyres, tow bar, low rec. mileage. Excellent example. £1,400. Stoke (0782) 503755 home, 615790 office. (88035

TR2 TRIUMPH, very tidy metal wings, hard/soft tops, radials. £475. Must appreciate. Bishops Cleeve 3134 Glos. (88036

FOR SALE—continued

ALVIS & BRISTOL for sale. Alvis Firebird 1936. Original condition. Some restoration done, more needed. Very special bodied Bristol 401. As yet origin unknown. Offers invited. Some Bristol spares including new Bristol 406 windscreen. 021-430 3767. (88037

PORSCHE 911T Lux. 1970. Immaculate condition, electric windows, sunroof, recent exhaust system. Exchange LHD model? £3,100. Sherborne 3331. (88039

JAGUAR MK. II 2.4 1964. Ideal for restoration. Complete car, plus workshop manual and handbook. 53,000 from new. £125 o.n.o. Phone 0328 3080 (Norfolk) evenings. (88040

DELAGE D83 required, would consider part exchange with Hispano-Suiza. Phone: day 01-567 1206; evenings 01-947 4181. (88042

MUSTANG GRANDEE 1971. Immaculate condition. Cream, V8 302, p.a.s., automatic, tinted glass, fridge, radio. £1,475. Ring 01-248 1202 Ext. 3685 day. (88043

BENTLEY MK. VI 1951, 4½ fullflow engine, new twin (Bentley) exhaust, tyres, battery, fuel pumps, etc. Excellent paintwork. Believed low mileage, MoT. Above average. £2,500. Tel: 0222 763040. (88049

TRIDENT VENTURER V6, "J" Reg. Taxed MoT Aug. Beautiful red bodywork, black interior, reclining seats, sunroof, tinted glass, overdrive, radio. £1,500. P/ex. poss. Telephone Nottingham 281943. (88047

JOWETT JUPITER Sports car, good running order. Unused last 2 years, needs tidying. £975. Cheshire. 061-980 3298. (88050

MORGAN 4/4 2-seater July 1976. Cream with black leather, many extras. Unmarked 4,000 miles. Private sale. £4,250. Alfriston (Sussex) 870 691. (88051

LOTUS CLAN S1 1964. DHC. Red hard top, taxed, MoT. 2,000 miles since engine rebuild. Reliable and in very good condition. £875 o.n.o. Hawkshead 347. (88053

FIAT 124 SPORT Coupe 1968. White, tan trim. LHD, therefore £300 only. Phone: Stourport-on-Severn 4305. (88054

GILBERN INVADER Mk. 2 1972. Two-owner example in absolutely superb condition throughout unmarked beige bodywork. Overdrive, sunroof, alloy wheels, electric windows, maintained mechanically perfect, including latest uprated V6 engine and stainless steel exhaust. £1,395. P/ex. considered. Telephone Hertford 57473. (88055

RILEY RMA 1952. Black, rebuilt mechanically, current MoT, many spares, including tyres. Newport, Shropshire 810631. (88057

DAIMLER 250 V8 Automatic. 1963. Opalescent silver grey with red hide. Full service history. Absolutely concours condition. Virtually unique. Very regrettable sale. £1,245. 01-897 0159. (88056

JAGUAR 2.4 MK. II 1968. White, low mileage, two owner car in immaculate condition throughout. £745. Tel: Farnham (Surrey) 26593. (88328

JAGUAR 340, 1968. Overdrive, BRG, 61,000 miles, two owners until last year. Very genuine car. £625. Basingstoke 26639. (88329

SCIMITAR GTE Automatic, 1970. Metallic blue, sunroof, new engine, 63,000 miles. £1,200 o.n.o. Herstmonceux 2483 (Sussex). (88345

ALFA ROMEO Spyder 2000 D/H Coupe, 1975 "P" Reg. Pale yellow, one owner, radio, u/sealed. Superb condition, 21,000 miles. £3,000. Tel: Burghfield Common 2567 (073 529 2567). (88330

VOLVO 1800 ES 1972. Low mileage, overdrive, tinted glass, spotlights, HRW, radio. Finished in superb metallic gold with beautiful hide upholstery. Looks and drives like new. Probably the best of the few ever produced and already appreciating in value. £2,390 o.n.o. Terms arranged if required. Lymington 72595. (88331

DAIMLER CONQUEST Century pressie!! Genuine 54,000 miles. Excellent original unfiled condition. £195 o.n.o. Rocester 363 (Staffs.). (88338

PERFORMANCE CARS LTD

01-560 7011 — **THE SPORTS CAR PEOPLE** — **01-560 7011**

Great West Road, (A4) Brentford, Middx.

All quoted mileages are warranted.
All cars are advertised with year and price clearly shown.
This has been our policy since 1946.

Our nearest tube station is South Ealing on the Piccadilly Line, then a quick phone call for our courtesy car.

One mile West of Chiswick roundabout and M4 Exit No. 2
Opening hours : Monday to Saturday 9 to 7.
Sunday 10 to 12 noon by appointment.

Continental Callers : The best time to call is between 6 and 7 pm—Please ask for Mr. Goldsmith, our Managing Director, who speaks French and German fluently.

COLLECTORS' CARS



1961 AC Greyhound (Bristol engine), green, Webasto sunroof, wire wheels **£1,595**
AC Sociable circa 1912, yellow and black, **£2,225**
1967 ASTON MARTIN DB6 Superleggera coupe, olive green/tan hide, one lady owner, automatic, p.a.s., radio, electric aerial, tinted, chrome wire wheels, warranted mileage 37,917 ..... **£3,995**
1959 ASTON MARTIN Mk. III drophead coupe, red, two owners since new (both long life friends), warranted mileage since new 24,168, wire wheels, possibly last of the really true English sports cars **£6,000**
1959 AUSTIN HEALEY BN6, red, hard and soft tops, overdrive, tonneau, original log book **£1,245**
1938 BENTLEY 4¼-litre Park Ward saloon, black over maroon, delightful **£3,995**
1967 CADILLAC sedan de ville, metallic green, property of the late Paul Getty since new, recorded mileage 35,668, tinted glass, all electric **£2,500**
1960 CADILLAC coupe de ville, cream, owned by the late Paul Getty since new, all electric **£3,000**
DOG-CART, restored by William Fyke of Kieth **£750**
1964 (Dec.) GORDON-KEEBLE chassis no. 51, silver-black, full details on request **£1,895**
1968 JAGUAR 340 automatic, light grey, blue trim, original green log book, p.a.s., h.r.w., radio, exceptional **£945**
1960 JAGUAR 2.4, green-brown, overdrive, radio, rad. muff, power steering. Original log book **£565**
1957 JENSEN 541, green, two owners since new, one until 1976. Stored after o/haul 71-76, original invoice, handbook, etc. Maintained same garage 12 years, all accounts kept since new. Reg. No. 541 AKX **£1,895**
1957 MG-A fixed-head coupe, red-black, wire wheels, imported to England Nov. 63, RHD **£475**
1954 MG TF 1250, black, original condition, last owner 10 years, full details on request **£3,150**
1952 MG TD, red, original log book, full details of this beautiful car on request **£3,500**



1958 MG Magnette. Grey **£395**
1962 (Nov.) MERCEDES-BENZ 190 SL drophead coupe, pale blue, right-hand drive, radio, rather nice **£1,795**
1952 MORRIS OXFORD, original black, 39,968 miles **£425**
1938 ROLLS-ROYCE PH III, one owner since new, 124,000 miles, coachwork by Windover, delightful owner-driver saloon, black, engine work being carried out at this moment **£8,000**
1912 ROLLS-ROYCE Silver Ghost Tourer by Regent Carriage Co. and J. Rothschild et Fils Ltd. **£36,250**
1961 VOLKSWAGEN Karmann-Ghia fixed-head coupe, red **£225**

SPORTS CARS

1972 Reg. (70 Model) Imported USA (r.h.d.) JAGUAR 'E' Type 4.2 roadster. Silver grey, V12 chrome wheels **£1,595**
1971 JAGUAR 2+2 V12 'E' type automatic. Blue, engine rebuilt 8,500 miles ago at a cost of £1,050 (bills available), radio, stereo, p.a.s. **£2,645**
1968 LOTUS 2+2 coupe, all black, radio, Weber carbs, electric windows **£1,095**
1972 (L) LOTUS Elan drophead (rebuilt), metallic maroon, radio, knock-on's **£1,245**
1975 MG-B GT, tundra/brown nylon, overdrive, sunroof, h.r.w. **£2,335**
1974 MG-B V8, white/tan, overdrive, tinted glass, headrests, h.r.w., radio, electric aerial, door mirrors, hazard **£2,645**
1974 MG-B V8 GT, white/blue nylon, overdrive, Sundym, headrests, door mirrors, 28,448 miles **£2,545**
1974 MG MIDGET, tundra/autumn leaf, 21,984 miles **£1,365**
1974 MG MIDGET, bronze yellow, one lady owner, rack, headrests, Cinturatos, P3's ... **£1,345**
1973 MG GT 'V8', harvest gold/blue nylon, vinyl top, sunroof, Sundym, h.r.w., overdrive, headrests **£2,195**
1973 (M) MG-B GT automatic, damask red, blue nylon, h.r.w. **£1,745**
1973 MG-B, white/black, 37,328 miles. Bermuda classic hard-top, soft-top, radio, anti-thief **£1,495**
1973 MG-B, blaze, overdrive, tonneau, radio, many other extras **£1,395**



1973 MG-B, harvest gold, overdrive, chrome Rostyles, radio, headrests, tonneau **£1,395**
1972 MG-B GT automatic, teal blue, 35,054 miles, radio, h.r.w., rather nice **£1,495**
1972 MG-B GT, red, blue nylon, overdrive, sunroof, radio, h.r.w., headrests, fog-spot **£1,445**
1972 MG-B, blaze, two owners, one last 3 yrs., 41,407 miles, overdrive, stereo, tonneau ... **£1,195**
1970 MG-B GT, bronze yellow, overdrive, radio, h.r.w., two owners (sold by us to last) ...**£1,025**
1970 MG-B GT, blue Royale, wire wheels, radio **£945**
1972 MG-B GT, harvest gold, overdrive, headrests, h.r.w. **£1,465**
1968 MG 'C' GT, white, overdrive, wire wheels, radio, sunroof **£795**
1968 MG 'C', blue, hard and soft tops, wire wheels, overdrive, radio, stereo, leather wheel, nice reg. number **£765**
1968 MG 'C' roadster, white/black, rack, radio, tonneau, leather wheel **£645**
1967 MG-B GT, primrose, wire wheels, radio **£645**
1966 MG-B GT, red, overdrive, radio, 5 new wire wheels, above average **£565**
1970 RELIANT Scimitar GTE, pale green, overdrive, rear wiper, radio 8-track **£1,425**
1975 (N) TRIUMPH TR6, red, one owner, 19,301 miles, overdrive, hard and soft tops, spare unused, delightful condition **£2,495**
1975 TRIUMPH 1500 Spitfire, white, hard-top, one owner, mileage 11,856, overdrive **£1,675**
1973 (M) TRIUMPH Spitfire, red, hard top, 27,439 miles, Motorola, overdrive, mirrors, h.r.w. **£1,425**
1973 TRIUMPH GT6, blue/blue nylon, Sundym glass, £250 spent engine rebuild Dec. '76 **£1,375**
1973 TRIUMPH Spitfire, magenta, 29,951 miles, Cadulac underseal, one owner **£1,295**
1973 TRIUMPH Spitfire, white, 26,104 mls. **£1,225**
1973 TRIUMPH Spitfire. Mimosa, lady owner, 37,882 miles **£1,145**
1972 TRIUMPH Spitfire, white/black, one owner, hard-top, radio **£945**
1971 TRIUMPH 13/60 convertible. Valencia blue, one lady owner since new, one of the last made **£695**
1968 (Dec.) TRIUMPH Spitfire. Red, wire wheels, hard-top, fog-spot, new hood **£495**

MISCELLANEA

1974 AUSTIN 17/50 Maxi, Estate Saloon, beige, h.r.w., 5-speed box **£1,245**
1974 (Nov.) MINI Clubman Estate, yellow/black, 1 Dr. owner, 19,341 miles **£1,195**
1973 BMW 3.0 SI. Maroon-grey, 1 owner, power-steering, 53,489 miles **£2,795**
1962 DAIMLER Majestic limousine, used by the Mayor for his duties. Black, West of England cloth rear **£1,195**
1972 (Oct.) BMW 2-door coupe 3.0 CSI. MOTOR SPORT colours, sunroof, special wheels, electric windows, h.r.w., just had £350 BMW service. 49,223 miles **£3,995**



1974 HILLMAN Hunter GL Estate, 1 owner, radio, mirrors, Mich 'X' **£1,395**
1969 Hydro-Craft 16 ft. 2 Ski Boat, Chrysler '85' engine, 1 owner, exceptional condition **£995**
1968 PONTIAC Convertible Tempest GTO, beige, automatic, all electric, refrigeration, p.a.s., p.a.b., tinted **£1,295**
1972 RENAULT 16TL 5-door saloon, red-black, (lady owner), exceptional condition **£945**
1970 RELIANT Scimitar GTE, pale green, overdrive, rear wiper, radio, 8-track **£1,425**
1973 VOLVO 144 (fuel inj.), blue-black, 1 owner, 17,765 miles, automatic, sunroof, radio/tape **£1,995**

WE URGENTLY REQUIRE WELL MAINTAINED SPORTS CARS

01-560 7011 — **Nearly New—Pre/Post War—Vintage/Veteran—please contact us before selling** — **01-560 7011**

FOR SALE—continued

ASTON MARTIN DB2/4 Mk. I Saloon. Fitted DP10 IR/23, DB3 racing engine. Very well known competition car in AMOC. £1,500. Also 1955 DB2/4 Coupe. Built for David Brown. Also owned by Peter Collins. Rebuilt engine, gearbox, chassis body. Repainted, rechromed, interior requires finishing. £2,500. Shaun Magee. Tel: Durley 307. (88332

VOLKSWAGEN SCIROCCO TS 1975 N (Feb.) 1500 c.c. Ziebarted when new. Ibiza red 22,000 miles. Excellent condition. AA inspection welcomed. £2,200 o.n.o. Phone: P. Kelly (9-4 weekdays) 0293 28822 Ext. 329. (88333

ALFA ROMEO Sprint 1965. Blue, tan leather trim, interior immaculate. Recent engine overhauls, 2 owners since new. Basically sound car. £495. Tel: West Mersea, Essex 2956. (88334

SCIMITAR GTE 1974. O/D. White/tan vinyl top, tan interior. Radio/stereo. 33,000 miles. £2,700. Dunster 425. (88336

ELVA MARK 8S Sports/Racing car for sale. Last one built in 1967. Specially for sprints. Fitted with 3½-litre Buick engine/Hewland box. Very famous car, in good condition, with many spares. Suitable for HSCC events. Needs engine/gearbox, will sell £660 or exchange for Daimler Dart, TR6 or WHY? T. Walder, 138 Hurlingham Road, SW6. 01-736 4645 or (work) 01-584 8893. (88340

FERRARI DINO 246 GT 1971. Canary yellow. £500 just spent on service overhaul, 25,000 mileage reading, some history. £4,000. Telephone 01-460 2106. (88341

SPORTY PAIR: Jaguar E-Type DHC 1962 runner, requires attention. MG-A FHC 1957, taxed, MoT, original, all metal. £450 each. Great Longstone 470 (Derbyshire). (88342

1950 RILEY 1½ original, running order, 43,000 miles, logbook and workshop manual, suitable for restoration. Offers around £350. Also a lot of 1½ spares, offers. Harris 44, Clayfurlong Grove, Kemble, Cirencester, Glos. Ring Kemble 373. (88322

ASTON MARTIN DB6 1966, 5-speed, 8th built. Two owners, 31,000 miles with history. Oxford blue with black hide. Outstanding original condition. Offers in region of £3,500. Telephone: Stratford-on-Avon 5661. (88320

MINI COOPER 1275 "S" Mk. III. Converted to specification in 1972 from new. Sepia windows, matching bodywork and many extras. Impeccable condition throughout. £1,325 o.n.o. Southampton 29988 Ext. 324 (office), or 559796 (after 5 p.m.). (88318

ALFA ROMEO 2600 Sprint, 1967. Excellent bodywork in Positano yellow. Engine rebuilt August 1975, gearbox overhaul, new clutch November 76. Many spares included, £800 or best offer. Phone Mike Francis, 0234 58651 Ext. 435 (Bedford). (88314

1975 LANCIA STRATOS: Need I say more? Gilt-edged investment, £9,795. Modern exotic considered in part ex. 061-485 8825. (88343

1935 BMW: Two-seater open tourer model 315. Right-hand drive, made by Frazer Nash. Part restored. Needs finishing. Also BMW 326 right-hand drive saloon. Suitable as spares. Both for £1,500. Phone for details: 01-958 3789 day; or 01-794 7267 evenings. (88344

MG-B GT 1970. Blue, radio/tape, wire wheels overdrive, £775 o.n.o. Tel: Kington 345 evenings (88315

MG-A 1959 FHC, 10 month MoT. Good condition 1500 c.c. Gold Seal engine, 66,000. £550. MG-B GT 1974, 22,000 miles. Very good condition. £2,150. Northampton 43326 (88312

LANCIA BETA 1600 Coupe, 1975 (November). 12,800 miles, "Ziebart" protected, private sale. £2,650. Chipping Norton (0608) 3568 (midweek only). (88313

GILBERN GENIE 2+2 G-Reg. 3000 c.c. Alloys, overdrive stainless steel exhaust, electric windows, reconditioned engine approximately 25,000 miles, laminated screen, nearly new steel radials. MoT and tax. £725 o.v.n.o. 051-678 6554 after 6 p.m. (88347

HEALEY 3000 1961 Mk. I. Colorado Red. Very good condition. Hard/soft top, tonneau, w/w, o/d, triple carbs. £1,795 for quick sale. Office 464 0931; home 464 8076. (88348

ASTON MARTIN DB5, 1964, Burgundy. 73,000 miles, 5-speed, sunroof, radio, HRW, good but not perfect. £1,750. Park Street 72734. (88351

LANCIA FULVIA 1.6HF (L). Fine example of rare marque. Rosso York, black trim, HRW, 5/gears XAS, Cromodora alloys, bucket seats with integral headrests, service history. £1,625 o.n.o. Phone: Manaton (Devon) 210. (88352

MG-A ROADSTER 1958, 1500, needing restoration, spare 1600 engine and box. £180. Instow (Devon) 836, evenings. (88353

ASTON MARTIN DB2/4 Mk. I Saloon, 1955. Body paint, chrome, interior, mechanics all excellent. Twin exhausts, recent decoke. £2,650 o.n.o. Phone: Leicester 737802. (88354

LOTUS ELITE Series Two. Immaculate car. Please phone Holbrook (near Ipswich) 771 office hours for comprehensive specification. Price £2,000. (88356

VOLVO 123 GT 1967 saloon, Overdrive, servo brakes, good bodywork. MoT to January 1978. £385 o.n.o. Newbury (Berks) 0635 200530. (88355

BENTLEY SPEED SIX 1927. Chassis No. BX 2412. Engine No. FR 2643. Chassis and mechanics complete, original and in good condition. Body not original and poor. Telephone: P. Wood, Great Bardfield (Essex) 604 or 669. Offers around £12,000. (87829

LAGONDA LG45 1936. Aluminium body saloon. Engine running after rebore, etc. Complete and original. More work needed. £2,750. Weybridge 42298. (88357

MERCEDES 300 SEC, fully automatic, power steering and brakes, off white, black hood, "D" registration. In magnificent condition despite age. Hood, leather upholstery almost as new, engine and chassis carefully maintained. The delight of its second owner for 10 years. For sale only because infirmity makes it impossible to put the hood up single handed. Price £1,650. May be seen in London or Hertfordshire. Box No 5324 "Motor Sport" standard House, Bonhill Street, London EC2A 4DA. (88350

JAGUAR SALOON 1947 3.5-litre. A very clean reliable motor car. Offers around £1,750. Understand possibly worth a lot more, but require easy sale. Brenchley 2513 Kent. (88384

NORTON INTERNATIONAL 1937, 500 cc. May be the best in England. Offers: Brenchley 2513 Kent. (88384

"PUDDLE JUMPER" Cooper-Norton 500 c.c. Formula III. Very famous old racing car. Ex-Ian Raby for sale complete less engine. Investment at £850. Telephone: 01-385 1805 (Kensington) London. (36311

MASERATI 3500 Vignale 1963 Convertible. Complete engine rebuild reground crank, new pistons and liners, valves, springs, mains all internals, 5-speed box, new tyres, clutch, needs carbs to finish and minor body work. Best offer by the end of month. Overseas enquiries welcome. Phone: 01-650 5129, ask for Dave or John and leave message. No time-wasters, kite flyers, voyers. (88385

1969 DAIMLER V8, one owner, very rare manual model, rust-free, chrome wire wheels, radio, overdrive, reclining front seats, RHD, speedo marked in kilometres. £1,250. Tel: 0227 272045. (88387

1967 **JENSEN INTERCEPTOR,** £1,395 or exchange for any interesting classic car, cash either way. Tel: 0227 272045. (88387

SUNBEAM ALPINE GT 1968. Carnival red. Almost unmarked interior. Autogiym underseal, overdrive. Much above average car. Taxed April, MoT Dec. £395. Sunderland 280802. (88388

DROPHEAD MORRIS 1000. Very good condition. Reg. 1961. £300. Wakefield 60409. (88389

EXTREMELY RARE Marquette 1930 (Buick) Sedan. Immaculate. Award winner. Artillery wheels. Black/Burgundy. 4 spare tyres. £2,500. 0532 689549 evenings. (88390

LOTUS EUROPA Special "N" registered. Full 1975 specification. Roman purple, oatmeal interior, 5-speed, alloys, radio. £2,800. Weobley 321 (Hereford) 88392. (88392

TRIUMPH TR7 genuine mileage 4,600. Immaculate condition and still under manufacturer's warranty, as new. £2,850. Director's personal car. Phone: Northampton 37050 business; 401471 after 6.30 p.m. (88430

ELAN SPRINT 73. Low mileage, Elan SE restored throughout. Weekdays Derby 515282; weekends Mansfield 753233. (88432

LOTUS ELITE "P" Reg. Red, Champagne trim, low mileage, tinted windows, one owner. £6,850 o.n.o. Holmes Chapel (Cheshire) 32074. (88431

1934 BROUGH Superior 11.50 £795. 1957 Douglas Dragonfly £495. Vintage Bentley gearbox £375 perfect. 3½ gearbox £65. Technauto suspension £50. Vintage "Brooklands racer" fruit machine £60. Tons cheap pre-war Rolls spares. Classic Car complete to date £85. 14 copies Speed £22. 60 copies VSCC Bulletin £20. 0564 823209. 184 Alcester Rd., Wythall, Nr. B'ham. 55C 10. (36312

HUMBER IMPERIAL. Guaranteed rust-free and in outstanding condition throughout. Finished in Goodwood green with beige hide interior. £650. Winslow 2784. (88404

FERRARI 308 GT4 2+2 1975. Finished in Bianco Polo Park with black leather interior. £8,450. Tel: 01-729 1967. (36319

MINI COOPER 1275 S Mk. III. Registered August 1971. One of the very last, immaculately finished in white with blue trim. Only £1,350. Telephone Epping 72856 after 7.30. (36319

MORGAN 4/4 2-seater 1967. Mechanics/body recently rebuilt, new BRG paintwork, chrome hood, luggage racks, w/w, extras. Excellent condition. £2,250. Newark 821670. (88415

01-235 4613
(OFFICE)

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

2, CHESTER CL., CHESTER ST., LONDON SW1

01-445 1869
(EVENINGS)



1964 Rolls-Royce Silver Cloud III L.W.B. owner-driver touring limousine. Elegantly styled coachwork by James Young. This virtually one-owner, chauffeur-driven company director's car has been maintained to the highest standard. Tastefully finished in ebony over old English white with magnificent parchment hide trim, beige Wilton carpeting, with fitted fur rugs to rear, electrically-powered windows, darkened quarter-lights, fitted vanity set, etc., etc. A very beautiful example of this rare and desirable coachbuilt Rolls-Royce.



1930 La Salle, brain-child of the Cadillac Corp. Powered by a 5.6 V8 engine. This rakish 2-seater coupe has the original Fleetwood coachwork, with dickey seat and side-opening golfer's compartment. Mechanically quite superb and a sheer delight to drive. Nicely cellulosed in olive green with contrasting plum hide trim with newish beige double duck hood/tonneau cover, etc., twin side-mounted spares and twin side-mounted pillar spotlamps, double opening windshield, coupled with other original features must make this an almost unique opportunity to acquire a superb example of a truly classic vintage American car.



1971 Rolls-Royce Silver Shadow Mulliner/Park Ward 2-door coachbuilt convertible, two owners with a recorded mileage of only 30,000. Elegantly finished in coffee bean brown with tan coloured hood, parchment hide trim, beige carpeting, fitted rugs, etc., Sundym glass, refrigeration, radio/stereo cassette. This must be the one you're looking for! Without question a superbly kept example in truly outstanding condition throughout.



1968 Bentley T-Series 4-door sports saloon with sliding sunshine roof, one owner. Finished in metallic ice blue with tan side panels, special interior trim. A very nice example throughout.

WE URGENTLY WISH TO PURCHASE ALL TYPES OF CLASSIC & VINTAGE CARS, ESPECIALLY ROLLS-ROYCE & BENTLEYS OF ALL AGES UP TO 1975. DISTANCE NO OBJECT.



1971 Rolls-Royce Silver Shadow standard 4-door sports saloon, finished in regal red with beige trim and carpet, full refrigeration, Sundym glass, etc.; recorded 60,000 miles, good service history.

FOR SALE

NEW TVR 3000M, finished in Metallic Brown ..... **List**

NEW ALFETTA 2000 GTV, finished in Red..... **List**

NEW ALFETTA 1.6 GTs, finished in Red or Black..... **List**

1975 M.G.-B Sports, O/D. **£2,175**

1968 M.G.-B GT, O/D... **£745**

1976 TVR 1600M, 17,000 miles **£3,495**

1974 DATSUN 260Z, 19,000 miles..... **£2,745**







TVR Distributors

JENSEN-HEALEY Dealers

Alfa Romeo Dealers

BRIDGE MOTORS (BOCKING), BRAINTREE, ESSEX. TEL.: BRAINTREE (0376) 24140

FOR SALE—continued

PORSCHE CARRERA, 1973 RS lightweight. Totally renovated after many successes in rallying, to correct lightweight spec. Engine/transmission completely rebuilt, requires running in. Car immaculate in Grand Prix white. Genuine 21,500 miles. £6,500. Iver, 652170 (Bucks). (88427

LOTUS ELAN F-REG. DHC, new hood. Weber carbs. Radio new MoT, good condition. Very fast. Offers. Hope Valley (Derbyshire) 30544. (88412

AUSTIN HEALEY 3000 Mark I 1959 (overdrive), outstanding condition, recent respray to original (black/white), body all metal mechanics faultless, hard top, new soft top and tonneau, plus various spares (gearbox, back axle, etc.) £2,100 o.n.o. Phone: Abingdon 21808. (88424

PORSCHE 356C 1964. Much work done to body and chassis. Good mechanics, tyres, MoT. £800 o.n.o. Consider Austin 7 part exchange. Bromsgrove 32812 eve. (88425

TRIUMPH STAG July 1974 Auto. H/S tops. Yellow black trim. 24,000 miles. £3,250. Buntingford, Herts (0763) 71904. (88420

MG-B GT V8 "P" REG. 9,000 miles. Rubber bumpers. Red/black cloth interior. Tinted windows, chrome wheels, radio, taxed, £2,950 o.n.o. Tel: Glossop 65505 day; 061-339 4112 evenings. (88418

FOR SALE—continued

4.2 E-TYPE JAGUAR Roadster Mk. 2, 1969. Completely refurbished. Regal red/black trim. Contrasting new white hood. New tyres and wire wheels. Bodywork and mechanics in excellent order. Taxed and MoT. The price reflects the condition. £2,650 o.n.o. Tel: Glossop 65505; 061-338 4112 evenings. (88419

DAIMLER V8 250, 1968. Silver blue, automatic, in superb condition. Genuine 30,000 miles. HRW, radio, original bodywork. One owner since 1971 when at 13,000 miles. Workshop manual and maintenance records from new. £1,050. Tel: Gerrards Cross 84753 evenings. (88417

CITROEN SM 1971. 55,000 miles. One owner. Metallic sable. Air conditioning. Exceptional car. Offers: Martin Bolsover. Tel: 021-454 5147 day; 021-454 2220 evenings (88416

DAIMLER SOVEREIGN 1967. Silver blue. Luxury, performance motoring at a reasonable price. Engine rebuild, automatic overhaul June, P.a.s., HRW, 2 new XAS, £650 o.n.o. Spalding (0775) 3975 evenings. (88426

MASERATI INDY-AMERICA 1973. Left-hand drive. Beautiful metallic burnt Russet, beige leather. "P" registration. Radio stereo, electric windows, etc. £4,950. 01-995 4744 (88429

FOR SALE—continued

ELITE 1975. Low mileage. White, beige trim. Radio/cassette player. Car unused last 12 months, owner abroad, with 3 month guarantee. Any inspection invited. £5,900. Tel: Coalville 34665 (Leicester). (88414

ROLLS-ROYCE Silver Wraith, 1949, P100 headlamps. One owner. 72,000 registered miles. E-hearse. Body removed to front pillars. Chassis and mechanics overhauled? £3,000. Jewellery accepted in part exchange. Mr. Cox, 185 Bargate Rd., Belper, Derbys DE5 1ST. (88421

LANCIA FULVIA Saloon 1972. Chocolate brown cloth trim, outstanding condition, new clutch. MoT, taxed. £895 o.n.o. East Horsley (Surrey) 3542. (88422

ROLLS-ROYCE 1933 20/25 Sporting Saloon. Excellent condition throughout. Engine overhauled, new head, clutch relined. 5 new tyres. Superb original interior with new head lining. All aluminium coachwork by Croall resprayed Rolls-Royce sand, rear carrier frame, fabric roof insert. Taxed, MoT. She sounds so good I don't want to part with her now. Reluctantly replies to Box 5325. (88396

CITROEN 15/6 CYL. 1952. Black, velveteen upholstery. 78,000 kms. French built. Good condition, would export. £1,750. 01-870 2930 (88423

MASERATI



MASERATI SEBRING

MASERATI MISTRALE

FERRARI 365 GT

FULL DETAILS FROM:

J. F. J. BOSISTO
4 Plantation Cottages, SAUNDERSFOOT, PEMBS.
Tel.: 813275

OUR SPECIALITY IS EXPORTING

ALSO FAST MAINLAND MAIL ORDER SERVICE

RIPSPEED

ALL MAIL ORDERS AND EXPORT ENQUIRIES TO ENFIELD ADDRESS

INTERNATIONAL

TRADE AND RETAIL SUPPLIED

Racing International Service stockists of:

Leyland Leyland

Ford

Corbeau, Mamba, Huntmaster, Wolfrace, Varley, Revolution, Bendix Pumps, Dry Sump Pumps, F/Glass Arches, Griffin, Nomex, Magard, FPT, Spax, Luke Belts, Stylex, Britax Belts, Richard Grant, Avanti, Piranha Ignition, Kenlowe, A.V.O. parts, Richard Longman, Maniflow, BMC Special Tuning, Mocul, Aleybars, Revolution, Cibie, Apollo, Billover. Also standard parts and fibreglass parts supplied.

TUNING PARTS

Prices on request.

RACE, RALLY, RALLYCROSS SPECIALISTS

MAIL ORDER / HOME AND OVERSEAS

We maintain our name is your guarantee for a fast, efficient world-wide service by air or sea freight. Our packing department help us to ensure that the goods reach you in the same condition they leave us. Giving you a quick reliable despatch. 40-page Catalogue 50p, abroad 3 dollars.

533 Hertford Road, Enfield, Middx. 01-804 0425

7 Pinner Green, Uxbridge Road, Pinner, Middx. 01-868 0089

Holland Division: Emmastraat 19, Enschede, Holland: 053-324000



1972 BMW 2000 tourer, finished in metallic silver. 35,000 miles. Stainless exhaust, radio, etc. Tested till July 1977. **£1,275**

1969 240 JAGUAR, B.R.G. Body good, Engine needs some attention. **£325**

E. Chafer
Telephone:
SHEFFIELD 341052

ROLLS-ROYCES : BENTLEYS

1961 ROLLS-ROYCE Silver Cloud II, white, 4 owners, new stainless steel exhaust system. Unmarked body—difficult to find a nicer car. **£5,750.**

1963 S3 BENTLEY, regal red, low mileage, without a doubt the best on offer **£5,250.**

I will have other models in stock when this ad goes to press. Please let me have your requirements and I will help you.

Tel.: Plymouth 872505
Write: LUXURY CARS, Haldonhay, Lower Court Road, Newton Ferrers, Devon, PL8 1DE.



1969 DB6, Auto. P.A.S., tinted glass 56,000 miles. Finished in metallic blue. A beautiful-looking car **£3,450**

We also have a BENTLEY Continental available in outstanding condition for year at **£10,950.**



1964 ROLLS-ROYCE Continental by Mulliner/Park Ward. Auto., P.A.S. Tinted glass. 95,000 miles. This car is the finest-looking example of this rare and sought after model available today **£14,000**

WOOD & KRAILING LTD.

HIGH ROAD, THEYDON BOIS, ESSEX
Telephone: Theydon Bois (849) 3831-2-3

FOR SALE—continued

LAMBORGHINI ESPADA 1972. Beautiful metallic blue, beige hide. Air conditioning. Radio, stereo, etc. £5,250. 01-995 4749. (88429

ASTON MARTIN DB2/4 Mk. III. In excellent condition and running order. Extensive work recently carried out. Reluctant sale as owner emigrating. £2,500. Phone: Woking 68707 evenings. (88395

PORSCHE 911E 1970. Red/black interior. New oil tank, new Michelin XWXs, recent new injection pump. £2,850 o.n.o. Tel: 0628 20897 (day), or 01-997 5238. (88394

LOTUS ELAN Plus 2 130S. Exceptional condition throughout. Radio, stereo, tinted glass. £1,650 P/X considered. Tel: Cerne Abbas 295. (88397

RILEY ENTHUSIAST wishes to exchange his original condition, low mileage, immaculate '49 Riley 2½-litre, for similar 1½, 1948-53. Cash adjustment if necessary. Phone: 0742 367795 (Sheffield). (88398

JBS TRIUMPH Twin 500. Circa 1950 ex-FIII. Polished aluminium body. Best offer over £750 Round Close, Belton, Loughborough, Leics. Tel: Coalville 222486. (88399

OPEN FAMILY MOTORING in an appreciating classic—1955 Bristol 405 Drophead—their only full four-seater convertible. Beautiful all-aluminium design giving 24-26 m.p.g. with high (0.78:1) overdrive. World's finest 7-dial instrumentation. One owner 21½ years. Not concours but extremely sound, highly presentable and eminently practical. Huge boot, excellent lined hood, tonneau. Resprayed 1976 original Bristol green. Superb original interior. Opportunity to enjoy quality motoring in style at a sensible figure on Wednesday, 16th February at Alexander Palace Auction. (88411

JAGUAR 3.45 1966. Automatic. One owner from new. The car has just been recellulosed in Opalescent Silver Grey (as originally delivered). The upholstery which is unmarked is grey/green with the original carpets (virtually as new) in matching colour. This beautiful sports saloon has only 35,000 miles recorded and substantial offers are invited. Tel: 01-622 2560 or Cobham (Surrey) 2767. Oakley, Evelyn Way, Stoke D'Aber Cobham, Surrey. (88042

1972 TRIUMPH TR6. White, o/d, w/w, radio. £1,195. Tel: Hitchin 50291 day; 57073 eve./weekends. (88401

TR5 1968. Breaking for parts, or sell complete. Accident damaged at rear. Phone 061-445 9460. (88400

PORSCHE 911T, "J" Reg 2/2, company maintained regardless of cost—immaculate. Sunroof spots, 4-speaker stereo, inertia belts £2,500. Office 01-267 5181 or 01-435 9950. (88406

V8 DAIMLER Automatic. 51,000 miles only. Kept in heated garage, and used as third car. This car is in quite exceptional condition. £775. Tel: Ledbury 2189. (88405

ROVER 110, 1963 Good all round condition. Long MoT All usual Rover refinements. £385 o.n.o. Tim Humphreys 0277 (Brentwood) 220030. (88407

FLAT X19 SPYDER (1973). "R" registered. Taxed, green, LHD. Immaculate condition. £1,895 Exchange considered with saloon car. 01-992 7244. (88403

JAGUAR 420 G. Automatic. 1970 specification. Just been restored to concours condition £1,500. Winslow 2784 any time. (88404

ELAN SPRINT '73. Low mileage Elan SE Restored throughout. Weekdays: Derby 515282; weekends: Mansfield 753233. (88408

ASTON MARTIN DB Mk. III. Overdrive. 1958 Recently fitted new steering, brakes, tyres, exhaust, head lining, excellent mechanically, long MoT. Ex-Count De Salis with competition successes Original tools, etc. Cherished by AMOC member. Genuine sale. Offers around £2,250, or p/exchange pre-war sports car, etc. Armitage 490 440. (88410

MORRIS MINOR 1933. Original coachwork. Stored last 15 years. Offers over £750. Newmarket 2699. (88409

WANTED

BRISTOL WANTED by young enthusiast, anything considered, prefer good mechanicals. Around £800 available. Please phone Coalville 222466 (Leics.). (88338

COLLECTOR REQUIRES old toys, any shape or size, i.e. trains, cars, boats, etc. Seaford 893102. (88349

WANTED by private collector: pre-war copies of Motor Sport magazine. Please write with details to: M. Sage, 35 Gloucester Road, Rudgeway Bristol BS12 2SF. (88337

DB4/5 FRONT BUMPER and outriders wanted. Also rear bumper and electric window motors Skelmersdale (0695) 21873. (88335

ASTON MARTIN DB5 or DB6 in good to excellent condition. Skelmersdale (0695) 21873 (88335

"M" TYPE MG for cash or Bristol 400. MGCC member, Shrivenham (0793) 782660. (88295

RILEY 12/4 wanted pre-war saloon or tourer in sound condition. Bakewell 2747. (88305

MORRIS BULLNOSE or Cowley or "T" Ford, in good condition. Cash waiting. Collect. Ferndown 872815. (88297

WANTED: MG TC, Morgan, Alvis, Bentley, something interesting. Condition not important. Box 5313 or 01-658 0554. (36181

WANTED: SS100 for private collection. Dobson, Gilthrigg, Levens. Tel: Sedgwick 60437 (STD 0448). (36207

WANTED: MOTOR and motorcycle racing books, race programmes and magazines. Motor Sport, Autosport, Motor Cycle, Motor Cycling, etc. Prices paid in sterling. Briston, 6780 Old Creek Road, Birmingham, Michigan 48010, USA. (36193

WANTED: AUSTIN Healey 3000 Mk. 2/3, sound basis for restoration. Not a business venture so be sensible please. 01-550 3586. (87929

ROLLS-ROYCE or Bentley required. Any age, no objection to one requiring attention, would collect. Cash settlement. Tel: 01-658 1005 (36181

WANTED: PACKARD chassis up to 1934. For sale: Packard body roadster with rumble seat. Uxbridge 33021. (87124

MG T-TYPE wanted by enthusiast. Please telephone 01-979 4640. (87942

300S 250F. Competition purposes, alternatively restorable Grand Prix Bugatti, similar good home, reasonable cash. 3000 c.c. Healey 1962, restorable, suitable enthusiast, £500. Wife's November 1969 Midget requires attention paintwork, therefore £380. Happy 1977 everyone, Riley/s Barnt Green, Birmingham 445/2551. (88185

LOTUS ELAN +2 workshop manual to suit 5-speed '73 model Nottingham 250168 (evenings). (88197

MORGAN three-wheeler wanted. Complete or parts for rebuilding. Telephone Gullsborough (Northants) 549. (88211

WANTED: BACK ISSUES of "Motor Sport" containing full page colour car photographs suitable for framing. P. Benvin, PO Box 133 Brightwater, Nelson, New Zealand. (88272

VINTAGE CHASSIS without bodywork preferred, for restoration by enthusiast. Delage, Alvis, Bugatti preferably but anything considered. Also Talbot 105 parts and 2 front bucket seats for 1933 tourer. Tel: Horam Road 2044 (88226

ASTON MARTIN DB5 wanted in good running condition. Would pay a good price for a convertible DB5 or DB6. Armitage 490232 (Staffs). (88281

WANTED: LHD JAGUAR 1968-74 LHD Rover 1973-75. Excellent condition only. Write: Box 5322. (88187

VINTAGE AC six cylinder, good price pair for complete car or useful bits Box No. 5321. (88706

WANTED! WANTED! USA purchaser requires any old Bentley or Rolls. Any model. Any condition! Also old or interesting sports or racing car. Best payment! Telephone 01-385 1805 (Kensington). (87795

WANTED—continued

TRIUMPH TR3A, 4A or 5 wanted in exceptional condition, 2 Sandford Way, Dunchurch Rugby. Tel: Rugby 81497. (87803

AC SIX: £100 PAID for vintage rear axle casing with brakes. Also wanted: vintage AC4 chassis any condition. Shortacre, Talton Court, Prestatyn. (87833

MARCOS MANTIS wanted urgently. Cash waiting. Travel no problem. Write: Sgt. Sherwin, HSF RAF Wildenrath, BFPO 42. (87827

WANTED: FIAT 2300 S Coupe. Must be immaculate; state number of owners, mileage and condition. Also wanted Alvis Grey Lady TC21/100. Condition and requirements as above Also wanted: Aston Martin DB5. Condition and requirements as above. Replies to Box 5306 "Motor Sport", Standard House, Bonhill Street London, EC2A 4DA (87826

246 GTS DINO, condition and service history more important than price. Tel: 0572 2928 or 2572 83 261. (36080

VINTAGE CAR 1930-45, left-hand drive in any condition. I like to buy for best price, pay cash. Send photos to Henry Kempkes 4224 Hunxe-Drevenack, Neikenstrasse 17 BRD. Tel: 02858/6231. (63953F

ROLLS 20 20/25 Tourer, and Minerva Tourer, original and MoT. Send details and photos: Dr. Laporta, 1988 Mechelse, Steenweg, Antwerp, Belgium. (36133

ALFA ROMEO 1959 4 cyl. 2-litre, crankshaft, any reasonable condition. To buy or exchange with complete reconditioned 1600 c.c. Alfa engine. Martin, Vine Cottage Wreningham, Norfolk. (87886

3-LITRE SPEED Model VDP Bentley required, good home guaranteed, not for resale, export, "investment", etc. Up to £9,000 cash available Box 5309. (87899

MG-B ROADSTER wanted 1974/75 chrome bumper model in white. Must be absolutely unmarked. No mediocre rubbish. Please phone Derby 810862 (87900

WANTED: SC-1 SPARES, Private party seeks misc. parts or parting out SC-1. 01-435 4010 eve. (87901

WANTED: BENTLEY 3½ or 4¼-litre desired by private party. Condition unimportant. 01-435 4010. (87901

WANTED: Pre-war Sports cars, prefer MGs, Riley Aston Martin, Lagonda, Alvis, Bentley or Wolseley. Write what you have to: Brovig Kartheia 15b, 4620 Vagsbygd, Norway. (88059

MAGNUM 2300, Alfa 1750/2000 GTV, or similar. Sound body essential. Freeland Cottage, Meonstoke Southampton. (88048

ANY SPORTS CAR wanted, modern or anything old and interesting, any condition, can collect cash Tel: 01-658 1005. (36218

WANTED—continued

PRE-WAR MG or Wolseley Hornet Special with 4-seater body wanted for cash. Must be in good condition or better. Family man enthusiast, Reigate 48397. (88008

DON PARKER 2¼-3¾-ton car trailer-transporter wanted. Ring: Brian 0484 32126 or 31426. (88009

WANTED: ROLLS-ROYCE + Bentley motor cars, Ring: Brian 0484/32126 or 31426 (88009

WANTED: Two 650 x 19 Dunlop racing tyres, South Benfleet 4174 Essex. (88022

PRE-1930 LAGONDA 2-litre wanted, must be good restored condition. Consider sporting 12/50 Alvis or similar, good price paid. Harper The Mead Lock Rd., Marlow 71587 Bucks. (88019

WANTED: LOTUS ELITE S2 workshop manual Telephone: Woking 73180 evenings. (88025

G. C. HARRIS: Information wanted as to whereabouts of this pre-war Morgan driver. Alderson, 35 Bankfield Road, Sheffield S6 4RD (88032

MORGAN THREE-WHEELER photographs wanted to borrow for copying, pre-1952. Also require racing information. Alderson, 35 Bankfield Road, Sheffield S6 4RD. (88032

BENTLEY MK. VI bodyshell wanted. Special or good standard steel. Also workshop manual. Chandler, Hurst Farm Moreton, Dorchester, Dorset Phone: Bindon Abbey 462538. (88041

TR2/3/4/4A wanted. Any condition considered. Will pay fair price 01-504 1898. (88046

DAIMLER PARTS or car considered, 1935 to 39 St. Eight 3½ to 4½ litre owner-driver models. Fair to borderline derelict condition, or rolling chassis unit with bonnet, Lt. St. Eight engine and trans. Light 20 18 in. wheels and car axle unit. Box 5290. (F63706

OLD MODEL tethered race cars wanted, with or without engines. Private. Cash waiting. Mike Beach, evenings 01-892 9975. (87213

ROVER 75 P3 model. Good price paid for really original example. Gubbin, "Neals Shaw", Wyfold Nr. Reading. Tel: Checkendon 680371. (87262

WANTED: One or more 19 in. wellbase artillery wheels for Fiat 501B (5-stud). Green 032877273 (Norfolk). (87266

WORKSHOP MANUAL, Daimler DB 17-2 1936. Also owners handbook, etc. 162 Southmead Rd., Westbury, Trym, Bristol 624861. (87271

WANTED: Rolls-Royce 20 h.p. chassis Must be complete and running. 01-644 2040 or Gillingham 2934. (87281

MG-B GT V8

For sale, one owner, registered Jan. 1st, 1975 — personalised number plate — 9,000 miles only. Black. With "proper" bumpers, overdrive, h.r.w., brake servo, radio, Ziebart and Armour Glaze, tinted glass, headrests.

IMMACULATE

Offers over £2,750
RING: 051-334 2937

RELIANT SCIMITAR GTE
Automatic, 1976 (April)

One owner, only four thousand miles. finished in Yellow Ochre with Tan cloth interior, fitted with power steering, alloy wheels, Webasto sun-roof, tinted glass, electric windows, five-button radio, electric aerial. Superb condition throughout. **£4,995**

Tel.: EPSOM 25611

MOTOR SPORT BOUND VOLUMES

Your twelve monthly issues permanently bound together with a title page and index in a stiff cloth case with title and volume number gold lettered on front and spine.

PRICE £6.50

Please send cheque or P.O. with your copies to:

"MOTOR SPORT", Standard House, Bonhill St., London, EC2A 4DA
The title page and index for Volume 52, January to December 1976 may be purchased separately price 30p.

YOUR MOTOR CAR—SHIPPED ANYWHERE IN THE WORLD BY PEOPLE WHO CARE

ESHER INTERNATIONAL

63 HIGH ST., HAMPTON WICK, SURREY
01-977 0271/2/3 01-977 5199 24-HOUR ANSWER SERVICE
TELEX: 886838 ESHER INT.

A COMPLETE SERVICE AT SENSIBLE RATES DOOR TO DOOR

WANTED—continued

WANTED: 3-litre Bentley Tourer by private VSCC member for own use. Send full details to J. A. Lang, 33 Thackley Road, Bradford 2, Yorkshire. Tel: 612952. (87291

MOTOR SPORT March, April, May, September 1971. Please phone Helston (Cornwall) 4528. (87292

WANTED: OLD CAR for restoration, any condition. Pre-War or Drophead preferred. Tel: 0302 57801. (87314

PRE-WAR SPORTS car, Riley, Alvis, Lagonda, MG or similar, good original condition preferred. Doncaster 743636. (87316

AMERICAN, late thirties Buick, Cadillac, Hudson, Packard; also any parts for 812 Cord also car trailer; also Edwardian electric car. 062-485 236. (35622

MG PA OR PB wanted. Good home and cash still awaiting genuine original enthusiast-owned car, unrestored/rebuilt/partly rebuilt. Prestwich, 4 Grovelands, Barnwood, Gloucester. 0452 69670. (35671

LOTUS ELITE Series 2. Prefer Climax/Webers/ZF, must be complete, original and in good condition. Send price, details, photos by return air mail. Allen, 2704 Meadowwood Toledo, Ohio 43606, USA. (F63851

MORGAN, to replace my written-off 4/4. Cheaper car preferred. Please ring Culloden Moor 422, or write, 8, Meadow Road, Balloch, Inverness. (87382

WHATEVER HAPPENED to hairy (V8) trials cars of 1930/40's? Enthusiast keen restore one to compete in classic trials. Any clues to John Heseltine, Leighton Buzzard 4697. (87405

COLLECTOR WANTS Institute of Advanced Drivers car badge, good condition. Your price paid. Box number 5291. (87403

TR3A WANTED by TR enthusiast. Good home guaranteed. Please help by phoning Phil, Ascot 25108 anytime, and please reverse charges. (87475

WANTED: ANY MORGAN three-wheeler spares, Matchless or JPS engines or parts Matchless V-twin pistons std. or o/s. Dursley 0453/45314. (87481

PRE-WAR ROLLS or Bentley wanted, any condition. Top price paid by enthusiast. Warwick 42166. (87482

MORRIS WANTED, any model pre-1940. Consider any condition. Would call to see and arrange removal as required. Please write with details/price? Lewis, 519 Anlaby Rd. Hull. (87517

ASTON MARTIN: MG-A, catalogue, manuals, handbooks, colour/price lists, literature, models, AMOC paraphernalia, "Motor Sport" "V&V", "Safety Fast", "Vintage" No 4, Olyslagers' MG-A h/book, "Motor" sports car r/tests, second series MG-A o/head, 1600 c.c. 165 x 15 in. Cinturatos. Write: 25 Shenlay Road, Heston, Middlesex, TW5 0AD. (87512

WANTED XK150 by private cash buyer. Must be in pristone condition. Replies to Box 5301. (87549

BENTLEY S1 Saloon or Continental required. Good, bad, or indifferent condition. Private cash purchaser will travel to view and collect. Tel: 0602 604 226 or write Box 5298. (87556

LOTUS ELAN Sprint. Very low mileage preferred. Private buyer. Telephone Hull 225981/648534. (87559

WANTED: Four Armstrong "pear shaped" hydraulic shock absorbers to suit 1933 Singer. Armstrong, Rufford (Lancs.) 821532. (87639

RILEY KESTREL, any year, runner/non-runner. All letters answered, photos returned. Compensation for any leads resulting in purchase. J. W. Jenkins, 7N354 Linden, Medinah, Illinois 60157 USA. (63896F

"MOTOR SPORT" wanted: copies, volumes, runs pre-war. High price. Ridiculous price for pre-1930. Hundreds spare pre-war copies for exchange. Also purchase post-war bound volumes and bound "Autosports". 0564 823209, 184 Alcester Rd., Wythall, Nr. B'ham. (36312

MORGAN +8, might consider nice 4/4, or Plus 4. Sensible price paid. 3, The Green, Wanstead, London E11 2NT. Tel: 01-989 1287. (87663

MASERATI: WANTED six cylinder, twin plug twin ignition; two-litre engine, suitable for A6GCS Box No. 5273. (34990

ELITE 1960/64 Series, dilapidated or parts considered. Immediate decision and cash. Please telephone 0980 862373 or write Bates, Beech House, East Winterslow, Salisbury. (86677

WANTED: MG TC up to about £2,500. Consider TD, TF or any pre-1939 MG. Don't expect a showpiece, but require good sound running example. Please phone 082-786 3445. (86046

DINKY TOYS wanted by collector, any amount, any condition, good prices paid. For details phone 01-771 2242 (London) any evening. (85877

PRE-WAR ALVIS: Lagonda, Talbot, Riley, Aston or similar sports car wanted privately. 01-328 7469. Good condition preferred. (29928

TRIUMPH TRs, GTs and Spitfires always wanted. Frederick Charles Cars Limited, Gulson Road, Coventry 27518. (30953

V12 E-TYPE Austin/H 3000, Jaguar XK, Aston, Lotus, MG wanted or similar. Any condition. 01-658 0554. (80324

WANTED: FORD Model T Runabout 1914/16. Dobson, Levens, Kendal. Tel: Sedgwick (0448) 60833 day; 60437 night. (34896

WANTED—continued

ALVIS: ENTHUSIAST AOC member seeks to expand collection. All series, body types eagerly considered. All correspondence answered. Details and price please. Bruce Earlin, Ann Street, Milford PA 18337, USA. (F63256

DINKY TOYS, etc. wanted by collector, preferably mint/boxed condition, but anything considered, even broken. Write or phone what you have: Armstrong, 38 Stockwell Pk. Cres. London SW9. 01-733 9964. (86034

COLLECTOR WILL TRAVEL any distance to purchase model railway in gauge "0", 1, 2, 3 & 4 by Hornby, Bassett-Lowke, Bing, etc. Single items or collections wanted in any condition even if only suitable for spares. Spare tenders also wanted. Also required: tinplate cars, boats, stations, etc, early Dinkies and any early toys. I will pay highest prices and travel: so please let me know if you have items available. Tony White, 22 Ivy Bank Park, Entry Hill, Bath, Avon. Tel: 0225-83-7077 evenings please. (88358

WANTED FOR ALFA-SUD: Set good condition special wheels with or without "boots". Write: Brittlebank, Briar Cottage, Heacham, Norfolk. (88413

LATE 30's DROPHEAD wanted: Lagonda, Railton 8 or similar type complete, but unrestored car wanted by enthusiast. Please send info. and photo to Mr. T. Wollebaek, Box 20, N-1301 Sandvika, Norway. (88435

SOUND INTERESTING vintage or sporting car, possibly even post-war, or something requiring work on rebuild. VSCC HSCC member. Immediate decision. Details and price: Jones, 9 Earls Court Gdns., London SW5. (36312

FLATNOSE MORRIS or Austin Saloon or Tourer up to 1934. Basically sound. The older the better. Riley up to pre-War considered. Please phone Leicester 730638. (87655

MISCELLANEOUS

PERFORMANCE CARS Ltd. have five new 650/700 by 19 Dunlop Fort tyres £150 + VAT. 01-560 7011. (88393

2—700 x 16 DUNLOP R5 racing tyres, almost new, £50 each including tubes. Hoddesdon 66298. (88428

PORSCHE 3-LITRE Carrera engine, 1976, K-Jetronic injection, 9,000 miles, 100% complete. Can be fitted to any 911. £3,250. Iver 652170 (Bucks). (88427

COVENTRY CLIMAX engines—comprehensive worldwide service for FW, FPF, V8. Climax Engine Services, Evesham 870 500. (88346

CAR TRANSPORT. Specialised low cost car transport, expert care, full insurance. Ring for a return load quotation. North Rode (02603) 440. (36277

MOTOR SPORT: 133 copies 1962-1976 £13. Buyer collects. Tel: Nelson (Lancs) 691375 evenings. (88386

MORGAN SERIES I and others. Ready to hang on your wall from our colour calendar. Cheques £1.25 UK, £2 abroad to Morgan Register, 2 Bonnywell Road, Leigh, Lancs. (88391

MERCEDES-BENZ all type, new and 2nd spares. Cars collected, delivered, stored, tyres, batteries. Specialise in crash repairs. Diesel/petrol engines for Mercedes, VW, BMW, Perkins, BMC, Jaguars. 01-689 4269 (London). (88325

SECOND AUCTION of Veteran, Vintage and Classic cars, commercial vehicles, motorcycles, cycles and accessories, 12th May, at new larger venue. Details of selected entries to: Stratford-upon-Avon Motor Museum in conjunction with Edwards, Bigwood & Bewlay, Shipton-on-Stour, Warwickshire. Tel: 0608 61312. (88290

WOLSELEY WASP four-cylinder OHC engine, clutch, gearbox, 1930-2. Completely rebuilt. Suit MG-A, Midget. £150 o.n.o. 1b Maidenstone Hill, London SE10. 01-692 7845. (88293

MG-B LENHAM GT conversion. Hard-top £95 o.n.o. Soft top £10. Boot rack £5. Beaconsfield 2626 (eves.). (88296

PAIR P100L HEADLAMPS rechromed, mint condition, second pair fair condition. Also pre-war P100's, other headlamps and various parts. Hems, Hampstead 64273. (88304

MORGAN three-wheeler Club 1977 Calendar. The Vintage Years, 6 Morgan photographs taken between 1913-1927. Cost £1.50 including postage to any country. PO, cheques made payable to MTWC. Send to T. Birks, 14 Grosvenor Ave., Streetly, Sutton Coldfield B74 3PB, England. Look for 1976 Vintage Years part 2. (35154

FRONT SHROUD (alloy) for Austin Healey 3000 Mk 2A. Offers. Tel: Cutnall Green (Worcs.) 226. (36182

JAGUAR XK120 engine for sale. Good condition. £100. Crosshills 0535 34322. (87935

BUGATTI TYPE 35. Fabulous ½-scale model produced by "Art Collection Auto". Originally sold for 12,500 French francs. Special offer price £850. Telephone 01-979 1640 or Brussels 731-79-67. (87917

"FANGIO" BOOK of photographs from film of the maestro. Was £3, now £1.70 (53.75). Motoring Books, 44 Park Road, London NW1. (87940

MOTOR SPORT 1953-71, almost complete, plus many duplicates, unbound. Also professionally built 1/43-scale die-cast models. Offers. 01-937 4303. (88045



MG's Development Programme... ...something new for Engineers.

MG at Abingdon has a unique and individual role to play in Leyland Cars' 10 year modernisation and expansion programme, the first stage of which will shortly commence. This involves detailed planning and we now have a limited number of career opportunities for engineers (Industrial, Production, Facility) to join a small team and make a valuable personal contribution.

These are not 'run of the mill' appointments for they offer a sensé of involvement all too rare in today's motor industry. They will, particularly appeal either to recently qualified engineers seeking to broaden their scope or to more mature engineers wishing to plough back their experience into a stable and rewarding environment.

A good salary will be offered together with pension and life assurance schemes and participation in a substantial discount scheme for Leyland cars, spares and accessories.

Applicants, male or female, should write giving concise details of salary and career history to date to:-

Leyland Cars

P. Wyton,
Personnel & Industrial Relations Manager,
MG Assembly Plant,
Abingdon-on-Thames,
Berks. OX14 1AU.

MISCELLANEOUS—continued

ENTHUSIAST REBUILDING Raleigh twin three-wheeler van wishes to contact owner of similar finished vehicle for bodywork measurements and photography. Dean, "Winters Hill" Deptford, Wylye, Warminster, Wiltshire. Reverse telephone, Wylye 250. (88021

SHORROCKS Supercharger, large capacity, £75. Phares Auto Roche 10'in. windscreen spotlamp £60. P100 headlamps, £50. Derby Bentley wheel spanners, £10. South Benfleet 4174, Essex. (88022

SPARES CLEAROUT: Lotus short engine £35. Maserati 3500 GT 5-speed gearbox £150. Propshaft £25. Jensen Interceptor FF transmission £350 ex. New heated/tinted rear screen £90. BMW 2002 rally engine (Alpina head), 5-speed gearbox—offers? MG-C engine complete £150. Healey 3000 Mk. 1 engine block £45. Head £30. Axle £25. TR4A driveshafts £20 each. E-type 4.2 engine £100. Gearbox £50. Axle £60. V12 auto gearbox £75. Axle £75. Plenty more! Details: Southport 40047/78254. (36217

NEXT VTEC Spares Auction/Autojumble features 2000+ stalls and an important collection of mascots, literature, etc. Alexandra Palace February 19th. Spares catalogue 50p from Mike Carter, 14 Broadway, SW1. (36245

70 GASKET SETS, many rare models, £150. Delivered free 100 miles. Parker, 0424 212515 (Sussex). (88235

FIVE NEW DUNLOP 26 x 3 tyres and tubes, offers. K. Dennison, Highcroft, Peareth Hall Road, Springwell, Gateshead. (88238

NEW SPRITE tonneau £14. Coventry 0203 27450. (88242

MG CAR CLUB, the world's largest one-marque sports club! 46 centres overseas, 9 in UK running over 700 full race, hillclimb, concours, touring and local social events. 8 register back-up, vintage to MG-C, International monthly magazine. A must for enthusiasts of MGs ancient and modern! Contact: MGCC/1, 273 Green Lane, Ilford, Essex. (88243

NUMEROUS OHC MG spares (new and used), at reasonable prices. "Blower" manual, books. SAE list. Jamaica Cottage, Jamaica Place, Gosport, Hampshire. (88245

MOTOR SPORT 26 issues between Vol. 1 and Vol. 4, £395. Tel: Yatton 833036. (88255

MOTOR SPORT, 1930-1934, sixteen copies; 1936-1949 eleven copies. Wanted: March 1928; May, June 1929; March 1931. Your price paid or swap offered. Cars and Motorcycles, three volumes 1928, £24. Box 5297. (36023

ANNUAL AUTOMOBILE Review Vol. 1-15 1953-1968, offers. Sutcliffe, 280 Leigh Road, Worsley, Lancs. (87557

FILMS TRANSFERRED to Video: 8/16/35 mm. movies transferred to video-cassette. VCR/Umatic. Playback on your television. Professional service. Films unharmed. Any subjects. Videotac, 01-508 4195/4108. (87636

MOTOR SPORT 1973-75 complete, £15 delivered. 23 Lower Road, Beeston, Nottingham. 0602 256199 (87642

1932-1947 16 SETS of oversized pistons. Austin 10/4. Morris 10-12 h.p. Other sets incomplete, £350 the lot. Hamilton Garage, Sidford, Sidmouth, Devon. 03955 3334. (87646

LOTUS ELITE centre grille piece, bumpers, discs, lower front wishbones, windscreens, etc. All to original spec. Fibreglass Services, Chichester 86265. (87648

LOTUS ELITE Specialists. All spares. Complete bodywork and mechanical rebuilds. Full retrimming. Fibreglass Services, Chichester 86265 before 9 a.m. or evenings. (87648

AUSTIN HEALEY 3000, new passenger door, hinges (wind-up window type) £50. 2 new Dunlop racing tyres and tubes, CR65 Mk. II 5.00L x 13 £35. Austin 7 pearl hood frame, 1937 onwards £18. Lee, 3 Miles Hill Crescent, Leeds, Yorks. (87649

MOTORCADE 77, Sunday July 10th. Autojumble, driving tests, concours, etc. Entry forms from R. J. Harding, 10, Chilbury Gardens, Ower Moigne, Dorchester, Dorset. (87780

UNUSED MG-A or Lotus Elite C/R gearbox £60. Used MG-A 1500 c.c. propshaft £5. N/S steering swivel link assembly £5. Petrol tank unit £2. Motor Sport September 1974 to date £10. All plus carriage. Graver No. 2, Police House, Long Stratton, Norwich, NR15 2TB. (87781

PRESSED ALUMINIUM number plates 20½ in. x 4½ in. and 11¾ in. x 8½ in. Silver digits on black background with raised edge. 24-hour turnround. £5.83 per paid UK post paid. Ian Woolstenholmes, 2 Cappitt Drive, Northorpe, Nr. Bourne, Lincs. PE10 0HR. (87784

"MOTOR SPORT" 1956-1976, 7 missing. Some 1955. £30. Buyer collects. Tel: Brighton 721407 evenings/weekends. (87798

FOR SALE: Cotswold cottage with large garage separate workshop with office above and other buildings all in good state of repair. 3 phase electricity. Approximately ⅓-acre. Ideal small business. Offers around £19,000. Morris, Lower End, Leafield, Oxon OX8 5QF. Telephone 01-452 3333 Ext. 5261 (work); Asthall Leigh 687 (home). (87832

CAR TRANSPORTATION and recovery. Specialised service. Nationwide. Immediate quotation, personal attention. C. E. Ltd., Crick, Northants. (Junction 18 M1/M6). 0788 823131. (36081

MISCELLANEOUS—continued

MOTOR SPORT July 1957-June 1965: 93 (4 missing). 12 to 1970. £12. Tel: 0482 631479. (87822

£100 REWARD to the first person giving information leading to the recovery of stolen Mini Cooper "S", with Wood and Picket conversion. As advertised on Capitol radio. Amazing condition. Brown metallic body. Leather interior. Smoked glass electric windows. Hella inset fog lamp covers. Webasto roof conversion. Mahogany dash. Registration NHR 707G. Contact Chelsea Police 01-741 6212 (Reference 25) or Peter Golding (daytime) 01-351 3164. (87821

6.70 x 16 NEW REMOULD £9. VW wheel/tyre £8. 6.40/13 "X" with wheel £6. Honda EC1500E generator, brand new £170. Crawler board £10. Beetle engine compartment lid (new) £15. Cobham (Surrey) 4066. (87811

COLLECTION of motor car catalogues offered is one make blocks. Makes include: Alvis, Austin, Bentley, BMW, Buick, Daimler, Dodge, Fiat, Ford, Frazer, GMC, Lincoln Morris, NSU, RO80, Paramount, Riley, Standard, Sunbeam-Talbot Triumph, Vulcan, Wolseley, 161 Victoria Rd, East, Thornton, Blackpool. Phone: Cleveleys 72976. (85976

BULL-NOSE MORRIS Oxford and Cowley; also Fiat radiator up to 130. Spares for sale. All in used condition. Cylinder blocks, sumps, pistons, con-rods, gearboxes, half-shafts, snubber covers, radiator, magnetos, stub axles, brake drums, steering column, clocks, speedometers, etc., etc. Enquiries to: K. Roberts, 21 Western Avenue, Branksome Park, Poole, Dorset. (85214

CAR TRANSPORT—one to three cars, prompt fully insured service from 10p per mile. Telephone 0572 83 261. (36080

LIGHT INDUSTRIAL and storage buildings, 5,000 sq. ft. Isolated position, West Oxfordshire suit vehicle building, light engineering. Telephone Faringdon 21121 (day), Cianfield 380 (late evenings). (E. Stephens. (87825

VINTAGE AND CLASSIC car spares for sale at the Great Northern Autojumble, Borough Hall, The Headland, Hartlepool, Saturday, 26th March. Phone: Necpwa 0429 66720. (87878

JAGUAR 1½-LITRE engine with all ancillaries, radiator and gearbox. MG TA chassis frame with car identification plate. Practical Motorist magazine 1937-1957. Pre-war Jaeger car clocks. Austin Sheerline, complete car. Telephone Newent (Glos.) 820903. (87885

TR's 2 AND 3. One in pieces, the other minus some body panels, needs rebuilding. £50. Buyer collects. Robinson, The Old Forge, Redgave, Diss, Norfolk. (87890

ROLLS-ROYCE Phantom I gearbox £250. 20 h.p. £65. 20/25 £55. Front and rear axles for 20 hp., 20/25, 25/30 & PII from £35. Incomplete 1928 20 h.p. chassis £600. Incomplete 20/25 chassis £550. 1926 20 h.p. chassis frame, axles springs and rear friction shockers, nice frame to build on, £350. 1953 Aston Martin DB2/4 Mk. II, much work done, much to go, complete £550 or swap Rolls or Bentley spares, cash either way. Cash prices for Rolls Royce and Bentley spares. K.J.A. 0925 76 2317. (87904

MOTOR SPORT 1968-71. Complete, mint. MG Safety Fast magazine, last 12 copies, 1968, £8. Buyer collects. Garston (Herts.) 79130 after 6 p.m. (87473

2 SP DUNLOP 70 radial tubeless 205/70 VR15 (used). 2 Dunlop Weathermasters CW44 tubeless nylon 5.90.15 (new). 2 Dunlop SP68 radial tubeless nylon 175 SR14 (new). 1 Dunlop SP radial tubeless nylon 175 SR14 (used). 1 Dunlop SP radial tubeless nylon 175 HR14 (new). 1 Dunlop SP68 nylon radial tubeless D70 SR14 (used). 5 Dunlop SP Sport radial tubeless nylon and steel 205/70 VR15 (brand new). Top hinge type rear door for hard-top 1956 Land Rover. All aluminium bars for soft-top Land Rover. No cover. Please telephone 0924 (Mirfield) 494107 after business hours. (35422

CAR RECOVERY. Local, Continental. Suspend tow or trailer. Hythe, Southampton, Hants 843101 evenings (STD 0703). (35526

CAR CATALOGUES and magazines from the sixties. Also Classic Car to date. Offers: Lincoln 791080. (87227

ROLLS-ROYCE 25/30 complete engine minus dynamo. Excellent cyl. head. 20/25 cyl. head. Repaired by Metalock. £300. PII rocker. Early 20/25 gearbox. PII steering column, box, controls. Camberley 32283. (87265

FOR SALE: Bentley 3½ head, 4¼ block, R-R 20/25 bottom engine and block. 01-644 2040 or Gillingham 2934. (87281

BOLTON AUTOJUMBLE and Fleamarket Saturday February 12th in the Drill Hall, Silverwell Street, Bolton. Vintage vehicles, spare parts and literature. Admission 20p. Children and OAPs 5p. 10 a.m. to 5 p.m. Refreshments all day. Stalls available £5. from Alan Whitehead., Pool Fold Farm, Church Road, Bolton. (87319

JENSEN OWNERS CLUB. Owners and enthusiasts are invited to apply for membership to the Club that caters for all models bearing the Jensen badge. Comprehensive spares service, technical information, nationwide social calendar. 42 page magazine published bi-monthly. For further details write to: Membership Secretary, 63, Northlands Avenue, Orpington, Kent. (35527

MISCELLANEOUS—continued

TRAILERS FOR HIRE at reasonable daily rates. Car transport/recovery by Land Rover and 4-wheel trailer. Ring for quotes. Golfar Trailers Ltd., St. Albans 61301, 01-449 3479. (87245

TWO GARAGES, double in rear garden, single in 4-bedroomed 1952 detached house. Ideal for family with competition or vintage cars. £22,950. Tunbridge Wells 23861. (87346

DETACHED STONE-BUILT cottage and about 2 acres for sale within about 3 miles of Prescott Hill (near Cheltenham). Secluded south facing setting. Illustrated particulars from Hobbs & Chambers, Market Place, Cirencester, Glos. Tel: 4736 Ref: DCN/6618. (35914

MOTOR SPORT, Classic Car, Road & Track, Car Styling and other collections for sale. Perfect condition. Write: C. Philippsen, 68 Magdalenenstrasse, 2000 Hamburg 13 Germany. (63/95F

ROLLS-ROYCE PII 700 x 21 wheels, PIII cylinder head, 20 h.p. 3-speed gearbox, Ghost bumpers, Bentley 3½/4¼ front and rear axles, radiator, wheel, instruments, wheel nuts, petrol tank, "S" type wheel trim, petrol tank, dynamo, etc., etc. Sainsbury, Manor Farm Castle Eaton, Swindon, Wilts. Kempsford 453. (87323

NEW BSF BOLTS and set-screws, with nuts. Most hex head. H-Tensile, plated. 3/16 in. to ⅜ in. dia. ½ in—2½ in. long. 200 assorted, £6.50, post free. UNF available same price. E. A. Clare, 25A Lenton Road, Nottingham. (87381

1927 AUSTIN CHUMMY rolling chassis, engine, gearbox radiator, scuttle, wings. No log book. Might split. Box 5295. (87471

MORRIS MINOR rad. shell (1931 model). Offers. Telephone: Templepatrick 32335 (STD 08494) after 6 p.m. (87480

MG-A CENTRE specialises in spares, cars and repairs. Simon Robinson, Burns Farm, Dacre, Harrogate. Phone: Darley (042 372) 519. (87507

MG M-TYPE engine and gearbox, complete with manifold, dynamo, distributor, alloy rocker cover, etc. Offers over £175. Phone: Syston 4259 after 6.30 p.m. Monday, Tuesday, Wednesday. (87508

AUTOSPORT 1966-1974 volumes, complete £15. MG-B wire wheel £5. 01-886 2028. (87510

BREAKING FROGEYE! Nothing over £10! (original dynamo, cable, Lenham bonnet). 25, Shenley Road, Heston, Middlesex, evenings. (87512

ROLLS-ROYCE Silver Cloud scale models. Die-cast 1/50 scale. New and boxed condition. Collector's items, £1 each, post paid. Ian E. Clark (Models), 9 Rosedale Avenue, Hartshead, Liversedge, West Yorkshire. (87513

TRIUMPH NEW SPARES: Dolomite Sprint 5 wheels £13 each. TR5 hub caps £5 each. PI metering unit £40. TR6 silencer £12. Pair rear light assemblies £16. R/bumper £20. Spitfire pair front shockers with springs £12. Mk. 4 wheels £7 each. Parts available London or be sent. Phone Earldoms 373. (87515

MOTOR SPORT volumes 43 to 48 inclusive plus over 400 copies 1950/76. All in mint condition. Offers telephone Sandbach (Cheshire) 4548. Can deliver. (87516

GT MASERATI. Extract from Motor Sport Dec. '69 page 1376. 3,500 GT Maserati engine, clutch, 5-speed gearbox overhauled and complete all auxiliaries. £300. I acquired this and also a complete LHD car less engine. Engine is installed, tyres good. Superleggera aluminium body by Touring in red with white upholstery. Attention needed to oil cooler, steering idler, steering wheel and charging circuit. One or two chrome mouldings and radio missing. Unused 7 years. £1,000. Tel: Kirkcudbright 30118. (87520

CARS TRANSPORTED by Range Rovers and trailers anywhere—anytime, UK and Continent. Veteran vintage and race meetings attended by appointment. 01-864 6389 (Harrow) 01-904 0430 (Wembley). (34319

TRAILER TRANSPORTATION by professionals. Any size of car, vintage or modern, any condition. UK or Europe. Access/Barclaycard welcome. Jamesigns 01-672 7737. (33963

CAR RECOVERY and delivery by trailer, local, national, continental. A personal and competitive service. Cartrek, Esher 62785 anytime. (34136

AC OWNERS: If you own an AC or are interested, why not join? Monthly newsletter, meetings, annual magazine sprint, "Concours", dinner dance, film shows, etc. Details from Membership Secretary, 4 Portsmouth Road, Camberley, Surrey, GU15 1LA. (29978

PROFESSIONAL CAR transportation, any distance, fully insured, discounted rates on return loads. McLean Motors Ltd. Tel: Stoke-on-Trent 513458 (STD 0782). (72330

CAR TRAILERS new and used for sale and hire. Towbar fitting and car recovery services. 01-508 3742. (80466

MASERATI CLUB for owners and enthusiasts of the marque. Officially recognised by the factory. Details from: The Secretary/Treasurer, Mr. J. Miles, The Paddock, Salisbury Road, Abbot's Ann, Andover. Tel: Abbot's Ann 312. (30032

PLEASE SEND 9p stamp for list of manuals, handbooks, magazines, spares. Purdy, 24 Oswald Road, St. Albans, Herts. (87192

MASERATI: All spares and servicing for the six cylinder models. Richard Crump, Telephone: Waltham Cross 22121. (31360

MISCELLANEOUS—continued

NATIONWIDE CARTRANSPORT. Any vehicles, any time. Personal, efficient service. Long/short term storage. Full insurance. RAC appointed. Tel: 01-393 4715 (24-hr. Ansafone). (34650

EXCHANGES

EXCHANGE MG SPARES located Ireland: TD chassis, front wings (all damaged), rear wings, bonnet, tank, s/wheel carrier, 2 doors, front and rear valance engine, dynamo, shocks, TC chassis, axles, g/box bulkhead, w/screen frame, shocks, Morris MMM OHC engine, dismantled. Above + more + cash either way for pre-55 MG 2-seater or A7. Exchange TF instruments for TDs. Box No. 5296. (87477

FORMULA JUNIOR Envoy and MG-B GT. Both very good, £525 each (o.n.o.) or swap either/both for family car. Cash either way. Rochdale 33516 (evenings). (87215

EXCHANGE LOTUS 7 for Morgan. Three wheeler twin preferred. Anything considered. 1961 Cosworth 1500 twin 40 DCOEs. Tel: Hungarton 677 Leicestershire. (87409

PORSCHE, FERRARI, GT40, etc. wanted in exchange for London SW10 shop investment. Lease 12 years, no reviews. Let producing £2,000 p.a. nett (upward reviews 4 yearly). Valued £15,000. 01-352 0453 (eves.). (87937

EXCHANGE ALFA/ROMEO 8 cyl. 1932, supercharged engine undergoing restoration, extremely successful post-war road racing ("Continental") vehicle. Required: Bugatti T35/51 Grand Prix, preferably first-class condition. Selling 1952 Sheerline A125, benefit tidying, £250. 32 Chamberlain, Kingsheath, Birmingham 444/5147. (88185

1937 ALVIS Silver Crest/Cash for British Salmson, good condition preferred. Car needing restoration, incomplete chassis, spares required. Doncaster 743636. (88339

LOTUS 7 SIII TC 145 b.h.p. Oselli tuned, 5,000 miles since rebuild. Used as everyday reliable transport, I'm soft, so it's fully carpeted and has every extra. I'd rather not sell but the business says it must go. £2,300, unless you're very desperate and can't afford that much. Full details: Cwmbran 5812 daytime. (88298

SITUATIONS VACANT

CATERHAM CARS the manufacturers of Super Seven require an assistant to the Managing Director. Applicants should be in mid-twenties with experience in O&M and an interest in Sports Cars. The position is progressive. Apply: Mr. Nearn, Caterham Cars, Townend, Caterham, Surrey. (88205

VINTAGE & CLASSIC car restorers require specialist craftsman for all types of work connected with fine car restoration. Good apprenticeship and experience of high standard mechanical work essential. Barry Simpson Engineering Ltd., Cider Works, Abbotskerswell, Newton Abbot, Devon. Telephone 3815. (87950

£7,500 (MEN & WOMEN). Sales executives required for motor car dealership in Amersham, Bucks. Car selling experience preferred but not essential. Qualities of hard work, ambition and high personal standard, will achieve results and very good commission. Basic salary £2,400 p.a., average commission £400—£600 per month. Car and petrol supplied. Write or telephone with details: Rallye Auto Sport, 12 William Street, London, SW1. Tel: 01-235 1351. (87796

COACH TRIMMER required to work on vintage and specialist cars in a pleasant rural environment in the East Midlands. Excellent prospects. Telephone 0572 83 261. (36080

Ford Hartford Motors (Oxford) Ltd.

We wish to employ a **Manager** to run our Vintage Vehicle Restoration Department. This post would be suited to a person who has preferably served an apprenticeship followed by practical and supervisory experience.

We also have a substantial Accident Repair Department which the successful applicant might well be given the opportunity of managing, together with the Restoration Department, when the present Bodyshop Director retires in 1979.

This position offers a good salary, company car, Pension Scheme, Sickness Benefit and other staff privileges associated with a large and progressive organisation.

Apply in the first instance for an application form to:

D. H. Dunt, Personnel Manager, Hartford Motors (Oxford) Ltd., Seacourt Tower, West Way, Oxford, OX2 0JP. Tel.: Oxford 49966

SITUATION WANTED

DESIGN ENGINEER (engines) seeks part-time draughting work, layout, details, illustrations. WHY? All enquiries welcome to Box 5282. (87284

CHARLES MORTIMER

BUYS and SELLS

ALL MOTORING & MOTOR-CYCLE LITERATURE, books, magazines, handbooks, catalogues and all miscellanea.
We visit you to buy.
Europe's Leading Stockist.
Book list 507, 50p.
Marque, magazine, miscellanea list, 50p.

CORNER HOUSE, BULLS GREEN, EWHURST, SURREY
Tel.: 897 (day), 687 (eves)

Actual model



Unique model of legendary AJS 7R

1:8 scale replica, 250mm long, weight 1.2 kg. 130 fine-cast metal components plus flexible tyres, chains, etc.
Send postcard for free literature.
Black Kite Kits, 37 Dorset Rd London SW8.

PROTECT YOUR PRICELESS LICENCE WITH OUR RADARSPOTTER!! (Maximum fine now £100)



DON'T COLLECT AN ENDORSEMENT.
BE SAFE NOT SORRY. Details send Large S.A.E.
FOR PROTECTION BY RETURN **SEND £23.00** including Surface Mail (O/seas Air Mail £2 extra.)
Only our radarspotters are individually tested and guaranteed for specified sensitivity by a qualified "Boffin" and backed by a double guarantee.

Remit to: **AUDAX INTERNATIONAL MARKETING, (Box 10), 45 GREEN LANE, PURLEY, SURREY. Tel: 01-660 2896**

DE TOMASO PANTERA GTS, 1973 Model



Incredibly quick! 'P' registered. 18,000 miles.
Red and black. Radio/cassette, air-conditioned. Maintained regardless of cost.

Absolutely immaculate.
£5,500 o.n.o.
021 - 705 5476



Quick off the Marque!

MILESTONES BEHIND THE MARQUES
PAUL SHELDON
£4.95 24 illustrations
This unique compilation of data, attractively illustrated, charts an era of Formula 1 history with an in-depth study of one model from two world-famous manufacturers. Coverage of each marque includes detailed physical specifications, the model's history and race by race record. '. . . a piece of very painstaking work . . . in which are set out the individual histories of each car in the F1 . . . highly recommended.' — *Motor Sport*

THE MASERATI: A History
ANTHONY PRITCHARD
£6.50 32pp photographs
The first full history of one of the greatest names in motoring, Anthony Pritchard's book tells the fascinating story of Maserati's thirty years of hard-fought competition in Grand Prix, Voiturette and sports car racing.

David & Charles
Brunel House · Newton Abbot · Devon

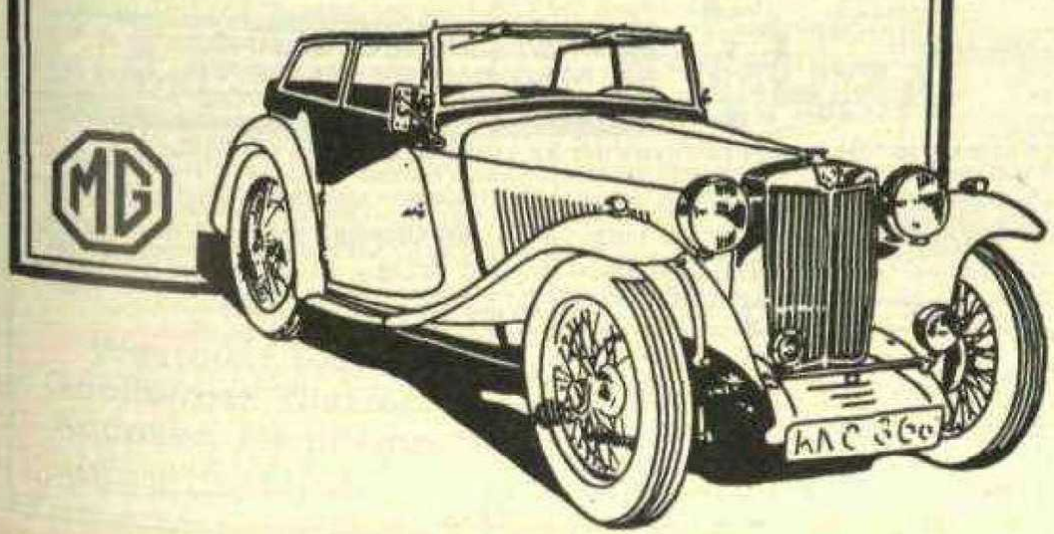
NTG Motor Services Ltd.

25, St. Peter's Street,
Ipswich, IP1 1XF
TEL.: IPSWICH 211240

FOR A DECADE WE HAVE SUPPLIED SPARES TO MG ENTHUSIASTS THE WORLD OVER. WE STOCK PARTS FOR TA, TB, TC, TD, TF, YA, YB, MGA, ZA AND ZB MODELS — SEND FOR A COPY OF OUR CATALOGUE, STATING MODELS AND ENCLOSING SAE (U.K.) or $2 (overseas airmail). Full details given of our famous mail order service and our very extensive range.

Engines and gearboxes reconditioned.

Callers welcome at our stores Tuesday to Saturday 10 a.m. - 4.30 p.m.
Overseas visitors — we are only 30 minutes from the Port of Felixstowe, and 2 hours from London.

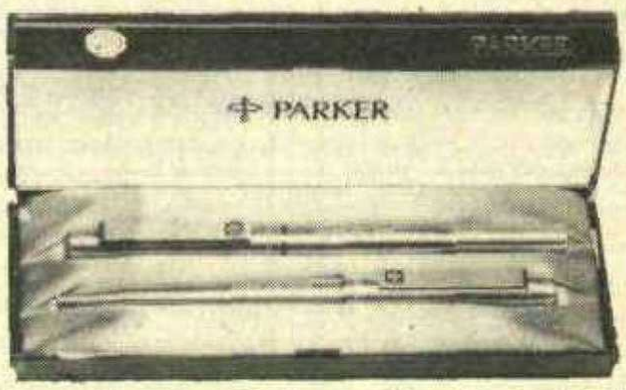


BENTLEY **AUSTIN HEALEY**

THE IDEAL GIFT

MG **MORGAN**

A PRESENTATION SET OF PARKER PENS



We've chosen the very best from Parker — a Duo Set in their Stainless Steel "25 Range". Both pens have their barrels engraved with the Bentley, Austin Healey, Morgan or MG Motif and lie on an interior of red silk in a smart presentation box. The lid of the box is also engraved with the corresponding motif. All-in-all a most attractive gift set.

MG, MORGAN, AUSTIN HEALEY
ONE BALL POINT — CARTRIDGE REFILL TYPE
ONE FIBRE TIP — CARTRIDGE REFILL TYPE
£7.50 THE SET Plus 40p P. & P.

BENTLEY
ONE FOUNTAIN PEN
ONE BALL POINT — CARTRIDGE REFILL TYPE
£8.30 THE SET Plus 40p P. & P.

Overseas customers: Please add 50p for Europe, 60p for America, Canada, Africa (Airmail), 80p for Australia, New Zealand, Far East (Airmail).

Please send ..... Pen Sets. I enclose £ ..... plus ..... P. & P.
NAME .....
ADDRESS .....
.....

To: KIMBLE ENGINEERING LTD., 33 HIGHFIELD ROAD, BIRMINGHAM 28 0EV, ENGLAND. Tel.: 021-777 2011.

The Great Dorking Autojumble & Collectors Flea Market



MARCH 5th

Stalls & Information from M. Allen (Reigate 48202)

How About Buying

one or all of these cars?

1949 Daimler DB18, £475. 1954 Wolseley 4/44, indicated mileage 40,000, **£475. Oldsmobile** curved ash replica; never registered and a reputed 300 miles from new, **£1,550. BMW 250** shaft-driven motorcycle, **£375.** Trade enquiries, offers, swappers, all welcome. Shipping arranged.

Tel.: 01-731 3531 (London) (office hours)

TYRES

5.50–18 New covers	**£17.00** ea.
8.20–15 Dunlop, T/L	**£29.00** ea.
7.00–16 New 6 Ply covers	**£25.00** ea.
ER70 VR 15 Dunlop Sport Tubeless	**£29.00** ea.

Plus carriage, plus V.A.T.

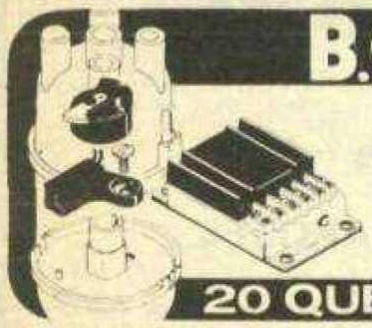
HAMPSTEAD TYRES LTD.
31-35, Fortune Green Rd., London N.W.6. Tel: 01-435 8988/4992

AUSTIN-HEALEY

COMPREHENSIVE RANGE OF NEW PARTS AVAILABLE FOR 100, 100/6, 3000 MODELS. Send large SAE for Parts List.

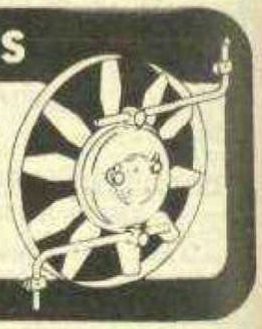
SOUTHERN CARBURETTERS
49, THE BROADWAY, WIMBLEDON, SW19.
Phone: 01-540 8128

B.C&H Motors LTD Expert fitters of KENLOWE products



KENLOMATIC FULL ELECTRONIC IGNITION replaces contact breaker points and ensures constant optimum engine timing, resulting in improved economy and performance. Unique trigger unit eliminates scatter and mis-firing. Prolongs life of plugs, battery, and extends rev range. Ensures a smoother and more free revving engine. Gives easier starting. Expertly fitted by B. C. & H. MOTORS – please phone for an appointment. Price £24.97 inc VAT, plus fitting.

THE KENLOWE ELECTRIC ENGINE COOLING FAN saves up to 5 mpg, increases engine performance, gives a smoother engine that's quieter and warms up quicker. Improves interior heater. Expertly fitted by B. C. & H. MOTORS – drive to the address below or phone for an appointment. Priced from £23.95 plus VAT and fitting.



20 QUEENSGATE PLACE MEWS, LONDON SW7 Tel 01 589 6800

GENUINE SHEEP-SKIN car seat covers



SMALL	**£8.95**
MEDIUM	**£9.45**
LARGE	**£9.95**

- Warm in Winter.
- Cool in Summer.
- Full sheepskins only used.
- Elasticated straps ensure snug fit.
- State model and year.
- Postage and packing 70p.
- **100% satisfaction or money refunded.**

★ **BUY 2 FREE Post**

Fill in coupon below enclosing remittance stating size.

Please supply ..... Sheepskin Covers. Small/Medium/Large.
Name .....
Address .....
Cheque/P.O. Enclose £.....

STAMFORD SHEEPSKIN PRODUCTS 532 Huddersfield Rd Stalybridge Ches.

demon tweeks SHOCK ABSORBER AND SUSPENSION SPECIALISTS

Finest stocks of MacPherson Struts, Lever Shock Absorbers and Adjustable Telescopics in the country. **SPAX, WOODHEAD, KONI, BILSTEIN and DEMON TWEEKS** reconditioned units. Call in, or fast mail order service. A few examples from our vast range:

Make and Model of Vehicle	KONI Adjustable F	KONI Adjustable R	WOODHEAD F	WOODHEAD R	SPAX Adjustable F	SPAX Adjustable R	30% Up-rated DEMON TWEEKS F	30% Up-rated DEMON TWEEKS R
Spitfire, GT6, Herald, Vitesse & Imp	18.75	16.75	10.75	6.95	13.75	9.25	N/A	N/A
Morgan +4, V8	15.75	N/A	9.75	N/A	11.00	N/A	N/A	Can Rebuild
AUDI 80, 100 GL, GS & Coupe	28.75	24.75	N/A	9.75	N/A	11.75	N/A	N/A
AUSTIN A35, A60, A55, A99, A40, Mk I & 2	15.75	N/A	N/A	N/A	12.75	N/A	7.50*	7.50*
Healey, Sprite (all), 100/4, 100/6, 3000	N/A	Com/Kit 40.00	N/A	N/A	N/A	Com/Kit 32.00	7.50*	7.50*
BMW 1600 (all), 2002 (all), 1800 (all)	28.75	16.85	15.75	9.95	N/A	12.25	N/A	N/A
2500, 2800, 3.0 cs, 3.3, 2000, 525,528	28.75	28.75	15/75	N/A	N/A	24.00	N/A	N/A
MORRIS Mini, all Variants, Viva, Victor, Ventura, etc.	15.25	15.25	6.95	6.95	9.75	9.75	N/A	N/A
CHRYSLER 180, Avenger, Hunter (tyre), Rapier	28.75	16.85	N/A	9.25	N/A	12.85	14.75*	N/A
DATSUN 240Z, 260Z	29.75	29.75	N/A	N/A	N/A	N/A	N/A	N/A
FORD 105E, Cortina Mk. I & II, Lotus, Cortina	24.60	16.80	12.95	7.95	21.75*	9.25	9.95*	N/A
CORSAIR, Escort 11/1300, T/Cam, Mexico	31.35	19.10	12.95	7.95	21.75*	9.25	9.95*	N/A
RS1600/2000 Mk 1 & 2, Capri (all) Mk 1 & 2	31.35	19.10	12.95	7.95	21.75*	9.25	9.95*	N/A
CORTINA Mk 3, Granada, Consul	17.45	15.25	6.95	6.95	12.80	12.80	N/A	N/A
JAGUAR XK120/140/150, 3.4, 3.8, E & D Type	19.75	19.75	14.25	N/A	12.95	15.95	N/A	N/A
XJ6, S Type, XJ12	19.75	19.75	14.25	N/A	12.95	15.95	N/A	N/A
LOTUS Elite Mk 1 & 2, Europa, Elan*	24.95	29.95	N/A	12.95*	18.95	18.95	N/A	12.95*
7 Series 1, 2, 3 & 4, Alvis 'T' Series	22.95	21.95	N/A	N/A	14.95	14.95	N/A	N/A
JENSEN HEALEY	19.25	19.25	8.25	8.25	9.75	9.75	N/A	N/A
MARCOS Coupe 2-seater	N/A	N/A	N/A	N/A	15.22	15.22	N/A	N/A
MG 'B', 'A', Midget (all) Magnette, TR2, 3, 3A, 4, 5 & 6	N/A	Kit 41.00	N/A	N/A	N/A	N/A	7.50*	7.50*

All prices are each. Koni, Woodhead and Macpherson Strut prices are for inserts only. Units marked with asterisk add £5 returnable deposit (Struts & Levers).
DEMON TWEEKS own make struts & levers can be supplied with competition valving at £2.50 extra per unit.
Post & Packing: Struts £1.95, Levers £1.25, Inserts £1.25, Telescopics 95p (all per pair).
Pay by ACCESS, BARCLAYCARD, Cheque, P/O, etc.

DEMON TWEEKS (ARM), The High Street, Tattenhall, Nr. Chester, Cheshire. Tel.: Tattenhall (0829) 70625/70055
Open: 9am - 5.30pm Mon. to Sat. 11am - 1pm Sundays.

RESTORATIONS

TO CONCOURS STANDARDS

VINTAGE — VETERAN — CLASSIC

FREE ESTIMATES GIVEN AT YOUR HOME
ANY MODEL UNDERTAKEN
GUARANTEED WORKMANSHIP
BY THE ROLLS-ROYCE & BENTLEY SPECIALISTS

Coachbuilders & Automobile Renovation Services

UNIT 3, ALSTONE LANE TRADING ESTATE,
CHELTENHAM TEL.: 29924

NO RUBBING DOWN · NO PRIMER · NO PREPARATION!

HOW Brush-On HAMMERITE

STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.



8 SUPERB METALLIC COLOURS SAME DAY DESPATCH



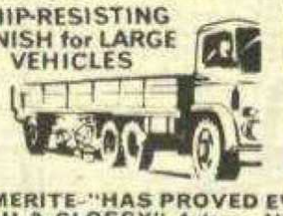
R.A.C. RALLY USED ON 3 WORKS CARS



TRIALS BIKES SMART DIRT-REPELLENT FINISH



Prevents RUST on C'VAN Chassis TOWBAR & WHEELS



CHIP-RESISTING FINISH for LARGE VEHICLES

HM GOV'T TEST REPORT: 'Does all makers claim' Perfect UNDERBODY SEAL & Anti-Corrosive BRUSH ON ROLLER or SPRAY on car sills, under wings, vehicle chassis, even rusted areas. Tough, RESILIENT SILICONISED ENAMEL cuts out labour. Saves you a fortune and costs so little. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe clean, **fully protected surface.** AIR DRY 15 MIN. Definitely outlasts conventional underbody seals many times. Quick hose-down shifts surface film, speeds up heavy transport MoT inspection, no hard work! No undercoats on old paint, bare metal. No brush marks. **THE JOB'S DONE QUICKLY, IN ONE COAT!** Easily applied anytime. Cures damp walls, floors. **SUPERB METALLIC COLS:** Silver-Grey, Bronze, Lt. Green, Mid. & Dk. Green, Lt. & Dk. Blue, Black. **1 litre,** covers 80 sq. ft. **£3.29,** 75p carr. **½ gall. £6.02,** 75p carr. **1 gall. £8.69,** 75p carr. *(cheaper by the gallon)*

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

FAR TOUGHER than Mfr's original! 8 COLOURS (above) Outside test panels still glossy after 6 yrs! USERS REPORT: "Quality of finish most amazing." "Best finish ever had." "Wonderful! All the ad. says." A SUPER UNUSUAL FINISH ON LARGEST CAR—60 MIN. Makes car bodywork, m'cycles like NEW! Min. preparation. No u/coat. Covers scratches; fibre-glass. No rain spots. EASY with spray-gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT ½ gall. Hammerite & ½ gall. Special Fire-proof thinners—incl. full inst'ns. ONLY **£8.36,** 75p carr. State col. SAME DAY despatch.

PROTECTS ANY SURFACE MACHINERY · ENGINES HEATERS (STANDS 300°F)

HAMMERITE—"HAS PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **"FINISH TOUGH & GLOSSY"** *Autocar.* METALLIC (high gloss) HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple wipe clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300 F.) engines, all machinery, timber, boat trailers (resists sea water & abuse). **Use on any surface. TRIAL OFFER:** 250 ml. (.44 pint) TIN incl. HAND BRUSHED col. samples! Full info. all uses (does car wheels or complete m'cycle) State colour. Same day despatch. **Send 97p + 26p p/pk.** (Quantity reductions).

TRIAL OFFER

POST COUPON NOW!

Quan.	Descript'n	Col.	Price

Rush my order as shown
Encl. CHQ./M.O./P.O./Cash £.....
Name .....
PRINT CAPS
Address .....
Code .....

FINNIGANS LTD. (MS) Eltringham Wks. PRUDHOE Northumberland Ph. 0661-32411
Regd. Office No. 354 180 (London)



SPECIAL OFFER until 28th February, 1977

CAST ALUMINIUM NUMBER PLATES
Better quality and service. **£17.00** per pair VAT P. & P. inclusive.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

FUEL TANK SEALANT
At **£3.50** per litre can a good investment for ALL old petrol tanks.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

BRAKE LIGHT SWITCH
Nice original ones at **£1.00** each.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

MIRRORS
New into stock (at last), Round Brass 5½ dia. + arm bracket at **£12.00** ea. Rectangular Raydyot Brass at **£9.50** ea.
(Both can be nickel plated.)

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

A small quantity of original brass and nickel coach handles and ventilators.
All items are exclusive of VAT and P. & P. unless stated.

THE COMPLETE AUTOMOBILIST LTD

39 MAIN STREET • BASTON • PETERBOROUGH • TELEPHONE: GREATFORD 312

THE CLASSIC CAR CENTRE ONLY 1½ MILES FROM LONDON'S MARBLE ARCH

T. P. AUTOS LTD.

OFFER YOU A FINE COLLECTION OF INVESTMENT CARS, ALL IN SUPERB CONDITION

As copy is required so far in advance, we have found it impossible to give exact details of our stock.
WE SPECIALISE IN **JAGUAR** E-TYPE, XK120, 140, 150, Mks. 1, 2, 5, 7, 9. **PORSCHE** 356 A & B. **MERCEDES** 230, 280, SL, LHD, RHD.

We always have 20-30 vehicles to choose from.

For details, prices and a warm friendly reception please call:

3 & 5, ANDOVER PLACE, MAIDA VALE, LONDON, N.W.6
Tel.: 01-624 0591 and 9176

WE SPEAK FRENCH, GERMAN, DUTCH AND SPANISH
SHIPPING ARRANGED IF NECESSARY

RILEYS 1946—1954
E. T. LUNDEGAARD
33 KING EDWARD AVENUE, GLOUCESTER
Tel: GLOUCESTER (0452) 23440

1½ Exhaust Systems	£17.00
2½ " "	£23.95
Roof Covering Kit (to authentic specification, in finest quality materials)	£25.95
1½ Pistons, complete (4)	£28.00
2½ " " (4)	£51.00
NEW Track Rod Ends	£5.00
NEW Water Pump Spindles	£5.50
NEW Water Pump Spindles, RMF	£3.00
Recond. Water Pumps	£15.00

RECOND. DYNAMOS, STARTERS, TEMP. GAUGES, SPEEDOS, CLOCKS, GEARBOXES, STEERING RACKS, ETC., ETC.

We stock all Bearings : All Seals : All Brake Components : All Clutch Components : All Gaskets : All Valves : All Looms : All Cables : All Rubber Sections : All Trim.

WHATEVER YOUR REQUIREMENT. CONTACT THE SPECIALISTS.

Free technical information available to any owner that cares to telephone.

SPECIAL OFFER: Few Second-hand engines from £35. Gearboxes from £1[illegible]. Complete Bonnets £5.

MANY OTHER BARGAINS
GOOD RILEYS ALWAYS WANTED

LIDDELL AND HORNER

QUALITY MOTOR CARS

1948 ROLLS-ROYCE Silver Wraith Freestone and Webb touring saloon. Unused for many years, needs some restoration **£3,250**
1948 BENTLEY Mk. VI standard saloon, poor condition **£475**
1948 BENTLEY Mk. VI, less body, otherwise largely complete **£275**
1937 MG TA. Original and in need of restoration **£1,000**
1963 BENTLEY S3 standard saloon, much above average condition, excellent in every respect **£4,500**

MOTORCYCLES

1929 Rudge Special 500 c.c., raced successfully late 60s in standard class **£475**
1934 Matchless 500 c.c. o.h.v. sports, in good condition **£425**
1936 Sunbeam Model 9 500 c.c. o.h.v. Restored **£495**
1949 HRD Vincent Rapide 1,000 c.c. Beautiful **£1,300**
1917 Scott for restoration **£400**
1929 Scott 3-speed 500 c.c. for restoration **£450**

Westover Farm,
Goodworth Clatford,
Andover, Hampshire
Telephone: ANDOVER 3643

CHARLIE OATES LTD.
WAYSIDE GARAGE, YEALAND, CARNFORTH, LANCS
FOR LANCIA AND SCIMITAR

NEW LANCIAS AND SCIMITARS AVAILABLE FOR IMMEDIATE OR EARLY DELIVERY — PLEASE PHONE FOR DETAILS

1976 ('R' Reg.) LANCIA Beta 1600 HPE, 5,300 miles, brown, gold cloth **£3,950**
1974 LANCIA Beta 1600 saloon, beige with brown PVC, 28,000 miles **£1,875**
1975(N) BMW 3.0 CSI, maroon, beige vinyl roof, light grey cloth interior; 20,000 miles just, radio **£5,450**
RELIANT Scimitar demonstrator due shortly.
Representative selection of new Lancias in stock, including 1300, 1600 and 2.0 saloons, 1600 and 2.0 coupes.
By the time you see this we will have more good used stock, but we are always looking for good clean Lancias, etc., for cash — distance no object.

TELEPHONE CARNFORTH (052 473) 2460

GRAND PRIX SPORTS CARS

121, HANLEY ROAD, LONDON N.4

01-272 5401 Office Hours
01-607 2314 Evenings



72 MGB GT Auto. Teal blue. Tinted glass, sunroof; two owners, 35,000 miles **£1,545**

73M BMW 2002Tii. White, alloy wheels. 36,000 miles. **£2,295**

70J MGB roadstr. O/d., Rostyles, radio. Two owners, 53,000 miles **£895**

68 Aston Martin DB6 Automatic. P.A.S. c/w/w. Just decoked by us **£2,395**

74 Triumph Spitfire IV. Sienna brown. O/d. One owner, 27,000 miles **£1,495**

74 MG Midget. Damask red. One owner, 30,000 m... **£1,299**

66 Aston Martin DB6. White. Manual, P.A.S., radio.. **£2,295**

WE ARE INTERESTED IN PURCHASING ANY SPORTS CAR. PLEASE PHONE FOR BUYER TO CALL.

WESTUNE

"The Enthusiastic Alfa Romeo Dealer"

COMPREHENSIVE RANGE OF NEW ALFAS

NEW ALFETTA 2000 GTV. Red or ivory ..... **List**
NEW ALFETTA 1.6 GT. Silver or periwinkle blue metallic ..... **List**
NEW ALFETTA 1.8. Dark green **List**
NEW ALFETTA 1.6. Dutch blue **List**
NEW ALFASUD Ti. Pompeii yellow or green ..... **List**
1976(R) ALFETTA 1.6. Dutch blue. Ziebart **£2,895**
1976 ALFETTA 1.8. Dutch blue. High mileage but maintained by us regardless **£2,795**
1976 ALFASUD L, in red. Ziebart. Low mileage **£2,075**
1975 ALFASUD TI, in pale blue **£1,825**
1975 ALFASUD SE, in red, cloth trim and carpets..... **£1,695**
1975 Super 1.6, in beech with cloth trim; one of the last imported; radio, cassette **£1,725**
1974 2000 saloon. Piper yellow **£1,525**
1973 2000 saloon. Dutch blue, cloth and tints; high mileage, so **£1,025**
1973 ALFASUD. Red, cloth trim **£1,025**
1971 1750 GTV. Alfa red... **£825**

Crown Lane (B5238)
Horwich, Bolton.
Tel. (0204) 68621

ROLA SHIPPING LTD

INTERNATIONAL CAR SHIPPERS

offer their usual fast, efficient service at extremely competitive rates. Immediate quotations given.

4a Deodar Rd, Putney, London SW15. 'Phone 01-789 7205/7481

NEW PARTS FOR OLD FORDS

NEWFORD PARTS CENTRE
FISHWICK LANE, HIGHER WHEELTON, CHORLEY, LANCS.
Telephone: 0254 - 830343
Most parts in stock for Models 1950 - 1968
NEW AND RECOND. ENGINES & GEARBOXES

WANTED

S1 BENTLEYS IMMEDIATELY
ALSO
S2, S3, Mk. VI & CLASSICS
PROMPT CASH PAYMENTS
ANY TIME
MAIDENHEAD (0628) 36300

REPAIRS AND RESTORATIONS

TO VINTAGE, P.V.T. AND CLASSIC CARS. Our expert has owned vintage cars for 20 years. ***Telephone Peter Parks at***

CLOVER LEAF CARS
ALTON (Hants) 84141

Rolls-Royce Silver Cloud or early Silver Shadow WANTED URGENTLY FOR CASH

DAVID NUDD
Hemington House, Shardlow, Derbys.
Tel.: 0332 792177

MIKE DUNCAN LTD

Midlands Morgan Agent



Thoughts of warm Spring evenings and MORGANS with the roof down. Thoughts of hair blowing in the breeze and the smell of the open countryside. Thoughts of coming to see us for your new MORGAN? We can offer you a MORGAN 4/4, 1975, canary yellow, leather seats, 17,800 miles, one owner; MORGAN 4/4, 1974, 4-seater, signal red, luggage rack, tonneau cover and bonnet strap; MORGAN 4/4, 1974, Brunswick green, wire wheels, Kenlowe fan, Plus 8 door pockets (very useful), one owner, supplied by us; MORGAN 4/4, dark blue, wire wheels, bucket seats, luggage rack, 34,000 miles, oh yes, year 1972, MORGAN 4/4 4-seater, 1971, light orange, wire wheels, luggage rack and tonneau cover; MORGAN Plus 8, 1969, black, details soon; and finally another soon is a MORGAN 4/4 4-seater, 1975. A pair of MGB GTs complete this month's selection, first a 1974 V8, glacier white, sunroof, Endrust, radio and one owner, and secondly a 1973 1800, radio, overdrive and one owner. We have in stock the G.H.-B MORGAN book in paper-back form at only £2.50 inc. p&p.

MIKE

92 WINDMILL HILL, HALESOWEN, BIRMINGHAM
TEL: CRADLEY HEATH (0384) 67675

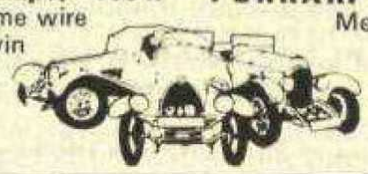
Nigel Dawes

BIRTSMORTON COURT NR. MALVERN
WORCESTERSHIRE. TELEPHONE BIRTSMORTON 068 481 525
VISITS BY APPOINTMENT ONLY

FRASER NASH Targo Florio, 1952. Dark blue, white leather. No. FN53 of the total production of 86 Frazer Nashes produced post war.

FERRARI Dino Spyder, 1973. White/black, radio/stereo, electric windows — a very sought-after car at a very modest price..... **£4,750**

JAGUAR XK120 coupe, 1954. Carmen red/black chrome wire wheels, disc brakes, twin copper exhaust. **£2,550**



DAIMLER 250, 1968. Metallic gold/sand. Auto, power steering. Very much above average..... **£1,550**

MERCEDES-BENZ 250SL, 1967, roadster, hard-top, radio/stereo **£2,700**

MORGAN Plus 8. Chrome yellow/black, Rocket gearbox. Very good condition and below average mileage **£2,800**

FERRARI 365 GTC, 1972. Metallic dark gold/beige. air-conditioning, tinted glass, stereo/radio **£7,850**

CRC

Cambridge Road Garage

LOTUS AND TVR MAIN AGENTS. PERFORMANCE CAR SPECIALISTS

NEW CARS

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

A SELECTION FROM OUR STOCK OF USED CARS

MG-B GT, 1973 (Dec. 'M'). Bronze yellow, blue cloth. Fitted overdrive, chrome Rostyles, radio; 30,000 miles recorded. **£1,995.**

LOTUS Elite 503, 1976. White, oatmeal interior. Our own demonstration car. All usual 503 refinements. Excellent condition, 20,000 miles. **£7,295.**

MG-B GT, 1973. Bronze yellow, navy cloth, o/d., Rostyles, h/rests, 33,000 miles only. **£1,795.**

STAG, 1972 (L), auto., white, blue interior, h/s tops, radio/8-track, fully checked and serviced. **£1,995.**

ELAN +2S 130/4, 1972. JPS colours, Sundym, h.r.w., radio etc. 42,000 miles only, immaculate **£2,250**

MG-B GT, 1975 (P). Tahiti blue/black cloth, overdrive, headrests, Supercover until Nov. '77, 16,000 miles, one owner. Service history, as new. **£2,595.**

DOLOMITE Sprint, 1974 (N). French blue, black cloth, Sundym glass, 29,000. Service history. Immaculate example. **£2,195.**

JAGUAR 'E'-type 4.2 f.h.c., 1969. Pale blue with navy leather, fitted chrome wires, sun-roof, radio etc. Very sound condition. Offered at **£1,595.**

ELAN S3 d.h.c., 1967. Metallic green, black interior. Much money spent to make this an exceptionally nice example, far above average for year. Bills for £300 available. 12 months M.o.T. **£1,075.**

ELAN S4 f.h.c., 1970. Lotus yellow, black interior. Engine completely rebuilt with oversize pistons, special cams etc. Performance comparable to Sprint. Fitted radio, knock-on wheels, immaculate condition. **£1,495**

ELAN +2S 130/5, 1974. Roman purple, oatmeal interior, alloy wheels, radio, tinted glass etc. 27,000 miles. Superb condition. **£3,095.**

TRIUMPH Spitfire 1500, 1975(P). Pimento red, black int., hard top, o/d., headrests, radio, 13,000 miles, very nice condition. **£1,895.**

All above used cars offered with 12 months' Autogarde Parts/Labour Warranty.

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

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

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

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

TONY MITCHELL LTD.

BMW

Pre-War for Sale and Wanted.
1920 Vauxhall 30/98 E Veloxe.
Ducatti Desmo 900 S.S., unreg., **£1,650. BMW 328** sports, **£6,500.**
Frazer Nash Mille Miglia, £5,500.

Appointments essential.

Manor Farm House, Rodmarton, Cirencester, Glos., GL7 6PE.
Tel.: Rodmarton 222

MYSTERY

MORGAN BUYER
01-440 2462
DAYTIME
05902 3545
EVENINGS/WEEKENDS

HEALEY BROS. (Automobile Engineers) LTD.

Victoria Street, IRTHLINGBOROUGH, Northamptonshire.

Tel: Wellingborough 650247–650203

Specialists in restoration of Classic and Vintage Cars

Bentley S3, 1964. Shell grey over steel blue, grey interior. Electric windows, air-conditioning. A fine example having 63,000 recorded miles.

Bentley Mk. VI. Black with cream side panels. Extensively restored to *concours* condition.

MG TF, 1955. Red with black trim. Nearing completion of comprehensive mechanical and body rebuild to *concours* standards.

MG TF, 1955. Ivory with red trim. *Concours* winner. Undoubtedly one of the finest available. Customer's property.

ROLLS-ROYCE and BENTLEY spares stocked.

DP AUTOMOBILES LTD

PEUGEOT DISTRIBUTORS



EXPORT CENTRE

All models available tax free under the Personal Export Scheme.

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

Alexandra Motors
of Portsmouth Ltd.



Hampshire's leading Sports Car Centre.

MERCEDES-BENZ 280SL Auto. This 'G' Reg. model is finished in mid-night blue with matching trim; re-puted mileage of only 62,000. This superb example has service history and is fitted hard and soft tops, and p.a.s. **£3,750**

1969 JAGUAR 'E'-Type f.h.c., only two owners from new, 58,000 miles. Finished in red, black trim, fitted wire wheels, Motorola, and service history for last five years **£1,995**

1973 LOTUS Elan Sprint f.h.c. Yellow/white, full service history, two owners, recorded mileage only 29,000 **£1,975**

1970 LOTUS Elan 2. This most desirable car is finished in red and is fitted with all usual Lotus extras **£1,495**

1975 Triumph TR6 roadster. Here is one of the last truly magnificent thoroughbreds, 18,000 miles re-corded, one owner from new. White **£2,195**

1973 Triumph TR6 roadster. Mimosa, black trim, o/d., 32,000 miles only **£1,595**

1972 TRIUMPH TR6 roadster. Red with black trim, one owner from new, 42,000 miles showing, o/d., radio **£1,295**

1974 MG-B GT. Bracken, fitted Radiomobile, o/d., Rostyles, h.r.w., wing mirrors; only 17,000 miles from new **£2,095**

1973 MG-B GT. Harvest gold, fitted o/d., Rostyles. This is a one-owner model, only 19,000 miles. **£1,850**

1972 MG-B GT. Teal blue, o/d., radio, spotlights, head restraints and Rostyles; mileage 38,000 **£1,545**

1973 TRIUMPH Spitfire Mk. IV. Sapphire. Another one-owner car, 25,000 miles from new **£1,295**

1972 TRIUMPH Spitfire Mk. IV. White. One owner, 41,000 miles from new; o/d., Radiomobile **£1,045**

SPORTS, CLASSIC & PERFORMANCE CAR BUYERS OF THE SOUTH COAST

Our stock situation is very low owing to our continuing discerning clientele. Therefore should you have a car of distinction with suitable history attached, we will pay more than most.

ASK FOR MIKE SELLARS

Alexandra Motors
140, Gladys Avenue,
North End, Portsmouth
Portsmouth 67132

TERRY & BARRY BONE

M.G. TC, 1949. Rebuilt car **£2,500**
M.G. TC, 1947. *Concours* winner .. **£3,000**
M.G. J2, 1933. Reliable and running **£1,750**
M.G. TA, 1939. Sound and original .. **£1,800**
M.G. L Type, 1933. Basket case, offers around **£950**

92/94 HIGH STREET, (STEYNING 812962) (Code 0903) SUSSEX. Phone for appointment please



Dirty or corroded metal?
We will **BLAST IT** for you,
with sand or glass beads.
FIENNES ENGINEERING LTD.
Kingsville Road, Kingsditch Trading Estate, Cheltenham. Cheltenham 36663

1974 BMW 2002 Tii
Orange. One owner.
£2,725
Westune
Tel.: (0204) 68621
CROWN LANE, HORWICH, BOLTON

VEHICLE SHIPPING

Through our capable staff we offer possibly the best vehicle shipping service to USA and other destinations world wide.

All shipments can be covered by full Marine Insurance.

Limited free storage available if required.

Please contact **Colin Bradshaw** at our Southampton office for quotation or advice on the best method of shipping your car.

CROXSON FORWARDING LTD.
Royal Mail House, Terminus Terrace, Southampton SO1 1FD
Telephone: 0703 26828/32387 Telex: 477102/8812719
Offices at London, Dover, New York, Rotterdam, Felixstowe.

MOTOR INSURANCE

WE CAN OFFER YOU THE MOST COMPETITIVE INSURANCE AVAILABLE. THE CHART BELOW SHOWS WHAT YOU COULD PAY FOR FULLY COMPREHENSIVE COVER WITH MAXIMUM BONUS AND CLEAN RECORD. AGED OVER 35

CAR	Rural	London
MINI, ESCORT, 1100, FIAT, VIVA, HERALD	£19	£28
CORTINA, AVENGER, MARINA, VW	£22	£34
ROVER, TRIUMPH, CAPRI GT, JAGUAR	£34	£55
SPITFIRE, COOPER, MIDGET	£36	£55
ALFA ROMEO, BMW, MERCEDES, MGB	£57	£88
LOTUS, TVR, TR6, E-TYPE, SCIMITAR	£77	£119

WE SPECIALISE IN SPORTS CARS AND PROBLEM CASES
WE ARE ABLE TO QUOTE ON ANY CAR NOT LISTED ABOVE

BEFORE YOU RENEW YOUR PRESENT POLICY COMPLETE THE FORM BELOW AND YOU WILL RECEIVE BY RETURN THE BEST COVER AT THE MOST REALISTIC PREMIUM, OR TELEPHONE FOR AN INSTANT QUOTATION.

Name..... Age..... Nationality.....
Address .....
Occupation..... *Full/Prov. Lice. No. Years.....
Make of Car..... Model..... C.C.....
Year..... Value..... *Garaged. Yes/No
Cover required : *Comp. / Third Party Fire & Theft / Third Party.
Drivers : *Owner Only / Owner and Wife / Any Driver.
Used for : *Social and Pleasure / Business / Commercial.
I am entitled to.....years No Claim Bonus.
Details of any convictions or accidents :.....
*DELETE AS NECESSARY AND POST TO

HAMPTON INSURANCE BROKERS
91 CROWN ROAD, TWICKENHAM, MIDDLESEX
TEL: 01-891 1266/7/8
OFFICE OPEN DAILY 10 am - 5 pm
Agents for B.I.A. COMPANIES & AT LLOYDS
TERMS AVAILABLE

HARDTOPS from Lenham


Stag — £195


TR4A, 5 & 6 — £125


MGB/C — £125


Jensen Healey — £135


Lotus Elan — £125


Spitfire Mk. IV — £110


Jaguar 'E' — £135


MG Midget — £110

Prices + VAT

Please send for illustrated brochure.

LENHAM MOTOR COMPANY
47, WEST STREET, HARRIETSHAM, KENT
062 74 570

Linden Alcock & Co

Chartered Surveyors, Fine Art and General Auctioneers

IMPORTANT AUCTION SALE:

Vintage and Classic Motor Cars

EARLY COMMERCIAL & WORLD WAR II VEHICLES
HORSE-DRAWN VEHICLES & OLD AGRICULTURAL IMPLEMENTS

Motorbilia, early accessories and spares, accoutrements, books and prints of allied interest.

Park Hall

Wormelow, near Hereford

TUESDAY

March 29th 1977

Viewing Monday 28th, 2.00-7.00 pm and day of sale.

Following our televised June auction (believed the largest ever in UK outside London and Beaulieu), at which 87% of entries were sold, we already have substantial entries in all sections, and will be pleased to discuss them with prospective vendors and purchasers.

FURTHER ENTRIES INVITED

For inclusion in international advertising.
No restoration projects, please!

Further information from the
Chartered Auctioneers (V.C.A. Dept.),
8/9 Bridge Street, Hereford. Telephone 68600

BROOKLANDS OF BYFLEET

HIGH ROAD, BYFLEET, SURREY. TEL: 45588 (5 Lines)

HOME OF THE PERFORMANCE CAR

1926 Rolls-Royce Phantom I tourer **£18,500**

1962 Continental Bentley S2 2-door by H. J. Mulliner.. **£8,700**

1956 Bentley Continental S1 by H. J. Mulliner..... **£8,900**

1962 Bentley S2 saloon **£4,500**

1974 'N' registered Ford Capri, 3-litre GT. Only 8,000 miles from new by one fastidious owner. Metallic green, brown interior. Sports pack, vinyl roof, radio; many other extras **£2,490**

1973, late 'M' registered MG GT V8, only 24,000 miles, original spare wheel (unused). Blaze, black interior. A most expensive radio and sound-deck fitted, also sun-roof and many other extras **£2,450**

1972 MG-B GT, 8,000 miles only from new. We consider this car better than new. Overdrive, wire wheels, h.r.w., radio. Special anti-rust treatment and under-seal. White, dark blue int. **£2,300**

1973 Triumph Spitfire Mk. IV. One lady owner, 20,000 miles only. Magenta, black interior and hood **£1,290**

1970 Jaguar 420G, 20,000 miles only, one owner. A collector's car, must be seen.. **£2,400**

1962 Austin Healey 3000. Collector's piece..... **£2,700**

1958 Aston Martin DB Mk. III sports coupe. A better car would be impossible to find.... **£4,800**

1962 Jensen 541 S auto. **£2,200**

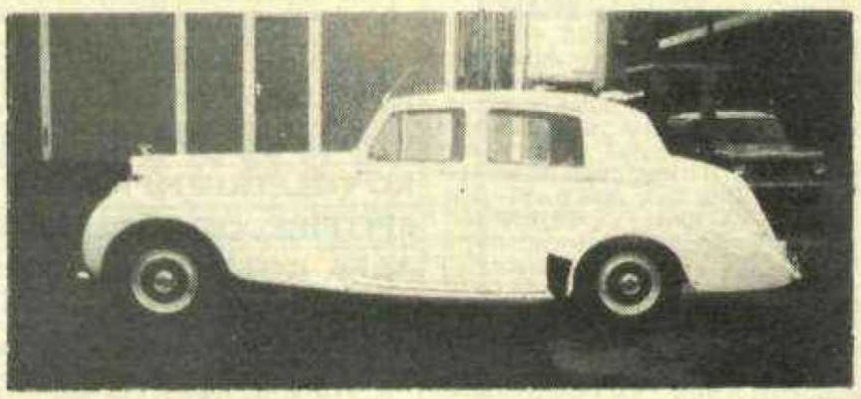
1969 (H reg.) Lancia Fulvia coupe Rallye 1300, 25,000 miles only from new. Magnificent condition, updated wheels etc. **£1,195**

MOTOR SPORT TYPE CARS WANTED URGENTLY NOW!!

THE SPORTS CAR DIVISION OF NOEL ROSCOE LTD.

Open 6 days a week until 7.30 p.m.

DON KENDALL LIMITED



Unusual to find a **Bentley "R"-Type** painted in porcelain white, but it could suit the Californian sunshine. Red interior, the recorded mileage 78,000, and looks about right. Automatic, and runs very quietly. Nice carpets, headlining and woodwork, tools, handbook, etc.

1973 Lotus Plus Two "S" 130/5. Good mechanical history, and unblemished bodywork. **£2,395.**

1974 Alfasud four-door. Maintained and owned by main agents all its life. A very sweet car giving 34 m.p.g. Red. **£1,295.**

1972 (L) Triumph Stag, painted royal blue with pale blue interior. Manual gearbox with overdrive, hard and soft tops, radio, electric aerial **£1,895.**

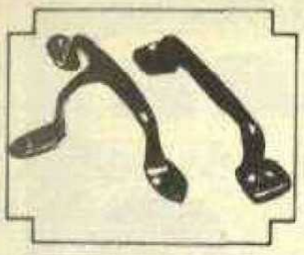
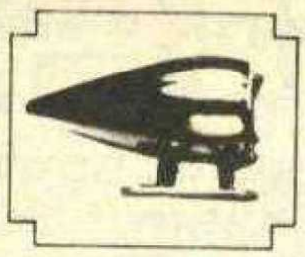
1953 Bristol 403. Just completing renovation and painted by us chocolate brown with beige original leather and brown piping, and excellent mechanically. **Offers.**

1958/9 Bentley S-Type, 125,000 miles, some history; no rust or rot. **£3,250.**

WE USUALLY PAY OVER NORMAL TRADE PRICES FOR GOOD SPORTS, ROLLS-ROYCE & BENTLEY CARS, SO GIVE US A RING

Apem Works 114 St Albans Road
Watford Herts Telephone Watford 29645

NEW enlarged 1977 catalogue OUT NOW

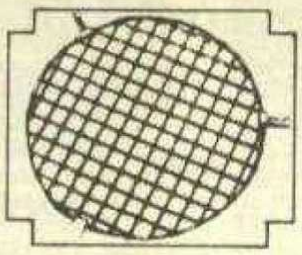
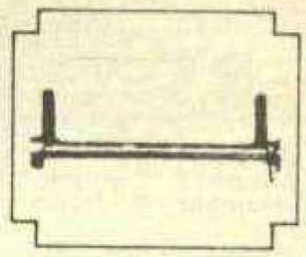
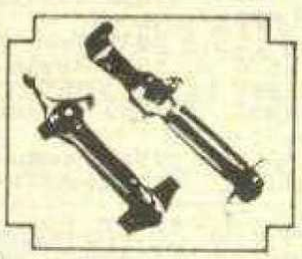
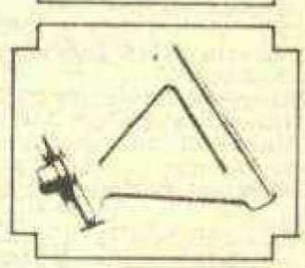


PAUL BECK

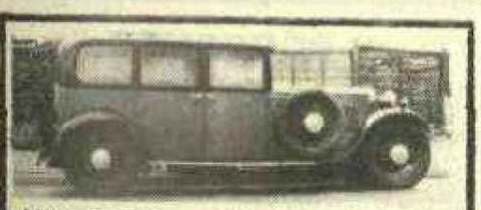
Here are just a small selection of Veteran & Vintage Fittings & Accessories. At prices you CAN afford.

Efficient Worldwide Mail order Service.

Catalogue.
U.K. 50p, Europe 75p (post paid)
U.S.A. & Elsewhere $ 3.00 (bills)
(Air post paid)

PAUL BECK, Happisburgh, Norwich, Norfolk, NR12 0RX, England. Tel. Walcott 367. Tel 8.30 a.m. - 6.00 p.m. Callers welcome anytime, but by prior appointment only please



1931 Sunbeam 18. Rebuilt **£3,575**



1933 Jaguar SS 4-door. **£1,625**

1948 Allard P1 saloon. £775
1929 Austin 20 Landaulette. Mint.
1930 Austin 20 Hearse.
1937 Fiat Topolino. £375.
1963 Jaguar 'E' f.h.c. 3.8. Partially rebuilt alloy bonnet. **£600.**
1954 Lagonda LB290 Mk. I Tickford coupe. £1,850.
1949 Morris Minor MM tourer. Mint. **£950.**
1914 Saxon 11 h.p. Model A.
1953 Sunbeam Alpine. £1,250.
1957 Sunbeam Talbot Mk. 3. £850.
1948 Triumph 1800 roadster. £1,350.
1950 Triumph 2000 roadster. £1,125.
1933 Triumph Gloria. Total restoration required. **£350.**
1950 Triumph Renown. (3 rebuild or spares) **£300.**
1938 Vauxhall 10. One owner **£450.**
1930 Scott motorcycle. Air-cooled.
1921 ABC Scootamotor. £150.
1948 Norton 500.

WANTED: Any period or interesting cars. Will view/collect anywhere UK.

TRAILER TRANSPORTATION 1-3 cars anywhere UK or Europe. Any condition. Fully insured.

MURRAY JACOBSEN
173 UPPER TOOTING RD., LONDON, SW17.
01-672 4787.
VIEW ONLY BY APPOINTMENT

Wm. E. QUINT

OFFERS

1975 Morgan +8. Red. 12,000 miles **£4,400**
1973 BMW 2002 drophead coupe, 4 seats, 37,000 m., one owner **£2,400**
1972 Triumph Spitfire. Yellow, radio/stereo. Excep. good **£950**
1966 Bentley 'T' series. Grey/grey. Service hist. Superb cond. **£5,250**
1963 Bentley S3 Standard Steel, two owners, known history. Immac. grey/antelope **£5,500**
1967 Bristol 409, power steering. Blue. Good history, excel. **£2,400**
1967 Jaguar 420G. All black, red interior, new tyres **£850**
1968 Reliant Scimitar 3-litre GT, overdrive. White **£550**

061 928 2922

FOX FARM, BROOK LANE, TIMPERLEY, CHESHIRE



Rolls-Royce 20/25, 1931, seven-seater limousine with division, recently refurbished and renovated to near *concours* condition. Finished in black over blue, with West of England cloth to rear. (*Similar to above.*) **£10,950**
Bentley S1, 1956, with Rolls-Royce conversion. Finished in black over gold **£2,850**
Bentley 'T' Series, 1967, in dark blue, Sundym. Excellent condition. **£5,950**

G. R. HALES

25 PAGES WALK, LONDON, SE1
Day 01-231 0067. Eve. 01-693 7530

SPORTSCAR GARAGES

DAIMLERS



Barker Special Sports 2½-litre Aluminium Drophead Coupe, recently sold. **Another** one almost ready, re-cellulosed in Black over Pearl Grey, Black hide interior, new fully lined hood, new carpets, etc.



Barker 4-seat Drophead Coupe, 2½-litre. Aluminium coachwork and 3-position hood. This one also sold but another in process, ready shortly.



Hooper Empress 3½-litre Razor-Edge Sports Saloon. All Aluminium coachwork, overdrive. This one now sold but choice two others, one Black almost ready, one Sand and Sable in process.

★ *Wanted: any "OPEN" Daimler* ★

UNION WALK, SHOREDITCH, LONDON E2 8HP

(Union Walk: Off Waterson Street from the Kingsland Road by Shoreditch High Street. Tube: Old Street.)

Tel: 01-729 1221

Appreciating Cars

Manor Garage, Box, nr. Chippenham, Wilts. Tel: Box (022121) 2317



1934 AUSTIN 16/6 TOURER
Sound and original. Being restored.



1956 DAIMLER CONQUEST DHC
Stylish and practical — ready to use.

1948 ROVER 12 SPORTS TOURER. Rare and attractive, needs some work. £1,350
1933 AUSTIN LIGHT 6 ESTATE. Unique all wood body. £1,450
1949 HEALEY SPORTSMOBILE. Only 23 made. Recently restored. £1,750
1950 MG-TD. Being restored. Ready March/April.
1955 MG MAGNETTE ZA. Above average example. £575
1931 AUSTIN HEAVY 12/4. Running chassis for restoration. £375
1959 JAGUAR 3.4 MARK 1. Manual with o/drive. Looks and drives like new. £1,650
1956 ROVER 60. Quality motoring at low cost. £325
1965 MORRIS MINOR 1000 CONVERTIBLE. Restored to near original condition. £650

We offer a comprehensive service to buyers and owners of collectors cars, from minor repairs to full restoration. Photo list of these and other cars for sale on request.

ROLLS-ROYCE | **BENTLEY**

Adams & Oliver Limited

Established Specialist Service for Owners of Rolls-Royce & Bentley Cars 1925-1965

1937 25/30 H. J. Mulliner. Superb condition.	£4,750	1967 'T' Series. Excellent, with small mileage.	£5,950
1935 Phantom II Rippon limousine.	£3,850	1957 S.I with P.A.S.	£3,250
1935 Phantom II Robinson tourer. "Mint".	£14,800	1954 'R' Type Automatic. Superb.	£3,850
1965 Vanden Plas limousine.	£1,250	1951 Mark VI. Superb.	£3,500
1961 Rover 100. Outstanding.	£750	1951 Mark VI. Sound and respectable.	£2,150
1960 Austin Healey 3000.	£1,950	1950 Mark VI. Sound, but paint poor.	£1,150
1955 Rover 90.	£300	1964 S.III, with sunroof.	£4,500
20/25 mid-series Chassis.	£950		

Guide to Rolls-Royce & Bentley Cars 1925-1965. A new, slightly revised edition with improved format. U.K. Price — £2.50 Post Paid.

ADAMS & OLIVER LTD., RAMSEY ROAD, WARBOYS, HUNTINGDON, CAMBS., PE17 2RP. TEL.: RAMSEY 822488

Please note hours of business: Weekdays — 0900 - 1730. Saturdays — 0900 - 1230 or by prior appointment.
Overseas telephone callers are particularly requested to adjust for U.K. times.

Malcolm C. Elder Tel: Steeple Aston (0869) 40606

Town House, Paines Hill, Steeple Aston, Oxfordshire





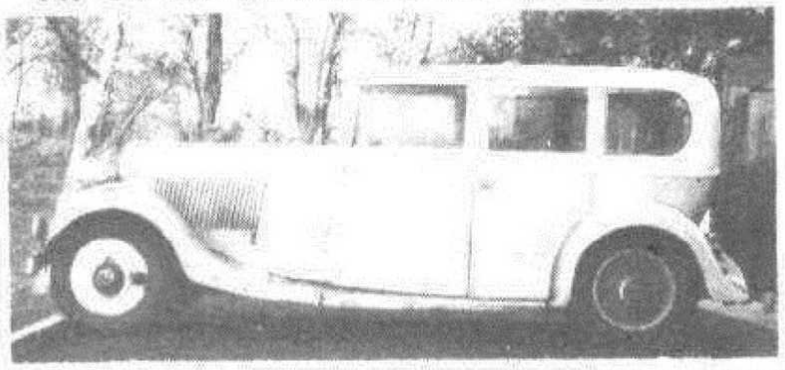
1929 Austin 7 "Top Hat". Rest'd
1929 Humber 9 fabric saloon (*Photo*) **£1,825**
1932 Essex Super Six sedan (*Photo*) **£1,975**
1933 Austin 16/6 high chassis saloon. Superb **£1,975**
1933 Morris Minor sln. Rest'd. **£950**
1936 Hillman Minx sln. Nice **£425**
1936 Vauxhall 25 Ambulance by Lomas. Sound. ... **£695 + VAT**
1952 Humber Pullman limousine.
1955 Daimler Conquest. Nice **£575**
1959 Messerschmitt KR200 £245
1962 Rover 100 sln. Nice ... **£425**
1963 VW 1200 de Luxe. Superb. **£395**
1971 Rover 3.5 sln. Nice ... **£900**
1972 Rover 3.5 sln. Lovely **£1,150**

MOTORCYCLES

1929 Grindlay-Peerless 500 c.c. £925
1930 Panther 500 c.c. Rest'd. **£700**
1949 HRD 1,000 c.c. V-twin **£1,400**

WANTED: Interesting cars! W.h.y.? Vintagem, P.V.T., 30's, sports, classics. Part exchanges considered. Finance arranged. Callers preferably by appointment

K. J. A. SPARES OF KENYON



ROLLS-ROYCE, 1935, 20/25, Chassis No. GWE 28. A pleasing 6-light saloon by Rippon with louvred bonnet and sunshine roof. Not running but complete. The body, interior and mechanics are in need of restoration, hence **£1,975.**

Culcheth (0925-76) 2317

Yesteryear Ltd

CARRIAGES OF THE FINEST QUALITY

REGISTERED ADDRESS: CONSTRUCTION HOUSE, PADDOCKHALL ROAD, HAYWARDS HEATH, SUSSEX, ENGLAND. TEL: HAYWARDS HEATH 2246

THE JAGUAR SPECIALISTS

OFFER LARGE SELECTION OF JAGUARS INCLUDING XK120s, 140s, 'E' types & MARK I, II, VII, IX, X, 420G.
Also DAIMLERS, MGs, AUSTIN HEALEYS, etc.

THIS MONTH'S CHOICE

1969 DAIMLER V8 250 saloon, 29,000 recorded miles. Light blue. Rare Manual O/D. Radio and extras. **£1,750**

ENTRIES NOW ACCEPTED FOR OUR
INTERNATIONAL AUCTION
ADVERTISED WORLD WIDE, TO BE HELD
AT WESTMINSTER, LONDON, ON 2nd/3rd MAY 1977
ENTRY FORMS ON REQUEST

CARBURETTERS

SPECIALIST SERVICE

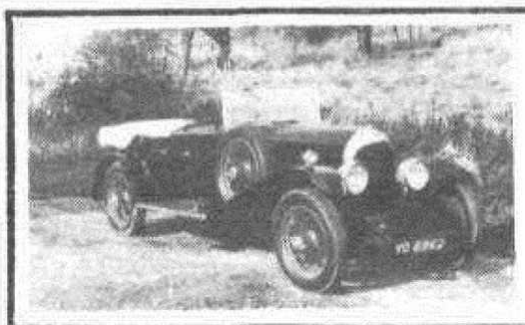
Reconditioning and repairs
New units and spares
If you have any carburation problems contact

SOUTHERN CARBURETTERS
49, The Broadway,
Wimbledon, SW19. 01-540 8128
COMPREHENSIVE ENGINE TUNING FACILITIES

PORSCHE

For information regarding membership of The Porsche Club of Great Britain please contact:

A. Standen,
3, Buckingham Mews,
London SW. Tel: 01-828 9501



FOR SALE

3-LITRE BENTLEY

1926 Long Chassis Tourer.
In completely original condition.
ALSO:
1949 Healey Silverstone D-Type.
In very good and original condition.

Serious enquiries only to:
Alan Dunkerley,
Ramsbottom 3616 (evenings and weekends). Burnley 35658 (days)

HY-PERFORMANCE INSURANCE

01-363-4966/01-366-7447

FERRARI Specialists



PORSCHE Specialists

BELLEVUE INSURANCE BROKERS LIMITED
Palace Mansions, Palace Gardens, Enfield, Middx

Name ..... Address .....

Occupation ..... Age ..... Business/Pleasure Use
Full/Prov. Licence for ..... years Comp./Third Party/T.P.F.&T. cover.
Owner only / and wife / Any driver / Named driver, age
Make of car ..... Model .....
C.C. ..... Value ..... Year ..... Car Garaged/Left in open.
Present insurers ..... No claim bonus ..... years.
Age of youngest driver ..... Quote for Annual / Quarterly policy.
Details of all accidents and convictions should be enclosed, including those of additional drivers.

B. M. Ellis of Huddersfield Ltd.

Telephone 0484 32126 — "ELLIS HOUSE" HUDDERSFIELD — After hours 0484 31426



1928 ROLLS-ROYCE 20 HP H. J. Mulliner Cabriolet
Fabric body completely restored, interior completely restored in leather; new headlining, carpets, and the interior is just as new. Fitted trunk with cases. Mechanically superb.
A very unusual and practical Rolls-Royce.

1971 Rolls-Royce Mulliner/Park Ward 2-door saloon. Seychelles blue, magnolia interior. 6,750 c.c. engine. Centre door locking, air-conditioning. F.S.S. 48,000 miles **£11,500**
1964 Rolls-Royce Silver Cloud III. Antelope/golden sand, beige interior. Two owners, 68,000 miles from new.
1964 Rolls-Royce Silver Cloud III. Shell grey/steel blue. Radford conversion. One owner, 82,000 miles **£8,500**
1956 Rolls-Royce Silver Cloud I. Sand over sable, gen. mileage 65,000 ..... **£7,500**
1954 'R'-Type Bentley Automatic. Black, blue interior. One owner, 37,000 miles from new. *Concours* prize-winner. Original immaculate condition.
1953 'R'-Type Bentley. Two-tone green, grey interior, 850 miles since full restoration. Beautiful car **£5,000**
1952 Bentley Mk. VI. Big bore, small boot. Dawn blue/shell grey, beige interior. Recorded mileage 118,000. Superb car **£3,000**
1953 Bentley 'R'-Type. Sand and sable, 100,000 miles. Superb condition.
1964 JAGUAR 3.4 Mk. II. Cotswold blue, blue interior. Automatic. Radio. Owned by Jaguar Main Dealer from new. Genuine mileage 17,000. Full service history. Condition comparable to new **£2,750**
1960 Rover 100. Black, red interior. 42,000 miles from new. Chauffeur driven and maintained. Immaculate original condition **£1,500**
1925 Morris Oxford Bullnose 2-seater tourer with dickey seats. Bronze green, brown leather interior. Fully restored ..... **Offers around £5,000**
1973 Reliant Scimitar, Automatic. Radio, sunshine roof. Green with tan interior. 30,000 miles from new. Mint condition **£2,750**
1974 Land Rover 12-seater Safari. Blue/cream. Towing equipment, free-wheel hubs. Privately used and in first class condition, 24,000 miles from new. **£3,000** plus V.A.T.
1975 Triumph Stag, o/d., magenta, h/s tops, laminated/tinted glass, radio/stereo; 15,000 miles **£4,250**
1974 Jaguar XJ6 Mk. II 4.2 Auto., green sand, p.a.s., radio; 21,000 miles.. **£4,450**
1973 Triumph Spitfire, blue, s/top, radio, radials; 21,000 m.; beautiful cond. **£1,350**

WE ARE ALSO WILLING TO BUY CARS OF VINTAGE ERA INCLUDING ROLLS-ROYCE AND BENTLEY

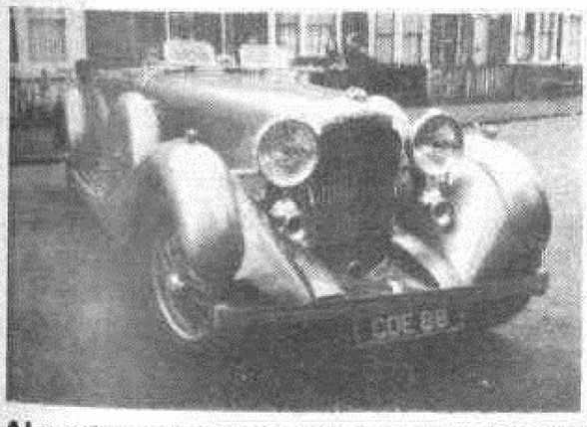
MIKE CARTER

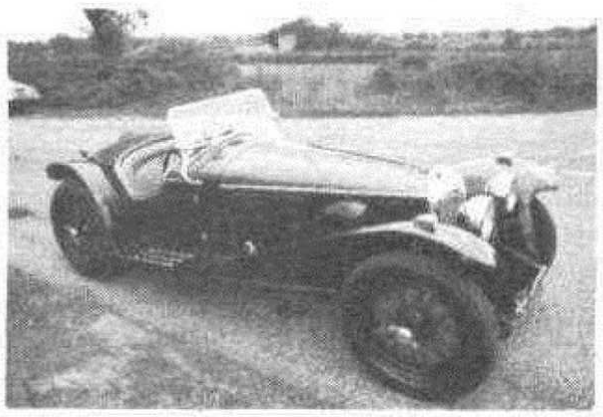
Europe's largest vintage & classic vehicle auctions

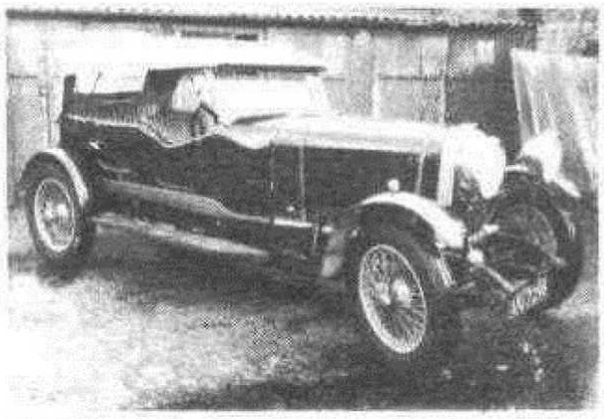
After the huge success of our October 27th sale, we have decided to make February's a four-day event:

WEDNESDAY FEBRUARY 16	FRIDAY FEBRUARY 18	SATURDAY FEBRUARY 19
Post-war Classic Cars	Rolls-Royce and Bentley and Pre-war Cars	Rolls & Bentley and Veteran & Vintage Spares Vintage & Classic M/bikes

On Thursday 19th, while we change over perhaps 200+ cars, we have arranged a free showing of all six parts of the Shell film "A History of Motoring". Show commences 1.30pm at The Other Cinema, Tottenham Street, W.1. No charge for admission, but you should have an auction catalogue. The programme lasts 3½ hours.







Already entered for February: Riley MPH (*illus.*), LG45 Lagonda (*illus.*), Phantom III limousine (*illus.*), 1928 Lagonda 3-litre tourer and 1923 Fiat 501 tourer (*both illus. Jan. Motor Sport*), 1923 Sunbeam 24hp tourer, 1904 Cadillac, 1902 Quadrant, 1924 Baylis Thomas sports, MGs TA & TC, 1928 Austin tourer and saloon, Astons DB4, 2/4 Mk. 3, & 6S, Talbot Lago America, Silver Wraith, Silver Cloud II, 1920 Leyland Fire Engine, Speed 25 saloon, 1928 air-cooled Franklin, and many more.

Promised (or at least half-promised): 2 short and 1 long-chassis Astons, Model T van and lorry, MG PA, Speed 20 tourer, 4 Derby Bentleys (inc. 2 dropheads), 2 T-Types, 20/25 tourer, 2 Phantom II limousines, 20hp Rolls saloon, 3-litre and 4½-litre Bentleys, 4½-litre Invicta, 1923 Bullnose tourer, S1 Continental Bentley, SS 100 Jaguar, Riley Alpine, Alvis 12/50, 1930 La Salle, Iso Griffo, Lancia Aurelia, s/s post-war Bentleys, horse-drawn steam fire-engine pump, etc., etc.

Plus a very important collection of spares, mascots, literature, etc., and some interesting motorbikes back to 1903.
Virtually all the above cars are in excellent to mint condition.

FURTHER ENTRIES OF THIS CALIBRE INVITED

To give you an idea of our last sale, try these prices for size: 1922 Silver Ghost cabriolet, £15,000. Silver Cloud I standard saloon, £6,550. James Young Mark VI saloon, £3,350. Phantom I landaulet, £11,000. S3 Continental, £5,700. Silver Wraith saloon, £7,100 4¼ Bentley saloon, £6,050. Phantom III saloon, £6,200. 6½-litre Bentley saloon, £13,050. Rolls 20 replica tourer, £5,250. 1926 Zenith 1000 combination, £1,300. Bullnose Morris, £4,400. 1930 Alvis saloon, £1,950. Austin Chummy, £2,200. Lancia Lambda, £6,400. 1930 D8 Delage replica tourer, £9,500. 1925 ABC, £3,350. 1939 Morgan F2, £2,050. 1911 Austin 10 hp, £3,700. 1933 Austin 7 saloon, £1,125. MG TF, £3,950. 1928 Sunbeam 16.9, £4,800. 1934 Invicta 1½ saloon, £2,400. 1912 Itala 14/40, £7,750. 1964 Jensen CV8, £1,860. 1929 Morris Cowley, £3,300. MG TC, £2,700. 1960 Porsche fhc, £3,300. 1933 AC 16/60, £3,100. LG6 Lagonda, £6,400. MGA fhc, £1,300. 1936 Buick dhc, £2,600. Morris 8 tourer, £1,525. 1928 Vauxhall 20/60, £2,800. Ferrari 275 GTB, £5,500. AC Cobra, £5,000. BSA Scout, £1,500. 1964 E-Type fhc, £2,100. Lagonda 16/80, £4,200. ALL THESE VEHICLES WERE SOLD, plus many more (about 110 in total).

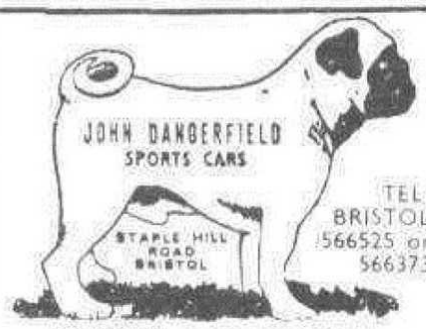
NO SALE NO COMMISSION

There is also an Autojumble on Saturday 19th. Stalls £6 each.

Illustrated catalogues sent for £1 UK, $3 Air Mail abroad. Motorcycle and spares catalogue is separate, at 50p post paid anywhere.

Mike Carter, VTEC, 14 Broadway, SW1. 01-834 9225

Please note: You must register to bid, by sending a cheque for £100 (fully refundable) 10 days minimum before the sale, or with cash or bank draught on the day. No cheques will be taken drawn on foreign banks. Travellers' cheques accepted.
Buyers wishing to pay with English cheques must make credit open facilities in our favour with Midland Bank Ltd., 171 Priory Road, N8, for the maximum they might spend. This only applies to the car sales. Cash or draughts only on the Saturday.



SCIMITAR AND MORGAN DISTRIBUTORS

NEW M.G. Midget. Flamenco, black trim ..... **List price**

1976 MORGAN 4 seater, B.R.G./black trim. Tonneau, luggage rack, rear bumper, seat belts, reversing lights, bonnet strap, laminated screen; undersealed; 307 miles **£4,500**

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

1975 MORGAN 4/4 2-seater. Red/black trim. Tonneau; stereo, rear bumper, headlamp guards, air cleaner, badge bar, door handles. One owner, 3,430 miles **£4,350**

1975 MORGAN Plus 8. Brown and cream, luggage rack, reclining seats, one owner. Supplied and maintained by us **£4,500**

1974 SPITFIRE. O/d. Yellow. One owner **£1,650**

1974 MORGAN Plus 8. Magenta, leather trim, luggage rack, rear bumper, bonnet strap, triple wiper. Service history available **£4,500**

1974 TRIUMPH GT6. Emerald green, o/d., radio, tinted glass, etc. 25,900 miles **£1,825**

1974 MORGAN 4-seater. Light orange. Twin reversing and spot lights, locking petrol cap, twin wing mirrors, Kenlowe, tonneau, radio, rimbellishers, luggage rack, rear bumper, leather reclining seats, air cleaner, electric screen-washer, tan carpets; 12,600 miles **£4,000**

1974 GTE. Overdrive. Tan leather, April yellow. Tinted glass, laminated screen, electric windows, alloy wheels, fog and spot lights, 8-track stereo **£3,300**

1974(N) GTE. Overdrive. Venetian blue, 8-track stereo, tan leather, electric windows. Supplied and maintained by us. One meticulous owner, 7,660 miles **£4,250**

1974 GTE Automatic. Ivory beige/tan leather. Alloy wheels, 8-track stereo, Webasto roof, fog and spot lights. Transistorized ignition. Supplied and maintained by us **£3,400**

1973 GTE Automatic. Capricorn blue/black trim. Webasto roof, electric windows, alloy wheels. Indicated mileage 28,800 ..... **£2,700**

1973 SPITFIRE. Red. One owner. 30,850 miles **£1,400**

1973 M.G.-B roadster. Overdrive. White. Radio. 24,600 miles **£1,750**

1972 GTE. Overdrive. Wessex green/black leather, alloy wheels, fog and spot lights. 5 new tyres. New heavy duty battery. Supplied and maintained by us. One owner **£2,300**

1972 GTE Automatic. White. Wolf-race wheels, headrests, Webasto roof, stainless steel exhaust, towbar ... **£2,300**

1971 VOLVO P 1800E. Usual extras. One lady owner since 1972. 21,500 miles **£2,800**

1970 MORGAN 4-seater. Brown and cream. Wire wheels, radio, leather, stereo, tonneau, luggage rack, wing mirrors, exterior door handles; 34,653 miles **£3,500**

1966 M.G. Midget. White, radio, tonneau, ZX tyres. Fast back, hard top. Supplied and maintained by us **£550**

Full range of M.G.-B and TR Body Panels.
Healey 3000 Mark 3 Windscreen Glasses.

Hours 9 to 6 Monday to Saturday.
Direct Parts Line 56772I.
Parts Dept. closes 1 pm Sat.

OMNIBOB HARD-TOP STOCKISTS

CLASSIC CAR AUCTIONS

invite entries for their next

SPRING AUCTION

at

Alexandra Palace

on

Thursday, 10th March, 1977

The auction is intended primarily for really outstanding classic cars (i.e., those manufactured up to 1974) and will be predominantly biased towards:

Jaguar XK120, XK140, XK150
C-type, D-type, E-type, Lister Jaguar
Mk. V, VII, VIII, IX, X, 420, 420G
Mks I & II, 2.4, 3.4, 3.8 & S
Aston Martin, AC, Austin-Healey, Bristol, Bentley, Daimler, Ferrari, Lamborghini, Lotus, Maserati, MG, Rolls-Royce, Triumph TR

Time is getting short — our catalogue goes to press very soon — if you have a really good classic car and have been toying with the idea of entering it in our auction get in touch now! We'll get you the best price.

Illustrated catalogues available from 12th February, price £2.75

ROGER PERKS
01-340 0929

2 HORSESHOE LANE,
TOTTERIDGE COMMON, LONDON N20

OTTERSHAW for OPEL



NEW OPELS FROM STOCK

Commodore GS 2.8 coupe.
Manta Berlinetta 1.9. Manual.
Manta Berlinetta 1.9. Automatic.
Manta Berlinetta 1.9.
Manta SR 1.9. Black. Manual.
Manta SR 1.9. Red. Manual.
Manta SR 1.9. Auto. Blue.
Ascona SR 1.9 4-door. Gold.
Ascona SR 1.9 4-door. Beige.
Ascona SR 1.9 4-door. Auto. Red.
Kadett City Auto. Gold.
Kadett Estate Special.

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

USED OPELS

1975 Commodore GS 2.8 Saloon, manual, 15,000 miles **£3,495**
1975(P) Commodore Coupe GSE. Auto. All extras, 6,000 miles **£4,695**
1975 Commodore Coupe GSE. Auto. Silver grey **£3,995**
1975 Commodore GSE saloon. Auto. **£3,795**
1976 Manta 1.6 D/L. Auto. **£2,595**

1976 MANTA Berlinetta, TURBOCHARGED. Red. 11,000 miles **£3,500**

1974(N) Manta 1.9 SR, stereo **£1,795**
1974 Series Manta Berlinetta. Silver met., sun-roof **£1,995**
1976(R) Manta Berlinetta. Auto. Black, sun-roof, Sundym. List today £4,154. **NOW £3,595**
1975 Kadette 2-door Special Saloon **£1,495**

USED OPELS URGENTLY WANTED FOR CASH

OTTERSHAW MOTOR COMPANY LTD.
SPINNEY HILL, ADDLESTONE, SURREY

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

Tel.:
Ottershaw 2514 (or 2326)

THE EARL JERMYN

The Investment Motoring Company and Associates

PETER GEIGER

ROLLS-ROYCE

BENTLEY

1954

ROLLS-ROYCE SILVER DAWN

Chassis no. SOG 46 with automatic gearbox

4-door 6-light razor-edged saloon by FREESTONE & WEBB

design no. 3165

THE ONLY ONE BUILT

Painted blue-grey over dove-grey with contrasting red hide upholstery, this unique motor car is in fine original order throughout, having covered only 90,000 miles from new under two owners.

£10,500

The word 'original' is often used by ourselves in describing coachwork: when applied to paintwork it should be understood that in our opinion the car has never been repainted, and when applied to interior trim that in our opinion no trim-work or treating of the leather (other than with hide food) has been undertaken since new.

667-669a Fulham Road London SW6 01-736 3878

OPEN FROM 9-30 TO 6-00 WEEKDAYS SATS. & SUNS. BY APPOINTMENT

COYS OF KENSINGTON

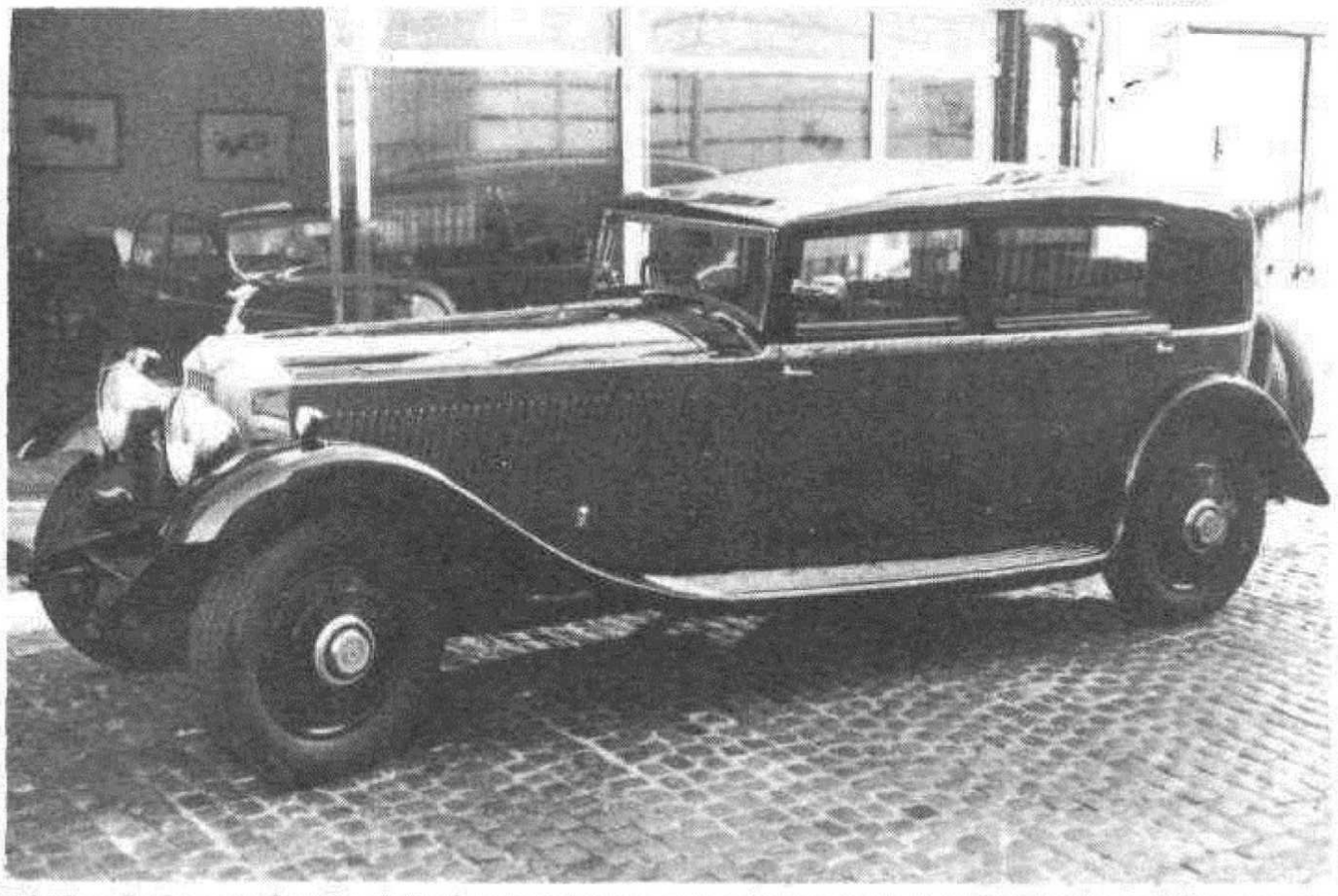
"WE WILL TRAVEL ANYWHERE IN THE WORLD TO OBTAIN A CLASSIC MOTOR CAR"

1931 ROLLS-ROYCE PHANTOM II SPORTS SALOON BY BARKER WITH DIVISION.

This is a beautifully proportioned car from what is perhaps the best period of English coach building.

Note the following attractive features:
fully louvred bonnet and scuttle
twin rear-mounted spares
stainless steel waist mounting
draught-excluding louvres to the windows.

The interior, both front and rear, is particularly elaborate. The whole car has been subject to vast expenditure and is painted black over leaf green, with black wings. The interior has been superbly trimmed with West of England cloth to the rear and black leather to the front compartment.



Brief Introduction to Antique Car Collecting: Coys Brochure offers a brief introduction to this subject and fifty-two pages of illustrations of fine cars from Coys stock, past and present (12 in colour). £3.50 inclusive of postage.
Year's subscription to Coys Illustrated Stock List: UK/Europe £2. Rest of world £10 (airmailed). Six issues, average six pages.)
Famous Dalton Watson range of Rolls-Royce and other reference books available at showroom.

COYS OF KENSINGTON (SALES) LIMITED
2-31 QUEENS GATE MEWS LONDON SW7 ENGLAND TELEPHONE 01-584 7444

NOSTALGIA

SLOWLY . . . TOWARDS THE SPRING . . .



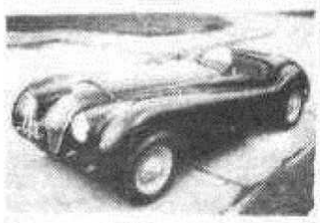
As this is the tenth successive week that the roads of Hertford have been coated with a slimy mixture of salt, mud, slush and grease, the best I can do is flick over the pages of the new calendar till I arrive at **Sat. March 12th.** earmarked for the **Jaguar Drivers' Club Meeting at Silverstone.** The day being dry, this will be a super event, for it is the occasion on which all the fresh acquisitions and winter rebuilds are brought out for their *debut* and hopefully all to be in the same condition at the day's end. With the addition of a **Championship for Group 4 Post-Histories** (GT40s, McLarens, Alfa Tipo 33s, 7-litre Cobras, Lolas, Ferrari 512s, etc., etc.) as well as Group 1, 2 and 3 events, you should see a truly splendid collection of 'Histories' from 1945-1969, both on (and off) the track !

'NOSTALGIA' should be well represented too, and we hope to show off and/or race some of the following (currently not for sale !):— **VSCC Single Seaters: Maserati 250F, Maserati 4CL. HSCC Group 1: HWM-Jaguar, Lister-Jaguar, Lotus XI Gullwing GT. HSCC Group 2: Cooper Monaco 2-litre, Aston Martin DB4GT Zagato. HSCC Group 4: Ex Works Porsche 911, Ginetta G10 V8. Plus, of course, 'COB 1' (7-litre Cobra) and 'XK 1' (XK120 Roadster).**

Finally, I thought you'd like to see the accompanying **photo taken at the Historic Races in Dublin** last September. It is not a 'posed' shot, and the Start Line Marshal is alleged to have said to the drivers: "Well, lads, we've put in a couple of little surprises to liven things up for the spectators"—but if you believe that. . . . !

CARS FOR SALE :









1924 FRAZER NASH SUPERSPORTS — 'THE OYSTER SHELL REPLICA' — OR 5374: This is certainly one of the best looking Frazer Nashes ever built, and its performance is prodigious too; the chassis and all running gear are authentic, original vintage 'Chain Gang', and the car is VSCC accepted — 100 pts. (*Photo*)

1950 EX WORKS JAGUAR XK120 (ALLOY) ROADSTER — JWK 650: Without doubt one of the six most famous XKs ever, this being the Biondetti (Mille Miglia/Targa Florio) car; Harvey-Bailey/Protheroe developed it into the fastest XK120 in the UK in the 1960s (Silverstone 1 min. 6.2 sec.) and the recent 3-year restoration from the barest of chassis retains these HSCC/Jaguar accepted mods. to engine and brakes, etc.; but the bodywork is standard, and the whole car genuinely 'Concours' — 100 pts. (*Photo*)

1953 ASTON MARTIN DB3 SPORTS RACING — NUV 925: Chassis No. 8 of the 10 built, and the only example remaining in totally original unrestored condition including the sand-cast 36DCO2 Webers, etc. Class winner of the Dutch Sports Car Grand Prix and also successfully raced by Parnell, etc.; now used for 'Concours', 'Historic' events and everyday road use too — 98 pts. (*Photo*)

1963 LOTUS 23B: One of only two built specially for Lotus for Le Mans, Nurburgring, etc., with braced and strengthened chassis, 6-stud wobblies, etc.; 160+ b.h.p. Lotus 1,600 c.c. dry-sump, all steel Twin Cam, 5-speed box, etc.; all totally rebuilt including new body. Silverstone 1 min. 3.8 secs. means a most competitive Group 2 Post-Historic car and amazing (and tractable enough) road car (Sshh . . . don't tell anyone!) — 100 pts. (*Photo*)

1928 HILLMAN 14 SAFETY SALOON — ER 9209: Believed to be not only the only one of these 5-str. luxury saloons left, but also best vintage Hillman in Europe; totally original but totally restored to the most superlative standards — 100 pts.

1966 AC COBRA 289 Mk. II — RHD: Yet a third totally rebuilt 'as new' Cobra, this one with brand new chassis as well as new body, and nicely modified engine (300+ b.h.p.) too — 100 pts.



1970/76 MORGAN +8 'CUSTOM' — 111 RKE: This could well be the best +8 in the UK, and according to Motor, '. . . one of the most beautiful Morgans ever seen'; three years in the building and 6,000 m. only since, with new chassis, new body (special panels), new 200+ b.h.p. engine and 5-speed box, modified suspension and brakes; finest quality leather trim and paintwork; a 'Concours' winner in the MSCC; simply the Ultimate Morgan ! — 100 pts. (*Photo*)

1966 JENSEN CV8 Mk. II: JOC Annual 'Concours' winner 1973, '4, '5 and '6; probably the best in the world — 100 pts.

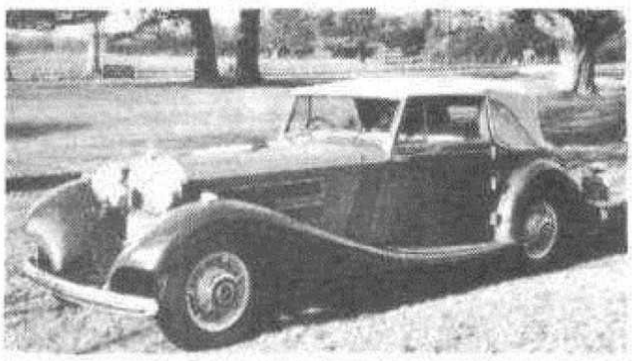
WANTED: 1935 ASTON MARTIN 1½-litre Mk. II LONG/SHORT CHASSIS TOURER — 100 pts.

THE NEXT 'GOAT' MEETING — SUN. FEB. 6th — 12 NOON.

ROD LEACH
TEL.: HERTFORD 58891 (STD. DIAL 0992 58891)
9 a.m. - 10 p.m., 7 days per week.
24-HOUR ANSWERING MACHINE FOR OTHER TIMES
WRITE: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RL.
VISIT STRICTLY BY APPOINTMENT ONLY.

DUNCAN HAMILTON & CO., LTD.

PROUDLY OFFER



1938 MERCEDES-BENZ 540K cabriolet. This beautiful supercharged open tourer has been totally renovated to a very high standard throughout, and is the only one in the world to be fitted with an extremely elegant body by Offord of London.



FOR HIRE

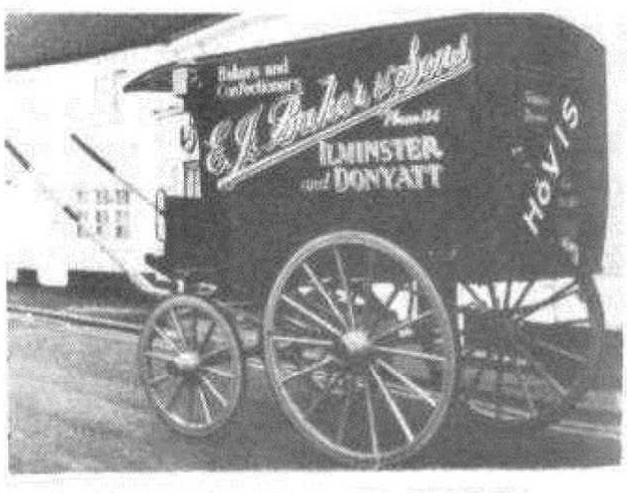
This magnificent **Superior 2200 Motor Home** is available for hire throughout 1977. Sleeps six people. Equipment includes air-conditioning, hot and cold water, deep freeze and refrigerator, and 'loo' and shower, etc. Ideal for Continental touring and all sporting events. For further details please call us.



1929 DENNIS FIRE ENGINE. This wonderful fully operational appliance has been completely renovated regardless of cost. A genuine 4,755 miles from new. Uniforms, boots and brass helmets will be supplied. Beaulieu *Concours* winner. An entry for the HCVC London to Brighton Run in May has already been accepted.



Circa **1902 DELIN.** VSCC registered. A delightful turn-of-the-century runabout finished in Primrose Yellow with Maroon coachlining and leather seating.



Circa **1900 Horse-Drawn Baker's Van,** beautifully restored to an extremely high standard. Finished in Dark Blue with rear door sign written in Hovis livery — complete with unsliced loaf !

AS JAGUAR SPECIALISTS FOR THE LAST 28 YEARS WE ARE USUALLY ABLE TO SUPPLY ANY MODEL FROM AN SS100 TO A NEW XJS. IN MORE RECENT YEARS WE ARE ALSO SPECIALISING IN RANGE ROVERS AND ARE ABLE TO SUPPLY THEM IN EITHER STANDARD OR CUSTOMISED FORM.

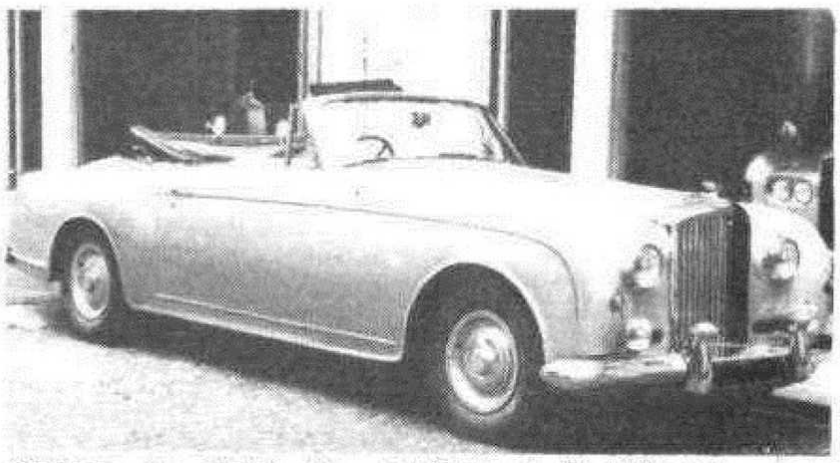
THE SQUARE BAGSHOT SURREY
TELEX 28905 TEL: BAGSHOT (0276) 71010

LAURENCE KAYNE

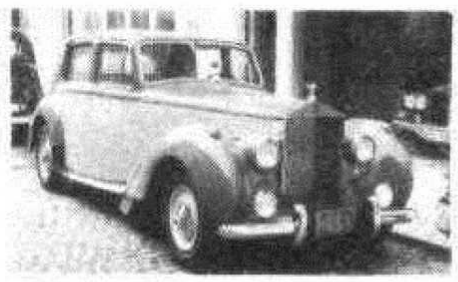
OFFER THE FOLLOWING SELECTION FROM A LARGE STOCK OF PRE- AND POST-WAR AUTOMOBILES



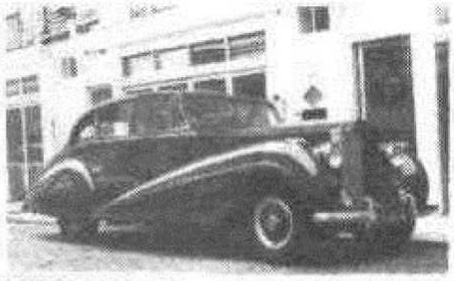
1958 Rolls-Royce Silver Cloud I finished in sable and sand. **£5,750**



1958 Bentley S1 Continental 2-door by Park Ward, beautifully finished in ivory with new matching red power hood.



1951 Rolls-Royce Silver Dawn, left-hand drive.



1953 Rolls-Royce Silver Wraith owner-driver by Park Ward.



1971 Rolls-Royce convertible by H. J. Mulliner, finished in porcelain white; a superb example. **£11,750**



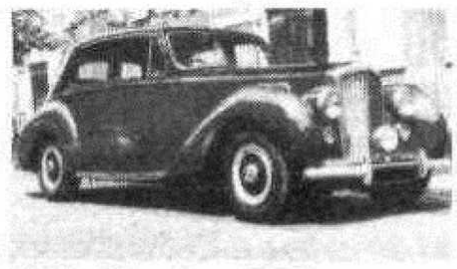
1961 Rolls-Royce Silver Cloud II, fitted with Sundym glass and refrigeration. **£6,500**



1965 Bentley S3 4-door sports saloon. **£4,950**



1964 Bentley S3 Continental 2-door fixed-head coupe by Park Ward. **£7,500**



1954 Bentley R-Type automatic 4-door sports saloon.



1967 Rolls-Royce Silver Shadow, fitted with Sundym glass and refrigeration. **£6,950**



1963 Rolls-Royce Silver Cloud III, dawn blue over shell grey.

ALSO AVAILABLE

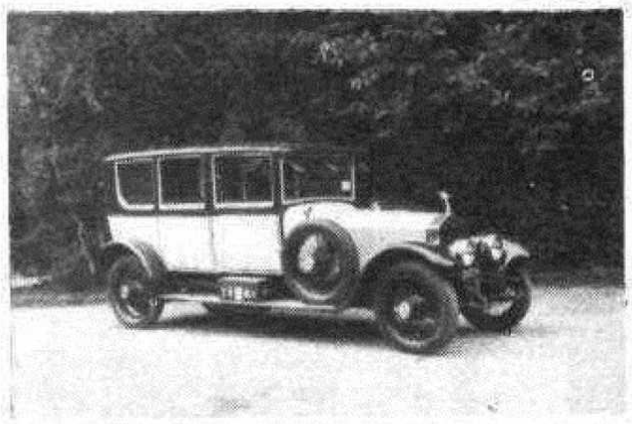
ROLLS-ROYCE
SILVER CLOUDS I, II and IIIs.
SILVER WRAITH sedanca-de-ville.
PHANTOM II open tourer.
1928 20 H.P. sedanca-de-ville.

BENTLEYS
SERIES 1, 2 and 3s.
R-TYPES and Mk. 6s, including coachbuilt and convertibles.
3½-litre sports saloon.

TEL.: 01 - 584 8567/8/9 (24-hour answer service)

29-31 ELVASTON MEWS, QUEENSGATE, LONDON SW7

GUY SALMON

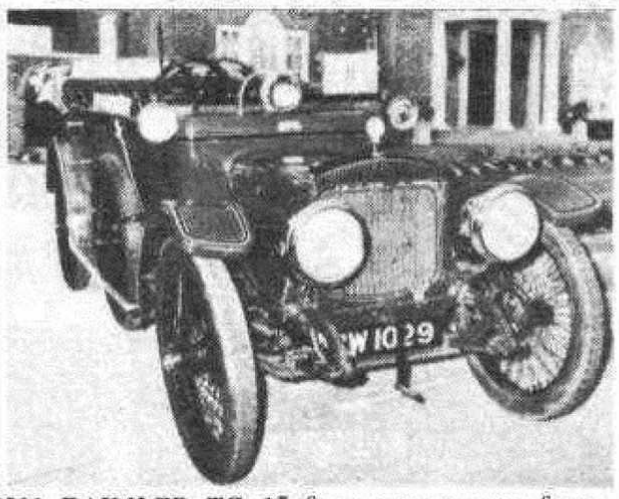


1922 ROLLS-ROYCE Silver Ghost Barker long-chassis limousine, occasional seats, re-trimmed in rear compartment, colour off-white with navy blue **£16,500**

1975 ROLLS-ROYCE Silver Shadow. Caribbean blue, beige hide, 10,000 miles, one owner. **£16,850**

1973 ROLLS-ROYCE Corniche convertible. Chrome yellow with black hood and pastel brown leather upholstery, carpets and hood bag, 15,000 miles only. One owner. **£18,950**

1972 ROLLS-ROYCE Corniche saloon. Colour regal red with beige vinyl roof and beige hide trim. Total mileage 27,000 miles only from new. The whole car in mint condition. **£15,950**

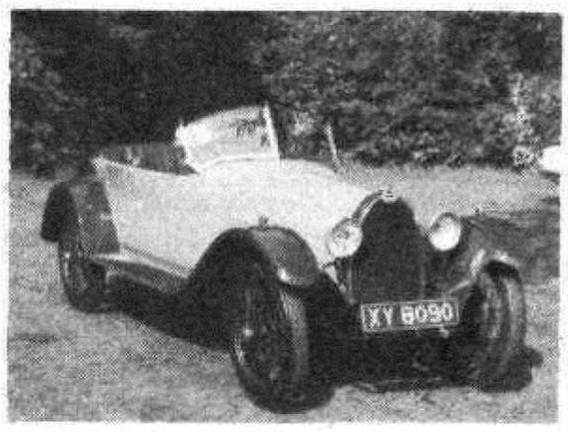


1911 DAIMLER TG 15 four-seater tourer, four-cylinder sleeve valve, 2,614 c.c. In quite exceptional original condition. A superb example for the discerning collector **£12,500**

1975 JENSEN Interceptor III convertible. Colour yellow with black hood and black hide interior, 18,000 miles, one owner. Sold and serviced by this Company. **£8,950**

1973 ASTON MARTIN V8 Auto. PAS, air conditioning, silver chalice with olive hide upholstery. 34,000 miles. **£5,750**

1976 BMW 528 Automatic. PAS, radio, white, blue velour. 17,000 miles. Unrepeatable at **£5,650**



1925 Type 30 BUGATTI Open Tailed tourer. This is the very first of the 8-cylinder engines and the body was built by Gangloff of Switzerland. The car was on exhibition at the Motor Museum at Beaulieu for twenty-one years and has only covered 6,000 miles in its life. It is considered one of the most original low mileage Bugattis in existence. **£12,500**

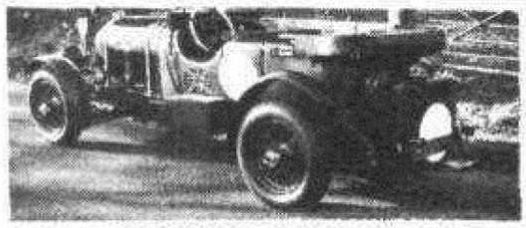
1977 DAIMLER Double Six coupe. Air conditioning, radio, alloy wheels, tinted glass, colour dark blue, biscuit hide, under 1,000 miles. Price on the road today approximately £10,800. Offered at **£9,850**

1975 (Oct.) JAGUAR XJS. Lavender blue, dark blue hide. Sold new and serviced by the Company. 10,000 miles only. 2nd Year Supercover. **£8,950**

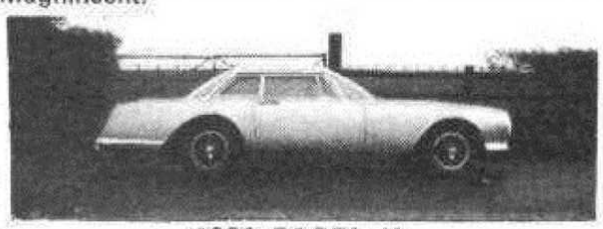
APPOINTED DEALERS FOR NEW DAIMLER — JAGUAR — ROVER — TRIUMPH — MORRIS

PORTSMOUTH ROAD THAMES DITTON SURREY KT7 0TA

TELEPHONE: 01 - 398 4222 TELEX: 929826

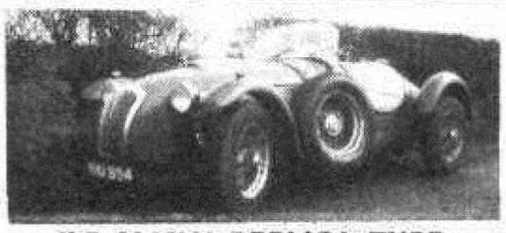


BENTLEY 4½-LITRE
Concours. Short chassis VDP Le Mans-type tourer. Magnificent.



1964 FACEL II
Under 40,000 miles from new. Full history, *concours.*

£5,950. 1961 ROLLS CLOUD II
Two owners, full service history, refrigeration Totally immaculate.



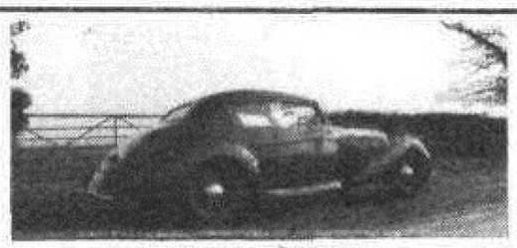
'LE MANS' REPLICA TYPE.
Immaculate order throughout.



JAGUAR XK120 FHC
Just 60,000 miles from new. Full history. Unrestored. *Concours* JDC winner. One of the best.



1937 LAGONDA LG45
In excellent condition throughout, a beautifully proportioned open tourer that cruises cheerfully at 75 mph.



DELAGE D6/70
Fine, rare two-door sporting body by Letourment et Marchand. Exceptionally good condition after restoration.



MG 'L' TYPE MAGNA
Six-cylinder, two-seater. Striking racing rear end treatment. Near *concours.*



£2,250. AC BUCKLAND TOURER
Four-seater, 100 m.p.h. In near *concours* condition.

VINTAGE AND CLASSIC CARS SIMILAR TO THE ABOVE URGENTLY REQUIRED

Cars in stock or expected by press date:
1960 BENTLEY S.II Park Ward d.h.c. Unfortunately fire damaged interior.
£5,450. 1975 ALFA Montreal, 5,000 miles only. Metallic gold.
£6,500. 1973 PORSCHE Carrera RS Touring. Immaculate.
£5,950. 1973 PORSCHE Carrera RS Lightweight.
£1,750. MERCEDES 300SE, under 50,000 miles.
£1,850. MERCEDES 220SE convertible.
£1,095. JAGUAR Mk. I 2.4, 35,000 miles only.

FIAT 8V Zagato.
£950. 1939 STANDARD 8. An immaculate pre-war saloon.
1947 HRG. Aerodynamic body.
1934 AUSTIN Speedy.
1931 ALVIS 12/60 Beetleback.
1934 TALBOT 105.
1958 JAGUAR XK150 f.h.c.

BRIAN CLASSIC

N.B. It is absolutely essential to telephone for an appointment to view the above cars.

BUCKLOW HILL 830423 (Cheshire)

Clarendons

THE CLARENDON CARRIAGE COMPANY LIMITED. BELGRAVIA GARAGE. 28A CAROLINE TERRACE. LONDON SW1W 8JT TEL. 01-730 9811/4. TELEX 21792. CABLES CLASSICAR LONDON SW1

Specialists in Vintage and Classic Rolls-Royce and Bentley Motor Cars offer the following selection from a large stock of Pre-War and Post-War Automobiles



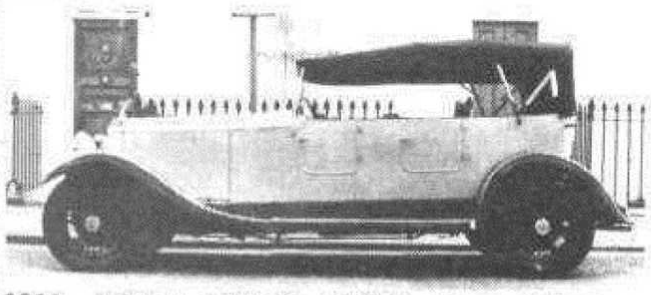
1965 ROLLS-ROYCE Silver Cloud III Continental, with drophead coupe coachwork by Mulliner Park Ward. White with white upholstery and top. This is an extremely attractive vehicle in fine condition.



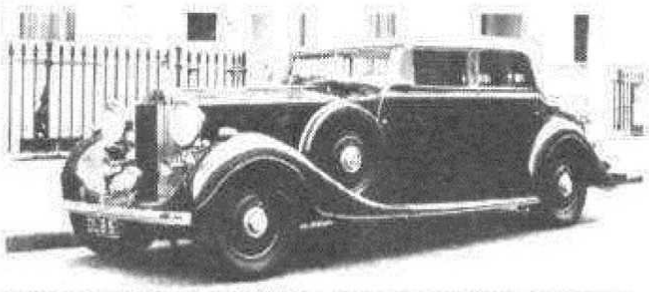
1967 ROLLS-ROYCE Phantom V by James Young. Midnight blue coachwork with white hide. This vehicle has had one titled owner since new and has covered only 19,000 miles. The condition is as new.



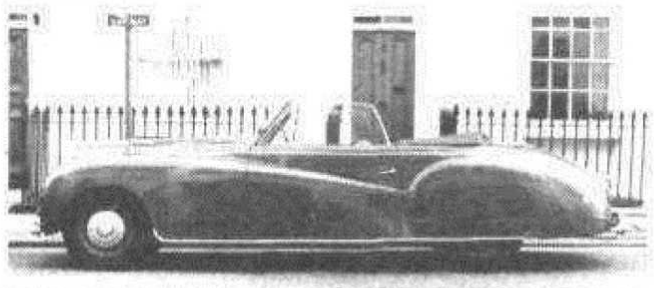
1962 ROLLS-ROYCE Silver Cloud II with H. J. Mulliner drophead coupe coachwork. Beautifully finished in Royal blue with black Connolly hide upholstery. This is a superb example in excellent condition.



1931 ROLLS-ROYCE 20/25 Open Tourer. Recently painted duo blue. The chassis has been completely restored and the vehicle runs very well indeed. Very attractive.



1936 ROLLS-ROYCE Phantom III Cabriolet by Thrupp & Maberly. Two owners from new. Details on application.



1949 BENTLEY Mk. VI two-seater drophead coupe by Ramsier Worblaufen. In good running order but in need of some cosmetic restoration. An excellent subject for a restoration project.

For further information please telephone 01-730 9811/4. Our sales staff will be very pleased to assist you in locating the vehicle of your choice.

Worldwide Shipping Arrangements Made.

Please contact us if you wish to sell your pre-1966 Rolls-Royce or Bentley.

Roland Duce

VINTAGE & SPECIALIST CARS

Enquiries to: RESTORATION WORKSHOP, THISTLETON ROAD, MARKET OVERTON, Nr. OAKHAM, LEICS. Tel: THISTLETON (057-283) 261/262 & 232

Hours of Business: 9.30 a.m.—12.30 p.m. 2.00 p.m.—5.30 p.m. Monday to Saturday. Sundays—Appointments only.



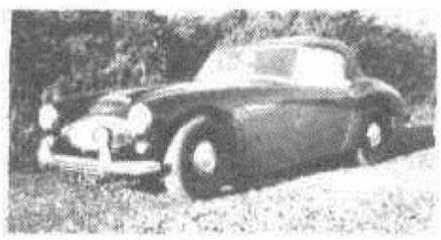
1926 Rolls-Royce 20 HP Tourer (*Illus.*).
1936 4¼ Bentley Drophead.



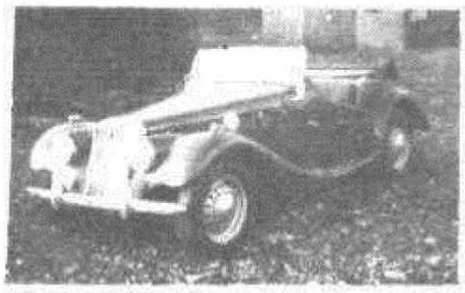
1951 Bentley Mk. 6 ..... **£2,900**
1949 Bentley Mk. 6 ..... **£1,875**
1954 Bentley R-Type **£2,950**
1958 Bentley S1 ..... **£3,000**



1968 Mercedes 280SL (*Illus.*) **£3,450**
1972 Mercedes 250/8 Tourer, full history **£2,800**
1962 Mercedes 190S/L **£1,450**



1965 Healey 3000 Mk. III **£2,350**
1966 Healey 3000 Mk.II **£2,150**
1959 Healey 100/6 ..... **£1,450**



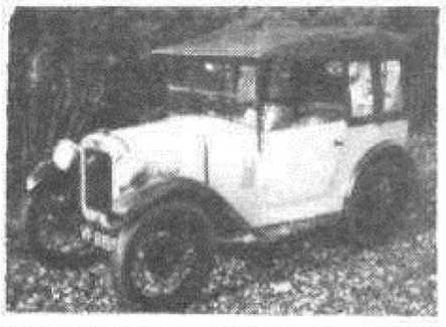
1954 MG TF (*Illus.*) **£2,950**
1951 MG TD **£2,100**
1946 MG TC **£2,150**



Aston Martin DB6 Volante (*Illus.*).
Aston Martin DB6 Mk. II **£3,800**



Aston Martin DB4. Silver (*Illus.*) **£2,400**
Aston Martin DB4. Green **£2,400**



1929 Austin 7 Chummy (*Illus.*) **£2,250**

RESTORATION UNDERTAKEN.

1/3 CAR TRANSPORT.

ALSO IN STOCK:

1962 Jaguar 3.8 Mk. II Factory Competition.
1947 Jaguar 1½ saloon, one owner.
1964 Jaguar 3.4 saloon.
1966 Jaguar 3.4 S-Type.
1956 Jaguar XK140 f.h. coupe.
1967 Jensen Interceptor, LHD **£2,700**
1956 Austin Healey **£600**
1960 Alfa Spider **£975**
1960 Alfa Romeo coupe **£300**
Armstrong Siddeley Star Sapphire **£775**
1956 Morgan 4/4 ..... **£1,875**
1933 Morgan Super Sports **£2,850**
1954 MG saloon **£350**
1947 Alvis TA14 estate, two owners **£975**
1956 Daimler Barker Special Sports **£550**

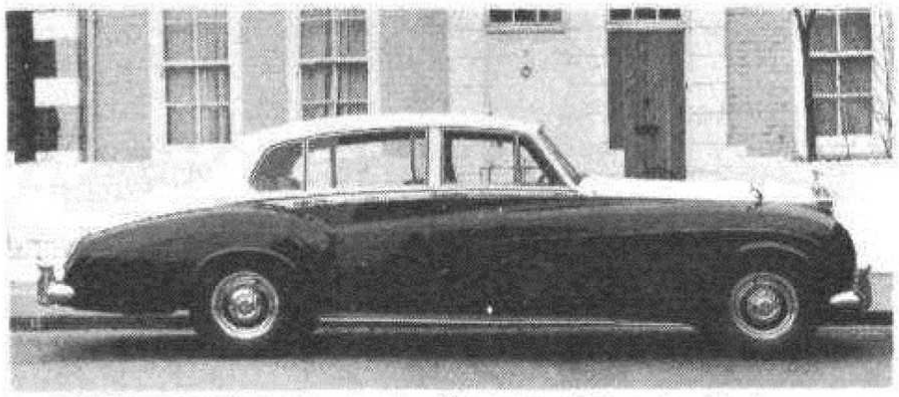
PART EXCHANGE. LOW RATE FINANCE ARRANGED. MINT DESIRABLE CARS REQUIRED.

TELEPHONE:
01-385 9724/5/6/7
TELEX
885983 EFDALE G

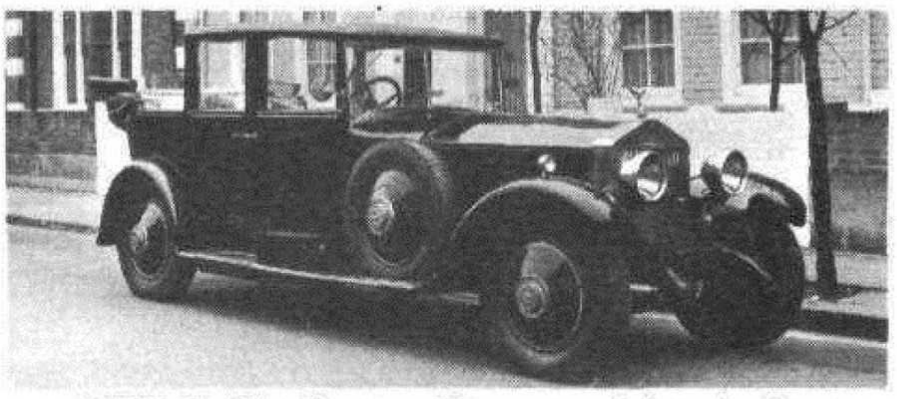
FRANK DALE & STEPSONS

(Member of the Frank Dale Group)

CABLES:
EFFDALE,
LONDON, SW6



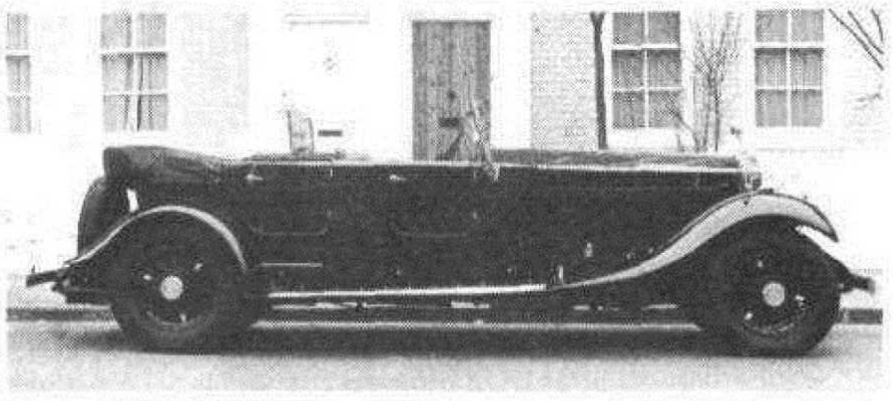
1960 Rolls-Royce Silver Cloud II long wheelbase Saloon.



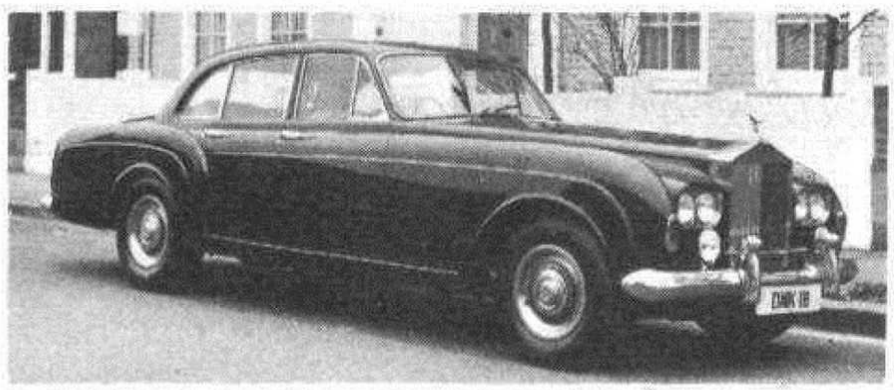
1927 Rolls-Royce Phantom I Landaulette by Park Ward.



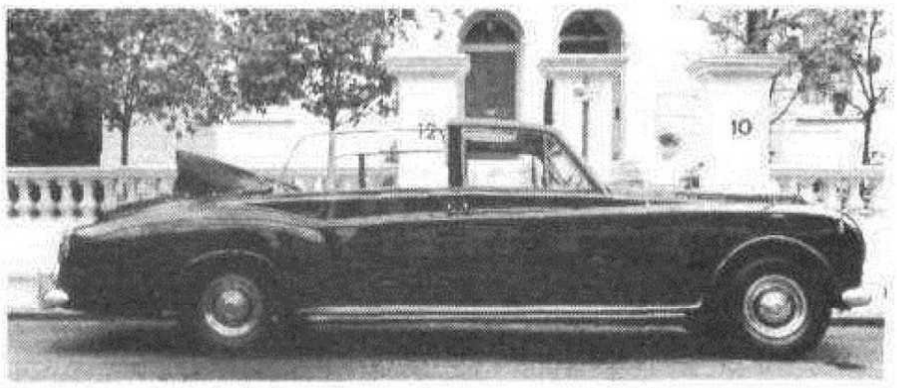
1967 Bentley two-door Coupe by Mulliner Park Ward.



1933 Rolls-Royce Continental Phantom II tourer.



1964 Rolls-Royce Silver Cloud III Sports Saloon by H. J. Mulliner.



1970 Rolls-Royce Phantom VI State Landaulette by Mulliner Park Ward.

This superbly restored selection from our stocks of 40 cars ranges in price from £10,000 - £50,000. Please contact us regarding the Rolls-Royce and Bentley cars we have available.

We urgently need pre-1975 Rolls-Royce and Bentley motor cars.

OPENING HOURS 9 a.m. - 6 p.m. SATURDAY BY APPOINTMENT ONLY

WE HAVE A 24-HR. MESSAGE-RECORDING SERVICE FOR THE BENEFIT OF THOSE WHO CALL OUT OF BUSINESS HOURS. IF CALLING FROM OVERSEAS PLEASE AUTHORISE US TO TELEPHONE "COLLECT"

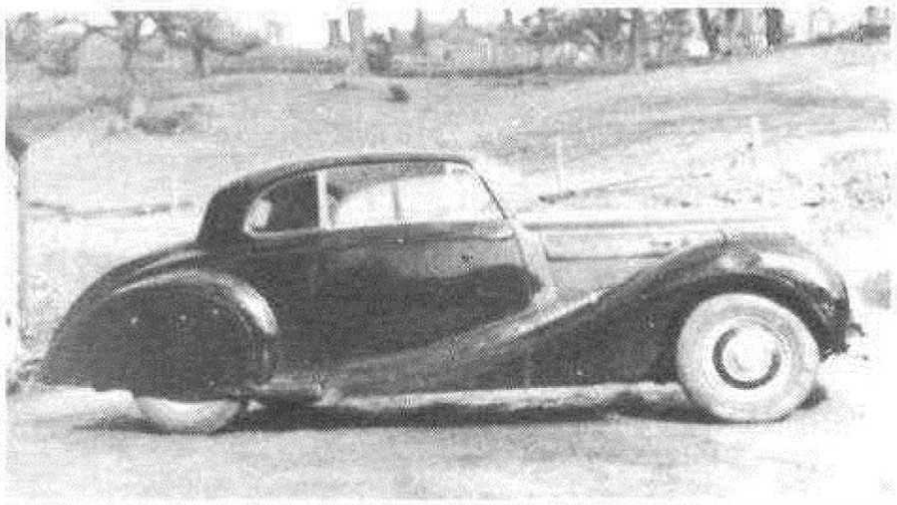
101 FARM LANE, FULHAM, LONDON SW6 1QH

E & OE

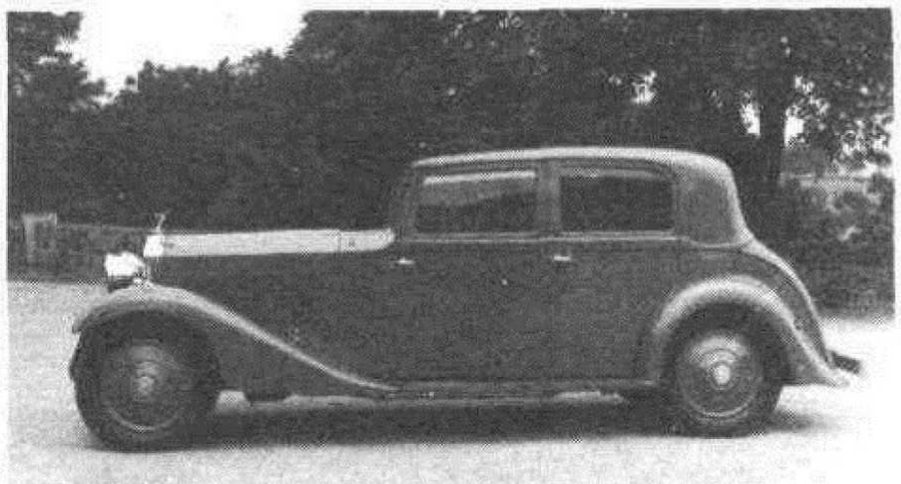
Printed by Tee & Whiten and J. Mead Ltd., and associated companies, 21 City Road, London, E.C.1, for the publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

DAVID SCOTT-MONCRIEFF & SON LTD.

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



1948 Mark VI two-door sports coupe by Freestone & Webb. One owner since new and with a mileage of only 87,000. Finished in grey with a green leather interior. **£3,850**



1935 20/25 small sports saloon by Hooper. Black with green hide interior. The condition is very nice indeed. Price very reasonable at **£4,500**

SEND FOR FREE STOCK LIST

We are open all week and until 1.00 p.m. Saturdays

SHOWROOM & OFFICE:
2 Macclesfield Road,
Leek, Staffs., ST13 8LA.
Telephone: 0538 384300
or 0538 384020

WORKSHOPS:
West Street,
Leek, Staffs.
Telephone: Leek 384020

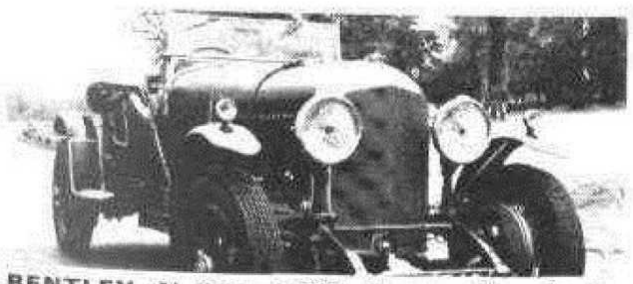
If closed telephone:
Churnet Side (STD 0538) 360300
Cables: 'Buntycars, Leek, Staffs'.
Telex: 36440 Rolcar G

Estimates are given free for Rolls-Royce and Bentley repairs and trim work undertaken in our workshops.

ROBBINS OF PUTNEY LTD.

Celebrate fifty-five years of selling superb cars. The family business you can trust.

BUSINESS HOURS: MONDAY TO FRIDAY 9.0 am - 5.0 pm. SATURDAYS — BY APPOINTMENT



BENTLEY 4½-litre, 1928. Vanden Plas Replica open tourer in Green fabric with Green leather upholstery. Complete with hood, tonneau cover, etc. Just completely checked over, brakes overhauled, oil pump modified to later specification. Superlative condition. *Concours* winner. **£21,750 (London)**



BENTLEY R-TYPE CONTINENTAL D-chassis series (1955). 4.9-litre H. J. Mulliner fastback saloon, finished in Tudor Grey with Dark Red upholstery. A rare example with manual gearbox. Recorded mileage 130,000. Two owners only since new and the late owners since 1958. An exceptionally fine example of these rare cars. Maintained and serviced to true Bentley traditions, with records. Wonderful investment opportunity **£12,500 (London)**

ROLLS-ROYCE, 1965, H. J. MULLINER FLYING SPUR 4-door Continental sports saloon, finished in Pale Metallic Green with Beige hide upholstery. Guaranteed mileage 30,000 miles. Possibly one of the finest Rolls Spur cars available anywhere. All original tools, instruction manual, delivery receipt, etc. **£21,500 (London)**

ROLLS-ROYCE SILVER WRAITH, 1952, chassis, 4½-litre, manual gearbox, fitted with Park Ward 5-seater owner-driver saloon, without division. Beautifully maintained car in outstanding condition. Finished in Black over Velvet Green with Beige leather upholstery. **£8,950 (London)**

BENTLEY S2 CONTINENTAL H. J. MULLINER FLYING SPUR, 1960. Finished in Regal Red with Tan hide upholstery. An exceptionally well-maintained car with documented service history. **£7,950 (London)**

ROLLS-ROYCE SILVER SHADOW, 1974, saloon, finished in Regency Bronze with Beige hide upholstery. Fully equipped with Sundym glass, refrigerated air conditioning, electrically-operated seats, aerial, etc. 34,000 miles. Fully recorded service history. Almost indistinguishable from new. **£13,550 (London)**

ROLLS-ROYCE SILVER CLOUD III, first registered July 1965. Long wheelbase saloon with electrically-operated division. Finished in Black with Blue Grey leather upholstery throughout. Fitted picnic tables, rear radio, heater and fresh-air controls to the rear. Recorded mileage 32,000. A very rare car in superlative condition. **£10,450 (London)**

BENTLEY R-TYPE 4½-litre, 1955 model 4-door sports saloon, finished in Shell Grey over Tudor Grey with Dark Green hide upholstery. Automatic transmission. In superlative condition in every respect. Complete with all original tools, owner's handbook, etc. One of the finest examples of a standard R-type saloon we have had through our hands for the last ten years. Recorded mileage 25,700. **£5,650 (London)**



BENTLEY S2 CONTINENTAL 2-door sports saloon. Automatic transmission, power-assisted steering. First registered 1962. Finished in Black with Tan upholstery. Electrically-operated windows, etc. A beautifully maintained car in superb condition. Fully documented service history from new. **£12,500 (London)**



BENTLEY MARK VI, 1948, 4½-litre 4-door sports saloon, finished in Black with Beige hide upholstery. Engine converted to full-flow oil system. Magnificent example of this superb model. A wonderful investment opportunity. **£3,950 (London)**

NOW EXCLUSIVELY ROLLS-ROYCE AND BENTLEY CARS

96-98 UPPER RICHMOND ROAD, PUTNEY SW15 2SR Telephone: 01-788 7881 24-hour Answering Service Telex No. 929525

Silk Cut King Size.



LOW TAR As defined by H. M. Government

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING