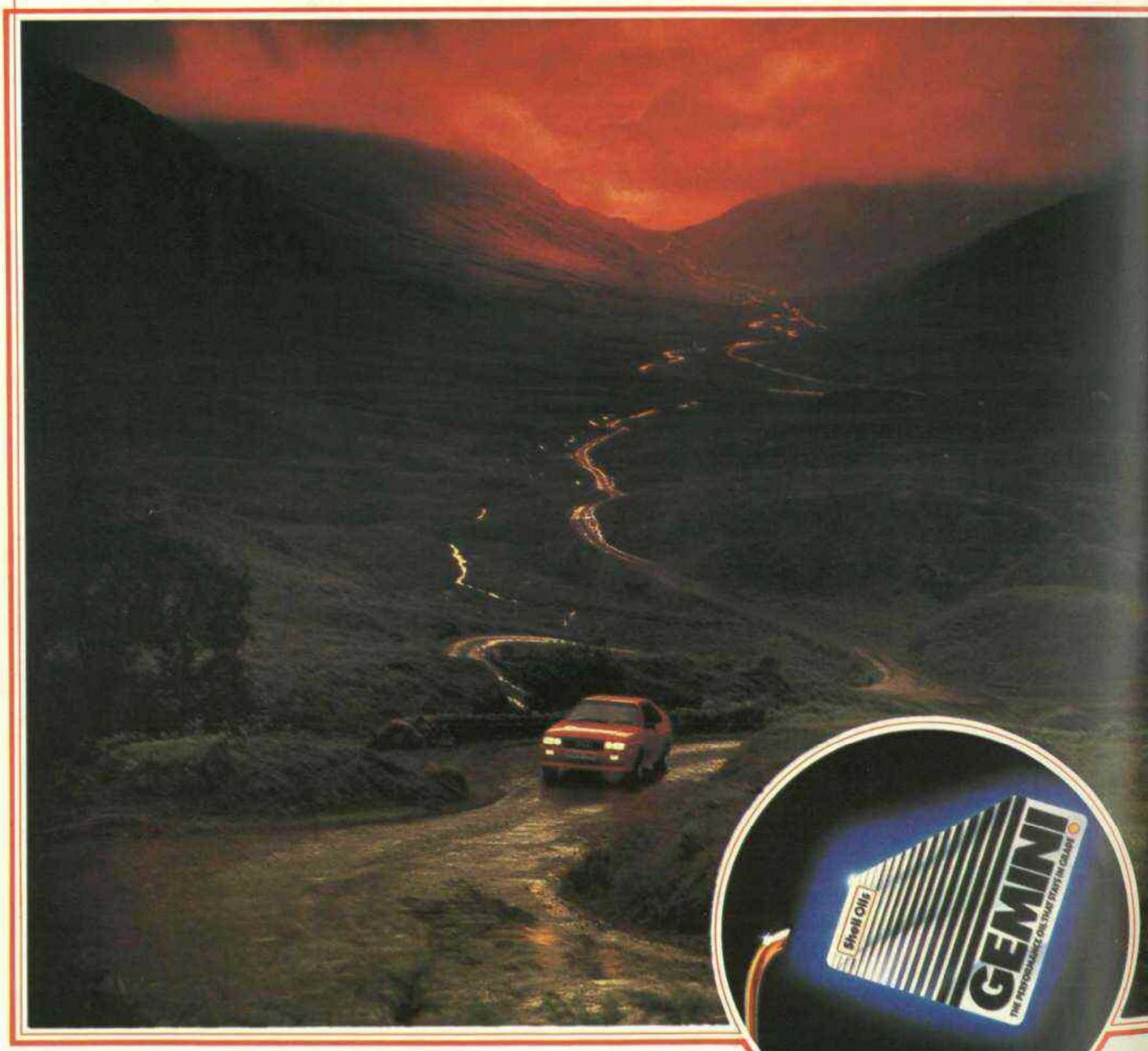
December 1985 Founded in 1924 Eighty Pence

MOTOR SPORT

The Magazine that gave its name to the Sport



YOU MAY DRIVE IT TO EXTREMES BUT WILL IT BRING YOU BACK?



What you see in the picture is an Audi Quattro. And with its turbocharged engine and four wheel drive performance, you can tell it wasn't designed to stand still.

Which is why a modern car with this kind of breeding needs a motor oil specifically designed for performance.

That's why people like David Sutton, Team Manager of Audi Sport UK rely on Shell Gemini Oil. Because his Quattros are punching out nearly 400 BHP and driven on rallies around the world, by drivers whose sole job is to extract every last possible ounce of performance out of them.

And as he puts it: 'Reliability is the key to winning, that's why I use Gemini. Because I know that under the severe conditions that rallying produces, I can rely on it (unlike many conventional oils) to maintain its high performance qualities, however tough the going gets.'

But whatever car you drive, you too can rely on Gemini Oil to perform. Because Gemini is based around a remarkable new base oil, unique to Shell, called XHVI (which stands for 'Extra High Viscosity Index').

To protect your engine perfectly and consistently whatever your journey. However hard you drive.

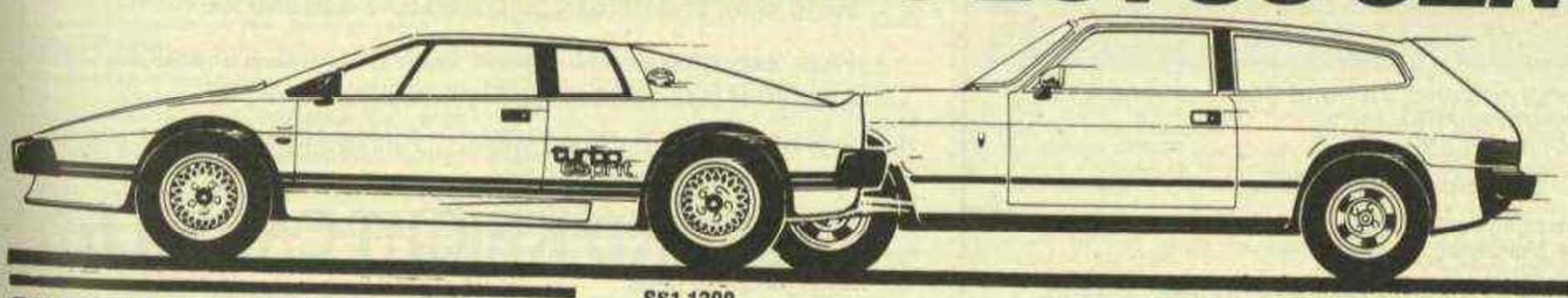
So next time your car has an oil change, make a complete change to Gemini Oil, you'll find it at Shell garages everywhere. Shell Gemini Oil makes the grade by staying in grade.

Shell Oils

Technology you can trust

EXPERIENCE THE LOTUS POSITION

AT THE MIDLANDS LOTUS CENTRE



NEW LOTUS

The Exciting New Excel SE
180 bhp, walnut facias, new spoilers, a truly exceptional model

Excel SE
Finished in Essex blue and trimmed with silver half hide/Suffolk tweed ..... LIST

Excel SE
Finished in British Racing Green and trimmed in gold half hide, an oustanding combination ... LIST

Esprit Turbo
Finished in Essex blue and trimmed with magnolia hide, complete with air conditioning and factory targa roof, quite stunning ..... OLD PRICE

Esprit Turbo
Finished in black and trimmed in champagne hide, air conditioning, factory sunroof and hi-fi system. Demonstration vehicle, 600 miles ... £22,900

Esprit Turbo
Finished in silver metallic and trimmed in red hide, complete with air conditioning, factory sunroof and hi-fi system ..... LIST

Esprit S4
Finished in pearlescent metallic and trimmed in blue hide, the nicest possible combination of colours ..... LIST

NEW SCIMITAR

FOR IMMEDIATE DELIVERY

SS1 1600
Finished in silver metallic with grey velour, piped in red ..... LIST

SS1 1600
Finished in Racing green with grey velour, piped in red ..... LIST

SS1 1300
Finished in White with grey velour, alloy wheels LIST

SS1 1300
Finished in Istrian blue with grey velour, alloy wheels ..... LIST

USED LOTUS

1982 "Y" Esprit Turbo
White/red hide, colour coded, 20,000 miles .. £15,500

1984 Excel
White/red half hide, pas, stereo, full history .. £14,500

1984 Lotus Excel
White/Blue half hide, air cond, pas, etc. Supplied and serviced by ourselves £14,150

1983 Esprit S3
White/black half hide, BBS wheels, radio/stereo, one owner, 12,000 miles £14,750

1983 Esprit S3
Red with gold half hide, BBS wheels, radio/stereo, 10,000 miles only, mint condition £13,950

1981 Esprit Turbo
Silver/red hide, top of the range vehicle offered at £11,995

1981 "X" Esprit S3
Ice blue/blue velour, 19,000 miles, as new ... £11,995

1982 "Y" Lotus Excel
Metallic red/champagne half hide, power steering, radio/cassette, 1 owner, 15,000 miles, supplied and serviced by ourselves £11,500

1981 "X" Esprit S3
Metallic green/half leather trim, 29,000 miles . £10,995

1983 Eclat Riviera
Black, half gold hide, air cond, Clarion stereo, one owner, 6,000 miles from new £10,495

1974 "N" Elan+2S 130/5
Lotus yellow/oatmeal interior, 29,000 miles only, just an investment £4,995

USED SCIMITAR

1985 "B" SS1 1600
Red/grey velour, alloy wheels, electric windows, radio/stereo, 4,000 miles, good saving £7,850

1979 "V" Scimitar GTE
Trafalgar blue/silver model band. Total spec. including hide interior, p.a.s., automatic transmission £5.995

OTHERS

1979 Rolls Royce Silver Shadow
Ivory with orange hide piped magnolia, FSH, 40,000 miles, superb colour £19,250

1984 Jaguar XJ6 4.2
Rhodium silver with red hide, 5,000 miles only and as new £14,995

1983 TVR 280i Convertible
Oyster gold finish, one owner £9,950

1984 Mercedes Benz 190
Bright red, one owner, alloy wheels, Hi-Fi system £9,450

1982 "Y" Porsche 924
Finished in silver metallic, fitted sunroof, PDM, radio/cassette, 30,000 miles only £9,395

1983 "A" Ford Sierra XR4i
Silver/grey interior, one owner from new £6,495

1984 Ford Escort Ghia
Grey/grey velour, full Ghia specification, one owner £5,450

1984 Ford Capri 2.0S
Silver/grey interior, one owner from new, immaculately maintained £5,195

1983 MG Metro
Black/grey interior, colour coded bumpers and wheels, 30,000 miles £3,995

Peter Smith Sports Cars Ltd.

Station Road, Hatton, Derby. Tel. (0283) 813593. Telex 341517.

MOTOR SPORT magazine is published monthly by Motor Sport Magazine Ltd., London, England. Agent Eric Walter, Gleneagles Drive, New Vernon, NJ 07976. Second Class postage paid, New Vernon, NJ 07976. Postmaster send address changes to Motor Sport, Box 567, New Vernon, NJ 07976. Vol: LXI No. 12.

CATERHAM CARS

Manufacturer of the original Super 7



NEW SUPER 7. From £7,106 (inc. VAT and Car Tax) send 4 × 17p stamps for details. Export tax free.

Selection of used 7's

1984 Super 7 Sprint. Long cockpit, sprayed red, all extras.
1980 Super 7 Sprint. Yellow/ali, all extras.
1980 Super 7 Sprint. All extras.

Please contact us now for racing in the 1986 season.

Used Super 7's purchased for cash.

SEVEN HOUSE, TOWN END, CATERHAM CR3 5UG
SALES (0883) 46666. PARTS DEPT. 42382. WORKS 42381.

THERE'S THE MAZDA RX7



AND THERE'S A RICHARD KNIGHT MAZDA RX7



As Britain's largest Mazda RX7 dealer, we always have a wide selection of new and used RX7's to choose from.

Plus, our exclusive range of body kits and accessories can give your RX7 even more style and performance.

So, whichever RX7 you want, at Richard Knight Cars we give you a better choice.

RICHARD KNIGHT CARS Ltd

35a-37 Fairfax Road,
Swiss Cottage,
London, NW6 4EL.
(01) 625 5176

RKC

45 The Mall,
Ealing,
London, W5.
(01) 840 3682

mazda

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

1981 ALFA ALFETTA 2000 GTV, X-Reg., 25,000 miles, 5-speed gearbox, alloy wheels, very good looking four-seater sports coupé in brown tan cloth interior. **£3,495**
1974 JAGUAR V12 E-TYPE ROADSTER, low mileage, automatic, power steering, chrome wheels, radio cassette, desirable in red. **£14,250**
1973 JAGUAR V12 E-TYPE ROADSTER, M-Reg., 32,000 miles, manual gearbox, power steering, chrome wheels, radio tape, superb in turquoise tan leather interior. **£13,995**
1983 JAGUAR XJ6 4.2, 18,000 miles, one owner, service history, automatic, power steering, electric sunroof, air cond., etc. Pristine in bright red. Very competitively priced. **£10,495**
1980 DAIMLER SOVEREIGN 4.2, W-Reg., automatic, power steering, cruise control, radio cassette, electric windows, Dorset car in Cotswold yellow. **£5,695**
1982 FIAT X1/9 1500, Y-Reg., 20,000 miles, 5-speed gearbox, radio cassette, alloy wheels, unmarked in bright red. **£4,495**
1969 LOTUS ELAN S4 S.E. DROPHEAD, 49,000 miles, service history, extensively rebuilt, price reflects condition, blue. **£6,295**
1983 BMW 316, A-Reg., 20,000 miles, 5-speed gearbox, radio cassette, exceptionally attractive in light metallic green. **£5,495**
1978 MERCEDES 350SL, low mileage, service history, automatic, power steering, hard & soft tops, radio cassette, electric windows. **£11,995**
1980 MGB GT, overdrive, sunroof, tinted glass, 31,000 miles, lovely example in black with grey striped seats. **£4,495**
1978 MGB GT, T-Reg., 38,000 miles, overdrive, radio, tinted glass, damask red with grey striped seats. **£3,795**
1974 MGB GT, N-Reg., one owner, 21,000 miles, full service history, overdrive, chrome Rostyle wheels, radio. Magnificent chrome bumper series in tundra. **£4,995**
1978 MGB ROADSTER, T-Reg., overdrive, radio, low mileage, russet brown. **£3,495**
1979 MG MIDGET 1500, low mileage, full service history, previously sold by us. Radio cassette, tonneau cover, etc. Exceptionally nice in russet brown tan trim. **£2,995**
1982 TRIUMPH TR7 CONVERTIBLE, 30,000 miles from new with one owner, 5-speed gearbox, radio, etc. Lovely example in beige. **£5,295**
1982 TRIUMPH TR7 COUPE, 5-speed, sunroof, alloy wheels, etc., low mileage, metallic gold. **£3,995**
1980 TRIUMPH SPITFIRE 1500, overdrive, hard & soft tops, radio cassette, low mileage. **£2,995**

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

This is only part of our total stock — if you don't see what you are looking for give us a ring
12 months parts and labour warranty on all vehicles

Open until 6.00 p.m. Monday to Sunday

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

CARBOOKS FOR CHRISTMAS!

PORSCHE – A SUPERB NEW BOOK!

P121. Porsche: Portrait Of A Legend. Seiff. A lavish tribute to Porsche, with stunning photos in colour and black-and-white by master photographer Ingo Seiff. Many pictures full- or double-page size, ranging from early models up to turbocharged 944. Plus text by various authorities on Porsche. Large 13½" x 10¾" format. Slipcased. 288 pages, 105 illus., 75 colour. **£50.00**

Plus . . . New Porsche Road Test Collections:
P111. Porsche 911 1965-1969. 100 pages. **£5.95**
P110. Porsche 911 1970-1972. 100 pages. **£5.95**
P109. Porsche 911 1973-1977. 100 pages. **£5.95**
P113. Porsche 911 Carrera 1973-1977. 100 pages. **£5.95**
P112. Porsche 911SC 1978-1983. 100 pages **£5.95**
P117. Porsche 911 Turbo 1975-1984. 100 pages. **£5.95**
P116. Porsche 944 1975-1984. 100 pages. **£5.95**
P120. Porsche 914 Collection 1, 1969-1983. 72 pages. **£5.95**

FERRARI – MORE NEW BOOKS . . .

F206. FERRARISSIMA 3. Latest issue of this superb series. Includes material on 412, 1985 FI, Testa Rossa 56-62, Spider, NART etc. 132 large pages, colour throughout. **£24.95**
F209. Ferrari GTO. Madaro. High-quality book on the new GTO car, plus material on the original. French/English/Italian text. 84 large pages, 66 illus., 25 colour. **£17.95**
F189. "Hors Ligne" Magazine Special: Ferrari. Superb colour book featuring road and race cars, interviews with Ferrari drivers, new 1986 ars etc. 120 large pages, approx. 200 colour illus. **£6.95**
FERRARI ITALIAN STYLE. Glossy Italian bi-monthly with colour throughout. Each issue 82 large pages. Details:
F181. Year 1, Number 1. Covers GTO cars 1962-1984. **£3.95**
F203. Year 1, Number 2. Testa Rossa 1984. Testa Rossa 250, FI cars etc. **£3.95**
F204. Year 1, Number 3. Nuvolari, FI, Le Mans cars etc. **£3.95**
F131. Ferrari 250GT SWB. Gross. Latest AutoHistory on Ferrari. 136 pages, 100 illus., 8 pages colour. **£7.95**
F193. Ferrari Formula 1 1948-1963. Casucci. First in a three-volume set of Ferrari FI racing history. Illustrated with contemporary photos, colour paintings and cutaways. Plus car specs, racing record etc. Italian/English text. 80 pages, 80 illus., 35 colour. **£8.95**
F194. Ferrari F1, 1964-1976. (Late 1985). **£8.95**
F195. Ferrari F1, 1977-1985. (Early 1986). **£8.95**
F192. Le Origini Del Mito. Memoirs of Gioachino Colombo, designer of the earliest Ferrari cars. Italian text, but numerous rare photos and design sketches. 112 pages, 128 illus., 9 colour. **£14.95**

FERRARI ROAD TEST COLLECTIONS. Each 100 pages, illustrated throughout:
F200. Road & Track On Ferrari 1981-1984. **£5.95**
F199. Ferrari Dino 308 1974-1979. **£5.95**
F198. Ferrari 308 & Mondial 1980-1984. **£5.95**

F196. Formula Ferrari. Italian-language book on the 1984 Ferrari FI team. 123 pages, 98 colour illus. **£8.95**
F179. Ferrari Story 1: Testa Rossa 1984. Italian/English Text. 15 pages, 37 illus., 31 colour. **£4.95**
F180. Ferrari Story 2: 400, 400i, 412. 23 large pages, 33 illus., 20 colour. **£4.95**
F190. Ferrari Story 3: Le Origini – Ferrari 125. 30 pages, 26 illus. **£3.50**
F201. Ferrari Story 4: 328GTB, GTS, 3.2 Mondial. 31 pages, 40 illus., 29 colour. **£2.95**

* * *

MORE MARQUE BOOKS – LATEST

A076. The Classic AC's, Two-Litre To Cobra: A Collector's Guide. McLellan. 128 pages, 152 illus. **£9.95**
A094. Alfa Romeo Zagato SZ & TZ. Minerbi. 194 pages, 180 illus. **£17.95**
A077. The Alfasud: A Collector's Guide. Owen. 128 pages, 142 illus. **£9.95**
J082. A Tribute To Jaguar. Australian book with a wide collection of historic racing photos, most of which will be unfamiliar. 80 pages. **£10.95**
J080. JAGUARS FOR THE ROAD. Rasmussen. Spectacular colour book featuring a variety of Jaguars from SS-100 to XJ12. In the well-known "Survivors" series. 128 large pages, approx. 200 illus., most colour. **£34.95**
L066. Lamborghini: Supreme Among Exotics. Morland. Outstanding all-colour tribute to Lamborghini. 120 pages, 120 colour illus. **£6.95**
M154. Maserati: From Its Origins To The Bi-Turbo. History of Maserati with excellent photos of vintage and modern cars, many previously unpublished. Plus technical data on all models. Italian/English text. 200 large pages, over 200 b/w illus., 140 colour. **£25.95**
M155. MG MIDGET REBORN. Berkin. One man's account of how he transformed a 1971 Midget from an abandoned shell into "good as new". Describes graphically the pleasures and pitfalls of car restoration! 80 pages, 67 colour illus. **£7.95**
P032. Porsche 911 & Derivatives: A Collector's Guide. Cotton. New 1985 edition of this best reference guide to the 911. Now includes 959. 144 pages, 145 illus. **£9.95**
P107. Porsche Carrera 6-962. Bamsey. Complete sports-racing history. 192 large pages, over 170 illus., 19 colour. **£19.95**
V036. Volkswagen Golf GTI: The Enthusiast's Companion. Hutton (editor). Coverage of history, performance, modifications and other GTI topics, by various writers. 112 pages, 130 illus. **£7.95**

COMPETITION MOTORING – LATEST

2166. Speed! Indy Car Racing. Jezierski. Magnificent photographic book covering cars, drivers, test driving, crashes and other incidents. Large 12½" x 9½" format. Outstanding quality. 192 pages, 267 illus., 229 colour. **£31.50**
2156. Autocourse 1985/86. The world's premier motor racing yearbook, to be published 12/85. 272 large pages, approx. 300 illus., 80 colour. **£17.95**
2167. Automobile Year 33, 1985/86. Latest edition, will be well up to the standard of previous years. Due 12/85. **£19.95**

H·R·G

H005. H.R.G.: THE SPORTSMAN'S IDEAL. Dussek. The definitive history of a uniquely British sports car, based on company archives and the author's many years of involvement with the marque. The only book to be published on H.R.G., filling a significant gap in motoring literature. Published by our associates, Motor Racing Publications, in collaboration with the Michael Sedgwick Memorial Trust. 176 pages, 180 illus. **£14.95**

F182. The Ford That Beat Ferrari. Allen & Jones. Superb pictorial on the GT40. 464 large pages, 700 b/w illus., 240 colour. **£40.00**
2153. Gooodwood: A Private View. Read. Absorbing photographic book on cars and drivers at Goodwood. 96 pages, 100 illus. **£9.95**
2154. Behind The Scenes. The reminiscences of Louis Stanley. 288 pages, 115 illus. **£10.95**
2126. Brabham: The Grand Prix Cars. Henry. 283 pages, 175 illus., 28 colour. **£14.95**
2150. Roy Salvadori: Racing Driver. Salvadori & Pritchard. 248 pages, 100 illus. **£12.95**
2161. Classic British Sports-Racing Cars Of The Fifties And Sixties. Pritchard. **£17.95**

RESTORATION

"THOROUGHBRED & CLASSIC CARS" GUIDES. First 2 titles in a new and authoritative series of restoration books. Each 80 large pages, approx. 120 b/w illus., 12 colour. Titles:
0537. Guide To Engine Restoration. **£5.95**
0538. Guide To Bodywork Restoration. **£5.95**

MARQUE/MODEL BOOKS. Note: this is only a selection from our full range. Please ask for our complete free catalogue.

ABARTH
A074. Abarth Guide. Cosentino. 432 pgs. £65.00
AC
A091. AC Owners' Club Annual Review '84. £2.00
A003. AC Cobra 1962-1969. £5.95
A095. Cobras & Replicas 1962-1981. £5.95
A004. AC Ace & Aceca 1953-1983. £5.95
A005. AC & Cobra. McLellan. 315 illus. £14.95
ALFA ROMEO
A096. Great Marques Alfa Romeo. £5.95
A078. Alfa Romeo Alfetta GT AutoHistory. £7.95
A012. Alfa Romeo Spiders AutoHistory. £7.95
A011. Illustrated Alfa Romeo Buyer's Gde. £9.95
A016. Road & Track On Alfa Romeo 77-84. £5.95
A084. Road & Track/Alfa 71-76. £5.95
A083. Road & Track/Alfa 64-70. £5.95
A082. Road & Track/Alfa 49-63. £5.95
A079. Alfa Romeo Giulia Coupes 63-76. £5.95
A080. Alfa Romeo History Museum. 243 illus. £24.50
ASTON MARTIN
A027. 6-Cyl. DB's Collectors Guide. £8.95
A085. Aston Martin V8. Bowler. £11.95
A028. Aston Martin V8 AutoHistory. McComb. £7.95
A030. Aston Martin & Lagonda. Harvey. £14.95
AUSTIN
A090. Austin Seven. Harvey. 320 illus. £14.95
A048. Austin Seven 1922-1982. £5.95
A046. The Austin Seven. Wyatt. £10.95
A086. A30 & A35 Super Profile. £5.95
A001. Austin A30 & A35 1951-1962. £5.95
AUSTIN HEALEY
A055. Big Healeys Collector's Guide. £8.95
A056. Sprites/Midgets Collector's Guide. £8.95
A057. Illustrated A-H Buyer's Guide. £9.95
A059. Healey The Handsome Brute. 210 illus. £14.95
A058. Guide To Purchase & Restoration Of MG Midget & Austin-Healey Sprite. £9.95
BUGATTI
B021. Great Marques: Bugatti. Conway. £4.95
B019. Grand Prix Bugatti. Conway. £19.95
B033. Type 57-57S Maintenance Manual. £10.95
B025. The Amazing Bugattis. £5.00
CITROEN
C029. 2CV Collector's Guide. Taylor. £8.95
COBRA
C037. Cobra. Legate. 256 pgs. £19.95
C039. AC (Shelby) Cobra AutoHistory. £7.95
C041. AC/Ford/Shelby Cobra Super Profile. £5.95
C042. Road & Track on Shelby Cobra & GT40 1962-83. £5.95
CORVETTE
C052. Corvettes '53-84 Collector's Gde. £8.95
C053. Illustrated Corvette Buyer's Gde. £8.95
C075. Car & Driver on Corvette 78-82. £5.95
C074. Car & Driver/Corvette 68-77. £5.95
C073. Car & Driver/Corvette 56-67. £5.95
DE LOREAN
D010. De Lorean: Stainless Steel Illusion. £15.95
DE TOMASO
D013. De Tomaso Pantera AutoHistory. £7.95
E.R.A.
E001. ERA: The History Of English Racing Automobiles Ltd. 288 pgs, 471 illus. £45.00
FERRARI
F184. Le Legende Ferrari 250GT Competition. £32.95
F177. Ferrarissima 2. 128 pgs. £22.50
F130. Cabriolets & Spyders AutoHistory. £7.95
F021. 250 GTO AutoHistory. £7.95
F022. 308 & Mondial AutoHistory. £7.95
F023. Ferrari 4-Seaters Auto-History. £7.95
F024. Berlinetta Boxer AutoHistory. £7.95
F025. 275GTB & GTS AutoHistory. £7.95
F026. 206GT, 246GT & GTS AutoHistory. £7.95
F135. Ferrari 'P' Series. 36 pgs. £3.50
F128. Car & Driver/Ferrari 1976-83. £5.95
F127. Car & Driver/Ferrari 1963-75. £5.95
F126. Car & Driver/Ferrari 1955-62. £5.95
F129. Ferrari Au Mans. 308 illus. £15.95
F027. Ferrari: The Grand Prix Cars. £14.95
F035. Complete Guide To Ferrari 308. £8.95
F029. Illustrated Ferrari Buyer's Guide. £9.95
F030. Ferrari 365GTB/4 Daytona. £9.95
F038. Ferraris Of The 70s: A Source Book. £10.95
F060. 410 Superamerica Series III. £20.95
FORD
F111. GT40 Super Profile. £5.95
F102. Ford GT40. Hodges. £11.95
F083. Ford vs. Ferrari, Battle For Le Mans. £12.95
F149. GT40 Sports Cars. 36 pgs. £3.50
FORD CORTINA, ESCORT, CAPRI
F002. Sporting Cortinas Collector's Gde. £8.95
F003. Sporting Escorts. Collector's Gde. £8.95
F004. Sporting Capris Collecter's Gde. £8.95
F009. Cortina Mk I AutoHistory. £7.95
F010. Cortina 1600E Super Profile. £5.95
D015. Lotus Cortina 1963-70. £5.95
F176. XR: The Performance Fords. Walton. £10.95
F172. Escort Mk I, 2 & 3: Development & Competition History. Walton. £14.95
JAGUAR
J016. E-Type End Of An Era. £14.95
J064. Jaguar Complete Illustrated History. £14.95
J004. XJ-Series Collector's Guide. £9.95
J065. E-Type 4.2 Parts Catalogue. £19.95
J066. E-Type 3.8/4.2 Official Manual. £19.95
J069. Jaguar The Definitive History. £14.95
J071. XJ6 & XJ12 Series III 79-85. £5.95
J072. Road & Track/Jaguar 61-68. £5.95
J073. Road & Track/Jaguar 50-60. £5.95
J001. E-Type Collector's Guide. £8.95
J002. XKs Collector's Guide. £8.95
J005. D-Type & XKSS AutoHistory. £7.95
J006. E-Type AutoHistory. £7.95
J013. Jaguar Sports Cars. Skilleter. £16.95
J014. Jaguar Saloon Cars. Skilleter. £24.00
J012. Illustrated Jag. Buyer's Guide. £9.95
J003. Classic Jag. Saloons Collector's Gde. £8.95
J068. Jaguar A Tradition Of Sportscars. £27.50
LAMBORGHINI
L058. Lamb. Countach LP400, 500S. £9.95
L059. Espada & 4-Seaters AutoHistory. £7.95
L002. Urraco AutoHistory. £7.95
L003. Lamb. Collector's Guide. £8.95
L005. Illustrated Lamb. Buyer's Guide. £9.95
LANCIA
L015. Stratos Super Profile. £5.95
L016. La Lancia. 303 pgs. £12.95
L013. Fulvia/Flavia Collector's Guide. £8.95
L020. Lancia Flavia & 2000. £4.25
L069. Lancia Fulvia. 76 pages. £5.00
LOTUS
L026. Elan/Europa Collector's Guide. £8.95
L029. Elan AutoHistory. £7.95
L028. Esprit AutoHistory. £7.95
L064. Talbot Sunbeam Lotus. £4.95
L027. Elite/Eclat/Esprit/Excel Collector's Gde. £8.95
L039. Original Lotus Elite. £12.95
L031. Legend Of The Lotus 7. £11.95
L032. Road & Track/Lotus 1972-83. £5.95
L030. Lotus Elite/Elan/Europa. Harvey. £14.95
L045. Lotus Elan 1962-73. £5.95
L048. Lotus Europa 1966-75. £5.95
L053. Lotus Esprit 1975-81. £5.95
L052. Elite & Eclat 1974-81. £5.95
MASERATI
M011. Illustrated Maserati Buyer's Guide. £9.95
M014. Bora & Merak AutoHistory. £7.95
M017. Road & Track/Maserati 75-83. £5.95
M018. Road & Track/Maserati 62-74. £5.95
M013. Maserati The Complete History. £19.95
MERCEDES-BENZ
M030. M-Benz Grand Prix Racing 1934-1955 £29.95
M128. M-Benz Collector's Guide, Vol. 1: 1940s & 1950s. £9.95
M129. Volume 2: The 1960s. £9.95
M132. 230/250/280SL 1963-71. £5.95
M133. 350/450SL & SLC 1971-80. £5.95
M031. M-Benz: The First 100 Years. £9.95
M027. 300SL AutoHistory. £7.95
M028. M-B Roadsters AutoHistory. £7.95
M029. M-B V8s AutoHistory. £7.95
MG
M001. MGB Guide to Purchase & D-I-Y Restoration. £9.95
M002. MGA/B/C Collector's Guide. £8.95
M138. Road & Track/MG 1949-61. £5.95
M139. Road & Track/MG 1962-80. £5.95
M054. T-Series Collector's Guide. £8.95
M064. MG Past & Present. 1985 edition. £12.95
M055. MGA AutoHistory. £7.95
M056. MGB AutoHistory. £7.95
M063. MG The Immortal T Series. £14.95
M062. MG The A, B & C. £14.95
M061. MG By McComb. £11.95
M060. MG The Art Of Abingdon. £15.95
MINI/MINI-COOPER
M106. Mini-Cooper & S AutoHistory. £7.95
M107. M-Cooper & S Super Profile. £5.95
M010. Mini-Cooper 1961-1971. £5.95
M009. Mini Muscle Cars 1961-79. £5.95
M003. Mini-Cooper Restoration (Practical Classics). £4.50
MORGAN
M112. Morgan 75 Years On The Road. £10.95
M113. Morgan Plus 8 AutoHistory. £7.95
M110. Moggie: Purchase, Maintenance & Enjoyment Of Morgan Sports Cars. £9.95
M111. 4-Wheel Morgan Vol. 2, Cowled Radiator Models. £7.95
MORRIS MINOR
M007. Morris Minor. Skilleter. £9.95
M119. Morris Minor. (Autocar). £7.95
M008. Morris Minor Restoration (Practical Classics). £5.95
PORSCHE
P090. Porsches At Le Mans. £18.95
P091. Porsche Story. Weitmann. £19.95
P092. Road & Track/Porsche 51-67. £5.95
P044. Road & Track/Porsche 68-71. £5.95
P043. Road & Track/Porsche 72-75. £5.95
P042. Road & Track/Porsche 75-78. £5.95
P041. Road & Track/Porsche 79-82. £5.95
P028. Illustrated Porsche Buyers Guide. £9.95
P029. From Chain-Drive To Turbocharger: The A.F.N. Story. Jenkinson. £19.95
P031. Porsche A Tradition Of Greatness. £9.95
P035. Porsche 911. Harvey. £14.95
P034. 911 Turbo AutoHistory. £7.95
P038. Porsche Past & Present. £10.95
P052. 924/928/944: The New Generation. £9.95
P027. Porsche Excellence was Expected. £35.00
P093. Porsche 935. 36 pgs. £3.50
P094. Porsche 908. 36 pgs. £3.50
P096. Porsche 944. MacNamara. £8.95
RILEY
R008. As Old As The Industry: Riley 1898-1969. £24.95
R009. Riley Production & Competition History, Pre-1939. £8.50
ROLLS-ROYCE & BENTLEY
R012. Rolls-Royce & Bentley Collector's Guide Vol. 1, Standard Production Models 1945-65. £9.95
R013. Vol. 2, Coachbuilt Models 1945-85. £9.95
R072. Vol. 3, Shadow, Corniche, Camargue 1965-85. £9.95
R020. Illustrated RR/Bentley Buyers's Guide. £9.95
R019. The Rolls-Royce Motor Car. £25.00
R018. Bentley 50 Years Of The Marque. £19.95
R073. Silver Spirit AutoHistory. Robson. £7.95
R050. Silver Shadow 1965-80. £5.95
R051. Silver Cloud 1955-65. £5.95
R074. Road & Track/Rolls-Royce & Bentley 50-65. £5.95
R075. Road & Track/RR & Bentley 66-84. £5.95
R014. Those Elegant Rolls-Royce. £19.95
R015. Coachwork On Rolls-Royce 1906-39. £19.95
ROVER/LAND-ROVER/RANGE ROVER
R054. Land-Rover 1948-84 Collector's Gde. £8.95
R056. Classic Rovers 1934-77 Collector's Gde. £8.95
R055. Range Rover Companion. £8.95
R076. Land-Rover, Unbeatable 4 x 4. £12.95
TRIUMPH
T001. Triumph TRs Collector's Guide. (2nd Ed.) £8.95
T013. TR For Triumph. Harvey. £14.95
T002. TR5/250 & TR6 Companion. £8.95
T018. Spitfire & GT6. Robson. £9.95
T014. Illustrated Triumph Buyer's Guide. £9.95
T015. Road & Track/Triumph Sports Cars 74-82. £5.95
T016. Road & Track/Triumph 67-74. £5.95
T017. Road & Track/Triumph 53-67. £5.95
T003. Complete Guide To TR7 & TR8. £8.95
T030. Triumph Herald & Vitesse. Robson. £11.95
T020. Triumph Stag Super Profile. £5.95
T005. Triumph Stag 1970-80. £5.95
TVR
T027. TVRs Collector's Guide. £8.95
T010. TVR 1960-1980. £5.95
VANWALL
V005. Vanwall. Jenkinson & Posthumus. £6.95
VOLKSWAGEN
V001. VW Beetle inc. K. Ghia Collector's Gde. £8.95
V024. Beetle Collection 1, 1970-1982. £4.50
V026. Karmann-Ghia Collection 1, 56-73. £4.50

Access VISA

CONNOISSEUR CARBOOKS

Garland Publications Ltd., Unit 6, The Pilton Estate, 46 Pitlake, Croydon CR0 3RY

Mail order customers: please add £1.80 (overseas £3.75) to the total value of your order to cover post packing. Cheques & POs payable to Garland Publications Ltd. We also accept mail or telephone orders on Visa/Access/Eurocard/Mastercard. Telephone **01-681 2255.**
Calling customers: Our shop at **32 Devonshire Road, Chiswick, London W4** is open 9.00 to 5.30 weekdays and 10.00 to 4.00 Saturdays. Telephone **01-994 6783.**
All information correct at time of printing but may be subject to change.
Managing Director: John Blunsden **Marketing Director: Bryan Kennedy**

PAGE & MOY LTD



CONGRATULATIONS ALAIN PROST, ON WINNING THE 1985 FORMULA ONE DRIVERS' CHAMPIONSHIP — NOW WHAT ABOUT 1986!?

Motor Racing Holidays for 1986

Send for your Brochure NOW

from only £29

The Page & Moy Book of Motor Racing Holidays for 1986 is now available. Our 48-page colour brochure features more tours than ever before to **ALL the Formula One Grands Prix** and, of course, **the Le Mans 24 Hours,** plus **ETC and WEC races, the Daytona 500, the Monte Carlo Tennis Championships and American Football in the USA.**

With prices ranging from just £29 to over £1,000, there's a tremendous choice of holidays to suit all pockets. We'll take you to a foreign Grand Prix for just a day, for a long weekend or for a full holiday. You can even join a combined wine-tour and motor racing holiday. We'll even take you to two races on the same holiday. And, if you fancy something really different — like the Monte Carlo Tennis Open or a sizzling weekend in the States with the incredible atmosphere of an American Football game — we'll take you there too!

And when you book, you'll know that the company you trust your money with is ★ **a member of ABTA** (Association of British Travel Agents) ★ **IATA approved** (International Air Transport Association) ★ **CAA bonded** (Civil Aviation Authority)

★ **Official UK ticket agent for Monaco, Belgium, Austria, Hungary, France, Brazil, Germany and Portugal and** has more than 25 years' experience of looking after everybody in motor sport from the young, budding fan, right through to championship winning drivers. All this **and** very competitive prices.

Let us show you just how exciting the 1986 season is going to be —

SEND FOR YOUR BROCHURE NOW BY RINGING LEICESTER (0533) 559855
OR JUST COMPLETE AND SEND THE POSTAGE-PAID COUPON OPPOSITE.

PAGE & MOY LTD

The widest choice, the highest quality, competitive prices and security – send for your brochure NOW! and read about these holidays and many, many more.

DAYTONA 500
16 February
Winter sunshine holidays
from only **£549**

★ PAGE & MOY – OFFICIAL UK AGENT ★

BRAZILIAN GRAND PRIX
Rio de Janeiro — 23 March
Bask on Copacabana
from only **£769**

SAN MARINO GRAND PRIX
Imola — 27 April
3 superb value holidays
from only **£89**

★ PAGE & MOY – OFFICIAL UK AGENT ★

BELGIAN GRAND PRIX
Spa — 25 May
5 holidays from only **£29**
See the Belgian Grand Prix and Le Mans on the same holiday from only **£189**

All dates and venues subject to confirmation

★ PAGE & MOY – OFFICIAL UK AGENT ★

MONACO GRAND PRIX
11 May
Tickets, flights, hotels — the only way to see Motor Racing's Blue Riband event is the Page & Moy way.
Many advance registrations have already been taken, so don't delay your booking.
You can travel by coach or plane and stay in Nice or Monaco itself.
Choose between over 15 different holidays ranging from just £69 to £1,889.
Make a provisional reservation NOW by ringing Sue on LEICESTER (0533) 552521.

LE MANS 24 HOURS
31 May/1 June
Our 26th visit!
More than a dozen different tours to choose from including our new Belgian Grand Prix/Le Mans holiday.
Prices start at just **£47**

CANADIAN & DETROIT GRANDS PRIX
15 June & 22 June
Two fabulous North American holidays from only **£529**

★ PAGE & MOY – OFFICIAL UK AGENT ★

FRENCH GRAND PRIX
Dijon — 6 July
Tours by coach or air
from only **£37**
Fabulous Burgundy wine holiday from **£155**

★ PAGE & MOY – OFFICIAL UK AGENT ★

GERMAN GRAND PRIX
Hockenheim — 27 July
No less than 6 holidays
from just **£37**
including 2 wine-tour holidays
from only **£149.**

★ PAGE & MOY – OFFICIAL UK AGENT ★

HUNGARIAN GRAND PRIX
Budapest — 10 August
4 tours from only **£299**
including 2 tours to both the Hungarian and Austrian GPs.

★ PAGE & MOY – OFFICIAL UK AGENT ★

AUSTRIAN GRAND PRIX
Zeltweg — 17 August
from just **£89**

ITALIAN GRAND PRIX
Monza — 7 September
Experience Monza fever
from only **£89**

★ PAGE & MOY – OFFICIAL UK AGENT ★

PORTUGUESE GRAND PRIX
Estoril — 21 September
Holidays by air from only **£229**

PLUS tours to the Australian Grand Prix, the ETC in Zolder, the Monte Carlo Tennis Open and American Football in the USA.

POST THIS COUPON TODAY
OR TELEPHONE 0533 559855

PAGE & MOY LTD

Please send me your
FREE
1986 Motor Racing Brochure

CAPITALS PLEASE

Name

Address

Postcode

ATOL 133 BC 815/HM9907

BR Licence No. LE1039

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

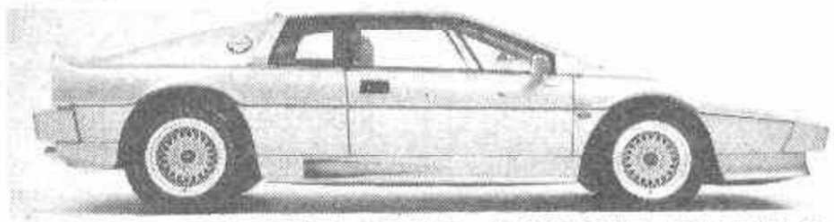
HOW TO POST:
1) Cut along dotted line.
2) Fold across A, A.
3) Fold down B, B and C, C.
4) Tuck short flap into flap leaving our address on the outside
5) Sellotape across back if necessary

NO STAMP NEEDED

PAGE & MOY LTD

Ramsles

LOTUS SPECIALIST CAR CENTRE



EXCEL ESPRIT S111 ESPRIT TURBO

FAST DELIVERY, ANY SPECIFICATION, EFFICIENTLY. DO NOT BUY UNTIL WE HAVE QUOTED.

Specialists in low rate Finance, Lease Purchase, Leasing, HP etc. We operate over 1,000 schemes to suit your individual situation. DEFINITELY the lowest rates in the country.

We **GUARANTEE** to beat any legitimate quote. For Fast, Efficient and Friendly service contact the Experts, Steve Brindley or Phil Ector. RING NOW, you may be pleasantly surprised.

SCIMITAR SS1



For a good deal ring now. Immediate delivery, any specification.

1300 cc from £6,995
1600 cc from £7,995

Anything taken in Part Exchange

SUZUKI



Suzuki Mombasa Rhino Special Edition available from £4,056 + VAT. Will you be 4-wheel driving this winter?? Full range of Suzuki cars, for a good deal ring now.

SELECTED PREVIOUSLY OWNED VEHICLES

1985 SPEC LOTUS ESPRIT TURBO. Red, ½ gold leather, air cond., radio / cassette, full history, 1 owner. **£20,950**

1985 SPEC LOTUS ESPRIT TURBO. Glacier blue, full silver leather, air cond, sunroof, 1 owner. **£20,950**

1984 (B) LOTUS ESPRIT TURBO. Essex blue, full grey leather, air cond., sunroof, radio / cassette, remote door locks, 8,000 miles, 1 owner. **£20,950**

1982 (Y) MERCEDES 280SL SPORT. In red, hard and soft tops, rear seat, radio / cassette, two owners, full history, 34,000 miles. **£15,995**

1984 (B) LOTUS EXCEL. White, ½ red leather trim, alloy wheels, power steering, 12,000 miles, 1 owner. **£14,495**

1982 (Y) MASERATI MERAK SS. Yellow, black leather trim, 2 owners, full history, 30,000 miles. **£13,995**

1982 LOTUS ESPRIT S3. Essex blue, red trim, 19,000 miles, full history, 1 owner. **£11,495**

1983 (A) JAGUAR XJ6 4.2 AUTOMATIC. Silver, black leather trim, full history, 1 owner, 30,000 miles. **£10,995**

1984 TVR TAMSIN CONVERTIBLE. Brown, tan trim, full history, 1 owner. **£9,995**

1985 SCIMITAR SS1 1600. In White, radio / cassette, electric windows, 1 owner. **£6,995**

1984 FORD ESCORT XR3i. In white, side stripes, sunroof, spots, electric windows, 15,000 miles, one owner. **£5,495**

1979 LOTUS ELITE 503. Championship gold, full leather, pas, air cond., radio/cassette, full history. **£5,995**

1984 SUZUKI SWIFT GL. Choice of two, low mileage, one owner, from. **£3,495**

1982-84 SUZUKI ALTO. Choice of three, from. **£2,295**

CAMPBELL ROAD, STOKE ON TRENT, STAFFS.

LOTUS parts, SUZUKI parts, SCIMITAR parts. Largest selection in the UK. Worldwide delivery, air freight shipping, C.O.D., etc.

ALL MAIN CREDIT CARDS ACCEPTED

PARTS HOTLINE (0782) 48361
(0782) 48361/47623/45691/410519

JOHN BUTT AUTOMOBILES

MERCEDES

85C 230E (W 124). Latest model, metallic smoke silver, henna trim, automatic, elec tilt/slide roof, r/heads, alloys, cruise, ABS, HLWW, e/windows, outside temp gauge, delivery mileage. **£20,995 or £545 pm (P)**

85C (Nov) 230E 124. New shape, for immediate delivery in signal red with black cloth, automatic transmission and electric tilt and slide sunroof. Why wait 12 months? Only delivery mileage. **£17,495 or £455 pm (S)**

85C 380SL. Met. astral silver, grey cloth, ABS; rear seat, HLWW, e/windows, stereo, 1,000 miles only. **£26,995 or £701 pm (P)**

85B 280 SE. Met graphite grey, with cream leather, auto, elec sunroof, elec windows, alloys, stereo system, 6,000 miles, fsh. **£20,495 or £533 pm (S)**

85B 190E. Auto, smoke silver, black cloth, elec s/roof, e/windows, arm rest, stereo, full '85 specification, 15 inch wheels, etc, 9,000 miles, fsh. **£13,495 or £350 pm (P)**

84B 280SE. Met petrol blue, grey cloth, auto, elec sunroof, alloys, elec windows, cruise, tow bar, 11,000 miles, fsh. **£19,495 or £494 pm (S)**

84A 280CE. Metallic thistle green, tan hide, e/sunroof, e/w, ABS, cruise, alloys, rear heads, HLWW, stereo, 12,000 miles, fsh. **£17,995 or £467 pm (P)**

85C 230E. Met pajett red, tan cloth, automatic, elec sunroof, elec windows, HLWW, cruise, stereo, 6,000 miles, fsh. **£14,995 or £390 pm (S)**

84B 190E. Auto, thistle green, cream velour, switchable gearbox, e/s/roof, e/windows, a/rest, stereo, 10,000 miles, fsh. **£12,995 or £337 pm (P)**

82X 200T Estate. Signal red, tan cloth, auto, sunroof, e/windows, rear facing seat, stereo, c/locking, local car. **£7,995 or £208 pm (S)**

84A 230TE. Metallic silver, blue cloth, auto, s/roof, ABS braking, cruise, e/w, stereo, 16,000 miles, fsh. **£14,995 or £389 pm (P)**

84B 190E. Met pajett red, tan cloth, auto, switchable gearbox, elec sunroof, elec windows, cruise control, c/locking, stereo, 5,000 miles. **£12,995 or £338 pm (S)**

83A 280CE. Silver blue, blue cloth, auto, e/s/roof, e/windows, rear heads, ABS, cruise, alloys, HLWW, stereo, fsh. **£12,995 or £337 pm (P)**

79V 280TE. Light ivory with Brazil velour, auto, air cond, sunroof, e/windows, rear seat, alloys, cruise, HLWW, heated seats, stereo, replacement cost today in excess of £21,000, previously supplied by ourselves, must be seen. **£8,995 (S)**

83A 280E. Thistle green, olive cloth, auto, e/s/roof, e/windows, cruise, HLWW, alloys, stereo, 11,000 miles, fsh. **£13,995 or £363 pm (P)**

82X 230E. Light ivory, an cloth, 5-speed, manual, electronic sunroof, pas, c/locking, arm rests, radio, 32,000 miles, fsh. **£8,495 or £221 pm (S)**

82X 280CE. Lapis blue, blue velour, e/s/roof, e/windows, r/heads, alloys, HLWW, cruise, stereo, 36,000 miles, fsh. **£12,495 or £324 pm (P)**

82X 200. Deep blue, blue cloth, sunroof, manual gearbox, tinted glass, c/locking, pas, stereo, 32,000 miles, fsh, alloy wheels. **£7,295 or £190 pm (S)**

81W 280SLC. Signal red, black cloth, auto, e/s/roof, e/windows, alloys, stereo, Mercedes service history. **£16,995 or £442 pm (P)**

82Y 280SE. Met silver blue, blue velour, sunroof, alloys, HLWW, rear heads, stereo, 19,000 miles, fsh. **£16,995 or £442 pm (P)**

83Y 230E. Light ivory, tan cloth, auto, e/s/roof, e/windows, A/rest, c/locking, stereo, 3,000 miles, fsh. **£11,495 or £299 pm (P)**

81X 280SLC. Silver blue, blue cloth, e/s/roof, e/windows, alloys, rear spoiler, Becker stereo, 43,000 miles, fsh. **£16,995 or £441 pm (P)**

81X 280SE. Champagne gold, tan tex, e/s/roof, e/windows, alloys, stereo, 32,000 miles, fsh. **£12,995 or £337 pm (P)**

HONDA

83Y Accord 3 door Executive. Windsor blue, blue velour, 5-speed, e/s/roof, pas, tints, r/belts, stereo, 22,000 miles, fsh. **£5,495 or £143 pm (P)**

84B Prelude. Dominican red, grey hide, with red piping, automatic with ALB braking system, full style auto body kit with Centra alloy wheels and low profile tyres, e/s/roof, pas, c/locking, stereo, stunning car, only 6,000 miles, save £2,000 on list price at **£10,995 or £286 pm (S)**

83Y Prelude Executive. Arctic silver, grey cloth, 5-speed, e/s/roof, e/windows, pas, alloys, r/spoiler, stereo, 13,000 miles, fsh. **£6,995 or £182 pm (P)**

84B Accord 3 door Executive. Dominican red, grey velour, pas, s/roof, e/windows, alloys, stereo, HLWW, 5,000 miles. **£6,995 or £182 pm (S)**

84B Prelude Executive. Stratos blue, blue/black velour, four-speed, automatic, pas, electric sunroof, elec windows, alloys, stereo, 8,000 miles, fsh. **£8,495 or £221 pm (S)**

83Y Prelude. Met. champagne gold, beige velour, auto, e/s/roof, alloys, radio, electric aerial, tints, 28,000 miles, fsh. **£4,995 or £130 pm (S)**

85B Accord 4 door EXR. Misty beige, beige velour, air cond., ALB braking system, e/s/roof, pas, e/windows, cruise, c/locking, alloys, HLWW stereo system, 4,000 miles. **£8,995 good saving on list price (S)**

85B Civic GT. Victoria red, black velour, 5-speed, sunroof, alloys, stereo, 1.5 injection, 4,000 miles, our own car. **£6,295 or £164 pm (S)**

83Y Accord 4 door Deluxe. Graphite grey, grey velour, five-speed, rear seat belts, stereo, 25,000 miles, fsh. **£4,995 or £130 pm (S)**

84A Accord 4 door Executive. Paisley red, burgundy velour, five speed, air cond., elec windows, pas, cruise, HLWW, stereo, 12,000 miles, fsh. **£6,995 or £182 pm (S)**

82X Accord 4 door EX. Met. beige, beige velour, five-speed, air cond., elec windows, pas, c/locking, stereo, one owner, 35,000 miles. **£4,995 or £130 pm (S)**

82Y Accord 4 door EX. Windsor blue, blue velour, auto, air cond., elec windows, c/locking, pas, stereo, 33,000 miles, fsh. **£5,295 or £138 pm (S)**

83A Accord 4 door Deluxe. Met. beige, beige velour, 5-speed, c/locking tints, radio, one owner, 22,000 miles. **£4,995 or £130 pm (S)**

PRE-OWNED

85B Ford Escort XR3i. Lacquer red, Monza trim, s/roof, opening rear windows, alloys, driving lamps, full body styling kit, stereo, 5,000 miles, fsh. **£7,495 or £194 pm (P)**

84A (Ser.) VW Polo Classic CL FE. Mars red, grey velour, rear spoiler, radio stereo cassette, one owner, 17,000 miles, fsh. **£4,295 or £112 pm (S)**

83Y VW Golf GLi Convertible. Met. blue-green, grey velour, five-speed, tints, alloys, stereo, 18,000 miles, fsh. **£6,995 or £182 pm (S)**

78S Rolls-Royce Silver Shadow II. Highland green with olive hide, fitted all Rolls-Royce refinements, R-R service history. **£17,995 or £468 pm (S)**

82X Porsche 928S. Metallic silver blue, blue trim, automatic, e/s/roof, e/windows, e/seats, air cond., cruise, alloys, stereo, 29,000 miles, fsh. **£21,995 or £571 pm (P)**

1963 Austin Healey 3000 MkII. Racing red, black leather, lovely example, original log book, etc. **P.O.A.**

83Y Jaguar XJ12 HE. Met. claret, biscuit leather, auto, elec sunroof, pepper pot alloys, trip computer, stereo system, 16,000 miles only, fsh. **£14,995 or £390 pm (S)**

84A Range Rover 4 door Vogue. Met. Derwent blue, grey velour, 5-speed, air cond., e-windows, c/locking, door cappings, nudge bar, lamp guards, spot lamps, tow bar, stereo system, 14,000 miles, fsh. **£14,995 or £390 pm (S)**

82Y Porsche 944 LUX. Met. silver, black pinstripe, automatic, air cond., sunroof, alloys, pdm, elec windows, r/spoiler, stereo system, only 22,000 miles. **£13,995 or £364 pm (S)**

(P) = Portsmouth (S) = Southampton

JOHN BUTT AUTOMOBILES

WE DEAL NATIONWIDE — the place for car

1/6 Malvern Terrace, Winchester Road, Southampton SO1 2SE
Telephone: (0703) 777727
111 Havant Road, Drayton, Portsmouth PO6 2AH.
Telephone: (0705) 326266
Telex: 477950 JB AUTO (Southampton & Portsmouth)

OPEN 7 DAYS

YOUR FIRST CHOICE FOR MOTORING BOOKS

A SELECTION OF MARQUE HISTORIES AND ROAD TESTS (A-L)

ABARTH
Abarth Cars — An enthusiasts guide — P. Braden £14.95
Abarth — Fiat — Lancia Bible — Fazz £6.95

AC AND COBRA
AC and Cobra — McLellan £14.95
Cobra — Legate £34.95
AC (Shelby) Cobra — Autohistory £7.95
AC (Ford / Shelby) Cobra Super Profile £4.95
The Classic ACs — McLellan £9.95
AC Cobra 1962-69 Road Tests £5.95
Cobras and Replicas 1962-83 Road Tests £5.95
AC Aceca 1953-83 Road Tests £5.95
Road & Track on Cobra, Shelby and Ford GT40 1962-83 £5.95
AC — Mini-Marque Series £4.95

ALFA ROMEO
Alfa Romeo Spiders Autohistory £7.95
Illustrated Alfa Romeo Buyers Guide £8.95
Alfa Romeo 1910-82 Comp. Catalogue £89.50
Road and Track on Alfa Romeo 1977-61 £5.95
Alfa Romeo Spider 1966-81 Road Tests £5.95
Alfa Romeo Giulia Coupes 1963-70 Road Tests £5.95
Road and Track on Alfa Romeo 1949-63 £5.95
Road and Track on Alfa Romeo 1964-70 £5.95
Road and Track on Alfa Romeo 1971-76 £5.95
Alfa Romeo Monoposto Tip A — Fusi £14.95
Alfasud — Collectors Guide £9.95
Alfa Romeo Alfetta GT Autohistory £7.95
Alfa Romeo — Great Marques series £5.95
Alfa Romeo Museum Catalogue £17.95

ALVIS
Alvis Story of the Red Triangle £12.95

ASTON MARTIN
Aston Martin and Lagonda — Frostick £12.50
Aston Martin and Lagonda — Harvey £14.95

BENTLEY
Bentley Past and Present — R. Fletcher £12.95
Bentley — 50 Years of the Marque — Green £19.95
Illustrated Rolls Royce & Bentley Buyers Guide £8.95

BMW
Great Marques — BMW £3.95
BMW — The Bavarian Motor Works — Frostick £14.50
BMW — Bavaria's Driving Machines — Norbey £9.95
Illustrated BMW Buyers Guide — Gross £8.95
Road and Track on BMW 1975-78 £5.95
Road and Track on BMW 1979-83 £5.95
BMW — 6 cyl. Coupes Road Tests £5.95
Illustrated BMW Buyers Guide £8.95
Unbeatable BMW £9.95

BUGATTI
Bugatti — Conway (3rd edition) £9.95
Bugatti — Conway and Grielsamer £35.00
The Grand Prix Bugatti — 2nd edition £19.95
Great Marques — Bugatti £4.95

CHEVROLET
Early Chevrolet Corvettes 1953-67 Autohistory £7.95
Tri — Chevy — That Means 55, 56 and 57 Chevrolets £6.95
The Corvettes 1953-84 Collectors Guide £8.95
Chevrolet Corvette 1968-82 Autohistory £7.95
Road and Track on Corvette 1968-82 £5.95
Road and Track on Corvette 1953-67 £5.95
Chevrolet 1911-85 — Langworth & Norbye £14.95
Corvette — Past, Present and Future — Consumer Guide £4.95
Corvette Stingray 1963-67 Super Profile £5.95
Illus. Corvette Buyers Guide — Antonick £8.95
The Great Camaro — M. Lamm £12.50

FERRARI
Ferrari 275 GTB and GTS Autohistory £7.95
Ferrari 308 and Mondial Autohistory £7.95
Ferrari 4-Seaters Autohistory £7.95
Ferrari Cabriolets and Spyder Autohistory £7.95
Ferrari 365 GTB/4 Daytona — World Supercars No. 1 £9.95
Ferrari LM £14.95
Ferrari Sports Racing and Prototype Comp. Cars — Prunet £19.95
Ferrari — Tanner & Nye (6th edition) £39.95
Ferrari Road and Racing Cars £9.95
Enzo Ferrari — 50 Years of Greatness £8.95
Ferrari Raid D Epoca — Moderna 1981 £19.95
Ferrari 250 GTO Super Profile £5.95
Ferrari — The Sports & Gran Turismo Cars (4th Edition) £22.50
Ferrari 1946-56 Road Tests £4.50
Ferrari 1962-66 Road Tests £5.95
Ferrari 1966-69 Road Tests £5.95
Ferrari 1969-73 Road Tests £5.95
Ferrari 1973-77 Road Tests £5.95
Ferrari 1977-81 Road Tests £5.95
Ferrari Col. 1 1960-70 Road Tests £4.50
Road and Track on Ferrari 1950-68 £5.95
Road and Track on Ferrari 1968-74 £5.95
Road and Track on Ferrari 1975-81 £5.95
Car and Driver on Ferrari 1955-62 £5.95
Car and Driver on Ferrari 1963-75 £5.95
Car and Driver on Ferrari 1976-83 £5.95
Motor and Thoroughbred & Classic Car on Ferrari — 1966-76 £5.95
Motor and Thoroughbred & Classic Car on Ferrari — 1976-84 £5.95
Ferrari — Complete Catalogue (Revised) £89.50
Ferrari — The Grand Prix Cars — Henry £14.95
Fiat 12 Ferrari — Henry £8.95
Ferrari 250 GT SWB Autohistory £7.95
Scuderia Ferrari £39.95
Ferrari — 40 anni — 40 years £17.95
Ferrarissima 2 £22.50
Ferrarissima 3 £24.95
Ferrari Formula 1 1948-83 £8.95
The Mustangs — 1964-73 Collectors' Guide £8.95
Ford Mustang 1964-67 Road Tests £5.95
Ford Mustang 1967-73 Road Tests £5.95
Road and Track on Cobra, Shelby & GT-40 and Mustang 1962-83 £5.95
The Ford that beat Ferrari £40.00

FRAZER-NASH
Frazer-Nash — Thirlby £6.50
From Chain Drive to Turbocharger — The AFN Story £19.95

GINETTA
Ginetta — The Illustrated History — Rose £9.95

HISPANO-SUIZA
The Legendary Hispano Suiza — Green £12.50

JAGUAR
Jaguar Saloon Cars — Skilleter £24.00
Jaguar Sports Cars — Skilleter £16.95
Great Marques — Jaguar £5.95
Powered By Jaguar — Nye £10.95
Jaguar Sports — Autocar Road Tests £8.95
Jaguar Since 1945 £9.95
Genevieve — A Love Story (Jaguar Mk IX) £13.95
Illustrated Jaguar Buyers Guide £8.95
Jaguar Tradition — Frostick £12.50
Jaguar — Complete Illustrated History — Porter £14.95
Jaguar E-Type Collectors Guide £8.95
Jaguar E-Type Autohistory £7.95
E-Type — End of an Era £14.95
Jaguar E-Type Super Profile £5.95
Jaguar E-Type 1961-66 Road Tests £5.95
Jaguar E-Type 1966-71 Road Tests £5.95
Jaguar E-Type 1971-75 Road Tests £5.95
Jaguar XKE Col. 1 1961-74 Road Tests £4.50
Jaguar XK Collectors Guide £8.95
Jaguar XK — Harvey £14.95
XJ Series Jaguar Collectors Guide — Skilleter £9.95
Road and Track on Lamborghini 1964-82 £5.95
Lamborghini Countach Super Profile £5.95
Lamborghini Countach LP400, LP500S — World Supercars 2 £9.95
Lamborghini Countach — J. M. Borel (Multi-lingual) £29.95

LANCIA
Lancia Autocar Road Tests £12.50
Lancia — The Shield and the Flag £12.50
Lancia — Frostick £12.50
Lancia Complete Catalogue £89.50
Lancia Fulvia and Flavia Collectors Guide £8.95
Lancia Flavia 2000 Road Tests £4.50
Lancia Stratos Super Profile £4.95

MOTORING BOOKS — MOTORSPORT
Keke — An Autobiography, Rosberg and Botsford £8.95
The Certain Sound — My 30 Years in Motor Racing, John Wyer £14.95
Land Speed Record £17.95
Getting Started In Motorsport, Turner & Mason £5.95
Goodwood, A Private View £9.95
Roy Salvadori — Racing Driver £12.95
Brabham — The Grand Prix Cars, A. Henry £14.95
The Hot Seat — Guide To Rally Navigation, S. Fellows £7.95
Classic British Sports Racing Cars Of The Fifties And Sixties, A. Pritchard (Due Jan.) £17.95
The Power To Win — Ford Cosworth, Blunsden £12.95
Theme Lotus, Nye £9.95
RAC — British Motorsports Yearbook 1985 £9.50

MOTORING BOOKS — GENERAL
British Family Cars Of The Fifties, M. Allen £14.95
Allard To Zodiac — British Production Cars Of The Sixties £15.00



HRG — The Sportsman's Ideal — I. Dussek £14.95
Now, at last, the publication of the full story is possible. The origins of the car and its technical details are explained, and the production and competition record, not forgetting the experiments of the later years, is unfolded with a wealth of detail and personal reminiscence of the cars, the people and the events.



Volkswagen Golf GTI — The Enthusiasts Companion £7.95
A book for everyone who owns — or would like to own — a VW Golf GTI. Expert authors cover all aspects of the GTI, from design to maintenance.



The Complete Ferrari — G. Eaton £24.95
This encyclopaedia of Ferraris — for this is what the book sets out to be — is heavily illustrated with over 500 colour and black and white photographs many of which have been specially photographed for the book. Full technical specifications for all the cars are also given in a special supplement. This book is an essential addition to the enthusiasts' and the specialists' library.

LATEST & FORTHCOMING
Porsche — Portrait of a Legend — Ingo Seiff £50.00
Morris Minor — A Guide to Purchase & DIY Restoration — L. Porter £10.95
Ferrari F1 1964-76 £8.95
Ferrari F1 1977-85 £8.95
Autocourse 1985/86 £17.95
Holdens v Fords £12.95
Automobile year 33 £19.95
Lamborghini — Supreme Amongst Exotics (full colour) £6.95
Encyclopaedia of Sports Cars — G. N. Georgano £7.99
Ferrari Special 84-85 No 1 £3.95
Indianapolis 500 — official 1980 programme £3.50

Aston Martin and Lagonda Vol. 1, 6 cyl. DB Cars — Collectors Guide £8.95
Aston Martin V8 Autohistory £7.95
Aston Martin — High Performance Series £11.95
Road and Track on Aston Martin 1962-84 £5.95
Racing with DB Aston Martins Vol. 1 — Wyer £14.95
Racing with Aston Martins Vol. 2 — Wyer £14.95
The Aston Martin 1921-42 — A. Feather £4.50
The Aston Martin 1948-59 — A. Feather £5.50
The Power Behind Aston Martin £5.95

AUDI
Audi Quattro — High Performance Series £8.95
Audi Quattro — Development & Competition History — J. Walton £14.95
Audi Quattro — Rally Library Series £4.95

AUSTIN
Austin Seven — Harvey £14.95
Austin Seven — Motor for the Million £10.95
Austin 1905-52 — Wyatt £13.95
Austin Seven 1922-82 Road Tests £5.95
Austin A30-A35 Road Tests £5.95
Austin A30-A35 Super Profile £4.95
Austin Seven Specials £7.50

AUSTIN HEALEY AND HEALEY
Illustrated Austin Healey Buyers Guide £8.95
MG and AH Spridgets £14.95
Sprites and Midgets — Collectors Guide £8.95
Big Healey Collectors Guide £8.95
Healey — The Handsome Brute £14.95
AH Frogeye Sprite — Super Profile £5.95
AH Sprite and MG Midget — Super Profile £5.95
Austin Healey 100 1952-59 Road Tests £5.95
Austin Healey 100 & 3000 Col. 1 Road Tests £4.50
Austin Healey 3000 1959-67 Road Tests £5.95
Austin Healey Sprite 1958-71 Road Tests £5.95
Austin Healey Frogeye Sprite Col. 1 1958-61 Road Tests £4.50
Road and Track on Austin Healey 1953-70 £5.95
Healey Autocar Road Tests £9.95
Jensen Healey 1972-76 Road Tests £5.95
Austin Healey — Story of the Big Healeys £10.95

Corvette — American Sports Car — J. Koblenz £9.95
Camaro — The Third Generation — M. Lamm £11.95
The Newest Corvette — From A through Z — 51 — M. Lamm £17.95
Corvette Restoration — The State of the Art £22.50
Corvette — Americas Only £16.50
Camaro 1966-70 Road Tests £5.95
Camaro Muscle Cars 1966-72 £5.95
Car and Driver on Corvette 1956-67 £5.95
Car and Driver on Corvette 1968-77 £5.95
Car and Driver on Corvette 1978-82 £5.95
Illustrated Camaro Buyers Guide £8.95

CITROËN
Citroen SM Autohistory £7.95
Citroen 2CV 1948-82 Road Tests £5.95
Citroen 2CV and Derivatives Collectors Guide £8.95
Traction Avant 1934-57 Road Tests £5.95

DAIMLER
Daimler Tradition — Smith £13.95
The Royal Daimlers — Smith £12.50
Daimler Dart V8 250 Road Tests £5.95

DATSUN
Datsun Z-Series Collectors Guide £8.95
Road and Track on Datsun Z 1970-83 £5.95
Datsun 240Z-260Z 1970-77 Road Tests £5.95

DE TOMASO AND PANTERA
De Tomaso Automobiles £10.95
De Tomaso Pantera Autohistory £7.95
De Tomaso Col. 1 Road Tests £4.50
Pantera and Mangusta 1969-74 Road Tests £4.50
Pantera 1970-73 Road Tests £4.50

DUESENBERG
Duesenberg — The Pursuit of Perfection £29.95

ERA
ERA — The History of English Racing Automobiles £45.00

FERRARI
Ferrari Berlinetta Boxer 365 and 512 Autohistory £7.95
Ferrari Dino 206 GT, 246 GT and GTS Autohistory £7.95
Ferrari 250 GTO Autohistory £7.95

FIAT
Fiat Sports Cars — 1945 to X1/9 — Robson £12.95
Fiat X1/9 Autohistory £7.95
Fiat X1/9 1972-80 Road Tests £5.95
Road and Track on Fiat Sports Cars 1968-81 £5.95
All the Fiats — Domus £39.95
Fiat X1/9 Super Profile £5.95

FORD (U.K.)
Sporting Fords Vol. 1 — Cortinas — Collectors Guide £8.95
Sporting Fords Vol. 2 — Escorts — Collectors Guide £8.95
Sporting Fords Vol. 3 — Capris — Collectors Guide £8.95
Ford Escort RS Autohistory £7.95
Ford Escort RS 1968-80 Road Tests £5.95
Capri — Walton S/B £7.95, H/B £14.50
Lotus Cortina Road Tests £5.95
Cortina 1600E and GT Road Tests £5.95
Cortina Mk. 1 Autohistory £7.95
Works Escorts (2nd edition) — Robson £12.95
Ford Competition Cars (new edition) £12.95
Cortina 1600E Super Profile £5.95
Consul, Zephyr, Zodiac — The Big '50s Fords £10.95
Ford Popular and The Small Side Valves £10.95
Escort Performance — Guide to Mods. and Tuning — D. Foy £6.95
High Performance Escorts Mk 1 1968-74 Road Tests £5.95
High Performance Escorts Mk 2 1975-80 Road Tests £5.95
Capri Muscle Cars — Road Tests £5.95
XR The Performance Ford — J. Walton £10.95
Ford Anglia Popular and Prefect Super Profile £4.95
Ford Escort Mk 1, 2 & 3 — The Development & Comp. History £14.95

FORD (U.S.)
Ford GT-40 Super Profile £5.95
Ford GT-40 1964-78 Road Tests £4.50
Mustang Encyclopedia £9.95
The Illustrated History of Ford £22.50
Ford 1903-84 — Consumer Guide £9.95
Illustrated High-Performance Mustang Buyers Guide £8.95
Mustang — R. Carlyon £7.95
32 Ford — 'The Deuce' £11.95
Ford Mustang Autohistory £7.95

Jaguar Classic Saloons Collectors Guide £8.95
Jaguar Mk II Super Profile £4.95
Jaguar XJS — High Performance Series £8.95
Jaguar D-Type and XKSS Super Profile £5.95
Jaguar Cars 1948-51 Road Tests £4.50
Jaguar Cars 1957-61 Road Tests £5.95
Jaguar Cars 1961-64 Road Tests £5.95
Jaguar Cars 1964-68 Road Tests £5.95
Jaguar XJ6 1968-72 Road Tests £5.95
Jaguar XJ12 1972-80 Road Tests £5.95
Jaguar XJS 1975-80 Road Tests £5.95
Road and Track on Jaguar 1968-74 £5.95
Road and Track on Jaguar 1974-82 £5.95
Road and Track on Jaguar 1950-60 £5.95
Road and Track on Jaguar 1961-68 £5.95
Jaguar XJ6 and XJ12 Ser. III 1979-85 Road Tests £5.95
Jaguar SS90 and 100 Super Profile £4.95
Jaguar — A Tradition of Sporting Cars £27.50
Jaguar — Sports Racing and Comp Cars to 1953 £19.95
Jaguar — History of a Great British Car (2nd edition) — Wyte £12.95
Great Marques Poster Book — Jaguar £3.95
Jaguar E-Type 4.2-litre Parts Catalogue (Original Part No. 37) £19.95
Jaguar E-Type 3.8/4.2 Service Manual (Original Part No. E123/8 & E123/2 3) £19.95
Jaguar E-Type Ser. III V12 — Owners Handbook (Original Part No. A181 1) £7.00

JENSEN
Jensen Interceptor — M. Taylor £8.95
Jensen Cars 1946-67 Road Tests £5.95
Jensen Cars 1967-79 Road Tests £5.95
Jensen Interceptor 1966-70 Road Tests £5.95

LAMBORGHINI
The Lamborghinis — Collectors Guide £8.95
Lamborghini Countach — Autohistory £7.95
Lamborghini Cars from Sant Agata Bolognese £12.95
History of Lamborghini £10.95
Lamborghini — complete catalogue £35.00
Illustrated Lamborghini Buyers Guide £8.95
Lamborghini Uraco and the V8s Autohistory £7.95
Lamborghini Espada and the 4-Seaters Autohistory £7.95
Lamborghini 1964-70 Road Tests £5.95
Lamborghini 1970-75 Road Tests £5.95
Lamborghini Countach Col. 1 1971-82 Road Tests £4.50

Ultimate Automobiles, Martinez and Rosinski £24.00
Four-wheel-drive, J. MacNamarra £9.95
Ghia — Fords Carrozzeria, D. B. Wise £12.95

MOTORING BOOKS — TECHNICAL
Osprey Restoration Guides £6.95 each
How to Restore Car Interiors
How to Restore Fibreglass Bodywork
How to restore Paintwork
How to Restore Wooden Body Framing
How to Restore Sheet Metal Bodywork
How to Restore Upholstery
How to Restore Chassis & Monocoque Bodywork
How to Restore Braking System
"THOROUGHBRED & CLASSIC CARS" GUIDES — £5.95 each
1. Guide to engine restoration
2. Guide to bodywork restoration
Engineer To Win, C. Smith £12.95
Restoration and Preservation of Vintage and Classic Cars (New Edition) £12.95
Tuning BL 'A' Series Engines, D. Vizard £14.95
BMC/Leyland 'B' Series Engine Data, L. Porter £11.95
Car Bodywork Repair Manual — L. Porter £9.95
Automotive Fuel Injection Systems, A Technical guide £5.95
Automobile Electrical Manual £7.95
How to Buy and Import A Car From Europe £1.95
MGB Tourer, GT & V8 parts catalogue £16.00
MGB Special tuning manual £4.00
MGB Special tuning manual (1800 cc) £4.00
Triumph Herald workshop manual £17.95
Triumph Spitfire handbook Mk3 £4.00
AH Sprite Mk's 3 & 4 and MG Midget Mk's 2 & 3 parts catalogue £16.00
Austin Healey 100/6-3000 workshop manual £16.95
Triumph TR 250 handbook £4.00
MGB Tourer, GT & V8 parts catalogue £16.00
MGB Special Tuning manual £4.00
MGB Special Tuning manual (1,800 cc) £4.00
Triumph Herald workshop manual £17.95
Triumph Spitfire handbook Mk3 £4.00
AH Sprite Mk's 3 & 4 and MG Midget Mk's 2 & 3 parts catalogue £16.00
Austin Healey 100/6-3000 workshop manual £16.95
Triumph TR250 handbook £4.00

Motor-Classics Bookshop

MAIL ORDER Add £1.80 to total order. Overseas customers add £3.00. Payment by cheque, Visa, Access, Mastercharge, Eurocard, P.O., I.M.O. Eurocheque, Banker's Draft, Giro Transcash (Account No. 3120066). Overseas personal cheques please add £2.00 to cover banking fees. Cheques made payable to *Motor Classics Ltd*. Send S.A.E. for latest titles — stating interest — transport. We double pack with care and most orders are fulfilled within 10 days. All sales are firm — no trial period offered. Customers will be informed immediately of any out of stock titles. Prices at publication date can be subject to variation. **ORDERS WELCOMED USING YOUR CREDIT CARD AND OUR 24 hr PHONE.**

BARCLAYCARD VISA MasterCard

Dept MS, 7 PENN PLACE, OFF NORTHWAY, RICKMANSWORTH, HERTS. WD3 1RE. Tel: Rickmansworth (0923) 770911 (24 hr).

Shop opening times 9.30 to 5.00 Mon to Sat. Closed Wednesday afternoon.

LOTUS TVR mazda Alfa Romeo

FULL RANGE OF MODELS ALWAYS IN STOCK

Selection of secondhand vehicles available:

1985 (C) Mazda 323. Automatic, 5 door, gold, registered and unused.	£5,750	**1983 (Y) Mazda 323 GT.** Black, 23,000 miles.	£3,695
1985 (B) Mazda RX7. Silver, 5,000 miles, ex-demonstration.	£9,995	**1982 (Y) Mazda Montrose Coupé.** Brown, 30,000 miles	£3,595
1983 (Y) Lotus Excel. Blue, ½ leather, 20,000 miles.	£11,795	**1982 (X) Alfa Romeo Sprint.** Blue, 34,000 miles	£3,495
1984 (A) Alfa GTV. Red, 1 owner, 12,000 miles.	£6,245	**1984 (A) Alfetta Gold Cloverleaf.** Red, 17,000 miles	£5,495
1984 (A) Ford Capri 2.8i. Grey, 15,000 miles.	£6,995	**1981 (X) Lotus Eclat Auto.** Silver, 25,000 miles.	£7,995
1984 (A) Citröen Visa Convertible. 7,000 miles, silver.	£4,995	**1979 Porsche 924.** Red, beautiful car	£5,259

SPORTS LEASE

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

	35 Monthly	Deposit + VAT		35 Monthly	Deposit + VAT
Fiat UNO 45	**£98.00**	**£98.00**	TVR Tasmin 3.5 Conv	**£380.00**	**£380.00**
MG Metro	**£142.00**	**£142.00**	Lotus Eclat Excel	**£454.00**	**£454.00**
Alfa Romeo Arna	**£116.00**	**£116.00**	Vauxhall Astra GTE (1985)	**£189.00**	**£189.00**
Opel Manta GT	**£170.00**	**£170.00**	Nissan Sylvia	**£238.00**	**£238.00**
Escort XR3i	**£177.00**	**£177.00**	Porsche 944	**£467.00**	**£1,401.00**
Mazda RX7	**£260.00**	**£260.00**	Lotus Esprit S3	**£464.00**	**£464.00**

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

BRIDGE MOTORS (BOCKING) LTD

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

Alexanders for

ROLEX

Interest Free Credit puts the Rolex Datejust on your wrist for just £27.00 deposit plus 12 monthly payments of £57.00.



To own a Rolex watch today is to share in the rewards of 70 years of invention, innovation and leadership. Just consider some of the advantages of the world's most prestigious watch.

- ★ Datejust Oyster Perpetual Chronometer in steel; Red Seal guaranteed for pin-point accuracy.
- ★ Robust Jubilee stainless steel bracelet.
- ★ Special Oyster case 100% waterproof to 100 metres.
- ★ Tested and passed by the Chronometer Testing Institute of Switzerland.
- ★ To ensure the greatest precision and quality in manufacture each Rolex takes up to one year to make.
- ★ Perpetual (automatic) movement finished to world leading standards.
- ★ Speciall, toughened scratch resistant sapphire crystal face.
- ★ Available now with interest free credit, from Alexanders, official Rolex agents for over 25 years.

Telephone order: 0483-62357. 24 Hours answerphone service.

Complete the Alexanders coupon below today, enclose your cheque for £27, and within 21 days you will be the proud possessor of a superb Rolex Datejust.

No hidden charges. You pay the recommended retail price (£711.00) only.

Alexanders The Jewellers Ltd., 23 Tunsgate, Guildford, Surrey.

Please send me a Datejust Oyster Perpetual Chronometer (16030)
I enclose cheque/P. Order crossed and payable to Alexanders Ltd. Value £27.00 (balance to be paid over 12 months interest free). Subject to credit status.
Please debit my credit card for deposit/full payment.

Card No. .....

Tick as applicable: ☐ ☐ ☐ ☐
Allow 14-21 days for delivery.

Please send me free, full colour Rolex brochure and details of interest free credit ☐.
Tick as applicable.

Mr/Mrs/Miss .....
(Block capitals please)
Address .....

..... Post Code .....

To order by phone Ring (0483) 62357. 24 hour answerphone.
Please send to: Alexanders The Jewellers Ltd., 3 Castle Street, Farnham, Surrey GU9 7HR.
Tel: (0252) 715100. Reg. in England 521312.

MS 12/85

RANGE ROVER KITS

Each kit contains front and rear shock absorbers complete with front and rear coil springs. **285.00**

Load-a-Juster kit, 2 fronts, 2 rears **212.40**

NEW KONI KIT FOR RANGE ROVER

4 Door model **366.00**
2 Door model **396.00**
Kit comprises of NEW anti-roll bars and springs.

KONI CONVERSION KITS LEVER TO TELESCOPIC

Kits available for:—

Front Suspension
Austin A50, A60, MG Magnette, Morris Oxford, J4, Wolseley 16/60, Healey 3000, Morris Marina Mk1, Mk2, Morris Minor 1000, Riley 1500 ..... **85.00**
MGB & GT **123.85**

Rear Suspension
Austin Healey Sprite, MG Midget 1275, MG Midget 1600, MG TD, TF, MGA, MGB, MGB, GT, MGC, Ford Anglia, Classic, Capri, Morris Minor 1000, Riley 1500 ..... **85.00**

Delivery by Securicor **£4.00**

"From Renault to Rover-

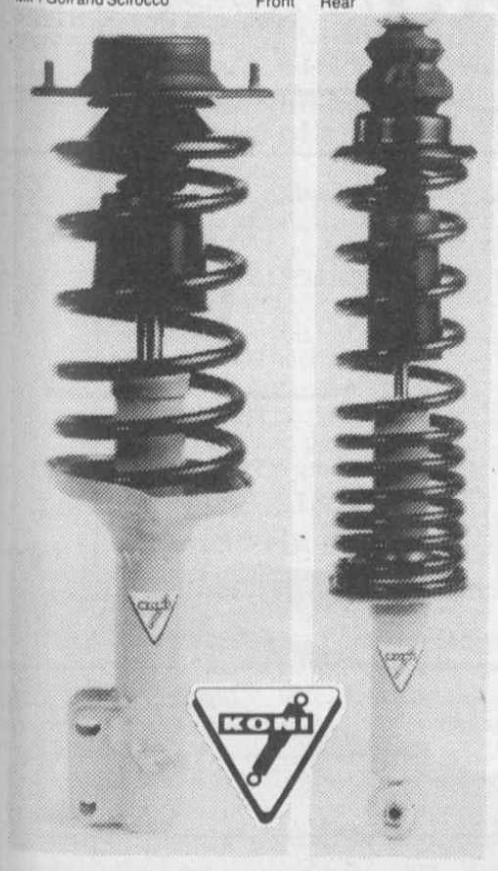
KONI SUSPENSION KITS

Sports suspension kits are available for the following vehicles individually designed for maximum performance and comfort. Each kit contains front and rear shock absorbers complete with front and rear coil springs. All kits lower car approx. 2½ cms.

BMW 316/318/318i/320/323i-1978/1984 ..... **295.00**
FORD Fiesta 1984/1985, Escort XR3, Sierra saloon 1983/1985, Sierra XR4i 1982/1985 ..... **295.00**
MERCEDES 190/190E **295.00**
TOYOTA Corolla GT-TC16 coupé **295.00**
VW Golf Mk1 & 11, GTi Mk 1 & 11, Scirocco **295.00**

If your vehicle is not listed please contact us for advice for suitable shock absorbers and springs. "Make your car handle", we have the experience to recommend the correct suspension parts for your needs. Demon Tweeks are the Trimoco British Saloon Car Champions 1983/84 contested in a VW Golf driven by Alan Minshaw.

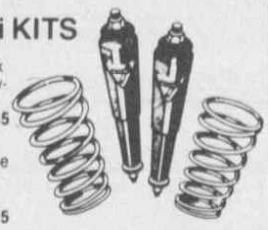
Mk 1 Golf and Scirocco — Front — Rear



KONI ROVER SDi KITS

Consisting of 2 heavy-duty shock absorbers complete with 2 heavy-duty coil springs.
Koni adjustable **139.85**

Towing kits — 2 heavy-duty towing shock absorbers complete with 2 heavy-duty coil springs.
Koni loadadjuster adjustable **164.25**



KONI TOWING SHOCKS from 49.50 each

KONI Load-a-Justers use the existing rear dampers and provide firm road holding and improved steering with any permissible load. Where do you need them?

Load-a-Justers are the ideal solution for motorcars and station cars which are regularly heavily loaded, cars that tow caravans, trailers or boat trailers, cars (old and new) with the rear suspension in poor condition.

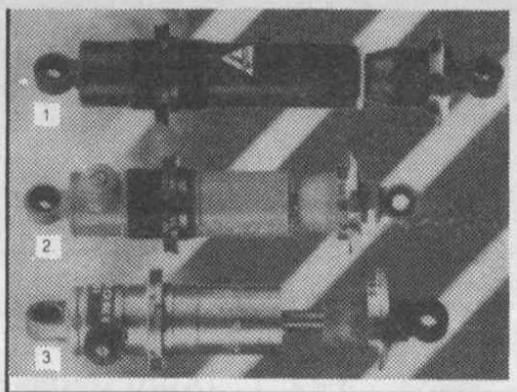


KONI STEERING DAMPERS from 42.29

KONI TELESCOPIC APPLICATIONS

	Front each	Rear each
ALFA ROMEO		
Alfasud inc. Sprint	74.70	44.10
Alfetta, all models inc. GTV, Guilietta 1.3, 1.6, 2.0	38.50	35.70
Guilia 1300, 1600 Spider	34.40	34.40
Guilietta 2000 GT, GTV	38.50	35.70
GTV6 Coupe	44.80	39.90
AUDI		
100S, LS, GL	45.10	35.70
100, 1600, 2000, 2200 Avant	57.90	38.50
200, 2200, 5E	57.90	38.50
Quattro inc. 80	61.10	68.40
AUSTIN ROVER		
Mini Clubman 1275, Cooper S inc. Estate	34.40	34.40
Triumph Herald, Vitesse, Spitfire & GT6	40.60	37.10
Toledo 1500 & TC, Dolomite & Sprint	40.60	40.60
TR7 & TR8	55.40	37.10
Rover 3 Litre, 3.5 Litre, P5 Model	34.40	34.40
Rover 50, 75, 80, 90, 95, 100, 105 P4	38.50	38.50
Rover 2000 Type, 3500 V8 P6	35.70	34.40
Rover SDi	55.40	kit
BMW		
316, 318, 320, 323i '82 on	55.40	37.10
518, 520, 525, 528, i	55.40	55.40
630CS, 633CSi, 635CSi, 728i, 732i, 735i	55.40	55.40
2500, 2.8L, 80S, 3.0Si, 3.0L, 3.0LI	55.40	55.40
DATSUN NISSAN		
Cherry 100A, F1, F11	54.10	36.30
Sunny, Violet, Bluebird	55.40	35.70
240Z, 260Z, 280Z	55.40	55.40
FERRARI		
275, 330, 206, 246, GT, B, C-S	55.40	55.40
Dino 308, GT6, GTB, GT4, GTS, Spider 2+2	55.40	55.40
364, GT, GT4, GTC, Daytona 2+2, 512, 400GT Auto	61.10	61.10
FIAT		
131 Mirafiori	61.10	34.40
132, 133	37.10	37.10
X19	59.30	59.30
FORD		
XR2	57.90	57.90
Capri All inc. 2.8i Rears only	57.90	37.10
Cortina Mkl, II inc. Lotus, Corsair Mkl & II	49.00	37.10
Cortina MkIII, IV, V Saloon & Estate	38.50	34.40
Consul, Granada Saloon & Estate	44.80	43.30
Escort Mkl 1300, 1300 Saloon & Estate	55.40	34.40
Escort Mkl Mexico, RS2000, RS1600	61.10	41.20
Escort MkII, 1100, 1300, 1600 Sport Saloon & Estate	49.00	34.40
Escort MkII RS2000, Mexico RS1800	61.10	41.20
Escort MkIII 1100, 1300, 1600	57.90	57.90
XR3	61.10	61.10
Sierra	51.90	37.10
HONDA		
Honda Civic All	55.40	55.40
Accord All	52.80	52.80
Prelude -83	49.00	49.00
S600, S800	36.30	41.20
JAGUAR		
2.4, 3.4, 3.8 MkII	46.30	46.30
MkX 3.8, 4.2, S Type 3.4, 3.8, 420G, E Type	46.30	41.20
XJ6, XJ12, XJS	43.30	51.20
Daimler Sovereign 2.8, 4.2, V6 Double 6, V12	43.30	51.20
JENSEN		
Interceptor	47.00	47.00
Healey	42.60	42.60
LANCIA		
Gamma	55.40	55.40
Beta inc. Coupe	74.70	74.70
Monte Carlo	74.70	74.70
LOTUS		
Lotus Seven Series 2/3/4	55.10	53.60
Elan, Elan +2	64.00	57.90
Eclat 520, 521, 522, 523, 524, Elite 501, 502, 503, 504	61.10	61.10
Europa Series 2 inc. T/Cam	55.10	52.10
Esprit inc. Turbo	49.00	80.70
MAZDA		
323 Saloon & Estate, RX3	49.00	42.30
RX7 Savanna, 626 Montrose	55.40	41.60
MASERATI		
Bora, Messico, Ghibili	45.70	42.40
MERCEDES		
200, 200D, 220, 230, 240 (Types W115)	52.90	52.90
200D, 230E, 240D, 280, 300D (Types W123)	52.90	52.90
MITSUBISHI		
Colt, Lancer, Celeste, Galant, GLX, Sigma	49.00	35.70
OPEL		
Kadett D inc. GTE	44.30	34.40
Manta A + B, Ascona -82	37.10	37.10
Ascona '82 on	44.30	34.40
Rekord A + B + C, Commodore	37.10	37.10
Senator, Monza	55.40	37.10
PEUGEOT		
104	55.10	55.10
204, 304	57.90	55.10
305	57.90	68.40
404, 504, 604	57.90	35.70
PORSCHE		
911	57.90	49.00
924, 924 Turbo, 944	55.40	39.80
928	68.40	68.40
RELIANT		
Scimitar GTE, SE5 & SE6	55.10	55.10
RENAULT		
R4, R5, R6 & 16	42.30	42.30
R12, R14, R15, R18	48.50	38.50
R20, R30	48.50	57.90
Fuego	48.50	38.50
SAAB		
95, 96, V4	37.10	37.10
99, 900 All inc. Turbo	37.10	34.40
TALBOT		
Hillman Imp All	41.20	37.70
Minx, Hunter, Sceptre & Avenger	55.40	37.10
Sunbeam 1.0, 1.3, 1.6 inc. Lotus	55.40	34.40
Solara, Horizon & Alpine	34.40	35.70
Samba	59.30	54.10
TOYOTA		
Celica GT, LS, ST, Carina, Corolla, 1200 1300 inc. 1600 Cressida, Supra, 2000XT	57.90	34.40
Crown 2.0, 2.2, 2.6, 2.8, Carona	35.70	37.10
TVR		
Griffith 200/400 Series, Vixen S1/S2, Tuscan V8	52.10	52.10
2500M, Vixen, 2500, 3000M, 3000SE, Taimar	52.10	52.10
VAUXHALL		
Astra, Cavalier FWD, Carlton Royale	55.40	37.10
Viva HA, HB, HC, Victor VX490, Firenza, Magnum	34.40	37.10
Chevette, Cavalier -82	37.10	34.40
VOLKSWAGEN		
Derby, Polo, Golf, Scirocco, Jetta	44.30	39.20
Golf, Scirocco, Jetta, GTi only	49.00	45.70
Golf MkII GTi, Jetta '84 on	49.00	45.70

All prices each **Special price set of 4**



KONI RACING DAMPERS

1. Super Sport ..... **85.00** each
2. Steel double adjustable ..... **145.00** each
3. Aluminium double adjustable ..... **265.00** each

RACING SPRINGS

2¼" INTERNAL DIAMETER

3½" free length. Rates 500 lbs to 5000 lbs (each) ..... **10.95** to **29.95**
4" free length. Rates 250 lbs to 6000 lbs (each) ..... **10.95** to **31.95**
5" free length. Rates 100 lbs to 4500 lbs (each) ..... **10.95** to **31.95**
6" free length. Rates 100 lbs to 4000 lbs (each) ..... **10.95** to **31.95**
7" free length. Rates 40 lbs to 3500 lbs (each) ..... **10.95** to **36.95**
8" free length. Rates 100 lbs to 1800 lbs (each) ..... **11.95** to **26.95**
9" free length. Rates 80 lbs to 1600 lbs (each) ..... **12.95** to **25.95**
9½" free length. Rates 130 lbs to 180 lbs (each) ..... **12.95** to **13.95**

Other rates available on request.

-DT stock Koni for the lot."

You're on a winner with Demon Tweeks and Koni

Andy Rouse

Andy Rouse
Three times British saloon car champion



demon tweeks



Access, B/card, Diners Club or American Express orders taken by telephone. Cheques, postal orders, money orders or bank drafts made payable to Demon Tweeks.

Goods can be despatched by parcel post, 48 hr. or 24 hr. Securicor (please telephone for rates).

Prices shown are subject to alteration without notice.

IMPORTANT. 15% VAT must be added to carriage and advertised prices.

Dept. 6, High Street, Tattenhall, Nr. Chester, Cheshire. CH3 9PX **Tel: (0829) 70625 24hrs**
Telex: 61496 Map ref. 117/474602
Open Mon-Sat 9-5, Sun 11-1

P&P **£2.00** Securicor **£4.00** FULL TRADE TERMS AVAILABLE

Nick Faure

TEL. WORMLEY (042 879) 4708 (3 LINES)



PORSCHE

1984 (Model) 911 Carrera Coupé.	Ruby red met, burgundy int, pdm, 26,300 miles	**£19,999**
1983 (Model) 911 SC Targa.	Slate blue met, burgundy int, sport seats, pdm, 22,700 miles	**£18,450**
1982 (Model) 911 SC Targa.	Black, black int, pdm, 44,800 miles	**£17,250**
1981 911 SC Sport Targa.	G red, black pasha int, pdm, 48,400 miles	**£16,750**
1981 (Model) 911 SC Targa.	White with Martini stripes, black pasha int, 45,500 miles	**£13,995**
1980 911 SC Targa.	With Sport spoilers, Olive green, beige pasha int, 47,200 miles	**£13,995**
1979 911 SC Sport Coupé.	Met gold, dk brown int, sports seats, 48,900 miles	**£13,950**
1979 911 SC Sport Coupé.	G Red, black int with red tartan, sport seats, pdm, 81,560 miles	**£11,450**
1978 911 3.3 Turbo.	White, black leather int, sport seats, pdm, 49,500 miles	**£17,950**
1980 911 SC Coupé.	Lt blue met, dk blue leather/cloth trim, 40,800 miles	**£12,950**
1984 944 Lux.	Manual, black, black cloth int, pdm, side lettering, 9,400 miles	**£15,495**
1983 944 Lux.	Auto, G red, black berber cloth int, sport seats, pdm, s/roof, 28,400 miles	**£14,495**
1983 (Model) 944 Lux.	Manual, pewter met, black p/s int, pdm, s/roof, 32,000 miles	**£13,850**
1982 924 Lux.	Manual, Havana brown, gold coachlines, beige int, s/roof, pdm, 23,600 mls	**£8,950**
1984 928 S2.	Manual, Chiffon white, beige pasha int, pdm, 27,900 miles	**£27,950**
1981 928 S.	Auto, Lt met blue, dk blue pasha int, s/roof, pdm, 47,000 miles	**£17,995**
1980 928 S.	Manual, silver met, black pasha int, pdm, s/roof, 55,800 miles	**£15,995**
1980 (Model) 928.	Auto, Casablanca beige, beige pasha int, s/roof, pdm, e/seats, 59,000 miles	**£12,450**

Crossways, Witley, Surrey

TVR

EXCLUSIVE SPORTS CAR IN THE NORTH WEST

In addition to the specialist work we carry out on

ROLLS-ROYCE, BENTLEY & JAGUAR

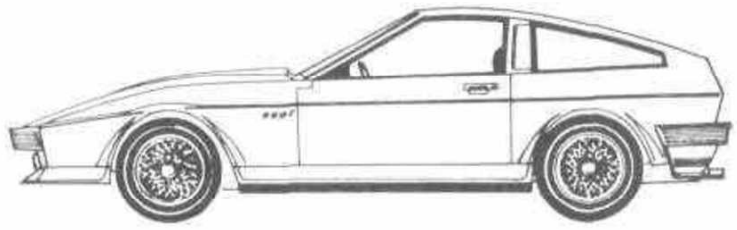
motor cars we are now official distributors for TVR sports cars in the North West

We can offer the following new cars at list prices for immediate delivery:
TVR 390i Convertible — white/red leather — demonstrator discount available.
TVR 350i Convertible — red/tan leather.
TVR 350i Convertible — silver/blue leather.
TVR 280i Fixed Head — met green/tan.

A selection of our other cars available are:

1985 Jaguar XJS Lynx Convertible, extremely low mileage, blue with tan electric hood.	£25,000
1971 Rolls Royce Silver Shadow I, 11,574 miles, garnet with beige interior.	£18,000
1978 Panther J72, extremely low mileage, metallic white with tan interior.	£15,000

We are also Northern agents for Lynx Engineering for their Jaguar XJS "Spyder" conversion. We have a demonstrator available.



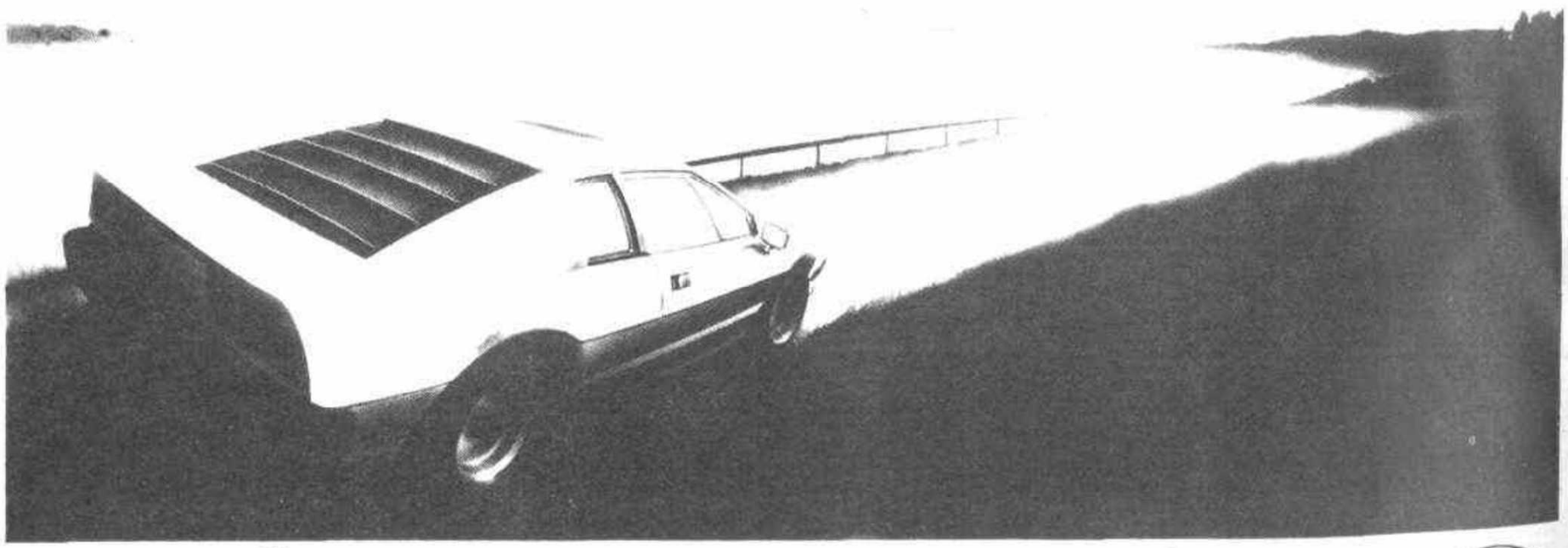
Dedicated to the care of thoroughbred motor cars.

Contact our Sales and Service Director HAROLD BURGESS

K·R·S

Kearns-Richards Service Limited,
Atlantic St., Broadheath,
Altrincham, Cheshire.
Telephone: 061-928 2897
Telex: 667800

mike spence



superior marques

LOTUS MORGAN

MIKE SPENCE (READING) LTD. BERKSHIRE TEL: 0734 884545

HAYNES PUBLISHING GROUP

MOTOR RACING LIBRARY



△NEW

Porsches at Le Mans
by Dominique Pascal.
Porsches at Le Mans represents an incredible feat of research by Frenchman Dominique Pascal. As such it will be welcomed throughout the world by Porsche and endurance racing enthusiasts not only as a permanent source of reference, but also because it brings to life again many of the greatest moments in motor racing history.
156 pages (approx) over 440 b/w photographs, 16 pages in colour.
G. T. Foulis **£18.95**



GRAND PRIX!
Volumes 1, 2 & 3
by Mike Lang.
An epic work chronicling the history of Formula One motor racing on a race by race basis from 1950 to 1980.
An absolutely unrivalled source of reference to delight and entertain even the most dedicated researcher. Volume 1 spans the years 1950 to 1965, Volume 2 covers the period 1966 to 1973 and Volume 3 from 1974 to 1980.
Volume 3 356 pages 275 b/w photographs and drawings.
G. T. Foulis
£14.95
(available as a 3 part set £29.95).

Maserati 2nd Edition
by Richard Crump
and Rob de la Rive Box.
When the first edition was published in 1975 it was heralded as the definitive work, and was much acclaimed by historians and restorers. The second edition has been completely revised, greatly enlarged and updated with additional text and includes over one hundred and twenty new photographs.
320 pages over 500 photos.
G. T. Foulis **£14.95**

The Certain Sound ... 30 years of motor racing
by John Wyer.
The sound of motor racing, colourful, noisy, exciting, and none more than the arena of international endurance racing, three decades of which are described in this valuable book. Readers will find it not only enjoyable but also stimulating and thought provoking as the author pulls no punches!
260 pages 177 photographs
G. T. Foulis **£14.95**

Grand Prix Bugatti 2nd Edition
by H. G. Conway.
Within the two hundred and fifty six pages will be found a complete chronicle of the Bugatti types 35-37, 43-51 and so is of immense value to the historian and enthusiast. Out of print for many years, this second edition with its two hundred photographs and illustrations is a must for all those interested in these charismatic machines.
256 pages 200 photographs and illustrations.
G. T. Foulis **£19.95**

Jaguar Sports Racing & Competition Cars to 1953
by Andrew Whyte.
The story of Jaguar's first thirty years in the sport. This is the definitive work on the first internationally successful British company since the days of the Bentleys.
415 pages packed with photographs.
G. T. Foulis **£19.95**



"Drive it! The Complete Book of Formula Ford"
by Philip Bingham.
If you want to be successful, if you want to go single-seater racing in Formula Ford and be professional, this book will tell you how.
129 pages 100 b/w photos

"Drive it! The Complete Book of Formula 2 Motor Racing"
by Tristan Wood.
In his foreword to the book, European Champion Jonathan Palmer refers to F2 as "motor racing for the purist" now, for the first time, there is a comprehensive guide to this exciting sport – an essential addition to the libraries of all true motor racing enthusiasts.
128 pages 125 b/w photos. G. T. Foulis **£6.95 each**



Formula One Drivers Profiles
by Simon Scott
Spanning the decade 1971-1981 this book is a miniature who's who of every F1 driver who scored a single G.P. point or more.
140 pages over 100 b/w and colour photos
G. T. Foulis **£4.95**

The Anatomy and Development of the F1 Racing Car from 1975
2nd Edition by Sal Incandela.
The original became the standard work, this second edition brings the story right up to date by covering the new flat-bottomed cars, the BMW turbo engine and the Brabham BT52 as well as other new developments.
245 pages 180 photos and illustrations
G. T. Foulis **£14.95**

Fords Competition Cars
New edition by Barrie Gill and Michael Frostick.
The exciting story of the "works" cars, "confidential" material and the inner workings of the Ford organisation.
232 pages over 60 photos
G. T. Foulis **£12.95**

Haynes THE BOOK
Foulis

HAYNES PUBLISHING GROUP

SPARKFORD, NR. YEOVIL, SOMERSET BA22 7JJ
TELEPHONE NORTH CADBURY (0963) 40635

All these books are available from leading bookshops or, in case of difficulty, please contact the publishers.
Prices correct at press date

Porsche

Colin Gran



1984 928 S2 Auto, ruby, 7,000. £31,000
1982 928 S Auto, chiffon lthr int. £18,950
1980 W-Reg 928S Auto, met bronze. £15,950



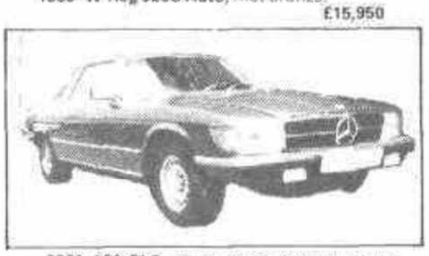
1985 C-Reg 3.3 Turbo, jet black, white leather, as new, delivery mileage. POA
1981 X-Reg 911 3.3 Turbo, zinc brown, leather int, 22,000 miles, fsh. £22,950



1985 C-Reg Carrera Sport Targa, chiffon brown int, del. mileage, as new £22,950
1983 Sport Targa, guards red. £19,950
1981 Sport Targa, silver blue £15,950



1985 B-Reg 944 Manual, pas, sunroof, 5,000 miles, metallic graphite grey £18,500
1983 944, Guards red, sunroof £13,950
1982 X-Reg 944, Guards red. £12,450



1981 380 SLC, silver green, brown velour int, ABS, air con, sunroof, 47,000 miles, fsh. £15,950



1980 Rolls-Royce Silver Shadow, Georgian silver, blue lthr int, 50,000 mls, fsh. £19,950
1982 Y-Reg Silver Spirit, Cotswold beige, 19,000 miles, fsh. £35,950



1983 380 SL, met blue, high spec. £20,950
1979 450 SL, met blue, alloy wheels, e/windows, 48,000 miles £12,950



1983 GTI VW Golf, full Kamei conversion, white leather int, e/roof. £19,950

THE HIGH PERFORMANCE CAR SPECIALIST

J P Exhausts

10% Discount given to car club members

Stainless Steel Systems In 18/8 Austenitic Stainless Steel
We manufacture stainless steel exhaust systems and fit them here in Macclesfield or we can deliver them to your door. Our systems are guaranteed for the life of the car. If you want a trouble-free system contact.

JP — THE SPECIALISTS
J. P. Exhausts, Old School House, Brook Street, Macclesfield, Cheshire SK11 7AW Tel: Macclesfield (0625) 619916

ASTON MARTIN

HYDE VALE GARAGE LIMITED
Official Service and Spares Agents for London
We carry the most comprehensive stock of Aston Martin parts in the South of England, including panels.
London SE10
Tel: 01-692 2822/8122. Telex: 895 6023 HYDVAL

MORGAN AGENTS
ALLON WHITE & SON (CRANFIELD) LTD.
Cranfield, Beds.
Phone: Bedford 750205.
SALES SERVICE SPARES
by Morgan enthusiasts
Used Morgans purchased and supplied

LOTUS

For those with driving ambition....



Invitation

test a Lotus where Lotus test them!

PROSPECTIVE PURCHASERS are invited to spend a day gaining a unique insight into these hand-built prestige British sports cars, including:

- **A personally conducted tour of the factory.**
- **View the largest selection of new and used Lotus cars in THE WORLD.**
- **Road test the model of your choice.**

Make the effort! Find the time!
You'll experience a new dimension in motoring.

Phone now! (0603) 407766

NEW EXCEL *£325 NEW ESPRIT III *£340 NEW ESPRIT TURBO *£443

1985 C ESPRIT TURBO, Essex, hide, s/roof, 1,000m.	*£465	£21,500
1985 C ESPRIT TURBO, white, red hide, s/roof, BBS, 3,000m.	*£436	£19,950
1985 B ESPRIT TURBO, red, hide, s.roof, air, r.cass. 4,000m.	*£436	£19,950
1984 B ESPRIT TURBO, white, full hide, s.roof, air, 400m.	*£436	£19,950
1985 B ESPRIT TURBO, red, hide, air, BBS, 6,000m.	*£430	£17,450
1984 B ESPRIT TURBO, red, hide, BBS, 12,000m.	*£430	£17,950
1984 A ESPRIT TURBO, white, red hide, r. cass., 12,000m.	*£385	£16,950
1983 Y ESPRIT TURBO, black, hide, BBS, 21,000m.	*£365	£15,950
1982 Y ESPRIT TURBO, red, hide, BBS, 30,000m.	*£340	£13,950
1982 Y ESPRIT TURBO, gold, hide, r. cass. 16,000m.	*£360	£14,450
1985 C ESPRIT III, red, hide, s/roof, BBS, 2,100m.	*£390	£15,750
1984 B ESPRIT III, B.R.G. hide, s. roof, air, 10,000m.	*£380	£14,950
1984 B ESPRIT III, red, hide, BBS, r. cass, 12,000m.	*£380	£14,950
1984 B ESPRIT III, red, hide, BBS, 12,000m	*£360	£14,450
1984 A ESPRIT III, silver, hide, BBS, 12,000m.	*£340	£13,950
1984 A ESPRIT III, silver, red hide, BBS, air, 11,000m.	*£340	£13,950
1984 A ESPRIT III, red, hide, BBS, r cass, 13,000m.	*£340	£13,950
1983 Y ESPRIT III, silver, hide, BBS, 7,000m.	*£285	£12,950
1982 Y ESPRIT III, ice, hide, BBS, 11,000m.	*£270	£11,950
1982 Y ESPRIT III, red, hide, BBS, 27,000m.	*£270	£11,950
1982 Y ESPRIT III, blue, hide, BBS, 25,000m.	*£270	£11,950
1982 X ESPRIT III, red, hide, BBS, 19,000m.	*£260	£11,450
1985 C EXCEL III, red, champ. hide, pas, 700m.	*£385	£15,950
1985 C EXCEL III, Glacier blue, hide, pas, Eagles, 900m.	*£385	£15,950
1985 B EXCEL III, white, hide, pas, 6,000m.	*£380	£14,950
1985 B EXCEL III, (Srs.) blue, hide, Eagles, 10,000m.	*£330	£14,500
1985 B EXCEL III, white, pas, Eagles, 10,000m.	*£335	£14,450
1985 B EXCEL II, Jupiter, hide, pas, r/cass., 4,000m.	*£320	£13,950
1984 B EXCEL II, silver, hide, pas, 4,800m.	*£320	£13,450
1984 A EXCEL II, ice, hide, pas, air, 9,000m.	*£300	£12,950
1983 A EXCEL I, gold, hide, pas, 10,000m.	*£238	£10,450
1983 A EXCEL I, red, hide, alloys, pas, 13,000m.	*£270	£10,950
1983 Y EXCEL I, met. ice blue, hide, pas, 5,000m.	*£270	£11,950
1983 A EXCEL I, blue hide, alloys, pas, 17,000m.	*£260	£11,450
1981 W ECLAT 2.2, manual, bronze, alloys, s. roof		£5,950
OTHER SPORTING CARS		
1983 A PORSCHE 928S, white, hide, air, 34,000m.	*£465	£21,900
1979 T PORSCHE 928, auto, silver, hide.	*£190	£10,950
1984 A FORD SIERRA XR4i, silver, pas, s.r.tr. c/l, c. coded	*£140	£6,950
1983 A AUDI 2.2, GT Coupe, manual, 19,000m.	*£140	£6,950
1985 B OPEL BERLINETTA COUPE, white, 9,000m.	*£140	£6,950

* SPECIAL MONTHLY PURCHASE PAYMENTS AVAILABLE TO BUSINESS USERS *

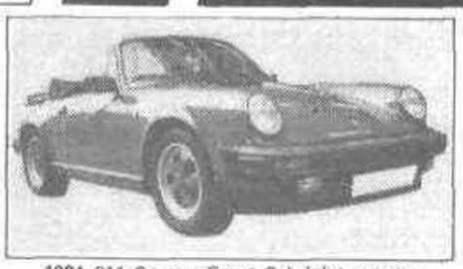
Norfolk Motor Company 242/254 SPROWSTON ROAD, NORWICH NR3 4HT. TEL. (0603) 407766

nt International

Ferrari



1983 Ferrari Mondial QV, red, beige int, 22,000 miles.
1985 Ferrari Mondial QV Convertible, met light blue, magnolia int, 3,000 mls. **£33,950**



1984 911 Carrera Sport Cabriolet, pewter met brown, leather int, 7,000 miles only. **£26,950**



1983 A-Reg Ferrari Boxer, azura blue, magnolia int, 3,000 miles only. **POA**



1984 B-Audi Quattro, met silver, brown int, sunroof, ABS, one owner, 26,000 miles. **£10,950**



1984 Ferrari 308 GTBi QV, red with beige leather, deep f.spoiler, 11,000 mls. **£26,950**
1983 308 GTS QV, red, 11,000 miles, 1 owner. **£26,950**



1983 BMW 635 Auto, silver green, full spec, 38,000 miles. **£16,450**



1985 C-Reg Carrera Sport Coupé, Prussian blue, leather int. **£26,950**
1984 Carrera Sport, red, 17,000 m. **£24,950**
1982 Sport Coupé, black, fsh. **£17,950**



1985 C-Reg Range Rover, new model, delivery mileage, saving on list. **POA**
1982 4-door, white. **£7,950**

136-142 FINCHLEY ROAD, LONDON NW3. 01-431 0666

WITTER TOWING BRACKETS

Towbars Approved by the A.A.

- Britain's top-selling range, fully guaranteed and tested
- More competitive price than car makers' own towbars

SEE YELLOW PAGES FOR LOCAL SPECIALIST FITTER OR STOCKIST
C. P. Witter Ltd. Chester 18
Tel: 0244 41188 Tlx: 61623 EURBAR G.

PORSCHE

APPROVED USED CARS

FOR NEW & USED
Consult The
Official Sales Centre for
Yorkshire & N. Humberside

Leeds LS19 7BZ
Tel: (0532) 508454
or 502231

JOTCO

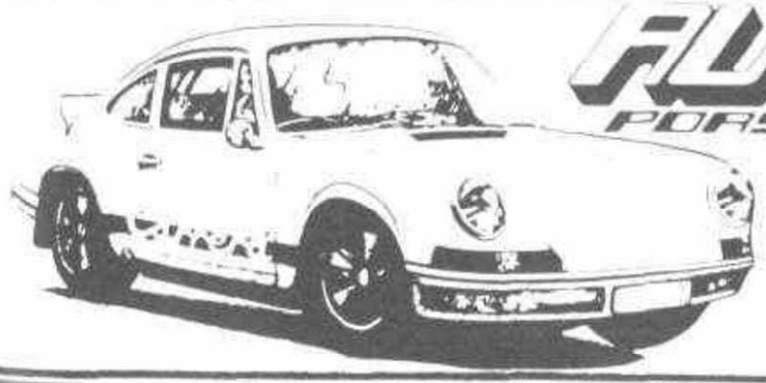
ASTON MARTIN SPARES



A LARGE stock of spares new / secondhand for **DB4** to **V8 MODELS**
V8 & 6 Cylinder engines rebuilt and tested, full workshop facilities

PROMECH SERVICES
63 QUEENS CIRCUS, LONDON SW8 4NA. Tel: 01-720 3437

BARCLAYCARD VISA



AUTOFARM
PORSCHE SPECIALISTS

5 Hill Avenue, Amersham, Bucks,
HP6 5BD
Phone Amersham (02403) 21112
New direct stores line.
Tel: Amersham (02403) 2 8196



IT'S . . . CHRISTMAS!

Don't forget our Stores carry a vast range of things Porsche, and whilst most/some are admittedly a touch technical for the stocking, there's always an excellent selection of the simpler items e.g.:-

- Books
- Manuals
- Posters
- Transfers
- Dust covers
- Badges
- Door mirrors
- Competition Accessories:-
- Magnetic numbers
- Seat belts
- Fire extinguishers
- Race seats
- Race Brake pads/fluid
- Performance exhausts
- Update Kits:-
- Heated screen washers
- Anti-theft door locks
- Locking wheel nuts
- Refinished wheels
- Bolt-on spoilers
- Seat height spacers

And if suitable hints in the right places don't seem to work, whilst you're into the annual exodus off your wallet, why not come and give yourself a treat to cheer yourself up!

Porsches and fun mix superbly, but please to remember not to mix everything! We'll need you around next year!
Happy Christmas and successful New Year from all at the 'Farm.



TIP OF THE MONTH

Short shift from the 'Farm. When the 3.2 Carrera was introduced, Porsche modified the gear lever assembly to reduce the lever travel, although we must admit to finding the degree of modification fairly subtle.

However last year they introduced a proper Short Shift Gear-Lever Kit, available as an option on the 911 for 'The Sporting Driver' (that's you lot, isn't it?). This one's much more fun, giving a significantly shorter and more positive gear lever travel.

This kit will build into any 1973-on 911 5-speed gear lever assembly and is a straightforward piece of engineering. Especially if you've no centre console to remove, and you've read our May '85 Tip about re-conditioning and adjusting the gear linkage!

Short shift gear-lever kit **£48.30**
Installation Approx **£20.00 — £30.00**
Above incl. V.A.T.

Will fit '72 models if you buy a complete gear-lever assembly, but sorry, there's no kit for the 930 4-speed Turbo gear-lever. Having spent the Summer driving our uprated Road / Race Turbo around this lack is surely no reflection on Sporting Drivers and 930 Turbos!



2.8 RS. Carrera 3.0 RS Lightweight style body, RS spec mechs. Full eng/box rebuild 3,000 miles ago. Recent full re-spray in Guards Red, black Lwt. interior. Uprated brakes, 100-litre tank, 8 and 9J rims, etc. etc. Superb RS lightweight style road/Club competition car. **£16,000**

PORSCHE SALES

Sales usually go as dead as the Dodo at this time of year! You never know, Neil Milligan might do you a demon deal this side of Christmas, just to stop the dust settling.



1980 Model. 3.0 911 SC Sport. Black, black look, black trim. PDM. 2 owners. FSH. 58,000 miles **£14,000**
1980 W 3.0 911SC Sport. Silver, blue pasha trim. FSH. 60,000 miles **£14,500**
1983 June 3.0 911SC Sport. Guards red, black berber trim. Sports seats. PDM, 1 owner, FSH. 41,000 miles **£19,750**



1977 S. Carrera 3.0. Sportomatic. Silver, black pinstripe trim. PDM. Cruise control. Air cond. FHS. Eng. overhaul at 60,000. 81,000 miles **£9,950**



1973 2.4 911S. A very straight and original car, excellent performer. In its original sea blue with black trim. Recaros, RS spoilers, no ESR. Currently needs some cosmetics, hence "as is" **£5,250**

Damaged repairable Carrera. 1976 2.7 Carrera. Grand Prix white, black trim. Eng. rebuild at 63,000. Now 98,000. Rear end damage. Eng. OK, plus needs sills. Non runner. **£4,500**



We need good, full history 911s immediately, any year or model, and we're prepared to travel to all corners of our Great British Isles to view.



Free £5 voucher with all orders £50 or over . . .

Mill House Books

Mike and Jan Kettlewell of MILL HOUSE BOOKS offer a unique personal service. We send out orders by return-of-post (subject to availability); our books are double-wrapped for added protection; and our post & packing charge for UK and Irish customers is only £1.50 for orders up to £25 and FREE over £25 *(overseas rates below)*.

And until December 31 we are offering a £5 book voucher with all orders worth £50 or more. This can be used for a book order placed between January and June 1986.

Space does not permit us to list all our books. Suffice to say we can supply virtually any motoring (or motorcycling) book generally available.

OUR CHRISTMAS SELECTION

AUTOCOURSE 1985/'86 edited by Maurice Hamilton. Review of the '85 Grand Prix season plus other international categories. Due mid-December. POST-FREE offer until Dec 31 (UK & Ireland only). £17.95

AUTOJUMBLE YEAR 33 edited by Ian Norris. The 1985 motor sporting and motoring year reviewed. Now a third of a century old! £19.95

LAND SPEED RECORD by Cyril Posthumus and David Tremayne. New revised edition. 288 pages. £17.95

GHIA: *Ford's Carrozzeria* by David Burgess-Wise. *Full* history in 192 fascinating pages. £12.95

AUSTIN SEVEN by Chris Harvey. Profusely-illustrated book in Oxford Illustrated Press series. £14.95

PORSCHE: Portrait Of A Legend edited by Ingo Seiff. The last word in Porsche books: text on all aspects of the German marque by leading authors; superb photographs on art paper. 288 pages to satisfy any Porsche fanatic — or convert someone who isn't! £50.00

PORSCHE CARRERA 6 — 962 by Ian Bamsey. A year late, but worth the wait — a study of Porsche's competition cars over the last 20 years. 192 large pages. £19.95

THE FORD THAT BEAT FERRARI by Gordon Jones and John Allen. You've seen the reviews, so if you're a GT40 nut this 464-page tome is for you. £40.00

BRITISH FAMILY CARS OF THE FIFTIES by Michael Allen. Bill Boddy didn't like it, so it must be good! 170 pages on bread-and-butter cars of the '50s. £14.95

ROY SALVADORI: Racing Driver by Roy Salvadori and *Anthony Pritchard. 192 pages of nostalgia.* £12.95

BRABHAM: The Grand Prix Cars by Alan Henry. 268 pages on the cars of Jack, Ron, Bernie and Gordon. £14.95

TRIUMPH HERALD & VITESSE by Graham Robson. 192 pages on these advanced machines. £11.95

BMC & LEYLAND B-SERIES ENGINE DATA by Lindsay Porter. 240 pages of facts to satisfy everyone, whether he has a Farina saloon or an MGB. Recommended. £14.95

JAGUAR: A Tradition Of Sports Cars by Berand Viart and Michel Cognet. 464 pages, superb photographs. £27.50

NEW AND RECENT BOOKS

THE CERTAIN SOUND: Thirty Years Of Motor Racing by John Wyer. 264 large pages. £14.95

GRAND PRIX! Vol 1, 1950-1965 by Mike Lang. Race-by-race accounts. £9.95

GRAND PRIX! Vol 2, 1966-1973 by Mike Lang. Second in series. £11.95

GRAND PRIX! Vol 3, 1974-1980 by Mike Lang. Fact-filled 400-page third volume. £14.95

SPECIAL OFFER — Vols 1, 2 and 3 for £29.95

JIM CLARK REMEMBERED by Graham Gauld. A full account of the life and times of the late, great Scot. £9.95

ENGINEER TO WIN by Carroll Smith. Modern racing car technology explained. 272 pages. £12.95

THE CLASSIC ACs: Two-Litre To Cobra by John McLennan. Collector's Guide, 144 pages. £9.95

AC (SHELBY) COBRA by F. Wilson McComb. Auto-History. 136 pages. £7.95

ALFA ROMEO by David Owen. Great Marques series. £5.95

THE ALFASUD by David Owen. Collector's Guide. £9.95

ASTON MARTIN V8 by Michael Bowler. High Perform-ance Series. 224 pages covering history plus detailed study of V8 road and racing projects. £12.95

ASTON MARTIN & LAGONDA Vol 1: Six Cylinder DB Models by Andrew Whyte. Collector's Guide. £8.95

TUNING BL's A SERIES ENGINES by David Vizard. Enormous 436-page manual for performance and economy tuning applicable to A30 or Metro. £14.95

BUGATTI by H. G. Conway. Great Marques series. £4.95

THE Z-SERIES DATSUNS by Ray Hutton. New revised edition of popular Collector's Guide. £9.95

FERRARI by Hans Tanner and Doug Nye. Sixth edition of the *definitive Ferrari history*. 672 pages. £39.95

FERRARI: The Grand Prix Cars by Alan Henry. Award-winning title from Autocourse. £14.95

FERRARI 'P' SERIES by Nathiam Beehl. 1963-'69 rear-engined V12 sports-prototypes. £3.50

FERRARI 250GT SWB by Ken Gross. AutoHistory of a famous road and racing car. £7.95

XR: THE PERFORMANCE FORDS by Jeremy Walton. Full story of all XR models. 128 pages. £10.95

ESCORT MK 1, 2 & 3: The Development & Competition History by Jeremy Walton. 315 pages. £14.95

FORD CORTINA Mk 1 by Jonathan Wood. AutoHistory on a best-seller, from 1200 to Lotus. £7.95

THE FORD GT40: An Anglo-American Competition Classic by David Hodges. 144 pages. £11.95

FORD GT40 SPORTS CARS by Steve Archibald. £3.50

GORDINI: Un Sorcier, Une Equipe by Christian Huet. *French-language tome*. 485 pages. £44.95

HRG: The Sportsman's Ideal by Ian Dussek. 176 pages on a British sports car. £14.95

THE XJ-SERIES JAGUARS by Paul Skilleter. Collector's Guide, 6 and 12-cyl models. £9.95

JOWETT 1921-1953. 112 pages of reprinted material. £7.95

LAMBORGHINI COUNTACH by Jean-Marc Morel. Full story of a supercar. £29.95

THE THIRD GENERATION LOTUSES by Graham Robson. Collector's Guide on Elite, Eclat, Esprit, Excel. £8.95

LOTUS ELAN by Ian Ward. AutoHistory. £7.95

McLAREN: The Grand Prix, CanAm and Indy Cars by Doug Nye. In Autocourse series. £12.95

MERCEDES-BENZ: The First Hundred Years by Richard Langworth. 256 pages, many photos. £8.95

MERCEDES-BENZ SINCE 1945 Vol 1: The 1940s & 1950s by James Taylor. Collectors guide, 144 pages. £9.95

MERCEDES-BENZ SINCE 1945 Vol 2: The 1960s by James Taylor. Collector's Guide, 144 pages. £9.95

MERCEDES-BENZ GRAND PRIX RACING 1934-1955 by George Monkhouse, edited by Cyril Posthumus. Large-format 208 pages packed with superb photos. £29.95

MG by F. Wilson McComb. Third edition. 320 pages. £11.95

MG PAST & PRESENT by Rivers Fletcher. New revised edition of MG memories book. £12.95

MGB: Guide To Purchase & D-I-Y Restoration by Lindsay Porter. Thorough 224-page book. £9.95

MG MIDGET/A-H SPRITE: Guide To Purchase & D-I-Y Restoration by Lindsay Porter. 254 pages. £9.95

MINI: Guide To Purchase & D-I-Y Restoration by Lindsay Porter. 224 pages, over 700 photos. £9.95

THE MORRIS MOTOR CAR 1913-1983 by Harry Edwards. Full 304-page history, 239 illustrations. £14.95

PORSCHE STORY by Julius Weitmann, revised by Michael Cotton. 384-page photographic record of Porsche, mainly in competition. £19.95

PORSCHE 935 by Steve Archibald. £3.50

PORSCHE 908 by Steve Archibald. £3.50

AS OLD AS THE INDUSTRY: Riley 1898-1969 by D. G. Styles. 489 pages, many photos. £24.95

THE CLASSIC ROVER SALOONS by James Taylor. Collector's Guide on P4, P5, P6, 3000. £8.95

TRIMPH SPITFIRE & GT6 by Graham Robson. 193 pages on the smaller Triumph sports cars. £9.95

TRIUMPH STAG by James Taylor. Super Profile. £5.95

VOLKSWAGEN GOLF GTI: The Enthusiast's Companion edited by Ray Hutton. 112 pages. £7.95

SALE BOOKS

MILLE MIGLIA 1927-1957 by Giovanni Lurani. Large 207-page book, many photos. Was £15.95. £9.95

PININFARINA 1930-1980: Prestige and Tradition edited by Edita, Switzerland. 244 pages. Was £19.95. £9.95

POWERED BY JAGUAR by Doug Nye. Cooper, HWM, Lister and *Tojeiro sports-racing cars of the '50s*. Was £10.95. £5.95

DINO: The Little Ferrari by Doug Nye. V6/V8 road and racing cars 1957-79. 320 pages. Was £13.95. £4.95

FERRARI TURBO by Jonathan Thompson. 1982 book on development of GP turbos. Was £9.95. £4.95

FERRARIS FOR THE ROAD by Henry Rasmussen. Colour photos of super Ferraris. Was £16.95. £12.95

PORSCHES FOR THE ROAD by Henry Rasmussen. Pages of colour photos. Was £19.95. £12.95

COBRA by Trevor Legate. Large 256-page book on road and racing Cobras. Was £34.95. £19.95

CARROLL SHELBY'S RACING COBRA by Friedman and John Christie. 207 pages. Was £8.95. £5.95

COBRA STORY by Carroll Shelby. Was £8.95. £2.95

MASERATI ROAD CARS: The Postwar Production Cars 1946-1979 by Richard Crump and Rob de la Rive Box. 229 extra large pages. Was £14.95. £4.95

BROOKLANDS: A Pictorial History by G. N. Georgano. Over 200 photos. Was £6. £3.95

GOODWOOD: The Sussex Motor Racing Circuit by Peter Garnier. Was £7. £3.95

POST & PACKING CHARGES FOR BOOKS: UK and Ireland — £1.50 for orders up to £25, FREE over £25. Overseas — 15% (minimum £2) up to £25, 10% £25-£100, FREE over £100. Overseas and Irish customers should remit by £ sterling bank draft, Eurocheque or international money order. Or write or telephone quoting your ACCESS, EUROCARD or MASTERCARD number. Sorry, no Visa.

MILL HOUSE BOOKS, The Mill House, Eastville, Boston, Lincolnshire PE22 8LS. Tel: New Leake (020 584) 377

PORSCHE
PORTRAIT OF A LEGEND
INGO SEIFF

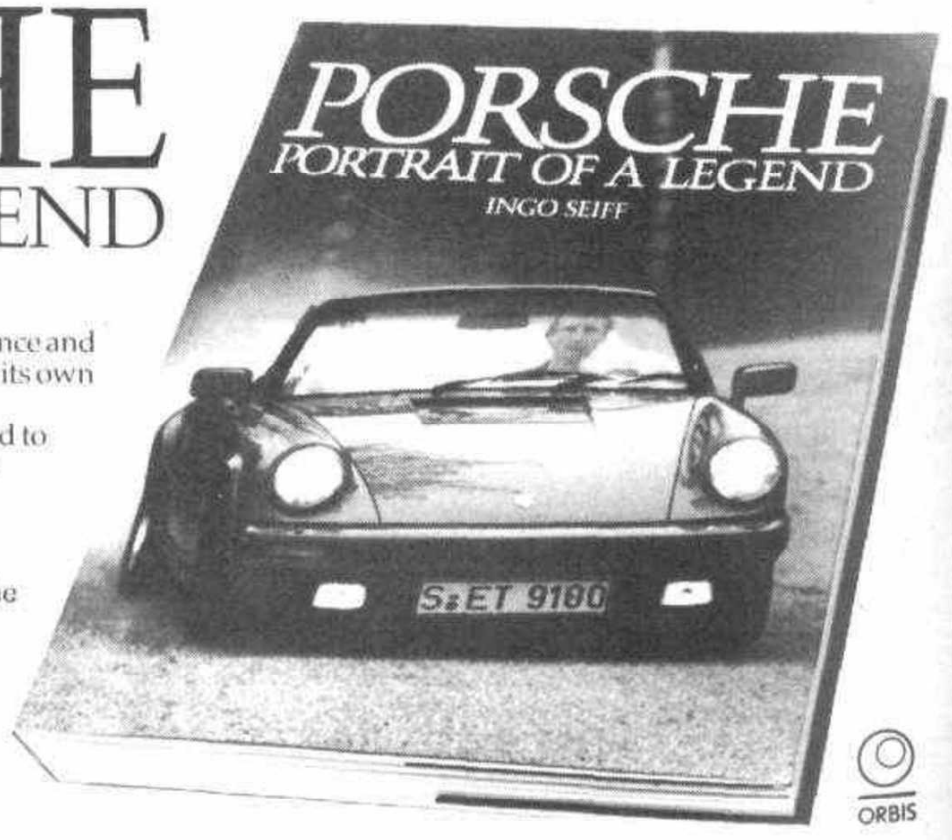
The Porsche name has become a byword for high performance and aesthetic design – like the car, this book will become a legend in its own right.

It brings together first-hand accounts of the men who helped to make Porsche a leader among thoroughbred cars – covering all aspects of development and design, performance and racing successes.

The 104 pages of colour and 40 pages of black and white photographs present an inspiring collection of stunning Porsche images by prominent photographers to delight the car connoisseur.

288 pages £50.00

Available from good bookshops or direct from Orbis Publishing by just filling in the coupon and sending it to: Book Sales Dept., Orbis Publishing Ltd., 20/22 Bedfordbury, London WC2N 4BT.



ORDER FORM

Please send me _____ copy(ies) of PORSCHE: Portrait of a Legend at £50.00 per copy (postage and packing FREE). I enclose a cheque/postal order for £ _____ made payable to Orbis Publishing.

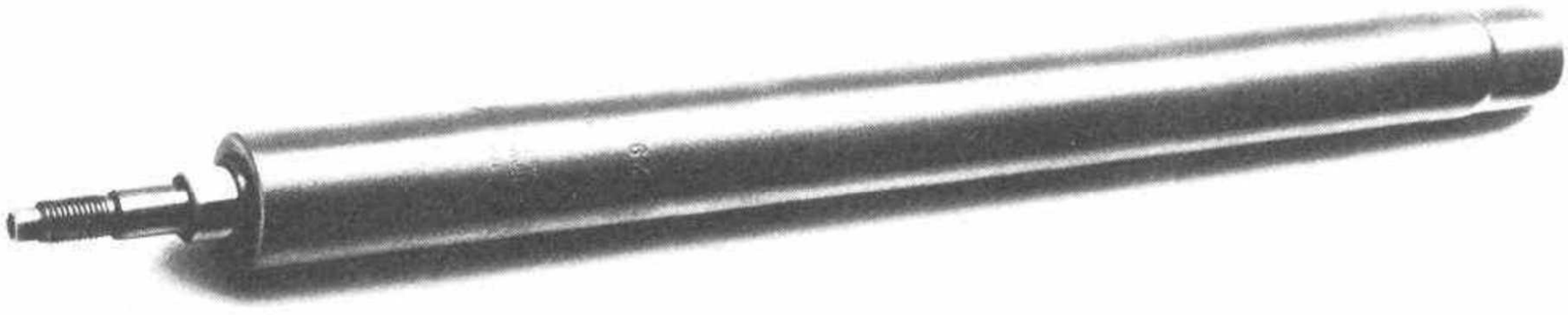
Name _____

Address _____

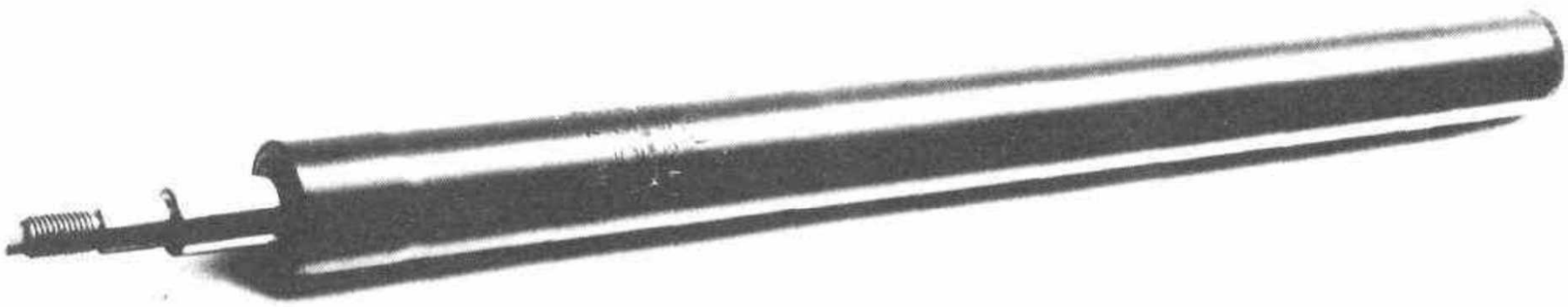
_____

Postcode _____ M

WHICH ONE IS THE REAL BARGAIN?



LOW COST SHOCK ABSORBER 17% CHEAPER.



GENUINE BMW SHOCK ABSORBER 20% SAFER.

Whilst cheaper shock absorbers may have to be adapted to fit a BMW, BMW genuine parts are designed specifically for each BMW model. (It means they're easier to fit, and they fit perfectly.)

And although BMW shock absorbers may cost you a little more, they make no compromises in achieving the smoothest possible ride and handling on your BMW.

As with all BMW genuine parts, they're available from your local BMW dealer. And if they're not in stock, 95% of them (including specialist parts) can be despatched to him within 24 hours.

But it's not for these reasons alone that you should insist on genuine BMW shock absorbers.

A recent independent survey under simulated driving conditions revealed cheap shock absorbers can cost you your roadholding.

For instance, compared with a slightly cheaper brand, a genuine BMW shock absorber was shown to be 20% more efficient.

Whilst another well-known make of shock absorber failed the test completely. Imagine how your roadholding would be affected by that!

In view of this, the BMW shock absorbers become very good value indeed.

Because, if you fit anything less than a top performance part to a performance car like a BMW, who knows what it could cost?

THE ULTIMATE DRIVING MACHINE
(KEEP IT THAT WAY)

FOR THE NAME OF YOUR NEAREST BMW DEALER RING 01-897 6665 OR WRITE TO BMW INFORMATION SERVICE, PO BOX 46, HOUNSLOW, MIDDLESEX.

The Clarion E980.
Probably the most complete radio/cassette system that's ever been made.

ETR	Electronic MW/LW/FM-Stereo tuner with 18-station memory. ✓
SEEK « »	2-way (Up/Down) SEEK tuning. ✓
cx FOR FM	FM noise reduction circuit. ✓
	Auto-reverse computer controlled cassette mechanism. ✓
APC	Automatic programme control to repeat or skip tape tracks. ✓
DD	Dolby* noise reduction circuit. ✓
MTL	Metal tape selector. ✓
AZI	Dual-direction automatic azimuth adjustment. ✓
FADER	Four-speaker fader control. ✓
LOUD	Loudness, bass and treble controls. ✓
	Ice warning indicator. ✓
	Kitchen sink. ✗

(Well, nobody's perfect).

At first glance, the Clarion E980 might look much as you would expect from a top-of-the-range in-car audio system.

But take a closer look at its features and you'll see how deceptive appearances can be.

For behind the elegant, ergonomically-designed fascia panel, we've incorporated some of the most sophisticated circuitry you'll ever see. To provide you with a more complete specification than ever before.

Some of the features you'll no doubt be familiar with (although you'll be surprised how much better they perform with Clarion). Others, however, are almost unheard of.

Like the dual direction automatic azimuth adjustment, for more precise tape head alignment and more accurate sound reproduction. It's a feature which normally you would only expect to find on systems costing over twice the price of the E980.

For listening enjoyment, the E980 is supreme. With the optional Clarion A804 power amplifier (available separately) the system will deliver a powerful 4 × 20 watts, with the utmost quality and clarity. And there's a range of Clarion speakers especially designed to complement the E980's performance and make the most of its many advanced features.

As for the one item that you'll notice is missing from the line-up – well, it shows there's always room for improvement.

*Dolby and the double-D symbol are trademarks of Dolby Laboratories Licensing Corporation.

Clarion
CAR AUDIO SYSTEMS



For full details of the Clarion range and your free copy of the Clarion guide to "Radio on the Move", write to **Clarion Shoji (UK) Ltd.**, 4–6 Faraday Road, Dorcan Industrial Estate, Dorcan, Swindon, Wiltshire SN3 5HQ. Telephone: (0793) 24081.

MOTOR SPORT

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

VOL. LXI No. 12 DECEMBER 1985

Sixty-second year of publication
Publication date fourth Friday of the month

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

Telephone 01-628 4741
Telex: 888602 MONEWS G

© Motor Sport Magazine Limited

CONTENTS

	Page
Matters of Moment	1313
Fixtures / Club News	1314
South African Grand Prix	1315
Australian Grand Prix	1318
Reflections	1321
McLaren International, 1985	1323
Road Impressions: Mazda RX 7	1325
Rally Review: Ivory Coast	1326
In Miniature	1330
Fakes and Phoneys	1332
Jim Yardley	1334
Book Reviews	1338
Road Impressions: Turbo Diesel Golf	1340
Veteran-Edwardian-Vintage	1341
GM Dealer Sport Team	1362
Readers' Letters	1364

COLOUR SECTION

South African Grand Prix	1346
RAC Brighton Run	1348
Formula Ford Festival	1350
Australian Grand Prix	1352
Road Test: Ford Escort RS Turbo	1356
Renault Valediction	1360

FRONT COVER PICTURE: An 1898 Daimler, a 1904 Riley tricycle and a 1904 Cadillac roll along Brighton's Madeira Drive at the successful completion of this year's RAC London-Brighton Run.

USA (Airfreight) per annum $48.75. All enquiries to: MOTOR SPORT, Box 567, Gleneagles Drive, New Vernon, New Jersey 07976, USA Telephone (201) 267-5612.

ANNUAL SUBSCRIPTION RATES

SURFACE MAIL: Home £16.80
Overseas £19.20

AIR MAIL: Europe £27.00
Middle East £31.50
Australasia £41.75
*All other Countries £38.50

*with exception of USA (Airfreight)

All prices include postage. Subject to increases of postal rates and cover price. Net amount due and payable in sterling on London. If payment is made in a currency other than sterling please add £1.50 to sterling rate prior to conversion.

MATTERS OF MOMENT







During 1985 we have been celebrating the 60th anniversary of the title MOTOR SPORT. While looking back has been fun, we have been planning for the future as well.

MOTOR SPORT is not just a magazine, it is an institution with traditions. True traditions have life, and that implies growth and change and development. Astute readers will have noticed changes of emphasis in the magazine over the past year or so and, to judge from your letters, these have been welcomed.

From the next issue there will be further, more obvious, changes. The most noticeable will be a variation of the front cover design which has served us for the past 30 years or so. It is a visual statement of our intention to continue to grow and develop. We think it retains the essence of the old while being new.

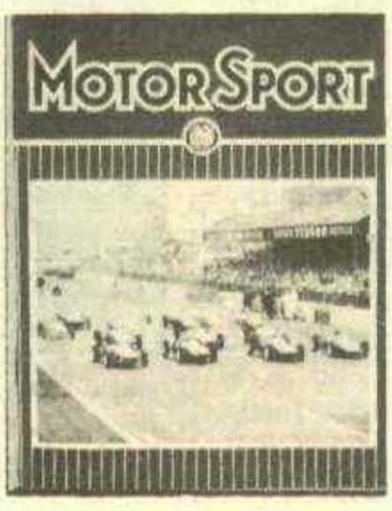
We will also be printing on paper which will improve the quality of our black and white photographs, particularly old photographs. There will be other changes of design as well, but these will be self-evident.

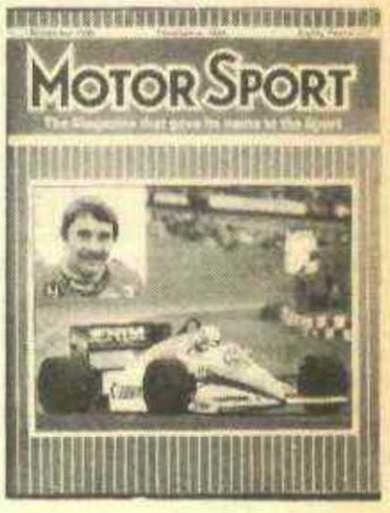
The use of better quality paper, together with other rising costs means that we will have to increase the price of MOTOR SPORT to one pound. This may seem a large jump but the current price has been kept at an artificially low figure during our Diamond Jubilee year. Even at a pound, it is still the least expensive motoring monthly on the market. We intend that MOTOR SPORT will continue to be better value than any of its competitors.

Brighter, better, presentation of the magazine does not mean we will be discarding our traditional values. We will continue to be outspoken. We will continue to be slightly cynical. We will continue to expose the bogus. We will continue to aim for the highest standards of honesty, accuracy and good writing.

We will, in fact, continue to be MOTOR SPORT. The January issue will be published on Friday, 20th December.







Motor Sport Fixture List for December

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
December 1st	**Race Officials club**	**Shah Alam Circuit, Malaysia**	**Selangor 800 km World Endurance Championship Event (INT)**	11.00
December 1st	BRSCC	Brands Hatch Circuit, Nr Dartford, Kent	Race Meeting (R)	
December 7th/8th	**RAC MSA**	**Brands Hatch Circuit, Nr Dartford, Kent**	**Rallycross Grand Prix (INT)**	
December 7th/8th	Caernarfonshire & Anglesey MC	Multi-story Car Park, Balaclava Road, Caernarfon (115/479630)	J. J. Brown Memorial Rally (*Motoring News* Championship event) (R)	
December 7th/8th	**Killarney and District MC**	**Killarney**	**Rally of the Lakes (INT)**	11.00
December 29th	Port Talbot MC	Myndd Epynt	Virgo Rally (R)	08.30
January 10th/11th	MCC	Lewdown, (Devon), Cirencester, Reading, Cricket St Thomas in Somerset	Exeter Trial (C)	

CLUB NEWS

MOTOR SPORT enthusiasts who are also students now have a Championship event of their own, the **Endsleigh National Student Motorsport Championship.** This two-day event on December 14th/15th combines an autotest, a table-top rally, and a 170 mile road rally, and is open to any crew with at least one student member. Organised by **Manchester and Salford Students AC,** the entry fee is £20 per crew; further details from Brian Quinn, University House, Salford University, The Crescent, Salford.

Combining the AGM with the Annual Dinner Dance, at which Mr and Mrs Peter Morgan were Guests of Honour, seems to have pleased the members of the **Morgan Three-Wheeler Club:** the meeting voted in favour of *reducing* the membership fees for next year — a mere 50p, but it makes a pleasant change to hear of a club which is financially secure. The Membership secretary is Mr K. Robinson, Correction Farm, Middlewood, Poynton, Cheshire.

Slanted not surprisingly at MGs, the Spares and Services Directory just published by the **MG Car Club** could well be of use to owners of other makes as well, listing as it does all sorts of specialists in all aspects of restoring and maintaining vintage and classic machinery. It is is free to members of the club, but is available to non-members by sending £1.50 and a large 22p SAE to MG Car Club, PO Box 251, Studley, Warwickshire.

With the very pleasant Thema (whose range will eventually include a Ferrari V8-engined variant) joining the hairy Y10 Turbo in the Lancia range, there may soon be new converts to the cause, in which case they will want to know of the **Lancia Motor Club,** whose Hon Sec is Mrs Betty Rees, The Old Shire House, Aylton, Ledbury, Herefordshire. The Club has a library of Lanciana, which can be inspected by prior arrangement, and in addition has just reprinted "The Fulvia Journal", which first appeared some ten years ago. This is a volume of re-prints of contemporary road-tests, including one from MOTOR SPORT in which W.B. enthused about the 1.2 Coupé, plus some fresh advice about buying and maintaining one of these delightful little cars. It makes interesting reading, and has reawakened in me a long-standing desire to own a Fulvia Zagato. If anyone else wishes to be tempted, it is available from the above address at a cost, including postage, of £5.50 UK, or £6 overseas.

Brighton Run Postscript

THE Veteran Car Run is reported on and illustrated elsewhere. It is *not* a race, as even the BBC now realises, and the driver of the Daimler-Benz Museum's 28 hp 1902 Mercedes was disqualified for excessive speeding, but at least he got himself on the front page of *The Times* for his pains (and of course they said he was on a Mercedes-Benz!). First *official* arrival was Chris Thomas on an 1898 Rochet tricycle. Next in was Mrs Loder's 1902 Mors. Third was Pilmore-Bedford on a 1901 Lanchester. But 10 competitors, apart from the Mercedes driver, were severely reprimanded by the RAC for infringing the regulations, which mostly meant going too quickly, which seems rather hard considering that before the war drivers were awarded certificates quoting their average speed — although one can see how desirable it is that accidents do not happen on this event, with its large entry.

Another thing that has changed is dressing-up in period costume. The VCC used to discourage this, as liable to detract from the veterans themselves and perhaps introduce a comic touch. But among those dressed for the part in this year's Run was the crew of the "Blue Peter" Daimler from the NMM, and in the subsequent BBC film it was shown on a picnic in a deserted field — and did we see the girl passenger screwing down a *chassis greaser* when asked to see to the engine oil?! Prince Michael of Kent's 1901 Mors was in soon after 12.30, the Chairman of the RAC's 1902 Wolseley by 1 pm. — W.B.

Those who started but failed to finish within the time-limit were:

Griffiths' 1895 Gladiator, von Raffay's 1896 Delahaye, Greenway's 1897 Beeston tricycle, Garrett's 1897 Benz, Shoosmith's 1898 Cudell De Dion, Crabbe's 1898 Delahaye, Guinness's 1899 Clement-Panhard, Lamm's 1899 Parisienne, Sweeney's 1900 Daimler, Mingolia's 1900 De Dion, Hayward's 1901 De Dion, Walmsley's 1901 Mors, Peterson's 1901 Osier, Landless's 1901 Rochet, Whitehead's 1902 Albion, Card's 1902 De Dion, Murray-Threipland's 1902 Panhard, Bentley's 1902 Panhard, Pellett's 1903 De Dion, Brisby's 1903 De Dion, Mrs Jensen's 1903 Oldsmobile, Mrs Blakesley's 1903 Oldsmobile, R. Magrina's 1903 Panhard, Landless's 1903 Panhard, Mrs Fowler's 1903 Renault, Brown's 1903 Thornycroft, Ramsgate Museum's 1904 De Dion, Griffin's 1904 De Dion, Mrs Shawe's 1904 English Mechanic, Milligen's 1904 Gardner-Serpollet, Warmer's 1904 Lanchester, Mrs Meyer's 1904 Rambler, Wilson's 1904 Renault and Turk's 1904 Yale.



ASTRA FOR BROOKES — the GM Dealer Sport rally team, featured on p1362 of this issue, will be developing one of the new 4WD Group S Astras next year. To be called the 4S, the car will be debuted by Russell Brookes, left, and co-driver Mike Broad in mid-1986, with either a turbo 16-valve engine, or, if the suggested 300 bhp GpS limit is accepted, with a development of the 2.4 Manta unit.



ROSBERG LEADS PIQUET, de Angelis and Senna through Crowthorne Corner. Mansell is out of the frame in a lead which he was to relinquish only briefly to Rosberg.

South African Grand Prix

Kyalami, October 19th

THE fact that the Renault and Ligier teams both made the gesture of missing the 1985 edition of the South African Grand Prix was hardly noticed as 21 cars turned up to contest the penultimate round of the 1985 World Championship series, one of the few major international sporting events left for the South African public to enjoy in the current political climate which has left the country largely ostracised within the international community. We freely admit that MOTOR SPORT is not a political magazine, but we nonetheless note, with a certain degree of wry amusement, that Renault certainly have displayed no such misgivings in recent years and would suggest that the fact that the Regie's hopeless uncompetitiveness gave it a convenient crutch on which to lean whilst adopting this cynical posturing. It would, perhaps, have carried more credibility if Renault had boycotted the race at a time when they were running competitively, not merely when bidden to jump by the politicians in Paris. It is also ironic that FISA's President expressed the view that politics and sport should not be permitted to overlap to the latter's detriment, yet it was the French Government's intervention which effectively cut across that particular philosophy.

Having addressed ourselves to that aside, it should be recorded that the 1985 South African Grand Prix was an absolutely classic race, fought out beneath sunlit skies and, happily, transmitted to British enthusiasts by the good old Beeb which refused to be cowed into a position of subservience by its European contemporaries who stoically boycotted coverage of the event in quite significant numbers. In that respect, we have to say bad luck to many thousands of European viewers who were deprived of the sight of Nigel Mansell's Williams-Honda FW10B running for most of the race distance at the head of the field, eventually seeing off his rivals to win his second Grand Prix victory in as many weeks. Truly, it was a memorable occasion.

Regulars in the Formula business regard Kyalami as one of the most challenging and entertaining circuits of all. Situated 5,700 ft above sea level in the rolling veldt near Johannesburg, the track blends a dauntingly fast main straight with a sequence of breathtakingly quick corners which tax cars' handling and drivers' nerve to an impressive degree. This year, the battle for pole position was fought out with some ferocity by the two Williams-Honda FW10Bs and Nelson Piquet's Brabham-BMW, the Brazilian anxious to make it a hat-trick of pole positions at the South African circuit.

Three years ago, when the Brabham team produced its first BMW-engined turbocar at Kyalami, Nelson Piquet was just brushing the 200 mph barrier in the headlong rush over the crest by the pits down into Crowthorne corner. This year, if you couldn't top 200 mph, you were just not in the hunt. Piquet's Brabham BT54 tripped the beam during qualifying at 210.965 mph, but it was Mansell who steeled himself to grab pole position during Friday's hour-long timed session with a fine 1 min 2.366 sec best with Piquet alongside him on 1 min 2.490 sec and Keke Rosberg on the inside of row two on 1 min 2.504 sec, the generous-minded Finn remarking jocularly, "it seems as though McLaren may have signed the wrong Williams driver next season," in a rare compliment to his English team-mate's sheer tenacity.

Bearing in mind the fact that his Lotus 97T was almost 10 mph slower than Piquet's Brabham in a straight line, the fact that Ayrton Senna managed to qualify fourth a mere half-second away from Mansell was a reflection of his unquestionable ability. But Kyalami is all about sheer, unadulterated, horsepower and, in this high-speed battle, BMW and Honda were making the running with Renault coming in a pretty breathless third. Supporting their respective team-mates very competently were both Marc Surer and Elio de Angelis, qualifying Brabham and Lotus fifth and sixth respectively.

ENTRY AND PRACTICE

No.	Driver	Nat.	Car-Engine	Thursday Qualifying	Friday Qualifying	Remarks
1	Niki Lauda	AUT	McLaren MP4/2B-Porsche V6 t/c	1.05.357	1.04.283	
2	Alain Prost	FR	McLaren MP4/2B-Porsche V6 t/c	1.05.757	1.04.376	New Car
3	Martin Brundle	GB	Tyrrell 014-Renault V6 t/c	1.06.709	1.05.649	
4	Philippe Streiff	FR	Tyrrell 014-Renault V6 t/c	1.07.935	1.06.205	One-off drive
5	Nigel Mansell	GB	Williams FW10B-Honda V6 t/c	1.03.188	**1.02.366**	Winner European GP
6	Keijo Rosberg	FIN	Williams FW10B-Honda V6 t/c	**1.03.073**	1.02.504	
7	Nelson Piquet	BRA	Brabham BT54-BMW 4 t/c	1.03.844	1.02.490	
8	Marc Surer	CH	Brabham BT54-BMW 4 t/c	1.05.411	1.04.088	
9	Philippe Alliot	FR	RAM 03-Hart 4 t/c	Entry Withdrawn		
10			RAM 03-Hart 4 t/c	Entry Withdrawn		
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t/c	1.04.611	1.04.129	
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t/c	**1.04.517**	1.02.825	
15	Patrick Tambay	FR	Renault RE60B-Renault V6 t/c	Entry Withdrawn		
16	Derek Warwick	GB	Renault RE60B-Renault V6 t/c	Entry Withdrawn		
17	Gerhard Berger	AUT	Arrows A8-BMW 4 t/c	1.06.546	1.04.780	
18	Thierry Boutsen	B	Arrows A8-BMW 4 t/c	1.05.079	1.04.518	
19	Teo Fabi	ITAL	Toleman TG185-Hart 4 t/c	1.06.083	1.04.215	
20	Piercarlo Ghinzani	ITAL	Toleman TG185-Hart 4 t/c	1.07.800	1.05.114	
22	Riccardo Patrese	ITAL	Alfa Romeo 184TB-Alfa Romeo V8 t/c	1.06.386	1.04.948	
23	Eddie Cheever	USA	Alfa Romeo 184TB-Alfa Romeo V8 t/c	1.07.159	1.05.260	
24	Huub Rothengatter	NL	Osella FA1G-Alfa Romeo V8 t/c	1.09.904	1.09.873	
25	Philippe Streiff	FR	Ligier JS25-Renault V6 t/c	Entry Withdrawn		
26	Jacques Laffite	FR	Ligier JS25-Renault V6 t/c	Entry Withdrawn		
27	Michele Alboreto	ITAL	Ferrari 156/85-Ferrari V6 t/c	1.05.268	1.05.757	New Car
28	Stefan Johansson	SWE	Ferrari 156/85-Ferrari V6 t/c	1.05.406	1.05.388	
29	Pierluigi Martini	ITAL	Minardi M185-Moderni V6 t/c	1.10.025	1.08.658	
30	Jonathan Palmer	GB	Zakspeed ZAK841-Zakspeed 4 t/c	Not Entered		
33	Alan Jones	AUS	Lola THL-1-Hart 4 t/c	1.07.144	1.05.731	Withdrawn after practice

STARTING GRID ↑

5
N. Mansell
(Williams-Honda V6 t/c)
1 min 02.366 sec
74 (1 min 08.518 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 02.504 sec
74 (1 min 08.149 sec)

8
M. Surer
(Brabham-BMW 4 t/c)
1 min 04.088 sec
2 (1 min 12.100 sec)

19
T. Fabi
(Toleman-Hart 4 t/c)
1 min 04.215 sec
3 (1 min 12.035 sec)

2
A. Prost
(McLaren-Porsche V6 t/c)
1 min 04.376 sec
56 (1 min 08.713 sec)

17
G. Berger
(Arrows-BMW 4 t/c)
1 min 04.780 sec
33 (1 min 10.258 sec)

20
P. Ghinzani
(Toleman-Hart 4 t/c)
1 min 05.114 sec
3 (1 min 29.450 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 05.268 sec
5 (1 min 10.850 sec)

3
M. Brundle
(Tyrell-Renault V6 t/c)
1 min 05.649 sec
45 (1 min 10.339 sec)

29
P. Martini
(Minardi-Moderni V6 t/c)
1 min 08.658 sec
5 (1 min 14.428 sec)

7
N. Piquet
(Brabham-BMW 4 t/c)
1 min 02.490 sec
3 (1 min 10.476 sec)

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 02.825 sec
7 (1 min 10.077 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 04.129 sec
34 (1 min 09.960 sec)

1
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 04.283 sec
35 (1 min 09.500 sec)

18
T. Boutsen
(Arrows-BMW 4 t/c)
1 min 04.518 sec
63 (1 min 09.230 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 04.948 sec
(—)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 05.260 sec
(—)

28
S. Johansson
(Ferrari V6 t/c)
1 min 05.388 sec
41 (1 min 10.413 sec)

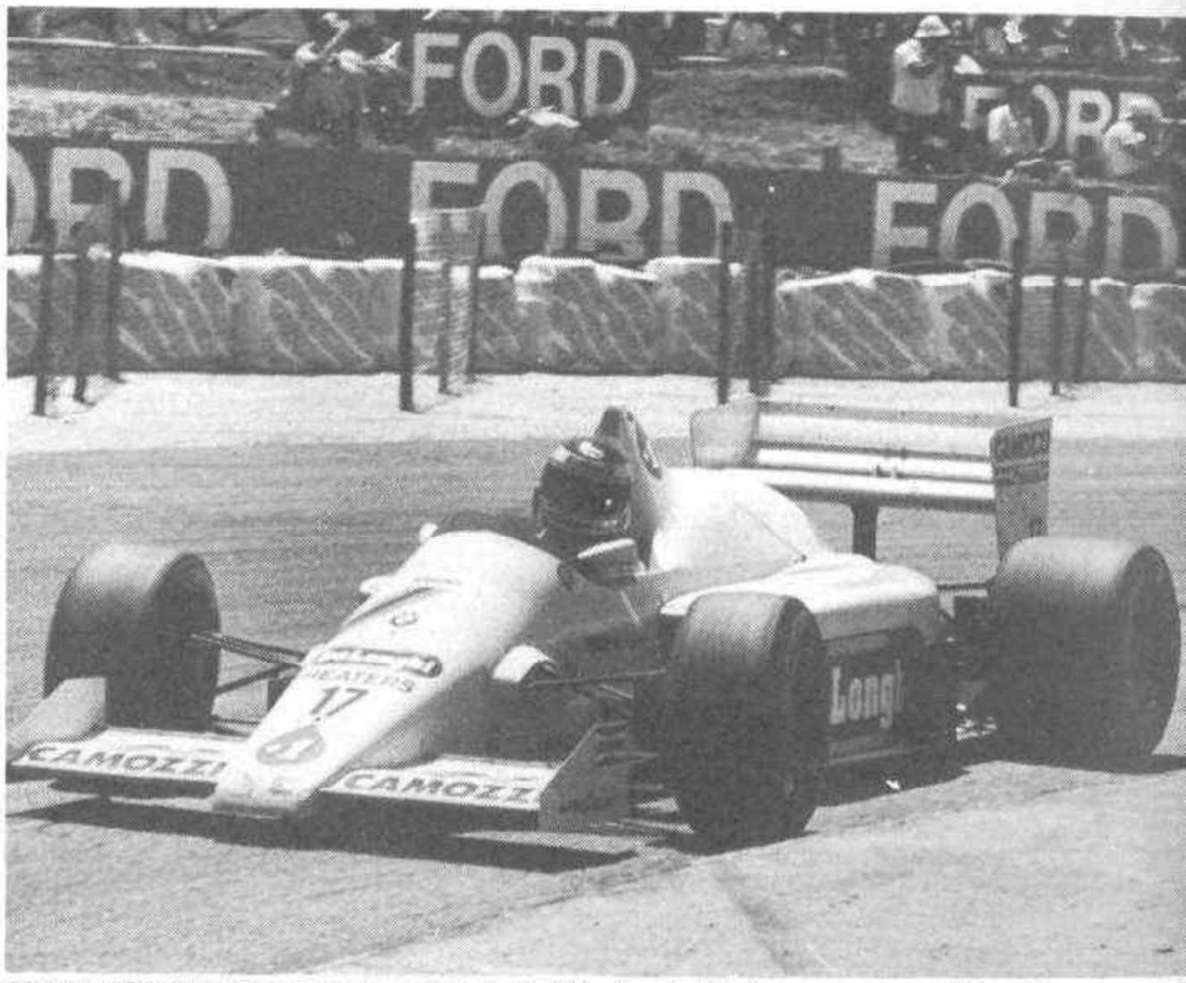
4
P. Streiff
(Tyrell-Renault V6 t/c)
1 min 06.205 sec
5 (1 min 11.404 sec)

24
H. Rothengatter
(Osella-Alfa Romeo V8 t/c)
1 min 09.873 sec
1 (1 min 29.792 sec)

Non-starter:
33 Alan Jones (Lola-Hart 4 t/c) 1 min 05.731 sec

Seventh place on the grid fell to Teo Fabi's Toleman-Hart TG185, the Witney-built car handling superbly through the fast Kyalami corners and rather putting to shame the two Porsche-engined McLarens of Niki Lauda (returning to the cockpit following his Belgian Grand Prix practice shunt) and new World Champion Alain Prost. The McLaren team was experimenting with revised turbos and compressors of different sizes, but were still encountering altitude-related problems in this area, including failures caused by overspeeding. Prost had several turbo problems during the two days of qualifying, eventually lining up behind Lauda for only the second time in their two year partnership.

Further back down the grid the Ferrari 156/85s of Michele Alboreto and Stefan Johansson were going through a simply appalling time, both drivers complaining about dire lack of grip, acute understeer into the corners and oversteer out. Their inability to get out onto the start / finish straight quickly was only in part responsible for the fact they could only stagger up to a modest 195 mph before Crowthorne, a staggering 15 mph slower than Piquet's



GERHARD BERGER ran consistently to finish fifth, ahead of his Arrows team-mate Thierry Boutsen.

Brabham-BMW. Both drivers complained of a peculiar "surging" as the engines built up towards maximum revs, and when the two Maranello cars lined up 15th and 16th behind not only both Alfa Romeos but also Piercarlo Ghinzani's Toleman TG185 there were some uneasy faces in the pit lane wondering how this little fiasco was going to be explained away in the team manager's daily phone call to the Commendatore.

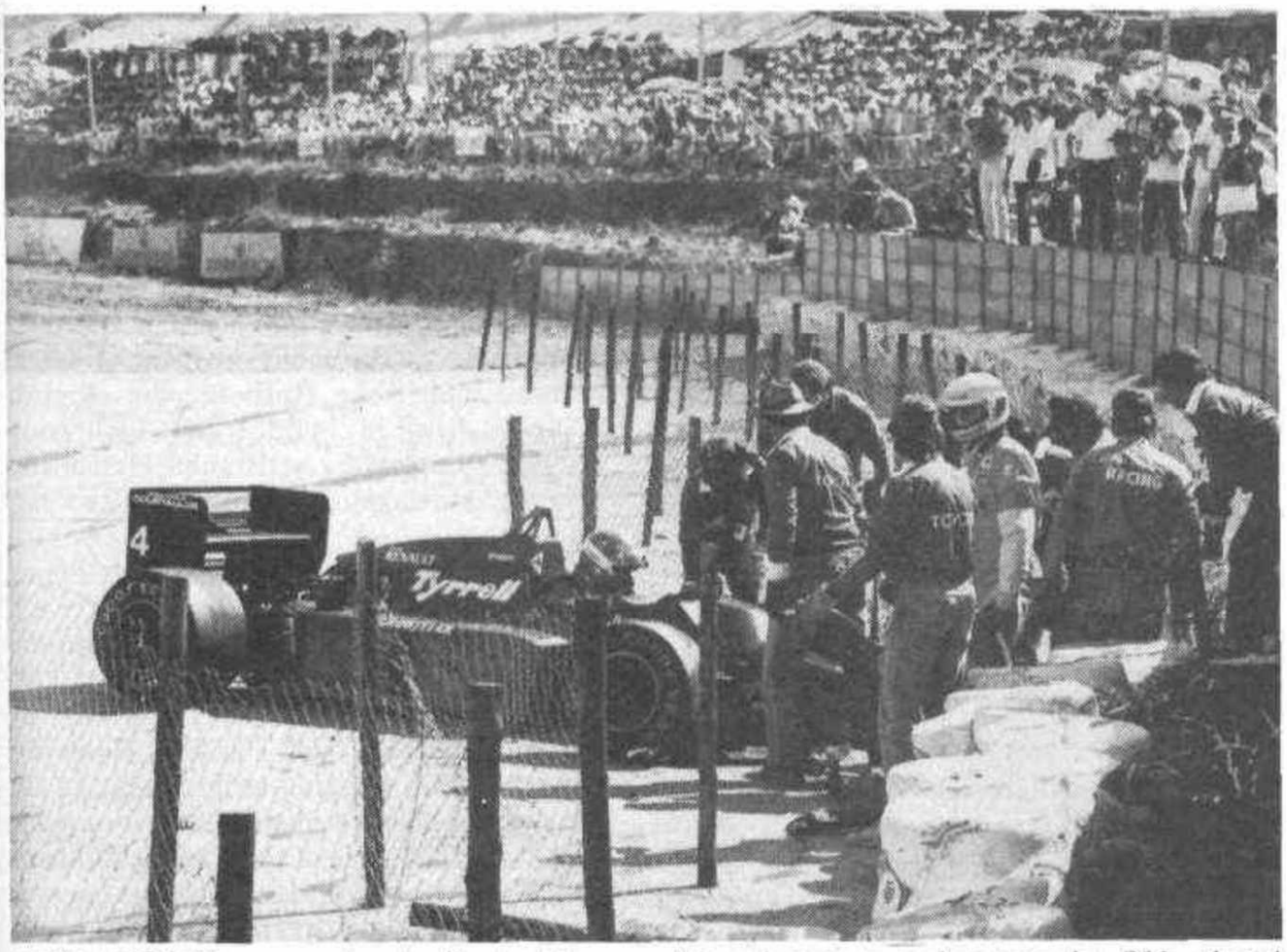
At the tail of the field Philippe Streiff was competing at the wheel of the second Tyrrell 014, loaned for the occasion by the absent Ligier equipe, although the Frenchman who had qualified so impressively in fifth place at Brands Hatch was not as quick as regular Tyrrell team member Martin Brundle on this occasion. Alan Jones had another outing in the Carl Haas Beatrice Lola-Hart, but the Australian had been feeling unwell with a fever for much of the week leading up to the race and eventually withdrew from the meeting on doctor's orders the evening before the race, thereby ensuring that he would compete in his 100th World Championship Grand Prix in front of his home crowd in Australia a fortnight later.

Mansell was clearly under a lot of pressure, on paper, at the start of the 75 lap race, but his recent success in the Grand Prix of Europe had clearly given him an appetite for running at the front and, when the starting light blinked green, Williams Number five fishtailed away from the line into an immediate lead. Piquet just scrambled into Crowthorne second ahead of de Angelis with Surer fourth, but Senna displaced the Swiss in an audacious lunge up the inside going into the right-hander at Sunset and by the end of the opening lap the second Brabham was already dropping awa with an engine that seemed reluctant to pu properly.

For the first few laps Mansell opened ou a healthy-looking advantage over Piquet an the rest of the pack, but Rosberg was reall flying as usual and, by the end of lap five had hurtled past the Brabham-BMW int second place. Running with more turb boost pressure than Mansell who had turne his right down at the end of the opening lap Rosberg was waved through by his team mate as the two Williams-Hondas blare through the pit area to start lap nine.

Unfortunately for Rosberg, he had take the lead at precisely the wrong moment a far as this race was concerned. By the tim he arrived back at the braking area fo Crowthorne at the start of lap ten Ghinzani's Toleman had suffered a pisto failure in its Hart engine, spewing oil all ove the racing line into this fast right-hander Rosberg spun wildly on this swathe o lubricant and Mansell locked up a fron wheel, just managing to keep control an duck back into the lead as his team-mat pirouetted in a shower of dirt and sand o the outside of the corner.

From that moment onwards Mansel never quite relinquished the lead, holdin onto his advantage through a scheduled pi stop to replace his tyres, the wear rate o which was correctly anticipated in the gruelling heat and abrasive track conditions But to say that he had an easy time would not be telling the full story. Mansell spen much of the race withstanding enormous pressure from World Champion Prost's McLaren, the Frenchman climbing all over the Williams through the twisty section o



WITH LIGIER not entering the South African race, Philippe Streiff took over the second Tyrrell, his third team in a GP career spanning just four races. He did not repeat his Brands Hatch performance, however, as this picture taken on lap 17 shows. Last year we were used to long faces in the Williams pit but these days Frank Williams and Nigel Mansell have plenty to be pleased about.

Kyalami where the John Barnard-designed chassis could show its superiority, but Honda power told over Porsche on the straight and, by dint of keeping a cool head, Mansell retained control.

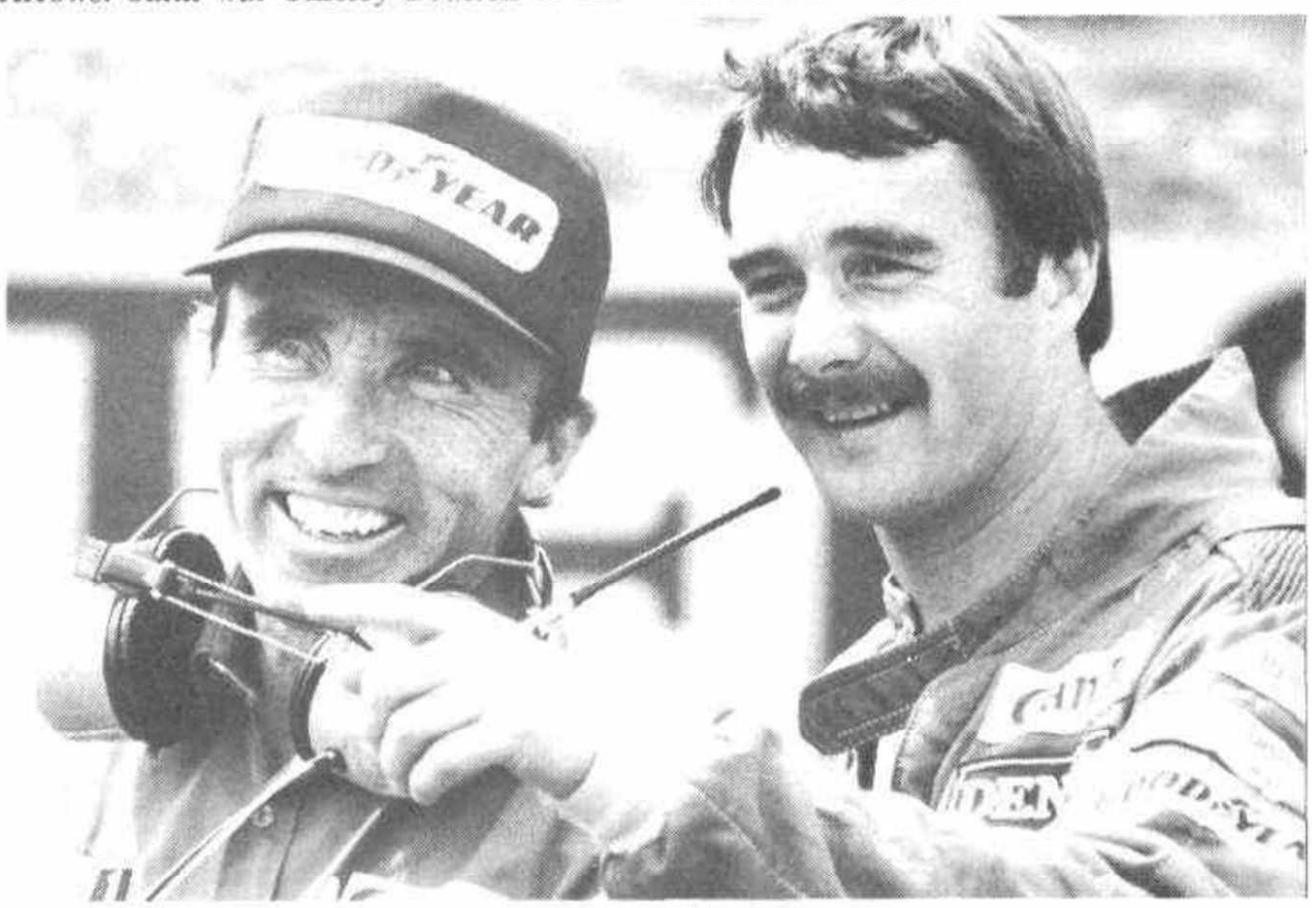
From half distance onwards Prost was worried about an electrical warning light blinking in the cockpit of his McLaren and, as the car began to misfire intermittently, it was clear that there was a problem with the Bosch Motronic engine management system. This effectively blunted Prost's challenge and he gradually slowed to a crawl over the last few laps, staggering up to the finishing line at a walking pace to claim third place.

His adrenalin mixed with a fair level of sheer indignation over that spin, Rosberg came slamming back into contention in his usual ebullient fashion, but such was the pressure he sustained that he found himself obliged to make a second pit stop for fresh rubber in the closing stages, thereby wiping out any chance of catching his team-mate for the lead. Thus, as Mansell cruised home to a splendid second win, Rosberg, on fresh rubber, was reeling off a whole succession of fastest race laps, finally leaving the record at 1 min 8.149 sec and removing Alain Prost's long-standing Renault ground effect best from the history books, this time dating back to 1982.

Behind Prost it was really a case of walking wounded with Johansson nursing his Ferrari home a lapped fourth, one eye on the fuel consumption read-out, the other on his mirrors to make sure the fifth placed Gerhard Berger didn't get too close with his Arrows. Sixth was Thierry Boutsen in the other Arrows, the BMW-engined cars running reliably, but slowly, thanks to relatively low turbo boost pressure settings for the race.

Where, you might well ask, were the remainder of the potential front runners? Ayrton Senna and Elio de Angelis were hanging on as best they could just behind the leading bunch when their Renault V6s expired in a major way, both BMW engines in the Brabham BT54s suffered valve breakages early on and Niki Lauda relinquished second place with another turbo failure.

Brundle's Tyrrell was the seventh and final competitor running at the finish, temporary team-mate Streiff having blotted his copybook with a trip into the catch-fencing at Clubhouse corner. What's more, thanks to the demise of both Tolemans and Martini's Minardi with engine failure, the result represented a Goodyear grand slam with not a single Pirelli runner still circulating at the end of the afternoon. Bearing in mind the fact that Piquet spent most of last winter pounding round Kyalami testing the Italian firm's products, this must have been a bitter pill for Pirelli to have swallowed. — A.H.



RESULTS

SOUTH AFRICAN GRAND PRIX — Formula One — 75 laps — Kyalami — 4.104 km per laps — 307.800 km — Very Hot

1st	Nigel Mansell	(Williams FW10B-6)	1 hr 28 min 22.866 sec — 208.959 kph
2nd	Keijo Rosberg	(Williams FW10B-7)	1 hr 28 min 30.438 sec
3rd	Alain Prost	(McLaren MP4/2B-6)	1 lap behind
4th	Stefan Johansson	(Ferrari 156/85-086)	1 lap behind
5th	Gerhard Berger	(Arrows A8/2)	1 lap behind
6th	Thierry Boutsen	(Arrows A8/4)	1 lap behind
7th	Martin Brundle	(Tyrrell 014/3)	2 laps behind
8th	Elio de Angelis	(Lotus 97T/3)	retired on lap 53 — engine failure
9th	Pierluigi Martini	(Minardi M185/004)	retired on lap 46 — engine failure
10th	Niki Lauda	(McLaren MP4/2B-4)	retired on lap 38 — turbo failure
11th	Philippe Streiff	(Tyrrell 014/2)	retired on lap 17 — off the track accident
12th	Ayrton Senna	(Lotus 97T/4)	retired on lap 9 — engine failure
13th	Michele Alboreto	(Ferrari 156/85-087)	retired on lap 9 — turbo failure
14th	Nelson Piquet	(Brabham BT54/3)	retired on lap 7 — engine failure
15th	Piercarlo Ghinzani	(Toleman TG185/4)	retired on lap 5 — engine failure
16th	Teo Fabi	(Toleman TG185/3)	retired on lap 4 — engine failure
17th	Marc Surer	(Brabham BT54/6)	retired on lap 4 — engine failure
18th	Huub Rothengatter	(Osella FA1G/2)	retired on lap 2 — electrical trouble
19th	Eddie Cheever	(Alfa Romeo 184TB/3)	retired on lap 1 — collision
20th	Ricardo Patrese	(Alfa Romeo 184TB/2)	retired on lap 1 — collision
21st	Alan Jones	(Lola THL-1/002)	non starter — driver unwell

Fastest lap: Keijo Rosberg (Williams FW10B-7) on lap 74 in 1 min 08.149 sec — 216.796 kph

20 starters — 7 finishers



ALAN JONES had his first World Championship outing on home soil. His Lola-Hart THL 1 ran as high as sixth, due to tyre stops by the leaders. When next he races at Adelaide he should have the new Ford-Cosworth V6 engine which might allow him to emulate his father, Stan, who won the 1956 Australian GP.

Australian Grand Prix

Adelaide, November 3rd

PERHAPS wondering inwardly whether he was doing the right thing moving to the McLaren International line-up, Keke Rosberg underlined that he is possibly the best driver in the business when it comes to "improvising" on a new track, or handling a new street circuit, by taking his Williams-Honda FW10B to a superb victory in the inaugural Australian Grand Prix at Adelaide. Held over the 2.347-mile circuit laid out in the eastern suburbs of this "City of the Churches", the race was both supported and vigorously promoted by South Australia's energetic Premier John Bannon and it says a lot for his influence in high places that the country's Prime Minister Bob Hawke took time off to attend this major sporting event on the day.

Within the Formula One fraternity there was a fair deal of muttering and groaning about the prospect of a race so far away from Europe rounding off the international calendar, but most people's preconceptions about Australia were blown away on a pleasant breeze of enthusiasm when they arrived in this attractive city and came face to face with the enormous enthusiasm and willingness to get things done right which was radiated by everybody involved in the race organisation. The circuit used both city streets and a section of purpose-built circuit which wended a path through the centre of Adelaide's Victoria Park horse racing track, but the blend was just right, not too tight nor too fast, and the only aspect the drivers found themselves complaining about was the surface itself which proved remarkably smooth and slippery throughout official qualifying.

The battle for pole position was waged with tremendous ferocity between the two Williams-Honda FW10Bs and Ayrton Senna's Lotus 97T, the Brazilian finally settling the issue with a stunning 1 min 19.843 sec on his second run during Saturday qualifying. Senna was the only competitor to break the 1 min 20 sec barrier and he lined up immediately in front of Nigel Mansell and Keke Rosberg, the English Williams driver in confident mood following his recent successes at Brands Hatch and Kyalami and anxious to sustain that successful trend.

Mansell managed to out-accelerate Senna away from the line and scrambled through the first chicane ahead to lead away up the next hill into a sequence of 90-degree right- and left-hand corners which bring the cars out onto the long back straight. However, Senna was not hanging around waiting for his rivals to make a mistake and forced his way down the inside of the leading Williams going into the second tight left-hander, forcing Mansell out over the kerb and losing so much of his own momentum that Rosberg slipped past the Lotus into the lead. Predictably, neither Senna nor Mansell could agree who was at fault and the latter's indignation was further fuelled when he stopped for good after two laps with a damaged crownwheel and pinion.

Senna took a bit of a risk diving inside Mansell on such a tight line so early in the race, but he dismissed the incident as "Mansell trying to stay with me round the outside of the corner when there wasn't enough room". Either way, this little first lap drama allowed Rosberg into the lead, the Finn lapping confidently and well within his limits, confident that the cast iron brake discs fitted to his FW10B would stand up to the rigours of the 82 lap race in these sweltering conditions far better than the carbon fibre discs used on the pursuing Lotus 97T.

Although Senna got quite close to Rosberg in the opening stages of the race, the Williams-Honda's straight line speed ensured that it stayed ahead without too much drama. The pedal pressure required to use the cast iron brake discs effectively on this tight circuit was giving a troublesome nerve on the ball of Keke's right foot a good deal of gyp throughout the race, but by lap 26 the Finn had opened out almost half a minute's advantage over the Brazilian. He then slowed slightly to conserve his graining tyres, allowing Senna to close up onto his tail by lap 42 and it was clear that the Brazilian would soon be looking for a way through.

Not that Senna's race had been a model of circumspect consistency — for much of the time it certainly did not look like the man we have come to accept as the most impressive driver in the Formula 1 business. As he grappled to keep on terms with Rosberg in the opening stages of the race Senna was banging his Lotus-Renault up, over, and

ENTRY AND PRACTICE

No.	Driver	Nat.	Car-Engine	Friday Qualifying	Saturday Qualifying	Remarks
1	Niki Lauda	AUT	McLaren MP4/2B-Porsche V6 t/c	1.24.691	1.23.941	Last race for McLaren
2	Alain Prost	FR	McLaren MP4/2B-Porsche V6 t/c	1.23.943	1.21.889	
3	Martin Brundle	GB	Tyrrell 014-Renault V6 t/c	1.25.646	1.24.241	
4	Ivan Capelli	ITAL	Tyrrell 014-Renault V6 t/c	1.27.120	DNP	One-off drive
5	Nigel Mansell	GB	Williams FW10B-Honda V6 t/c	1.22.564	1.20.537	Winner S. Africa '85
6	Keijo Rosberg	FIN	Williams FW10B-Honda V6 t/c	**1.22.402**	1.21.887	Last race for Williams
7	Nelson Piquet	BRA	Brabham BT54-BMW 4 t/c	1.23.018	1.22.718	Last race for Brabham
8	Marc Surer	CH	Brabham BT54-BMW 4 t/c	1.24.404	1.22.561	
9	Philippe Alliot	FR	RAM 03-Hart 4 t/c	Entry Withdrawn		
10			RAM 03-Hart 4 t/c	Entry Withdrawn		
11	Elio de Angelis	ITAL	Lotus 97T-Renault V6 t/c	1.24.543	1.23.077	Last race for Lotus
12	Ayrton Senna	BRA	Lotus 97T-Renault V6 t/c	1.22.403	**1.19.843**	Pole position
15	Patrick Tambay	FR	Renault RE60B-Renault V6 t/c	1.25.173	1.22.683	Last race for Renault
16	Derek Warwick	GB	Renault RE60B-Renault V6 t/c	1.24.372	1.23.426	Last race for Renault
17	Gerhard Berger	AUT	Arrows A8-BMW 4 t/c	1.25.362	1.22.592	
18	Thierry Boutsen	B	Arrows A8-BMW 4 t/c	1.23.960	1.23.196	
19	Teo Fabi	ITAL	Toleman TG185-Hart 4 t/c	1.28.261	1.28.110	
20	Piercarlo Ghinzani	ITAL	Toleman TG185-Hart 4 t/c	1.25.021	1.26.630	
22	Riccardo Patrese	ITAL	Alfa Romeo 184TB-Alfa Romeo V8 t/c	1.23.758	1.24.128	
23	Eddie Cheever	USA	Alfa Romeo 184TB-Alfa Romeo V8 t/c	1.23.597	1.24.295	
24	Huub Rothengatter	NL	Osella FA1G-Alfa Romeo V8 t/c	1.30.319	DNP	
25	Philippe Streiff	FR	Ligier JS25-Renault V6 t/c	1.26.618	1.24.286	
26	Jacques Laffite	FR	Ligier JS25-Renault V6 t/c	1.26.972	1.24.830	
27	Michele Alboreto	ITAL	Ferrari 156/85-Ferrari V6 t/c	1.24.666	1.22.337	
28	Stefan Johansson	SWE	Ferrari 156/85-Ferrari V6 t/c	1.24.732	1.23.902	
29	Pierluigi Martini	ITAL	Minardi M185-Moderni V6 t/c	1.27.196	1.27.402	
30	Jonathan Palmer	GB	Zakspeed ZAK841-Zakspeed 4 t/c	Not Entered		
33	Alan Jones	AUS	Lola THL-1-Hart 4 t/c	1.25.780	1.24.369	

STARTING GRID

↑

12
A. Senna
(Lotus-Renault V6 t/c)
1 min 19.843 sec
37 (1 min 24.140 sec)

6
K. Rosberg
(Williams-Honda V6 t/c)
1 min 21.887 sec
57 (1 min 23.758 sec)

27
M. Alboreto
(Ferrari V6 t/c)
1 min 22.337 sec
57 (1 min 24.642 sec)

17
G. Berger
(Arrows-BMW 4 t/c)
1 min 22.592 sec
74 (1 min 26.216 sec)

7
N. Piquet
(Brabham-BMW 4 t/c)
1 min 22.718 sec
8 (1 min 27.155 sec)

18
T. Boutsen
(Arrows-BMW 4 t/c)
1 min 23.196 sec
14 (1 min 26.668 sec)

23
E. Cheever
(Alfa Romeo V8 t/c)
1 min 23.597 sec
5 (1 min 27.744 sec)

28
S. Johansson
(Ferrari V6 t/c)
1 min 23.902 sec
74 (1 min 24.337 sec)

3
M. Brundle
(Tyrrell-Renault V6 t/c)
1 min 24.241 sec
25 (1 min 27.223 sec)

33
A. Jones
(Lola-Hart 4 t/c)
1 min 24.369 sec
6 (1 min 27.504 sec)

20
P. Ghinzani
(Toleman-Hart 4 t/c)
1 min 25.021 sec
6 (1 min 28.809 sec)

29
P. Martini
(Minardi-Moderni V6 t/c)
1 min 27.196 sec
52 (1 min 28.366 sec)

24
H. Rothengatter
(Osella-Alfa Romeo V8 t/c)
1 min 30.319 sec
52 (1 min 28.942 sec)

5
N. Mansell
(Williams-Honda V6 t/c)
1 min 20.537 sec
1 (2 min 23.614 sec)

2
A. Prost
(McLaren-Porsche V6 t/c)
1 min 21.889 sec
26 (1 min 25.388 sec)

8
M. Surer
(Brabham-BMW 4 t/c)
1 min 22.561 sec
24 (1 min 25.751 sec)

15
P. Tambay
(Renault V6 t/c)
1 min 22.683 sec
20 (1 min 26.819 sec)

11
E. de Angelis
(Lotus-Renault V6 t/c)
1 min 23.077 sec
8 (1 min 26.913 sec)

16
D. Warwick
(Renault V6 t/c)
1 min 23.426 sec
56 (1 min 26.313 sec)

22
R. Patrese
(Alfa Romeo V8 t/c)
1 min 23.758 sec
8 (1 min 28.675 sec)

1
N. Lauda
(McLaren-Porsche V6 t/c)
1 min 23.941 sec
54 (1 min 24.498 sec)

25
P. Streiff
(Ligier-Renault V6 t/c)
1 min 24.286 sec
62 (1 min 25.032 sec)

26
J. Laffite
(Ligier-Renault V6 t/c)
1 min 24.830 sec
41 (1 min 25.469 sec)

4
I. Capelli
(Tyrrell-Renault V6 t/c)
1 min 27.120 sec
47 (1 min 26.497 sec)

19
T. Fabi
(Toleman-Hart 4 t/c)
1 min 28.110 sec
30 (1 min 28.535 sec)

N.B. Times in brackets are best lap in race.
Number in bold is lap on which recorded.



JACQUES LAFFITE'S Ligier JS25, which was to finish second, stands quietly in the pit lane before practice begins. The impressive pit garages, incidentally, are temporary affairs which will be stored until the 1986 race.

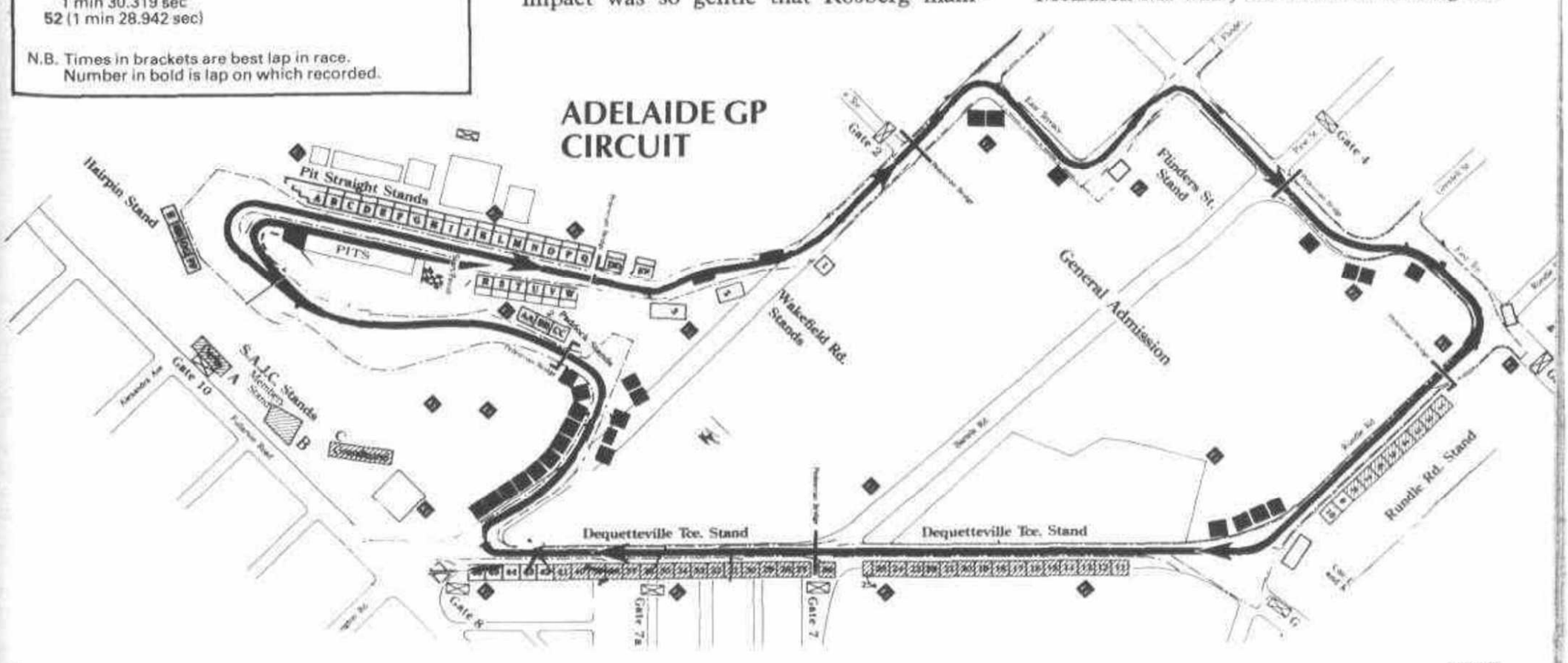
across the kerbing on the exits of the corners. On one occasion he shot so far off the circuit that it did not look as though he would retrieve the situation, but he gathered everything up again in a masterly fashion and went storming off after the Williams.

The pit lane entrance road at Adelaide begins just beyond the apex of a right-hand kink which leads into the braking area for the tight hairpin prior to the pit straight. Any car wishing to enter the pits must begin braking as it goes through that right-hand kink, so any pursuing driver must alter his line through that kink to avoid the slowing car. That is precisely what Senna found himself unable to do at the end of lap 42 when Rosberg chose to back off suddenly and head for the pit lane. The right front nose aerofoil on the Lotus was whipped off as it made contact with the lower edge of the Williams' left rear aerofoil side plate, but the impact was so gentle that Rosberg maintained he just had not felt it and didn't realise there had been any sort of incident until he examined his car in the scrutineering area once the race was over.

Obviously unable to enter the pits on this occasion, Senna pressed gamely on round another lap with the Lotus pit crew now all prepared to receive their leading runner, waiting with fresh tyres and a replacement nose cone. But, at precisely the same point as he hit Rosberg, Senna understeered onto the grass on the opposite side of the track, the impact ripping off the left front aerofoil as the Lotus careered along the grass in a cloud of dust before regaining the circuit just beyond the apex of the hairpin. Next time round Senna finally came into the pits, by which time Rosberg was able to storm back into the lead having made up time lost in his first pit stop.

Senna resumed behind Niki Lauda's McLaren MP4/2B, the Austrian driving his

ADELAIDE GP CIRCUIT





RICCARDO PATRESE'S Alfa Romeo and Marc Surer's Brabham both retired on lap 43. Shortly after the race, Alfa Romeo announced that it was to withdraw from F1 for a year to re-group. At the time of going to press, Surer's future at Brabham was uncertain and Patrese was among those tipped to replace him.

last race for the team in typically meticulous style. But on lap 53 Rosberg came in for a third set of Goodyears and a disappointingly long stop — caused by a sticking front wheel retaining nut — dropped him back to third place. Senna was now ahead, but Lauda neatly outbraked him to take over the lead at the end of the back straight on lap 56. For a few fleeting moments it seemed as though the Austrian was about to finish his career on the most impressive note possible, but, unbeknown to the crowd, he had been grappling with fading brakes for several laps and had his hands more than full keeping the McLaren in a straight line under hard braking. Two laps later the car got away from him, locked a rear wheel and sent him gently into the concrete retaining wall, damaging the car's left front suspension badly enough to put him out of the race.

This left Senna ahead of Rosberg, but Keke caught him easily and was just about to pounce when the Brazilian slowed, waved him through and pulled into the pits enveloped in a thin haze of oil smoke. The Renault engine had broken in a big way, so Senna was out, leaving Rosberg with such a huge margin over his pursuers that he could afford the luxury of a third tyre stop in the closing stages without unreasonably jeopardising his advantage.



KEKE ROSBERG'S last race for Williams resulted in a storming drive and a fine win. Next year the Finn will be at the wheel of a McLaren.

After Alain Prost's early challenge for third place had evaporated with a broken engine (the Frenchman started from fourth place on the grid), Michele Alboreto looked as though he might be in a position to score a decent result for Ferrari. Although the 156/85s had not handled particularly well round this street circuit during qualifying, Michele found that the new revised turbo-chargers improved the V6 engine's top end response quite appreciably and was happy to qualify fifth ahead of Marc Surer's Brabham. Just when the Italian seemed set for a possible third place, a bolt fell out of the Ferrari's gearchange linkage in the cockpit and he was obliged to retire.

All this drama allowed Jacques Laffite and Philippe Streiff to bring their Ligier-Renault JS25s through to second and third places at the finish, although there were some tense moments in the dying laps of the race as the new boy caught the old hand, culminating in Streiff breaking his left front suspension against Laffite's right rear wheel as they jostled for position at the end of the back straight. Streiff later claimed that he had misunderstood his team-mate's signals and was worried about another car catching him up, but Laffite made it pretty clear that he was not impressed about this excuse. Streiff hobbled round the last lap, lucky that his car held together in its crippled state, before joining Rosberg and Laffite on the podium.

The remaining classified finishers comprised a mixed bag who had managed to keep out of trouble on a circuit which seemed quite hard on machinery. Novice Ivan Capelli kept his Tyrrell 014 away from the unyielding walls, making up for a practice shunt to finish fourth, while Stefan Johansson just outfumbled Gerhard Berger to ensure Ferrari beat Arrows for fifth place. Huub Rothengatter's Osella and Pier-Luigi Martini's Minardi were the only other cars still circulating at the end, although the small number of finishers in no way detracted from the intensity and enjoyment of the day's proceedings as a whole.

Neither Brabham finished: Nelson Piquet rounded off his association with the marque by hopping out of the cockpit quite smartly when the battery began to smoke, the result of an electrical short-circuit, while Surer's engine cut out and he was unable to restart while limping back to the pits with a deflated front tyre. Thierry Boutsen's Arrows spun off on its own lubricant when an oil pipe fractured, both Renault RE60Bs finished the Regie's involvement as a works team by breaking their transmissions and the Alfa Romeo 184TBs suffered engine failure. Elio de Angelis found his Lotus career ending on a low mark when he was blackflagged and excluded for making up places on the parade lap and Alan Jones's Lola-Hart, after being left on the grid, stormed through to a fleeting sixth place before being sidelined with electrical trouble.

If the Australian Grand Prix should get *better* as its organisation gains more experience, Formula One should be in for a *real* treat in the years to come. It would have been difficult to imagine a more invigorating manner in which to round off the '85 season than the race we were lucky enough to witness in Adelaide. Anybody who passed up a chance of going must now be green with envy. . . . — A.H.

RESULTS

AUSTRALIAN GRAND PRIX — Formula One — 82 laps — Adelaide — 3.778 kms per lap — 309.796 kms — Sunny and Hot

1st	Keijo Rosberg	(Williams FW10B/7)	2 hr 00 min 40.473 sec — 154.032 kph
2nd	Jacques Laffite	(Ligier JS25/5)	2 hr 01 min 26.603 sec
3rd	Philippe Streiff	(Ligier JS25/4)	2 hr 02 min 09.009 sec
4th	Ivan Capelli	(Tyrrell 014/2)	1 lap behind
5th	Stefan Johansson	(Ferrari 156/85-086)	1 lap behind
6th	Gerhard Berger	(Arrows A8/2)	1 lap behind
7th	Huub Rothengatter	(Osella FA1G/02)	4 laps behind
8th	Pierluigi Martini	(Minardi M185/004)	4 laps behind
9th	Ayrton Senna	(Lotus 97T/4)	retired lap 63 — engine failure
10th	Michele Alboreto	(Ferrari 156/85-084)	retired on lap 62 — gearbox linkage
11th	Niki Lauda	(McLaren MP4/2B-4)	retired on lap 58 — crashed
12th	Derek Warwick	(Renault RE60B/03)	retired on lap 58 — transmission failure
13th	Martin Brundle	(Tyrrell 014/3)	33 laps behind — not classified
14th	Marc Surer	(Brabham BT54/6)	retired on lap 43 — engine failure
15th	Riccardo Patrese	(Alfa Romeo 184TB/03)	retired on lap 43 — broken exhaust
16th	Teo Fabi	(Toleman TG185/03)	retired on lap 41 — engine failure
17th	Thierry Boutsen	(Arrows A8/4)	retired on lap 38 — oil leak, spun
18th	Piercarlo Ghinzani	(Toleman TG185/04)	retired on lap 29 — clutch failure
19th	Alain Prost	(McLaren MP4/2B-6)	retired on lap 27 — engine failure
20th	Patrick Tambay	(Renault RE60B/08)	retired on lap 21 — transmission failure
21st	Alan Jones	(Lola THL 185/01)	retired on lap 21 — electrical failure
22nd	Nelson Piquet	(Brabham BT54/9)	retired on lap 15 — electrical fire
23rd	Eddie Cheever	(Alfa Romeo 184/TB/01)	retired on lap 6 — engine failure
24th	Nigel Mansell	(Williams FW10B/6)	retired on lap 3 — transmission failure
25th	Elio de Angelis	(Lotus 97T/3)	withdrawn lap 20 — disqualified

Fastest lap: Keijo Rosberg (Williams FW10B/7) on lap 57 in 1 min 23.758 sec — 162.382 kph

25 starters — 8 finishers

Reflections in the Southern Hemisphere

FOR the first time since the Brazilian Grand Prix at Rio de Janeiro started the 1985 World Championship season back in March, the Formula One fraternity ventured into the Southern Hemisphere for the last two rounds of the series. As I write these words the British motorsporting world is girding up its loins for the Lombard RAC Rally of Great Britain which is scheduled to start in Nottingham on November 24. Its route takes it through Wales, Yorkshire, Scotland and the Lake District: all of which brings me, by an admittedly circuitous route, to reach the point of this aside. The RAC Rally covers a relatively small part of our Island during its route — just as the FIA Formula I World Championship covers a very small proportion of the World, taken as a whole. Still, this year we welcomed a new country on the calendar for the first time since Brazil entered the Championship area way back in 1973. That country was Australia and the manner in which it organised its inaugural Grand Prix should send a very large proportion of rival promoters, many of whom have been running "established" races for years, cringing with embarrassment.

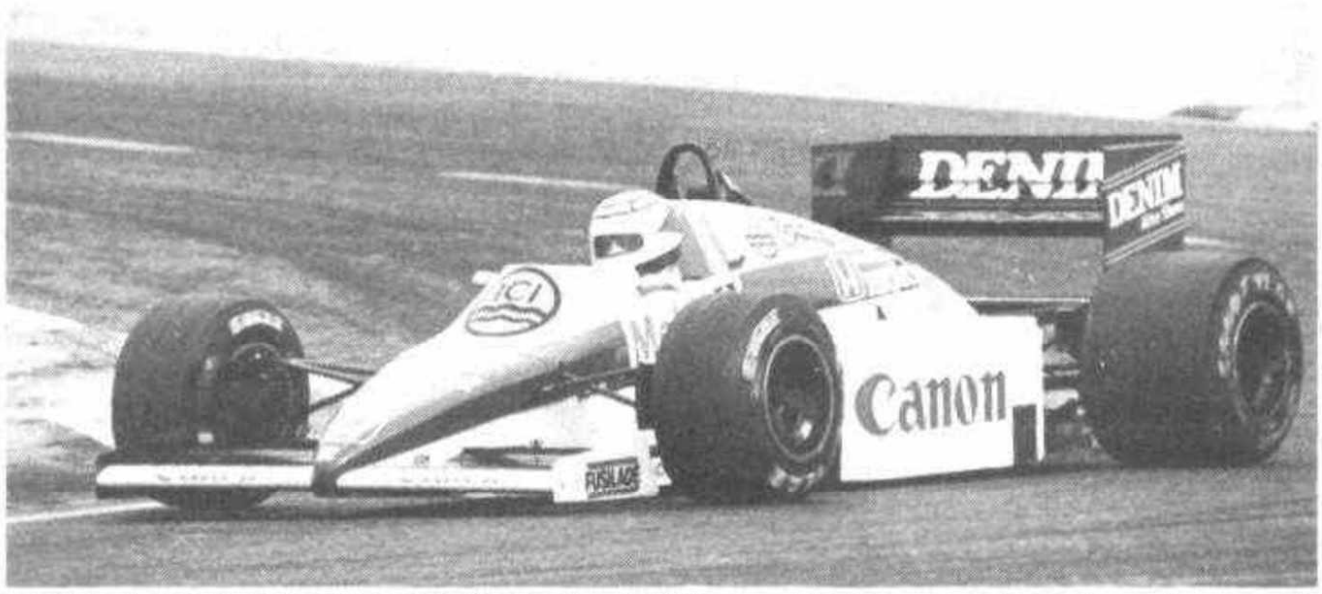
It was interesting to contrast the underlying atmosphere at these two last races of the season. The Australian race in Adelaide was conducted amidst a mood of overwhelming enthusiasm and long-term optimism: "looking forward to seeing you all again next year" was the feeling once the race had finished and the crowd began filing out of the circuit. Two weeks earlier at Kyalami, the South African Grand Prix had taken place under identically sunny conditions, but a tone of sadness and reserve underscored the bubbling enthusiasm of the moment. On the face of it, with a bumper crowd and some splendid racing, this was the good old Kyalami which Grand Prix enthusiasts have come to love and enjoy over the past two-and-a-half decades. But, notwithstanding FISA's somewhat naive publicly pronounced precepts, it is increasingly difficult to prevent pure sporting interests from being obscured by the storm clouds of controversy which are gathering over South Africa with every day that goes by. Without wishing to comment on the rights or wrongs of any political system, it is, perhaps, merely an example of taken-for-granted human hypocrisy that people tend to condemn what they consider unacceptable regimes beyond the horizon while, at the same time, displaying selective blindness to what is going on much closer to home.

We got through the Kyalami weekend without the presence of Renault and Ligier, both teams having been told to miss the South African race by a Government busy washing its hands after the "Rainbow Warrier" sinking in Auckland harbour. Renault then went to some efforts to take its RE60Bs out to Australia for the final race of the season as if somehow symbolically making the point that they chose to miss the South African race. Truth be told, I think that Patrick Tambay and Derek Warwick would have been very happy to miss the final race of the season, although they were happy that the mechanics at least got the trip to some new surroundings and the opportunity to take a holiday in Australia once the Grand Prix had finished. True to 1985 form, both RE60Bs retired from the race with transmission-related problems and on that rather flat note, Renault's eight and a half year turbocharged Formula One career came to an end as far as the works team was concerned. Not on hand in Australia to witness the team's demise was Gerard Toth, the man appointed to run Renault Sport's F1 programme after the defection to Ligier of Gerard Larrousse and Michel Tetu. It was probably just as well.



AUSTRALIAN FANS prove their sentimentality, if not their spelling ability, with a tribute to Niki Lauda. Lauda's long and distinguished career ended in Adelaide (or so he says) and very nearly ended with a win.

Renault's decision to quit Formula 1 is a very worrying straw in the wind as far as the future of several drivers is concerned, because if Alfa Romeo follows suit and withdraws from the scene, the number of potential Formula One opportunities remaining for 1986 will shrink dramatically. Niki Lauda has, for the moment at least, decided that he has had enough of driving racing cars, athough I'm reliably informed that he might not have been so hasty to publicly confirm his retirement if he had been allowed to see preliminary drawings of Gordon Murray's stunning new Brabham BT55 a little earlier! Interestingly, Lauda catapulted out of Adelaide in company with Bernie Ecclestone, BMW Competitions boss Wolfgang-Peter Flohr and chief engineer Paul Rosche in time to board a trans-Pacific flight on the Sunday of the race, giving rise to plenty of speculation that Lauda was on the verge of changing his mind yet again and deciding that he will, in fact, go racing for Bernie in 1986. Even as these words are



OFF-SEASON MUSICAL CHAIRS. Rosberg to McLaren, Alfa Romeo into the wilderness for a year, de Angelis (possibly) to Brabham, Tambay to Beatrice, Renault into the history books and Piquet to Williams. (Above) Not long after the Australian GP, Nelson Piquet was testing with his new team at Paul Ricard.

written there is a nagging suspicion in many people's minds that the three-times World Champion might be seen in the cockpit again next season and one can well understand his wife's opinion that she will only believe he has stopped racing when he is at home watching the first race of the new season on television! In reality, of course, Lauda does not plan to shut himself away from Grand Prix racing as he did between 1979 and 82. He fully recognises the continuing attraction the business has for him and he has said that he will be present at a good number of Grands Prix next year — either way!

Elsewhere on the driver change market a little bit of history was made when Nelson Piquet, loyal to Bernie Ecclestone and Brabham for seven years, decided he would "cut the umbilical cord" and move on to pastures new, the Brazilian having his last race for the team at Adelaide. The partnership between Piquet and Brabham designer Gordon Murray has been extremely impressive over the past few years, the two men obviously getting on extremely well on a technical as well as a personal level. There seemed no good reason to break up this arrangement, but Piquet could not come to a financial agreement with Bernie Ecclestone about his 1986 contract fee and the two men parted company. Most pit lane observers agree that letting Piquet slip through his fingers has been one of the very rare tactical errors made by the Brabham boss over the last decade, but the Brazilian felt that he could do a better deal elsewhere and didn't wish to get involved in a "Dutch auction" over his fee with Bernie. By the time Bernie recognised that Piquet was serious, and that there would be no compromise, Piquet had put his signature to a Williams-Honda contract!

The well-oiled way in which the Formula One circus is propelled round the World, to set up its "big top" everywhere from Brazil to Belgium, is one of those things that we tend to take for granted and the familiar sight of the regular machanics working on Williams, Lotus, Brabham and Ferrari in the garages at Adelaide seemed as comfortably familiar as at Brands Hatch, Silverstone or Paul Ricard. But it is perhaps worthwhile pondering just what an enormous amount of planning and organisation lies behind getting people and personnel to all these diverse corners of the Globe.

It is a fairly open secret that the major airline routes to Australia are hardly bulging with surplus capacity at the best of times, and with both the Melbourne Cup and the Australian Grand Prix taking place within 48 hours of each other, enthusiasts of turf and track were hurrying to this island sub-continent in their droves. Not only was every hotel room within 50 miles of Adelaide booked up for months in advance, but the domestic airlines, TAA and Ansett, were finding that national routes into Adelaide



McLAREN OLD BOYS, Teddy Mayer (left) and Denny Hulme ponder the progress of the Hart-engin Beatrice Lola.

suddenly requiring the use of wide-bodied aircraft rather than the usual smaller jets. It was not just a question of channelling the enormous number of race personnel through to Adelaide, but also catering for the race fans who flocked in just for the weekend.

Of course, all this international airline ticketing is a matter of course to the Grand Prix teams, but the business of transporting the cars round the World is far more complex and time-consuming. Down at Bernie Ecclestone's headquarters in Chessington, Surrey, Alan Woollard spends the vast majority of his time organising and arranging future air cargo packages to encompass races which may not be scheduled to take place for another six to nine months.

This particular case, the South African and Australian races were serviced by two aircraft chartered from the French airline UTA, although more frequently FOCA hires from the Flying Tigers freight specialist carrier. The cars are stacked on wooden pallets, minus their nose sections and rear wings, before being fork-lifted into the Boeing 747 freighter, while all the paraphernalia of spare engines, gearboxes, wheels and the hundred-and-one other items and accessories which go towards making up a Grand Prix team's necessary equipment, are packed in sturdy steel Radford containers. Loading a 747 freighter is a well-drilled procedure and certainly needs to be, because every hour spent on the ground for one of these big jets is an hour when they could be earning money in the air. However, unlike the passenger 747s, which can be "turned round" at major international airports in little more than an hour, the freighter takes around 48 hours to load up its precious F1 cargo and another 24 hours to unload!

The UTA Boeing 747 carries up to 32 cars which may seem pretty impressive, but is not always sufficient and an additional Boeing 707 freighter is often chartered as well, this smaller plane capable of flying five cars along with all their necessary spares. From London to Johannesbur then Johannesburg to Adelaide and back London the 747 flew its planned chart flight, but while the cars were occupie racing the plane was away earning mone elsewhere. As Woollard points out, it is n like the days a decade ago when a CL4 piston-engined freighter flew all the cars ou to Buenos Aires for the Argentine Gran Prix and proceeded to sit on the tarmac fo 12 days waiting to take them back t Europe!

Interestingly when the 747 freighte carrying the cars arrived at Adelaide all th equipment was immediately loaded int container vans and driven to the circui where the customs examination was the carried out in the paddock. It should b added that the pit facilities at Adelaid ranked with the very best in the World and it therefore came as something of a majo surprise when we were told that they would be taken down, panel by panel, bolt by bolt, and stored away for use in future years once the 1985 race was over. It was organisation, planning and foresight on a scale which was difficult to grasp for many in the Formula One business and will surely make it very difficult for any future makeshift circuit to claim that it cannot erect proper pit lane garage facilities "just for the weekend".

The necessity for routine maintenance doesn't stop simply because Formula One cars are away from base, so in addition to the need for the long distance cargo freighters, fresh engines and other ancillaries required after Kyalami for the Australian race were shipped out separately as air freight items in the cargo holds of normal commercial flights. When one glances along the average Formula One pit lane and begins to consider not only how expensive are all the individual items of hardware on display, but the sheer cost involved of airfreighting them round the world, you begin to wonder how any organiser ever manages to foot the bill to stage a World Championship Grand Prix — let alone has any realistic opportunity to make a profit. — A. H.



MCLAREN tempted Niki Lauda out of retirement and their four year partnership resulted in eight wins and a World Championship.

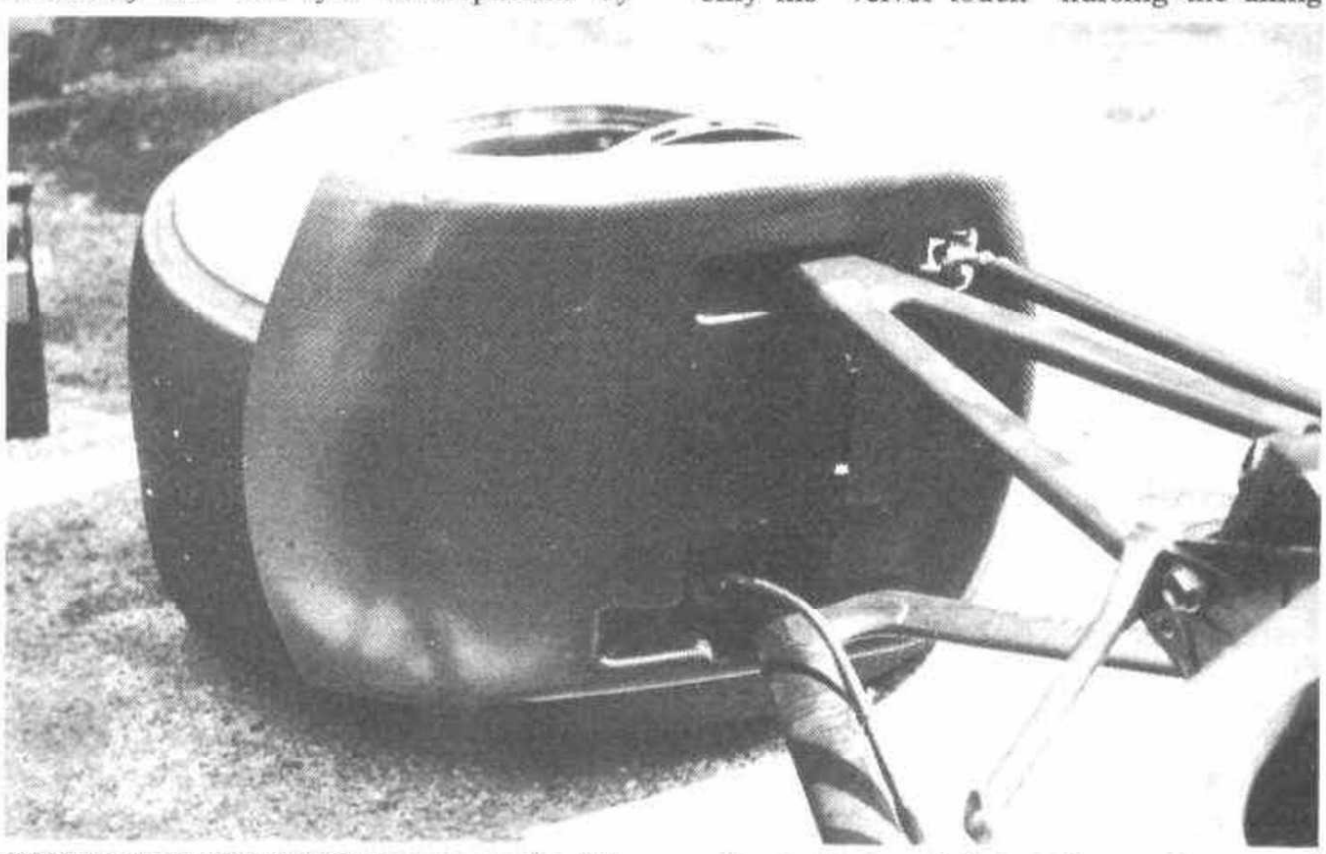
McLaren International — 1985

THE 1984 season saw the Marlboro / TAG sponsored McLaren team win 12 out of the 16 World Championship Grand Prix events, with McLaren International claiming the Manufacturers' Championship and Niki Lauda being acclaimed World Champion driver. The whole season was one of domination by the McLaren chassis and the Porsche engine and the two drivers finished first *and* second on four occasions. Alain Prost won seven races and Lauda won five, only the "points system" deciding that Lauda should be World Champion. The whole season and the McLaren team were written up in great detail in the December MOTOR SPORT of 1984. When it was all over John Barnard, the chief engineer and designer at McLaren International said, with a smile, "What do we do for an encore?". Now, in December 1985, we can explain quite simply what they did for an encore. They won the Manufacturers' Championship again and this time made Alain Prost World Champion driver, so it is with some pleasure that we put on record the 1985 season of McLaren International.

When the 1985 season started the team was fundamentally unchanged, the cars were rational developments of the 1984 cars, the two drivers were the same, the management was the same and the sponsors were the same. There were detail changes, in that Alan Jenkins, who was the race engineer in charge of the car driven by Prost, had left to join another team, his place being taken by Tim Wright, and the Michelin Tyre Company had withdrawn from Formula One and Goodyear had replaced them on the McLaren cars. There had been suggestions that the TAG Turbo Engines firm, who funded the Porsche V6 turbocharged engine, were prepared to let other teams buy the successful V6 engine, but this came to nought, and McLaren continued to hold the monopoly on the German engine. The change from the French Michelin tyres to the American Goodyear tyres posed a few problems but they were soon overcome.

The cars used for the 1985 season were basically those used in 1984 and it would be simple to say they were refined in detail, but when you looked closely at the 1984 McLarens they seemed so refined from the outset that it was difficult to envisage any further refinement. It was much more a case of development of the existing theme, this development programme going hand-in-hand with improvements that Porsche made to the engine in the way of power output and efficiency and the tyre developments by Goodyear. As fast as a designer may arrive at a solution for getting the utmost from a tyre, the tyre development produces an improvement and he has to start again. Similarly the same race is going on between the designer and the engine development team, when the tyres and the chassis can cope with all the power from the engine, the engine people produce more power and better torque characteristics and the competition starts all over again. If you add into the equation brakes, gearbox, clutch, aerodynamics and weight you can see that today Formula One engineers are kept very busy, no matter what aspect of the car they are working on. For the chief engineer in charge of the overall package it could be a nightmare if he wasn't on top of the job, but a look at the McLaren season-long development shows that John Barnard was well in control of the whole scene as applied to the McLaren team. There were no major leaps forward, no indecisive steps sideways and certainly no back-tracking. Some teams during 1985 indulged in all those motions in a state of panic and ended up in a shambles. Such changes as were made to the McLaren cars were progressive and logical, and this was one aspect of the team that impressed Alain Prost by the end of the season, the rational thinking and planning obviously appealing to his rational mind.

There were some parts of the development programme that did not make progress, one of these being the new gearbox that Barnard started work on at the end of 1984, and another was the on-board compressed air engine starter. If there is a weak point in the McLaren it has to be the gearbox. No-one is more gentle on a gearbox than Niki Lauda, as any mechanic who services his gearboxes will tell you, yet he had one retirement through gearbox failure and on another occasion was lucky to finish, only his "velvet touch" nursing the ailing



JOHN BARNARD'S MP4 has now completed five years of racing during which time it has gone from ground effects to flat bottom spec. and from Cosworth to Porsche power. It has been constantly updated and these new air scoops for the front brakes appeared at Monza.

gearbox through to the finish. This year Lauda had a terrible time with mechanical derangement causing retirements, while Prost had only one isolated instance. Lauda suffered from engine failures, electrical problems, brakes problems and gearbox problems, causing him to retire from nine races, while two more retirements were his own fault, one due to spinning and stalling the engine and the other due to getting off-balance and striking a wall. Prost, on the other hand, had only one retirement caused by mechanical fault, in the transmission department, but two due to driver error. One of these was spinning off into the guard rails in the wet in Portugal, the other a mild crash on the Detroit street circuit. His worst moment with the team was after he had won the San Marino GP at Imola and had run out of fuel on his "slowing down" lap. When the weight of the McLaren was checked at post-race scrutineering it was found to be 4 kilogrammes under the minimum weight limit, and Prost was disqualified from his first place. At that same meeting Lauda's car was found to be exactly on the 540 kilogramme limit, which was cutting things a bit too fine. Whichever way you looked at it the McLaren team had made a miscalculation somewhere along the line, and the root cause was a change that had been made from brass radiators to aluminium radiators, all in the cause of continual improvement to the car.

When you look at the "Golden Results Book" for 1985 it would appear that the McLaren results were the equal of 1984, with Championships for one of their drivers and for the team, but in detail it has not been as impressive a year, as the detailed analysis which follows will reveal. Nonetheless, objectives were achieved and in the face of some strong opposition, from the Japanese Honda engine in the Williams in particular. One aspect of the team that has been impressive has been the economy of cars, none of them being destroyed and only one brand new one being built, and that was part of the general development programme rather than of necessity. This speaks highly of the design and construction of the McLaren and of the drivers who both avoided inflicting serious damage to their cars. The main strength of the McLaren lies in its Carbon Fibre Composite (CFC) monocoque tubs which were made for the team by the Hercules corporation in America. Near the end of the season McLaren produced a CFC monocoque from their own oven in their factory in Woking, identical to those produced previously by Hercules and with complete co-operation, but a true "home bake" article. This car was completed in time for Prost to use it in the far-away races in S. Africa and Australia. The 1984 cars were rebuilt for the 1985 season with the only major design change being the replacement of the "rocker-arm" rear suspension layout to that of a lighter and more effective "push-pull rod" system,



SIX TIMES during 1985, Alain Prost stood in the victor's place on the podium. On this occasion, at Imola, th celebrations were short-lived because his car was found to be fractionally underweight and so was disqualified.

the coil spring/damper units shell being mounted "inboard" alongside the gearbox. There were numerous other detail changes in line with engine, brake, tyre, and aerodynamic development so that the 1985 cars were designated MP4/2B. In 1984 four cars had been built, one each for Lauda and Prost, one as the team spare (T-car) and one for test and development work. A fifth monocoque had been delivered from Hercules but it was not needed during that successful season. In the winter months it was built up into the first of the B-series cars, keeping its number which was 5 and Prost started the season with this car, MP4/2B-5. Cars number 2, 3 and 4 from 1984 were transformed into B-series and Lauda had MP4/2B-4, while MP4/2B-3 became the T-car for the races. MP4/2B-2 was the "test" car, later to be swapped with Prost's race-car, and MP4/2-1 was kept as "publicity vehicle". The first of th Woking-made monocoques was MP4/2B-6.

When John Barnard wondered at the en of 1984 what he was going to do for a encore, a repeat-performance seemed prett ambitious. Now I feel sure we can expec him to go for a hat-trick of Manufacturer' Championships and certainly Alain Prost i not going to be content with one Worl Championship. Well before the end of the 1985 season Niki Lauda announced that he would be retiring from Formula One racing, and in no time at all McLaren International signed up Keijo Rosberg for the 1986 season. When the 1986 season begins we can look forward to some exciting happenings from the McLaren International team, for Rosberg's driving force is one to be reckoned with by any standards. D.S.J.

McLaren International 1985 Racing Season

Cars:	MP4/2B-2	MP4/2B-3	MP4/2B-4	MP4/2B-5	MP4/2B-6
Races:					
Brazilian GP	—	T-car	Ret (Lauda)	1st (Prost)	—
Portuguese GP	—	T-car	Ret (Lauda)	Ret (Prost	—
San Marino GP	—	T-car	4th (Lauda)	Disq (Prost)	—
Monaco GP	—	T-car	Ret (Lauda)	1st (Prost)	—
Canadian GP	—	T-car	Ret (Lauda)	3rd (Prost)	—
Detroit GP	—	T-car	Ret (Lauda)	Ret (Prost)	—
French GP	—	T-car	Ret (Lauda)	3rd (Prost)	—
British GP	1st (Prost)	T-car	Ret (Lauda)	—	—
German GP	2nd (Prost)	T-car	5th (Lauda)	—	—
Austrian GP	NR (Prost)	1st (Prost)	Ret (Lauda)	—	—
Dutch GP	NR (Prost)	2nd (Prost)	1st (Lauda)	—	—
Italian GP	—	T-car	Ret (Lauda)	1st (Prost)	—
Belgian GP	—	T-car	DNS (Lauda)	3rd (Prost)	—
European GP	4th (Prost)	T-car	7th (Watson)	—	—
S. African GP	—	T-car	Ret (Lauda)	—	3rd (Prost)
Australian GP	—	T-car	Ret (Lauda)	—	Ret (Prost)

N.B.: NR = not raced; T-car = Spare car for use by either driver; Ret = retired; Disq = Disqualified; DNS = Did not start race.

Races Started:	31 (Prost 16, Lauda 14, Watson 1)
Races Finished:	16 (Prost 12, Lauda 3, Watson 1)
Retirements:	14 (Prost 3, Lauda 11, Watson 0)
Disqualified:	1 (Prost)
Non-starts:	1 (Lauda)
Pole Position:	2 (Prost)
Fastest race laps:	5 (Prost)
First Places:	6 (Prost 5, Lauda 1)
Second Places:	2 (Prost)
Third Places:	4 (Prost)
Fourth Places:	2 (Prost 1, Lauda 1)
Fifth Places:	1 (Lauda)
Sixth Places:	0
Seventh Places:	1 (Watson)
Cars built in 1985:	1
Cars destroyed in 1985:	0
Winner of Manufacturers Championship:	McLaren International
Winner of Drivers Championship:	Alain Prost

ROAD IMPRESSIONS

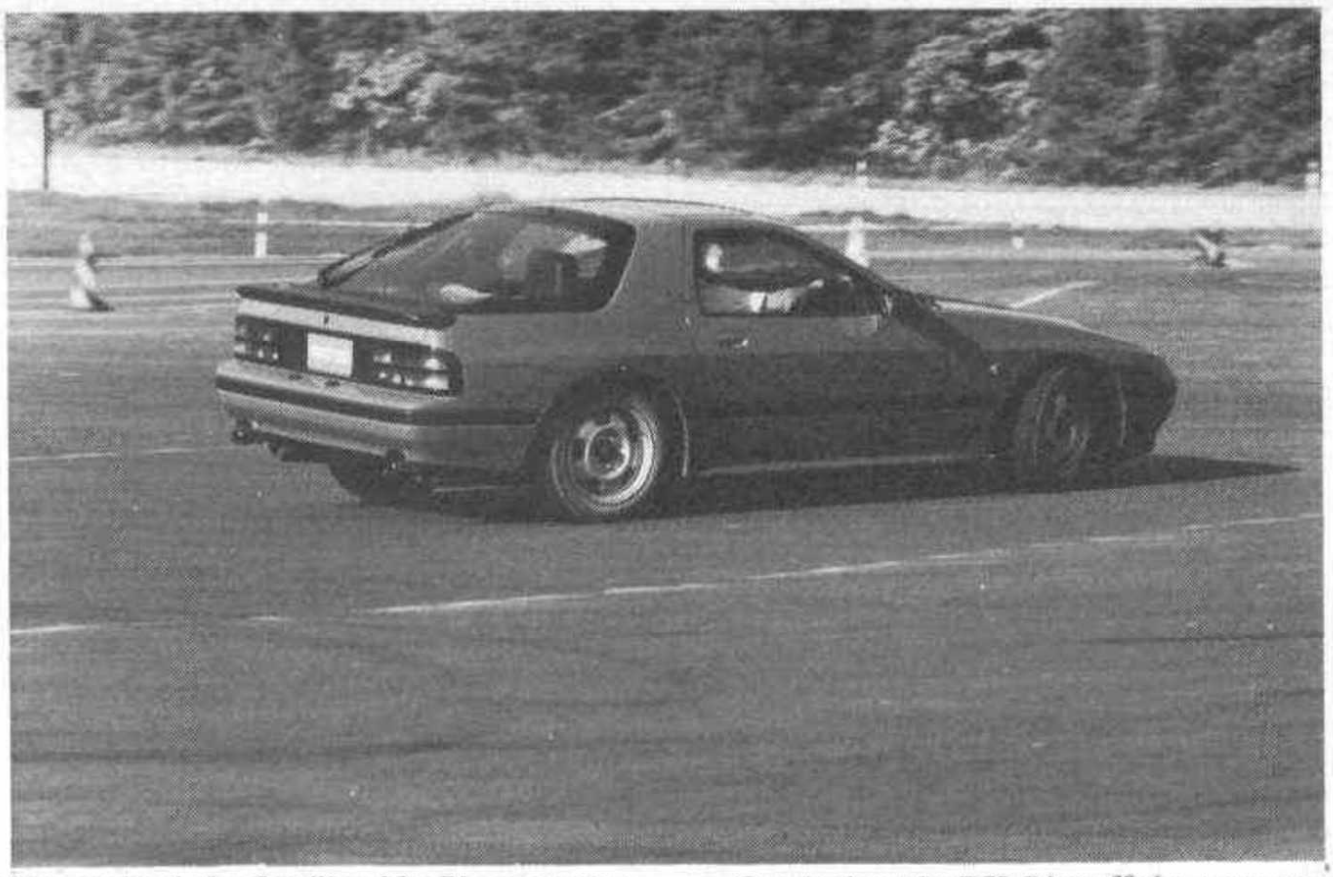
Mazda RX-7

MAZDA makes no bones about it; the brand new version of its successful 2+2 sports coupé RX-7 was designed from the start for the American market. When you consider that of the 470,000 units to have rolled off the production lines in Hiroshima since 1978, 360,000 have been destined for Stateside consumption, Mazda's preoccupation with the tastes of Uncle Sam's children begins to make sound economic sense. The good news for European customers, however, is that a total revision of the car has resulted in some very worthwhile improvements, even if the old £11,499 price is likely to have risen quite considerably by the time the newcomer finds its way onto the UK market after February 1986.

From driving experience in both Japan and America, in a variety of specifications, we can say that the new RX-7 is a whole lot better than its predecessor, whose only real claim to advanced technology was its continued use of the rotary engine. Bar the same company's Luce 929, the RX-7 is still the only car in the world to use this type of powerplant, yet the Japanese are confident it is perfectly capable of matching conventional piston engines in performance, fuel economy and longevity. On the latter point the company claims owner reports in excess of 150,000 miles, while the new RX-7's type 13B unit has a new design of apex seal said to prolong life further while enhancing torque and economy. Compared with the original UK RX-7's 12A engine, the new 2.6-litre equivalent produces 35 bhp more (150 at 6,500 rpm) and is torquier (134 lb ft at 3,000). Other improvements include a 14% lighter rotor, a reduction in water jacket capacity to provide 20% faster warm-up and a new variable-intake porting system in which a smoother spread of power is achieved by staggering input timing. Where the 12A relied on two twin-stage Nippon four-barrel carburettors, the 13B uses Nippon Denso fuel injection based on Bosch L-Jetronic patents.

If the engine has been brought up to date, so has the remainder of the RX-7. After years of minor criticism, gone is the vague recirculating ball steering and in its place is a crisp rack and pinion design which has variable assistance controlled by electronics available as an option. Ventilated disc brakes are fitted all round, the fronts working in conjunction with powerful four-piston calipers. Mazda's engineers, led by project head Akio Uchiyama, couldn't quite bring themselves to go the whole hog with ABS and 4WD, but we understand both systems are in the production pipeline and are currently undergoing development testing. The same applies to the triple rotor engine, for which RX-7's engine bay has plenty of room.

It is in the suspension department that the greatest changes are to be found. Uchiyama has retained the familiar MacPherson strut and bottom wishbone system at the front, yet has now used aluminium in places to save weight, while the car's *pièce de resistance* is to be found aft. Out has gone the unsophisticated but well located live rear axle and in its stead is an entirely new independent set-up codenamed DTSS for Dynamic Tracking Suspension System. In Japan the idea of four-wheel steering (4WS) is all the rage and while Mazda hasn't quite gone that far on RX-7 it has come up with something approaching that philosophy. In essence the new system is based around trailing arms and MacPherson struts but each rear hub is mounted on a triaxial floating mounting comprising one ball joint and two rear bushes, one of which is pre-loaded. In response to high lateral-G inputs (over the 0.4 mark) the outer rear wheel ceases to toe out and automatically adopts a small measure of toe-in to increase understeer and enhance stability. The system is designed to operate whenever the car undergoes a destabilising manoeuvre, such as braking, accelerating, hard cornering or sudden lane changing.



A further refinement is a Camber Control Mechanism (CCM) which is designed to give the more compact system the same behavioural characteristics as a pure double wishbone set-up by maintaining desired camber angles. The icing on the cake is Auto Adjusting Suspension (AAS), which is available as an optional extra. It comprises a system of electronic sensors which monitor variables such as braking, acceleration, vehicle speed, steering angle and lateral-G to calculate the degree of damping required. There are three modes: Normal, Firm and Very Firm, with a driver selector giving a choice between Firm or Sport. Above 50 mph the front dampers automatically assume a Firm mode while in Sport all four dampers are Firm. Very Firm is activated by strong destabilising forces and functions automatically, depending on lateral-G.

One look at the RX-7 is sufficient to cause great confusion with products from Porsche. Despite Uchiyama's assertion that aerodynamic and practical considerations, plus a desire to retain the B post treatment from the original car, made the greatest influence on the new model's styling it is quite clear that Mazda evolved the sleek shape to echo known Porsche customer tastes. The result is something we found grew on us, to the point where the hitherto handsome old car suddenly began to look decidedly lacking in harmony.

In test sessions at Mazda's Miyoshi Global Handling Circuit, and California's doomed Riverside International Raceway, plus during a brief spell on roads from Newport Beach to Riverside, the RX-7 displayed remarkably low wind noise characteristics and a superb ride, even on rough and broken surfaces, while as one would suspect the European specification cars handle markedly better thanks to firmer damping which dramatically lessens a tendency to roll oversteer evident on the US specification versions. At Riverside we saw a regular indicated 120 mph before the banked Turn Nine in the Euro cars and as ever the rotary power unit proved more than eager to rev way beyond its 6,700 rpm warning buzzer, although we weren't over-impressed with its torque beneath 4,000 rpm. It weighs in a fair bit heavier than the older car, mainly because of its upmarket upgrading, but possesses a satisfying feeling of solidity and is a much more refined vehilce than its forerunner.

The UK specification has yet to be settled but Mazda is working hard to keep the price below £14,000 to place the car firmly in Porsche 924S/944 territory. UK won't get the 180 bhp Turbo, nor will it get ABS or power steering but from our long lead opportunity we'd definitely advise potential Porsche buyers to wait a few more months and try RX-7 for themselves before making a final decision. — D.J.T.

RALLY REVIEW

Toyota Supreme in Ivory Coast

THERE can be no doubt that the Ivory Coast Rally is not the most favoured event in the World Championship. Although run in Africa on lines which follow those of the Safari, it has never matched the popularity of the Kenyan event, and each year it has quite a struggle not only to attract just a small handful of professionals but even to achieve a start list numbering the required 50.

This year the situation was no different, though not simply because both sections of the championship had already been settled, and any real tussle for the lead could come from no more than two Toyotas, two Nissans and an Audi. Furthermore, there were exactly 50 starters, and he would be blinkered indeed who would not perceive that this figure was realised only after artificial swelling of the ranks by cars which were not really there to compete, or which were no more than fast service cars taking full advantage of a chase car opportunity presented on a plate.

In the Ivory Coast it has never been quite as blatant as the stunt in Spain when Madrid taxis were decked with numbers for a race at Jarama, but it has been obvious nevertheless. However, FISA has always turned a blind eye to such matters, the country being French speaking after all!

This year the rally was somewhat better organised than it has been in the past. Sponsored by Marlboro and various local organisations including the airline Air Afrique, which somehow always manages to be at variance with its timetable, it moved its start / finish location for the first time from Abidjan, the country's commercial centre at the coast, inland to the new capital Yamoussoukro, which is the president's birthplace and which boasts an enormous modern hotel, a presidential palace, a wide, well-lit, tarmac avenue and very little else!

However, the move did have its advantages, for both organisers and competitors were able to base themselves in one place rather than divide their time between two as in past years when the start and finish were at Abidjan, and intermediate stops at Yamoussoukro.

Toyota has an enviable success record in Africa and, when the local importer pledged support, the European team entered two turbocharged Celicas and backed them properly with mud and chase cars, aircraft for radio relay, and a well-planned service schedule.

Their careful preparation and attention to detail paid dividends, for the result was a dead-heat for first place, albeit contrived,



RAFT FERRIES hauled by cable are common in Africa. This one figured in the route and about to disemba are the two Toyotas.

between the Celicas of Juha Kankkunen/Fred Gallagher and Björn Waldegård/Hans Thorszelius, well clear of their nearest rivals. Kankkunen was actually the winner due to his being a minute quicker than his team-mate on a tie-deciding section in the first half of the rally, but that did not detract from the obvious team spirit at the finish, when they even tried to get both cars on the ramp side by side! A Toyota chase car was driven by Lars-Erik Torph and Benny Mellander, though this was not actually entered in the rally.

Nissan went to great pains to emphasise theirs was a private entry, although the car to have been driven by Shekhar Mehta was prepared in Japan. Mehta didn't make it to the start, due to the illness of his father, and his place was taken by fellow-Kenyan Mike Kirkland. Indeed, it was Kirkland's second drive in this event, and his second appearance as a last minute substitute. He had no time to practice, and he and co-driver Rob Combes used some of Mehta's 1984 notes and some copied from those of local team-mates Alain Ambrosino/Daniel Le Saux, "translated" and adapted from the French. This was by no means ideal, for there is no substitute for notes which you have made yourself, and you can never drive at 100% on those borrowed from someone else, however good that someone may be.

The combined Nissan team seemed to include as many Kenyans as local men, and a chase car (entered as No 10 in the rally) was driven by service manager Sorinder Thatthi and team manager Jim Heather-Hayes who in "real life" is a Captain with Kenya's Flying Doctor service.

There didn't seem to be any point in Audi contesting the rally, for there were no longer any championship points to chase, but enter it they did, with just one car for Michèle Mouton and Fabrizia Pons. Among their other drivers, Röhrl, who is favourite with Audi management, has no liking for African events, whilst Blomqvist has even been denied a car for the RAC Rally because he has had the effrontery to sign up with Ford for next year — a silly display of foo stamping self denial on Audi's part, f Blomqvist might easily have won the RA Rally and given Audi at least something crow about at the end of the year.

The Ivory Coast Rally was important f Mouton, for she has been so occupied wi other series that it was her first Wor Championship event of the year, and a pla in the first three would mean that she woul renew her FISA "A" seeding for 198 Backing her as a chase car was a second Aud Sport (her practice car refettled) driven a No. 11 by Audi engineer Franz Braun an service planner Arwed Fischer.

Problems for Michèle Mouton began lon before the rally started, for her co-drive reacted badly to anti-malaria and othe medications and had to return home to Italy As a substitute, along came Arne Hertz, and immediately Mouton had to get used t English pace notes which she has never before used. She speaks excellent English, of course, but responding quickly to unfamiliar notes is another matter altogether.

Heavy rain produced the usual crop of practice incidents: crews getting stuck in mud, having to seek help to remove fallen trees, having to repair a broken ferry before crossing a river, and many more. But there was none as frightening as that which caused Mouton and Hertz to lose their practice car and make it necessary for Audi to fly another from Germany — it was going to be needed as a chase car.

As in Kenya, competitors tend to practise in groups, and the Audi was leading a trio completed by the two Toyotas. The track was narrow, bordered by tall elephant grass, and led to a level crossing over the main railway line from Abidjan to Bouake. Trains are by no means frequent and, after slight braking and listening, Mouton continued to cross the line.

That slight braking may well have saved their lives, for suddenly their complete way was barred by an enormous locomotive hauling a passenger train. Had they been a

second or two sooner they would have been hit broadside by the loco and no doubt pushed along the line, but this was a case of the car hitting the train and not vice versa.

Even so, the impact was tremendous. The car was flung violently sideways, its whole front almost ripped out and its engine turned almost through 90 degrees. Stunned by their narrow escape, and with a car which had just about been destroyed, Mouton and Hertz made no more notes that day! It turned out that as a result of this incident, in which they collected no more than bruising and stiffness, they had no time to recce the fourth and final leg of the route. But by then Fabrizia Pons was feeling much better and she returned from Italy to complete the fourth leg notes for her regular partner.

The car which was airfreighted as a replacement had not been built to African specification, as Mouton's actual rally car had, so extra staff had to be sent over so that it could be made as strong as possible in the short time available. It had actually been Blomqvist's car in the New Zealand Rally, and still bore on its windscreen the small "temporary importation" sticker placed there by New Zealand Customs. This seemed of little consequence at the time, but later in the rally that sticker became very significant indeed.

Among the local drivers, Samir Assef, Lebanese but now an Ivory Coast resident, drove a very well prepared Opel Manta 400 brought in from Germany, and engaged engineer Paul Ridgeway from England to supervise its service. Patrick Tauziac had a GpA Mitsubishi Lancer, Eugène Salim a similar car but in GpB, Michele Mitri a Toyota Corolla, Adolphe Choteau an Audi Quattro and the Italians Molino and Massela a 4-w-d Subaru.

The 4,192 km route formed a cloverleaf pattern around Yamoussoukro, the first and second legs forming a loop to the south-east, to Abidjan and back, the third to the north-east, passing close to the border with Ghana, and the fourth to the south-west, stopping for a short while at San Pedro and then penetrating the Forest of Tai, close to the Liberian border. There were ample rest stops, and the whole thing lasted from the Wednesday morning to the Sunday morning.

The Hotel President, surrounded by spacious grounds, ample parking areas, wide avenues and no other buildings, as though it were in a statutory green belt, attracted very few spectators to the Tuesday scrutineering sessions, but at least the area was kept clear and functional, with no purveyors of T-shirts and other paraphernalia.

Although violent rainstorms had lashed various parts of the country in the weeks before the rally, bringing their usual wake of fallen trees, broken bridges and badly damaged roads, it was hot and humid on the Wednesday morning as cars left the start ramp. Retirements came thick and fast very early in that first leg, as the number-swellers decided to break for home and the odd chase car, Nissan's for example, was taken out of the rally in order to gain more flexibility.

Halfway down to Abidjan the leading bunch were still clean, but then Waldegård broke his right rear brake caliper and lost seven minutes. By Agboville, late in the afternoon, Kankkunen and Mouton were joint leaders, marginally ahead of the others in their leading group.

Kirkland, obliged always to keep something in reserve as he was driving on unfamiliar notes, was unfortunate to come across a mud hole containing a non-competing car which was well and truly stuck across the road. He tried to get around it, failed and got stuck himself. Later, Assef joined the mêlée, and both lost about an hour. After they got away, Assef made rather a mess of the front left corner of his Manta by hitting a tree, but he did manage to struggle on, losing more time having the damage repaired and eventually exceeding his maximum lateness.

At Abidjan Kankkunen and Mouton were still jointly in the lead, having lost 14 minutes apiece, but Ambrosino was only two minutes behind and Waldegård another four. Braun, the German engineer in Audi's chase car, was fifth with the loss of 43 minutes, whilst Kirkland, having lost all that time in the mud, shared sixth place with Mitri, with a penalty of 63 minutes.

The rain came back again before the second leg return journery to Abidjan, and the bush tracks were very slippery indeed, though not as rough as they had been during practice. Waldegård pressed hard to join his team-mate up front, only to find that Kankkunen dropped back a little when he collected a puncture and broke a steering arm.

Mouton, in the meantime, had to put up with a bad misfire, and when the Audi people suspected that the electronic components inside the distributor were getting too hot, they drilled holes in the cap to let in some cooling air. They really should have known better, for with plenty of rain and standing water about, the misfire got much worse each time the car hit a watersplash and water got inside the ventilated cap.

Waldegård thus moved into the lead, whilst Kankkunen slowed to a stop very gingerly to replace a wheel after a rear tyre exploded. Salim got well and truly stuck on a broken bridge (the route was dotted with these roughly made wooden affairs) and had to wait for others to arrive to give him a push.

About halfway through the second leg, in the daylight of Thursday morning, there was an incident which later gave rise to considerable rumour and speculation as to whether Audi had indulged in a spot of deception. First of all, Mouton stopped with her engine overheating and smoking, and we heard that her engine oil and cooling water had been contaminating each other.

These were the unmistakable symptoms of cylinder head gasket failure, pretty well a terminal ailment for such a sophisticated car caught in the unsophisticated environment of the African bush. However, along came Braun's car, and they stopped to give assistance. What happened afterwards became the subject of many a tale of mystery and intrigue, for drivers behind reported not having seen the two Audis stopped on the rally route. Somehow they got themselves up a side track, and one wonders why this reluctance to be seen should have occupied their attentions when there were urgent repairs to be done.

Opinions were that a new gasket would either take too long to fit, or would not be fitted properly and would probably blow again. But, behold, after a delay of an hour and twenty minutes or so, Michèle Mouton's Audi emerged from that section without a trace of a smoke trail and with an apparently healthy engine.

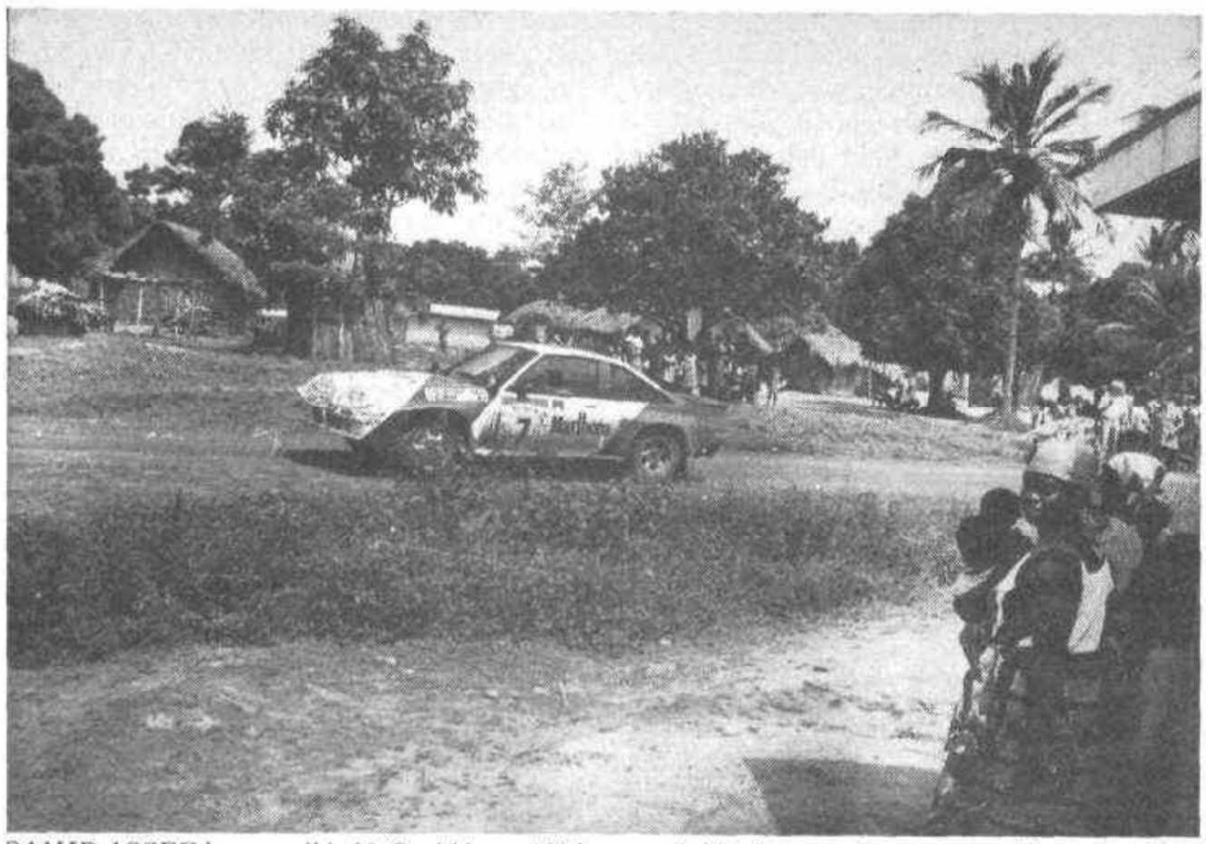
Had that gasket really been changed and, if so, why had it been found necessary to do so in secret? Audi then produced an explanation which, on the face of it, was feasible; it hadn't been a blown head gasket at all, but a faulty oil pump which had been replaced by the pump removed from Braun's car. This also explained why Braun's car didn't emerge from that bush section, but not why it was never seen again, even at Yamoussoukro.

At the end of that second leg rumours and wild stories were circulating widely, and naturally it got back both to the Audi team and to the organisers. However, neither made any comment; the team not offering to provide concrete evidence and the organisers doing nothing to clear up the matter. There had been no official protest or complaint, and there the matter rested for the time being, with wags taking bets as to whether Mouton would finish the rally in an Iltis!

Meanwhile, all was flurry in the Toyota camp as their cars arrived back at Yamoussoukro and stopped for various component replacements before going into the closed park. Waldegård's propshaft had been vibrating so this was changed, and since the same trouble had afflicted Torph's chase car it was considered prudent to change Kankkunen's propshaft too. Alas, the bolts at the differential end refused to loosen, so the job had to be left until there was time to change the rear axle as well.

During an axle change, oil was seen leaking from a gearbox seal in Ambrosino's Nissan 240 RS, so this was changed as well. This leak may have contributed to clutch slip which later developed, although it was at the time put down to catch tank leakage.

The Toyotas were by this time firmly ahead, Kankkunen leading with a loss of 1 hr 41 min, and Waldegård six minutes behind. Next came Ambrosino on 2 hr 25 min, Kirkland on 3 hr 4 min and, despite



SAMIR ASSEF began well in his Opel Manta 400 but exceeded his lateness after getting stuck in mud and then hitting a tree.

her long stop, Mouton on 3 hr 25 min.

The stop at Yamoussoukro consumed the afternoon and the evening, and when cars restarted at midnight there were a few very interested parties watching some welding and other operations being carried out on Mouton's Audi, work which was in the charge of a mechanic who seemed more intent on shouting and screaming than getting the job done.

Was there any evidence of a car change? The bonnet, boot and door numbers were intact, and the supporting hinges showed no evidence of recent refitting (the doors were not actually opened at this service point), but the roof number was missing, the wing lamps (mounted close to the bonnet hinges) not there any more, and on the windscreen was that New Zealand Customs sticker which had begun the rally on Braun's car. When asked about this, co-driver Hertz said that he could not remember whether their screen had been changed.

The mystery deepened. Audi was maintaining a bland silence, almost as though they regarded it their prerogative to do as they chose without any interference from anyone. If they had switched cars, they had certainly done it in a clumsy manner, ignoring the fact that there were certain basic differences between the two. Just as a liar needs to have a good memory, so a cheat needs to know his game backwards, and Audi has never displayed the professional rallymanship and tactical expertise that other teams have as their stock-in-trade.

Meanwhile, on went the rally, but the stewards had finally resolved to direct the scrutineers to examine Mouton's car at the end of the third leg and submit a report on their findings.

Mouton ran into more trouble when her alternator stopped working. She was given a new battery by a service crew which was not carrying a spare alternator, and then a new alternator by another crew some 15 kilometres along the road. On top of this, her windscreen wipers worked only intermittently, and she never knew, when about to splash through mud, whether her vision would be completely blacked out or not. Another to suffer from lack of vision was Kirkland, who lost most of his lights in the dark, due to a broken wire.

Back at Yamoussoukro, Kankkunen had that complete propshaft, rear axle and suspension change which he needed, and whilst they were at it the mechanics changed his gearbox as well since he had been without reverse gear throughout that third leg. Waldegård's car also had a refit, but the gearbox was not replaced.

Due to the extra work done to his car, Kankkunen lost a little more time than his team-mate, and it was Waldegård who was in the lead when they clocked into the closed park for a long stop spanning Friday afternoon and night, and Sunday morning. But they were only three minutes apart, and well over an hour clear of Ambrosino, so there was an air of relaxation among the cosmopolitan Toyota team, whose mechanics and drivers represented many nationalities.

Two earnest discussions went on that evening, one ponderous and grave and the other light-hearted but nevertheless with serious intent. The scrutineers produced the report of their inspection of Mouton's car (but alas not of Braun's), later published with the stewards' findings, and the Toyota people planned a little mischief for the following day!

The report, mentioning certain features on Mouton's car, declared that no evidence could be found of a substitution, and added that they considered it improbable that a change had taken place. That, as far as th stewards were concerned, was the end of th matter, and it would not be raised agai unless there was an official protest — an there weren't any.

But it did not put an end to the rumours Many people felt that Audi had been up t something devious out there in the bush something which they wanted to keep t themselves. Were the scrutineer sufficiently astute to have discovered discrepancy if it were there? Had Aud improved on their original cover-up? Ha the cars even been switched back again? O was it all a red herring, conjured by som inventive jester anxious to inject spice int an otherwise lack-lustre rally?

Perhaps we'll never know. In the pas we've seen cars emerge from furnitur trucks, hurried replacements of doors bonnets and boot lids, even a line-up of car all with the same registration number, bu on this occasion, in the absence of evidenc to the contrary, Audi was exonerated, an that will have to be that. However, we mus say that the team's attitude in doing nothin concrete to clear their name, allowing th rumours to continue unrefuted and merel standing by and watching Mouton's ca being inspected, was very strange indeed.

Meanwhile, Toyota's plot was bein hatched, but it hardly concerned matters a weighty as those which had engaged th stewards. Both Kankkunen and Waldegård felt that their team would reap the bes possible dividends if they contrived to mak the result a dead heat, and that is precisel what happened. They had sufficien advantage to absorb the loss of a minute her and there, although the drivers knew each other's pace well enough not to make such deliberate losses necessary.

As the final leg progressed, and the two Toyotas dallied with the lead, first one leading, then the other, some people were deluded into thinking that they were having a serious duel, but it was no more than a friendly game of cat and mouse, the exchanges of position providing a bonus to aid the stage-managed effect. They each professed not to know which earlier section had been the tie decider, but whether that was true is another matter.

Although things on the ground were going well, in the air they were not. Toyota had two radio relay aircraft, one to do the bulk of the work and the other to provide cover when the first needed to refuel. Various things went wrong, and the result was a series of radio blanks except when line-of-sight proximity allowed car to car communication. Bad weather prevented one flight, a blown tyre another, whilst another take-off had to be delayed when a faulty plug was indicated by a mag drop during the run-up.

During the night there were heavy storms near the Liberian border, over the Tai Forest, and even before the noon restart the organisers decided to cancel one of the forest

sections leading southwards to a short stop at San Pedro, the seaport town from which huge teak and cedar logs are exported. In its place a tarmac run provided extra service time on the approach to San Pedro.

Anxiously hoping that she would get that far was Michèle Mouton, whose Audi began to break up badly during the first part of the leg. It was welded and rewelded so many times that there was a risk of it falling apart, and again we were reminded that her car had been built strongly and reinforced to what the Audi people call Safari specification, whilst Braun's car was a European version, lighter and not as strong in the body.

By the time the Audi reached San Pedro it was in a very sorry state indeed, and it must have been difficult for Mouton and Hertz to give of their best knowing that any minute they could lose a wheel, or a complete suspension unit, or even have the car disintegrate around them. That was no state of mind in which to continue, so they decided that their best course would be to withdraw and make their way back to Yomoussoukro. After all, their objective had been to get into the first three, and all chances of that had gone. Even from long before the start, theirs had been a traumatic rally and they must have felt relieved that it was all over.

After the 3 am restart from San Pedro came a run northwards through the western part of the Tai Forest. Roads in here were bad, having also been affected by the storms, but the organisers nevertheless decided not to cancel the section. It was rather fortunate that a Toyota mud car went through before the competitors for its crew found a large fallen tree completely blocking the road, and they got to work cutting it away.

Kirkland had almost come to grief when, to his surprise, he ran out of petrol and stopped. When he checked, he found that something had been chafing against the fuel tank sight tube in the boot and it had eventually broken through allowing most of the tank's contents to escape. He was quite a way from his nearest service car, but along came one of Toyota's support cars and, very sportingly, they stopped, fixed the sight tube and gave him enough petrol to carry on.

Team-mate Ambrosino had tried to get between the two leading Toyotas, on the road at least, and although he did actually get past one he had drop back immediately because the stones thrown up by the car in front smashed most of his lights.

That was not all; deep in the Tai Forest Kirkland was in the process of crossing a wooden bridge when the rear right corner of the car dropped a few feet and they stopped. The wheel had fallen through a hole in the bridge, and when co-driver Combes dropped his torch by accident, the delay before the splash was such that they estimated the water to be a good forty feet below.



RALLY HEADQUARTERS looked impressive, but it wasn't a patch on Nairobi's Kenyatta Conference Centre.

That was no place to hang about, so out came the high-lift jack and they began one of the standard de-bogging processes of jacking up and pushing off. The first push put the wheel back in the hole again, and it wasn't until the third attempt that it actually fell on to a firm part of the bridge.

Relieved that they might now be able to get off that precarious structure, Kirkland went to start the engine only to find that the starter was completely dead. They searched for the problem, even tried pushing, but to no avail, and they just had to wait until someone else came along. That someone was Molino in his Subaru, and quite amazingly the bridge was just wide enough for him to creep carefully past the Datsun. Once past, he backed up, connected a rope and towed Kirkland off the bridge and on until his engine fired. Later, mechanics found that the starter motor cable had broken when the car got stuck.

That was about the size of it. The fifty starters had become only 27 by the end of the first leg, had been whittled to 18 by the second, to 12 by the third, and to just eight finishers by the fourth.

Toyota achieved their aim by getting both cars to the finish together, but their attempt to get the cars on the ramp side by side failed; it just wasn't wide enough! The result made a few differences to World Championship positions (see below) but the main thing for the team was that they had scored another African one-two, and Kankkunen had become only the second driver to win both the Safari and the Ivory Coast Rally in the same year, although why that should become a statistic we cannot imagine, for one is no more than a shadow of the other.

On the eve of the finish, FISA's Jean-Marie Balestre had arrived in Yamoussoukro, and when we heard of the "guard of honour" welcome by uniformed organising committee members as he arrived at the President Hotel we shuddered at what might follow the next day.

The Toyota crews and management had been asked to attend a press conference at 3 pm on the Sunday, just five hours after the finish, and many who did not know them personally were glad of the opportunity to hear them speak and answer questions. Balestre was also going to be there, and when he arrived — late, of course — he and other officials occupied every seat on the speakers' table so that the Toyota people just had to stand around. That was not all; Balestre began talking, in French, and when the time got to 4.30 pm and he was still talking, giving the interpreter no chance to do his job, some of the Toyota people had walked out.

That press conference was to enable listeners to hear from the victorious Toyota Team, and Balestre displayed unutterable arrogance when he ignored them completely and hogged the chair to give vent to his own pompous, hypocritical rantings. Every second word seemed to be I or me, and he just went on and on about the wonderful things that he would do for the Ivory Coast.

For a man who chairs an international sporting body to cast such an ignorant, impudent snub towards true sportsmen who deserved winners' accolades, not insults, was no more than crass, ill-mannered loutishness. It is quite outrageous that he should be allowed to continue occupying his present position when he is unfit even to be office boy. — G.P.

RESULTS

1st	J. Kankkunen (SF)/F. Gallagher (GB)	Toyota Celica Turbo, GpB	4 hr 46 min
2nd	B. Waldegård (S)/H. Thorszelius (S)	Toyota Celica Turbo, GpB	4 hr 46 min
3rd	A. Ambrosino (CI)/D. Le Saux (CI)	Nissan 240RS, GpB	6 hr 19 min
4th	M. Kirkland (EAK)/R. Coombes (EAK)	Nissan 240RS, GpB	8 hr 36 min
5th	E. Salim (CI)/C. Konan (CI)	Mitsubishi Lancer Turbo, GpB	16 hr 36 min
6th	A. Molino (I)/C. Massela (I)	Subaru 4x4, GpA	19 hr 53 min
7th	G. P. de Grandville/Carrascosa (CI)	Toyota Celica, GpA	22 hr 34 min
8th	D. Dieval (CI)/L. Cournil (CI)	Mitsubishi Lancer, GpA	25 hr 24 min

50 starters, 8 finishers

WORLD RALLY CHAMPIONSHIP POINTS

DRIVERS (After 11 Rounds)

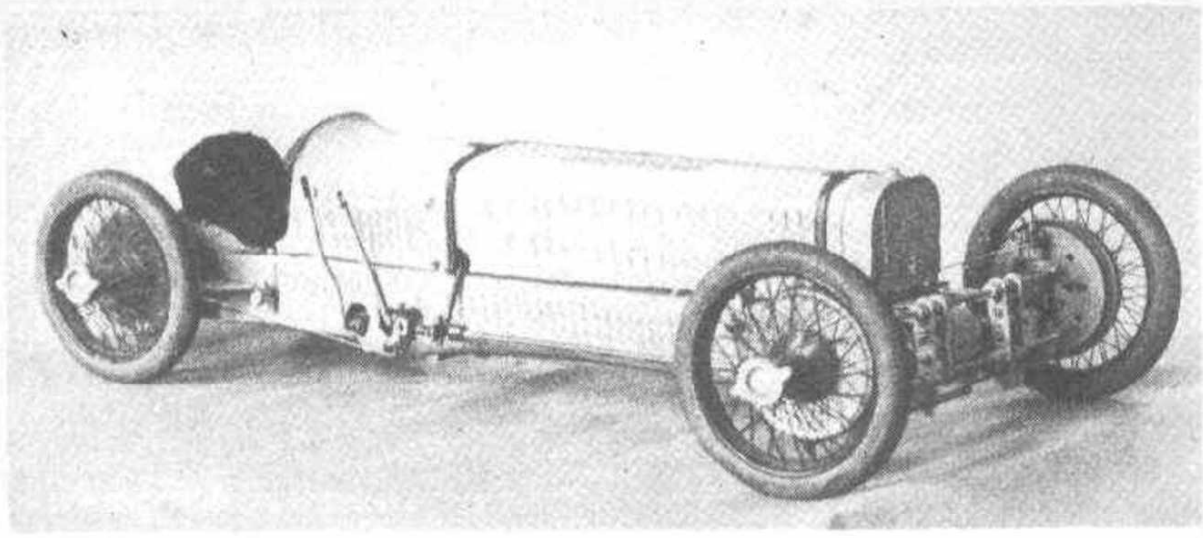
Timo Salonen (SF)	127	Björn Waldegård (S)	34		
Stig Blomqvist (S)	75	Henri Toivonen (SF)	28	Markku Alèn (SF)	22
Walter Röhrl (D)	59	Mike Kirkland (EAK)	26	Jean Ragnotti (F)	20
Ari Vatanen (SF)	55	Massimo Biasion (I)	23	Shekhar Mehta (EAK)	20
Juha Kankkunen (SF)	40	Bruno Saby (F)	23	Alain Ambrosino (CI)	18

A Total of 72 Drivers have Scored Points

MAKES (After 10 Rds)

Peugeot	144	Renault	38						
Audi	126	Toyota	34	Ford	21	Opel	17	Chevrolet	9
Lancia	52	Volkswagen	29	Mazda	20	Alfa Romeo	14	Talbot	8
Nissan	50	Porsche	24	Subaru	20	BMW	9	Citroën	4

NOTE: The final round of both series, the Lombard RAC Rally of Great Britain, will have taken place before this issue of MOTOR SPORT is published. The championship leaders cannot be changed by the results of this final qualifier.

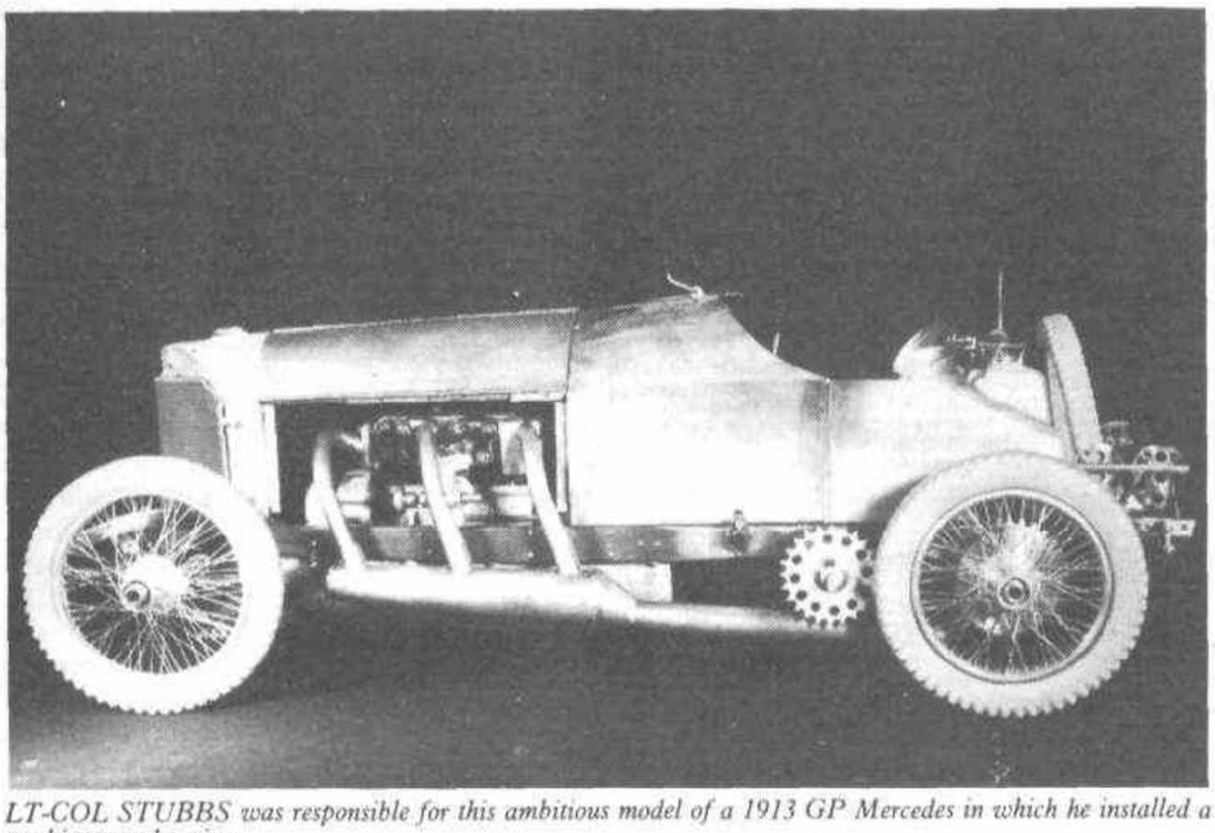


ELECTRIC-POWERED. — D. M. Dent's model of a FWD racing car was made in 1926, using Meccano parts, and had a three-speed and reverse gearbox, working brakes, etc.

In Miniature

AS THIS will be the last issue of MOTOR SPORT to appear before the festive season breaks out, it seems appropriate to devote some space to car models, which few adults, never mind children, can resist, whether or not they openly admit it. Sifting through my records, the following are some of the car models, both children's transport or real miniatures, which were made up to the end of the vintage years, some of which may not have made the many books on the subject that have appeared in recent times.

Appropriately, the scene is set on a high level, when in 1912 HM Queen Alexandra purchased a realistic model Cadillac two-seater which was given as a Christmas present to Prince Olaf, heir to the throne of Norway. Fred Bennett, who was responsible for Cadillac interests in this country, gave the young Prince his first driving lessons, presumably in this working model, at Sandringham, before the Queen Mother, the King and Queen of Norway, and Princess Victoria. Unfortunately, this miniature Cadillac proved to be too small for the Royal Prince, so early in 1913 Queen Alexandra ordered that a larger one be built for him. The task was tackled at the Cadillac depot in London, to the designs of the Works Manager, A. H. Bailey, supervised by F. S. Bennett. Cadillac had pioneered electric lighting and starting for their full-size cars, so were able to use one of these units to power the tiny car, which was again a two-seater, with six-spoke artillery wheels at the front, seven-spoke ones at the back, shod with pneumatic tyres. A six-volt motor was used, which on the first trial drove the tiny car for 35 minutes on one battery charge, carrying a 12-stone passenger, for small as it was, the Cadillac would accommodate one adult, being about as high as a tyre for a real Cadillac. It had a hood, screen and lamps, rh control levers and a reverse gear, and full-scale Cadillac practice was followed in the floating back axle, fully compensated brakes, and double-bearings in the front hubs. The body was beaten out of a single metal sheet by Lockwood & Son of Islington.



LT-COL STUBBS was responsible for this ambitious model of a 1913 GP Mercedes in which he installed a working petrol engine.

The war and its aftermath no dou
curbed model-building activities but in 19
Capt (later Sir) Malcolm Campbell had
model in aluminium made for him
Rogers Bros of Slough, which he propos
to use as a desk ornament. It was of his pr
war long-tailed racing Darracq "Blue Bir
and had a wheelbase of 6 in, a 3 in track, w
3¼ in high and 9 in long, with disc whee
outside gear and brake levers, and oth
details. Later Campbell made quite a poi
of having models of his successful raci
cars made to give to friends and sponso
Some 36 years ago I saw a fine miniature
Campbell's V12 350 hp Sunbeam in the la
L. G. Callingham's garage and later car
upon another of these Sunbeam mode
They were in the trim of the car as it w
when Campbell broke the LSR with it
Pendine in 1925, at 150.76 mph, long-taile
with disc wheels and in a grey finish, with
I recall correctly, non-working steering; b
very realistic and desirable for all that.
have not seen any of these models sinc
There is, however, a very fine large model
the NMM of a 1912 GP Peugeot, wi
streamlined tail of the kind fitted eith
when one of these cars came to Brooklan
before WW1 or when Campbell was raci
one at the Track after that war. Reverting
1920, that was when a very detailed mod
to a scale of ¾ in: 1 ft, was made for t
then owner of a 1914 Grand Prix Piccar
Pictet (Reg No LU 7305) as a reminder
what this car was like before he had a ne
touring body fitted to the chassis, in whi
form, incidentally, the real car th
appeared at a speed trial. The model w
made by G. Weguelin of Chertsey, whom
have been unable to trace.

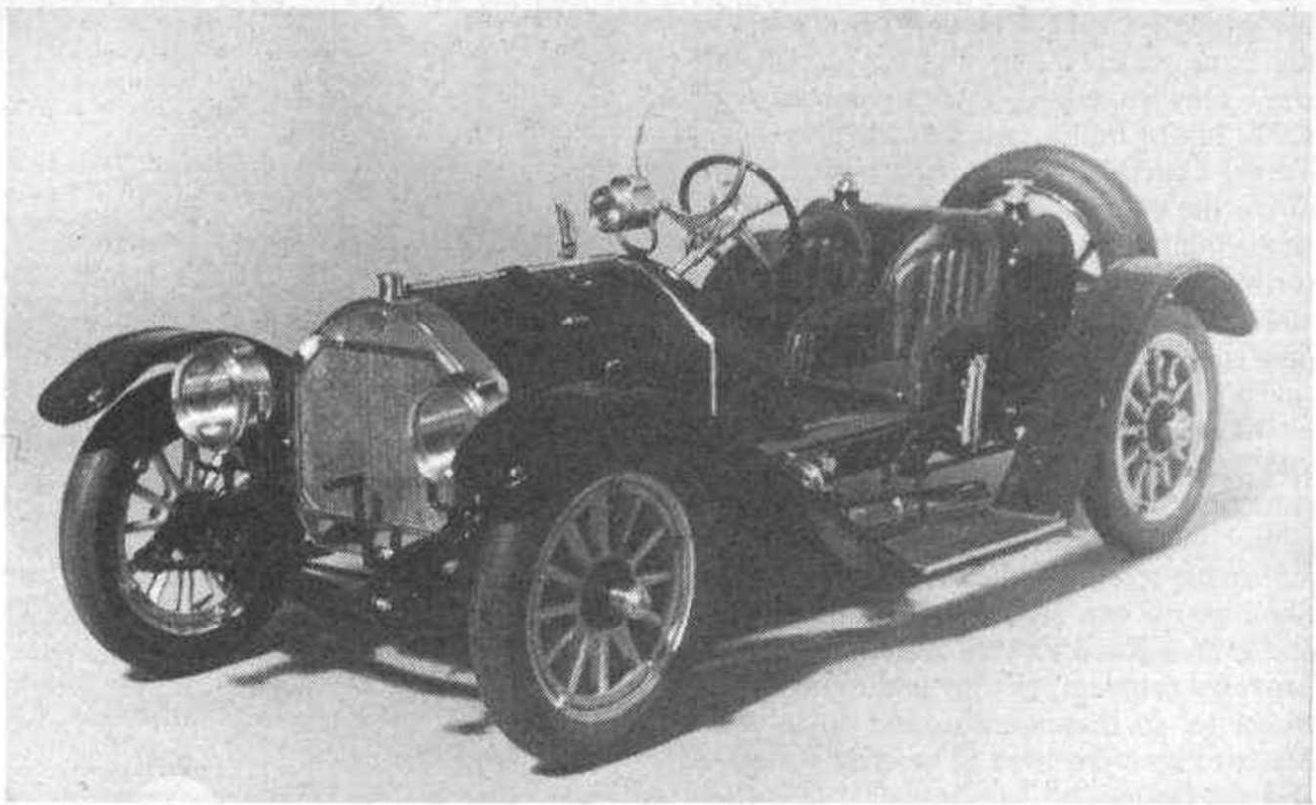
It was around this time, as Christm
approached, that the big London stor
such as Gamages, Harrods, Barkers, Whi
leys, etc vied with one another in putting
displays to attract children and th
present-buying parents, these sometim
included racing and LSR cars, and person
appearances by Parry Thomas, Campbe
Eyston, etc. That was when the fi
Meccano chassis was announced, with w
accumulators where the petrol tank on a r
luxury car would have been, the new six-v
electric motor providing the motive powe
driving through a working clutch, gearb
(with rh lever), and differential, to a ba
axle sprung on cantilever springs. Th
turned me into an instant "Meccano Bo
and Meccano Ltd updated this mod
chassis (not to be confused with t
Meccano sports-car toy) from time to tim
until it had a unit gearbox, cruciform-brac
chassis, ifs, and ½-elliptic rear springs.
1921 form it did seem to have an undu
long wheelbase, for if you investigate
becomes evident that even the biggest ca
seldom have a wheelbase greater than fo
times their tyre diameter, usually consid
ably less (today's model-makers plea
note!). Rubber rings on 2½ in diamet
wheels represented the skinny high-pressu

beaded edge tyres of the time on this original Meccano chassis but it is to the everlasting credit of Meccano/Dunlop that, in later years, proper rubber 3¾ in diameter tyres were available, at first with the famous Dunlop herringbone tread. . . .

Ignoring miniature cars built in the USA at around this time, one of which had a vee-twin Harley-Davidson engine and gearbox in a 5 ft 2 in wheelbase chassis and could still accommodate an adult, there was that Marmon advertising ploy at the 1921 New York Show of displaying six fully detailed models, of ⅙ scale, and in various body styles, alongside the real Marmons. In England a proud Master Peter Crosby, young son of the celebrated motoring artist, was able to drive his 1½ hp single-cylinder two-stroke model, which like the American counterpart used discarded aeroplane wheels and tyres. This little car turned up again many years later. To a far smaller scale it was a splendid model of an ohc Wolseley Ten, seen in a showroom window, which my mother endeavoured to buy for me, only to be told that it was valued at more than a full-size Wolseley. . . .

At the 1922 *Model Engineer* Exhibition, where you could purchase 2 in to 5 in centre lathes from £1 15s (£1.75) to £50, a Chatham tailor showed an incredibly complete model chassis some 20 in long, intended for steam propulsion. A boy had put in a realistic model of a Ford, made without a lathe from scrap material, but both were overshadowed by a miniature 1910 Vauxhall six-cylinder chassis, ⅛ full size, started before the war by a member of Vauxhall Motors' Experimental Department and not quite completed. Even the interior of the engine, gearbox and back axle were properly detailed and making the compression-taps, plugs and valve-caps, etc, had involved a watchmaker's skill.

This must have aroused interest in miniature cars, for two-year-old Master Bertie Kempton was out in his Rolls-Royce-like pedal car made by J. S. Cauldrey of Barnes, which had a screen, hood, a full set of lamps, and Palmer cord tyres, the blue leather upholstery matching its smoke blue and black finish. It was photographed beside a pre-war chauffeur-driven Itala dh coupé presumably owned by the builder. This led to news of a model chassis made with great skill in a prisoner-of-war camp, using biscuit tins and other odds and ends, a grooved aluminium cigarette-case forming floorboards and running boards of this representation of four-cylinder bi-block sleeve-valve engined car, its wire wheels built up on wooden hubs and rims. The drive was by elastic, to a bevel-driven back axle, energised by winding-up a shaft running through the dummy engine. A German was sufficiently impressed to photograph it for its owner but it didn't survive the war. The idea of a sleeve-valve engine is clever, as obviating having to model difficult valve-gear, and I wonder why more models of



THE late Harold Pratley was another keen model-maker, and his 1/12-scale non-working miniature of a 1912 Mercer Raceabout is indistinguishable here from the real thing. (Photo by Clifford Pratley)

early Brooklands racing cars have not been attempted, the disc wheels, cowled in dumb-irons and radiator, etc, of which would simplify matters, yet result in an impressive model.

Even more professional models of famous racing cars than those made for Campbell were the miniature of the Fiat-inspired 2-litre Sunbeam which won the 1923 French GP, seen cradled in Segrave's arms some time after his victory in that race, and the fine replica of "Babs" exhibited on the Wakefield/Castrol stand at the 1926 Olympia Show, to commemorate Parry Thomas's 171.02 mph LSR, a model I greatly coveted but which vanished after the war, in spite of the efforts of Castrol's then-PRO to find it. Those magnificent models of Sunbeam, Lanchester, Rolls-Royce, etc, made for the garage of HM The Queen's doll's-house in 1922, which I have referred to previously in these pages, are fortunately intact at Windsor Castle. Something larger, but more simple, was undertaken by a Mr Albert Shepperd in 1923 for his small son, a pedal-car replica of a Rover 8 two-seater, which was 4 ft 3 in long, 22½ in high, and was finished in three coats of maroon Paripan enamel. Also at the 1926 Olympia Show was an excellent child's-size model of a Clyno two-seater, used to demonstrate that even a youngster could operate its Stevenson jacking-system.

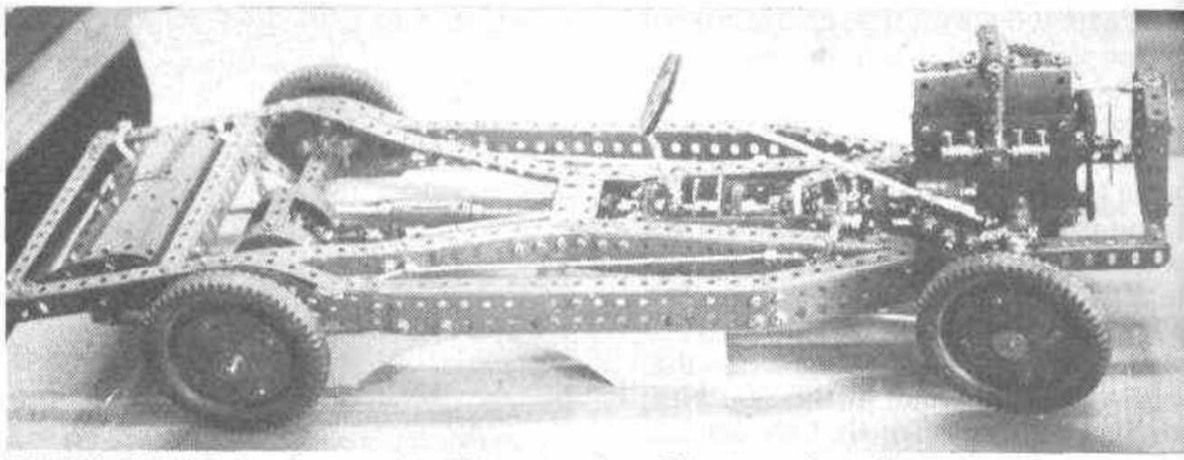
It was in 1924 that D. M. Dent, who became an extrovert Frazer Nash exponent, began a long career of model-car construction. His first model, constructed largely of Meccano, was of the single-seater GN "Kim" II, the body of sheet metal and the wire wheels made specially by a model-aeroplane shop, which gave realism in this simple model. Dent's next venture was an FWD racing car with a wheelbase of 22 in, driven by an electric motor and having a working three-speed-and-reverse gearbox and brakes. Meccano parts were again used but the wheels were realistic wire ones with knock-off hubs and rubber tyres. Dent sent a photograph of this model to MOTOR SPORT in 1926. Of no particular make, it was no doubt inspired by the straight-eight FWD Alvis racing cars of the period. He made next a large electrically-powered model of the racing Frazer Nash "The Slug" in which brakes, steering and the four-speed transmission worked; but don't ask me how he contrived the dogs or made the Meccano chains stay on the sprockets! This large model was admired by Capt "Archie" Frazer-Nash. Dent then made a pedal-driven replica, half-full-size, of R. G. J. Nash's sprint Frazer Nash Special "The Terror", for his small daughter, the frame of wood but the final-drive, of course, by chain! The little car looked just like the original, its body of light-gauge aluminium, the Rudge-type hubs specially cast and wired to carrier-cycle rims, using the pneumatic tyres that came with them. The steering incorporated a reversed bevel-drive from a hand-drill, the shock-absorbers were window-stops, and bisected squash-balls constituted the steering joints. Dent used to tow this model on a bar behind his real Frazer Nash. . . .

Then there was that four-ft model of Barnato's 3-litre Jarvis-bodied Bentley, with Dunlop pneumatic tyres on wire wheels, Ackermann steering, and radiator and racing body properly copied, with the aluminium riveted, as on the real car. The chassis was of wood and a two-stroke engine drove directly by chain to a solid back-axle. This miniature Bentley had the honour of appearing on a Speed-Six Bentley chassis in a Lord Mayor's Procession and was taken to Brooklands in Bentley Motor's service-van to be photographed beside the "Double-Twelve" Bentleys.

Having shown a trailer caravan at the 1926 *Model Engineer Exhibition* a Mr C. A. Cave decided to make a companion for it, in

the guise of a 1921 Wolseley Ten tourer, to the same scale of 2 in = 1 ft, or ⅙th-full size. This incredibly intricate model took 4,000 hrs to build, being finished in 1939. Torch batteries within the "petrol" tank drove the engine, which had fan, dynamo, water-pump and magneto, all of which turned, and the back axle had worm-drive and a six-pinion differential, the brakes had four shoes each, and there were gears in the gearbox running on 1/16th in diameter ball-bearings! The seats had button upholstery and were sprung, hood and side-curtains were fitted, and the headlamps had "bulbs", while the tool-kit included a working adjustable spanner, pliers, etc. There was a Shell petrol can on the n/s running-board and even a Road Fund licence. The wheels proved a problem, as they had to be of 5 in diameter, so they were turned out of oak. No castings were used. The clutch worked and the fan ran on ball-bearings! I write in the past tense but hope this fine model Wolseley has survived.

These were only a few of the car-miniatures made in vintage times, many using Meccano parts beneath sheet-metal



THE MECCANO chassis appeared in 1921 or thereabouts. Here is a modernised ifs version.

bodywork, although Meccano does not lend itself to easy construction of sliding-pinion gearboxes. The models made, during WW2 I believe, by Lt-Col John Stubbs particularly appealed to me because, although they were of quite small scale, he intended to use working ic engines in them. The first was of a 1903 Gordon Bennett Mercedes, complete even to dashboard drip-feeds, powered by a 10 cc petrol engine. The other was of a 1913 chain-drive Mercedes (of the kind with which the German company

experimented before returning to domina
the 1914 French Grand Prix), into which
tiny multi-cylinder petrol engine was to
fitted. Not content with the exhaust dow
pipes seen in the accompanying photograp
Stubbs was about to make new ones, to
all three to match, finding them "qu
exciting to build on account of the mass
rivets all over the place".

From the foregoing it will be seen th
model-car making was quite a vogue, ev
before the war. — W.B.

Fakes and Phoneys

WE HAVE had to become used to almost any old and interesting car not being the *real thing* as the business of building fakes, copies, replicas, clones, call them what you will, has escalated as people have found the advantage of having a history to go with the car they are selling. There are still plenty of genuine or authentic cars about, but the fake ones cover just about everything from Alfa Romeo to Wolseley, with interesting cars like Bugatti, Frazer Nash, Jaguar, Riley, MG and so on being "faked" in abundance. If not totally spurious, made from scratch, many are made into what they never were originally, by changing the chassis frame, altering the bodywork, changing the engine and so on, so that a harmless and dull touring car untouched for decades suddenly has a new lease of life as an apparent sporting version of the same model. Riley MPH, Lagonda Rapide, MG K3 Magnette, SS100, 57S Bugatti, Monza Alfa Romeo, Competition Delahaye and many more have arisen from the ashes of what were originally rather dull production versions of the cars. It is a thriving industry that has the one good attribute that it has kept a lot of people in employment, while those with good jobs and plenty of money have been able to buy these fakes, some knowingly, others unknowingly.

Thinking about these things I began to wonder when the first genuine fake was built, and guessed it to be in the nineteen-sixties, but I was hopelessly wrong. The Editor pointed out last month that the 1907 Renault "Agatha" was a replica of a Renault racer, made by Renault themselves in 1908. However, a replica made by the parent factory has to be acceptable, like a manufacturer making a one-off prototype and then making another one; have they made a second prototype or have they started a production run? If they don't make any more the second car can justifiably be called the first production model, even though it was the only one. Whatever the original manufacturer does is acceptable, by definition it has to be, but "backyard Joe" who makes the third one has no claim to anything connected with the factory, even though he might have acquired the original factory drawings.

This whole business of fakes and phoneys has got totally out of hand and now you have to preface your remarks to the owner of a nice looking car with "when was it built, and where?" If it has a Ferrari badge on the front it should have been made in Maranello; if it looks like an early pre-war Maserati it should have been made in Bologna, if it is a post-war Maserati it should have been made in Modena. If it is a Lagonda it should have been made in Staines, and a Frazer Nash should have been made in Kingston-upon-Thames or Isleworth, while a Cooper-Bristol should have been made in Surbiton.

While looking through back copies of MOTOR SPORT for 1951 I came across the following little gem. In a report of the VSCC meeting at Bisley in late November 1950 the Editor mentioned a 1912 Humber in the following words: "The sensation of this category was Denne's 1912 Humber, a stark two-seater in 'early racer' trim and mag-

nificently turned out, although, to
honest, we do not know whether it is
genuine Brooklands job or merely
replica".

In the following issue there was a lett
from Mr B. M. Samuelson of Lingfield
Sussex in which he said: "In last month
'Vintage Veerings' you mentioned M
Denne's beautifully turned out 1912 Hur
ber; I am afraid that this was never a 're
racer', but I was guilty of disguising it
one. I found this car in a farmyard in 19
apparently much weathered; after the war
took off the remains of the body and pr
ceeded to 'hot rod' the Humber in 1912 sty
by raking the steering, boring out to 69 m
(stroke 120 mm), raising the compression
altering the valve caps, fitting a clutch st
and taking quite a lot of pounds off the fl
wheel. All very wicked, but the car in
original form was, according to a contem
porary road report, a remarkably feeble pe
former.

"To Mr Denne is due all the credit for t
Humber's splendid turn-out and also for t
intrepid way in which he drives this de
perately exposed little car to distant mee
ings in typically frightful Vintage weather.

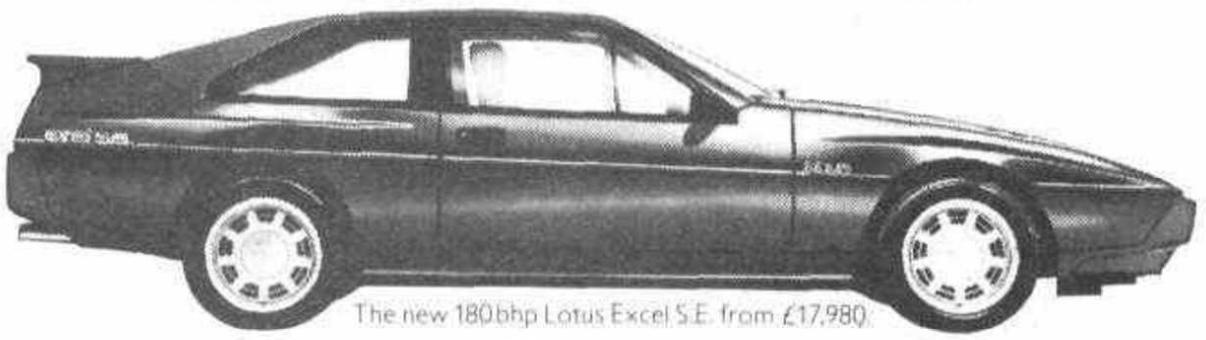
"A 'works' edition of this Humber,
rather the 1913 130 mm stroke model, us
to lap Brooklands at 70 mph, so Mr Den
has still something to aim at."

Now, was this the first genuine fake ca
built by a well-meaning amateur, and has
now become a genuine Brooklands car,
has it been put back to a standard Humb
of "feeble performance". After all, most
the pre-war cut-and-shut Bentleys have be
rebuilt back to rather dull standard Ve
models. — D.S.J.

AN INVITATION FROM LOTUS DEALERS NATIONWIDE.



152mph Lotus Esprit Turbo from £23,440.



The new 180bhp Lotus Excel S.E. from £17,980.



138mph Lotus Esprit Series 3 from £17,980.



4 seater Lotus Excel from £16,950.

TEST DRIVE THE 1986 RANGE NOW.

We've four models for '86 from the sporty yet spacious Lotus Excel S.E. to the 152 mph Lotus Esprit Turbo, and they're all just waiting to be put through their paces.
Call your local dealer to arrange a test drive.

LOTUS

AVON
Bristol Motor Company Limited, 55 Victoria Street, Bristol 0272 266491

BELFAST
Malcolm Templeton Limited, 53/57 York Street, Belfast 0232 220773

BERKSHIRE
Mike Spence Limited, School Green, Shinfield, Reading 0734 883312

BUCKINGHAMSHIRE Station Garage, Station Road, Taplow, Nr. Maidenhead SL6 0NT 06286 5353

CAMBRIDGE – SHIRE Marshall (Cambridge) Limited, Cherry Hinton Road, Cambridge 0223 249211

CHESHIRE (CLWYD)
Henlys of Chester 157/167 Foregate Street, Chester 0244 313901

YORKSHIRE
Prancing Horse (Garages) Limited, Kirkburton, Huddersfield 0484 606087

WILTSHIRE
Malmesbury Specialist Cars, Crudwell Road, Malmesbury 06662 2309

WEST MIDLANDS
Colmore Depot Limited, 979 Stratford Road, Hall Green, Birmingham 021 778 2323

SURREY
Bell & Colvill Limited, Epsom Road, West Horsley, Nr. Leatherhead 04865 4671

STAFFORDSHIRE
Randles, (C.R.F.S. Co Limited), Campbell Road, Stoke on Trent 0782 48361

PERTH
Dicksons of Perth, Dunkeld Road, Perth PL1 5RG 0738 28211-6

NOTTINGHAMSHIRE
Lotus in Nottingham, Gorse Hill Garage, Plains Road, Mapperley 0602 263341

NORFOLK
Norfolk Motor Company, 242/254 Sprowston Road, Norwich NR3 4HT 0603 407766

NEWCASTLE
Newcastle Lotus Centre, 111 New Bridge Street, Newcastle upon Tyne NE1 2SW 0632 320320

DERBYSHIRE
Peter Smith Sports Cars, Station Road, Hatton 0283 813593

DEVON & CORNWALL
H.A. Fox Limited, Lisburne Square, Torquay, Devon 0803 24321

EDINBURGH
Victor Wilson Limited, 78/82 Haymarket Terrace, Edinburgh 031 337 8518

ESSEX
Bridge Motors (Bocking) Limited, Bridge House, Bocking, Braintree 0376 41179

GLAMORGAN
White Dove Garages Limited, Maesycwmmer, Hengoed, Mid Glamorgan 0443 814262

GLASGOW
Ritchies, 393 Shields Road, Glasgow G14 1NZ 041 429 5611

GREATER MANCHESTER
Bauer Millett & Co Limited, 5 Peter Street, Manchester M2 5QR 061 831 7447

GUERNSEY
British & Guernsey Garages Limited, South Side Street, St. Sampsons, Guernsey 0481 45841

HAMPSHIRE
Paul Huxford (AE) Limited, Newgate Lane, Fareham PO14 1AL 0329 282811

LONDON
Mann Egerton & Co Limited, (Sales) 14 Berkeley Street, London W1X 5AD 01 499 8342

LONDON
London Lotus Centre Limited, Ballards Yard, High Street, Edgware 01 952 6171

LINCOLN–SHIRE/ S. HUMBERSIDE
Grimsby Motors Limited, Victoria Street, Grimsby 0472 56161

LEICESTER
Storm of Leicester Limited, 15 The Nook, Anstey, Leicester 0533 362037

KENT
MotorwaySports Cars Limited, The Street, Boughton, Nr. Faversham 0227 751223

JERSEY
St Helier Garages Limited, 33/38 La Motte Street, St. Helier, Jersey 0534 31341



Jim Yardley

— DIY Expert

AS A breed, motor racing journalists are a pretty cynical bunch. We don't start off that way, we all begin as fans in love with the sport and though we retain that love, it's sometimes a struggle. We get bombarded with eager press releases, have to listen to lame-brain excuses, witness cheating and car faking, cut through piles of bullshit and watch while vested interests squabble over what is supposed to be a sport, our sport. Most of us manage to remain fans at heart and every so often our faith is given a boost by coming into contact with a team or individual who seems to typify the qualities which attracted us to the game in the first place. For me, such an individual is Jim Yardley.

Yardley has been in racing for over 20 years, he has won several championships and all his successes have been in cars which he designed and built himself. He is an heir to the great English tradition of special building and this year he is competing in Formula Three with a car made with his own hands. Yardley's car, the Beagle V, has not so far shown itself to be anywhere near the pace and if past experience is anything to go by, it will take some time before it begins to shine. Even then, its successes are unlikely to be measured in terms of Championship points but, rather, by the Corinthian code of the amateur putting on a good sporting display. He says, "when I was competing in both Monoposto and F3 in 1970, I got more satisfaction from fighting for places at the back of an F3 field than I did by winning Monoposto races." Having raced in F3 on quite a number of occasions, Yardley has no illusions about the difficulties he will face.

Formula Three is so specialised and expensive that one wonders why anyone would chose that particular category in which to race a special but having won championships in F750, Clubmans and Monoposto racing, Yardley was looking for a further challenge and F3 is the one remaining class which is both possible and an advance on his previous racing. The majority of special builders copy the ideas of the professionals but Yardley has built a car which is radically different to any current single-seater.

At first sight, it looks conventional, if a little old fashioned. It has an aluminium monocoque with cast aluminium bulkheads and the secondhand Toyota engine (ex-Johansson) is mounted in a subframe at the rear. It has a full-width nose cone rather like those which March used in the mid-Seventies and this tends to make it look dated. Some have thought that it is an old March Nose cone (it isn't) and the body is an expedient, something cobbled up from available parts. In fact, the body is specially made and derives from extensive wind tunnel testing with a quarter scale model. Where the car is unusual is in the fact that it uses a beam axle at the front and a de Dion axle at the rear.

When a beam axle is mentioned, most people think of Ford Tens, shudder and reach for strong liquor. Yardley's axle is actually a carefully stressed miniature space-frame and his de Dion "tube" is another multi-tubular structure. Front and rear axles are both located longitudenally by long parallel radius arms and laterally by what Jim calls "Bulldog links". These are two locating rods pivoted from the centre of the chassis leading to the outer extremities of the axles. Yardley derives the name from Mike Loasby's lateral links on Aston-Martin's Bulldog prototype.

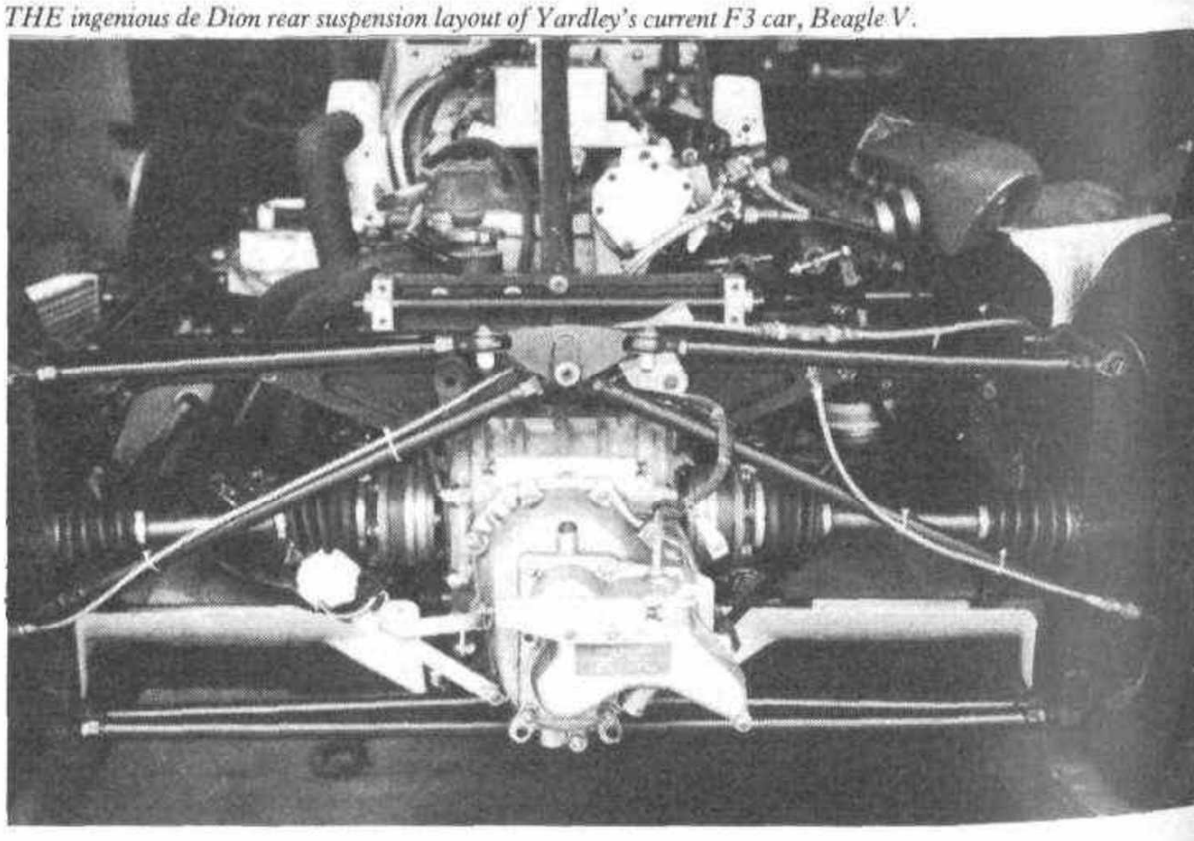
March front uprights are used, but the rears were fabricated by Yardley and welded by Anson. As well as radius rods and "Bull-dog links" the rear suspension has inboard springs and rocker arms operated by nea vertical pushrods from the de Dion tub Cooling is by twin radiators mounted long tudinally on the outside of each sidepo about 10 degrees from being parallel wit the centre line.

It sounds madness to attempt F3 with beam front axle, something which w haven't seen on even road cars for over quarter of a century. So far as racing cars ar concerned, most of us would associate th system with the old Indianapolis roadster and we all know what happened to them. I terms of reduction of roll, which is a important factor on most English circuit which tend to be well-surfaced and flat, th beam front end offers some theoretic advantages and certainly the idea has bee explored seriously in the recent past. Ferra tried a beam axle on an F1 car in the mid Seventies, Lotus adapted an F2 car to tes the principle. Ralph Broad's stillborn F1 ca of the mid-Seventies was designed with beam axle and Sam Posey used to drive Can-Am car, the Caldwell, with solid axle front and rear.

The Caldwell wasn't a success, the Broad speed car, though fully drawn, was neve realised due to the withdrawal of its sponsor and Lotus and Ferrari did not pursue th matter, all of which indicates that the idea a little like four wheel drive as applied to F1 fine in theory but weak in practice. The fac that these people were sufficiently attracte by the theory to spend time and mone examining it seriously indicates that, at th very least, the notion is not as hare-braine as it first seems to be. In Yardley's case, h has won championships with a beam-axle car of his own design and that, too, seems t indicate that we are not dealing with some one who thinks he can fly simply because h can flap his arms.

When Derek Bell tried the beam-axle Beagle IV Clubmans' car for a magazin

THE ingenious de Dion rear suspension layout of Yardley's current F3 car, Beagle V.



article, he praised its handling except on the limit. Now Bell's idea of "the limit" is different to most drivers and it could be that beam axles work well for most drivers but are wanting when trying to obtain ultimate performance.

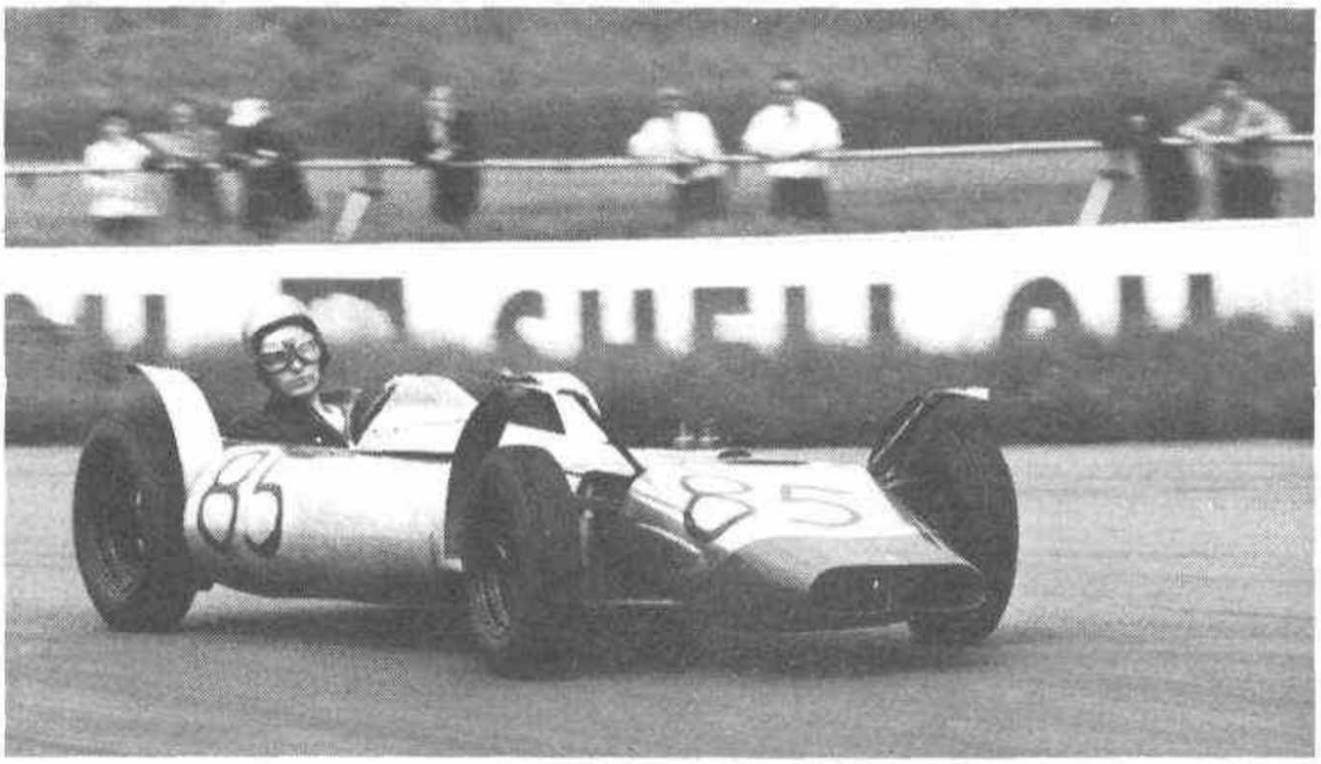
One of Jim's areas of special attention is the elimination of bump-steer and nowhere better can this be seen than in his steering system. From the steering wheel is a short column incorporating a gearbox which transmits through 90 degrees to the left. The next short column goes to the side of the car to a rack which transmits backwards to a pivoting arm at the bottom of which is another short column. This leads to a drop arm and the long steering arm, parallel to the two left hand radius rods, takes the movement of the steering wheel to the front wheels. It sounds Heath Robinson but Mark Hales, a driver for whom I have the utmost respect, has driven the car and reports that the steering system works perfectly — and there is no bump-steer.

Beagle V, which was four years in the making, a time partly caused by rule changes, is beautifully made, a credit to Jim and his helpers. Can a 46-year-old research chemist in a home-made car hope to compete against the best young drivers running with six figure budgets? Of course not. That is the stuff of *Boys Own Paper*, it is not the world we live in. Is he wasting his time in trying? Of course not, if motor racing was not founded on dreams and striving we would lose over 90% of everybody involved in it.

Jim Yardley was born in Sutton Coldfield in 1939 and was educated at Uppingham School where he showed a flair for chemistry and little else. Prior to going to university, he joined the Dunlop Research Centre and has been with Dunlop ever since obtaining his degree the hard way, in his spare time. Most of his professional work has been centred on the research and development of rubbers and plastics, mainly with applications as hoses. He is currently engaged on the development of plastics for engine-attached components, a water pump for Ford being an example.

Jim had no interest in cars or racing whatsoever until he visited a cousin in hospital and became engrossed in his cousin's copy of MOTOR SPORT (the Green 'Un has led many a good man to his ruin). An advertisement for the Hamblin "Cadet" fibreglass body designed for A7 chassis caught his eye and he decided to buy one and build a car which would double as a road car and for F750 racing. "It finished up no good for either," he says, but photographs indicate that it was a nicely made little car. Ironically, it was fitted with a Speedex front suspension which turned the A7's beam axle into ifs. "The wrong way around," says Jim.

Eventually he sold the body but kept the gearbox and the tuned engine and fitted them to an A7 saloon which had an Ulster front axle, modified rear springs and



"COMPLEXITY" in action during 1965. One of the most famous F750 Specials ever built, it was the last sv engined car to win the 750 Championship.

hydraulic brakes and this was used as a road car and for trials in which he managed to pick up second class awards quite consistently.

Between 1961 and '63, he built a pukka F750 car, the most unusual feature of which was its horizontally-mounted dry sump engine. This was hung from a Dural bulkhead and used downdraught SU carburettors obtained from a scrapped Riley. It was road-legal but a short time on the public highway in such a low car terrified him and thereafter it was towed to meetings. A few words with Yardley might have saved Sir Clive Sinclair a lot of anguish! For the rest, the car was fairly conventional with a space-frame which incorporated the mandatory A7 A-frame, ¼ elliptical springs and a Panhard rod at the rear, and wishbone ifs with outboard springs.

This car, snappily called "Austin Seven Special", bump-steered badly and the engine was not only down on power but generally refused to run cleanly. On the one occasion when it did perform properly, at Mallory Park in 1963, Jim took second place. In the very next outing, at Silverstone, the car suddenly steered to the right and wrecked itself against a wall. Luckily Jim had been thrown clear for the torque tube finished up in the driver's seat. Only the engine and gearbox were salvagable and it was a case of "back to the drawing board".

The result was one of the most famous and successful of all 750 Specials, "Complexity". The name was a tongue-in-cheek acknowledgement of Jack French's famous "Simplicity" though, in truth, it was hardly any more complex that an "Austin Seven Special" on which it was based. It was also the last sv-engined car to win the F750 Championship.

Again the engine was inclined, but was 75 degrees from vertical since, because of the location of the starter motor, this gave an even lower bonnet line than a horizontal engine. Front suspension was by inboard coil springs and rocker arms and while the rules still called for the retention of an A7 A-frame and ¼ elliptical springs, Yardley went to a great deal of trouble to get the spring rates exactly right.

Borrowing a Weslake idea, Jim bored through the bottom of the block to get "reverse downdraught" breathing, the fuel coming up to the bottom of the valves. Again it was dry-sumped, by two scavenge pumps and a pressure pump mounted in series. Starting what was to become usual practice, Yardley tested the stressing of his frame by building balsa wood models and twisting them.

"Complexity" appeared at the end of 1964 but was initially disappointing. "The engine was diabolical, as usual," says Jim, "but then we dropped the jets by ¼ inch and — wow! It was the only tuning I did and the engine was never touched again. A win and lap record on the Silverstone GP circuit gave notice for 1965.

Yardley had a slow start to the season, having rested on his laurels during the winter, but by the end of the year his tally read: 14 starts, 11 wins, five lap records, one DNF due to running out of fuel. It was a magnificent swansong for the old sv 750 engine, though Richard de la Rue, who bought the car, claimed third in the series the following year.

With nothing more to prove in F750, Yardley set about designing Beagle 1, a car which could be used in both F3 and Monoposto. "Beagle" was chosen with reference to Dan Gurney's "Eagles" and part of the inspiration to go single-seater racing came from the fact that Jim shared an office with the talented Chris Lambert who was then making a name for himself in F3.

Assisted by two friends, Tony Webb and Ted Lever, who still help him (Ted has not missed a single Beagle race in nearly 20 years) Jim built a simple monocoque based on the F2 Lotus. Though it was a fairly

conventional car in global terms, a monocoque was then an unusual solution for a special builder.

Beagle 1 appeared at the end of 1966, nominally in F3 (one-litre) trim but intended for Monoposto racing. It did not immediately take the category by storm. In fact it took a full season's driving, with most of the development work being done at race meetings before the car was properly sorted.

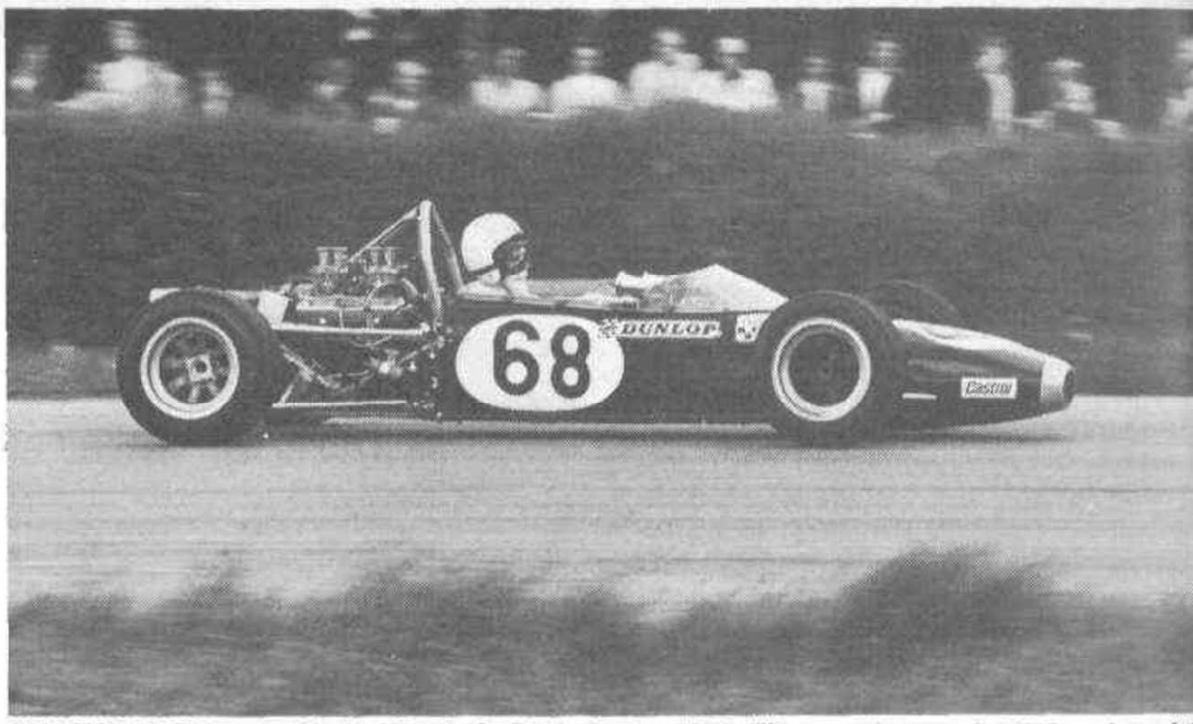
During 1967, Yardley had competed with both 1.0-litre and 1.5-litre Holbay downdraught engines but for 1968 decided to build his own aluminium cylinder head. This was based on the Heron head used on the Cosworth SCA engine but was designed for pushrods rather than ohc. Yardley made a wooden pattern and the head was eventually cast for £12. The head was machined by Ted and Tony in a school workshop. Tony is a metalwork teacher — most useful!

This ambitious little motor worked and Yardley won the Monoposto 1.5-litre class, winning frequently but losing out overall to Eddie Heasall's tally of points in the 1,000 cc class.

The following year, Yardley dominated the category, winning both the 1.5-litre class and the overall Monoposto Championship. As an aside, the name "Beagle" proved to be a good one for it gave headline writers in the weekly motorsport press plenty of opportunities to exercise their wit: "Beagle Top Dog At Brands" being a typical example. In making the head, however, a vital internal rib had been inadvertently omitted with the result that during 1969, the gasket frequently had to be glued together with Araldite. This bodging did not affect it, though, and it kept going, and winning, until the end of the season, it finally cried "enough" and cracked.

Another head was made that year, a downdraught version of the Ford crossflow head, and this proved to be the equal in power to the aluminium head, though it was weak. With the Monoposto Championship well under control, Yardley raced his car in other categories such as Formula Libre.

The following year, the Beagle was raced in 1,000 cc form, with the new head fitted to an MAE block. In Monoposto racing, Yardley was able to take outright wins with the smaller, lighter, engine, enjoying battles with Alan Joy and Brian Jordan who finished ahead of him in the final classification of the of the 1,000 cc class. Jim began to enter his car into F3 races and, as he has said, began to derive more satisfaction from fighting at the rear of a good F3 grid than he did by winning Monoposto races. A highlight of the year was making the F3 Final at the British Grand Prix meeting — and 1970 was a vintage year for F3 with 10 future GP drivers, including two future World Champions (Hunt and Lauda) in the field. Moreover, Yardley was the only driver not to use Firestone YB11s, sticking loyally, and economically, to outclassed Dunlops.



JIM YARDLEY at the wheel of Beagle I, Castle Combe, 1970. This car twice won the 1500 cc class of t Monoposto Championship (and the overall title on the second occasion) and also appeared in F3.

Beagle I was sold at the end of the year and Beagle II was drawn. This was to be a rear-engined F3 car with beam axle front suspension. Yardley decided that, with a wheelbase of 8 ft 0 in it was all getting out of hand (Beagle V has wheelbase one inch longer) and he scrapped it. Meanwhile he drew a beam axle set-up for Richard de la Rue's special, "Apogee" and since that seemed to work well, he began on Beagle III.

This again was designed for F3 but he began to encounter all sorts of problems with fitting all his ideas into the package until he realised that the answer was to make the car front-engined. This broke accepted racing practice but remember just how quick Ray Mallock was in his front-engined F3 Mallock at about the same time.

Beagle III's 1.6-litre engine was mounted horizontally in the interests of low frontal area and low centre of gravity and was offset to the left. Another unusual move was to mount the Hewland gearbox back to front in order to be able to carry the spaceframe de Dion layout behind it at the back.

"It was a hideous car," Jim says, "I'm glad I've no photographs of it in F3 trim." Yardley had designed and built his own hubs and these were not very clever, for the car had a habit of shedding wheels. Front wheels, back wheels, it showed no prejudice.

Breaking fresh ground, this car took a lot of sorting and Yardley's appearances over the next few years were sparodic. Jim managed a few F3 races in 1973, without success. In 1974, it was back to Monoposto with a Cosworth downdraught head and Lucas pi. The following year Yardley and Beagle III came third in the Monoposto Championship but the car was still a disappointment.

It was not difficult, however, to convert it to Clubmans' specification and in 1976 Jim and Beagle III finished fifth in the Northern Championship. The car had been a disappointment, but a lot had been learned It was not a case of the fundamental concep being wrong but getting an innovativ design to work in harmony. Just as "Austi Seven Special" became "Complexity", s Beagle III became Beagle IV, with simila success.

Yardley pooled his ideas with Richar Hurdwell, who worked at MIRA and wh had access to the wind tunnel there, and th result was two Championship winning car Hurdwell's "Wells 2", also beam-axled afte Hurdwell had driven Beagle III, won F1200 title, and he made a special point running without aerofoils because his hollo sidepods, developed at MIRA, generate sufficient downforce by themselves. Yardle meantime took Beagle III to pieces in orde to make it into Beagle IV greatly helped by newcomer to the team, Tony Pegg.

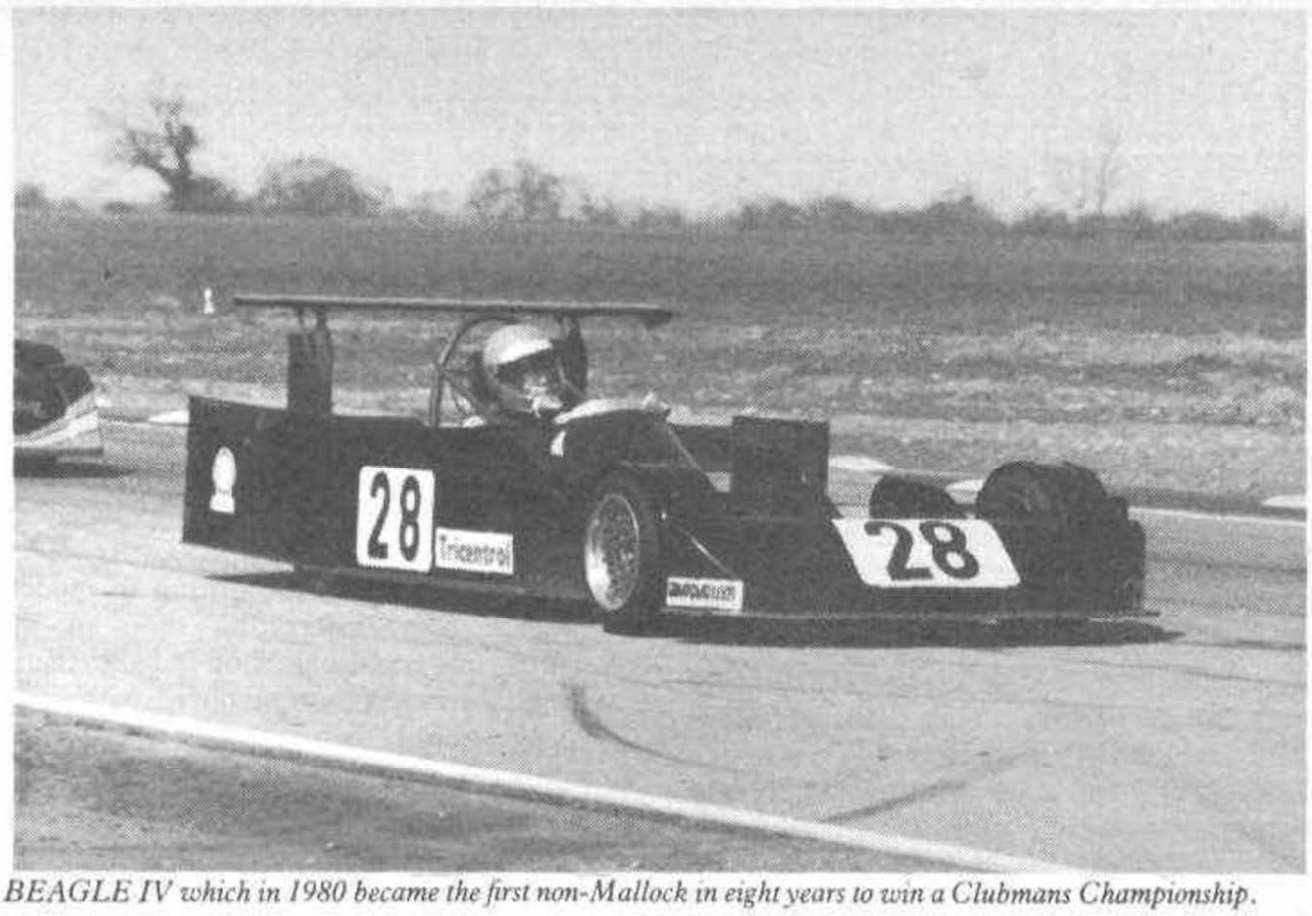
This took some time and the car did no appear until late in 1978 but the followin year, still learning about the car and th category, Jim won a couple of Clubman races at Donington. 1979 was spent awa from racing but he was back in 1980 to tak the Clubmans Register title. "I was pretty serious, I even bought some new tyres." was the first time since 1972 that Clubmans Championship had been wo with a car other than a Mallock.

At the end of that year, work began o Beagle V and one of Project Four's Toyo engines was bought. Since he had made th decision to try F3 again, Yardley had keep his International "B" licence up to da so he entered a few races with Beagle I — and won the Donington Championshi without really trying.

Five races followed in 1982 for the sam reason and then the car was sold for use Thundersports. Beagle V was a long time the making: "I would never have started I'd known how long it would take." Th trouble was that the rules kept changing an that is a serious problem when you ar working in your spare time.

The few F3 races in which Beagle V appeared during 1985 proved to be disappointing. Late in the season, though, it was discovered that the front axle had been flexing. It is currently being re-designed and the car will be out again next year.

Perhaps when Beagle V is old enough to qualify for Class B of F3, we may see it pick up a few points. I do not expect it to win any races but if it does, the shout of pleasure you hear ringing across the circuit can be put down to me. I switch off when I hear Formula Ford hopefuls, carrying briefcases full of "proposals", whinge and whine about the fact that they could be World Champions if only they could find someone to pay for their fun in the meantime. A man who comes home after a day's work and builds his own car and who can keep his sense of perspective and humour is, in my book, one of the good guys. Jim Yardley embodies the spirit which first attracted me to motor racing and which, despite all the hype and bullshit, keeps me in motor racing. — M.L.



BEAGLE IV which in 1980 became the first non-Mallock in eight years to win a Clubmans Championship.

Cars in Books

MY attention has been drawn to the chapter on "Motors And Motoring" in Earl Russell's book "My Life and Adventures" (Cassell, 1923), in which the author tells how he took to motoring in the pioneer days after much travel at sea with his little steam yacht *Royal*, on the Thames, bicycling, walking, and touring with two horses in a light Scotch dog-cart in which he could do up to 100 miles a week. That was in addition to rail and steamer journeys to Naples, Sicily, Malta, Switzerland and America.

His first car was a 2½ hp belt-drive Benz with back-to-back seats and the Crypto gear, a model I cannot immediately visualise. It was fortunately used in the flat Maidenhead area, as it could not climb a hill of more than 1 in 20 before the driver had to walk beside it. A strong wind or mud brought it off top speed and Earl Russell was pleased if it did 12 mph during his frequent runs from Amberley College to Hanwell Asylum where he was Chairman. In 1900 the Earl brought back from America an 8 hp Haynes-Apperson, made at Kokomo, Illinois, a high, wheel-steered car, a two-cylinder model on pneumatic tyres, it was capable of about 20 mph and the owner, who did a great many miles on it, was proud of it, although the tiny friction bands of the transmission, selected by sliding fingers, were perpetually going wrong, and the rotten American casting let water into a cylinder.

Next came a 1902 car "with which S. F. Edge had been second in some Continental race", a perfectly hideous machine, the shoe brakes of which would generally destroy the tyres. But many thousands of miles were covered on it. That was followed by one of the first Napiers, a 12 hp model, ordered from Edge at enormous expense and eventually delivered, when it proved a dud, boiling away all its radiator water. It went back to Napier's but was never cured and when the Earl bet Edge a fiver that he could not drive it from London to Oxford without putting water in the radiator, it ran completely dry two miles from its destination! (One would like to have seen Edge's face and have heard his excuses . . !). That put Earl Russell off Napiers, a dislike he never overcame, although knowing them to be good cars in later years.

There are interesting references to the early days of the ACGBI (which became the RAC) and to pioneer military motoring with the Motor Volunteers, which include some amusing episodes. Earl Russell concludes by saying that he had done over 150,000 miles driving all over the country by the time his book was written (1922/23?), his later cars including a 30 hp chain-driven Daimler and, for many years, White steam cars, but that now he only drove Humbers, "and no one could wish for anything better". He could guarantee to keep better time with them than a SWR train. . . .

There have been many books about the kidnapping and murder of the baby of the Lindberghs but none setting out the tragic happenings better and more convincingly than in "The Air-Man & The Carpenter" by Ludovic Kennedy (Collins, 1985). Whereas other books have tended to put the convicted and executed Richard Hauptmann in a bad light, this one makes it abundantly clear that an innocent man was terribly betrayed and wrongly put to death. This unfortunate German carpenter's enjoyment of his 1928 dark blue Dodge saloon, bought secondhand in 1931 for 737 dollars, which he was still using in 1934 when he was traced through the number of that car written by a gas-station attendant on the back of a bill, comes over well. Everyone at all interested in crime documentaries should read this book, but from our point of view the only other car of interest it mentions is the Saxon Six which, when he was only 14, Lindbergh overhauled and had then driven his recently-widowed mother and uncle 1,500 miles in dreadful weather over dreadful roads to California, in 1916, a journey that took 40 days, Lindbergh (who in 1927 was to be the first to fly the Atlantic solo in his Bellanca monoplane *Spirit of St Louis*) having learned to drive at the age of 11 on his father's Model-T Ford. Another snippet of motoring information from a non-motoring crime book, "All Those In Favour?" by C. H. Rolph (Andre Deutsch, 1962), which I have referred to elsewhere, is that around 1960 the ETU had a fleet of about 60 cars, and that the Communist-party member Mr Haxell used a Humber or sometimes a Triumph.

In "Boy" by Roald Dahl (Cape, 1984) a chapter of this book, which is written very much as if the author had forgotten that he had not intended it for children, as are some of his books, there is a chapter about a run with an elder sister in the family's first car, which resulted in a nasty accident due to the driver's lack of experience, in which the boy Dahl's nose was severed. The car was a *circa*-1925 black De Dion Bouton tourer, with a rear screen, which the "ancient sister" claimed would do 60 mph, which the younger children pleaded with her to do. But at 35 mph, beyond Llandaff, they came to grief at a bend. That is all of motoring content in the book, except for a picture of the De Dion which looks to have come from another publication, but may be from an album, but if so, the registration number (6925-DK75) seems an odd one for a car presumably taxed in Wales . . . It is not that of the 1923 Model-IW De Dion Bouton owned by H. O. Duncan, author of the now much sought-after book "World On Wheels", as this tourer had the registration number 880-BK30. — W.B.

BOOK REVIEWS

Books For Christmas

"The Ford That Beat Ferrari — A Racing History Of The GT40" by Gordon Jones & John Allen. 464 pp. 12 in x 8 in. (*Kimberley's, 4, Church Close, London, N20 0JU* £40.00 — £49.95 in January).

This is by no means the first book dealing with the GT40, Ford's great success-car in endurance racing. But it may well be the most complete, and it certainly has many very good pictures. The 1966 Le Mans winner is seen in colour, and the frontispiece picture, of John Wyer, Eric Broadley, and Roy Lunn, says it all, for they were the architects of the competition Ford GT40s. The text is divided into six parts, covering respectively development, the works teams, the big cars, both prototype and production, the Gulf era, the customer racers from the angle of both customer support and the private teams, and data relative to the GT40, from the chassis, driver and technical aspects. The Appendices add even more data, even to coverage of models and kits, shown in colour illustrations. LAT supplied many of the photographs and this is a book that will render enthusiasts for the GT40 pretty uncommunicative over the holiday period! — W.B.

* * *

"Aston Martin V-8" by Michael Bowler, 224 pp. 9½ in × 7 in (*Cadogan Books Ltd, 16 Lower Marsh, London*. £11.95)

This addition to Cadogan's High Performance series could hardly have a more appropriate author: Michael Bowler has been closely associated with Newport Pagnell all his working life, and his appointment to the post of Engineering Director there in 1983 has made it possible for him to employ company records both written and remembered.

And the end result is thoroughly comprehensive. Although concerned essentially with the V8-engined models, the book devotes a number of chapters to previous history, especially the David Brown years, to illustrate the engineering progress that continued through the ups and downs of changing ownership in the '70s. Illustrated with many black and white pictures, the book describes factory failures as well as successes, and explains what lay behind the major policy decisions. Experimental cars and engines are shown, and the chapter on Aston's racing resurgence runs as far as the terrible events at Le Mans in 1984.

The writing is frank and concise, and only in the very short final chapter on the firm's hopes for the future does Mr Bowler sound like a "company man" — but then, why shouldn't he? — G.C.

"Lamborghini — Supreme Amongst Exotics" by Andrew Morland. 120 pp, 9 in x 8 in (*Osprey, 12-14 Long Acre, London WC2*. £6.95)

This addition to the Osprey Colour series is essentially pictorial, with explanatory captions being the only text. Arranged broadly in "chapters" according to model, there are some interesting shots of the assembly line and repair shop at Sant'Agata, and certain models are favoured with crisp specially posed pictures, particularly the magnificent Miura SV. Others, however, must need make do with the rather scruffy background of the Goodwood car-park, which rather detracts from the glossy image. In addition, the quality of some of the larger pictures falls short of others in the book, which overall is probably of interest to the Lamborghini devotee or the car-mad schoolboy. Personally, I found it repetitive to read the names of the owner of each car in its caption. Nevertheless, the "captions only" principle is appealing, and the Miura picture alone will probably sell it.—G.C.

* * *

One of the annuals most eagerly awaited in the MOTOR SPORT office is "World Cars" (published by Herald Books, 109 Great Russell Street, London WC1B 3ND, 439 pp, 9 in × 11 in, casebound, copiously illustrated, £26.95). World Cars 1985 features a well illustrated review of the 1984 F1 season, 22 colour pages of cars with special bodies, articles on the future of the motor industry in Europe, Japan and the USA, and nearly 400 pages of photographs and specifications of just about every model, and model variant, produced in the world.

The main section of the book is more than just pages of figures, it is a panorama of the world motor industry. How many people can name Rumania's three manufacturers? Or India's four producers? Of particular interest are the cars which are not on sale here. Although most of us think of North America in terms of the Big Three plus Jeep and AMC Canada and the USA both have thriving specialist car industries which are largely unknown here.

If I have a criticism it is that I'd like a brief introduction to each maker. The book provides all the specifications of Ecuador's Aymesa Gala, for example, but it would be handy to know something of the background of the maker, what running gear it uses, and how many are produced annually.

One slightly depressing thing which emerges is how firms such as Fiat, VW and Renault are so well established in third world countries while the British industry missed the boat. — M.L.

Ian Bamsey's "Porsche Carrera 6 — 962 (publ Tenorhart Ltd, Watercombe Studio Watercombe Park, Lynx Trading Estat Yeovil, Somerset, BA20 2HL, 192 pp, 8 i × 11 in, illustrated b&w and colour, £19.9 is a concise account of those Porsche ca which have contested outright wins in th World Endurance Championship and othe important series such as Can-Am. It's handsomely illustrated volume and many the photographs have not been previousl published. When Bamsey has located a outstanding photograph he has not bee afraid to give it full value.

Each car is given an astute technic description, there follows a highly readab account of Porsche's fortunes in majo events, including the European Hill Clim Championship, and each section ends wit tables showing the main results whic Porsche has achieved, year by year.

Thus the work is a valuable account Porsche's sports racing activities over th past 20 years. What it lacks, though, historical perspective, in particular, som idea of the strength of Porsche's opponent The results tables do not help for the record only Porsche finishes and retiremen and make no mention of the oppositio Bamsey clearly knows his subject but th format of the book, with its emphasis o photography rather than text, does not allo him the depth of analysis of which he capable. This book remains, however, beautifully produced tribute to the marque racing achievements. — M.L.

* * *

Another book for Ferrari fans has jus been published: Ferrari F1 Volume 1 – 1948-'63 (distributed by Motor Racing Pub lications Ltd, 28 & 32 Devonshire Roa Chiswick, London W4 2HD, 8 in × 11 in casebound, 80 pp, £8.95). Written by Pier Casucci, and printed with parallel Englis and Italian texts, it covers Ferrari's firs eight single-seaters and although the text i fairly sketchy, there are numerous hig quality illustrations, including cut-awa drawings and brief interviews with two Ferrari's most important designers of th period covered, Aurelio Lampredi and Carl Chiti. The second volume in the serie (1964-1976) will appear in January whil next April sees the publication of the thir volume (1977-1985). — M.L.

* * *

Two more of those compact but ver informative Haynes' "Super Profiles" o well-known motorcycles have bee published, from Yeovil. They cover th BSA Gold Star and the BSA M20 and M21 the former taking in some racing, the latte the use of these versatile machines by th AA and the Army, with a fine drawing of typical sidecar-outfit as the front-cover end paper. The first book was written by Joh Gardner, the second by Owen Wright, an it is interesting that both were introduced t motorcycling while apprentices. Each boo has its quota of good colour pictures an each costs £5.95 — W.B.

"Exchange & Mart Guide to buying a Secondhand Car" by Joss Joselyn (*Javelin Books, Link House, West Street, Poole, Dorset.* £1.50)

This guide arrived just on cue, as the writer was in the throes of the secondhand choice at the time. Mr Joselyn succinctly summarises the avenues to investigate and the alternatives open to the buyer, starting with selecting the right model and carrying on with the economics, before pointing out the advantages and hazards of buying privately, from dealers, and at auction.

The book covers mechanical points to look at, your rights in law, and raising the finance, though some of the pictures are not very clear. However, for a concise look at the items to take into account, it is a useful and handy book. — P.G.

* * *

MRP has now published volume 2 of its "Collector's Guide"-series about "The Mercedes-Benz since 1945". It is by James Taylor, about the 1960s cars, including the 600s and the New Generation models, and is full of information and statistics for lapping up by avid Mercedes enthusiasts, and others who require data on the subject. As you read Taylor's sage estimate of the quality and impeccable detail in these cars you find endorsement of one's long-held opinion that Daimler-Benz make the best-engineered cars in the world. This book, in which new pictures abound, is priced at £9.95, which is indeed good value. That books about even quite recent cars are in demand is shown by Ray Hutton's "The Z-Series Datsuns, including the Nissan 300ZX" (another in MRP's "Collector's Guide" series) having made a second edition in three years. You need this one to really learn about these best-selling Nissan sports-cars. It sells for £9.95 and includes racing and rallying in its compact but inclusive facting. — W.B.

* * *

The new titles from Brooklands Books cover that most exciting of makes, Ferrari, being road-test report reprints from various journals, including three from MOTOR SPORT, one book about the 308 & Mondial models of 1980-84, the other the Dino 308 of 1974-79. They cost £5.95 each or £6.50 post free. — W.B.

* * *

Reece Winstone, FRPS, has come up with another of his picture books about cities long ago, this one about Bristol's suburbs. It contains a number of shots of early cars, most of the makes of which are quoted, such as a group of an Austin 20 tourer, two Daimlers and an early disc-wheeled Minerva at the Julian Road Garage in Sneyd Park in 1922. This is but one of 518 photographs, one of which shows the author in his family's 1925 Armstrong Siddeley 14 tourer. Just the job for Christmas or New Year browsing, you can get this one for £9.20 post free from 23, Hyland Grove, Henbury Hill, Bristol 9.

W.B.

When the first of Andrew Neilson's thrillers, "Braking Point", appeared his publishers trumpeted him as the "Dick Francis Of Motor Racing". It was a claim which didn't stand up for though it was a good read, it lacked the ease of Dick Francis' novels, one felt that Neilson was straining to capture the milieu of motor racing whereas Dick Francis' knowledge of horse racing is so extensive and ingrained that his use of it is effortless.

Neilson's third novel, **"The Monza Protest"** (published by W. H. Allen, 44 Hill Street, London; 236 pp; hardback; £9.95) does not carry the comparison with Francis but, paradoxically, Neilson has matured so much as a writer that he can now stand comparison. He is at ease with his subject and the book is well-plotted. It was clearly inspired by the kidnapping of Fangio by Castro's supporters just before the 1958 Cuban GP though, in this case, the World Championship will be decided at Monza and the two leading drivers are the subject of a politically-inspired kidnapping. One drives for the "Farina" team (car number 27, Signor Farina wears dark glasses and is addressed as "Commendatore") while the other drives for Len McKray (non-drinker, Japanese engine designer built like a rugger player) and these two personalities (who can they possibly be?) are skilfully woven into one of the many sub-plots.

The result is a rattling good yarn which I read at a single sitting. You don't have to be a racing fan to enjoy it but the motor racing element passes the most critical scrutiny. When a writer chooses a sporting contest between two people, he has the problem of maintaining interest and credibility at the end of the race, or match, or game for only two results are possible: one of the protagonists wins or else it's a draw. I like the way Neilson tackles this problem head on, yet also manages to keep the reader guessing while still reaching a credible conclusion.

"The Monza Protest" should solve a few Christmas present problems and be a welcome diversion on Boxing Day. — M.L.

* * *

It is not surprising that Harry V. Sucher's book "Harley-Davidson — The Milwaukee Marvel" has already gone into a third edition since Haynes produced this G. T. Foulis-imprint in 1981, in view of the interest and impact of this famous make of motorcycle. The latest volume, of 328 pages, costs £14.95. The book has much of British interest in it, and covers, with pictures, the Harleys that ran so effectively at Brooklands. The third edition has been updated and deals with the reasons why the Harley-Davidson concern has again passed into the hands of private stockholders and how profitability for the American Machine & Foundry Company which had acquired a controlling interest in the H-D concern in 1969 did not reach acceptable levels, and how quality-control problems intruded, as well as competition from Japanese motorcycle imports. An extra chapter has been added, covering the way in which the Company has been run under private ownership, how pressure was brought to bear on the US Government to restrict imports of large-engined motorcycles made outside America, and what the future prospects look like in the light of undiminished foreign competition. Economists might well read this book in conjunction with "What Is Wrong With The British Motorcycle Industry"! — W.B.

* * *

As a gift to please commercial-vehicle-minded readers, what about the Blandford Press's very comprehensive survey in text and pictures of "Ford & Fordson Tractors", (by Michael Williams), going from the origins of such farmer's machines and how Henry Ford looked at the frameless Farkas design in 1915, to the 1957 Fordsons, in 128 10 in x 7½ in pages, at a price of £9.95. Ford Model-T fans may get hysterical when they see the conversions once used to turn this admirable car into a tractor! — W.B.

* * *

Those who follow aviation as well as motoring history should note that Airlife Publishing Ltd of Shrewsbury have brought out Capt Eric Brown's second volume of "Wings of the Weird & Wonderful", about the odder sorts of aeroplanes, ranging from the Bell Airacomet to the Winter Zaunkonig, covering in fact 35 machine types in all, in this latest volume, which costs £11.95.

* * *

Only one aeroplane is described in "Forty Years On — A Spitfire Flies Again" by Lettice Curtis (Foreword by Jeffrey Quill, OBE, AFC, FRAeS) but it is of great appeal — Roland Fraissinet's PR XI that failed to reach its reserve of £320,000(!) at a 1984 Christie's sale, and which he will fly in many 1986 displays. This landscape size high-grade book tells in picture and text this aeroplane's life-story, including how Lettice Curtis used to fly it for a former owner and how she won two air-races with it reminding me again that pilots (and top racing drivers) are people apart from the "you and me" of this World. You can enjoy her story for £8.95; publishers: Nelson & Saunders, 2, Dartmouth Road, Olney, Bucks, MK46 4BH. — W.B.

* * *

A rather unusual subject for an aviation book is "Into The Assault" (by Peter C. Smith: John Murray, £12.50), covering famous dive bomber aces of WW2. — W.B.

* * *

Back to motoring, No 8 of the SCC of SA's picture book of 1902-1916 cars, edited by G. H. Brooks, would make a welcome present to vintage-car folk. It is available for five Australian dollars plus £1.50 for postage, from the Club, at 260, Portrush Road, Beulah Park, S. Australia, 5067.

W.B.

Golf Diesel Turbo — not bad!

EVEN mention of Diesel power is an anathema to keen drivers who associate such propulsion with sluggish performance, pronounced engine noise and smell. Some of these reservations are hardly justified these days, and the Golf Diesel Turbo took us to the Frankfurt Show with remarkable economy (even at a 75 mph running average in Germany) and goes a long way to overcoming all the criticisms.

The British government, greedy as ever for revenue, imposes an Excise Duty of 65.8p per gallon on Diesel fuel, compared with 78p per gallon on petrol. The margin is even closer at the filling station, where currently petrol typically costs £1.94 per gallon, Diesel fuel £1.89. Since we transport much of our goods by road the effect on the cost on the retail price index must be high, compared with other European countries where Diesel is treated much more generously (especially in Italy, where Diesel costs little more than half the price of petrol).

It's no wonder that Diesel powered cars have been slow to gain popularity in Britain. In a total European market of 10.18 million cars (in 1984) some 1.266 million (12.2%) were Diesel powered; in Italy the proportion was as high as 26.3%, not surprisingly, yet in Britain the proportion has risen slowly to around 2.6%, or 45,400 cars and taxis out of a total of 1.76 million registrations.

In their favour, Diesel powered cars are low on smog-inducing emissions, and cheap to run; never mind the small price differential in Britain, they can actually go 10 miles further per gallon, perhaps more. Arguments against include higher initial cost — the 54 bhp Golf C 1.6-litre Diesel costs £6,772 in Britain, compared with £5,806 for the 1.3-litre C version 5-door saloon, which is petrol-engined and has similar performance, while the 70 bhp Turbo model costs £7,445.

Accepting that one buys a Diesel for low running costs, we wanted to find out whether the addition of a turbocharger, to gain decent performance, would take the owner back to square one again so far as economy is concerned. Our verdict, after nearly 2,000 lead-footed miles to Stuttgart and back, via Frankfurt, is that the owner has everything to gain, and little to lose by purchasing the Diesel Turbo version. An overall fuel consumption of 41.82 miles per gallon says it all!

The starting procedure in the morning is very simple. Turn the ignition key, wait ten seconds for the amber glow-plug light to go out, and the Diesel will clatter into life straight away. And clatter is the operative word . . . if you have grumpy neighbours, think twice about your choice. At idling speed the Diesel really is a noisy motor, though as soon as load is applied the clatter disappears, replaced by a thrum that's only a little heavier in tone than that of a petrol engine.

The fact that the Golf Diesel has a KKK turbocharger in the exhaust system is neither here nor there so far as the owner is concerned. It can't be heard, neither can it be detected, though it has the effect of increasing the Diesel's top speed from 92 to 99 mph, and reducing its 0-60 mph acceleration from 17.7 sec to a more respectable 13.5 sec. In performance, then, it is slightly quicker than a 1.6-litre petrol engined automatic transmission model, and closer to the 1.6-litre manual than the 1.3 with which the normally aspirated Diesel would be compared.

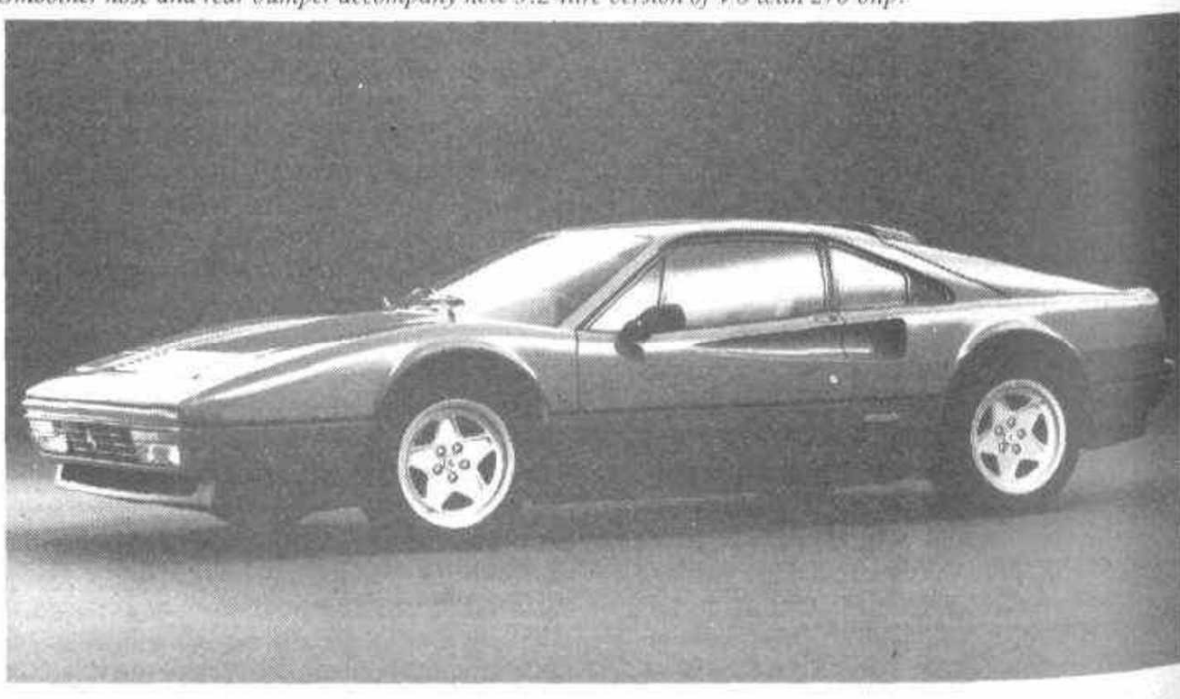
Mid-range performance is good, and the Golf Diesel Turbo is never left behind in normal traffic situations. Before setting off to Frankfurt we covered 380 miles on 38.4-litres of Diesel fuel, an average of 44.91 mpg. This doesn't compare with VW's claim of a 50 mpg average, but the car was never being driven economically either. In Germany, though, cruising along in comfort at an indicated 90 mph, the average dropped to 41.77 mpg and 41.08 mpg on two spot checks, falling again to 39.55 mpg on the fast haul from Stuttgart to Aachen. This included an hour of flat-out driving, mostly at an indicated 105 mph, chasing a Mercedes 190 E 2.3-16, the driver of which must have been exasperated to see the Golf closing on him each time he was held up by truck (Germany's derestricted autobahn system is much overrated, particularly on the predominantly "dual carriageway" sections which are repeatedly reduced to 40 mph by ruthless truck drivers determined to overtake!)

Without conducting a back-to-back test we doubt that a 1.6-litre petrol engined Golf would have bettered 30 mpg at these speeds, suggesting a consumption advantage for the Diesel Turbo of around 30%. Against, we'd have to rate the somewhat higher engine noise level at motorway speeds, the clatter at idling speed, and the 110 pound weight penalty, most of which is over the front wheels and can certainly be felt at parking speed.

There is little justification for buying a Diesel at all, let alone a Turbo version, unless for fuel economy, and while the majority of customers will consider that the official Urban Cycle consumption of 47.1 mpg to be a complete justification (50% better than a 1.6-litre petrol engine model) we'd conclude that the high mileage, long distance driver has most to gain — especially if he's self-employed, and needs to watch his operating costs. — M.L.C.

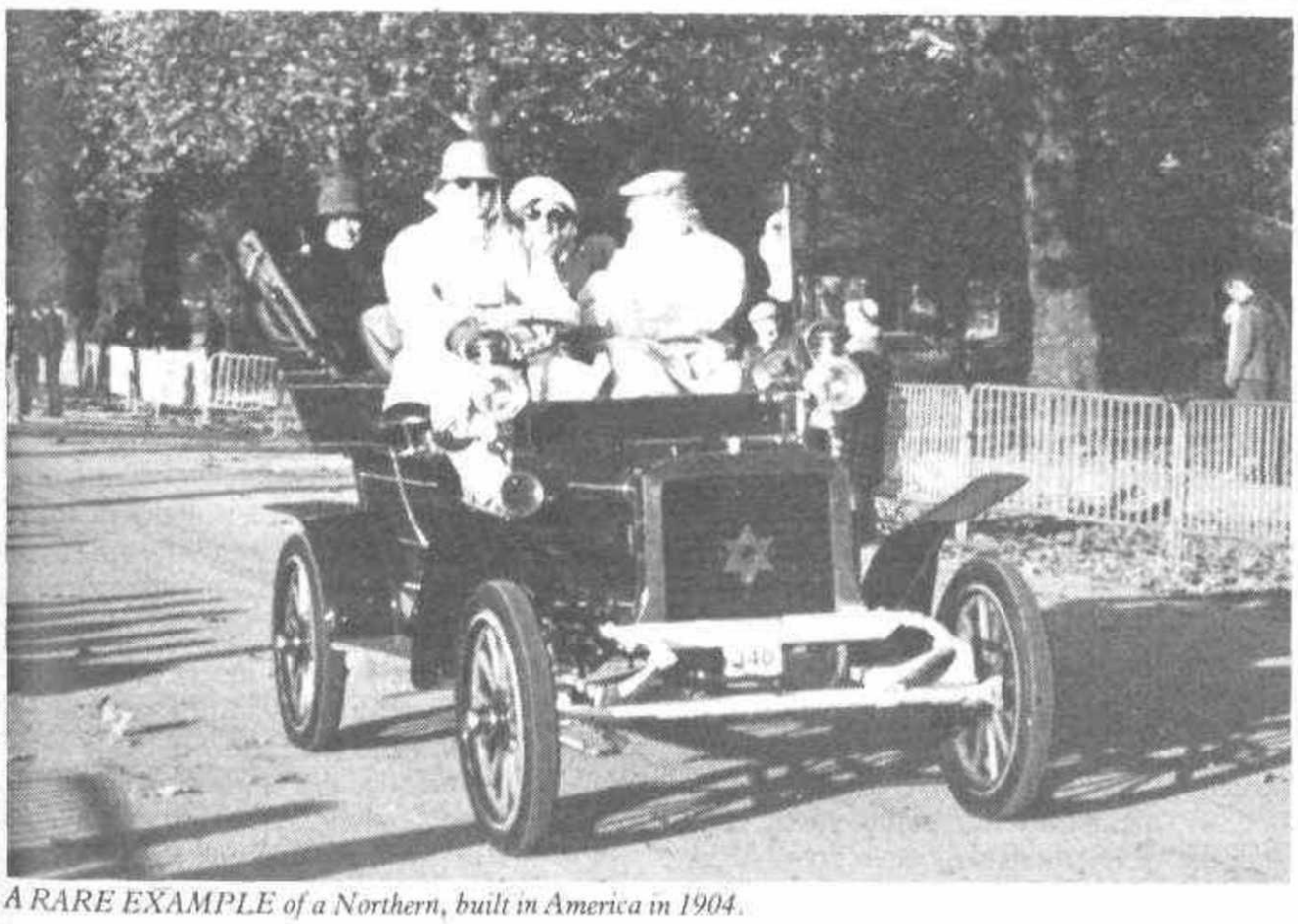


NEW AND REVISED: Volvo's 480 Coupé (above) is the firm's first fwd car and aims to succeed the extinct 1800ES in the sports-estate bracket. Ferrari has revised its small car too: old 308 makes way for 328, below. Smoother nose and rear bumper accompany new 3.2-litre version of V8 with 270 bhp.



VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO OLD CAR MATTERS



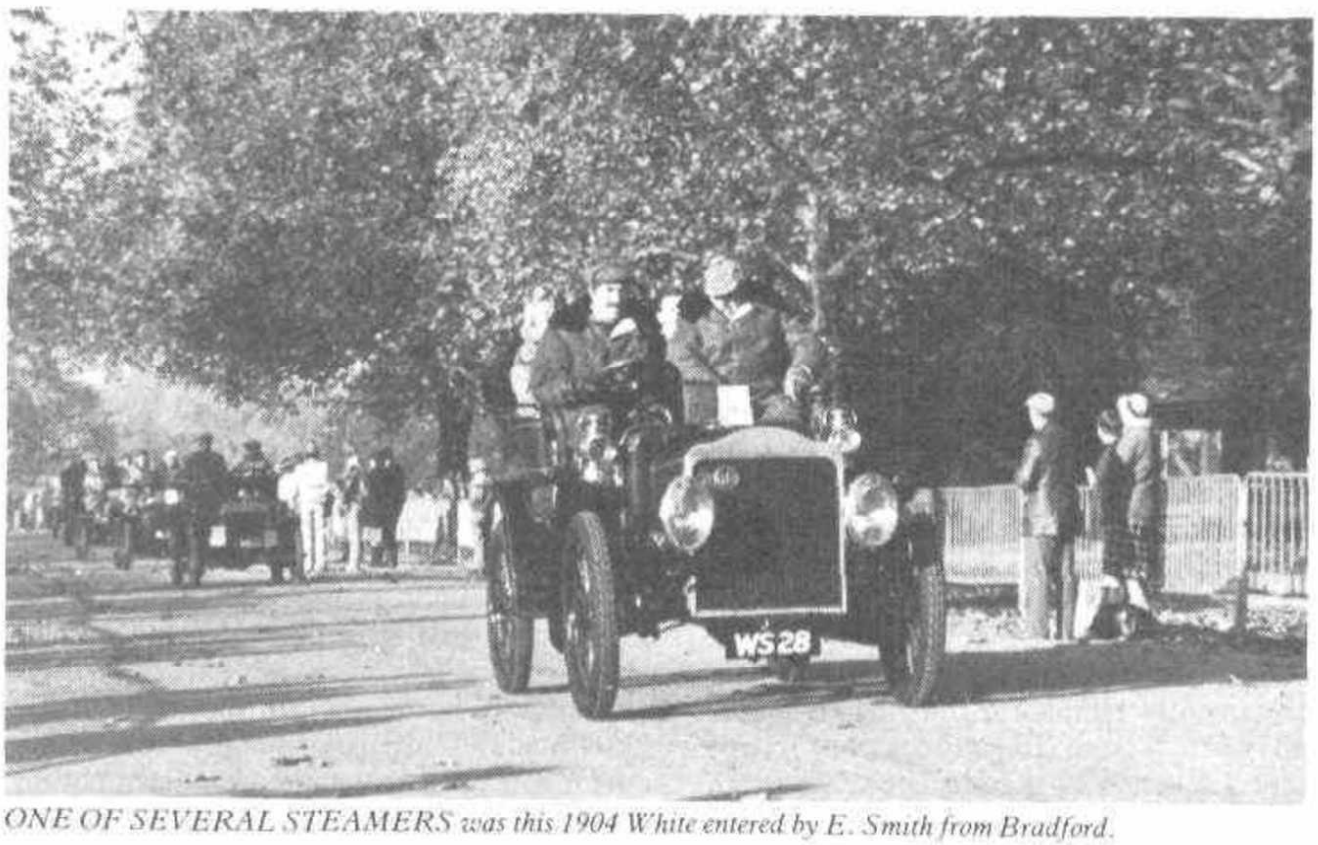
A RARE EXAMPLE of a Northern, built in America in 1904.

To Brighton By Talbot

NOVEMBER'S Veteran Car Run to Brighton, organised by RAC Motor Sports Association, is as popular as ever, with entries from all over the World (this year 326, of which 66 were reserves), but for me it lost some of its one-time flavour when I heard that two of the runners, a Thornycroft and a De Dion, would be equipped with mobile telephones — not quite in keeping with 1904 motor cars, surely? And there was again the appearance on the Run of Show-Biz personalities, who see in it a means of publicity. Ray Moore of BBC-2 was on the aforesaid De Dion, former BBC presenter and now Sports Minister Tracey rode on a 1903 Albion (his present position making this appropriate and welcome, however) and "Blue Peter" had the NNM 1903 22 hp Daimler for the kiddies to wave at (I saw it stationary early on), and BBC's "Top Gear" man Woollard was on a Mercedes. The Chief Constable of Sussex went as passenger on a 1904 De Dion — but some of the traffic-lights at his end of the run remained unmanned! Young drivers, lady drivers, old drivers, all were out in this year's cold sunshine, on a Run watched by an enormous number of ordinary members of the public, and dejected dogs were seen, their Sunday morning walks cut short as their owners watched this great cavalcade of motoring history pass by.

Where all these pre-1905 cars come from is a source of wonderment in itself. New entries continue, such as the taxi-like 24/30 SMA, found in Sardinia, a 1903 Clement bought from a closed-down French museum, and the 1903 De Dion on which Michael Brisby was doing his second "Brighton". The museums were well represented, Lord Montagu taking his 1903 De Dion that he let me drive last year, Lady Montagu being on one of only two existing 1901 Progress cars, the Science Museum putting in a 1904 Rolls-Royce once taken through the Run by Sir Malcolm Campbell, an 1899 Locomobile steamer, prepared by Merton Technical College, and a Peugeot and the City & Guild's James & Browne being entered again. The Stuttgart Museum had its usual Benz and Mercedes entries, Renault UK Ltd their 1900 4 hp Renault, HRH Prince Michael of Kent took the RAC's 1901 10 hp Mors, and the RAC also entered a Wolseley, the Shuttleworth Trust ran its racing-bodied 1903 24 hp De Dietrich, the VCC a big Berliet, Vauxhall Motors Ltd. its Vauxhall, the AA its Renault, Nottingham Museum a Celer, Ramsgate Museum a De Dion, and from the Indianapolis Museum came again the big Premier. Other veterans venturing to Brighton for the first time were an 1898 Benz, a 1900 Clement, and three more De Dions.

This, my 34th Run was organised for me by Roger Collings and realised by Ann Shoosmith giving me a place on her 1904 12/16 Talbot. It was one of the best Runs I have enjoyed. Ann handled the car with all the expertise she displays when racing her vintage Bentleys and although there were the worst traffic hold-ups ever, at least until we were clear of Croydon, the traffic-lights in Brixton unmanned, thereafter no-one could say that traffic congestion ruined the fun. The start was a little delayed because the numbers indicating parking places were late in being put out, a further complication being the abandonment of back-in parking, which spread out the cars in long lines. But we were away at last, passing Big Ben at just after 9 am. Thereafter the Talbot's engine never stopped, and in spite of the early hold-ups and a pause or two, we were in Brighton



ONE OF SEVERAL STEAMERS was this 1904 White entered by E. Smith from Bradford.

around mid-day, in time for Ann to receive a kiss from the Mayor. It was one of the quickest Brightons I have experienced, apart from a Roger Collings epic . . .

The Talbot proved a remarkably competent veteran. It was bought by Ann's Father in 1956 and has done the Run most years since, retiring from only one. In spite of having four-up (five as far as Gatwick) it showed a slow contempt for the hills, bottom gear being a pedestrian change, and difficult to engage, at all events quietly. Yet that gear was only needed three times on the long gradients of the Brighton road, no water or fuel was added, and once primed to start it, the Talbot's engine ran for long periods with the car stationary with no sign of overheating. Nineteen hundred and four was the first year of English Talbot manufacture, so the performance and smooth-running are all the more remarkable. The car, formerly AU 200, now Reg No FC 26, has two commodious front bucket-seats, with a side-door body behind them easily able to accommodate three persons, with masses of leg room. For a 12 hp car this, again, is notable.

Under the rear-hinged bonnet, with open-able side-panels for administering to the machinery, the engine of 80 mm × 120 mm (2,409 cc) with its four separate T-head cylinders, fits neatly, carburetter on the off-side, exhaust manifold on the near-side. Ignition is by magneto, on the right of the engine, and there is a water-pump on the left, and a belt-driven fan. On the dash there is a small triple-drip-feed lubricator, and only two instruments, a very "period" clock and Smiths speedometer, the latter reading to 50 mph and supplied when Smiths were at No 9 in the Strand. Early large AA and RAC badges flank a VCC badge and the lamps are Lucas "King of the Road". Gear and brake levers are external, the former with a quadrant, and the centre accelerator is of spoon type. The chassis extremities, like the front-axle beam, are tubular, with handsome rear spring mountings, and this smart and very well-turned-out veteran Talbot has a Mex petrol can on its near-side running-board and a wooden box on the dash that might contain coils but is actually for oddments. The tyres are 815 × 105 Dunlops, and equipment includes a fine and strident brass Desmo bulb-horn.

That was the car in which I travelled to Brighton this year, Ann, as I have said coping with the traffic with great relish, th brakes very powerful, as one set of changin traffic-lights fully demonstrated, and th day, which had started for me at 5.30 am, particularly friendly one. One can see wh Talbots went on to such success, for thi 1904 12 hp model represents perfectly prac tical transport and makes some far-late light-cars seem crude and ponderous. B just after noon it was over and I am indebte to Ann Shoosmith, of a great motorin family, for another "Brighton" completed Some of the spectators called her name others were obviously pleased to see a lad driver (there were some others, includin Mrs Moore on No 2 1892 Panhard, whon we saw going well and we overtook Sally an Amanda Collings, obviously in fine form o the 1904 Darracq), and Ann's son wa driving their 1898 2¼ hp Cudell De Dio tricycle which, alas, we encountered back o its trailer near Merstham, part of its intake valve having broken. In spite of man "mimsers" out in the winter sunshine, th Ford Sierra XR4×4 got me the 240 mile home to Mid Wales a few minutes after pm, in time for tea. . . . W.B.

V-E-V Miscellany. — Too late to record last month, it was sad to learn of the death of David H. Murray, which severs another link with the old "Chain-Gang" and Frazer Nash-BMW world. After racing, rallying, and using for trials a Frazer Nash in 1934 and 1935, Murray took to a Type 319/55 Frazer Nash-BMW cabriolet, which he drove in the 1936 Monte Carlo Rally, after which, having joined the Board of Directors of AFN Ltd, he competed at Le Mans and in the TT with a 328 BMW. After the war he continued his competition activities with a Le Mans Replica Frazer Nash and used Bristol 400s in the Alpine Rally, etc. In fact, although coming from a wealthy Scottish family, Murray came south in the 1930s intent on his hobby of competition motoring, taking over a garage in London, but in his retirement he lived quietly in Sussex. His Frazer Nash TT Replica (BMC 450) is today owned by John Aldington.

It may have escaped the notice of some British enthusiasts that at last summer's Miss World *Concours d'Elegance* at Pebble Beach, USA, the organisers had achieved the remarkable feat of assembling all six of the surviving Bugatti Royales. Four were in America anyway, but two more came, it is good to note, from the Schlumpf Museum. The only one in running order seems to have been Briggs Cunningham's, to whom all credit. These Royales included the prototype of these 14.7-litre "Golden" Bugattis, dating from 1926/27, fitted originally with a body from a Packard tourer, then with a Weymann body, until it was crashed and damaged by fire. It was subsequently rebuilt for the Bugatti family and given a Jean Bugatti-designed coupé body and is now in the Mulhouse Museum. From the Harrah Collection came the Royale that was built for Armand Esders with a two-seater body but was later given a Binder coupé-de-ville body. Also from the Harrah Collection came the remarkable Berline-bodied car styled by Bugatti and used by his family for some years. The Henry Ford Museum sent their Weinberger cabriolet built for Dr Fuchs of Germany but which suffered frost damage at his Long Island home in the USA in 1937/38. Mr C. A. Chayne of General Motors restored it after the war and used it in the 1947 VMCC of A Glidden Tour, etc. Mulhouse sent the other car from that Museum, which had been delivered in 1933 to Capt Foster in England, with a Park Ward saloon body, and which was once a familiar sight in Leominster. The Briggs Cunningham car is the Royale which came to the Olympia Show in 1932, with a two-door Kellner saloon body, priced at £6,500, and was later used by L'Ebe Bugatti for some time. What an occasion! Incidentally, at this American Bugatti Rally Hugh Conway counted no fewer than six Brescias at rally headquarters, the largest number he could remember seeing together at one time, which perhaps sets David Sewell the chance of surpassing this at a 1986 BOC event. . . .

We were reminded that the STD Register, for Wolverhampton Sunbeams, Roesch Talbots, and Darracqs of this period, is as active as ever (it now has some 500 members) when a nice selection of pre-war and vintage Sunbeam 16 hp and 25 hp saloons brought members to Wales on a social visit that took in a woollen-mill and the Elan Valley reservoirs, and tea at their President's house, before dinner at "The Commodore" in Llandrindod Wells, where the more active Sunbeamists swam beforehand. Among those who participated were Secretary Jeremy Grammer, Sunbeam technical expert Roger Carter, Ben Yates Bill Barrott, Bob Frost, Paul Easter and D Lawson, with J. Dodd among the Talbo party. Anyone who needs information abou the Register should contact Harry Tennant North Hill Farm, Membury, Axminste Devon. A quarterly Journal and a monthl Newsletter are issued and the Sunbeam return to their birthplace annually. We hea that, for the time being at least, the ol Talbot Ladbroke Hall factory in London i safe from destruction.

Some photographs of the memorable tim when Hans von Stuck brought an Auto Union to Shelsley Walsh (June 6th, 1936 that I have been looking at clearly show hov the only instrument in the cockpit was large central tachometer (calibrated in larg figures every 1,000 rpm, with smalle markings for the 500 rpm between, th warning sector beginning at 3,500 rpm an going "into the red" at 4,500 to 5,000 rpm) that even the frame of the aeroscreen ha lightening holes, and that treaded twin rea tyres and detachable steering-wheel wer used. A Bellevue Garage single-seater MG also with twin rear tyres, is seen parke behind the Auto-Union, with its Ford van and Kenneth Evans and the Bellevu mechanics led by "Wilkie" Wilkinson ar taking a keen interest. In another pictur Raymond Mays, whose ERA was to cloc 41.4 sec on that wet afternoon, agains Stuck's 45.2 sec, is chatting to the Auto Union driver and Kay Petre is seen lookin in the Auto-Union's cockpit.

There are also pictures of the big Horc coupé in which Stuck drove to Shelsley, BRDC badge in pride of place on it; on notes that it had knock-off hubs even for th side-mounted spare wheels. — W.B.



O.J. MISSED the Caerphilly hill-climb in 1924 — had he been there he would have witnessed this famous event.

MOTORING AS IT WAS
— A Look Back To The Roads Of The 1920s

THE YEAR is 1924 and we left Owen John, whose motoring notes we are following as a means of reliving what motoring was like in those vintage times, very satisfied with the latest Morris-Oxford he had been trying, on a run into Kent for a golf tournament. The return journey was made back into Surrey, where in Reigate a motorcyclist who disregarded the signal of the AA Scout at the cross-roads nearly came to grief under the wheels of the Morris, causing O.J. to wonder whether the same reliance should be placed in these AA pointsmen as in the Police; now, of course, we leave it to automatic traffic-lights.

O.J. got lost "in the curious region" round Woking station and village, but got eventually into Bagshot and on, in rain like that of the present summer, to Bracknell and Reading, to find his garden flooded for a tenth of its area. Over the Whitsun Bank Holiday of 1924 O.J. stayed at home, listening to what emerged from his Western Electric loudspeaker, and in his garden, rather than face the traffic, and the many learner-drivers, without. He was, however, in a reflective mood, recalling how slow the British Army was to see the need for motorised transport. (O.J. recalled seeing at Metz in 1908 a number of exactly similar Mercedes military lorries, all exactly alike, whereas in 1911, after he had left the Army Motor Reserve in disgust, his offer of a convoy of Daimler lorries, to be lent by Mr Ernest Instone, had been refused and the Yeoman Brigade was forced to live in the country, out of the action, as their two-horse farm-wagons could not keep up.)

As Motor-100 is not long over, it is amusing to find O.J., over sixty years ago, saying that when he and his colleagues were long dead their descendants would probably, but quite erroneously, envy them for having assisted in the dawn of automobilism. As the the present, he meant 1924, while secrecy was necessary to business, O.J. would have liked to have seen a sort of automobile clearing-house, so that manufacturers could pool ideas, and he mentioned that at one time Bristol University had endowed a Chair for that very purpose (he was reminded that the IAE also worked to that end).

O.J. was off next to the Bean works in Dudley, to try a Bean Fourteen with the largest oversize tyres he had ever seen and to give his impressions of four-wheel-brakes. The roads were, that July day, running with rain water and the route to Stourbridge was the most pot-holey that O.J. knew. He also remarked that Black Country tramlines were particularly awful. So O.J. had ideal conditions for his test of new-type brakes and tyres, especially of the former down Brierley Hill. He thought that four-wheel-brakes that had been more or less only experimental would be found on any car that had any pretenions to be a leader of its class by the time of the next Olympia Show, and not offered as an extra. (In this O.J. was not quite right but by 1927 all but the very insignificant makes were so equipped, with the exception of the less-ambitious American cars, the Jowett, and the new Singer Junior, which was soon to adopt them.) As for those on the Bean, O.J. found them admirable for stopping the car, like "running into a poached egg", but remarked on how important it was for such brakes to be equally adjusted.

As for those oversize, or balloon tyres with which this Bean was fitted, O.J. was in two minds about them, admitting that they ruled out violent shocks but saying they seemed to promote sway on corners and that they threw up mud and water, while he had heard experts disagree about their propensity to skidding — presumably he had in mind what these days we call aquaplaning. And, reverting to four-wheel-brakes, O.J. thought the RAC should promote a trial of them (rather, one supposes, like the one-time dust-trials), because no detail was of more importance at that time, while, said O.J., comparisons between the performances of small cars leave most motorists cold — a snide reference to the recently-concluded RAC Six Days Small Car Trial in Wales, in which Chinnery's Gwynne Eight made the best performance.

Other than that, O.J.'s visit to the Bean factory had inspired him to enthuse over many aspects of the Black Country, the *Pays Noir* of England, where they made most of those things most people took for granted and where, at Dudley, most of the Bean workers were out at the then-new county ground watching the Worcs-Glos cricket match. . . . He also noticed that a new through road was being built, in 1924, from Birmingham to Wolverhampton; I wonder if O.J. would have believed that only by 1985 was the bottle-neck in Bridgnorth by-passed?

We may think today's traffic pretty dreadful but in the summer of 1924 O.J. was on about the congestion, particularly on the Brighton Road, as it was then, one summer Sunday, when he had occasion to be driven against it in a "glorious big Daimler" with a Weymann saloon body. Then, by way of contrast, he was off to the quietude of the Derbyshire hills, in a 14 hp Crossley, a make of which O.J. had had a 19 hp and a 25 hp of his own. As usual, not much was said about the car, except that it was so nearly as good as its bigger brothers that it was difficult to know why three kinds of Crossley were made, except that the Fourteen did not have the "majestic sweep and swoop of the large cars". But it did almost everything that anyone could require and on several miles to the gallon less motor spirit. The test or trial started from Manchester and O.J. drove through several towns that were not exciting or even picturesque, such as Dunkenfield, Stalybridge, Hyde and Stockport, and the roads through them were in those days involved miles of tramways, with sometimes the most hideous of cable standards blocking the road centre. Then, although out in open country, Marple provided a veritable death-trap with the steep, cobblestoned, greasy, crooked, sheer descent to the right-angle bend and the narrow railway bridge at the bottom — all, no doubt, cleared away today. O.J. had intended to go to Chapel-en-le-Frith by the road parallel with the railway but got lost and thus discovered a motor-free route with fine high-peak panoramas and distant moors to New Mills and thence on a truly rural up-and-down run to Macclesfield. Just the country for testing the Ferodo brake linings made at Chapel . . . O.J. suggested that nowhere was there better terrain for car testing than here, with the fast run from Buxton to Ashbourne thrown in, and a "slant out of Ilam" where, in his first car, that 1903 Brush, he had to walk beside it to get it up. He took tea in Manchester and found the traffic problems almost more hopeless than in London, because of the many and gigantic trams. But a new road out of Wilmslow was being built. . . .

The excursion over, O.J. was off to Wales, in a new 16 hp AC Six, in the summer of 1924. He found the car he was sampling on the aforesaid oversize tyres and was not altogether happy with them. O.J.'s own cars were on Rapsons, at 50 lb/sq in, which he felt was a fair compromise between the chauffeur-loved, old-fashioned 70 lb/sq in and the 20 lb in these new-idea big tyres. But the AC did not steer well on the corners and O.J. thought this might have been due more to a not-quite-perfect setting of the front wheels than to the large tyres, which could not have pleased S. F. Edge, who was presumably responsible for the car. Anyway, O.J. wanted such tyres, if he wanted them at all, in conjunction with front-wheel-brakes, because he was tired of sliding on locked wheels, which had happened all too often in the last 400 miles done with the AC. He was surprised that when this happened the tyre valves did not pull out, but they did not.

The route to Wales was along the Oxford road as far as Huntercombe, where the car was critically examined with a friend, then on over a vastly improved surface to Abingdon and Farington to Cirencester, "as beautiful a town as England has to show, and along the "speed track" to Birdlip, and into Gloucester, where the ancient city was more cursed by trams than any other of its size, running too far into the country, although in 1924 concrete roads were being put down. Well, now there are ring-roads round the place and it pays to use them unless you have business in this narrow-streeted town. It now stopped raining, which was an excuse to mention how easily the AC's hood could be opened and shut, and it was on into the Forest of Dean, to Monmouth. The punctured tube was repaired in Raglan, where he had tea and looked at the Castle, as tourists still do. Thence by way of Abergavenny (since by-passed) and Crickhowell to Brecon — how well I know the road, but the AC must have found itself then on very rural roads. O.J. stayed at the highly-recommended "Castle of Brecon" Hotel.

Apart from a very narrow escape from a collision with a Model-T Ford lorry full of men, that came on after the AC had been stopped with its bonnet over the water at a narrow bridge at the appropriately-named Senny Bridge (some still drive like that in Wales to this day), the return run was uneventful, but some parts of Wales are mentioned that I must explore forthwith . . . There is, too, mention of Porthcawl, where at about the very time O.J. was the with the AC I used to go, as a shy schoolb with relations in an Overland tourer, bathing-parties on the sands, where O.J. s and smoked his pipe when he should ha been officiating the day before at the Sou Wales AC's speed-trials and that day shou then have been at Caerphilly for the hi climb — but I note he did not miss t dinner that followed that event! The on complaint on the run back was having to p two bridge-tolls, which reminds me that t fee for crossing the modern Severn Brid has just been increased. The route fro Northleach and Burford to the Thames w called one of the fastest and safest in t country and the AC Six covered in all 4 miles, with no trouble of any kind, O. never having occasion to lift its bonnet "the long and happy way".

His only criticism was that the han brake was inaccessible and the seats not w enough stuffed for his weight, and he wou have liked more room in the back f luggage; there were other trivialities complain of but these, O.J discovered, h been remedied in the other available A models. One can visualise S. F. Edge havi that made quite clear to our motor-note (To be continued as space permits.) —W

Meeting Hugh Eaton

I HAD the opportunity of spending an evening with Mr H. S. Eaton, a versatile Australian sportsman, who has enjoyed ski-ing, flying and sailing as well as motor racing. His sailing accomplishments, in his own yacht, included the Bermuda races and sailing round the World, etc. He had a pilot's licence before he had a driving licence, having volunteered for the Navy during the 1914/18 war, flying in the RNAS in Sopwith Camels, his ultimate skills being to test take-off ramps for these fighters operating from ships. "And I never went in the drink", he says.

At Cambridge he had an ohv GN and, becoming friendly with Lionel Martin, a three-seater Bamford & Martin Aston-Martin. He took this over to Boulogne for the Georges Boillot Cup race in 1924 and was leading when he had to retire at half-distance. When the special works A-M for the 1924 JCC 200 Mile Race at Brooklands was badly damaged beforehand Eaton sportingly took over with his still standard sv tourer and lapped at 81 mph, finishing in 13th place, at 79.55 mph, the only A-M to complete the race. Having had a chain-driven supercharger applied to its engine, Eaton's touring-bodied A-M ran in the 1925 200 Mile Race but was flagged off with 41 laps completed, but was the only A-M still running. Eventually Eaton took this car to Australia, where it was eventually sold.

In England he lived at Peaslake, so got to know Brooklands very well. In fact, he learned to fly there and bought his own DH Gypsy Moth G-AAJA which he flew over there without any formalities of any sort, taking-off from his own Paddock and taxiing the machine into a shed on his return. He became a proficient pilot of this light aeroplane, flying it to France and once as far afield as Yugoslavia. He drove his GN successfully in sprint events. For the Track he put a Gwynne Eight engine into the GN, after this 950 cc push-rod ohv power unit had been highly tuned by Laystall's, and was claimed to reach 6,000 rpm. The driver's seat was arranged over the GN back axle. Gordon England made the body, which was a thoroughly streamlined single seater with cowled radiator and valance. The car made its debut at the 1924 Bexhill-on-Sea Speed Trials and ran that year at South Harting hill-climb when it broke a valve spring. Eaton also drove his Aston-Martin (car no 1923) in these sprint events. The little pale blue car lapped Brooklands at 78.67 mph in 1925 but "the chains were the trouble" Eaton told me.

In later years Hugh Eaton was a member of the Roesch Talbot team, driving with the Hon Brian Lewis, this pair finishing third at Le Mans in 1930 behind the two leading Speed Six Bentleys, their Talbot averaging 68.66 mph and Eaton driving in many other important races and Alpine Trials, including the BRDC 500 Mile Race at Brooklands, as told in Grenville's book "The Invincible Talbots" by Anthony Blight.

Mr Eaton's road cars have varied from Fiat 500 to the last Rolls-Royce Silver Ghost made and have included a Phantom Rolls-Royce, Roesch Talbot, a specially-bodied 3-litre Rootes Talbot, etc and today he is driven, at the age of 84, his enthusiasm for cars and ships undiminished, by his wife in their Honda Civic. — W.B.

V-E-V Odds & Ends. — First, son corrections to errors that crept in la month. In my article about Dav Harrison's 1907 Renault it should emphasised that when Anthony Heal dro this in the 1939 VSCC Presteigne Rally made *fastest* time in the hill-climb, n "STD" as published, and one of t motorcycles lent to the Brooklands Museu is a *Revere*, which somehow got chang into a Rover — there is quite a differenc because the former was made in Coventr with a Villiers engine, between 1915 a 1922, whereas Rover motorcycles saw t light of day in 1902, also in Coventry, a lasted until 1925. Then, the wro photograph having been used on page 125 the car shown is the Jensen referred to Mr Hulme's letter, not the Isott Fraschini. And the wins in the Cheltenha MC's Economy Run by Buckler were at 86 mpg in 1953, 91.023 in 1954, and not given in the Buckler article.

On the Brooklands front, there was a article by Mike Winney in the *New Civ Engineer*, magazine of the ICE, which cou be seen as an attack on Gallaher's treatme of this historic site (300 metres of bankin obliterated in return for 80 metres restored and it now seems that the Trafalgar Hou Group may purchase the Byfleet side of th Track for industrial purposes, it rumoured, for close to £40-millio Incidentally, all the original calculatio used by Mouchel before constructing th ferro-concrete bridge taking the Member banking over the River Wey still exist an part of them were used to illustrate th aforesaid article. In connection with la

Continued on page 13

Guess what's Black!



JPS8DMS

MIDDLE TAR As defined by H. M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

South African Grand Prix NIGEL MAN
scored his se
Grand Prix win in as many races at Kyalami on October
his Williams-Honda FW10B (below) commanding the
from pole position. He was briefly headed only by team-
Keke Rosberg, but the Finn spun wildly (above right) on a

SELL
cond
19th,
race
mate
an oil

slick dropped by Piercarlo Ghinzani's expiring Toleman TG185 (above left). Rosberg finished second after two pits stops. Bottom left, the Lotus 97T of de Angelis leads the McLarens of Prost and Lauda early in the race. Bottom right, the two Alfa 184TBs were first corner casualties after Cheever was pushed into Patrese!





RAC Brighton Run

ANN SHOOSMITH took W.B. on the Run this year in her very proficient 1904 12/16 hp Talbot (above), skilfully negotiating the traffic en route. The BBC Blue Peter team took part in the Run in the National Motor Museum's splendid 1903 Daimler (right). According to the BBC's coverage, they stopped for a picnic, which must have been protracted as they needed seven hours to reach Brighton, whereas W.B. took six hours in this car in 1981, in spite of several deflations.

Mr A. W. Emson's Pieper, a rare Belgian car (below), was one of over 300 entrants.







PLAY TO WIN

MOTORMANIA – The New Game from Marlboro.
Send for your FREE Game Card – Post Free.
No purchase necessary to play.

Over £1,000,000 in cash and cars to be won.
Post coupon to:
Marlboro Motormania, FREEPOST RCC146/30,
P.O. Box 14, Horley, Surrey RH6 8DW.

Only open to smokers aged 18 years or over resident in the U.K.
Motormania ends on Friday 25th April 1986.

SEND FOR YOUR MOTORMANIA GAME CARD TODAY – FREEPOST!

Name (Mr/Mrs/Miss)_____

Address_____

_____ Town _____

County _____ Post Code _____

I am a smoker aged 18 years or over

Signature _____

Age (tick box): 18-24 ☐ 25-34 ☐ 35-44 ☐ 45+ ☐

MOS1

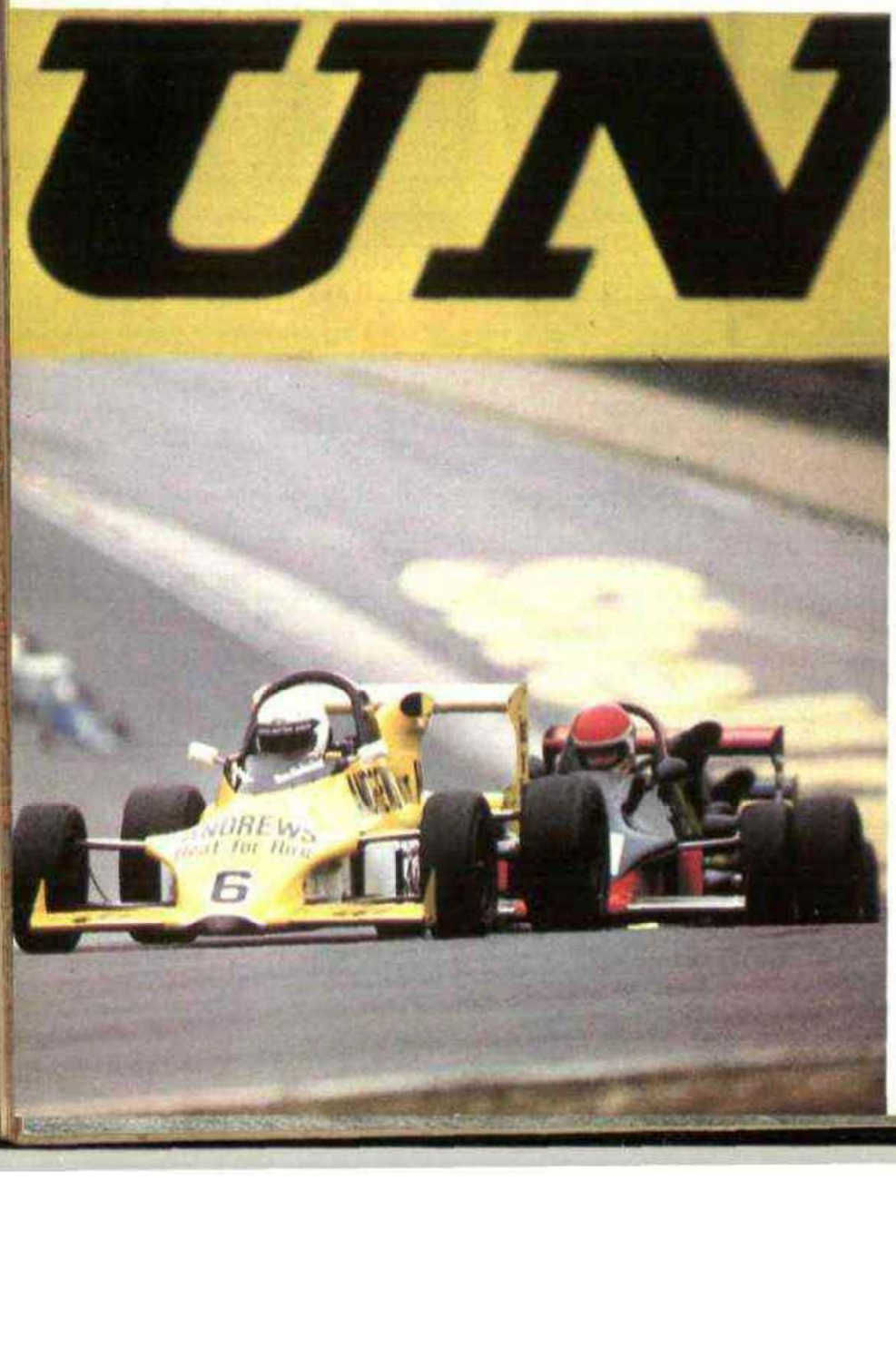
Post to:
Marlboro Motormania,
FREEPOST RCC 146/30
P.O. Box 14, Horley,
Surrey RH6 8DW.
(No stamp required.)

Philip Morris Ltd. Series MM1

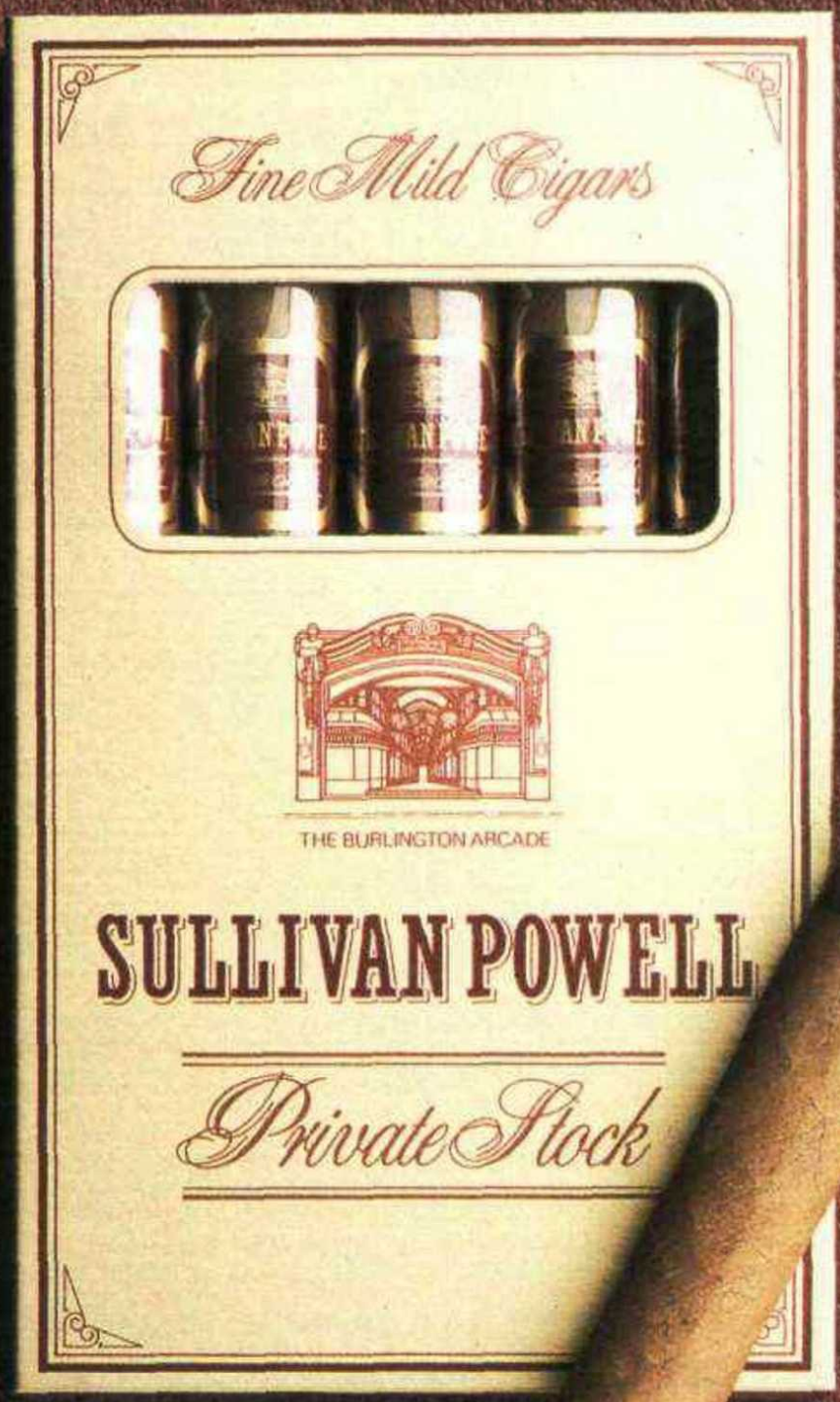
LOW TO MIDDLE TAR As defined by H.M. GOVERNMENT
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

BRANDS HATCH, FORMULA FORD FESTIVAL. AFTER a crash early on in practice, Johnny Herbert had to start his Quest from the back of the grid with a ten second penalty in his first heat. By a dint of forceful and intelligent driving he was able to begin the Final from the front row and was never headed in the race. (Above) Herbert leads the Van Diemens of Jonathan Bancroft, who finally finished second and Damon Hill (third), the Laser of Pete Rogers (unplaced) and the Van Diemens of Mark Blundell (fourth) and Allan Seedhouse (fifth).

The meeting saw many other races featuring Ford-engined cars. (Below, left) Ross Hockenhull fights off the attentions of Dave Coyne (both in Reynard 84SFs) on his way to winning the BBC Grandstand FF2000 race. (Below, right) Sean Walker won the Sports 2000 race in his Shrike P15 from the similar car of Mike O'Brien.







"THERE CAN BE NO FINER CONSOLATION FOR HAVING REACHED THE END OF DINNER."

THE BURLINGTON ARCADE

PRIVATE STOCK. A LARGE, MILD, AFTER-DINNER CIGAR, INDIVIDUALLY ROLLED.
AVAILABLE FROM BETTER TOBACCONISTS.

SULLIVAN POWELL

34 BURLINGTON ARCADE, LONDON W1

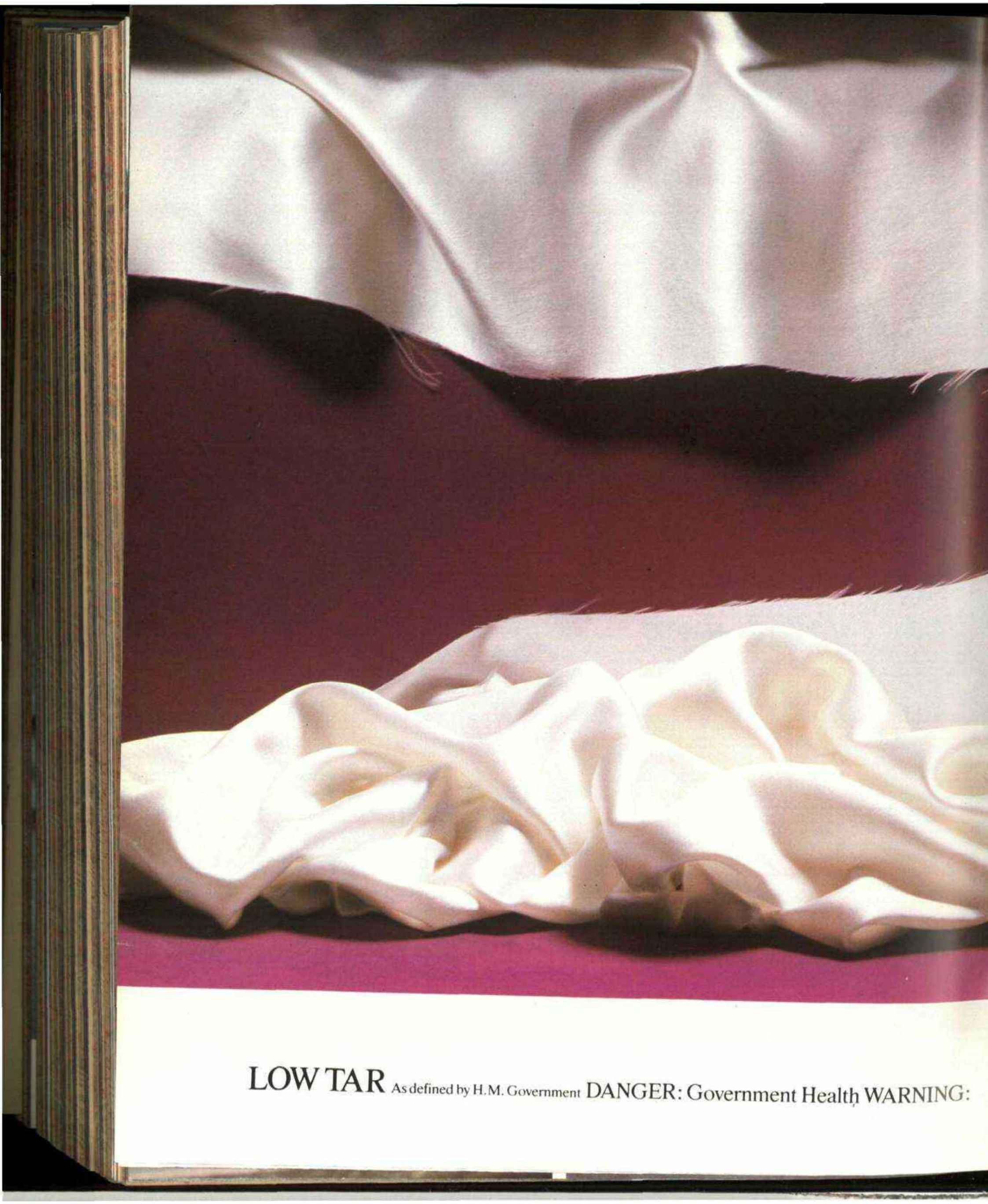
SP 005

Australian Grand Prix

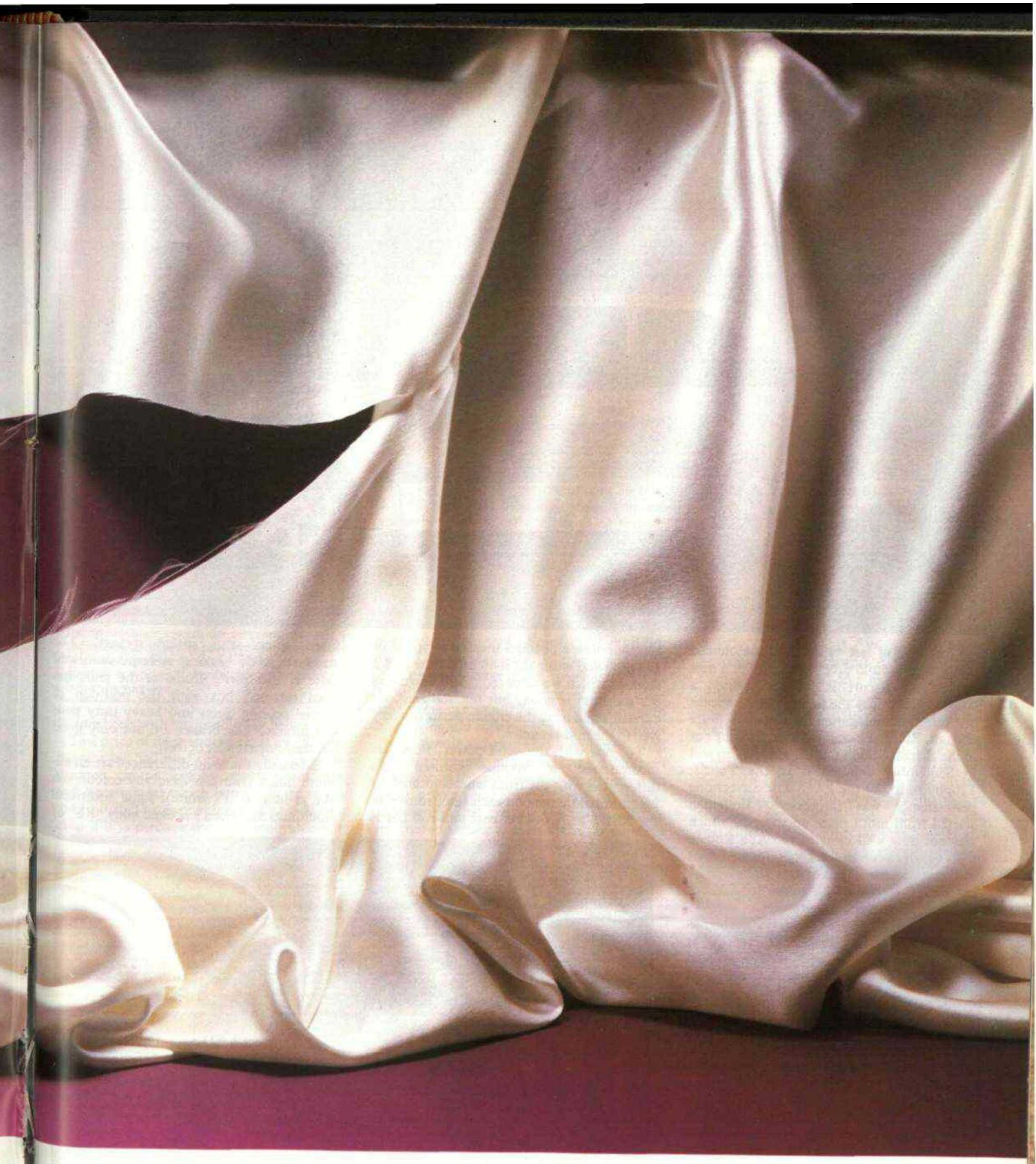
THE inaugural World Championship Australian Grand Prix took place round the streets of Adelaide on November 3rd, victory falling to the Williams-Honda FW10B of Keke Rosberg, the Finn seen (above) leading Gerhard Berger's lapped Arrows-BMW A8 through the right-



der onto the fastest straight on the circuit. Supported by the th Australian Government, the race was regarded by most of e who attended as an unqualified success, the highlight of which a frantic battle between Rosberg and the Lotus 97T of Ayrton Senna. After the Brazilian retired with engine failure, Rosberg romped home to an easy victory over the Ligiers of Jacques Laffite and Philippe Streiff. Berger eventually finished sixth behind Ivan Capelli (Tyrrell) and the Ferrari of Stefan Johansson.



LOW TAR As defined by H.M. Government DANGER: Government Health WARNING:



CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

Road Test

Ford Escort RS Turbo

Packaging is everything



AT the end of last year, Ford announced that it would build 5,000 examples of a new model, the Escort RS Turbo. When a company mentions the figure 5,000 it means one thing, homologation for Group A. Sure enough, Richard Longman soon had one out in the British Saloon Car Championship and in September debuted it in the. Tourist Trophy round of the ETC. The Silverstone performance was impressive. Longman started from ninth place on the grid which was not only well clear of the Alfa Romeo GTV6s which have recently dominated class 2, but it was also ahead of every BMW. The car retired early on with clutch trouble but was leading its class at the time.

If in competition terms, the RS Turbo has been promising, in commercial terms it has been a great success with public demand causing 10,000 to be built.

At the heart of the plot is a Garrett AiResearch T3 turbocharger allied to an XR3i engine with a lower compression ratio, 8.3:1 against the usual 9.5:1. This is an astonishingly good marriage with boost available from 1,500 rpm and reaching a peak of 1.5 atmospheres at 2,500 rpm. The result is a flexible, free-revving, unit with turbo lag discernible only when one labours the engine. In common with some other makers of what we must now call second generation turbo installations, Ford has not fitted a turbo pressure gauge for one is simply not needed.

Maximum output is 130 bhp at 6,000 rpm with 128.5 lb ft torque at 3,000 rpm. These translate into a claimed maximum speed of 125 mph and while the 0-60 mph time of 8.3 seconds which we achieved (Ford's figure is 8.2 seconds) is good, but not startling, by current standards, the engine performs very well in the mid-range.

To cope with the extra power, Ford has incorporated a viscous limited slip differential with the front wheels located by longitudinal tie bars on each side, similar to the RS1600i. A thicker rear anti-roll bar is fitted along with stiffer springs. The standard XR3i braking system, ventilated discs at the front, drums at the rear, has been retained but with the addition of special cooling ducts and heavy duty pads and linings. The brakes are not only good but they impart a lot of feel.

Externally the main differences are an all-white finish (you can have any colour you like as long as it's white), some additional mouldings and Ford's spoked alloy "RS" 6J



Maker: Ford Motor Co Ltd.
Type: Three door hatchback.
Price as tested: £10,070.
Engine: In-line four-cylinder, transversely mounted. 1,597 cc (80 mm × 79.5 mm), sohc, compression ratio 8.3:1, Bosch KE-Jetronic fuel injection, Garrett AiResearch T3 turbo-charger. 130 bhp @ 6,000 rpm, 128.5 lb ft torque @ 3,000 rpm.
Transmission: five-speed gearbox and viscous limited slip differential, front-wheel-drive.
Front suspension: McPherson struts, lower wishbones, coil springs, longitudinal tie bars and anti-roll bar.
Rear suspension: independent, lower wish-bones, trailing radius arms, coil springs, anti-roll bar.
Steering: rack and pinion.
Dimensions: length, 13′ 0½″; width, 5′ 4½″; wheelbase, 7′ 10½″; height, 4′ 6″; front track, 4′ 7″; rear track, 4′ 8″; weight, 2,090 lbs.
Brakes: ventilated 9½″ discs front, drums rear, dual circuit, rear compensator, servo assisted.
Wheels: Ford "RS" alloy, 6″ rims, 195/50 VR × 15 tyres.
Overall economy (excluding performance testing): 22.9 mpg. Tank capacity, 10½ gallons; range, 241 miles.
Performance: Mean top speed after two miles: 116.2 mph. Best one way run: 127.1 mph. Maker's claimed mean maximum, 125 mph.
0-60 mph, 8.3 sec. 0-100 mph, 22.3 sec.
0-30 mph, 3.9 sec. 10-30 mph, 2.1 sec.
30-50 mph, 3.1 sec. 50-70 mph, 4.5 sec.
70-90 mph, 6.9 sec.
Summary: A well-engineered up-rating of the deservedly popular XR3i with an exceptionally high level of usable performance but, in the specification tested, the seats and ride put the emphasis on driver pleasure at the expense of versatility. The driver for whom passenger comfort is a priority should consult his family before buying one.



15 in wheels with low profile Michelins.

List price of the standard car is £9,583 but our test car had the "Custom pack", a glass sunroof, central locking, electric windows and Recaro seats which bumps the price up to £10,070. This is not cheap for a small car, even if it is perhaps the most enjoyable hot hatch currently available on the British market. The phrase "currently available" is important for waiting in the wings is the 16-valve Golf GTi which, in my view, is the cream of the class.

Still the RS Turbo is a well integrated package offering a good level of equipment and, with its external modifications, that indefinable, but important, sporty image.

It's an image which is backed by the car in every respect. That bane of many powerful fwd cars, torque steer, has been eliminated completely and the only time one ever has to fight the steering wheel is when accelerating hard with a fair degree of lock on. To induce front wheel tramp one has to be fairly brutal and when it does occur, one is not driving for maximum acceleration. This car is swift-est given gentle handling; 2,000 rpm and a little slipping of the clutch achieves the best results from rest.

When recording our performance figures, it was remarkable how quickly every driver who sat in the car managed to record a quick time, with 8.3 sec for 0-60 mph standing as the quickest. With gear changes at 30 mph and 50 mph, the 0-60 mph time is under-standably not the car's outstanding feature. Where it scores is in the mid-range as the accompanying tables show.

Ford claims a maximum speed of 125 mph and this seems reasonable. On the two mile straight at Bruntingthorpe Proving Ground we achieved a mean of 116.2 mph with a best one-way pass of 127.1 mph but we did have a pretty stiff following wind.

With wider tyres fitted, steering is heavier than on the XR3i. It's one of those cases where the car would be more pleasant with slightly lighter steering but is still a long way from needing pas. This combined with stiffer springing and a feeling of tautness throughout the whole structure makes it an ideal driver's car but all my passengers commented that the ride was uncomfortable on uneven surfaces. Even slight variations in the road surface brought complaints from the passenger seat and I must say that my perception of the ride changed when I rode as a passenger.

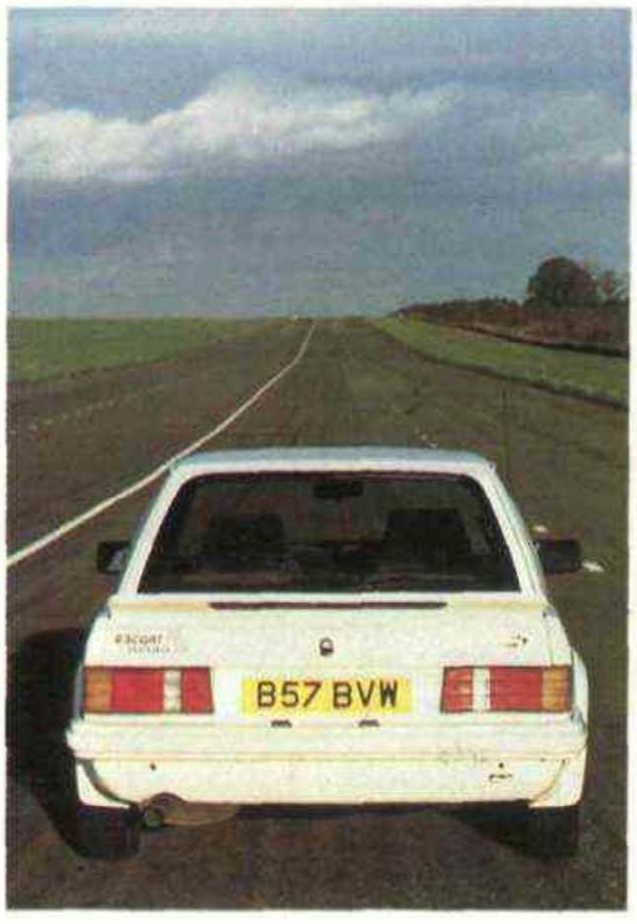
I was still able to complete 450 miles driving in a day without feeling at all tired though with an average fuel consumption of 22.9 mpg, the car has to pay a visit to the pumps every 240 miles. After 1,100 miles the sump needed a pint of oil.

The Recaro seats subtly alter one's physical attitude to the steering wheel and I was never able to achieve as comfortable a driving position as is possible with the standard seats. The Recaros, however, provide excellent lateral support though stockily built drivers would perhaps find them impossible to sit in. Their seat squabs also interfere with the gear change unless the passenger seat is moved back and this makes for restricted legroom for rear passengers.

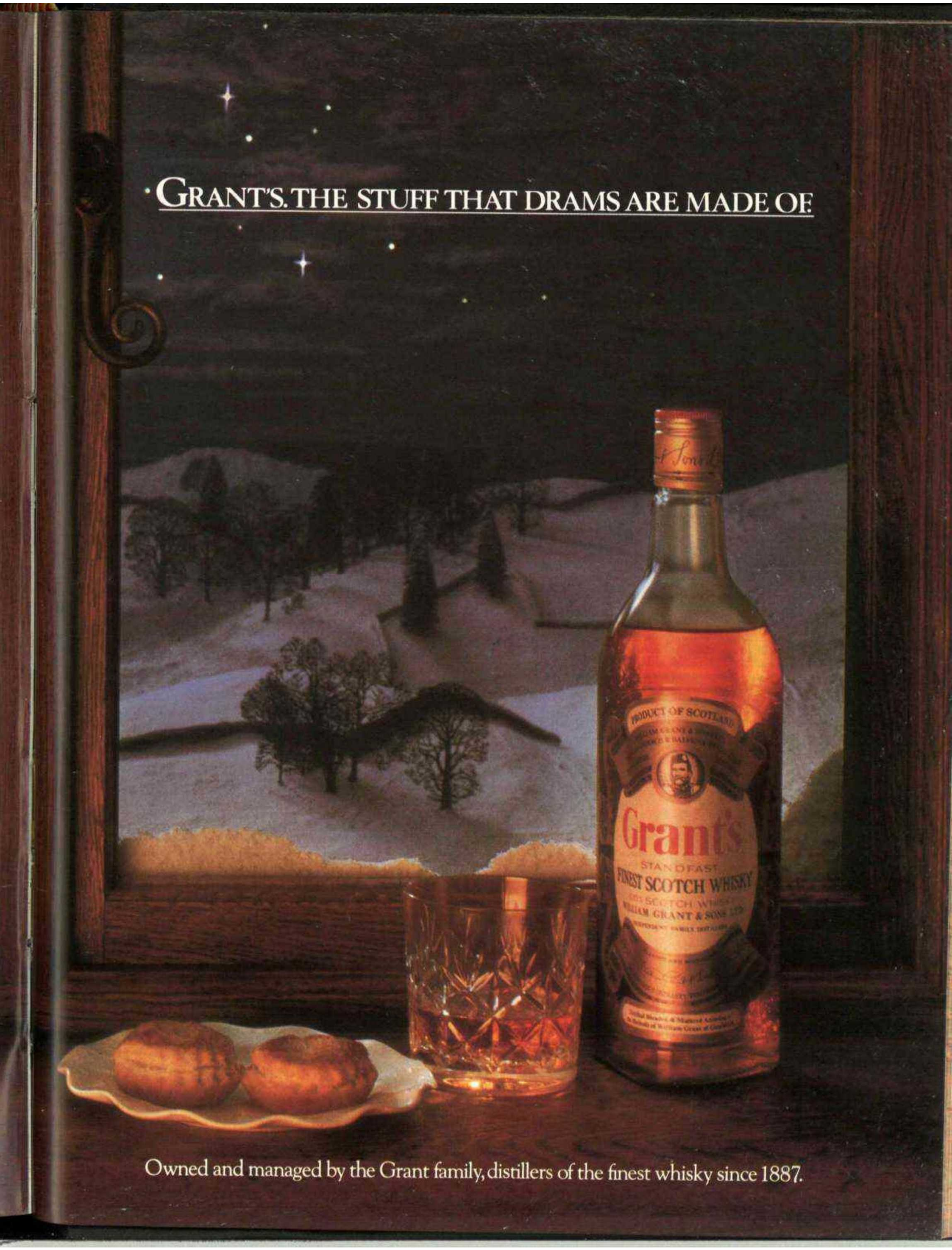
The rest of the interior is up to XR3i standard which is to say that the ergonomics and convenience are first class while, when driving into the sun, the top of the instrument binnacle reflects unpleasantly onto the windscreen. Anything which impairs a driver's visibility receives black marks from me.

When pressed towards its limits, the car is a natural understeerer and the outside front wheel on a bend will start to tramp a little. The front end will quickly respond to the throttle or a small dab on the brake. Driving briskly, but sensibly, on public roads, handling is almost neutral. At any speed and even cornering hard on a test track, there is little roll and one always has a pleasing sensation of a tight, well-integrated, machine.

All in all, the RS Turbo is a well-engineered, tight, package which will doubtless fulfil Ford's hopes on race circuits while giving private owners a distinctive sporting car, albeit one which is not particularly cheap nor economical. — M.L.






GRANT'S. THE STUFF THAT DRAMS ARE MADE OF
PRODUCT OF SCOTLAND
Grant's
STANDFAST
FINEST SCOTCH WHISKY
WILLIAM GRANT & SONS
Owned and managed by the Grant family, distillers of the finest whisky since 1887.

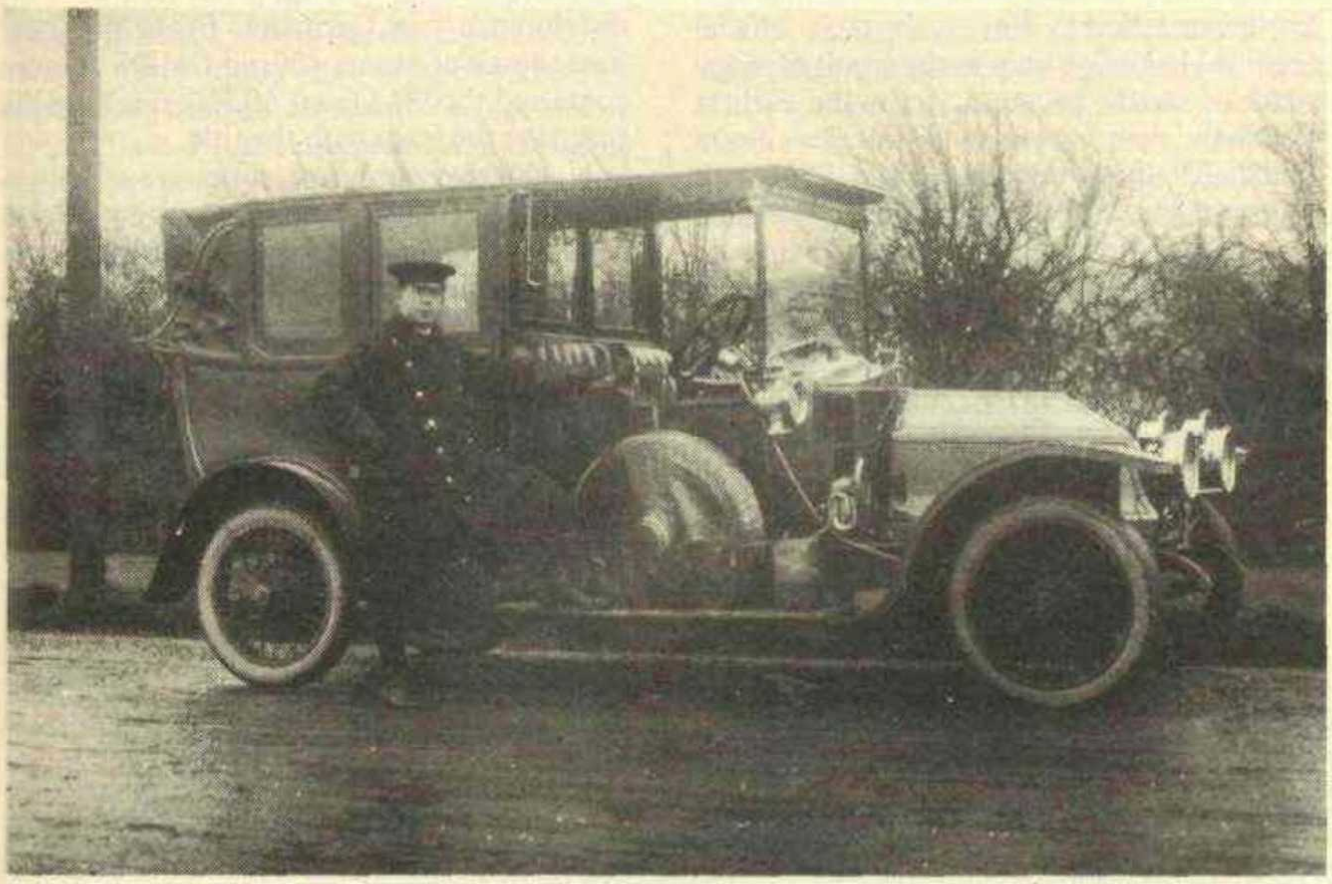
VALEDICTION RENAULT bowed out of Formula One at Adelaide and almost every mechanic from the pit lane who was free joined with Renault in this farewell photograph. Although the last two seasons have been disappointing, let us remember that Renault scored a total of 15 Grand Prix wins and introduced the turbocharger to F1. The first victory is always the sweetest and Renault's was particularly so since it happened at home. (Below) Jean-Pierre Jabouille wins the 1979 French Grand Prix at Dijon, the race which saw the "wheel-banging" match between Villeneuve's Ferrari and Arnoux's Renault.

VEV — Continued from page 1344.
October's article on three-wheelers I asked for postcards relating to any that developed into four-wheelers and Kerri Dobbins of Stockport cites the Bambini, and also the Czechoslovakian SAM, the latter driven in hill-climbs. He has a definite interest in the Bambini because he is restoring a 1920 version of this Italian three-wheeler, which has a vee-twin 1,077 cc side-valve engine driving to the back axle through a car-type transmission with three-speed and reverse gearbox, the single front wheel steering. And from the Science Museum comes a postcard telling me what I should have remembered, that the Berkeley was the theme in reverse, as it were, having started as a four-wheeler before becoming a trike. . . .

More than one reader has sent clippings of a very interesting item that appeared in *The Banbury Guardian*. It concerns an accident to a big Napier near the Brymbo works on a country road at Hook Norton. The car was being driven by racing driver Frank Newton of Brooklands fame and the car looks to have been a very large six-cylinder Napier equipped with four bucket seats. The date of the crash is thought to have been 1912 and presumably Newton was going to his mother, who lived at the "Old Pottery," and he was taken to his sister's house on an improvised stretcher made by taking a gate off its hinges. The car was heard passing St Peter's Church on a Sunday evening, before the accident was discovered. The person who found the photographs in a family album is surprised that a driver who survived driving the 90 hp Napier "Samson" round Brooklands, could lose control on an ordinary road but, alas, racing drivers have been killed in such happenings. A reader seeks information about the Bridgwater car, produced in small numbers by the Bridgwater Motor Co of Monmouth Street, Bridgwater, using a 16/20 hp Ballot engine, Malicet et Blin frame, gearbox and axles supplied by the Chassis Construction Co of Taunton, and body by Raworth, a local coachbuilder. Letters can be forwarded.

W.B.

VINTAGE POSTBAG



A SIDDELEY-DEASY of about 1913, which once belonged to Mr J. A. Prior of Hoylake, Cheshire.

A Siddeley-Deasy

Sir,

I thought that the enclosed picture might be of interest to you. It is of a Siddeley Deasy of about 1913 vintage (MA 5858). The chauffeur — Hulme — was killed in the 1914-18 war. I was born in 1915 and the car was laid up in the garage for the duration covered in dust sheets. I think that the headlamps were acetelyne and the side lights were electric but I am not sure. This car was replaced in about 1921 by an Armstrong Siddeley. The Siddeley Deasy ended up as a car hire vehicle in Birkenhead and the last time I saw it was about 1925 when I presume it was scrapped.

Ronaldsburn HARDY JACKSON

Agatha's Past

Sir,

A brief postscript to your interesting article on David Harrison's Renault. In March 1939, Anthony Mills had this advertisement in *The Motor*.

"1907 Renault 'Agatha', a beautifully behaved and tastefully dressed female, has sound constitution, admirable limbs, and is a very rapid mover; has graced (at different times) the Targa Florio, the Vanderbilt Trophy, Donington, Shelsley, Prescott and the Welsh Rally, £40."

He was also asking £12 for a 1912 Mercedes 90, which had apparently been left with him by someone in New Zealand, and not claimed!

Guildford JOHN WILLIS

That Beardmore

Sir,

In V-E-V Odds and Ends in the October issue there is mention of a yellow Beardmore racer which a New Zealand correspondent remembers as making FTD at Dunedin hill-climb in 1925 ". . . until beaten by a Ford V8 ten years later. . . ." Was this car, you ask, the one with which Cyril Paul broke the Shelsley Walsh record in 1924?

If your correspondent has got his dates right the answer is "No", for in 1933 I bought, from a private house in South Manchester, the Cyril Paul Beardmore. I've a picture of the car taken in Lancashire at the time. Its colour incidentally was a dull black.

I hoped to run it at Southport but the Company for which I worked transferred me to a job a couple of hundred miles away. I could afford neither to take the Beardmore with me, nor to store it against an indefinite return. I sold it (through MOTOR SPORT of course) to a man in Torquay and never heard of it again.

Its performance in 1924 was exceptional. Paul captured the Shelsley record in 50.5 sec beating Raymond May's Bugatti into second and Cook's TT Vauxhall into third place.

Aston-By-Budworth KENNETH NEVE

Good Service

Sir,

I recently purchased a 1937 Buick MacLoughlan which needed a new centre section inlet and exhaust manifold, which was of course, unobtainable. However I contacted A. A. Harper, Birmingham who fabricated one within ten days.

The price was reasonable and the service excellent. I can heartily recommend them as there are few people who do this sort of thing.

Knowle BOB ADAMS

* * *

The Vintage MCC recently recruited 200 new members, bringing the total to around 5,200, and non-riding members are catered for by the Club Journal, the September issue of which contained 72 pages. The Secretary is: Jim Hammont, Red Oaks, Mill Road, Lower Shiplake, Henley-on-Thames, Oxon, RG9 3LN. — W.B.



THE MANTAS of Russell Brookes (Andrews) and Jimmy McRae (AC Delco) receive attention in GM Dealer Sport's workshop.

GM Dealer Sport

MAINTAINING a strong identity for two once distinct *marques* which have come together commercially is not an easy task, as witness Peugeot/Talbot. But the amalgamation of Vauxhall and Opel has been so complete that it is the parent company of GM which visually dominates the group's image, while British customers are apparently perfectly content with a car which differs only in name from its German counterpart. Part of this happy situation is due to the promotion of the name in motorsport, and particularly its rallying successes. This year, the GM Dealer Sport Team have dominated the Shell Oils RAC Open Championship, winning not only the Drivers' title (the fifth in seven years), the Manufacturers' title (the third since 1981), but also a spread of other awards including GpN overall and class wins in GpA.

What kind of organisation is behind these achievements? Not the huge-budgeted factory team determined to win at all costs, but a surprisingly modest team whose finance and direction comes not exclusively from Luton, or for that matter from Opel at Russelsheim, but from all the GM dealers in Britain, who pay a levy on every unit sold. How that money is spent is decided by a Dealer Sport committee of some dozen members, each of whom represents one of the Dealer regions, all under the Chairmanship of David Wardrop. He, with Competition Chairman John Nixey, is at the head of a thoroughly democratic organisation whose members are not only active in selling GM products but are themselves enthusiasts for the sport.

This can, of course, lead to a double role for some of those involved, and one such is Melvyn Hodgeson, who apart from being MD of a GM Dealership in North London, holds the position of Team Manager overseeing rallies. GM's presence on the racetrack, he says, tends to be in the form of package deals with individual teams — very different from the rally set-up where the Dealer Sport structure has effectively become the British arm of the factory's European efforts. But such tacit official approval has come only as the result of many years of steady progress, from the earliest Vauxhall days leading to Dealer Team Vauxhall's first successes in 1973 with Firenzas and Magnums. It was at this time that Jimmy McRae began to make his name in Gp1 and then Gp4 in the Chevette HS developed by Blydenstein Racing, while the arrival of Pentti Airikkala underlined the growing stature of DTV. Airikkala took the new RAC Open Championship in 1979, while the following year McRae drove a Chevette HSR to victory in the Irish Tarmac Championship.

At the same time a similar pattern was developing on the other side of the fence. Dealer Opel Team was formed by Tony Fall in 1974, Russell Brookes, Tony Pond and Ari Vatanen all making their mark in Asconas, before Walter Rohrl's 1977 season in a Kadett, and Brian Culcheth's 100% victory in Gp1 the following year in a simila car. In 1981 Jimmy McRae took over th new Ascona 400, developed in Germany i response to the introduction of the GpB rules requiring a homologation run of 400 and sped to victory.

By this time the Chevette was reaching a plateau of development in its HSR form and there was no Vauxhall successor fo when its homologation ran out. However this problem was by-passed by General Motors' decision to amalgamate Vauxhall and Opel sales outlets in Britain and to emphasise the corporate GM identity, which led to the formation in 1982 of the present GM Dealer Sport team. At first, it was a Chevette HSR driven by Brookes which carried the flag, while the Rothmans Opel team used the Ascona and then Manta 400 in the British Open series. For better concentration of resources, the team was moved to Russelsheim where it was in direct touch with the factory, but that lasted only two years and the GMDS headquarters are now in a very smart and spacious unit in Milton Keynes, though still in close contact with developments in Germany. From this new base, a pair of Manta 400s in GMDS colours contested the '84 Open, McRae marking his return to the team with the title.

Not all the team's operations are at Milton Keynes: the GpA cars of Andrew Wood (Astra GTE) and Harry Hockly (long-time Mini exponent but now in a Nova Sport) are prepared at Luton. In addition, there are a number of "supported drivers", who this year included Phil Collins in a self-prepared Manta 400 in GpB, and Pentti Airikkala, who returns to Vauxhall-Opel after four years, in a GpA Astra GTE, while a bonus scheme offers generous rewards to others achieving successes in GM products in almost the whole range of rally activity in Britain, whether GpA, B or N, the "showroom" class. This scheme is co-ordinated by John Horton in Sutton Coldfield. One GpB Manta is prepared in Ireland by Sidney

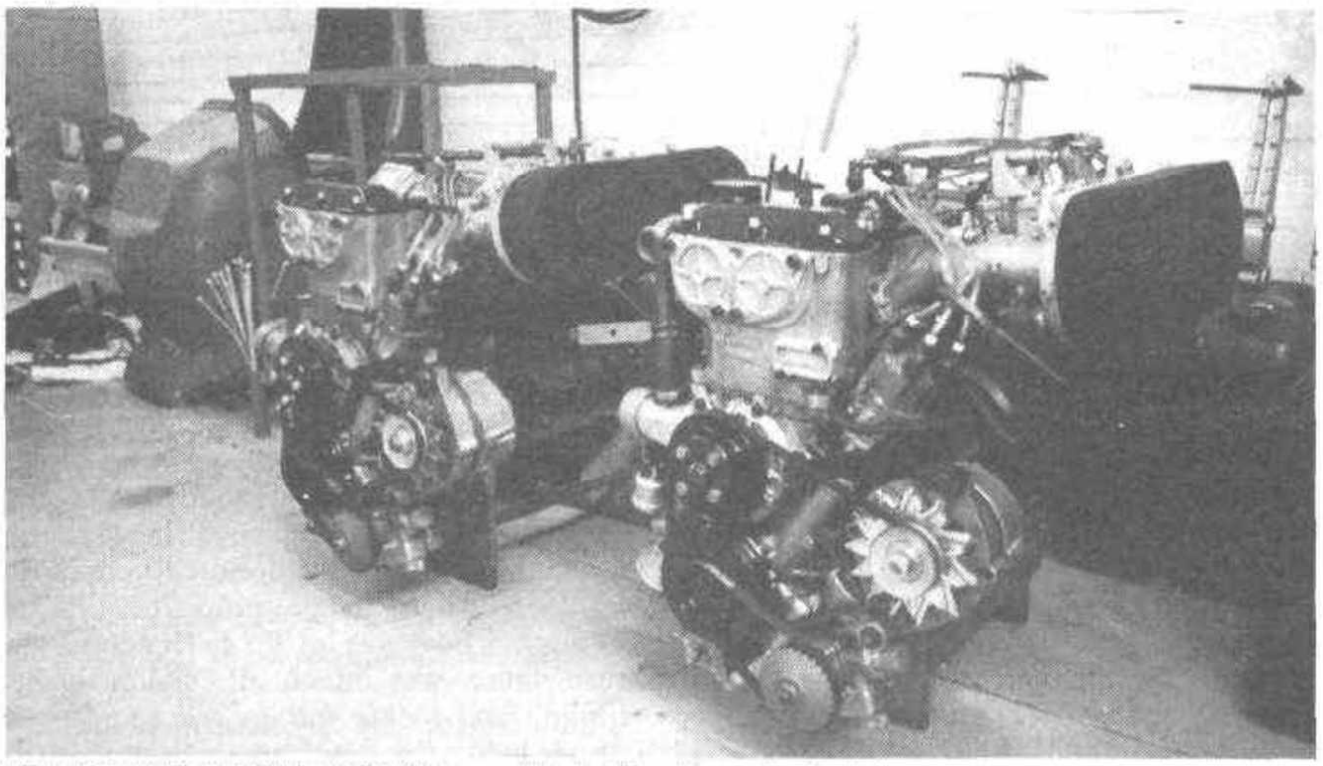


TWO CARS being prepared for the Cyprus Rally.

Meeke for Bertie Fisher.

Although the Milton Keynes workshop is technically devoted to Brookes' and McRae's cars, other works Mantas come and go, either being prepared for British events or to help out the German operation, and when MOTOR SPORT was there two Andrews-liveried cars (Brookes has been synonymous with the Heat for Hire company for years) were accompanied by two in Marlboro livery ready for Cyprus — one being McRae's, normally in AC Delco colours, and the other being prepared on behalf of the German workshop. This flexibility of sponsorship can be an advantage to both team and driver who can negotiate individual deals for single events.

Although 400 Manta 400s must have been built, the GpB version is of course rather rarer, and in charge of assembling the handful of examples in Britain is David Whitehead, Chief Engineer for the GpB cars. Each shell takes some 300 man-hours to build, differing from a standard GTE not only in the strengthening and roll-cage, but having extra locating links for the rear axle. Body panels in Kevlar and GRP help to keep the weight to about 980 kg depending on specification. The dohc dry-sumped 2.4-litre engines are built by Swindon Racing, and in latest Phase 3 form produce some 280 bhp via drainpipe-like twin 50 DCOE carburetters, driving a Getrag five-speed gearbox and a heavy-duty axle, both of which are assembled at Milton Keynes. Although simplicity is one of the car's strengths, making it very popular with privateers who scramble after ex-works machines, there are many small differences between cars built up for different events: for Paris-Dakar, a heavy strong shell with a 300-litre fuel-tank; for tarmac or "smooth" forest, a "lightweight gravel" specification whose plastic rear window flexes in a breeze.



READY FOR INSTALLATION: two of the 2.4-litre dry-sumped engines.

The unique structure of the Dealer Sport idea takes the burden of finance away from GM's Luton base, but the factory provides support in kind: research, promotion and especially transport such as the big Chevrolet vans which act as service bases. With the huge number of tyres necessary for a big event (240 for Cyprus alone) these vehicles are indispensable.

However, the small improvements which continue to be made to the Manta cannot forestall for long its being overtaken by the new generation of sophisticated 4WD machines, even in the British series, and at Motorfair last month GM showed a replica of the 4WD Astra being developed to contest the new GpS class, which requires a mere 10 examples (though this number is yet to be confirmed) to be built. With a longitudinally-mounted 16-valve turbo engine, a six-speed gearbox, and manual or automatic torque split, the car cannot claim the Manta's virtue of simplicity. But externally it looks very similar to an everyday Astra, a big advantage in image promotion for the company, and in the coming year its development will be the subject of considerable effort by a small workshop in Milton Keynes. — G.C.

Sportier Mazdas

WE recently carried news of the revised Mazda 323 range and that has now been completed by the addition of a fuel-injected 1.6-litre hatchback. Despite some discreet aerodynamic aids, a five-speed gearbox with closer ratios than on other 323s, and an engine which gives 105 bhp at 6,000 rpm and 98 lb ft torque at 4,200 rpm, this car has no pretensions at being a "hot hatch". Rather it is a well-equipped small car, competitively priced at £6,799, which will still do around 112 mph and accelerate from 0-60 mph in just over nine seconds (maker's estimates).

On the road, it's a competent little car in terms of performance, handling and brakes but it does lack a sporting feel, the steering does not communicate with the driver, for example, and the car feels much less taut than the average hot hatch. Though it is a refined package so far as equipment is concerned, neither the engine nor transmission is particularly quiet and when one reaches 70 mph, the airstream begins to suck the doors out from their seals producing a great deal of wind noise above 90 mph.

New 626 models which are now available, follow a similar pattern. With fuel injection,



the 2-litre engine gives 120 bhp at 5,400 rpm and 121 lb ft torque at 4,000 rpm, which translates into a claimed maximum speed of 120 mph and 0-60 mph acceleration in nine seconds. The 626 2.0i is a quiet, well-appointed and competitively priced car (prices start at £8,299) which is too softly sprung for my taste but which, on a test track, showed itself to have remarkable levels of adhesion.

Like the 323 1.6i, the 626 2.0i returns impressive performance figures but does not have a sporting feel, being instead a comfortable, long-legged, saloon. — M.L.

READERS' LETTERS

Opinions expressed are those of our correspondents, and are not necessarily those of MOTOR SPORT.

Marsh Fever

Sir,

I was very interested to see the letter from Jack Maurice in the November issue.

Coincidence is an amazing thing. Several years ago the 4WD Elva Buick of Ray Terry came into my hands as a pile of bits, less engine and gearbox, but including some drive shafts and couplings for its 4WD system. I rebuilt the car, but not with the Buick engine or 4WD and eventually after some successful racing sold it on. I understand from Jack Maurice's letter that the engine and gearbox then went into one of the stretched Palliser chassis designed for Formula A or hill climbing. This car eventually found its way into Jack Maurice's "Pit Stop" bar, being displayed on the ceiling in full original trim but less engine and gearbox.

The Palliser has now also come into my hands and is being rebuilt and prepared for our Pre '70 Single Seater Championship, complete with Chevvy F5000 in its Formula A specification, for which category the chassis design was originally intended.

I have recently contacted Hugh Palliser Dibley, who of course was patron of the Palliser concern, but we have been unable to contact Len Wimhurst, the designer, for suspension settings etc.

Let's hope, like the Elva, the re-birth brings some successful results.

Best wishes for your continuing interest in Historic re-discoveries.

Norton, Wilts BRIAN E. COCKS

Heeling and Toeing — 1

Sir,

It is a pity people get so steamed up about heeling and toeing. It is a very useful little technique that has been practised since cars appeared and for those who use it, it adds smoothness on the road and speed on the track. But it is only used by a small section of the motoring population who are invariably driving enthusiasts. It is also a very useful technique to have in reserve for an emergency.

Bob Peters tells us that Police Driving Schools don't teach heeling and toeing and this is really the nub of the issue. If the police did teach heel and toe downward gear changes there would be no controversy. I am sure Mr Peters would not want everybody to practise double declutching up and down on a modern synchromesh box, yet all Police Driving Schools in Britain still teach this technique.

What is often forgotten is that the Police do not train driving enthusiasts, they take a Policeman, any Policeman, and in six weeks turn him into a Class 1 driver who can drive very fast and safely whilst on duty and at times under extreme pressure. To achieve this standard, they have, over the years, found that they get a consistently better gear change from Mr Average Policeman by teaching him to double declutch. Similarly, in 1934 when the Metropolitan Police Driving School was set up at Hendon I am sure there was much discussion about heeling and toeing but in the end it was decided that the disadvantages outweighed the advantages and so it was not taught.

This is not to say that policemen don't heel and toe, those driving enthusiasts amongst them do so just as much as the rest of us when the occasion calls for it, but not perhaps when the Super is in the car.

What about left foot braking on automatic cars? Two feet, two pedals and yet nobody is taught to use their left foot on the brake, this has always seemed ergonomic nonsense to me.

Hartfield, Sussex G. I. BIGG,
Chairman
High Performance Club

Heeling and Toeing — 2

Sir,

In challenging through your September pages the views of the IAM, using the useful technique "Reductio ad Absurdum", I could not realistically expect to amuse their Chief Executive! Neither could I expect my own views to be considered original — though my letter certainly was.

I am, however, disappointed to see that Mr Peters has missed the point as well as the humour. The point is that "heel and toe" driving allows braking to be continuous, smooth, and uninterrupted by operation of the throttle during gear changes. This steady braking is clearly more effective, and more comfortable for passengers than the "On/Off/On" method favoured by the IAM. Mr Peters' assumption that any driver using "heel and toe" necessarily drives as if on a race track, rather than enjoying the increased smoothness and safety margin it makes available is as specious as the early belief that front wheel brakes were undesirable because they would encourage speeding. I am therefore grateful for confirmation that the IAM does not, after all, downgrade any drivers who demonstrate this skill, using sufficiently large feet on suitably positioned pedals!

Much of the rest of Mr Peters' letter does not stand up to a moment's scrutiny, and cannot be allowed to pass unchallenged.

Far from showing "almost indecent haste", heel and toe can be perfectly smooth and leisurely, and "if all driving were properly planned in the first place" as Mr Peters' expects, why do all test bodies including, presumably, the IAM include emergency stops in their tests? How does the ability to brake continuously and more effectively, become a liability?

Since when does flicking an indicator stalk in advance of a manoeuvre represent "steering control cut down by one half"? If it is so dangerous, should not indicators, radios, cigar lighters and, presumably, gear levers, be outlawed immediately?

What car does Mr Peters drive that has no means other than "a lot of hand flapping in dead of winter or at night" to indicate the driver's intentions? Should he not get it fixed?

It would be a wonderful world if "Correct mirror equipment, properly adjusted, coupled with intelligent use" were universal, and drivers never made mistakes. But how many times have you read the words "I didn't see him coming" in a court report? How many crashes have been caused by inadequate signalling — and how few by excessive? How many times have you had to take avoiding action as the car you were overtaking itself pulled out to overtake because the driver had not seen you and therefore did not signal?

I consider that the IAM should teach drivers to signal their intentions clearly, in good time and at all times. Anything less, but particularly the suggestion that signalling is somehow difficult, dangerous or unecessary, is highly irresponsible.

Alton, Hants. IDRIS FRANCIS

PS. You probably won't have room for this true story. In the middle 50s in West Wales my father was being driven by his elderly partner who, without signalling or slowing down, veered across the path of an oncoming car into a petrol station. When my father recovered sufficiently to remonstrate with him, his partner replied, in all sincerity, "but everyone knows I buy my petrol here"! How would Mr Peters plan for that?

Buckler Rally Car

Sir,

I was most interested to read the extensive article on Buckler cars in the September issue. Whilst you listed very carefully the extensive talents of Derek Buckler and the success of his various cars in racing, you did not make mention of the small but still noteworthy contribution made by one of his cars to the history of British rallying.

In the mid-50s one of the most successful and well known rally "specials" was Roy Fidler's Buckler Mk V fitted with a Ford 10 engine, split front axle and ½ elliptic rear axle it became the scourge of many Silver Star events. Purchased by Roy in 1954 from an Army Colonel who by some means or another had persuaded a group of Army apprentices to build the kit car up as an engineering exercise. The bodywork was only just adequate complete with hood and sidescreens. The only flooring was between

the two outside chassis members. The gap between this member and the door was simply fresh air. As the navigator in this machine I claim to have invented the idea of having Romer, Blackwell calculator, map measure and bulldog clip all on separate pieces of string round the co-driver's neck. Door pockets and shelves . . . forget them on the Buckler. The exhaust and silencer were under the passenger side with the pipe outlet just before the rear wheel arch . . . à la works Healey 3000! The resultant fumes did nothing for the sensitive stomach but the aforementioned gap meant I could puke direct onto the road without opening the door.

Roy would at all times swear by the road-holding of his car in that the front end went exactly where it was intended. The back end however was another story and the car used to hop about the road to an alarming degree and was judged positively dangerous by those following. Very few people passed us.

Roy learned his driving skills in this car, our various wins in the early BTRDA Silver and Gold Star events (such as the Lakeland Rally in 1959) surprised many of the then professionals who had far more money and / or their own garages. Roy finally sold the car in order to buy, would you believe, a Triumph Herald. In the early 60s, and a couple of Ford Anglias later, he earned his place as a driver on the BMC, Triumph, Rootes and Datsun teams and in 1966 was RAC Rally Champion.

One particular and I think amusing incident concerned the start of the Mini Miglia Rally in the late 50s. Starting from outside Rochdale Town Hall early on Saturday evening before going on to Wales for the competitive sections. The Major and Mayoress of Rochdale had been persuaded to leave an official reception for an hour or so in order to flag away the entries in the rally. This went very well for the first eight or nine cars, with the Mayoress resplendent in fur jacket and long white dress, waving the Union Jack. We were number 10 and after the usual pleasantries of good luck etc, from the Mayoress we roared away with a flourish of gravel and black smoke from our side exhaust . . . We learned later on that evening that the Mayoress' best frock had been ruined by the effects of exhaust smoke, oil and dirty water. The Town Hall cleaner flagged the rest of the field away.

Hyde, Cheshire JOHN HOPWOOD

Buckler F3 Car

Sir,

Your recent articles on the small performance car manufacturers, Kieft, Tojeiro etc, have proved fascinating reading, but I was particularly delighted to see the article about Buckler in the September issue.

About a year ago, I acquired a 500 cc unidentified special and after some research — and a lot of luck — it was identified as the Ken Smith car which was constructed in 1950/51. The identification was made certain by the professionally built chassis which is, in fact, the very same one illustrated on page 962. It appears to have undergone a number of modifications (chiefly the removal of the triangulation struts which were a feature of the Buckler chassis) but is essentially the same. The car has now been totally rebuilt and is at present running with a Triumph twin engine which was fitted to the car when I acquired it. I have done everything possible to maintain originality, except obviously on matters of safety, and the car made a competition comeback at Gurston Down on September 15th. Unfortunately, it was in the hands of an inexperienced wally driver (myself!) and was not made to perform as well as it can doubtless do, but I am hoping for greater things.

I had suspected that the chassis was a "one off" but was pleased to have this confirmed by your article. Incidentally, does anyone know the present whereabouts of Ken Smith?

Haslemere, Surrey COLIN RAWLINSON

Brands Aid

Sir,

I read with dismay recent newspaper reports that BAT Industries are considering the disposal of Grovewood Securities which owns, among other things, Brands Hatch Motor Racing Circuit, and it has been mentioned that the ultimate fate of Brands Hatch is to be redeveloped. I am in the property industry but am deeply interested in motor sport in all its guises.

It would be for me the ultimate symbol of the failure of the property industry if it could not be shown that it is possible to create a commercially viable property development but still retain the full Grand Prix Circuit at Brands Hatch.

I have had a number of my letters published in the property trade press seeking property members' views, and have already had an extremely encouraging response. In addition I have written to a number of friends, acquaintances and personalities connected with property and motoring and have had further encouraging responses such that I propose to establish an organisation called Brands Aid to promote a commercial development at Brands Hatch but specifically in such a way that it does not damage the motor racing facilities with which we are all familiar and which it would be a tragedy to lose.

I would be interested to hear your readers' views and, I trust, receive support.

London WC1 STEPHEN A. MUIR

A BMRHC?

Sir,

As an amateur motor racing historian I wonder if there are any like-minded enthusiasts, professional or otherwise, who would be interested in the setting up of a "British Motor Racing Historical Society"?

Among the aims of the society would be:

1. The collection, preservation and cataloguing of historical material.
2. The publication of articles researched by members.
3. A register of members' interest.

I would be pleased if potential members could write to me, giving details of their particular interests and any ideas they might have to help get the society off the ground.

MARTYN H. FLOWER,
2 Belborough Close, Hutton Rudby,
Yarm, Cleveland, TS15 0EH.
Tel: 0642-700458

[There is already a Society of Automotive Historians; perhaps a branch of this is what is needed? —Ed.]

TAILPIECE



A SUGGESTION for the festive season from reader Mr Roy Sandbach of Stockport, though he adds a caution against excess.

BELL & COLVILL

WEST HORSLEY, SURREY

LOTUS

Del. mileage 1985 Alfa Romeo 2000 Convertible, RHD. Limited availability. £11,495

1985 C Lotus Esprit Turbo. Racing green metallic, gold ½ leather, air cond, sunroof, 3,000 miles. **£23,495**

1984 Lotus Esprit Turbo. Jupiter Red, ½ champagne leather, air cond, 13,000 miles only. **£18,995**

1983 Lotus Esprit Turbo. Black, full leather interior, stereo, comprehensive alarm, 18,000 miles. **£16,995**

1985 Lotus Excel. Monaco white, silver ½ leather, air cond, pas, stereo, Lotus wheels and Eagle tyres, 4,000 miles, one owner. **£16,600**

1985 C Lotus Excel. Calypso red, gold ½ leather, pas, stereo, 5,000 miles, one owner. **£16,495**

1984 A Lotus Esprit III. White, ½ leather trim, BBS wheels, 14,000 miles, supplied and serviced by us. **£15,495**

1982 Lotus Esprit Turbo. Copper metallic, 1 owner, 10,000 miles, supplied and serviced by us. **£14,995**

1981 Lotus Esprit Turbo. Silver metallic, brown leather int, air cond, 29,000 miles, supplied and maintained by us from new. **£12,995**

1983 A Lotus Excel. Gold, ½ leather trim, 1 owner, 8,000 miles, supplied and serviced by us. **£12,745**

1981 X Lotus Esprit III. Calypso red, black and silver hopsack, BBS wheels, 34,000 miles only, supplied and serviced by us, one owner. **£11,995**

1983 Lotus Excel. Black, ½ champagne leather, 1 owner, 20,000 miles. **£11,995**

1982 Lotus Esprit III. Ice blue met., velour trim, acu, BBS wheels, immaculate, 45,000 miles, hence. **£10,750**

1985 Alfa Romeo 2000 Spyder. Red, alloy wheels, 2,000 miles, one owner. **£10,495**

1984 B Ford Escort 1600i Cabriolet. Met blue, stereo, alloy wheels, one owner, 16,000 miles. **£7,995**

1985 Ford Fiesta XR2. Red, sunroof, stereo, alloy wheels, 8,000 miles, one owner. **£5,795**

1985 VW Golf GTi Convertible. Met black, one owner, 6,000 miles. **£8,995**

1984 B VW Scirocco GL. Cirrus metallic, sunroof, 7,000 miles, one owner, supplied and serviced by us. **£6,295**

SPECIALISTS IN THE SALES, SERVICE & SPARES OF

ALFA ROMEO
SAAB
HONDA
LOTUS

Tel:(04865)4671

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

RATES 35p per word (maximum 80 words) £5.25 minimum charge.
BOX NOs. £4.10 extra per advertisement. Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London EC2A 4DA
The above prices are inclusive of VAT at 15%
COPY DATE By first post on 18th, but earlier is advisable owing to postal delays. Advertisements held over will be inserted 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 109 or 107 for information on small Display and Trade advertisements.

FOR SALE

FRAZER NASH chain-drive, complete kit of mechanical parts for original car or replica for sale or could complete into car. Tel: 040484 350. (89366

MGB ROADSTER V-Reg, 7,200 dry miles, chrome bumpers, chrome w/w, lowered suspension etc. £6,000. Tel: Exeter 215541. (89367

TVR 3000M, 1976, new engine, 10,000 miles, very good condition. £2,990. Tel: Swansea 55882 Ext 44. (89370

TVR TAIMAR 1980, stunning black, 14,000 miles only, stainless exhaust, immaculate throughout, rare opportunity. £7,500. Tel: Wakefield 372454. (89371

MORGAN 4/4, 1983, 2-seater, XR3, 5-speed, indigo, wires, undersealed, black leather trim, 12,000 miles. £9,200. Tel: Winchester 882602. (89372

RS1600i ESCORT, A-Registration, graphite grey, excellent condition, stereo, above average mileage, hence only £5,500. Tel: 0903 61750 or 0962 885421. (89375

1931 AUSTIN SEVEN Fabric bodied box saloon, excellent condition, original tools etc. £2,200. Tel: Hungerford (0488) 82444. (89376

FOR SALE — continued

BUICK McLOUGHLAN 1937, jet black, twin spare wheels in the wings, radio, heater, straight 8 engine, super driver. £5,950 ono or p/ex. Tel: 05645 79746. (89451

MGB ROADSTER. Bright red, P-Reg, chrome bumpers, roll bar, overdrive, etc, fortune spent, 59,000 miles. £2,750 ono or p/ex. Tel: 05645 79746. (89451

JAGUAR 4.2 Coupe, British Racing Green, chrome wheels, recent factory engine, bill to prove, much money spent to keep A1. £2,950 ono, p/ex. Tel: 05645 79746. (89451

ROLLS-ROYCE Shadow, 1968, excellent original condition, genuine 75,000 miles. MoT and taxed. £8,450. Tel: (0480) 66638. (89452

LOTUS ELAN Sprint DHC, 1973, royal blue over white, 4,000 miles since 1981 rebuild. One owner last 10 years. £7,000. Tel: evenings 0379 86466 (Suffolk). (89454

1935 MG TA Airline Coupé, complete restoration 1978, the only TA Airline Coupé made, on National Museum Exhibit in USA. Price $38,500 US Dollars. For photos and details contact: M. Gibbons, PO 1087 Cambridge, Mass 02138, USA or Tel: 617 484 4141. (89362

PLEASE NOTE

WE WILL BE CLOSING FOR CLASSIFIED ADVERTISEMENTS FIRST POST ON THE 10th DECEMBER FOR THE JANUARY ISSUE.

BMW 535i Motorsport late 1980, silver, blue Recaro interior, all usual extras, one previous owner, fsh, just had £2,000 spent. £5,950. Might take p/ex. Tel: 0946 830637 (Cumbria). (89463

1935 DERBY BENTLEY attractive Mulliner body, mechanics and body substantially rebuilt 3 years ago, only 6,000 miles since rebuild, spare unused engine also for sale £14,500 together or would split. Tel: 01-727 9009. (89361

ALVIS TD 1959, power steering, overdrive, wire wheels, stainless steel exhaust, servo ass brakes. £2,500. Tel: Lincoln 702262. (89363

SCIMITAR GTE, 78, manual o/d, electric windows, Wolfrace wheels, 11 months MoT, excellent condition, 48,700 miles. £3,500. Tel: Attleborough 453926 (Norfolk). (89364

RELIANT SCIMITAR 2.5 V6 Coupé, 1967, white, sunroof, ss exhausts. £1,700 + spent at Scimitar specialist. £1,650. Tel: West Malling 841322. (89365

1949 FORD Anglia in running order, with original documents. £600 ono. Tel: Wicken 318 (Milton Keynes). (89457

LOTUS SIX chassis 44. Reg GES 268, featured in Ortenburgers legend of the Lotus Seven. Immaculate. Tel: 0249 817338. (89458

MORGAN 4/4 4-seater, Fiat 1600, 20,000 miles, excellent condition, wire wheels, leather upholstery, tow bar, 2-tone green with matching hood tonneau, side screens and s/wheel cover. £10,000. Tel: 0527 63839 (work) or 0905 69665 (home). (89459

FIAT 900T white, 6-8-seater conversion, W-Reg, long MoT, 903 cc, 35 mpg, 70+mph, £950 ono. Tel: Hitchin (0462) 51510 (Hertfordshire). (89460

TRIUMPH ROADSTER, 1948, totally rebuilt, dark grey metallic, grey Connolly leather, mohair hood, still running in, beautiful example. £6,500 no offers. Tel: 0900 61220 (Cumbria). (89463

MORRIS MINOR 1000 saloon, 1970, 2-door, trafalgar blue, one previous owner, genuine 19,000 miles, excellent throughout, Waxoyled, offers around £3,000. Tel: Derby (0332) 799522. (89455

4¼ MX 1939 Overdrive Bentley chassis and engine. Low mileage, no body completed due to 1939 war, lying Winchester. £12,000 ono. Chalet Hautevue, 1936 Verbier, Switzerland. (89322

ROLL-ROYCE 1961, Phantom V, James Young, 7 passenger touring limousine, black over midnight blue, outstanding original condition. RREC concours winner. Tel: Bristol (0272) 575646. (89571

GINETTA 1725 cc G24, unique, factory built sports car, metallic silver, MoT, taxed, one owner, the only G24 in existence, 23,000 miles, offers. Tel: 0787 281072. Pentlow Mill, Cavendish, Suffolk. (89576

AUSTIN SEVEN Ulster, unfinished project, replica alloy body, many parts included, £1,750. Tel: 0283 761 454. (89577

BENTLEY T TYPE 1970, black, beige leather, in really superb condition, present owner 4 years 2 previous, company and main agent maintained. £6,750 ono or swap with money for older car. PO Box 5, Tewkesbury, Glos. Tel: 0684 72779. (89578

BENTLEY 1953, R Type Mulliner 4 door, aluminium saloon, manual, several unique features, service history, low mileage, exemplary condition throughout and superb mechanically. £12,500. Tel: 076387 391. (89579

LOTUS ELAN drophead S4SE, 1969, Lotus yellow, BRM engine conversion, used only in fine weather. £4,750. Tel: 04246 4318. (89581

HALF A ton vintage Bentley bits. £6,000. Further details. Tel: 01-578 3810 daytime. T(89582

1934 AUSTIN '65' Nippy, all body, very original, good runner, taxed and tested. £3,000. Tel: 01-578 3810 daytime. T(89582

PAGE & MOY LTD

MOTOR RACING HOLIDAYS FOR 1986

SEND FOR YOUR BROCHURE NOW

Full details and reply-paid coupon appear on pages 1300 & 1301

In our 1986 book of motor racing holidays, you'll find details of holidays to

* **ALL THE FORMULA ONE GRANDS PRIX**
* THE LE MANS 24 HOURS
* DAYTONA 500
* ETC AND WEC RACES

Plus

* THE MONTE CARLO TENNIS CHAMPIONSHIPS
* AMERICAN FOOTBALL IN THE USA

Book now for the

DAYTONA 500

16 FEBRUARY 1986

WINTER SUNSHINE HOLIDAYS FROM ONLY £549

TIME IS RUNNING OUT

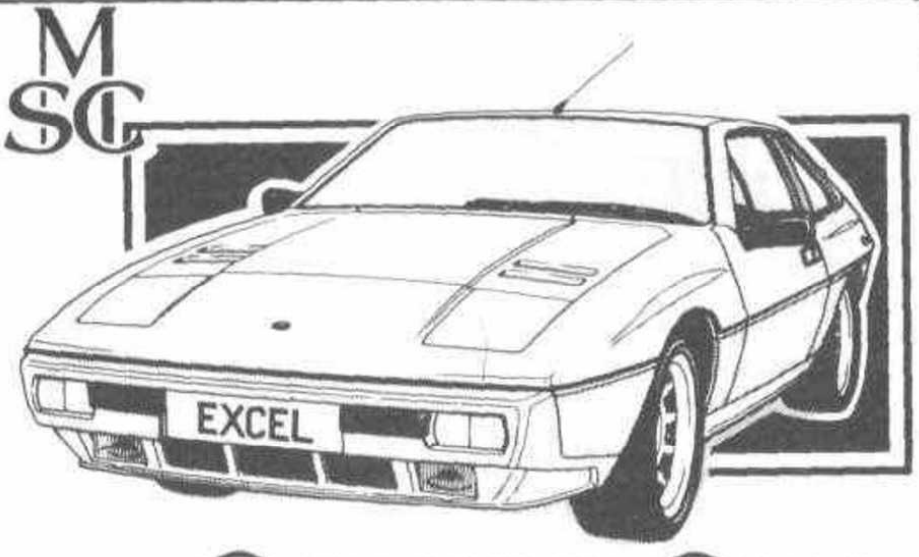
To make a provisional booking, call Sue on **Leicester (0533) 552521** or send for your copy of our free colour brochure today.

PAGE & MOY LTD

136-140 LONDON ROAD, LEICESTER LE2 1EN

ATOL 133 817/HM9907

MSC



ESPRIT ESPRIT TURBO EXCEL

Test drive the exciting range of Lotus cars

Lotus selected dealer for **Kent.**

Special payment terms for business users

Selected pre-owned sports models

Esprit Turbo 1984 (A). One owner, air conditioning, sunroof, Toronto stereo, ½ gold hide, only 13,000 m, calypso red. **£17,995**

Excel 1985 (C). Only 1,000 m, PAS, Boston stereo, r/belts, Eagles, ½ blue hide, finished in Monaco White. **£16,995**

Excel 1985 (B). PAS, air cond., stereo, Eagles, r/belts, 11,000 m, finished in Met Silver Frost. **£15,995**

Esprit S3 1982. One owner, air conditioning, BBS, ½ blue hide, Panasonic stereo, supplied and serviced by us, finished in Met Ice Blue. **£11,895**

Eclat Riviera 2.2 1982 Targa. Sunroof, stereo, Walnut facia, ½ blue hide, 29,000 m, fsh, Met Ice Blue. **£9,995**

Aston Martin V8 Auto 1974. PAS, air cond., 8 track stereo, 81,000 m, full gold leather trim, finished in sunset red. **£6,995**

Motorway Sports Cars Ltd

224-232 The Street, Boughton, Faversham, Kent ME13 9AL

Tel: Sales/Service (0227) 751223/751475 Parts (0227) 751528

"Give her one for Christmas!"



Our Soft Cuddly Cars are a great favourite with the ladies They are now available in the following models –

16" Models

BMW 320 I	£19.50
BMW 530 I	£19.50
Mercedes 450 SL	£19.50
Porsche 911 Turbo	£29.50
Porsche 911 Targa	£27.50
Porsche 924	£24.50
Porsche 911 SC	£24.50

11" Models

Datsun 280 ZX	£12.75
Mazda RX 7	£12.75
Porsche 935	£15.00
Porsche 956	£15.00
Porsche 356 Speedster	£13.50
Porsche 911 Targa	£12.75
Porsche 944	£12.75

Kits (For Home Assembly)

BMW 320 I and 530 I
Mazda RX7
Mercedes 450 SL
Porsche 911 Targa & 911 Turbo

11"	£5.45
16"	£9.95

Prices inclusive of VAT
Postage & Packing £2.00

dage SPORT

1a Bessemer Crescent, Rabans Lane, Aylesbury, Bucks HP19 3RG. Telephone: (0296) 34084/33200. Telex: 83518

Access, VISA, American Express accepted

New from Kimberley's



GRAND PRIX: World Formula One Championship is the first in a series of motor racing annuals and is not to be missed. The wealth of colour and detail within its covers is amazing, and Nigel Roebuck concentrates soley on Formula One. **Price £12.95**

BATHURST 1985/86

With Jaguars coming first and third in this year's prestigious Bathurst race, this year's edition of *Bathurst* is going to be of special interest to Jaguar fans as well as saloon car racing fans. This series is regarded as one of the best productions of all motor racing books. **Price: £12.95**



THE FORD THAT BEAT FERRARI

by Gordon Jones and John Allen. This is a book that captures the true essence of the Ford GT40 racing era, with the use of 980 pictures, 241 in colour. Full of statistical information, this 464 page book has already become a standard reference work.

"Pictorially and editorially, *The Ford That Beat Ferrari* is a work of art. It has the makings of a true collector's item" –Donald E. Peterson, Chairman of the Board, Ford Motor Co., Dearborn, U.S.A.

". . . wholehearted congratulations and compliments to an outstanding book –both in terms of contents and quality production." – Udo J. Kruse, Chairman and Managing Director, Ford Lusitania, S.A.R.L., Portugal. **Price: £40.00**

Derek Bell and **Gilles Villeneuve** are our latest two publications. Both booklets follow the same format of 28 pages, including 8 in full colour, written by Bob Constanduros and Allan Henry respectively. **Price: £2.50 each.**



John Allen and Gordon Jones with Jackie Ickx.

*Please send me **GRAND PRIX** and/or **BATHURST 1985/6** @ £12.95 each. Please add £1.50 postage unless both books ordered.

*Please send me **THE FORD THAT BEAT FERRARI** at £40.00, postage free.

*Please send me **GILLES VILLENEUVE / DEREK BELL / KEKE ROSBERG / NELSON PIQUET / FERRARI / BRABHAM / WILLIAMS / TOLEMAN / ARROWS / ALFA ROMEO / TYRRELL /AUDI / OPEL*** @ £2.50 each plus 25p postage per booklet. Postage free if 4 or more ordered. Cheques made payable to **Kimberley's.**

Name ..... Address .....

.....

Send to: **Kimberley's Dept. PR., 4 Church Close, London, N20 0JU. Tel 01-368 4121** *Delete as appropriate

From Classic to Contemporary



Moto-Lita

Steering Wheels

Since the early Fifties, Moto-Lita steering wheels have been selected by A.C., Aston-Martin, Rolls-Royce, Saab, Opel, British Leyland, Racing Car manufacturers and International Race and Rally teams for their comfort, quality and functional good looks. Available in styles and colours to suit your taste and car, with boss applications for over 600 British, European, American and Japanese Cars, including Classics! Also Classic replacements now available for E Type, Cobra, Ace, Aston, Lotus and Cooper. Call or write for catalogue, stamp appreciated. Trade and Export enquiries welcome!

Hand made in England by Moto-Lita Ltd, Dept MS, Thruxton Racing Circuit, Nr Andover, Hants. SP11 8PW. 026477 2811. Telex 47178 Wheels G. Hours of business 8.30-5.30 Saturdays by appointment.

*VOTED ROLLS-ROYCE OF STEERING WHEELS IN SURVEY BY AUTOCAPITALE, ITALY'S PREMIER CAR MAGAZINE

SCIMITAR SERVICE AT SILVERSTONE

Robin Rew sharpens Scimitars and cuts costs!

SERVICING, MECHANICAL OVERHAULS,
EXCHANGE UNITS, TURBOCHARGING,
TUNING, UPRATED SUSPENSIONS,
STAINLESS STEEL EXHAUSTS,
BODY AND CHASSIS RESTORATION.

Robin Rew Workshop Unit 12
Silverstone Circuit Towcester
Northants U.K. Tel. 0327 857903

Stafford Garage

Porsche 911 Sport Targa, 1982, Guards red, 27,000 miles only. **£19,795**
Porsche 911 Carrera, 1978, white, Martini stripes, 44,000 miles. ... **£12,650**
BMW 323i 1984, Henna red, power steering, alloys etc, 13,500 miles. **£10,550**
BMW 528i Auto 1982, Red, central locking, alloys etc. **£8,350**
Bentley T Series Brewster green, replacement engine, SS exhaust, air conditioning. **£10,250**

Repairs and Servicing
Bosch injection + ignition appointed agents

GLOUCESTER ROAD
THORNBURY, AVON
Tel: 0454 411214/5

CORLEY MOTORS



Maserati 3500 Sebring LHD
Maserati Mistrale Spyder RHD
Available shortly
Maserati 3500 Vignale Spyder RHD
Maserati Mistrale Spyder RHD

Maserati Merak SS Y Reg. Low mileage
BMW 635 CSi Coupe 5 Speed
Jaguar XK120 DHC
75 Alfa Montreal RHD

We are currently restoring and can complete to customers requirement a second Maserati Mistrale Spyder RHD with works detachable hardtop and the third of five RHD Vignale 3500 Spyders.

Stocks constantly changing. Phone for details. Wanted: 4 and 6 cylinder Maseratis - what have you. Full workshop facilities, paintwork to the highest standards.

GEORGE STREET, NEW ARLEY, Nr. COVENTRY, WARWICKSHIRE Tel: Fillongley (0676) 41393

Dearne Valley

SOUTH SPORTSCARS YORKS

for INDIVIDUAL, rare cars at REASONABLE prices!!

Bristol 412 Convertible, 1978 S2 model. Midnight blue with red leather, hard and soft tops, excellent condition throughout. Avon wheels, 5.9 litre engine, a car with CLASS! **£9,500**
Lotus Elan Plus Two 130, 1973. Bright yellow, 50,000 miles, a beautiful car with new chassis, immaculate bodywork and faultless original interior. Lotus enthusiast has completed a fabulous rebuild of what was already a very good car. No detail overlooked and a photographic record to go with it, plus history. Perfection **£5,250**
TVR Taimar, 1979. Black / oatmeal, one owner, 42,000 miles, rare overdrive gearbox, sunroof, coachband, radio / stereo **£5,650**
Golf GTI, 1982 (June). With all the extras, sunroof, five-speed, alloys, overcarpets, headrests, radio / stereo, low mileage and immaculate, currently going like the wind and doing 32 mpg. Classic! **£4,495**
TR6 Convertible, 1975. Red with tan interior, two owners, full history, extremely sound and very late PI at a sensible price! **£3,250**
Clan Crusader, 1973. Yellow, one owner, an immaculate specimen, and definitely one of the nicer and more refined alternative cars **£2,500**
TVR 3000M, 1977. S-Reg, sensible mileage and a good specification, great value for money these TVRs! **£4,150**
MGC GT, 1969. Overdrive, mineral blue, wires, good reg no. MHG 3H, low mileage and very good condition. CHEAP! **£2,750**
Jaguar XJS, 1977. Cardinal red with beige leather, what a mechanical masterpiece these cars are! Swift (very!), Silent (uncanny!) and Surefooted. An experience not to be missed at the price **£3,850**
Triumph GT6, May 1967. Pimento red, one owner, only 35,000 miles from new, full history, quite unrepeatable **£3,250**
MGC Roadster, 1968. BRG, overdrive, excellent body and hood, one MGOC owner for many years, appealing, reliable drophead! **£3,350**
Lotus Europa TC, 1972. K-Reg, bright red with oatmeal, new chassis and u-j's etc, street legal racer? You bet! **£3,650**
ANYONE out there use an early Lotus Elan Drophead (1964) in quite exceptional condition??

Stag Specialists — service / tuning / spare parts
Factory Spares / Service for Scimitars.

WE ARE ONLY 2 MILES FROM M1 JUNCTION 33-34

0709 95 SHEFFIELD RD, ROTHERHAM 382966

David Anthony

Specialist Cars

SHIRLEY GARAGE, GUILDFORD ROAD, BOOKHAM, SURREY
(0372) 56308



Maserati Kyalami 4.9 Auto. RHD. 1982. Met. blue / magnolia leather. 12,000 miles. **£16,950**



Lotus Elan +2S 130/5. 1974. Limited edition. Black / gold oatmeal leather int, complete history. **£5,995**



Porsche Carrera Sport 3.2. 1985. Silver / black sports int, electric seats etc, only 800 miles. **£27,950**



Porsche 924 Carrera GT Turbo. 1981 X. Black / leather sports int, only 75 made, 210 bhp, stunning performance. **£14,995**

Lotus Esprit Turbo. 1983. Met. red / oatmeal ½ leather, air con, 13,000 miles. **£14,995**
Lotus Esprit Turbo. 1982. Calypso red / full beige leather, air con, 23,000 miles. **£13,750**
Lotus Esprit 2.2. 1981. Silver / full red leather, 30,000 miles. **£8,950**

Rolls-Royce Silver Shadow. 1976. Peacock blue / oatmeal leather. **£10,995**
Rolls-Royce Silver Shadow. 1972. Seychelles blk / blk leather. **£8,950**
Bentley T-type. Late 1976 (R). Moreland over pewter / oatmeal leather. **£10,950**

Datsun 280ZX Targa 2+2 Auto (Special Edition). 1983. Black & silver, 22,000 miles. **£6,450**
Ford Escort XR3i Cabriolet. 1984 B. Nimbus silver, 11,000 miles. **£7,750**
Ford Escort XR3. 1983A. Sunburst red / black int. **£4,995**
MGB GT. 1980. Blaze / pinstripe cloth, sunroof. **£3,750**
Saab Turbo SE. 1983. Metallic slate blue / tan leather, 24,000 miles. **£7,995**
Volkswagen Golf GTi 1800. 1983. Most colours from. **£4,995**
Volkswagen Golf GTi 1600. 1982/3. Most colours from. **£3,450**

Many other cars available. Stock changing continually.

Open 7 days a week.

TR7-TR7-TR7

1982 "Y" Convertible, met. gold, 14,000 miles. **£4,495**
1982 "X" Convertible, aqua, 23,000 miles, 1 owner. **£3,995**
1982 "X" Convertible, white, 23,000 miles, 2 owners. **£3,995**
1982 "X" Convertible, red, 27,000 miles, 1 owner. **£3,995**
1981 "X" Convertible, aqua, 18,000 miles, stereo. **£3,795**
1981 "W" Convertible, oporto, 33,000 miles. **£3,495**
1980 "V" Convertible, 39,000 miles. **£2,995**

TR7's always required.
Distance no object.

Frederick Charles (Cars) Ltd
82-90 Priory Road, Kenilworth
Tel: 0926 53636



MIKE ABBAS
19 Middlewood Road, Aughton, Lancashire L39 6RG England
(0695) 421405 anytime

Callers by appointment only please

Ferrari 308 GTB 1977. Fibreglass model, recent total engine rebuild, air conditioning, superb throughout. **£14,950**
Lotus II Series 2. Club model 1958, 1,216 cc Coventry Climax FWE, fully restored with photo record, superb throughout. **£13,500**
Lotus Elan 1965 Series 2 drophead. Very original, good condition. **£4,000**
MGA 1956 Roadster. Red, wire wheels, white hood, superb. **£4,500**
Sunbeam Rapier 1958 Series 2 Convertible. Fully restored. The best. **£2,250**
Firebird 6.6 V8 Automatic. Black, 1976, in top class condition. **£2,500**
Vanden Plas 1300 cc Princess, 1972. Superb original condition. Automatic. **£1,950**
Cars similar to the above always purchased.

I always have cars similar to above. I can always obtain any sports car you require at a sensible price, delivery to anywhere you require. Dover, Calais, Ostend, Hamburg, Oslo, Gothenburg, Esbjerg, Rotterdam. Shipping to Japan, USA, Australia, Far East & Middle East my speciality.



Specialists in the insurance of performance cars. Annual cover available for cars used on the Continent of Europe

hyperformance insurance

01-363 4966
01-366 7447 01-367 0878

for details phone or write

BELLEVUE INSURANCE BROKERS LIMITED
66, SILVER STREET, ENFIELD, MIDDX.

Kent

High Performance Cars

Ferrari 308 GTS QV. 1984, 14,000 miles, met. black, magnolia interior with black piping, P7's deep spoiler, a/c. **£28,750**

Ferrari 308 GTS QV. 1983, 10,000 miles, red, black interior, a/c, deep spoiler **£26,750**

Ferrari 308 GTS QV. 1983, 21,000 miles, red, black hide interior, a/c, deep spoiler **£25,250**

Ferrari Mondial QV. 1982 (Dec), 24,500 miles, Silver, Red hide interior, E/S/R, a/c **£20,950**

Ferrari 308 GTS. 1980, 25,000 miles, red / black interior, a/c. **£20,500**

Ferrari 365 GT 2+2. 1969, LHD, 70,000 km, light metallic blue, black hide interior, a/c, wire wheels **£/$ offers**

Jaguar E-Type V12 2+2. 1972, 27,000 miles, red, beige interior **£9,500**

Cars can also be sold on a commission basis.
Specialising in SALES & SERVICING of Ferrari and Porsche, within 3 miles of the end of M20 on A274. Open Sunday (am)
Unit 4, Collingwood Industrial Centre, Sutton Valence, Kent.
Tel: Maidstone (0622) 843926 eves 0580 80329

'SPORTS CARS IN THE SOUTH'
AT
Hamble Motors

A fine selection of beautifully kept and cared for cars, drawn from the gentle rural surroundings of Sussex, Hampshire, and Dorset; where cars have an easy life.

PORSCHE —
944 1985. Guards red with black special Porsche trim, full specifications including electric sunroof, PAS, radio/cassette, 911 Sport forged alloy wheels, with wide low profile tyres, PDM, 6,000 miles, 1 owner. **£18,495**
944 1983. Met. red, beige Berber trim, previously supplied by ourselves, low mileage, fsh, total spec includes air cond, sunroof, radio/cassette, pdm, front fogs, coin/cassette holder. **£14,495**
924 Lux 1984. Black, black Porsche cloth trim, 1 owner, 11,000 miles, fsh, electric sunroof, radio/cassette, pdm, burglar alarm. **£11,995**
MERCEDES-BENZ —
350SL Sports 1980. Ice blue met with biscuit cloth int, 28,000 miles, fsh, alloy wheels, e/windows, radio/cassette, heated seats. **£16,995**
BMW —
323i 1984. Black, pearl beige int., 1 owner, fsh, electric sunroof, e/windows, alloy wheels, Recaro seats, radio/cassette. **£9,995**
3.0 CSA Coupé. Met silver, blue velour upholstery, 1972 but an outstanding example of these collectors cars in very good order, superbly maintained by the last owner. **£2,995**
JAGUAR —
XJS HE 1981 (X). Black, tan hide upholstery, superb example, air cond., radio/cassette, etc. **£9,995**
MG —
B Roadster LE 1981. Copper met with striped cloth trim, wire wheels, radio/cassette, 19,000 miles, totally original. **£6,250**
B GT 1980 (W). Black, grey striped trim, previously supplied by ourselves, low mileage, fitted radio/cassette and sunroof. **£4,495**
FORD —
Escort 1.6i Cabriolet 1984 (B). White, two-tone velour trim, 1 owner from new, fsh, fitted four-speaker radio/cassette, alloy wheels, etc. **£7,795**
Escort RS1600i 1983 A. Black with grey velour trim, 1 owner, 19,000 miles only, total spec, including sunroof, radio/cassette, burglar alarm, fully rustproofed, FSH. **£6,995**
VAUXHALL/OPEL —
Astra GTE 5-door Saloon 1985 (C). White, grey trim, factory sunroof, c/locking, tinted glass, delivery mileage. **£7,995**
Astra GTE 1985. White, grey trim, radio/cassette, 5-speed, P6 tyres, low mileage, FSH. **£6,795**
Manta GTE Hatchback 1985. Met. beige, brown check trim, factory sunroof, radio/cassette, alloy wheels, body mouldings, a superb example. **£6,750**
SCIMITAR —
SS1 1600 1985 B. White, grey/red velour trim, our own car, 2,000 miles only, fitted with radio/cassette, alloy wheels, 5-speed, tinted glass etc. **£7,495**
SS1 1600 1985. Red, red/grey velour rim, 1 lady owner, 4,000 miles, radio/cassette, e/windows. **£7,295**
PEUGEOT —
205 GTI 1985. White, black & red trim, 1 owner, 5,000 miles only, radio/cassette, 5-speed and all other features. **£6,495**
HONDA —
Civic CRX Coupé 1984. Two-tone Monza red over silver, black upholstery, 1 owner, low mileage, superb example with full Autostyle body kit making this an outstanding looking car. **£5,995**

NEW SCIMITAR SSI IN STOCK NOW.

Should you visit us, we believe you will find all our cars in 'as new' condition. All are offered with 12 months warranty, and are fully serviced.
For details please telephone Southampton (0703) 453757 or 455450
Hamble, Nr. Southampton, Hampshire.

Automobile Year 33

The Motoring Annual To Buy



The world's premier motor sport annual. Come completely up-to-date with the 1985 motoring and motor racing year with *the* automobile annual to buy. Special features in this year's fascinating edition include Mike Knepper's story on Ford Taunus and pieces on Pebble Beach and Monterey; discussions of such issues as lead-free petrol, speed limits and catalyzers; stories about Bugatti and Porsche; a fresh look at the controversy surrounding the birth of the automobile. Wider coverage is given to rallying as well as the usual in-depth Grand Prix accounts. *Profusely illustrated with many full colour plates.* *Hardback* **£19.95 plus £1.00 p&p**

From your bookseller or:
Patrick Stephens Limited
Dept 964B, Denington Estate, Wellingborough, Northants. NN8 2RQ. Telephone (0933) 72525. Telex 311072 THOPUB G.
24 hour telephone ordering service for **VISA** *and* **ACCESS** *cardholders.*

Transcar ship more personal export cars home from Europe than most of our competitors put together–here's why.

Low prices and terms which we guarantee cannot be matched - given on the telephone.

Our own offices and receiving centres throughout Britain and the Continent of Europe.

Our own offices in New York and Los Angeles to help speed the clearance of your car through *any American port*.

A large skilled staff who care about your needs and the safety of your car.

Largest and most experienced network of clearing agents throughout Australia and most other destinations worldwide.

Personal effects also handled.

Details and Brochure on Application to TRANSCAR UK LTD., Dundee Warehouse, Three Colt Street, London E14 8AP. Tel: 01-515 6684(10-lines). Telex: 893546

transcar

GENEVA Tel: 96 55 11 • LIVERPOOL Tel: 227 1926 • ZURICH Tel: 740 1068 • and at: FRANKFURT • NEW YORK • LOS ANGELES • ROME • MUNICH • PARIS and BEIRUT.

R. S. WILLIAMS

Aston Martin V8 1973. Jubilee silver with burgundy hide, manual gearbox, £40,000 factory restoration carried out 150 miles ago. **£21,000**

Aston Martin DB5 1964. Grey with black interior, chrome wire wheels, 5 speed gearbox, service history. **£13,500**

Aston Martin DB5 1965. Dubonnet with black interior, sunroof, reconditioned engine. **£15,500**

Aston Martin DB5 1966. Californian sage with natural hide interior, one owner, 56,000 miles, service history. **£16,000**

Aston Martin V8 1979 Automatic. 50,000 miles, willow green with natural hide, electric sunroof, driving lights. **£19,000**

31-35 PADFIELD ROAD, SE5 9AA
Tel: 01-733 1062

ATTENTION MEN ONLY

We are now giving a new service in top quality 100% sateen cotton in all colours. Ring now for your requirements.

If she has a beautiful body cover her and protect her with a 100% TOP QUALITY COTTON DUST COVER FROM ADRIAN SACKS. Unique semi-tailored covers with elasticated ends for sports cars up to 13ft 2in long £34.75, up to 15ft 4in long £37.75, 16ft 9in £39.75. Also available: Semi-tailored covers for saloon cars up to 17ft long £47.75. Intermediate sizes available.

9' 8" by 15' — £18.95	9' 8" by 17' — £20.95	11' 6" by 19' — £24.95
11' 6" by 20' — £27.95	11' 6" by 22' — £30.95	11' 6" by 24' — £34.75
15' 6" by 22' — £41.25	15' 6" by 24' — £46.75	15' 6" by 28' — £49.75

Personalise your dust cover with giant emblems approx. 16" by 18". AC, Alfa Romeo, Alvis, Aston Martin, Austin, Austin Healey, BMW, Bristol, Chevron, Daimler, Ferrari, Ford, Ginetta, Jaguar, Jensen, Lancia, Lola, Lotus, Maserati, MG, Mercedes, Morgan, Porsche, Riley, Rover, Sunbeam Talbot, Sunbeam Tiger, Triumph, TVR, Volvo, VW. Affixed to your cover for only £5. Other emblems a pleasure, add £2.50 per cover p. and p. All prices inc. VAT. Please send cheques with order payable to Adrian Sacks.

FREE initialising with every order or your car reg. no., please state as required.

NEW NEW NEW Car wing protectors. Just fastens over car wing when working on engine. Stops scratches from zips, buttons, oil and grease. Only £9.95 a pair.

You can now place your order with your Access and Barclaycard over the phone.

Hillam Road Industrial Estate Unit B, off Canal Road, Bradford BD2 1QW. Telephone: Bradford (0274) 394147 (office hours) or Ilkley (0943) 602372 evenings and Sundays. *All overseas enquiries welcome.*

Does GTB stand for GIVE THOUSANDS TO BROKERS?



Not necessarily. We have very special arrangements to suit all circumstances and all kinds of cars.

Call us now on 01-631 3961 or post the coupon to:

Taylor Price & Co., 5 Bloomsbury Place, London WC1A 2QA.

TAYLOR PRICE & CO

M

CONFIDENTIAL

Mr/Mrs/Miss Age Occupation

Address

Full/Prov/Licence yrs Make & Model

Year cc Value £ No Claims Bonus yrs

Please tick as appropriate Comprehensive☐ Third Party Fire & Theft☐ Third Party Only☐

Owner Only Driver☐ and spouse☐ any driver☐

The car will be garaged☐ off the road☐ on the road☐

Use is Social domestic & pleasure only☐ and commuting☐ and business☐

VISA

PLEASE ENCLOSE FULL DETAILS OF ANY ACCIDENTS OR CONVICTIONS

JOHN LEWIS
CLASSIC MERCEDES SPECIALISTS

4 Heathman's Rd. Parson's Green Lane Fulham SW6

Telephone 01-731 3734



1971 MERCEDES 280 SE 3.5 CONVERTIBLE. Finished in whisky metallic with black hide interior, and black hood, fitted with automatic transmission, power steering, electric windows, 80,000 miles only from new, excellent condition.

Also in Stock

1972 MERCEDES 350 SL. Pale blue, blue interior.
1971 MERCEDES 280 SE 3.5 COUPÉ. Dk red metallic, black hide.
1971 MERCEDES 280 SE 3.5 COUPÉ. Mid blue metallic, blue hide.
1968 MERCEDES 280 SL. Dk red metallic, parchment interior.
1967 MERCEDES 300 SE COUPÉ. Silver blue metallic, red hide, lhd.
1964 MERCEDES 230 SL. White with blue hide interior, manual 4-speed, very rare.
1964 MERCEDES 300 SE CONVERTIBLE. Black with black hide, rare 4-speed manual model, fully restored.
1959 MERCEDES 300 D SALOON LHD. Mid brown with cream roof. The very rare Adenauer model.

Other makes

1979 VW CABRIOLET LHD BY KARMEN. Dk green metallic green, interior, one of the last produced.
1972 LINCOLN COUGAR LHD. Burgundy, black interior, one owner from new.
1967 SHELBY 350 GT COBRA MUSTANG LHD. Moss green, fully restored. Very rare.

Sytner
CLASSIC CARS

1961 FERRARI 250 GT. S.W.B. BERLINETTA
Chassis No. 3067. Ultra rare car with aluminium body + Lusso interior. Certified only 12,000 miles from new. Full history. Original and unrestored.

1961 ASTON MARTIN DB4 GT ZAGATO
Chassis No. 189. Currently undergoing restoration. This will be one of the best. Complete January '86.

1955 ASTON MARTIN DB3 S COUPE
Chassis No. DB3S/120. Ex David Brown/ Jean Bloxham. Beautifully restored, it is one of the most immaculate DB3S Astons in existence & also one of the quickest.

1953 JAGUAR 'C' TYPE
Chassis No. XKC 049. Reg. no. RAU 450. Supplied new to my next door neighbour! Full history from new. Very original in BRG.

1955 MERCEDES 300SL GULLWING
Ex Rob Walker. Certified 17,800 miles. Factory disc brakes and competition seats. Beautifully re-painted in original silver-blue, new navy leather. One of the finest in existence.

1953 BENTLEY CONTINENTAL 'R' TYPE
Chassis No. BC5B. Maintained in excellent condition finished shell grey with tan hide. Fitted with steel sliding sunshine roof.

1951 FRAZER NASH MILLE MIGLIA
Fully restored over the last four years. Finished Gun metal grey. Excellent history from new including competition. Very rare and very beautiful.

1953 FRAZER NASH TARGA FLORIO.
Chassis No. 188. Very original and in superb condition throughout. Metallic blue with grey hide.

TOJEIRO BRISTOL, LOY 500.
The Cliff Davis car. Forebear of the AC Ace and Cobra. In excellent original condition. Complete with reg number and original log book.

1958 PORSCHE SPEEDSTER
The subject of a full Gregory restoration. Perfect to the last detail simply as new throughout Red with black trim. Definitely one of the finest examples in existence.

1962 A.C. ACE 2.6
Ex Betty Haig car with stage V Ruddspeed unit, just updated by Robin Rew to produce circa 180 bhp with good tractability. Superb condition throughout.

1955 BRISTOL 404 COUPE
Well known concours car. Finished in red, with newly re-upholstered beige hide interior. One of the finest examples of the very rare "Businessman's Express".

1960 A.C. Aceca – BRISTOL
One of the finest Acecas in existence. Completely rebuilt by a respected enthusiast. Silver with red hide. Another 1958 example, superb mechanically but not restored.

1950 HRG 1500
An excellent example, finished in navy blue with grey trim. Just re-upholstered & fitted with new hood. Fine value at £8,950.

165 Huntingdon Street, Nottingham NG1 3NH
Tel: Nottingham (0602) 582831 Telex 37621

ALPINA

FOR SALE — continued

NSU R080 metallic blue, alloy wheels, low mileage, rotary engine, another similar car, orange / black leather. Offers. Tel: 0789 292763. (89580

1959 A35 requires restoring £185, likewise Rover 1956 T75/p4 £200. BSA Bantam 1967 D10/4, very original £200. Wanted Borrani 15" / 16" x 5 / 5½ wheels, 16 / 18 / 19" x 500/600 racing tyres, Pinfield Lodge, Lickey. Tel: Birmingham 021-445 2551. (89583

PRIVATE COLLECTION Aston DB6, 1969. Aquamarine / french blue, manual, 63,000. £11,500. E Type, fhc, 1963, gunmetal / grey, £9,500. Both original and beautiful, for details and appointment to view. Tel: 0232 812631 evs. County Down N.I, farmhouse accommodation near mountains of Mourne if required. (89584

MORGAN, NEW 4/4 2-seater, unregistered, ivory, aluminium body and wings, wire wheels, spots. Offers. Tel: 0265 4411 days; 0265 52233 eves. (89665

PEUGEOT 1914 Open Tourer, 3-seater, lots of brass, 14hp, good condition, MoT, taxed, rebuilt 5 years ago, £10,250. Tel: Newbury (0635) 35460 office; 42653 home. (89666

FOR SALE — continued

1935 RILEY "Imp" 2-seater sports car, meticulously restored to original condition, 1976-78. Dark blue with red leather interior, rarely used. Price $28,500 US Dollars. For photos details contact M. Gibbons, PO 1087 Cambridge, Massachusetts, 02138, USA or Tel: 617484 4141. (89362

JAGUAR XJS V12. Rare manual, low mileage, excellent condition, MoT, white, £5,150 ono. Tel: Chertsey 65338. (88881

ROLLS-ROYCE PII, 1933, 20PY Hooper Sports Limousine, Olympia show car, twin side-mounts, projecting boot, low roofline, complete restoration to chassis, body, trim, paint, £25,000. Details: Saunders, 22 Partridge Drive, Larkrise, Mulbarton, Norwich. (88880

ROLLS-ROYCE 25/30. 1936, Barker sports saloon, very handsome body, repainted blue after bare metal strip, new radiator and tyres, history, excellent spare cylinder head, £8,500. Bentley MkVI, 1948, excellent original condition, history, new tyres, brake system, totally overhauled, new R-R exhaust system and radiator, £5,500. Both cars garaged in Poole. Tel: 0753 682487 (Heathrow). (89004

since 1971 **AUTO REPLICAS**
metal model autos for collectors

TT REPLICA FRAZER NASH £29
Just one of our big 1/24 scale kits for the enthusiast. Ideal Christmas gifts.
Bugatti T43 and T43A and Citroën Traction Cabrio also available at £25.00 inc. 15% VAT & Post in UK.
Just 'phone your order with ACCESS / VISA details. Full catalogue 20p.

BKL DEVELOPMENTS
23, BAILEY CRESCENT, POOLE, DORSET, BH15 3EZ
Poole (0202) 685539

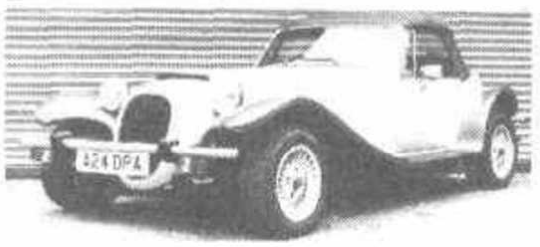
Wanted
JAGUAR "D" TYPE REPLICA LYNX OR EQUIVALANT
PRIVATE BUYER
BOX 7031

Firestone & LAMBROOK TYRES
the two names that matter when buying Vintage Tyres.
Phone or write for FREE illustrated catalogue
LAMBROOK TYRES, Farway, Colyton, Devon
Tel: 040 487 282 — Open until 9 p.m.

RYE MILL



1983 Mercedes 280SL. Finished in light green metallic with matching green interior and hardtop, fitted automatic transmission, pas, radio/ cassette, all usual extras, recorded 33,000 miles with service history **£18,750**



1983 Panther Kallista 2.8. Finished in silver over charcoal metallic, fitted 5-speed gearbox, many extras, recorded 15,000 miles only with full Panther service history **£8,495**



Due to promotional exercise we are able to offer this brand new and unregistered **Golf GTi Convertible,** finished in black over pearl metallic, special alloy wheels, body spoilers, original cost £11,659, offered with delivery mileage only **£10,795**



1983 Mercedes Benz 230E Saloon. Finished in silver with biscuit interior, fitted manual gearbox, pas, electric windows, central locking, radio/cassette, recorded 26,000 miles with full service history **£9,850**

The above cars are a selection from our stock of over 50 specialist vehicles, for further details please telephone

HIGH WYCOMBE (0494) 450611

The Original IRVIN



Flying Jacket

The Jacket worn by WW2 Fighter Aces.

Each jacket is individually tailored from selected sheepskin with long wool and leather trimmings, on the same machines used in the War.

£218.50

Colour is dark brown with honey wool on the inside.

Hardwearing, comfortable, warm and practical — perfect for sports cars and flying.

Send 1st class stamp (1 dollar USA) for colour catalogue and ordering details of this and other flying jackets.

Individually tailored.

Exclusively available from the manufacturers:-

AVIATION LEATHERCRAFT THRUXTON AIRPORT, Nr. Andover, HANTS SP11 8PW Tel: 0264 77 2811 Telex 47178 Wheels G.



★ **We will deliver anywhere in the World**

PORSCHE Insurance Facilities

Competitive schemes, rates and terms now available for all models. Call, write or phone, the new business office at MRB Insurance Brokers Ltd., 313 High Road, Chadwell Heath, Romford, RM6 6AX, Essex. Tel: 01-590 8412



TO ALL "HARD UP" OWNERS OF INTERESTING CARS

Heartbroken about parting with your CLASSIC CAR?

Want a good home for it and a good price? Then do your bit for British exports! Contact us. We will pay you well for your car and send it somewhere where it will be appreciated. We are particularly interested in the following:

Lotus 7; Mini Cooper "S" MKI; Lotus Elan; Healey Sprite "Frogeye"; MGA; "52" Beetle

01-202 2522

S&H MOTORSPORT

r/o 14 Hallowell Road, Northwood, Middx, HA6 1DW

Tel: Northwood (092 74) 27012/28287

Service, repair and restoration of high-performance sports cars, including **Aston Martin, De Tomaso, Ferrari** and **Lamborghini.**

All the above at highly competitive rates.

VINTAGE & CLASSIC CAR RESTORATION

established 1966

Any type of work undertaken (upholstery, ash framing, panelling, etc) at very competitive rates: the bigger the challenge the better!

Wanted — *Vintage & classic cars to purchase for restoration.*

HOOE GARAGE (E.SX) LTD

MAYNARDS GREEN, HEATHFIELD, SUSSEX, TN21 0DE. Tel: 04353 2044

Manufacturers of SP Cars

MAY WE HELP YOU FIND THAT RARE AND ELUSIVE MOTOR CAR YOU'VE ALWAYS PROMISED YOURSELF?

DUNCAN HAMILTON & Co. Ltd.

BAGSHOT (0276) 71010

MASERATI

SALES · PARTS AND SERVICING

TAYLOR & CRAWLEY LTD

58 Old Church Street, London SW3 5OB 01-351 7566



CAR PULLOVERS

Super Xmas presents

Popular examples include: MG Golf GTi, Lotus, Triumph Stag, Escort XR3, Porsche, Jaguar etc, etc.

A superb acrylic V-neck pullover in either navy blue, black or burgundy, beautifully embroidered with your own car name (also club & company names etc.) in either script, block or Olde English lettering.

WE CAN ALSO EMBROIDER YOUR CHRISTIAN NAME IF REQD, ABSOLUTELY ANY NAME EMBROIDERED:

Embroidery thread in following colours: gold, red, white or green, pullover sizes 30"-48"

PRICE £10.79 Incl P&P 3 for £29.99

We can also embroider the name of your car, club, company, etc. **onto your own garments:** ie. overalls jackets etc, send your garment plus £3.75, stating embroidery reqd.

Grey sweatshirts are also now in stock at same prices as our pullovers. Also printing: Key fobs, peak caps. Club & Company Enquiries.

Enquiries & larger orders from Companies & Car clubs welcome: Cheques, PO's: Taylors Embroidery, Royal Oak, High Street, Newhall, Nr. Burton-on-Trent, Staffs (0283) 221873

Goods usually despatched within 5 days.

State size, colour pullover & embroidery and also wording reqd. Overseas orders send £13.00 sterling per pullover.

RIMMER BROS

Tel: (0400) 72046 Telex: 37321 RIMBRO "G"

STAG — TR6 — TR7 — SPRINT

A COMPREHENSIVE RANGE OF NEW AND SECONDHAND SPARES

Fast mail order service, nationwide delivery by Securicor/post/C.O.D. Visa and Access

EXPORT ENQUIRIES WELCOME
NEW — USED SPARES SPECIALIST
FAST MAIL ORDER



A COMPREHENSIVE RANGE OF NEW AND SECONDHAND SPARES

Fast mail order service, nationwide delivery by Securicor/Post/COD Visa and Access

EXPORT ENQUIRIES WELCOME ★ CARS WANTED — ANY CONDITION

STAG

Front wing £55, rear wint P.O.A., arch repair panel £25, doorskin £30, vallance £30, door P.O.A., bootlid £125 (s/hand available), sill £22/£15, various repair panels available. Sill trim kit (stainless steel) mirror finish £60, alloy kit £50, bumpers — front £80, plinth £25, rear centre section £55, corner £30 (exch.), overrider £15. Alloy wheel £40, rear lights £20, headlights £8, badges £7, stripe kit £10, wheel trims £15 set, door seal £8. A chromework, trim and accessories available. Carpet set (as original) any colour £75, hoods from £99, hood frame and hardtops P.O.A. Full engine (re-con) £625 exch. guaranteed (fitting available), head complete from £129, cankshaft new £140, timign chain kit £36, water pump £25, oil pump £25, fan viscous coupling £30, head gasket set £25, gearbox (re-con) £125, differential (re-con) £130, s/hand £60, halfshfts £75, steering rack (re-con) £75, radiator standard £75, large £110, brake pads from £7.50, discs (new) £20, front suspension leg (uprated) £75, suspension parts in stock, hose kits £25, clutch assembly £59, service items in stock, stainless steel exhausst (full system) £125 lifetime guarantee. Stags breaking for spares.

TR6

Front wings £79, rear wings £79, door shell (new) £85, sills £15, front valance £85, bootlid £99, bootlid skin £50, all bodywork stocked, please enquire. Front bumper £65, rear bumper (3 sections) £85, doortop pull £10, dash top £20, carpet set £50, boot carpets £10, boot trims £15, hood as BL £60, headrests £18 pair, enamel TR6 badge £15, brake pads £5, halfshafts (s/hand) £35, gearbox (re-con) £125, differential (re-con) £130, stainless steel exhausts (full system) standard £125, sport £125, guarantee.

TR7

Full engine (re-con) £350 exch (guaranteed), short engine (new) £275, re-con £175, cylinder head complete (re-con) ready to fit £125 exch., timing chain kit £19, water pump £25, oil pump £25, radiator £50, starter motor £35, distributor £35, steering racks £50, steering joints in stock, 4-speed gearboxes £100, 5-speeds from £150, 4/5 speed propshafts from £40, rear axles and halfshafts in stock, 4-speed diff. units (re-con) £95, front strut insert £15, gaitor £5, rear shock absorber £10, lower track arm (with ball joint) £20, front subframe £75, uprated brake kit (similar TR8) with discs, calipers, pads £85, standard discs and pads £30. Bodywork including front wing arch repair panels £25, lower wing patch panel £12, quick fit sill £15, F/wings from £65, headlamp panels £75, doors £85, bonnets £60, bootlids £65 etc., front bumpers (complete unit) from £85, bumper plastics: centre £30, corner £10, badge set £10, window winder £16.50, fan viscous coupling £30, headlamp motor £20, carpet set, any colour £50, sunroofs from £45, front spoilers from £20, rear spoiler £30, cruise lights, front and rear lights, trim, seats, seat belts, new body shell, s/hand part shells available. Stainless steel exhaust system £105 (lifetime guarantee), also TR8 stainless steel exhausts £145, subframes £95, suspension legs complete £75 each, TR7's breaking for spares.

DOLOMITE SPRINT

Fuel engine (re-con) £450, new £575 (guaranteed). Short engine (new) £250 (re-con) £175 inc., cylinder head new complete £275, re-con £195, timing chain kit £29, water pump £25, pistons (set) standard £40, oversize £75, clutch assy. £50, stainless steel exhaust (sports) £105 (lifetime guarantee), front wings £49, sills £20, alloys £30. Special offer, front and rear bumper sets £45 a pair. Front & rear suspension leg assys: £15 ea.

THE ABOVE IS A SAMPLE OF OUR WIDE RANGE OF STOCK ITEMS. FOR FULL DETAILS PLEASE SEND SAE FOR PRICE LIST, OR TELEPHONE. ALL PRICES VAT.

RIMMER BROS. DEPT MS DIGBY HOUSE, HIGH ST., BRANT, BROUGHTON, Nr. LINCOLN. TEL: (0400) 72046 TELEX: 37321 RIMBRO "G"

SE SPECIALISED ENGINES

Manorway Industrial Estate, Grays, Essex. Phone: 0375-378606.

FORD only Exchange Reconditioned Units. 12 months/12,000 miles guarantee. If you own an AC, Gilbern, Lotus Seven, Marcos, Morgan, Scimitar, Trident, TVR, All Fords, **TRIUMPH STAG CONVERSION** we can supply a Standard Unit from: Examples: 1200 £140. Fiesta £204. X/Flows £158. CVH £242. OH CAM £232. V4's £258. V6's £297. 2.8 £395.

But why not have a more EFFICIENT Tuned Unit with new parts. Built for road use to give more POWER and ECONOMY whilst remaining TRACTABLE — *see the engine built* — or TURBO-CHARGING from £1,450 fitted.

TUNED ENGINES from	Stage 1	2	3
ALL X/FLOWS	**£278**	**£353**	**£395**
CVH's	**£369**	—	—
All OHC Cams	**£349**	**£447**	**£574**
All V6's	**£436**	**£519**	**£704**
2.3 & 2.8 V6's	**£557**	**£672**	—
Fitting from	**£32**	—	—

We also do big engines for small	
1600 Stage 1 for 1300 Fiesta	**£424**
1600 for 1300 X/Flow	**£245**
2,000 OHC for 1600 OHC	**£316**
2.8 for 2.3	**£535**

TRIUMPH STAG V6 CONVERSIONS FROM **£1,583**

Tuned Engines can include: Gas Flowed heads. Larger Valves. Modified Cams and Carbs. Tuftrided Cranks. Balanced and Overbored etc.

MACHINING: Exchange Heads from £28. Exchange Crankshafts. 3-hour Reboring service appointment.

Try our Demo Cars fitted with Modified Engines: SIERRA 4x4 + Turbo. SCIMITAR SS1 + 2.8. P100 Pickup + V6 3.0. Escort CVH St 2.

Southern area agents for Allard Turbo chargers.

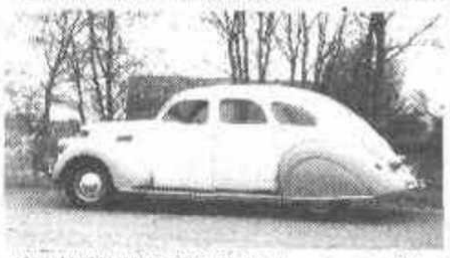
NOW IN NEW 10,000 SQ FT FACTORY.
SEND S.A.E. FOR DETAILS.

MOTOSPOT

Post — **N. KILWORTH, LE17 6EP**
Showroom — 10 mins J20 M1
Please ring day before visit — I'm often away buying
04555 2548
(5-8 pm best)



1921 HUMBER 11.4. Magnificent restoration, very original, luxury 1750 cc 'V' screen **£7,500**
1923 BULLNOSE "Chummy". 4-seat open **£6,500**
1927 ERSKINE 6, 2600 cc, RHD, Studebaker built for UK **£4,650**
1932 TALBOT 75 DROPHEAD by James Young. Three owners, beautifully restored 70s **£11,500**
1922 AJS 350 M/C. 2,000 miles, remarkable original condition, rides like new **£1,500**
1936 BSA SCOUT, 4-wheel, 1200 cc, slab tank sports, MG style, very nicely rebuilt **£3,950**
1952 RILEY RM 1½. Superb 3-owner car **£3,250**



1937 LINCOLN V12 ZEPHYR. Totally restored. No 730 of 835 RHD cars built. Impressive **£7,950**
1929 AUSTIN 7 CHUMMY **£3,750**
1933 AUSTIN 7 Special sports **£1,995**
1933 AUSTIN 7 Box. Excellent **£3,250**
1934 AUSTIN 7 Ruby **£2,250**
1930 AUSTIN HEAVY 12 LANDAULETTE by Gordon. Very rare and most attractive body **£5,250**
1932 (Jan) AUSTIN 16/6 BURNHAM. Scuttle lights **£4,950**
1934 AUSTIN 12 ETON TOURER + dickey **£4,775**

ALL RESTORED, MoT'd, *PROPERLY* SORTED, READY TO USE
MORE HERE & WANTED

WANTED

De Tomaso Pantera LHD

Rolls Royce or Bentley 1957-1981
RHD or LHD, any model.

Over 30 Rolls Royce, Bentley, Daimler & Princess Limousines and exotics in stock, all DOT pre-paid, prompt shipping arranged to your nearest port

H J SIBLEY CLASSIC CARS
Crowthorne Road,
North Kensington,
London W10 6RR.
01-968-6335/6 or
0288-3428

FOR SALE — continued

ARMSTRONG SIDDELEY Six-cylinder 12hp four-seater tourer, 1934, engine, gearbox, wheels, radiator overhauled, needs paint and trim, lovely car, seen Winchester. £5,000. Chalet Hautevue, 1936 Verbier, Switzerland. (89322

AC ACEDES, 1935, genuine 20,000 miles, 4-seat tourer, immaculate. Also Mors Grand Duc 7-seat tourer, 1926, concours, offers invited for these two cars. Keith Abraham. Tel: Barnstaple (0271) 71781. (87712

HEALEY 100/4, 2,660 cc engine, plus useful new and secondhand spares. Riley 30s brass radiator shell, SS100 knock ons, 61-79 Veteran / Vintage, 205 copies. Tel: 0642 322438. (89663

MG VA TOURER 1938, fully restored, running, rolling chassis, body restoration commenced, all parts except front seats, all bright work re-chromed, offers around £4,000. Tel: Evesham (0386) 750211. (89667

CITROËN Lt 15, Slough built 1955, ORK 7, large quantity spares, sound runner, £2,500 ono. Tel: Dorking 712015. (89668

LOTUS ELITE SERIES 1, 1958, original Lotus sales demonstration, rebuilt to original spec, but with "Costin" nose, reluctant sale at offers over £7,000. Tel: 0491 573544. (89715

LOTUS ELAN +2S 130/5, 1972, chocolate brown / gold, very good original condition, 50,000 miles, new alloy wheels and tyres, £3,750. Tel: 0686 87269 eves (Mid Wales). (89712

ROLLS ROYCE TWENTY, 1924, taxed / MoT, very pretty car, £15,000. Also Phantom II Sedanca 99GY, page 110 "Those Elegant". David Nudd. Tel: Derby 792177 anytime. (89711

FOR SALE — continued

1968-69 MGB GT, Old English White, sunroof, wire wheels, radio, hrw, extensive work carried out to body, new front wings and inner and outer sills, mechanics overhauled, offers. Tel: Pencoed 863065 (Mid Glam). (89710

1964 MORRIS OXFORD SALOON, stored last ten years, ideal restoration project, offers. Tel: Pencoed 863065 (Mid Glam). (89710

JAGUAR XK120 ROADSTER. 1953, white, new hood, excellent mechanics and bodywork. £11,950. Tel: 04253 3285 anytime. (89633

AUSTIN 7 CHUMMY Open Tourer. 1925, Reg. No. KW 865, completely original. Last used on the road in 1941, displayed in museums last 10 years. £5,500. Tel: Wadebridge 020881 2046. (89635

BULLNOSE MORRIS OXFORD Four-seat Open Tourer. 1926, Reg. No. RO 4423, complete and original including Auster rear screen. Last used on the road 25 years ago, displayed in museums last 10 years. Also a quantity of spares. £6,500. Tel: Wadebridge 020881 2046. (89635

LOTUS XI Sports Chassis 520. 1958, HLR registered, totally original restoration, MoT/taxed. £8,950. Tel: Rusper 541 (Sussex). (89636

ALFA ROMEO MONTREAL. 1973, lhd, very rare collector's classic, new clutch, repainted. £4,250. Tel: Rusper 541 (Sussex). (89636

AUSTIN 7. Registered 1931, up and running immaculate saloon. Collector's piece. Offers under £2,300 not considered. Tel: Mrs Swift on Bristol (0272) 852704, evenings, to discuss further and view. (89638

maserati

From stock new/used parts for post-war competition cars and six-cylinder production models.
RICHARD CRUMP ● GROOMS BARN ● BULLS CROSS RIDE ● WALTHAM CROSS ● HERTFORDSHIRE ● Tel: Waltham Cross 22121

WHICH KIT?

So many kit and component cars are available today that it will pay you handsomely to receive expert guidance.

COMPONENT CAR CATALOGUE



- We choose the top 85 models recommended for their quality and engineering.
- Each car described in depth with maker's profile, kit contents, build details, prices, addresses etc.
- 100 pages, full colour throughout, all for only £3.50 (plus 50p p/p)

TO: NEATJET LTD., HIGHWAY LODGE, BRIGHTON ROAD, LOWER KINGSWOOD, TADWORTH, SURREY KT20 6XL.

Please send me _____ copies of the CCC.
I enclose a cheque for £_____

NAME _____

ADDRESS _____

_____

OCTAGON

OCTAGON SPORTS CARS
CHART SUTTON KENT
ME17 3RX ENGLAND
Tel: Maidstone (0622) 843445



1955 MG TF 1500 outstanding condition, green with beige leather upholstery, chrome wire wheels. **P.O.A.**



1947 MG TC totally rebuilt, very small mileage since, possibly one of the best TC on the market at this time **£12,000.**



1952 MG TD totally rebuilt, as near to a new TD as you could get, fitted wire wheels. **£10,950**



1933 MG J2 totally rebuilt, limited mileage only, original specification throughout **£8,000.**



1926 Morgan Super Sports Aero, o.h.v. 'Dog-eared' JAP V-Twin, 2 speeder, split rim wheels, full leather upholstery, mint condition. **P.O.A.**



1952 MG TD fitted brand new body, new leather upholstery, red with red interior, a mass of money spent so far, running, but needs minor detail work to finish. **£7,500** as is, or slightly more if we complete. (similar above)

Also available.
1972 MGB GT totally restored throughout, deep red, with black, o/d and radio. **£3,950.**
1954 MG TF 1250 very original TF in good running condition.
1949 MG TC original specification but needing some work. **£4,950.**
1952 MG TD fitted Ford GT engine and gearbox (professionally in 1971) Magazine feature in Hot Car. Black with new green leather upholstery, special off-set wire wheels. **P.O.A.**
1943 Willys Jeep, very good original condition, U.S. markings, canvas top and seats. **£2,500** or near.

Similar cars WANTED
Part-ex welcome

View by appointment only please

LEFT HAND DRIVE CARS, MERCEDES, PORSCHE, BMW & FERRARI

TRANSEUROPEAN CARRIAGE CO.

NEW AND USED LEFT HAND DRIVE CARS ONLY. EUROPEAN SPECIFICATION. FOR USA OR UK USE. FULL SHIPPING FACILITIES



MERCEDES
1983 280 SE, Met. brown, tan leather, all extras. LHD **£12,950**
1982 300 GD, 4 wheel drive, auto, extras. LHD **£8,950**
1981 380 SEL, Met. brown, velour, extras. LHD **£12,500**
1981 300 TD (Estate), Beige, many extras. LHD **£5,950**
1980 280 TE (Estate), Silver, auto, extras, seats. LHD **£5,950**
1980 230 T (Estate), Signal red, cream int, extras. LHD **£4,950**
1980 300 SD 126 Series (Diesel) silver, all extras. LHD **£9,950**
1978 450 SEL 6.9, Met grey, matching int, loaded. LHD **£9,950**
1978 450 SL, Black, leather, many extras. LHD **£12,500**
1978 280 SL, black, black MB tex, spoilers, extras. LHD **£11,500**
1978 280 SL, Silver, leather, many extras. LHD **£11,500**
1978 450 SLC, Silver, leather, loaded. LHD **£9,950**
1977 350 SEL, Met grey, matching int, extras. LHD **£4,950**
1974 450 SL, Met maroon, BBS, cream int, extras. LHD **£7,950**
1971 280 SE Coupé 3.5-litre, Lapis blue, leather, extras. LHD **£9,950**
1963 230 SL, white, 2 tops, leather, extras. LHD **£8,500**
1961 190 SL Sport, Red, black leather, 2 tops. LHD **£9,950**
1960 190 SL Sport, Met. silver blue, leather. LHD **£9,500**

PORSCHE
1983 928S, Met diamond blue, burgundy leather, loaded. LHD **£16,500**
1983 944, Met moss green, velour, extras. LHD **£8,950**
1980 930 3.3-litre, Met zinc, black leather, loaded. LHD **£19,950**
1979 911 SC, Met black, matching int, extras. LHD **£9,950**
1979 911 SC Targa, Silver, BBS, many extras. LHD **£9,950**
1979 911 SC, Red, matching int, extras. LHD **£10,500**
1979 911 SC Targa, Brown, beige, spoilers, extras. LHD **£9,500**
1978 911 SC, Met bak green, matching int, extras. LHD **£9,500**
1978 911 SC, Met blue, beige int, spoilers, extras. LHD **£8,950**
1977 911, Guards red, black leather, sunroof. LHD **£7,950**

BMW
NEW 318i, Met maroon, beige int, auto, loaded. LHD **£9,500**



1980 745i Turbo, Met grey, velour, all extras. LHD **£7,950**
1979 635 CSI, silver, leather, BBS, spoilers, all extras. LHD **£7,950**
1982 316, Met anthracite, velour, excellent. LHD **£3,450**

FERRARI
1978 308 GTB, Black, beige leather, excellent, extras. LHD **£14,950**

ROLLS-ROYCE
1977 Silver Shadow II, Cream over Burgundy, leather, loaded. LHD **£19,950**
1976 Silver Shadow I, Black over silver, many extras. LHD **£15,950**

Units G1 & G2, Carkers Lane, Highgate Rd, Kentish Town, London NW5,
Tel: 01-485 1015/4134. Telex: 262795 TRANS

TVR

The Sports Car Centre

TVR

Telephone 0905 840 288

A choice of new 350i S2 Convertibles.

1985 (B) TVR 390 SE. White, black leather, 3,000 miles. **£18,495**
1985 (C) TVR 350i S2 Convertible. Ivory. **£14,995**
1985 (C) TVR 350i S2 Convertible. Ivory / brown trim, delivery mileage. **£14,950**
1984 (B) TVR 350i Convertible. White / red leather, 12,000 miles. **£12,995**
1982 (Y) TVR 2.8i Convertible. 5-speed (83 spec). **£8,995**
1982 (X) TVR 2.8i Convertible. Black and gold / tan trim, late features. **£7,995**
1981 (W) TVR 2.8i convertible. Gold / biscuit trim, 31,000 miles. **£7,595**
1980 (W) TVR 2.8i Convertible. Auto, red / tan trim, 2 owners, 33,000 miles. **£6,995**
1980 (V) TVR 3000M. Silver, 18,000 miles. **£6,495**
1978 (T) TVR 3000M. Brown, 19,000 miles. **£5,995**
1982 (Y) BMW 635 CSIA. Met light blue, ABS, TRX, sunroof, history. **£13,995**
1980 (V) Maserati Merak SS. Met silver, 24,000 miles. **£11,750**
1983 (A) Mazda RX7. Silver, 1 owner, 23,000 miles. **£6,995**
1983 (A) Fiat X/19 VS. Red, 1 owner, 20,000 miles. **£4,995**
1970 (H) Triumph TR6. Excellent example. **£3,995**
1981 (X) Triumph TR7. Met green, 39,000 miles. **£2,995**
1980 (V) Ford Escort Harrier 1.6. White, RS wheels. **£2,795**

Drakes Broughton, nr. Pershore, Worcs.
3 miles east Intersection 7 (M5)

CAR DUST COVERS

Protect your cherished paintwork with our high quality 100% Cotton covers. Your initials stitched **FREE** onto your cover if requested. We will match any currently advertised price.
SEMI-TAILORED COVERS with elasticated ends. Engineer designed. For Sports cars up to 13' 2" long, **£34.50**, up to 15' 4" long, **£37.50** for Saloons up to 15' 4" long, **£39.50**, up to 17' 1" long, **£47.50**.
REGULAR COVERS with tie-on corner tapes. 9' 8" wide × 15' **£18.65** × 17' **£20.65**, 11' 6" wide × 19' **£24.65** × 20' **£26.65**, × 22' **£29.65**, × 24' **£33.65**, 13' 5" wide × 22' **£34.15**, × 24' **£38.15**, 15' 4" wide × 22' **£42.15**, × 24' **£47.95**, × 28' **£51.95**, 19' 2" wide × 32' **£63.95**.
Giant Emblems (18" x 16" approx) affixed to your cover for only **£5** extra. **AC, Alfa, Alvis, Aston, Audi, Austin Healey, Austin, BMW, Citroën, Daimler, Ferrari, Fiat, Ford, Ginetta, Jaguar, Jensen, Lagonda, Lancia, Lotus, Maserati, Marcos, Mercedes, MG, Morgan, Packard, Porsche, Riley, Rover, Scimitar, Sunbeam, Triumph, TVR, Volvo or VW** (other marques to special order).
P&P £2.50 per cover. Our prices include VAT. Cheques with order please to:

THROUGHBRED COVERS
Dept. MS, 349 Kirkstall Road, Leeds LS4 2HD
Tel: (0532) 795079 showroom
(0532) 610695 evenings / Sundays
Overseas enquiries welcomed

GANTSPEED ENGINEERING

Performance Car Specialists

We are a small business offering professional personal attention to performance, classic and executive car owners, servicing & repairs, major overhauls, accident repairs & resprays, total renovations on Porsche, Ferrari, Mercedes, Jensen, Aston Martin, Jaguar, Lotus etc.
Labour rate £9.00 per hour

Contact
Robert Gant
Chapel Lane, Mareham-le-Fen, Boston, Lincolnshire
Tel: Mareham-le-Fen 474

Modena

Official Ferrari Dealers.

We are dedicated solely to Ferrari

1983 (Y) May	**512 BBi** Metallic Rosso Red with full Magnolia hide piped in Red. Red carpets and dashboard, leather headlining, sports exhaust, Pioneer stereo radio with graphic, 11,200 miles, full history	**£48,995**
1980 (W) August	**400i Automatic** Metallic Celeste with Blue hide. Air conditioning, stereo, TRX tyres, full history, 51,200 miles	**£19,995**
1982 (X) February	**MONDIAL 8** Silver with Red hide, Black carpets, air conditioning, TRX tyres, stereo, 20,000 miles with history	**£20,995**
1981 (X) August	**MONDIAL 8** Red with Black, air conditioned, TRX tyres, stereo, 17,400 miles with history	**£19,995**
1984 (B) August	**308 GTS QV** Red with Magnolia hide piped in Red. Red cloth inserts, Red carpets, air conditioned, 17 tyres, Speedline rims, deep spoiler, rear aerofoil, Blaupunkt stereo, 4,900 miles with history	**£31,995**
1983 (Y) February	**308 GTS QV** Blue Chiaro with Tan hide and Blue carpets. Air conditioning deep spoiler, Pioneer stereo, 19,300 miles with history	**£26,495**
1983 (Y) January	**308 GTS QV** Black with ½ Black hide/cloth inserts and Black carpets. Air conditioning, TRX tyres. 26,700 miles and full history. One owner	**£25,995**
1982 (X) January	**308 GTBi** Red with Magnolia hide, Red carpets. Air conditioning, deep spoiler, TRX tyres, Pioneer stereo. 23,500 miles with full history.	**£20,995**
1981 (X) November	**308 GTSi** Black with Red hide, Red carpets, air conditioning, front spoiler, TRX tyres, 21,500 miles, with full history	**£22,995**
1981 (W) May	**308 GTB** Red, red hide, red carpets, air cond, wide wheels, Pioneer stereo, 39,000 miles with full history	**£19,995**
1980 (W) August	**308 GTS** White, red hide, wide wheels, air cond, stereo, 33,600 miles with history	**£21,995**
1979 (T) April	**308 GT4** Silver with Tan hide, Blue cloth inserts, factory sunroof, air conditioning, wide wheels, sports exhaust, 33,000 miles	**£13,995**
1977 (S) September	**308 GT4** Silver with Blue hide, sunroof, stereo, 39,000 miles with history, wide wheels, sports exhaust	**£10,995**
1978 (S) February	**308 GT4.** Red with black hide. Air conditioned, Campomotive alloys, Pioneer stereo, sports exhaust. 50,000 miles with full history	**£12,995**
1973 (N)	**246 GT** Red with Black hide and Red cloth inserts. 24,000 miles with history. Rebuilt — immaculate	**£24,995**
1972 (L)	**246 GT SPYDER** Red with Black interior. 38,000 miles with history. Extensively rebuilt	**£18,995**

Contact MICHAEL WHEELER or SIMON GREENWOOD

Mon-Sat 9-6 pm, or by appointment

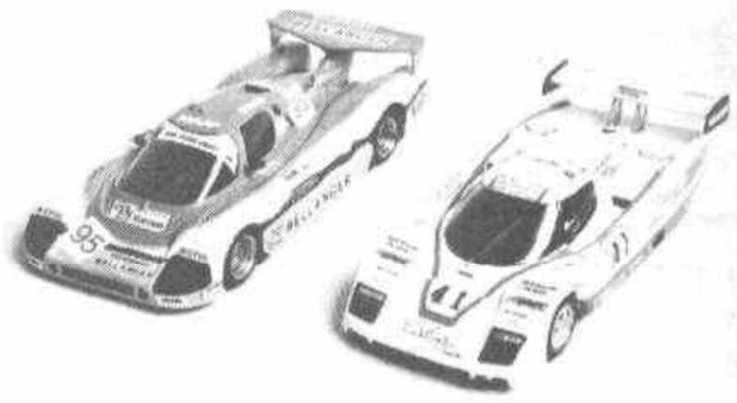
Station Garage, East Horsley, Surrey
04865-4663

LAMBERT LEY STREET LTD

OPP. PLESSEY CO.

(MODELS) 309 LEY ST., ILFORD, ESSEX 01-478 5659
Telex 21120 REF 285

LE MANS '85



1/43rd Replicas of the WM Peugeot Nos 41, 42, 43 and of the Sauber BMW No. 95. These are only available in kit form, price £15.10 each including postage worldwide. Also coming soon Sauber C8 Mercedes (the car that tried to fly the Le Mans circuit in practice) price about the same. Many other Le Mans cars in stock. Phone or send for details.
STOP PRESS. JUST ARRIVED: Jaguar XJR6 Spa '85. Price £18.75 including postage anywhere.

Send for our latest catalogue containing over 60 pages of kits, bits, accessories, decals, building hints, etc. Price £1 UK, £2 overseas airmail.

MAIL ORDER

We do an extensive mail order service in the UK and to the rest of the world Telephone and mail orders accepted on Access, Barclaycard, Bank Americard, Visa Chargex, Mastercharge, Diners Club, American Express, etc.

Open 10.00-5.30 pm Mon.-Sat.
Closed all day Thursday
or you may telephone your order up to 5.30 pm

Buy it with Access

BARCLAYCARD VISA



1969 Lamborghini Miura S. Left hand drive 22,000 km from new, finished in dark metallic blue with gold wheels and sills. A rare opportunity to acquire one of these sen-sational cars. Full history.



Also in Stock

1972 Ferrari 365 GTB4 Daytona Rosso chiaro with tan leather interior, 40,000 miles from new with history. The London Motor Show car of that year.

1973 Porsche 911 Carrera RS2.7. Yellow with black leather interior left hand drive 60,000 km from new in lovely condition throughout.

1985 VW Golf GTi. Full body kit + Turbo engine. Please telephone for full details.



1972 Ferrari 365 GTC4. Finished in blue chiaro with magnolia interior and dark blue carpets. This car is in concours condition, 45,000 miles from new.

MICHAEL FISHER LTD

01-722 3449 Cellnet 0860 322274

We are anxious to acquire Ferraris similar to the type advertised.

ATLANTIC MOTORCYCLES

Vincent D. Rapide. Superb original bike. **£6,500**
BSA Gold Star DBD 34. Fully rebuilt. **£3,750**
Triumph TR2 1954. Steel hardtop, excellent condition. **£3,950**
Manx Norton 1956. Superb condition. **POA**
AJS 7R. Shortstroke **£6,950**

Specialists in classic and vintage motor cycles
Atlantic Motor Cycles
20 Station Road, Twyford Berks. RG10 9NT.
Tel: day 0734 342266. Evening 340096

TIM WALKER (RESTORATIONS)

Restoration, repairs and maintenance undertaken on veteran, vintage, PVT and classic cars. Collection and delivery available.

AYLESBURY 748419/77596

Morgan four-seater, 1984. 6,000 miles, ivory, extras galore. **£9,650 ono**

Reliant Scimitar 1972. Manual o/d, much money spent to bring mechanics to an excellent standard, good usable classic. **£1,595 ono**

Triumph Bonneville Motorcycle 1984. Black and gold, traditional and mint, 400 miles, last of the Meriden build. **£2,700 ono**

***To Clear.* Morris Minor 1000 Traveller.** White, 1970, long MoT, usable or basis for concours rebuild. **£350 ono**

P. D. BOSWELL
18, THE MARKET PLACE,
MARKET BOSWORTH,
NUNEATON, WARKS.
Tel: (0455) 291851

BALLARD LORD LTD

LEFT HAND DRIVE SPECIALIST
OFFER THE FOLLOWING VEHICLES FOR EXPORT

LHD Mercedes 300 SE Coupé 1963	£6,500	LHD BMW 733i, extras, 1978	£4,750
LHD Mercedes 280 SE Coupé 1967	£7,000	LHD Jaguar XJ6 4.2, extras, 1978	£3,250
LHD Mercedes 170 DA 4dr Convert 1951	£17,500	LHD Rolls-Royce Shadow II 1977	£23,000
LHD Mercedes 230 SL Sports 1964	£7,950	LHD Mercedes 350 SLC Coupé 1974	£5,750
LHD Jensen Interceptor MkIII 1974	£6,950	LHD Mercedes 190 SL Sports 1956	£10,500
LHD Bentley S3 1964, extras	£17,500	LHD Daimler 8 seater limousine 1976	£11,000
LHD Mercedes 280 SE 3.5 1971	£2,750	RHD Morris Minor Traveller 1971, rest	£2,195
LHD Mercedes 280 SLC Coupé 1977	£7,500	LHD Porsche 930 Turbo, platinum, 1981	£20,000
LHD Mercedes 350 SLC Coupé 1972	£7,500	LHD Beetle Convertibles, from	£3,500
LHD Mercedes 350 SLC Coupé 1975	£6,950	LHD BMW 2002 Turbo 1974	£5,250
LHD Mercedes 350 SE 1977	£4,250	RHD Rolls Royce Silver Shadow 1971	£8,750
LHD Mercedes 280S 1978	£4,250	LHD Jaguar XJ6 4.2 1980	£6,000
RHD Bentley 3½ Ltr Park Ward Convertible 1938	£25,000	LHD Maserati Merak SS 1977	£10,000
		LHD Porsche Carrera 911 RS 1972, rare	£16,000

A private collection of 8 pre-1900 Bikes, most very rare. £10,000 or P/x something interesting. Cash either way.

BALLARD LORD LTD
Caterham, Surrey **Tel: (0883) 40891/44118 — Car 0836 201516**

TVR 6 *TVR 246* *TVR 333* *TVR 369*

David Gerald Sportscars Ltd

wish all sports cars enthusiasts the world over a very Merry Christmas & peace & prosperity in the New Year.



1985 TVR 280i Fixed Head. White, blue interior, 1,800 miles	£12,950
1984 TVR 280i Convertible. Red, black interior, 9,500 miles	£11,950
1983 TVR 280i Convertible. Blue, blue interior, well maintained	£7,999
1983 TVR 280i Fixed Head. Blue, blue interior, one owner	£7,495
1983 TVR 200 Fixed Head. Red, caviar interior, 21,000 miles	£7,350
1982 TVR 200 Convertible. Silver, blue interior, 20,000 miles	£6,950
1980 TVR 3000S Convertible. Metallic blue, pristine, 29,500 miles	OFFERS
1979 TVR 3000S Convertible. Black, leather seats, well maintained	£5,999
1980 TVR Taimar. Black, red model band, tan interior	£5,495
1979 TVR Taimar. BRG, cream model band, tan interior	£6,295
1979 TVR Taimar. Brown, cream model band, tan interior	£5,450
1979 TVR Taimar. Silver, black model band, tan interior	£5,950
1979 TVR Taimar. Brown, cream model band, tan interior	£4,350
1979 TVR 3000M. Blue, cream model band, tan interior	£4,950
1979 TVR 3000M. BRG, cream model band, tan interior	£4,450
1978 TVR 3000M. Black, silver model band, black interior	£4,250
1978 TVR 3000M. Red, white model band, Concours	OFFERS
1978 TVR 3000M. Blue, cream model band, superb	£4,450
1977 TVR 3000M. Brown, cream model band, low mileage	£3,795
1976 TVR 3000M. Blue, blue interior	£3,350
1976 TVR 1600M. Gold, tan interior, superb for year	£3,695
1975 TVR 1600M. Blue, blue interior	£2,950
1975 TVR 1600M. Sold as seen	£2,000
1966 TVR 1800S. Ideal for restoration and / or spares	£750
1978 TVR 3000M Turbo. Red, only 25,000 miles, mint	£8,750

ALSO ON SHOW

1980 TVR 3000S SE Turbo Convertible. In red, the only one.
1980 TVR 3000S Turbo Convertible. In blue.

1. The factory developed 3000S racer of Andy Clarke being prepared and sponsored by "David Gerald" for next year's production sports racing scene.
2. The quickest and most highly developed TVR V8 Tuscan in the world delivering in excess of 500 bhp from its full race Boss 302 engine.

David Gerald Sportscars Ltd

Showroom: 0527 28282 · Spares: 0527 22303 · Home: 0527 41500 · TVR Car Club: 0527 22444

AUTOVOGUE

(0206) 322599 ANYTIME



Mercedes 300 SEL 6.3. 1969(H) Metallic ocean blue with pale grey hide, A/c 2 owners, full s/history. **£5,950**



De Tomaso Pantera. GTS Group 3 road/racer. Red, near concours mechanically & bodily. Shattering performance, stunning appearance. **£12,950**

Mercedes 450 SEL 6.9. 1978(T) Magnetite blue with beige hide. Total spec 58,800 mls, fsh. **£10,950**

Mercedes 450 SLC. 1979. Magnetite blue with blue velour, high spec. 33,000 mls, fsh. **£13,950**

Available shortly. 1963 220SE Cabriolet, 1970 280 SE 3.5 Coupé, 1966 230SL Auto, 1959 190SL (part restored).

Porsche 911 3.3 Turbo. 2 Av. (1983Y 8,000 mls) and (1984A 9,000 mls) at. **£32,950 and £34,950**

Porsche 928S Auto. 1983, silver with blue hide, 26,000 miles, fsh, new tyres, exceptional. **£22,950**

Jaguar E-Type. V12 manual roadster, 1974(N) carmen red, 1 owner, 36,000 mls, hard top. **£12,950**

Jaguar E-Type. V12 manual roadster, 1973(M), Old English white, 3 owners, 78,000 mls, beautiful. **£8,995**

Rolls-Royce Silver Shadow. 1976, Seychelles blue with beige hide, 49,800 mls, fsh, high spec. **£13,450**

Bentley T. 1972, Seychelles blue, grey hide. **£6,950**

Bentley S1. 1956, Shell grey, burgundy hide, 2 owners (the last for 14 years) 89,000 mls. **£7,500**

Range Rover. Choice of 1979 at **£4,950**, 1982 at **£8,450** or 1983 at **£9,750**. Each 1/mileage, high spec.

BMW M535i. Henna red, full spoiler skirt kit, colour coded Alpina wheels, elec windows, s/roof, rhr etc, one owner, fsh, trio hi-fi (£900). (Re-badged 520i, 1982). **£5,950**

BMW 735i 5-speed. 1980(W). Cyprus with pearl beige velour. High spec, fsh, very quick! **£4,950**

SIMILAR CARS WANTED URGENTLY
FULL DEALER FACILITIES. SHIPPING ARRANGED

Chris Coleman Spares

17 DEVONSHIRE MEWS, CHISWICK, LONDON, W4. Tel: 01-995 9833

JAGUAR SPARES SPECIALIST

RUBBER SEALS

Complete set 2-doors FHC (14 pieces)	£45.00
Complete set 2-doors OHC (10 pieces)	£41.00
Complete set 2+2 & V12 (10 pieces)	£35.00
Weather strip inside door/glass	£1.50
Series I & II DHC cantrail seals, pair	£18.50
Hood landing seal. All models	£5.00
Bumper rubbers, front, all models, pair	£2.50
Bumper rubbers Series I rear, pair	£3.00
Bumper rubbers Series II rear	£4.50
Bumper rubbers Series III rear	£3.50
Overrider seals. Car sets	£1.50
FHC & 2+2 rear door seals, pair	£13.00
Bonnet rest rubber	£2.50
FHC & 2+2 ¼-light seals, pair	£11.00
MkII rear bumper seal, each	£4.00
MkII sill rubbers, each	£5.00
E-Type FHC front screen seal	£15.00
E-Type DHC front screen seal	£15.00
E-Type Series II 2+2 & V12 screen seal	£15.00
XK120 front screen seal	£18.00
XK150 front screen seal	£18.00
XK150 rear screen seal	£18.00
MkI Saloon front screen seal	£12.50
MkI, MkVII, MkIX rear screen seal	£12.50

XK SPARES

Rev Counter drive cables	£7.50
Track rod ends, pair	£15.00
Top ball joints	£12.50
Lower ball pin kits	£12.50
Upper wishbone bushes, set of 8	£24.00
Lower wishbone bushes, set of 8	£24.00
Rack mountings	£8.50

E-TYPE STEERING AND SUSPENSION

Top ball joint kits	£18.00
Bottom ball joint kits	£14.00
Track rod ends	£8.50
Top wishbone bushes (set 4)	£6.00
Top wishbone bushes V12 (set 4)	£24.00
Bottom wishbone bushes (set 4)	£6.50
Antiroll bar bush kit	£5.00
Steering rack mounts	£8.00
Front wheel bearing kits	£10.00
Rear sub-frame mounts	£8.00
Radius arm bushes, pair	£9.50
Rear wheel bearing kits	£15.00
Diff. pinion oil seal	£4.00
Rear wishbone overhaul kit	£40.00
For 3.8E add extra £10	

MkII/S-TYPE/420

Top ball joints	£15.00
Bottom ball joints	£12.50
Top wishbone bushes (4)	£6.00
Bottom wishbone bushes (4)	£6.50
Front sandwich plates	£7.50
Rear V mount	£11.00
Double ended T/R ends, pair	£32.00
Front wheel bearing kits	£10.00

SAME DAY DESPATCH
WORLD WIDE SERVICE

BARCLAYCARD VISA

NEW RELEASES

Original bonnet pull cable for MkII's and XK's **£10.00 each**
Engine mountings for MkII or E-Type **£5.50 each**
MkII, 420 / Mk10 rear bumper mountings **£15.00 (set 4)**
XJ rear shock absorbers (Girling) **£110.00 set**
Handbrake cables for most models in stock

GIRLING & LOCKHEED
Complete Service
E-Type, MkII, S-Type, 420, Daimler V8, Mk10, XJ

Brake & Clutch overhaul kits & cylinders all in stock

BRAKE PADS

E-Type Series I, MkII, S-Type, E-Type Series II & II, XJ Series I, 420, Mk 10, 420G **All £7.50 set**
Late XJ models, set **£15.00**
Braided vacuum hose (1.4 metre) **£5.00**



Post and packing on all items extra
Telephone for costs

Lenham Motor Company
HARDTOPS



The Lenham range of easyfitting hardtops available ex-stock from the manufacturers.
Every Lenham Hardtop is made from best quality materials and is fully lined throughout. Full fitting instructions are included along with any necessary extra fittings and clips.
The Lenham range of quality hardtops for: MG Midget, MG8, Austin Healey Sprite all models, Jaguar E Type 4.2 and V12, Triumph TR4, 5, 6, Jensen Healey, Triumph Stag (inc Targa style), Triumph TR7 and Lotus Elan.

Please send for free fully illustrated brochure

Lenham Motor Company Ltd, 47 West Street, Harrietsham, nr Maidstone, Kent ME17 1HX. Telephone: Maidstone (0622) 859570.

FOSTER HOOD



Manufactured at Black Dyke Mills, home of the world famous Brass Band. Over 150 years of knowledge and experience at Black Dyke produces the Ultimate Hooding. Exported all over the world and also supplied to top British manufacturers.

FOSTER HOOD in black, brown, navy, beige
£17 metre + VAT, delivered

Private and Trade Enquiries are both welcome

BLACK DYKE RACING will be supporting Motor Racing again this year with their Lightweight E-Type and XK120 Jaguars

W. Dracup
JOHN FOSTER & SON PLC,
Black Dyke Mills, Queensbury, W. Yorks. Tel: 0274 882271

HIGH QUALITY LIGHTWEIGHT RACING ACCESSORIES



Racing mirror from the 1950+60's. Spun from lightweight alloy, with adjustable fixing bolt, rubber seal, shakeproof washer. Body in silver natural anodized finish, which can be painted to match body colour.
£25 each plus VAT £3.75 and post free.
(Overseas £25.00 plus £3.00 postage)

Ram pipes for Webers, hand spun in lightweight alloy, these superb highly polished trumpets fitted integrally with stainless steel mesh filter for 40 DCOE's £8.00 each plus VAT.
£18.50 per pair inc. VAT and Post.
(Overseas £18.00 inc. post). To order 45's.
Send 34p in stamps (overseas $2 cash) for a list of accessories for road and race - Monza filler-caps, rev-counters, chrome air filters, ali steering wheels, etc.

BILL FISHER RACING
Order by mail from
BFR, 76 Cleveland St, London W1P 5DS

MORE THAN £200 OF MODELS CAN BE WON BY SENDING FOR FREE INFORMATION

Send for free coloured details of Piccolino all metal 1/76 scale Model Racing Cars and you enter our draw for Free Model Vouchers. Available now: Aston Martin Nimrod — BRM P154, P25 — Caterham (Lotus) 7 — Chevron B8, B16, B19, B36 — Connaught — Jaguar D, XJR5, Lister — McLaren M1, M8 — Peugeot 205 — Porsche 956, 906/6, 917/K — Ferrari Dino 246, 250 GTO, 330P4, 512S — Ford GT40 — Lola T70 — Lotus 16, 18, 47 Europa — Tiga GC84, GC85 — Vanwall. Kits from £4.45; Finished from £7.05.

Write Bellini Freepost Dept P185 Charwell House, Wilsom Road, Alton, Hants, GU34 2BR.

Overseas enquiries welcome

COMPETITIVE RATES FOR ALL CLASSES OF MOTOR INSURANCE

HAS YOUR RENEWAL PREMIUM INCREASED THIS YEAR? FOR A FREE NO OBLIGATION COMPARISON CONTACT OUR OFFICE FOR A QUOTATION

Mature & Young Drivers, American, Sports & Classic Cars, Annual Green Card Cover available for E.E.C. Countries.

Instalment Schemes Available
Immediate telephone cover available
by Access or Visa

MITCHELL & PARTNERS
15 ARCHWAY ROAD, LONDON N19 3TX.
01-272 7661

Office Hours:
Mon-Thurs: 09.30-17.30
Friday: 09.30-19.30
Saturday: 09.30-16.00

PERFORMANCE CARS

WE WOULD BE DELIGHTED TO PURCHASE ANY CAR OF THE TYPE THAT WE SELL

One mile west of Chiswick roundabout and M4 exit No.2.
Two minutes from Brentford Central, Southern Line.
Our nearest tube station is South Ealing on the Piccadilly line.
Phone 01-560 7011 for our courtesy car.

Guaranteed repurchase for overseas visitors

SINCE 1946 WE HAVE FEARLESSLY AND UNASHAMEDLY STATED YEAR AND PRICE ON ALL OUR CARS. ALL QUOTED MILEAGES ARE WARRANTED.

Merry Christmas and a very Happy New Year to our many friends in the Motor Trade and to all our customers.

1982 Alfa Romeo GTV6 2.5. One owner, black, e/windows, sunroof. £3,500
1983 Alfa Romeo Sprint 1.5 Cloverleaf. 1 owner, silver, radio / cassette. £3,775
1949 Allard 81M Drophead. £18,000 spent, red/black trim, invoices available. £8,500
1951 Bentley Mk 6. Sunroof, cheapest and roughest. £2,995
BMW's choice of 316/320/520/528 from £1,595
1984 Fiat X19/VS. Silver/red, 1 owner 4,337 miles, e/windows. £5,775
1982 Fiat X19. Met black, one owner, Targa top, 5-speed. £2,995
1977 Ford Mustang Ghia Coupé. RHD, Bronze. £1,495
1972 Jaguar V12 E type 2+2. Auto, blue, bills for £3,700. Last owner 6 years. £8,775
1970 Jaguar E Type 2+2. Black, last owner 6 years, chrome wires. £6,250
1970 Jaguar E-type 4.2. FHC, sable, chrome wire wheels, history file available. £9,000
1974 Jaguar XJ6 4.2. Brown, automatic, last owner 5 years. £995
1962 Jaguar E Type 3.8 FHC. Red, Wolfrace wheels. £4,995
1974 Jensen Interceptor Mk III. Automatic, green, air cond. £2,995
1978 Lancia Beta 2000 Spyder. Beige. £995
1973 Lotus Elan +2 130. Black, excellent history. £4,295
1979 Lotus 501 Elite. Red, 46,208 miles, radio / cassette, sunroof. £4,775
1973 Mercedes 280 CE Coupé. Gold, automatic £1,895
Mercedes Benz c 1969, 250 CE 2 door coupe. RHD, beige. £995
1979 Mercedes 350SE Saloon. Brown, auto, electric sunroof and windows. £4,995
1972 Mercedes 350SL. Yellow, auto, h/s, one family owner, 39,202 miles. £10,500
1980 Mazda Montrose GLS, auto coupé. Green, 50,785 miles. £1,995
1976 Morgan 4/4 4-seater. Cream, wire wheels. £5,495
Porsche 924. LHD, yellow, X-Reg (imported). £2,995
1968 Morris Mini Mk II Cooper. 998cc, beige and white. £995
1971 Peugeot 304 Cabriolet. Met green £1,695

12 MONTH WARRANTIES AVAILABLE

1983 Porsche 911 2+2 SC Targa. White, one owner, please phone for full details. £15,750
1979 Porsche 924. Red, manual, electric windows etc. £3,995
1909 Sears. American high wheeler K model buggy, solid tyres, 2-cylinder air-cooled engine, tiller steering. Believed only one in England. £7,500
1979 Scimitar GTE Auto. Beige, full sunroof, Wolfrace wheels. £2,950
1976 Simca Matra S 1500 Bagheera. 3-seater coupe, green, lhd, 37,423 miles. £2,450
1961 Vanden Plas Princess Hearse. Details on request. £1,995

TRIUMPHS

Space will not allow us to advertise all our Triumph individually. We have a tremendous selection of TR7 dropheads / coupes, TR6s, GT6s, TR5, Stags, auto / manuals, and Spitfires. Over 30 cars in stock. Please phone with your requirements.

MG MG MG

1981 MGB GT LE. Pewter, 2 lady owners, radio / cassette **£5,695. 1981 MGB GT LE.** Pewter, 1 owner, history since new, sunroof, 47,309 miles **£5,495. 1981 MGB GT LE.** Pewter, Pioneer radio / cassette, sunroof **£4,695. 1981 MGB LE.** Bronze, radio / cassette, 27,819 miles **£5,225. 1979 MGB,** red, tonneau **£3,775. 1979 Midget,** Red **£2,650. 1979 Midget,** Blue **£2,495. 1979 Midget.** Yellow **£2,395. 1980 MGB GT.** Red, sunroof, Recaro seats, alloy wheels **£4,295. 1978 MGB GT.** Maroon, one owner, 56,149 miles, full sunroof **£2,775. 1977 MGB GT.** White, sunroof, radio / cassette **£1,995. 1975 Midget.** Maroon **£1,445. 1975 MGB.** Yellow **£2,275. 1976 MGB GT V8.** Red **£3,295. 1973 MGB GT.** Harvest gold, o/d **£1,695. Choice of 2 C GT's.** Auto / manual. **1959 ZA Magnette.** Black. **1960 MGA.** Black **£3,995.**

PERFORMANCE CARS LTD. GREAT WEST ROAD, BRENTFORD, WEST LONDON. 01-560 7011

PLUS 4

PLEASE TELEPHONE
061-427 1876
PLUS 4 MOTORS
For sporting cars of all ages



MG TF 1500 1955 Red with original red leather. Excellent mechanics. New MoT, slightly scruffy. **£7,500**



HRG 1500 1948 Blue with biscuit hide. Excellent restored car. Lovely to drive. **£10,500**



MORGAN 4/4 1981 Two-seater. Blue with black leather. 16,000 miles only. **£7,350**



AUSTIN HEALEY 3000 MkIII 1966 BRG with black leather. Overdrive. Excellent restored car. **£8,500**

We are always interested in buying sporting cars of any age which are in excellent condition

PLUS 4 MOTORS · 219 LONGHURST LANE · MELLOR · STOCKPORT SK6 5PN
You can telephone us 9am—10pm 7 days each week.
Do please telephone before visiting to ensure we shall be open.

ALL MOTOR INSURANCE LOW RATES WITH INSTALMENTS

- Self Drive Hire
- Commercial Vehicles
- Motorcycles
- Mature Drivers

LLOYD'S & B.I.A. CO's ONLY
YOUNG DRIVERS SPORTS and G.T. CARS

Name ..... Age .....
Address .....
.....
Occupation ..... Period of Residence in U.K. ..... years
Full / Provisional licence for ..... years.
Comp / TP, F & T / TP Only. Excess £ .....
Make ..... Model ..... Year .....
C.C. ..... Value £.....
Garaged YES / NO O.O.D. / ANY DRIVER / NAME DRIVERS
..... Anybody to drive under 21 YES / NO, under 25 years YES / NO. *Business / Pleasure Use. I am entitled to .....NCB with ..... Ins. Co.
Please advise full particulars of additional drivers, accidents and convictions ..... IF NOT ENTITLED TO NCB
Please advise how experience gained as FURTHER DISCOUNTS MAY BE ARRANGED.
*Full details of any business must be given.

MS 12

Motts Godwin Insurance Brokers
561-3 Watford Way, Mill Hill NW7 4RT
Tel: 01 906 1544

GIANT 1/8 SCALE

Classic Car Kits

OFFERED AT VERY ATTRACTIVE PRICES



£179 Mercedes Benz 500K Sport Roadster

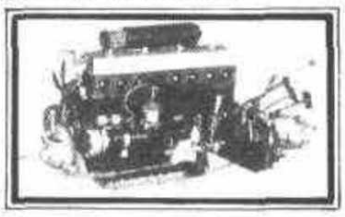
1/8th OF THE SIZE — LESS THAN 1/100th OF THE COST!

INCREDIBLE DETAIL & AUTHENTIC ACCURACY–Constructed from Pre-fabricated, Pre-shaped, Polished and Burnished Steel, Brass, Bronze, Rubber, Leather and Plastic Parts. Nut & Bolt Assembly.

POCHER Details include:

- Suspension • Steering
- Door Mechanisms • Brakes
- Engine & Gearbox Detailing
- Spoked Wheels • Rubber Tyres
- Universal Joints • Seats etc etc.

No special skills required to build up your own Motor Museum Collection...



TEIGN

Dept M12 **Teign Models Ltd,** 1 Exeter St, Teignmouth, Devon. Phone (06267) 2656

'The Classic in Classic Car Kits'

POCHER

SEND JUST £1.50 FOR

Colour Catalogue

(redeemable against an order)

'Catalogue includes details of new 1/8 SCALE CLASSIC CARS from £99-£199

VISA

FOR SALE — continued

MORGAN 4/4 4-SEATER, 1984 (B), finished in Brunswick green with cinnamon interior, alloy body with separate wing piping, chrome wire wheels, special hooding and tonneau, luggage rack, badge bar, anti theft, radio/cassette, underbody protection, Janspeed modified head, cam, carburation, many additional refinements, 3,600 miles from new, must be seen to be appreciated, for further details contact Martin Trainer, Leslie H. Trainer & Son. Tel: Swansea (0792) 201535.

XK120 ROADSTER 1951, real beauty. Old English white/black trim, wire wheels, "C" head, one of the best. £16,950 ono. Tel: 021-745 5534. (90633

OPEL GT 1900 (Stingray shape), fast becoming collectable classic, good order throughout, bargain £1,395, Tel: 01-950 4483. (90562

MASERATI CITROEN SM, N-Reg, fuel injection, air conditioning, amazing car, absolute bargain, £3,995. Tel: 01-950 4483. (90562

FERRARI 400 AUTO, 1979, front/rear air conditioning, electric roof, full documented history, fabulous car, £10,500. Tel: 01-950 4483. (90562

1935 14HP WOLSELEY Hornet Special, Eustace Watkins "Daytona" 2-seater sports, an attractive and rare car in very nice condition, £4,850 including spares. Tel: 0962 72447 (Hants). (90565

1934 RILEY KESTREL Sporting Saloon, complete, but dismantled for straightforward restoration, rolling chassis & body will trailer, best offer over £1,000. Tel: York 413697. (90568

MORGAN SUPER SPORTS three wheeler, 1936, Matchless MX4, barrel back, hydraulic brakes, excellent rebuilt car, in everyday use, tax & MoT, £6,750. Tel: 01-441 0904. (90569

PORSCHE 911 CARRERA, 1974, 220 bhp, mint condition, extras, £10,500. Tel: 01-586 7860 home; 01-724 1477 office. (90570

GORDON KEEBLE, 1964. Superb example in silver with black interior, high performance engine, big valve heads, Holley carb, solid lifters etc, 5 new XVS tyres just fitted, £6,750 or interesting exchange, cash either way. Tel: North Shields (0632) 581105. (90571

ALFA SPRINT VELOCE 1.5, Special Edition, 1985, metallic green, 28,500 miles, good condition, £3,300 ono. Tel: 0844 290856 (Bucks). (90572

FOR SALE — continued

RACING MINI. Immaculate custom built Mini by Wood and Pickett, 1,450 cc chromed Howley racing engine, Connolly hide and burr walnut interior, electric windows and sunroof, double basket chrome spoked wheels, personal number plate, many, many extras. Featured on front cover of book and magazines, low mileage, a real head turner, open to offers. Tel: Hartfield 840 for full specification. (90573

PORSCHE 911 TURBO, 3-litre, gold fern, white leather, electric roof, mirrors, heated front screen, air con, new P7s, engine rebuilt, history, 48,000 recorded miles, no expense spared to keep this vehicle in beautiful condition, must be one of the best 3-litre Turbos in the country, £16,200. Tel: 0243 829631 days; 0243 826883 eves. (90574

STAG 1972, 26,000 miles, auto, h/s tops, one owner, history, new tyres, £3,950. Tel: 0902 762038. (90575

VERY RARE 1928 Bean 18/50 six cylinder large touring car, 2,692 cc, twin carburetters, twin side mounts, handbook, tools. The 18/50 was exported mainly to Australia where at least fifteen survive. Practical reliable vintage car, only known example in Northern Hemisphere. Present owner nineteen years, one previous owner, MoT, £9,500. Tel: Pembridge 287 (Herefordshire). (90576

DAIMLER 250V8, manual, two owners, MoT to July 86, brakes and clutch currently inoperative, hence £600. Tel: 0590 612444. (90577

E-TYPE DROPHEADS, 1962 and 1967, both for restoration, complete super projects. £5,450 and £4,750 respectively. Tel: 021-745 5534. (90633

PEERLESS WARWICK GT, 1964, last of 39 cars built, total body-off rebuild 1982 (bills and photos available) TR3 engine, overdrive, virtually new Minilites and P7s, finished in off white with blue interior, 59,000 total mileage, superb £2,950 ono. Tel: 01-736 5951 (Fulham). (90632

MGB GT V8, 1974, Harvest gold, chrome bumpers, sunroof, radio/cassette, excellent condition, £3,600. Tel: 0278 458891 (Somerset). (90631

1970 TRIUMPH VITESSE 2-litre six, white, soft top, one careful owner, vgc, year's MoT, £1,700. Tel: 01-722 3456. (90561

MOTORCYCLE SPORT 50p

The quality monthly

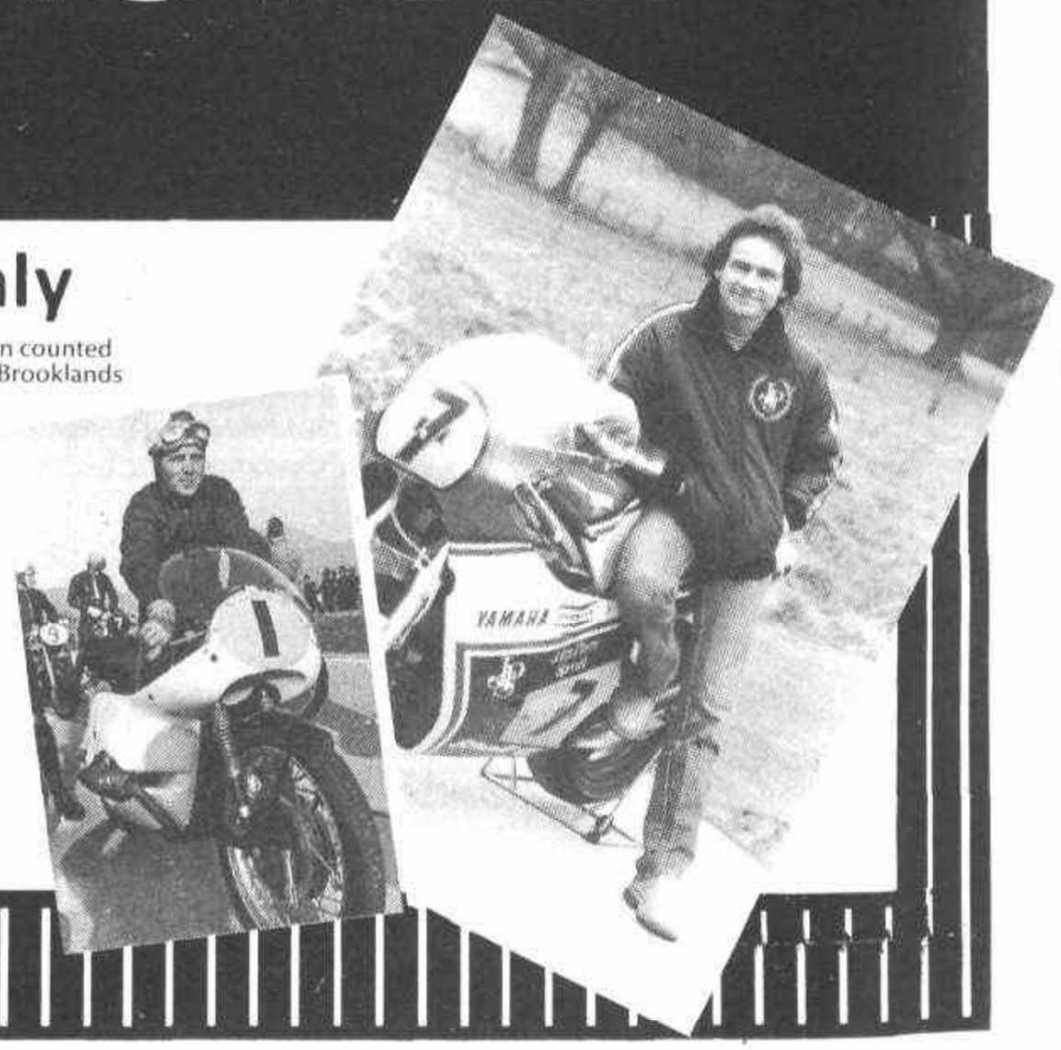
People who thought the British motorcycle industry had been counted out years ago will be pleased to know that a super sporting "Brooklands 30M" . . . akin to the revered Norton single, but brought up to date with 80's technology . . . is being built at Datchet, a mile or two down the road from England's most famous non-Comprehensive. It is described and road-tested in this month's Motorcycle Sport published on the 7th.

MOTORCYCLE SPORT, currently in its 22nd year of publication, retains a position as a well balanced, well read monthly for the enthusiast, who has a lifetime interest in his hobby.

MOTORCYCLE SPORT covers the broad spectrum of motorcycling, from racing to road tests, touring to technical. A regular feature, On the Market, reviews current clothing, accessories and spares for the benefit of our readership.

Available through your newsagent or by subscription from: Standard House, Bonhill Street, London EC2A 4DA.

A member of the Teesdale group of companies



Melvyn Rutter Limited

Morgan

Sales, Service, Parts, Restoration & Worldwide Mail Order

● ALL MORGANS WANTED – including damaged/dismantled ● STAINLESS EXHAUSTS AND BODY PANELS FROM STOCK ● CATALOGUE – Send £2.00 or US$6 for NEW second edition, 32 page catalogue

MELVYN RUTTER LIMITED

The Morgan Garage (Dept MS), Little Hallingbury, Nr. Bishops Stortford, Herts.
Tel: 0279 725725 Telex: 946240 CWEASY G. Ref: 19011110

LIBRA MOTIVE

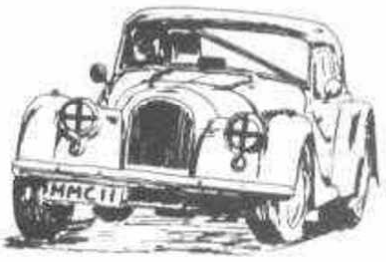
Morgan's Official Service Agents

Used Morgans in stock include:-

Morgan + 8's:-
1979 Ivory, alloy body, brown leather interior, 21,000 miles. **£8,550**
1982 Blue two tone with blue leather 2,500 miles only **£9,700**
1984 Red alloy body, black leather interior 13,000 miles. **£12,250**
1985. Petrol injection, light blue, dark blue leather, 5,000 miles. **£14,000**
1985. Petrol injection, light green, grey leather, delivery mileage. **POA**

Morgan 4/4 2 Seaters:-
1983 Red alloy body, black interior, 15,800 miles **£8,700**
1983 Red alloy body, stone leather interior, wire wheels. **£8,900**
1980. Red with black leather, many extras, 14,214 miles. **£7,350**
1976. Brown, stone leather, chrome wire wheels, 52,500 miles. **£5,350**
1976. Red with black leather interior, 59,000 miles **£4,750**

Morgan 4/4 4-seater
1982. Brunswick green, alloy body with stone leather, 5,700 miles. **£8,900**



Please phone for further details.

8-10 Rosemont Road, Hampstead, London NW3 6NE
01-435 8159 • 01-794 7009 • Telex 8952387 G LIBRAMOTIV

MORGAN

Lifes Motors Ltd. **Morgan**

THE OLDEST MORGAN DEALER IN THE WORLD

MORGANS WANTED FOR CASH



1983 +8. Nut brown/stone leather, alloy body, one owner, 900 miles only.
1983 +8. Red/black leather, 25,000 miles.
1982 4/4 2 str. White, w/w, XR3, one owner, 16,000 miles, folding seats, spots.
1978 4/4 2 str. Rosso red/black int., w/w, 19,000 miles.
1979 4/4 2 str. Ivory/red leather, w/w, 12,000 miles, wood dashboard.
1982 4/4 2 str. BRG, alloy body, 22,000 miles, folding screen, aero screens.
1977 4/4 2 str. Turquoise blue/tan leather, w/w, 25,000 miles, 1 owner.
1979 4/4 2 str. Brown/stone int. 40,000 miles.
1982 4/4 2 str. XR3 engine, ivory, alloy, wire wheels, black leather, only 6,000 miles.
1933 Supersports. Matchless, air cooled.

(24 Hour Ansaphone Service)

WEST STREET, SOUTHPORT LANCS. Tel: 0704 31375

MACDONALD (established 1966) **RACING**

SALES * SPARES * SERVICE * REPAIRS * TUNING * MODIFICATION

NORTH EAST *Morgan* distributors

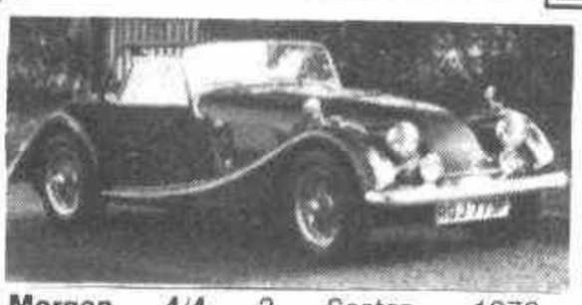
FOR SALE

MORGAN +8 1975, Black/red hide, 350 bhp road/comp. car
MORGAN +4 1965, Blue/black interior, supercharged, many extras
MORGAN 4/4 Twin Cam 1982, Green/Green hide, all extras.
ASTON MARTIN DB4 VOLANTE 1962, Red/black hide, excellent condition.
ASTON MARTIN DB5 1965, Blue/black hide, superb.
ASTON MARTIN V8 1975, Red/black hide, 30,000 miles
JAGUAR E-TYPE V12 FHC 1973, Red/black hide, 17,000 miles. Must be seen.
LAGONDA M45 Tourer 1934, Engine rebuilt.
TALBOT 110 Tourer 1936, A truly magnificent machine
RILEY PLUS 9 Ultra Tourer 1932, Black/red interior, much recent work.

SPORTS & PERFORMANCE CARS WANTED

I and J Macdonald Ltd., MAIDEN LAW GARAGE
LANCHESTER, COUNTY DURHAM. Tel: 0207 520916

THE MIDLAND **PACKER-DUNCAN** MORGAN AGENTS



Morgan 4/4 2 Seater, 1976, Green/Brown leather, C/w/wheels, D/handles, L/rack, R/bar, B/strap, spots, 38,000 miles.



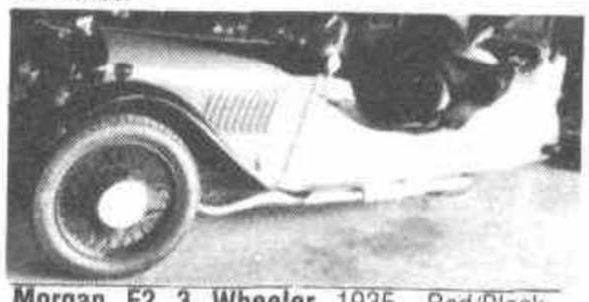
Morgan 4/4 4 seater 1978 Blue. Alloy. Totally re built. Has just won an international concours in France.



Morgan 4/4 2 seater 1984. Rosso Red. Alloy/Leather. Chrome W/W 1,244 miles only. One owner.



Morgan Plus 8 1976 Black/Stone leather. 29,000 miles. One of only 19 Factory Lightweights.



Morgan F2 3 Wheeler 1935. Red/Black, Professionally re-built.



Morgan Plus 8 1983 Ivory Alloy/Green Leather, 11,000 miles. One owner.

1971 4/4 — 2 Seater, Ivory/Black, d/handles, spots, wings off re-spray.
1976 4/4 — 2 Seater, Black/Black, w/wheels, l/rack, spots, d/handles, 12,000 miles.
1977 4/4 — 2 Seater, Red/Black leather, bench seats, w/wheels.
1977 4/4 — 2 Seater, Blue/Black leather, bench seat, w/wheels, spots, b/strap, d/handles, L/rack, 18,000 miles.
1979 4/4 — 2 Seater, B.R. Green Alloy/Black, w/wheels, d/handles, w/cover, radio/cassette.
1982 4/4 — 2 Seater, Ivory Alloy/Black leather, w/wheels, XR3 engine, d/handles, b/strap, spots, 6,000 miles.
1983 4/4 — 2 Seater, Cherry Red/Black — Red piping, XR3 5-speed, W/wheels, D/handles, 10,000 miles, One owner.

1978 4/4 — 4 Seater, Black / Stone, W/wheels, L/rack, B/strap, 17,000 miles.
1979 4/4 — 4 Seater, Yellow Alloy/Black leather, w/wheels, d/handles, b/strap.
1982 4/4 — 4 Seater, Green / Black, W/wheels, D/handles, B/strap, 12,000 miles.
1983 4/4 — 4 Seater, Red/Grey leather, Black tonneau & cover/grey piping, C/w/wheels, B/strap, D/handles, L/rack, 4,900 miles.
1975 Morgan Plus 8 — B.R. Green/Black, d/handles.
1982 Morgan Plus 8 — Grey Alloy/Red leather, Red hood/tonneau, d/handles, radio/cassette.

Our Stock Is Now Available On Video.

WATERLOO GARAGE, HAGLEY ROAD, OLDSWINFORD, STOURBRIDGE, WEST MIDLANDS. TELEPHONE STOURBRIDGE (0384) 395186

The world's largest

INDEPENDENT LOTUS CENTRE

can now offer more than ever before to the Lotus owner/buyer.

CARS: The largest selection of Elan, Europa and Elan plus 2 in UK. All current models in stock too. Prices from £1,500. Special finance scheme available. New cars built from new parts. Fully restored cars for sale. All Lotus wanted for the best possible cash offer.

PARTS: Huge range for Lotus owner. Vast stocks held, most competitive in UK. Send for FREE complete rebuild, parts, services catalogue. Interiors, steering, cooling, eg. chassis from £225, h/brake pads (4), £10.91 a set; ex-manifold (2sections), £29.00. Sprint drive couplings, £29.00 for 4, Elite owners, exhaust systems, £99.82 complete. Fast despatch, world-wide service. Club Lotus/LDC, recommended centre. Access/Barclaycard, Amex orders over phone. Cheques or PO by post.

SERVICES: In our modern fully equipped workshops, our service staff of 12 are constantly rebuilding all models of Lotus car, 907 engines and 5-speed g/boxes a speciality. Trim shop now open with all materials and facilities and very realistic prices. NEW: Elan fhc to drophead conversions and new convertable Elan plus 2. Paint and GRP work to highest standard.

CHRISTOPHER NEIL LTD

MIDDLEWICH ROAD, NORTHWICH, CHESHIRE, CW9 7BP, ENGLAND
TEL: NORTHWICH (STD 0606) 47914 TELEX: 665732





WANTED

for German Collection

Alfa Romeo 8C, Jaguar C-Type, Jaguar D-Type, Ferrari any Sport- or Sport-Racing-Car, Mercedes Supercharged Pre-War

Klassische Automobile GmbH,
Westfalenweg 195, 56 Wuppertal 1,
West Germany
Tel: 202-752575, 2053-41065 private
Telex: 8591166 KLAS

COMMERCE HO.,
WICKHAMBROOK,
NEWMARKET.
Tel: 0440 820291

RWBanks

OFF THE M11/A45 AN HOUR FROM LONDON.

Alfa Romeo Specialist



1972 FERRARI DINO 246GT. Silver, Black interior, 12,000 miles. Beautiful original condition.



1974 PORSCHE 3.0RS Chassis No (34). Class winner Le Mans 1976. Road Registered, superb and very quick.

1963 GIULIA Ti SUPER. Homologation Rally / Racer. Very rare and in mint condition.

1966 1600 GTA. All Aluminium, now very rare and collectable.

1972 2000 GTV. Red, 49,000 miles, mint restored.

1978 2000 SPIDER. Green, 32,000 miles, ½ leather, superb in every way.

All Giulia models 1963-1978 bought and sold

HEALEY BROS (A.E.) LTD



1926 Bean Short Fourteen. Extensively restored. A superb example of a very rare motor car.
1955 Bentley SI by Freestone & Webb. Largely in good original condition.
1960 Bentley S2 Continental by Mulliner Park Ward. In regal red.
1950 Bentley Mk6 by James Young. Needs restoration.
1936 Bentley 4¼ Derby. Park Ward coachwork. Presently being restored in our workshops.
1976 Rolls-Royce Silver Shadow. Chestnut. Full service history.

Service and maintenance. Paintwork and accident repairs. Quality assured work to original factory standards. Classic and vintage restorations. Partial or complete restorations undertaken on any make by traditional panel beaters. Ash framing and wood polishing. Upholstery and trim. We manufacture a wide range of panels for postwar Rolls-Royce and Bentley cars. Prewar and special panels to pattern and order.

Collection and delivery arranged

Victoria Street, Irthlingborough Northants.
Tel: Wellingborough 650247

COLLIERS BIGWOOD & BEWLAY

AUCTION

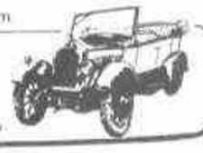
SATURDAY 7th DECEMBER, 1985
at 11.00 a.m.
at "Cottage Nurseries", Wolverhampton, Staffordshire
Dispersal Auction Sale of a Private Collection of
Vintage and Classic Cars, Motorcycles and Spares



1932 Rolls Royce 20/25, 1935 Rolls Royce 20/25 Rolling Chassis, 1971 & 1973 Rolls Royce Silver Shadows, 1959 Rolls Royce Silver Cloud 11, 1953 R-Type Bentley, 1937 Bentley 4¼ Racer, 1933 Rolls Royce 20/25 Chassis and Parts; Limousine Car Body for c. 1936 Rolls Royce, Five Mk 11 Jaguars, Austin A30, 1962 Elva Courier, 1955 Series 1 and 1972 Diesel Land Rovers, 1945 David Brown Tractor, 1954 Ferguson Diesel Tractor, 1954 Fordson Super Major Tractor, Racing Modified Mini, Karrier Fire Engine, Bedford Military Bus, B.S.A. Road Rocket, c. 1930 BSA Blue Star, BSA 650 Thunderbolt, c. 1962 Aerial Arrow, Aerial Golden Arrow, c. 1959 Enfield Constellation, 1933 Coventry Eagle, 1963 Bantam, 1957 Malcoletta Scooter, 1960 Moto Guzzi, 1958 Triumph Tiger 100, 1960 BSA Clubmans Goldie, BSA C11, C12 and C15, Goldie Scrambler Parts, 1963 Trials Cub, 1975 Rival Honda, 1940's Excelsior Moped, Tribsa T100A, 1959 Dot Trials, many vehicles have interesting registration numbers, International B125 Drot, Boxford Lathe, Tools and numerous spares including many valuable pre-war Rolls Royce and Rolls Bentley parts, 1947 Rover 12 Chassis, Singer Le Mans Spares, Trimming Materials, Etc.

ON VIEW BY CATALOGUE ONLY £2.00
Friday 6th December 10.00-4.00 p.m and Morning of Sale from 9.00 am

Fine Art Auctioneers & Valuers
Fine Art Saleroom, The Old School, Tiddington, Stratford upon Avon, Warwickshire CV37 7AW
Tel. 0789 69415
Also at London, Birmingham, Banbury & Oxford



FOR SALE — continued

LOTUS ELITE CLIMAX RACER. 1961, white/blue stripe, the quickest Elite ever! 1983 European and Benelux Championship winner, well known reliable front runner. £11,500. Peter R. Ecury, 94A Bosstraat, Soest, Holland. (90380

TRIUMPH TR4A. 1967, red, Surrey top, stored since 1978 with professional rebuild 1983, unused since, all rebuild and storage receipts, six months MoT, beautiful condition. £4,250 ono. Tel: 0272 851941. (90378

328 BMW. Ex-Gillie Tyrer, Raymond Way lightweight, total restoration near completion by TT workshops. Replies to Box No. 7039. (90375

ALFA ROMEO 2.5 GTV COUPÉ. 1983, red, 11,000 miles only, stereo, as new condition. £6,500 or exchange for VSCC racer, vintage motorcycles or cheaper modern car. Tel: 0905 27639 days, 0905 21667 evenings. (90373

1904 YALE. VCC dated, 16 hp, twin four-seater tonneau body. 1934 rare VC Vauxhall Tourer, Abbott body. Tel: 0580 240899. (90371

FOR SALE — continued

JAGUAR MK VII M. 1955, manual overdrive, grey, red interior, very good original condition, used daily, tried and tested. £3,850 ovno. Tel: 0444 66423. (90223

SAAB 99 TURBO. 1979, rare five-door model, low mileage, taxed, MoT, absolutely superb. £2,295 ono. Tel: Milton Keynes 667698. (90222

LOTUS ELAN +2. 1972, big valve, low mileage, reliable car, new clutch, tyres, tax, MoT, Colorado with black vinyl roof. £3,950. Tel: 01-661 0253. (90221

PORSCHE 924 TURBO. Y-Reg, black, 29,000 miles, mint condition, one lady owner, chauffeur maintained, alarm, stereo and automatic boot release fitted. £10,100. Tel: Quorn (0509) 413745 strictly after 6 pm. (90219

SILVER CLOUD II. 1961, blue with blue interior, low mileage. Tel: 06794-444 work, 0679 63573 home. (ACC

SILVER SHADOW. Left hand drive, 2-door, white with black interior, white piping. £19,750. Tel: 06794-444 work, 0679-63573 home. (ACC

FOR SALE — continued

JAGUAR COMMEMORATIVE E-TYPE V12. One of the last 50, one collector/owner, stored seven years, 16,000 miles, £25,000. With Reg. No. CDH 1, £28,000. Tel: Potters Bar 42238. (90255

ROVER 14 SALOON. 1937, extensive rebuild to concours condition, beautiful car, MoT, also a host of spares. £4,800 ono. Tel: Toddington (024269) 263. (90254

BRISTOL 401. 1951 (the BMW that never was), stored since £3,500 full mechanical overhaul. Reg No SS9102. Still needs upholstery and body finishing hence £4,550 ovno. Tel: (0679) 63224. (90253

MERCEDES BENZ 280E. 1976 W123 Saloon, automatic, power steered, ivory with brown trim, regularly serviced by Mercedes agents, radio with electric aerial, one owner, genuine 65,000 miles, full year's MoT, licensed till March. £3,250 ono. Tel: 021 454 6489. (90308

MERCEDES 190SL. 1957, rhd, fully restored mechanically/bodily, silver with blue Connolly leather and matching soft top, superb example, including hard top. Hence substantial offers. Tel: 027-974 771. (90307

FOR SALE — continued

SUNBEAM ALPINE SPORTS MKV. 1967, hard/soft tops, good condition, MoT. £1,550. Tel: Frome 64149 (Somerset). (90309

MG M SPORTSMAN COUPE. 1931, for restoring. Only two others known to exist with very interesting history, all with original engine, etc, could deliver. £2,750 ono. Tel: (0903) 813355. (90306

MG F MAGNA. 1932, four-seater tourer, very rough, all dismantled (no engine or gearbox). £1,200 ono. Tel: (0903) 813355. (90306

RILEY 9 ROLLING CHASSIS. Fully rebuilt, shortened and underslung, hydraulic brakes, ideal VSCC racing, together with what amounts to three engines and gearboxes, five new Dunlops, lights, instruments, etc. Tel: (0386) 792297. (90303

MORGAN +4. 1961, two-seater, indigo, totally restored, practically new car, engine totally rebuilt, crack tested, balanced, etc. Wings off spray at main Morgan agents, complete with original owner's personalised plates (AF 400), bills available for vast amounts, lovely machine. £9,000. Tel: Diss 898214 December 14th onwards. (90301

The TVR Centre



This being the month of December the TVR Centre would like to suggest their own personal (and unique!) Christmas Gift Guide. Rest assured that any loved one who finds the keys to one of our exciting "packages" under the Christmas tree really will believe in Santa Claus! We have seven new TVR's all with different gift wrappings and all ready for delivery: **New 350i TVR S11 Con,** Slate blue, blue hood, blue leather, 390 mirrors. **New 350i TVR S11 Con,** metallic black, black hood, biscuit leather, 390 mirrors. **New 350i TVR S11 Con,** British racing green, brown hood, biscuit leather, 390 mirrors. **New 350i TVR S11 Con,** dark blue metallic / blue hood, grey leather, 390 mirrors. **New 350i**



TVR S11 Con, white / black hood, red leather, 390 mirrors. **New 350i TVR S11 Con,** Magnolia / brown hood, brown int. **New 350i TVR S11 Con,** silver, black hood, red int. Or you might prefer one of our secondhand TVR's, all just as appealing and carefully checked down to the finest detail. **1985C, 350i S11 Con,** Champagne gold / brown hood, biscuit trim, 1,000 miles, beautiful at £14,950. **1985B, TVR 350i S11 Con,** Starlight blue, grey leather, 1 owner, 6,000 miles, sleek and £14,450. **1985B, TVR 350i S1 Con,** Snow white, red leather, Koni dampers, 1 owner, 6,000 miles, £13,750. **1985B TVR 350i S1 Con,** Ferrari red, biscuit trim, black hood, 6,000 miles, £12,950. **1983A, TVR 350i S1 Con,** Ferrari red, biscuit trim, 1 owner, 18,000 miles, 220 bhp



engine, freeflow exhaust, £11,750. **1983A, TVR 350i S1 Con,** BMW Sapphire blue, blue hood / int, 1 owner, 23,000 miles, £11,500. **1983A TVR 350i S1 Con,** silver, blue hood / int, 1 owner, 28,000 miles, £11,350. **1983Y, TVR 350i S1 Con,** metallic blue, white leather, two owners, 35,000 miles, 220 bhp engine, freeflow exhaust, Koni dampers, £10,995. **1983Y, TVR 280i S11 coupé,** Sapphire blue, blue int, 1 owner, 15,000 miles, full service history, £9,250. **1982X, TVR 280i Con,** black / black hood, caviar trim, 1 owner, genuine



13,000 miles, pas, £8,500. **1982 TVR 280i Con,** Burgundy, caviar trim, black hood, 35,000 miles, 7" spoked wheels, £8,500. **1982X, 280i S11 coupé** Sapphire blue / blue trim, colour coded bumpers, 1 owner, 42,000 miles, 7" spoked wheels, £7,850. **1981W TVR 280i Con,** silver / blue int, 56,000 miles, £6,500. **1981W TVR 280i Con,** dark blue, caviar trim, 67,000 miles, £6,500. **1980W TVR 280i S1 Coupé,** burgundy, caviar trim, colour coded bumpers, 7" spoked wheels, 41,000 miles, £5,995. **1980 (V) TVR Taimar, SE body,** metallic gold, oatmeal cloth trim, compomotive wheels, wood dash, 35,000 miles, £7,750. **1977 model TVR 3000M,** holly berry red, black vinyl / sunroof, 67,000 miles, Wolfrace



wheels, tinted glass, rad / stereo, personal plates, £3,995. **1969H, TVR Vixen S2, 1600,** orange, TVR alloys, 60,000 miles, 2 owners and totally original, £2,250. We've also got a few other suprises to be pulled out of Santa's sack — an absolutely gorgeous **BRA Cobra 289 replica,** midnight blue, grey leather, 4,000 miles, 210 bhp Rover V8, over drive gearbox, 6K + 15 wires, fastidiously built £10,995. **Scimitar SS1 1600, 1985B,** Christmas white, 3,800 miles, alloys, radio stereo, electric windows, £6,750. **MGB GT** Citroen yellow 1979T, 60,000 miles, o/d, glass sunroof, rad/stereo, woodrim wheel, £3,250. If you want something for the guy /



gal who already has everything (ie a TVR) then why not buy him (her) one of the TVR Centre's specialities:- We also offer a full range of TVR servicing, lots of lovely spares, Koni dampers, 350i performance modifications, and as a nice finishing touch we offer new hoods to Factory standards, and if there's something you'd like that we haven't mentioned then phone Giles on 440 6666 for all your TVR queries, or Richard on the same number for your service queries. If you want to do a little Christmas shopping then we are closer than you think — High Barnet on the Northern line if you're coming intending to drive away, or the A411 off the A1 if you can't face the underground. Giles, Nysha, Richard, Snibs and Jim would like to wish all customers (and prospective customers) a very Merry TVR Christmas.



TVR umbrellas — large enough for two and ideal for rain or sun, TVR tracksuits for the keep fit enthusiast! TVR tee-shirts and Blackpool Blaster tee-shirts. TVR mugs (to be filled with Christmas cheer), TVR key fobs, the TVR Book by Peter Filby and TVR badges.

STOP PRESS Due Shortly TVR 350i S2 Conv, 1985C, Ferrari black metallic, biscuit leather, lsd, 390 mirrors, 1 owner, 3,000 miles £15,500.



Giles Cooper.

THE TVR CENTRE, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-440 6666

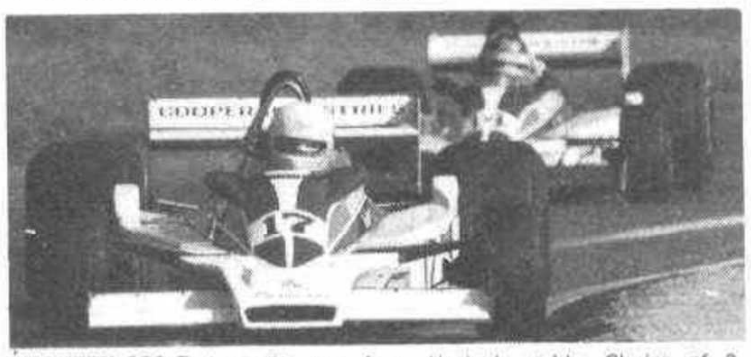
JOHN BULL MOTORSPORT



McLAREN M23. Championship winning car. Stored last 5 years. Cosworth DFV needs only driver, ex USA.



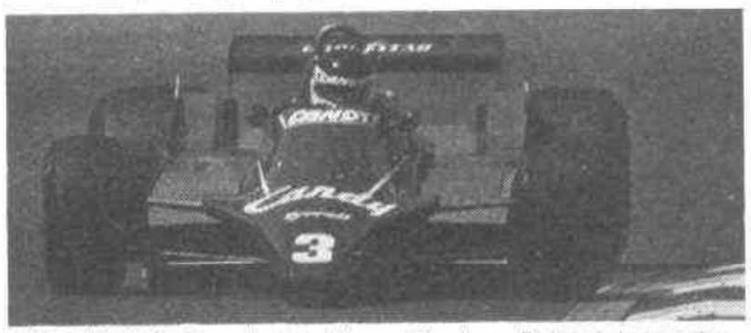
WOLF WR4. Fully restored example of a truly classic Cosworth car. Host of spares. Ready to race.



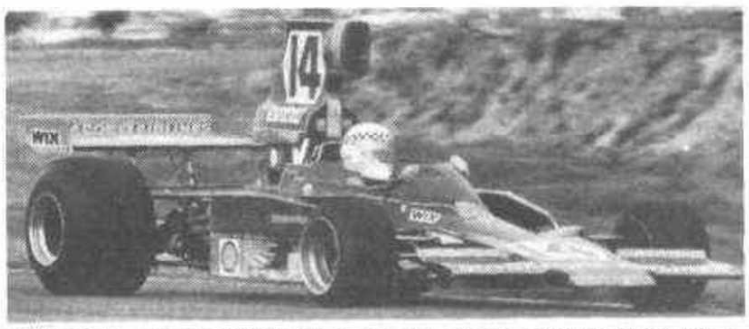
HESKETH 308 E. Last F1 cars from Hesketh stable. Choice of 2 complete CN 308E/4/5.



SPIRIT F1. Choice of 2 R/chassis 01/02. Both with Cosworth installation, and fully race prepared.



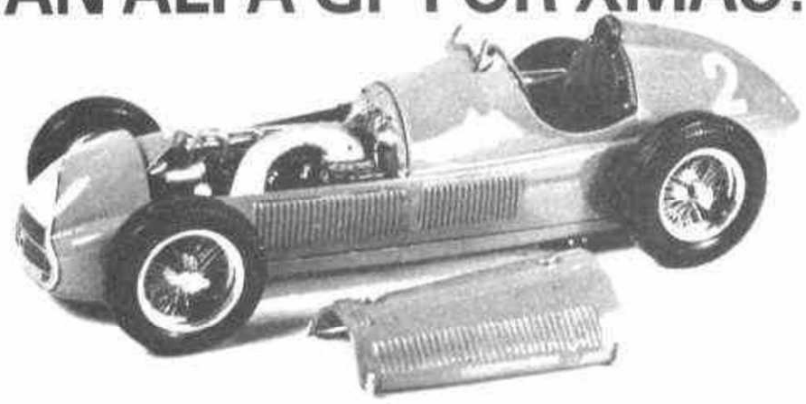
TYRRELL 010. Ex works Daly/Cheever Candy car R/chassis less engine, original Candy colours.



LOLA 332. Unique F/5000 car, as new condition, fresh inj Chevy V8 + spares.

Phone 061 491 2992, 0625 522371
Tx 4994666

AN ALFA GP FOR XMAS?



Yes — you can have an Alfa Romeo 158 GTP car for Christmas — she can buy it for you or you can spoil yourself! *Actually you can have it a lot faster than Christmas — like now — but why not hide it away until the big day! What is it? Only the largest (and most detailed) Alfa 158 of Fangio and Farina in metal. It's big 1:24th scale and super-detailed to a high level including full engine and suspension, fine wire photo etched spoked wheels, full cockpit controls and transmission detail, even readable instruments. You can while away the dark evenings building it from the precision kit (47.09) or spoil yourself (or him) rotten by giving him the hand-built and painted edition — a masterpiece for a mere £99.95 — what's more — for a limited time we pay the post in the UK! Outside the UK we deduct the tax and that makes it the bargain of the year . . . meanwhile if fantastically detailed GP cars don't turn you on then maybe one of our other larger scale gems below will (add £2.50 post UK to each) . . . or if you're chicken send for a mouth-watering list of our autumn evening improvers!*

Lotus 38 Indy 1965 — Clark	£24.60	Mercedes SSKL 1927	£27.45
Lotus 33 GP 1965 — Clark	£24.60	*and now in 1:43rd scale metal hand-built and painted to a high standard — add 50p post each. . . .*	
Alfa "Alfetta" 158 — Fangio	£47.09	Lotus Elan Sprint rhd UK	£29.95
4½-litre Le Mans type Bentley	£41.40	Lotus Elan Sprint USA — lhd	£29.95
Jaguar SS100 sports 1938	£41.40	Jaguar Mkll rhd UK — gold	£29.95
MG TC roadster	£41.40	Jaguar Mkll lhd — USA — red	£29.95
Rolls-Royce 1907 Silver Ghost	£51.75	Ferrari Mondiale 8 UK — red	£29.95
ERA GP 1934	£24.60	Ferrari Mondiale 8 USA — Silver	£29.95
Porsche 904 GT	£28.75		
Austin 7 1925 saloon	£24.60	Saab 96 — Eric Carlsson	£29.95
Austin 7 open tourer	£24.60	Bentley Continental R — orders taken now for autumn delivery — approx	£29.95
MG K3 Magnette	£24.60		
MG TD Midget	£24.60	Lotus Elite Mk1 road car	£34.95
MGB GT	£55.75	Lotus Elite "DAD 10" race car	£34.95
MGB Roadster	£51.75	Lotus Elite — Jim Clark race car	£34.95
Citroën Traction cabrio	£24.15		
Frazer Nash TT replica	£27.60	Lotus Esprit Turbo	£29.95
Vauxhall 30/98 sports	£41.40	Jaguar XJS HE	£29.95
Bugatti T59 GP	£41.40	Chevrolet Corvette 1984	£29.95
Bugatti T35B GP	£24.60	Ferrari 246 Dino GT	£29.95
Bugatti T43 roadster	£24.15	Rolls-Royce Silver Spirit	£29.95
MG TF roadster	£27.45	Bentley Mulsanne	£29.95
Morgan 3-wheel 1934	£24.60		
MG "M" 1928 roadster	£24.60		
Alfa Romeo P3 GP 1932	£24.60		



Yes — it's a Lotus Elan Sprint — the first ever model of the finest Elan of all. Only available hand-built it costs £29.95 plus 50p post in the UK and is available hand-built it costs £29.95 plus 50p post in the UK and is available in red/white/gold right hand drive and for American readers in blue/white/gold and left hand drive. There's also a good kit of a similar Elan — see details below together with a selection of other kits we're currently keen on . . . order from here adding 50p post per model (UK) by phone or mail — tax free on exports . . . coming soon Rolls-Royce Silver Cloud II drophead coupé . . . watch this space for the best. . .

Lotus Cortina Mk1 — road/race	£8.95	Aston Martin DB3 Le Mans	£13.55
Lotus 7 series 2/3	£8.95	Aston Martin DB2	£9.45
Lotus Elan coupé	£11.95	Aston Martin Lagonda	£16.61
Lotus Elan cabriolet	£11.95	Aston Martin Vantage	£16.61
Jaguar Mkll	£14.95	Aston Martin DBR1/300	£13.29
Jaguar Mkll "Country"	£14.95	Aston Martin DB3S	£13.29
Jaguar XK120 — race car	£11.95	Jaguar XK120 FHC	£16.61
Jaguar D Le Mans	£11.95	Chevrolet Belair	£16.61
Ferrari 308 GT4	£14.95	Barnato "Blue Train" Bentley	£16.61
Lola T70 MkIIIB	£14.95	Morgan Plus 4	£13.29
AC Cobra 7-litre road	£11.95	Jaguar MkV	£16.61
Jaguar E lightweight	£8.95	Lotus 97T JPS F1 '85	£11.95
Aston Martin DB4	£8.95	. . . and most other '85 F1 cars	£11.95

Europe's oldest established model car specialists

GRAND PRIX MODELS
167 Watling St. (A5 road)
Radlett, Herts, UK
Tel: Radlett (09276) 2828

Tuesday to Friday — Open to callers by appointment.
Saturdays to everyone — 10am to 5.30pm.
Mail order dept. open 5 days each week — by phone.

BARCLAYCARD welcome here

Orders taken on most credit cards Visa, Access, American Express etc.

Send £1 for copy of our monthly magazine *Four Small Wheels*

HENDON WAY MOTORS

1985 LOTUS ESPRIT TURBO. Juniper red, 5,000 miles, leather, air cond, 1 owner.
1985 (SERIES) LOTUS ESPRIT TURBO. Black, leather, air cond, 1 owner.
1984 (SERIES) LOTUS ESPRIT TURBO. Blue, leather, air cond, 1 owner.
1984 LOTUS EXCEL. Met. Silver, 10,000 miles.
1985 LOTUS ESPRIT S3. White, 3,000 miles, ½ leather, quad radio.
1982 LOTUS Esprit S3. Red, 14,000 miles, ½ leather.
1982 (SERIES) LOTUS Esprit S3. Yellow, 35,000 miles.
1979 LOTUS Esprit S2. Red, black leather.
1979 LOTUS ESPRIT S2. JPS Commemorative model.
NEW MORGAN 4/4. 2-seater, green, 5-speed.
NEW MORGAN PLUS 4. 2-seater, red, leather, ali body, w/w.
1983 MORGAN 4/4 XR3. 2-seater, green, 5,000 miles.
1982 MORGAN 4/4. 4-seater, coffee/cream, 27,000 miles, 5-speed.
1979 MORGAN 4/4. 2-seater, BRG, 13,000 miles, 1 owner.
1982 (SERIES) MORGAN Plus 8. Ivory, 12,000 miles only, extras.
1981 MORGAN Plus 8. Brown, 12,000 miles, leather int.d
1983 FERRARI 308 GTB QV. Met blue, 7,000 miles.
1982 (SERIES) FERRARI 308 GTSi. Red, 29,000 miles, leather.
1982 FERRARI 308 GTBi. Blue, 17,000 miles, leather.
1982 FERRARI 400i. Silver, 29,000 miles, personal registration number.
1981 FERRARI 308GTB. Red, 19,000 miles.
1979 FERRARI 308GTB. Black, 32,000 miles.
1978 FERRARI 308GTB. Red, history.
1980 (SERIES) FERRARI 308 GT4. Blue, 36,000 miles.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1973 JAGUAR E-TYPE ROADSTER. Red, manual, 34,000 miles, h/t, w/w.
1973 JAGUAR E-TYPE ROADSTER. Blue, manual, 46,000 miles, w/w.
1972 JAGUAR E-TYPE 2+2 AUTO. Navy, 34,000 miles, personalised No.
1985 (SERIES) PORSCHE 911 Carrera Sport Coupé. Wine red, 12,000 miles.
1985 (MODEL) PORSCHE 911 Carrera Cabriolet Sport. White, 4,000 miles.
1984 PORSCHE 911 Carrera Sport Coupé. Slate blue, 16,000 miles.
1984 PORSCHE 911 Carrera Coupé Sport. Ruby red, 10,000 miles.
1984 (SERIES) PORSCHE 911 SC Sport Targa. Black, 22,000 miles.
1983 PORSCHE 911SC Sport Coupé. Guards red, 28,000 miles.
1983 (MODEL) 911SC Sport Coupé. Burgundy, 39,000 miles.
1982 PORSCHE 911SC Sport Targa. Black, 36,000 miles.
1983 PORSCHE 911SC Cabriolet. White, 22,000 miles.
1982 PORSCHE 911SC Sports Coupé. Guards red, full history.
1981 (MODEL) PORSCHE 911 SC Sport Targa. Ice blue, full history.
1981 (SERIES) PORSCHE 911 TURBO. Guards red, black leather, 31,000 miles.
1981 (SERIES) PORSCHE 911 SC TARGA. Met silver, full history.
1978 PORSCHE 911 SC SPORT COUPÉ. Brown.
1984 PORSCHE 928S S2. Black, 3,000 miles, full leather int, hi-fi pack, Sports suspension, esr.
1982 PORSCHE 928 S. Auto, white, 34,000 miles.
1982 PORSCHE 928S. Manual, red, 31,000 miles.
1982 PORSCHE 928 S. Auto, wine red, 25,000 miles.
1981 PORSCHE 928S. Auto, met ice blue, 46,000 miles.
1985 PORSCHE 944. Crystal green, 3,000 miles.
1984 PORSCHE 944. Guards red, 5,000 miles.
1985 (MODEL) PORSCHE 944. White, 13,000 miles.
1983 PORSCHE 944. Silver, 12,000 miles.
1983 PORSCHE 944. Burgundy, 21,000 miles.
1982 PORSCHE 924 Turbo. Guards red, 33,000 miles.
1982 (SERIES) PORSCHE 924 Turbo. Guards red, 30,000.
1983 PORSCHE 924 Lux. White, 23,000 miles.
1982 PORSCHE 924 Lux. Met. wine red, 46,000 miles.
1980 PORSCHE 924 Turbo. Met. silver, 37,000 miles.
1979 PORSCHE 924 Lux. Auto, met. silver, 35,000.
1936 BENTLEY 4¼ Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.
1985 JAGUAR XJS 3.6 Coupé. White, 6,000 miles, computer, wash/wipe.
1977 MERCEDES 450SLC. Black, h/t, air con.
1974 PANTHER J72. White/leather int., 23,000 miles.
1984 (SERIES) Capri 2.8i. Black, 37,000 miles.
Just Arrived:
1967 ASTON MARTIN DB6 Vantage. Full history, e/w.
1975 E-TYPE ROADSTER. Primrose, 32,000 miles.
1981 911SC Sport Targa. Wine, red, 34,000 miles.

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

FOR SALE — continued

PORSCHE 930 TURBO. 1975, three-litre, full history, approximately 50,000 miles. £10,250 ono, finance advice. Tel: 0580 291722 (Kent). (89637

TVR TAIMAR. 1978, 34,000 miles, dark brown/neutral modelband, cloth interior, sunroof, stereo, stainless steel exhaust, tax and MoT, very good throughout. £4,500. Tel: 070 541-2343 evenings and weekends (Hants). (89873

JAGUAR XK150S CONVERTIBLE. Carmine red with black hide trim, piped in red, black duck soft top, chrome wire wheels, 3.8S three carburetter engine, 53,000 miles, documented history. The last of a great marque, a true concours classic car. £18,950. Evans Halshaw, Solihull, West Midlands. Tel: 021 745 5566, 09073 76768 Sundays. (89871

SPORTS RACER, circa 1965, mid-engined rolling chassis. Known as Wilson GT and originally fitted Lotus Twin-cam. Requires restoration. £1,500 ono. Tel: Coventry 74952. (89945

MG MIDGET. 1967, totally restored to concours condition. Finished in white with black interior it is probably the best of its kind available, the ultimate Christmas present. £3,500. Tel: 0884 821257. (89946

MORRIS "10" TWO-SEATER. 1934, dark green, black wings, this car is in concours condition, taxed and current MoT. £5,000. Tel: 0823 680738 (East Devon). (89948

FERRARI DINO 246 GTS. 1973, red, black leather interior, excellent condition. £14,500. Tel: 01-671 4798 evenings. (89324

MORRIS MINI MINOR. 1967, 15,000 miles only, in superb condition throughout. £1,875. Tel: 021 458 3667. (89958

AUSTIN 7. 1930, works-built two-seater sports, 90% complete, restoration project. £900. Tel: 0778 423629. (89950

FOR SALE — continued

1925 MORRIS COWLEY two-seat drophead coupé with dickey. Excellent example of "bullnose Morris", good condition overall, recent MoT. £6,500. Tel: 061 224 0165. (89955

BMW 633 CSI A. 1977, excellent condition, air conditioned, reseda green, new tyres, engine, transmission. £4,500. Tel: Basingstoke 881320 3 882757. (89956

MG Q-TYPE REPLICA. Supercharged PB engine, Brooklands green with matching trim. £16,000. Tel: Weybridge 42305 evenings. (89953

RENAULT 17TS GORDINI. N-Reg, 66,000 miles, white/brown trim, 5-speed PI, electric windows, excellent condition throughout. £1,150. Tel: Hereford 56257. (90001

LOTUS ESPRIT Commemorative Edition. T-Reg, 32,000 genuine miles, this magnificent example has been maintained regardless of expense and is available for only £7,495. Tel: Coventry 687521 during office hours. (90002

MGB GT V8. 1973, Reg. No. 5353 MG, 52,000 miles, beautiful condition, stainless steel tank and exhaust sills, sunroof, radio/cassette. £4,950. Tel: 01-583 8511. (90003

AUSTIN SEVEN SPECIAL. Lowered suspension, tuned engine, polished aluminium body, competitive VSCC car in perfect condition. £3,000. Tel: Lymington 77475 evenings. (90005

MG M-TYPE MIDGET. 1930, British racing green, immaculate condition, very original, Reg. No MG 445, two owners. Only £6,500 ono. Tel: 0223 210222 business, 04493 324 home. (90004

TRIUMPH TR6. 1974, Mimosa, 42,000 miles, overdrive, electronic ignition, five new Goodyears, factory hard top, Panorama sunroof, taxed, 12 months MoT, superb original condition with many extras. £4,485. Tel: Brentwood (0277) 224365. (90298

FOR SALE — continued

JAGUAR V12 COUPÉ. 1977 Model, white, black. MoT in May 1986, 33,500 miles, mint condition. £8,000. Tel: 0292 56 392. (90150

CLASSIC TRIUMPH TR6. 1974, one lady owner from new, excellent bodywork, finished in midnight blue, hardtop/soft-top/tonneau, below average mileage, good tyres, overdrive. £2,950. Mrs E. Aaron, Mill House, Gt. Barrow, Chester. Tel: 0244 312722 days, 0829 41040 evenings. (90152

MG PA. 1934, two, both require total restoration. Offers around £1,500 and £2,250. Tel: Newick 2359 (East Sussex). (90154

ALFA 1750 ENGINE. Number 6C1081431, bellhousing number 101024988, complete with rods, crank, cams, head, valve train, blower and transmission, missing mag and carbs, engine is together. US $13,000. Tel: John Mozart on 415 (USA) 326-7800 weekdays PST. (90155

MERCEDES SS. 1929, serial number 77632, engine incomplete; have block, crankshaft, two cylinder liners, four pistons and rods, oil pan, partial intake manifold, distributor, partial clutch and aluminium accessory covers, fan starter and carburettor, for right hand drive. US $12,000. Tel: John Mozart on 415 (USA) 326-7800 weekdays PST. (90155

DE TOMASO LONGCHAMPS. 1982 model, coupé, auto, pas, 26,000 miles, champagne beige metallic with superb tan soft leather interior, air condition, electric mirrors, Pioneer stereo, immaculate condition, just serviced, costs new £32,364. Bargain at £13,950. Tel: 0536 791077. (90304

MG PA 2-STR. 1936, 2,500 miles since full restoration, red/red upholstery/black weather equipment, year's MoT, buyer will have option on 2nd PA in component form on Swansea log book, £8,000 no offers. Seen in East Perthshire. Tel: Butterstone (035 04) 238. (90504

FOR SALE — continued

AUSTIN HEALEY FROGEYE SPRITE. 1961, all steel, very good condition, much spent including replacement floors etc. Engine, gearbox "A" pans, kingpins, master cylinder hood etc, MoT/taxed. £2,150. Tel: Paignton (0803) 552025 evenings. (90295

R-TYPE BENTLEY. 1953, very good. £8,750. Tel: 06794-444 work, 0679-63573 home. (ACC

ASTON MARTIN INTERNATIONAL, 1930, green, rebuilt engine, re-upholstered, bodily very good, £17,000. Tel: Mr Luddington on Bedford (0234) 42511 days; (0234) 59788 eves. (90506

MGB ROADSTER, 1972, excellent condition, re-sprayed, engine rebuilt this year, harvest gold, Lumenition, new clutch, alternator, exhaust, dateless registration, £1,900 ono. Tel: 0706 622254. (89575

1933 ROLLS ROYCE 20/25 Tourer (Hooper style), mechanically and bodily restored to high standard, blue with black wings, superb condition, £17,500 ono. Tel: 0484 531426 anytime. (001032

1971 MERCEDES BENZ 250CE, metallic gold, e/s/r, pas, radio/stereo, 5-speed gearbox, 61,000 miles only, immaculate condition, £2,750 ono. Tel: 0484 531426 anytime. (001032

MG TC 1947, completely dismantled, top class restoration started on what is an excellent, solid and straight car, much money spent on new parts and work, £3,750 no offers or window shoppers please, also new unused original supercharger kit (Shorrock) for TC, £1,000. Tel: Southend-on-Sea (0702) 340954. (90559

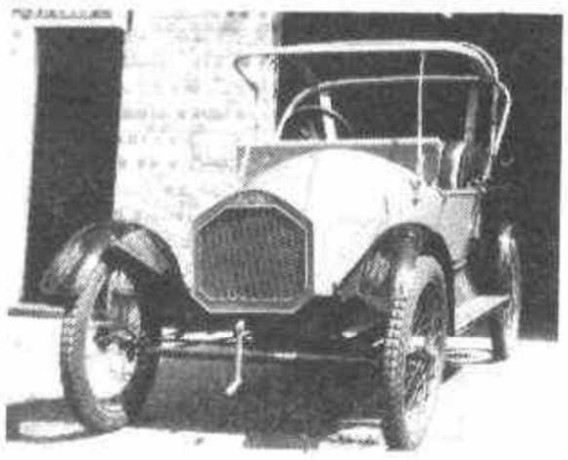
RELIANT SCIMITAR GTE, 1978, auto, pas, electric windows, s/roof, alloys, white, blue cloth, stereo, 57,000 miles, documented history, bills for £1,200, immaculate, £2,900. Tel: 0425 72260 (New Forest). (90560

ADA ENGINEERING

Specialists in
- LIGHT ENGINEERING AND MACHINE WORK Cylinder Head overhauls and Discs skimmed etc.
- WELDING of uprights, all castings, etc.
- COMPLETE RACING CAR SERVICE Setting up, Restoration.
- RACING CAR CHASSIS AND COMPONENT FABRICATION AND REPAIRS.
- RACING SPARES SUPPLIED Discs, springs, rads, wheels, extinguishers, numbers, etc.
- MANUFACTURERS OF THE A.D.A. CORNER WEIGHT GAUGE — set up your car at the circuit.

3 SET STAR ESTATE, TRANSPORT AVENUE, GREAT WEST RD, BRENTFORD, MIDDLESEX TW8 9HF.
Telephone: 01-847 3521
Telex: 892696 ADAG

1913 Humberette 8.7 hp



Undergone extensive ground-up restoration. Coachpainted in Le Mans blue. New hood, VCC dated, original log book. Complete with trailer.

£6,500 ono

Please Telephone 0533 881280

ELTONS - Est. 1984
Special Cars for Special People Offer

1984 Ralt RT3/4 Formula 3. Series B contender, ex-Barron Racing complete with freshly rebuilt Toyota engine by Pedrazzani Novamotor (Tenistone), flat bottomed, host of spares, sorted, set up and ready to race **£11,995**

1985 (Q) (built 80/81) Leyland Mini 1275 GT. Built by Harold Radford Ltd, 1 titled owner, glacier white / black sunshine roof, lhd, every conceivable extra. Full spec on request. **£3,995**
1983 (Y) MG Metro 1300 Saloon. Met silver, genuine 22,000 miles, fitted radio / cassette etc, maintained regardless of cost **£3,995**

Fine Motor Cars Urgently Required
View by appointment only
15 Ragleth Grove
Trowbridge, Wiltshire
Tel: Trowbridge (02214) 64564
or Westbury (0373) 822682

HAVAS PACKING & SHIPPING LTD.

The name with more than 25 years experience behind it.
The company who **Think cars, Talk cars and SHIP CARS.**
Shipment of personal effects and household removals, also our speciality.
Competitive rates and unbeatable service.

P.O. Box 31, East Grinstead RH19 4BJ
Telephone 0342 23155
(24 hour personal service)
Cables: HAVAS EASTGRINSTEAD
Telex 957161 HAVAS G

CLASSIC AND EXOTIC CARS WANTED

Cash paid for good examples of Jaguar E-Types, XKs, Astons, Ferraris, Austin Healeys, MGs, Lotus, Porsche, TVR, pre and post war Rolls Royce / Bentley.

Quick decision on Realistic Prices
Tel (0606) 883125
Overseas enquiries welcome



PORSCHE 928S, B-Group
Unique design Le Mans 1983 and 1984
Tel: Boutinaud (France) 010 33(1) 45 69 58 00

BEAULIEU CARS LIMITED
fine cars and engineering excellence
VINTAGE RESTORATION & REPAIRS
SPECIALIST CARS LOCATED & EXPORTED
PROFESSIONAL STORAGE
Beaulieu Cars Limited, Beaulieu, Hants SO4 7YE
Telephone (0590) 612444
Agents for Alfa Romeo & Suzuki

FOR SALE — continued

MORGAN 1981 4/4 4 str. Nut brown alloy body and wings, stone leather, wire wheels, stainless exhaust, many extras, 33,000 miles, £7,700. Tel: Newick (Sussex) 082-572 2078. (Evenings). (90611

MORGAN + 4 2 str. 1986 2-litre injection model. Delivery mileage only. List price. Tel: 0302 23325. (90612

BRA 427 COBRA replica. Works built show car, White with black leather trim. Rover 3.5 S engine and gearbox. As new £12,500. Tel: 0302 23325. (90613

HISPANO-SUIZA H6B 1924 Labourdette skiff replica body. 80% restored car. Missing hood and bows £30,000. Two Minerva AE 1926 one rolling-chassis incl. radiator, bonnet, front screen, front wings, headlights, running well and one car with saloon-body. Engine running. Prices o/a. All prices include transport and packing to Europe, 360 Spencer Street, Melbourne 3003, Australia. Tel: 10104 AA INTMB att Comps Impex. (90614

FERRARI DINO 246 1972 bills for £6,000 bare metal rebuild, 28,500 miles, Dino Rosso, Black leather interior, superb condition £15,000. Tel: 021-384 4441 (daytime). (90615



TRIUMPH

TR6 1969 (H). Red, o/d, body rebuild, only **£2,950**
TR6 1975 (P). Yellow, o/d, 66,000 miles, good condition. **£3,750**
TR6 1972 (L). White, o/d, extensive body rebuild. **£3,750**
TR6 1971 (K). Damson, o/d, 50,000 miles, full service history **£3,895**
TR6 1975 (N). Red, o/d, new wings / engine / interior. **£4,650**
TR6 1972 (K). Sapphire, o/d, complete chassis up rebuild costing £5,000. **£4,950**
Stag 1971. Private plate; yellow, manual, immaculate **£2,495**
GT6 1968 (G). Blue, wires, sunroof, 2 owners, only **£1,250**
TR7 Drophead 1981. Red, alloys, 38,000 miles **£3,450**

MG

MGB Roadster 1978 (T). Red, 50,000 miles, o/d **£3,295**
MGB Roadster 1973 (L). Blaze, o/d, new hood, good original condition **£1,995**
Midget 1979 (V). Black, tan trim **£2,795**
MGB Roadster 1978 (S). Blue, o/d, 47,000 miles **£3,150**

Mercedes Benz 190 SL Fully restored in Silver, Blue Hide. **POA**

MOST VEHICLES CARRY A COMPREHENSIVE WARRANTY AND ARE FULLY SERVICED
PART EXCHANGE ACCEPTED
As TR specialists we offer a full tuning service together with all types of mechanical and body repairs.

NEW AND USED TR SPARES AVAILABLE

Churchfields
(TR Specialists) Ltd
214 Hatfield Road, St. Albans, Herts.
ST. ALBANS 40181/2
(9-5 Mon.-Fri. 10-5 Sat. Closed Sundays)

FOR SALE — continued

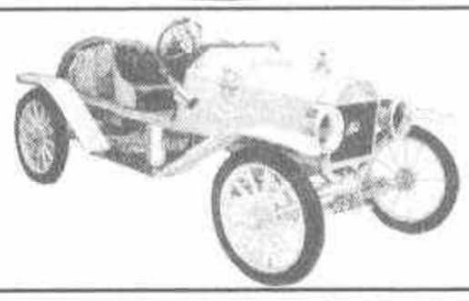
FERRARI 308 GTB. Fibreglass model, Personal number. Pristine condition, £15,250. Maserati Ghibli, red with new white leather, magnificent, £13,950. Lamborghini Espada SIII 29,000 miles only, burgundy trim, £9,250. Lamborghini Jarama S, metallic claret, tan trim, very rare, £8,950. Porsche 911E Targa, met blue, tan trim, new top/tyres, history, Autofarm engine rebuild, magnificent, £5,450. Porsche 911E, LHD SC body, impacts, f.s.h. A gem, £4,250. Lotus Elan FHC SIII, red, £2,950. Lotus Elite 76, new silver/gunmetal paint many receipts, £3,450. Lotus Eclat 79, stunning blue, metal flake, magnolia trim, £4,750. Tel: 021 778 2111, or (05646) 2523 eves. (90609

THE HALTON TOJIERO Open Sports Racer, substantial history, new period Ally body, rebuilt brakes and suspension, Borranis, requires finishing, business commitments force sale. Offers. Tel: 021-778 2111, 05646 2523 eves. (90609

MGB GT 1980 W-Reg, White 15,950 miles two owners, overdrive, radio/cassette, rustproofed, burglar alarm, unused spare, excellent condition. £5,500. Tel: (Day) 01-486 9190 (Evening) 0279-55509. (90620

OFFICIAL PARTS & SERVICE AGENT
IAN MASON
ASTON MARTIN SERVICES

Conveniently located in the West End for all parts and service requirements, with our own in-house coachworks and computer assisted parts department with instant despatch facilities.
139a Freston Road, Bayswater, London W10
01-727 7678, 01-727 1944.



FORD MODEL T
Californian Speedster 1915
(Similar to car shown)

Fitted 1920s approx engine, electric start. Rocky mountain 3-speed gearbox. Monocle windscreen. Mint condition.

£7,500
P/exchange considered.
Tel: Bristol 732017

SCOTLAND



MG SALES
MG REPAIRS
MG SPARES
MGs REBUILT TO YOUR SPECIFICATION

MERCURY MOTORS
Largo Road, Lundin Links, Fife (0333) 320096

FOR SALE — continued

TVR 309SE. C-Reg, 3,000 miles. Full leather, Waxoyled extras. Superb. £19,000. Full details Box No. 7041. (90618

MORGAN 1973 4/4. Black 70,000 miles, reconditioned engine 5,000 miles ago £2,500. Tel: 021-353 5822. After 6pm. (90621

E-TYPE ROADSTER 4.2 SERIES 2 1968, 43,000 miles fsh, c.w.w. Red, v.g.c. £8,500 ono. Tel: 02604 307. (90591

MG TF 1250 1954. B.R.G. Beige leather, new tonneau cover, used summers only, lovely condition. £8,500. Tel: 0962 63245/75426. (90638

1971 MERCEDES BENZ 280SE 3.5 COUPE Rare, factory electric sunroof and windows, red with white hide, Auto/pas current Tax and MoT £4,975. Tel: 0695 421288, after 6pm Lancs. (90637

ROLLS ROYCE 20 hp, 1923, attractive motor car, restored with original chassis detail and 4 seater tourer bodywork. MoT, around £18,000. Tel: 0745 583141 (nr Chester). (90639

JAGUAR XK150 FHC 3.4, 1957, a very early 150, serial No 44, BRG, red leather, 36,000 miles, superb condition, virtually original. £8,000 ono. Tel: 0962 63245/75426. (90638

MGB ROADSTER
1980. Pageant blue, overdrive, 36,000 miles, virtually one owner, full service history, outstanding car. **£3,650**

DAIMLER SOVEREIGN 4.2
S3 (V) Reg. Regency red, auto, 48,000 miles, sunroof, cruise control. First class car. **£2,950**

WALKER & DEEKES
St Albans 38151

FOR SALE — continued

1970 MERCEDES BENZ 280SE 3.5. Convertible (left hand drive), metallic midnight blue, light tan hide, dark blue hood, alloy wheels, electric windows £28,000 (Export price) write only to Anthony Burrows The Slaughter House, Hardacre Street, Ormskirk, Lancashire L39 2XD. (90637

1960 ARMSTRONG-SIDDELEY Star-Sapphire, good engine, automatic gearbox and back axle. New parts include Servo, brakes and battery. Power Steering. No known body rust. £3,000, with many spares. Tel: Chippenham (0249) 652407. (90636

RANGE ROVER four door Vogue, Auto, full service history, 27,000, full sunroof, lady owned, road use only, 1983 (A). £10,950. Tel: 01-882 5285. (90635

LOTUS ELAN 2+2 S130, 1974, immaculate condition, 55,000 miles, taxed and tested. £2,950 ono. Tel: 061 799 3163. (90724

JAGUAR XK140 FHC, 1956, stored 10 years, no tax or MoT, many new parts. £3,400 ono. Tel: 061 799 3163. (90724

LOTUS ESPRIT Turbo, 1984 B, 1 owner, 14,000 miles, black with ½ beige leather, air con and sun roof. £18,000 ono. Tel: 0946 811570. (90723

The Haslemere Sports and Racing Car Centre

Bentley R-Type 1953. Black over burgundy, burgundy hide 86,000 miles, two owners, full service history. **£10,950**

Warwick. Guards red, brown trim and carpeting, full service history, competition history. **£3,950**

Ferrari 246GT. Rosso red, totally restored, not yet run in **£21,500**

AC Ace Red, competition history, beautiful condition **£12,250**

MGA Coupe 1600 Mk III. Iris blue, lightweight panels, competition history **£3,995**

Porsche 944 1983 Model. Lhasa green, side and rear skirts, 29,000 miles, service history. **£13,650**

Porsche 944 1984 model. Guards red, black, pinstripe interior, 35,000 miles, service history, full spec. **£14,250**

Porsche 924 1981. Oak green metallic, tan berber, 27,000 miles. **£6,950**

Porsche 924 1981. Blue, pinstripe interior, 33,000 miles. **£7,250**

Porsche 924 Auto 1982. Light blue metallic, martini stripes, sunroof, 34,000 miles. **£8,750**

Porsche 924 1982. White, pinstripe, 48,000 miles full service history **£8,500**

Ford Escort XR3i 1983. White, full KAT body conversion, sunroof 30,000 miles. **£4,995**

Mercedes 450 SLC 1979. Metallic brown, Magnolia hide, full specification, 48,000 miles. **£12,950**

101 Camelsdale Rd, Haslemere, Surrey.
0428 54951 Telex 858940

FOR SALE — continued

JAGUAR XK150S CONVERTIBLE. Carmine red with black hide trim, piped in red, black duck soft top, chrome wire wheels, 3.8S three carburetter engine, 53,000 miles, documented history. The last of a great marque, a true concours classic car. £18,950. Evans Halshaw, Solihull, West Midlands. Tel: 021 745 5566, 09073 76768 Sundays. (89871

SPORTS RACER, circa 1965, mid-engined rolling chassis. Known as Wilson GT and originally fitted Lotus Twin-cam. Requires restoration. £1,500 ono. Tel: Coventry 74952. (89945

MG MIDGET. 1967, totally restored to concours condition. Finished in white with black interior it is probably the best of its kind available, the ultimate Christmas present. £3,500. Tel: 0884 821257. (89946

MORRIS "10" TWO-SEATER. 1934, dark green, black wings, this car is in concours condition, taxed and current MoT. £5,000. Tel: 0823 680738 (East Devon). (89948

FERRARI DINO 246 GTS. 1973, red, black leather interior, excellent condition. £14,500. Tel: 01-671 4798 evenings. (89324

MORRIS MINI MINOR. 1967, 15,000 miles only, in superb condition throughout. £1,875. Tel: 021 458 3667. (89958

1925 MORRIS COWLEY two-seat drophead coupé with dickey. Excellent example of "bullnose Morris", good condition overall, recent MoT. £6,500. Tel: 061 224 0165. (89955

BMW 633 CSI A. 1977, excellent condition, air conditioned, reseda green, new tyres, engine, transmission. £4,500. Tel: Basingstoke 881320 3 882757. (89956

MG Q-TYPE REPLICA. Supercharged PB engine, Brooklands green with matching trim. £16,000. Tel: Weybridge 42305 evenings. (89953

AUSTIN 7. 1930, works-built two-seater sports, 90% complete, restoration project. £900. Tel: 0778 423629. (89950

RENAULT 17TS GORDINI. N-Reg, 66,000 miles, white/brown trim, 5-speed PI, electric windows, excellent condition throughout. £1,150. Tel: Hereford 56257. (90001

LOTUS ESPRIT Commemorative Edition. T-Reg. 32,000 genuine miles, this magnificent example has been maintained regardless of expense and is available for only £7,495. Tel: Coventry 687521 during office hours. (90002

MGB GT V8. 1973, Reg. No. 5353 MG, 52,000 miles, beautiful condition, stainless steel tank and exhaust sills, sunroof, radio/cassette. £4,950. Tel: 01-583 8511. (90003

AUSTIN SEVEN SPECIAL. Lowered suspension, tuned engine, polished aluminium body, competitive VSCC car in perfect condition. £3,000. Tel: Lymington 77475 evenings. (90005

MG M-TYPE MIDGET. 1930, British racing green, immaculate condition, very original, Reg. No MG 445, two owners. Only £6,500 ono. Tel: 0223 210222 business, 04493 324 home. (90004

JAGUAR V12 COUPÉ. 1977 Model, white, black, MoT in May 1986, 33,500 miles, mint condition. £8,000. Tel: 0292 56 392. (90150

CLASSIC TRIUMPH TR6. 1974, one lady owner from new, excellent bodywork, finished in midnight blue, hardtop/soft-top/tonneau, below average mileage, good tyres, overdrive. £2,950. Mrs E. Aaron, Mill House, Gt. Barrow, Chester. Tel: 0244 312722 days, 0829 41040 evenings. (90152

MG PA. 1934, two, both require total restoration. Offers around £1,500 and £2,250. Tel: Newick 2359 (East Sussex). (90154

ALFA 1750 ENGINE. Number 6C1081431, bellhousing number 101024988, complete with rods, crank, cams, head, valve train, blower and transmission, missing mag and carbs, engine is together. US $13,000. Tel: John Mozart on 415 (USA) 326-7800 weekdays PST. (90155

MERCEDES SS. 1929, serial number 77632, engine incomplete; have block, crankshaft, two cylinder liners, four pistons and rods, oil pan, partial intake manifold, distributor, partial clutch and aluminium accessory covers, fan starter and carburettor, for right hand drive. US $12,000. Tel: John Mozart on 415 (USA) 326-7800 weekdays PST. (90155

MGB GT. LE. 1982 Y Pewter/grey many extras, polished engine, exhibition car Brighton 1985 11,000 miles £6,500. Tel: Eastbourne 870691 (90732

STORAGE

IF YOU HAVE A PROBLEM STORING YOUR CAR WE CAN OFFER A COMPREHENSIVE SERVICE

Tel: 0296 681211

Convenient for Heathrow, London and Silverstone

Details from: Norman Nuttall, PO Box 16, Princes Risborough, Aylesbury, Bucks.

MG CLASSICS



888 APD (1956) MGA 1500 Roadster. Chariot red, black interior, grey hood, wire wheels, very original throughout. With previous owner for more than 20 years. **£5,250**

476 RMD (1958) MGA 1500 Roadster. Orient red, beige trim, black hood. A lot of work has gone into this car, to make it into a superb example. **£4,500**

173 FAL (1960) MGA 1600 Roadster. Chariot red, red trim, std wheels, all steel wings, runs well. MoT'd. **£2,500**

250 UMB (1962) MGA 1600 Roadster Mk II. Old English White, red trim, std wheels, very sound and smart, used regularly. A very good buy. **£3,500**

FOR RESTORATION

1799F (1955) MGA Roadster. Old English White, black trim, std wheels, partly dismantled, complete for restoration. **£850**

XYX66 (1960) MGA Roadster. Old English White, black trim, std wheels, all steel wings, very original. **£1,400**

663VPF (1961) MGA FHC Mk II. Chariot red, black trim, wire wheels. **£1,350**

MGA's wanted any condition. Top prices paid.

SPECIAL BUY

1968 MGC Roadster. Mineral blue, black leather trim, od fitted, very sound, tax'd and MoT'd. **£1,850**

WORLDWIDE 48 HR. PARTS SERVICE.

Please ring for full details of our up to date vehicle stock list.

THE MGA CENTRE

CLEVELAND STREET, DARLINGTON DL1 2UL.

SALES DIVISION DARLINGTON (0325) 281343/4

After Hours 56817 Telex 58455

ANTHONY COPE LTD

27 THE GREEN, WINCHMORE HILL LONDON N21 1HS.

TEL.: 01-882 1095



Porsche 944 Auto, C Reg. 3,000 miles. **£18,950**



Porsche 911 Turbo, 1979. Only 39,000 miles. **£18,950**



Porsche 924 1983Y. Only 24,000 miles, white. **£9,495**



Mazda RX7 1984 Series II. Red, as new. **£7,495**

CHRISTMAS ISSUE AND I'VE GOT NO 4 WHEEL DRIVES YET!

911 Turbo 1983. Zinc Metallic, Black leather. **£26,950**

911 Turbo 1979. Minerva blue, only 39,000 miles, £9,000 just spent. **£18,950**

944 Automatic. Sports seats, PAS, wide wheels, fogs, spots, suspension, 3,000 miles, C Reg and lots more as new, cost £21,000. **£18,950**

928S 5-speed 1982Y. White, blue leather, all extras. **£17,950**

Jaguar XJS HE 1982. Bronze metallic, air cond. **£10,999**

Porsche 928 Automatic. Air, Cruise, Guards red, leather, 1979 and a choice of others. **£10,950**

924 83Y. White, sunroof, PDM, only 24,000 miles. **£9,495**

924. Always a wide range, please phone.

RX7 Mazda Series II 1984. Bright red, latest model. **£7,495**

Opel Monza Coupe 3.0EC A-Reg. Only 19,000 miles, sunroof, alloys. **£6,999**

Honda Civic CRX. Fuel injection, 1984, Red, 12,000 miles. **£5,999**

Fiesta XR2. New shape, B Reg, 3 year warranty, alloys, sunroof. **£5,595**

Granada Ghia 2.8 Injection. Auto, Air cond. **£2,999**

Honda Prelude Automatic, 1981. Black, 30,000 miles. **£2,650**

CARS DESPERATELY WANTED ALL SPORTS after hours Cellnet 0860-339302

GREENS

OF HAVERFORDWEST



85 B FORD ESCORT 1600i CABRIOLET. Diamond white, shark grey interior, one owner, 6,200 miles. **£7,750**



80 W VOLKSWAGEN GOLF GLi CABRIOLET. Rosso red, black velour, Clarion radio, 35,802 miles. **£4,395**



83 Y LOTUS EXCEL 2.2. Ice blue, dove grey velour interior, fitted radio / cassette, power steering. Alloys 11,949 miles, fsh, one owner. **£9,995**



83 Y JAGUAR 4.2 SALOON. Chestnut brown, biscuit leather, fitted radio / cassette, alloys, one owner. **£9,850**



85 C MG MONTEGO TURBO. Black, osprey cloth interior, s/roof, radio / cassette, pas, 1,702 miles. **£8,995**



83 A FORD ESCORT RS1600i. Black, grey Recaro seats, radio / cassette, s/roof, driving lights, 26,800 miles. **£6,295**



85 B ROVER 2600 VANDEN PLAS. 5-speed manual, moonraker blue, Prussian blue velour, radio / cassette, pas, s/roof, alloys, 2,960 miles. **£8,995**

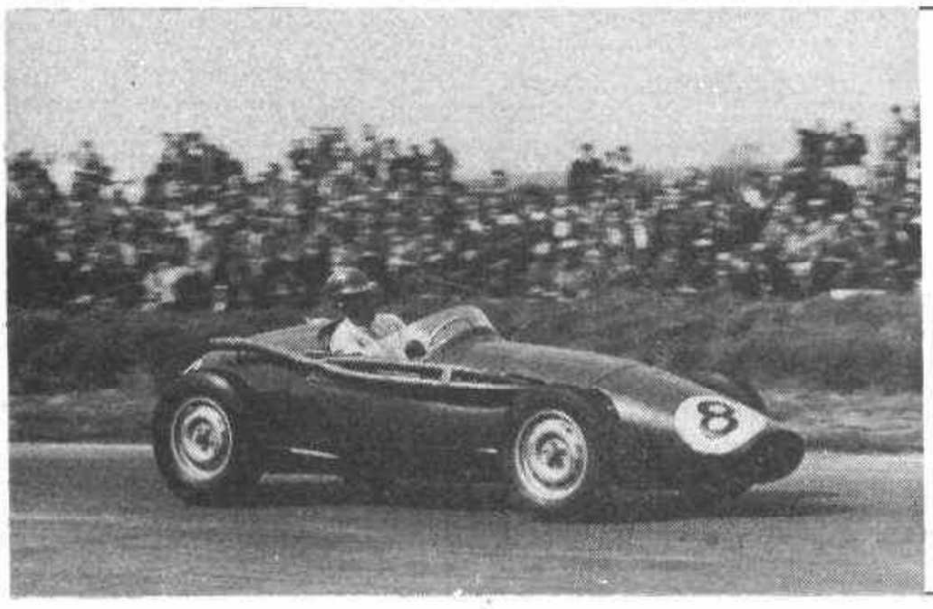
83 A BMW 635 CSi COUPÉ. Sapphire blue, russet leather, electric sunroof, abs, New York radio / cassette, alloy, electric seats, fsh, 32,600 miles. **£16,995**

85 B VOLKSWAGEN GOLF GTi. colour keyed in white with Zenda side skirts, wheel arches, front and rear spoilers, white Zenda Alloy wheels, four headlight conversion, sliding sunroof, New York stereo, radio telephone, Richard Lloyd engineering 135 bhp engine, 10,500 recorded log **POA**

TELEPHONE

0437 4511 DAY

0437 2177 EVENING



Barry Simpson Engineering Ltd.

(ESTABLISHED 1969)

RESTORATION AND REPAIRS TO VINTAGE, CLASSIC CARS AND HISTORIC RACING CARS BY QUALIFIED ENGINEERS AND SKILLED CRAFTSMEN

We are pleased to be able to offer for sale the ex-RRC (Rob) Walker "B" Syracuse 2½-litre Grand Prix Connaught.

BRITISH MOTOR HERITAGE APPROVED

Considerable work has been carried out on this car to make it reliable and competitive and eminently suitable for next year's prestigious Front Engined Historic Grand Prix Series.

ASHWELL FARM, HARBERTONFORD
TOTNES, DEVON TQ9 7LB
Tel: Gara Bridge (054882) 555

Wanted for customers: Various **Ferraris, 30/98 Vauxhall, 'S' Type Invicta.**

FOR SALE — continued

ESCORT CABRIOLET 1.6i A-Reg Azure blue metallic, immaculate condition throughout, low mileage. Full service history. Many extras. All usual refinements offers on £7,250. Tel: Glyn Holland, Burton-upon-Trent (0283) 68102. Office hours. (90865

BMW enthusiast wanted unfinished near concours classic 1972 3.0 C.S.A. New black paintwork, new black interior. New gearbox, taxed one year, MoT. £3,750. Tel: 01-505 5247. (90872

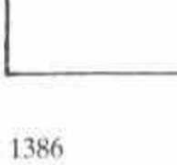
STEWART SKILBECK

HISTORIC VEHICLE SPECIALIST

1953 Aston Martin DB2/4. Excellent car, AMOC history. **£8,250**
1912 Buick M30. Gentleman's Roadster, superb & fast Edwardian. **£13,250**
1947 MG TC. Restored car, ivory with red trim. **£8,250**
1927 Rover 9/20 4-seat tourer. £4,450
1930 Morris Major. 6 cyl folding head saloon. **£3,750**
1948 Healey Duncan Drone. Concours and very hairy! **£7,350**

Pre-war Rolls-Royce, Bentley, MG or Family Tourers urgently required.

Callers by appointment please



Landing Lane, Hemingbrough, Selby, North Yorkshire YO8 7RA
Tel: 0757 638713

FOR SALE — continued

1964 FORD 30 ft coach converted for accommodation, current MoT. Offers. Tel: Bristol 291051 ext. 232 daytime. (90737

ANNUAL AUTOMOBILE REVIEW. Vols 2 & 4 in excellent/reasonable condition respectively. Offers over £275 the lot. View Wimborne (0202) 885800 evenings/weekends. (90733

MORGAN+ 4 2-seater 1968. Wire wheels, leather interior, excellent original condition, £5,950. Tel: 09277-67796 (Herts). (90731

BENTLEY, 1937, Park Ward Sports Saloon. One previous titled owner. Mainly original. Mechanical overhaul 1982. Used daily. Registration B90. Offers for car/number. Tel: 0752 872035. (90730

MORS MODEL XR 1912. Complete rolling chassis, new B.E. tyres, all major components rebuilt and ready for reassembly. Also 1926. Ford model T with two-seater body. Tel: Stratford-upon-Avon 731219. (90728

PORSCHE 911 SC COUPÉ. March 82, Pacific blue with unmarked blue/grey Berber trim. Porsche overmats fitted from new. One owner, 43,000 miles, sunroof, P.D.M, latest pressurised chain tensioners fitted. Full service history, first class original condition. £15,450. Tel: Bedale (N. Yorks) 0677 22589. (90726

LOTUS SEVEN, for details of models in stock please. Tel: 01-653 6742, 01-669 7386. (77595

FIAT 130 PININFARINA COUPE. Mechanically excellent. Sliding sunroof, an appreciating design classic. Tel: 01-955 9577/352 1803. (88056

MASERATI 200SI sports/racer, undergoing final stages of total restoration, superb candidate for 1986 Mille Miglia. Tel: 01-995 9577. (88056

FOR SALE — continued

JAGUAR XJ6.2C, 1978, Classic 2-door coupé, superb order throughout after £4,000 professional refurbishment/overhaul. Require good home for her and £5,000 for me. Tel: 0376 70032 for history/details. (89064

PEGASO Z.102.B Carrozzeria Touring Coupé. 3.2-litre DOHC V8, 5-speed transaxle featured Supercar Classics Winter 1983/1984, exceedingly rare. Tel: 01-995 9577/352 1803. (88056

PORSCHE 944 (1984) Rubino metallic, 21,000, ESR, PDM, 215s, fsh, unmarked. £14,495. Poss p/ex. Tel: Nick Cartwright 062982 2410. (89570

FERRARI 308 GTS (1980) black/red, 44,000, A/C. D.F.S., Speedlines, outstanding example, £15,995. Tel: Nick Cartwright 062982-2410. (89570

MGB GT. 1980 Vermilion red/grey cloth upholstery, overdrive, sunroof, T/glass, only 44,000 miles, recent service MoT and new exhaust, first class order throughout superb condition. £3,795. Tel: 0494-6-6361 (Bucks) (T). (90854

1965 MERCEDES 230SL. White with black interior, 65,000 miles, requires bodywork. £5,000 ono. Tel: 062986436 after 1830. (90856

ALFASUD 1300 CC Navy blue 4-door saloon, 38,000 miles, Blaupunkt cassette radio, good condition £1,350, lady owner. Tel: Home Burntwood 6597. (90866

1934 ROLLS ROYCE 20/25 Special Touring Saloon, fitted luggage, superb to drive, extremely rare, chassis no. GN 668 (see page 244 Dalton's Coachwork 1906-1939), actual car £18,500. Tel: 0404 822324 (Devon). (90871

1962 AUSTIN HEALEY 3000 Mk II BT7 brilliant red, restored car, original log book, stainless steel exhaust, £8,750. Tel: 0404 822324 (Devon) (90871

FOR SALE — continued

1960 BENTLEY S2 Two tone metallic blue, grey leather interior, auto, p.a.s, not faultless but reasonably priced at £6,750. Tel: 0404 822324 (Devon). (90871

1931 ROLLS ROYCE Phantom 2 Landaulette Hooper original body in white, would make a superb wedding car £25,000. Would take sporty Rolls/Bentley in P/X cash either way. Tel: 0404 822324 (Devon). (90871

BENTLEY SPECIAL MK 6 Absolutely superb, like new, full leather, all correct modifications carried out, cannot be overdescribed, potential concours winner, first genuine offer close to £16,500 buys. Tel: 0404 822324 (Devon). (90871

BMW 635 CSi Sports Coupé Auto. Very low mileage. Excellent condition, many extras. £8,950. Tel: Norfolk (0263) 511710 (Day) — 79478 (Evening). (90863

BMW 3.0 Si Manual very fast injection saloon. Excellent example. Well maintained. £895. Norfolk (0263) 511710 (Day) — 79478. (Evening). (90863

BMW 2002 1974 Manual. Just resprayed with new wings. Rustproofed three Series wheels £1,325. Tel: Norfolk (0263) 511710 (Day) — 79478. (Evening). (90863

RANGE ROVER VOGUE Auto '82, Y-Reg. 4-door, in silver, tow bar, nudge bar alloy wheels 34,000 miles £9,300 ono. Tel: Barnsley 286978. After 4. (90864

SCIMITAR GTE 1980 V. Superb, virtually unblemished, condition throughout. 3.0 manual/overdrive. Buckskin with plush toning interior. 45,000 miles, pas, Wolfrace/Avon Turbo steels. Stereo cassette. Tax, MoT. regularly serviced/maintained, reluctant sale — any inspection £5,450 ono. Tel: 0666 (Sherston) 840050. Evenings. (90857

Newlands Motors

SPECIALIST AND CLASSIC CARS
Forest Row, Sussex (034282) 2274



MGTF 1500 1954. Red, black leather. **POA**



MGC DOWNTON ST3 ROADSTER 1970. £4,950



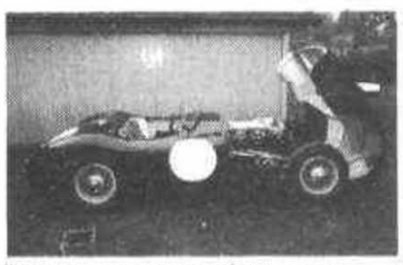
JAGUAR E V12 2+2 1972. White, cww. **£7,950**



JAGUAR 4.2 E. DHC, 1 owner, 45,000 miles. **POA**



VOLKSWAGEN GOLF GLI CARBRIOLET 1980. Red, 5 speed, alloy wheels. **£4,795**



JAGUAR C TYPE LYNX. Authentic replica. **POA**



ASTON MARTIN DB5 1964. 5 speed, Dubonnet red. **£9,950**



ROLLS ROYCE SHADOW 1975. White, fsh, headrests etc. **£10,950**

AUSTIN 12-4 OPEN TOURER 1929. Blue/black, restored, 2 owners. **£8,950**

RANGE ROVER 1980W. 48,000 miles, 2 owners, full service history, white. **£6,250**

JAGUAR 420 AUTOMATIC 1968. 32,000 miles, Sable, Cinnamon interior, lovely car. **£3,995**

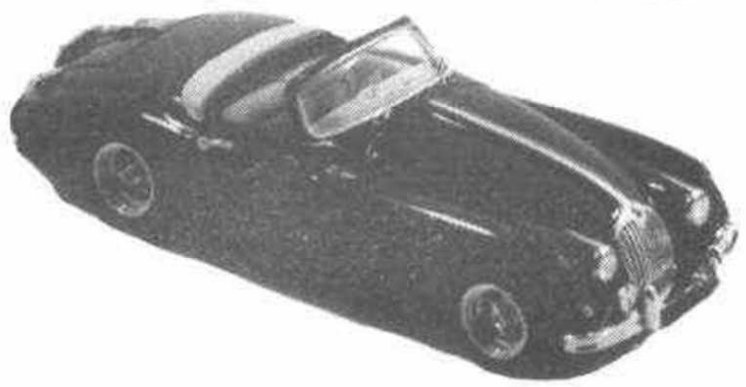
Similar Cars Purchased

ST MARTINS ACCESSORIES LTD

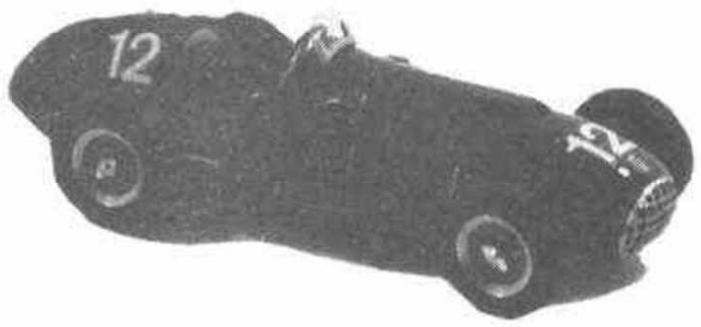
DINERS CLUB INTERNATIONAL

AMERICAN EXPRESS

SPECIALIST IN MODEL CARS



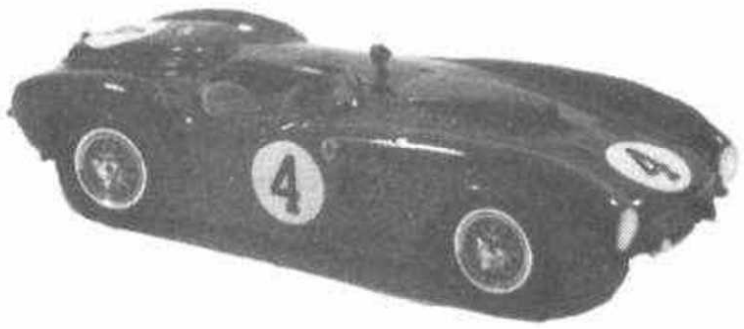
METAL 43 (German) 1/43rd scale are one of the best manufacturers of hand-built models. Shown here is the Jaguar XK150 Roadster in dark blue with beige interior, photo-etched wire wheels, body stripes and windscreen wipers absolutely superb model @ 55.95 each + 75p post/packing U.K. £1.75 overseas mail. Also available XK150 coupé in Dark Purple price as above.



New from Historic Replicars in 1/43rd scale is the 1951 Ferrari 375 4½ litre driven by Gonzales, British G.P. Winner in red. This is the best yet from Historic Replicars hand built with photo-etched wire wheels. Also the 1951 Ferrari Thinwall special in green @ £39.95 each + p/p UK 75p each overseas £1.75.



New from Somerville models no. 122 the Saab 9000 Turbo 16 in 1/43rd scale. Somerville models were commissioned to produce this model for Saab Scania, who have made effective use of it in connection with their worldwide launch. It is now available to all collectors in "Turbo Black" with tan interior and charcoal bumpers and underside & £32.50 + 75p p/p U.K. £1.75 overseas mail.



A New Model from Western Models in 1/43rd scale is the 1954 Ferrari 375 plus Le Mans. This is a superb hand-built model in Ferrari red with photo-etched grill, fully finished @ £29.95 each + p/p U.K. 75p overseas mail £1.75.

St. Martins Accessories Ltd 1985/6 illustrated catalogue, 72 pages full of Kits and fully built models of all sizes and prices. Price £2.25 UK, £2.95 overseas.
We have a superb mail order service for the UK and for anywhere else in the World. Mail and telephone orders accepted on Cheque, American Express, Access, Visa card, Bank Americard, Diners Club, Mastercharge, Chargex and Eurocard etc. Shop hours are Monday-Friday 9.30am till 6pm Saturday 10.00am till 4pm.

ST. MARTIN'S ACCESSORIES LTD.

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

VISA

OPENING HOURS MON.-FRI. 9.30-6.00pm SAT. 10-4

MOTOR SPORT

The Magazine that gave its name to the Sport



1986 CALENDAR

TWELVE FABULOUS PRINTS EXCLUSIVELY SELECTED BY L.A.T.

Printed in full colour on best quality art paper. Picture size 11½" × 10½". Full size 16½" × 11¾", despatched flat in board envelope. Featured on each page is the calendar of the current month with the immediately preceding and succeeding months, also a monthly list of important motor sporting events.

Price £4.25
Incl. VAT & Postage UK & Worldwide Surface Mail.

Airmail: Europe £6.26 inclusive

Airmail: All other countries £7.25 inclusive

Available in USA direct from
Motor Sport, Box 567, Gleneagles Drive, New Vernon, New Jersey 07976 USA

$6.50 plus $1.50 delivery

Make your cheque or PO payable to MOTOR SPORT MAGAZINE LTD., Standard House, Bonhill Street, London EC2 4DA (Tel: 01-628 4741).

Please send me ..... Calendar/s .....

Name .....

Address .....

.....

.....

MS ..... Post Code .....

High Street,
Edgware, Middx.
01-951 0188

Straight Six

High Street,
Edgware, Middx.
01-951 0188

Classic Sports



Jaguar E Type Roadster Superb example, finished in racing green. **£16,000**



Fiat Abarth 124 Rally Spider Rare homologation lightweight. Quite stunning condition. **£7,750**

AC 428 Convertible one of 29 made. A true classic with Cobra running gear etc. **£25,000**
Panther J72 4.2 litre, manual & overdrive, one owner 32,000 miles. **£16,000**
Mercedes 190 SL finished in light blue. Hard and soft tops. Excellent original example. **£00,000**
Jaguar XK 140 Drop Head Left hand drive, totally restored, carmen red. **£20,000**
Jaguar XK 120 Drop Head Very pretty car in carmen red. **£15,000**
Jaguar E Type Roadster Ser. 1½, all restored red with a magnolia hide interior. **£15,000**
Jaguar E Type Roadster Flat floor Ser. I, rebuilt engine. Racing green. **£13,500**
Jaguar Mkll "Coombs" replica. 3.8 litre. Very full specification available on request. **£5,500**

Historic Racing



McLaren M10B Fully race prepared. 1969 F.500 to run in historic F1, etc



Stanguellini 1958 F. Junior. Totally restored in every detail. Simply the best.

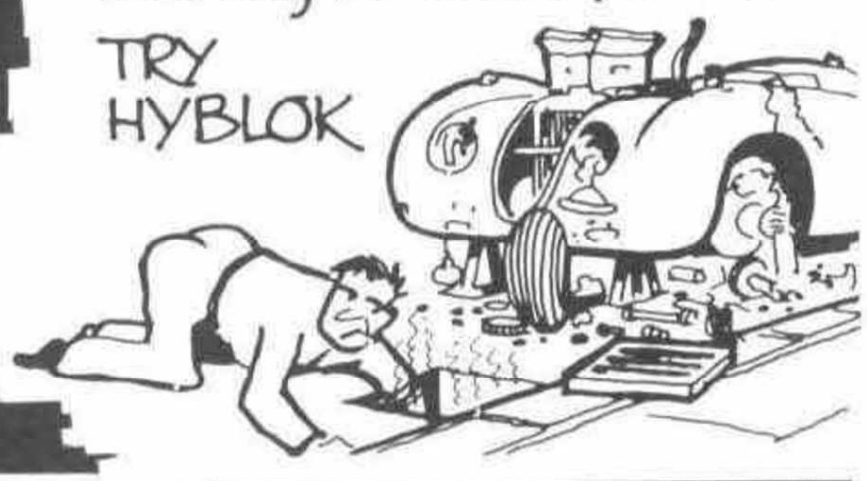
Jaguar Mkll 1960 3.4 litre, manual & overdrive. Restored in red with grey leather and chrome wire wheels. **£6,000**
BMW/Chevrolet MI Thundersports entry, 454cu alloy block Chev. on fuel injection. Full team available
Attilla 1964 supersports car. Chevrolet 302 on Webers, lap record holder.
Allard J2X "Hinton Special". The 1952 Le Mans Allard. Chrysler Firepower V8.
Lotus 15 Ex. Dizzy Addicot, 1959 fitted in 1960 with Buick 3.5 litre V8. All rebuilt.
Lotus 35 1965 Ex. Team Ron Harris. Totally restored. Rare BRM twin cam 4.
Lotus XI S.2 150 Le Mans Ex. Bellini championship winner with Roger Friend. The quickest XI in the country.
Elva Mk4 Sports Racer 1958/9. 1098cc Climax. All restored.
Lola T210 1970 Steel block BDA, Hewland FT200 rebuilt and ready to go.

Jaguar details

All items listed are currently ex-stock, and are made to original patterns and where applicable, finished in quality polished chrome plate.

Fishing for small parts?

TRY HYBLOK



	No. per Car	Price each
All XK Engined Cars		
Cylinder Head Nuts — C2328	14	1.06
Cam Cover Nuts C2327	22	0.56
Brass Exhaust Manifold Nuts NN 131/Q	16	0.37
Cam Cover Washers FW 104/E	22	0.07
'D' Washers — C 2385		0.56
Washer plain — FW207/⅞	4	0.40
Valve Timing Chain Adjuster	1	5.00
Side-light Screws for all XK Engined Cars		
Mkl, Mkll and all XK's	2	0.56
Mkll, XK140 and 150 bumper bolts	2	1.11
S Type and Mk10 (2 long, 2 short)	4	1.13
General		
Large Body Washers 1⅝" x 1"		0.21
Small Body Washers 1½" x ¾"		0.21
Captive Nut Pressings complete with nut ¼" BSF		0.28
XK120		
Early Dash Knobs Part No. 314437	2	1.86
Side Screen Knobs BD 3429	4	4.33
Escutcheon under above BD 3428	4	4.50
Crash Roll Bungs (finishers to cockpit edging)	8	4.95
Rear Bumper Distance Piece C 3778	2	2.48
Rear Bumper Domed Nuts C 3279	4	2.81
Seat Pivot Screws	4	2.23
Hood Frame Pivot BD 4730	2	1.98
Hood Frame Pivot Washers BD 541/12	2	1.11
Front Bumper Screwed Escutcheons C 3943	4	4.95
Taper Washers for above C3845	4	3.96
Domed Nuts for above and Front Bumper C3837	4	2.48
Door Dovetails Maile and Female BD 2942 & BD 2942	2	8.44
Clevis Pin for Brake Pedal J 106/17S	1	0.56
Battery Box Fixings (hook and brass nut)	4	2.48
Headlight Rim Screws (XK 120/140/150) 3435/5294	2	0.74
SS Jaguar (MkIV)		
Tool Lid Screws	14	0.62
Tool Lid Washers	14	0.50
Dee Light Knurled Screws	2	1.98
Rear Bumper Nut (needs allen key to tighten) and mounts small reflector	2	1.24
Knurled Dashboard Knobs (small)		1.86
Domed Nuts for Front Bumper Iron	2	0.93
Nut for Mounting Rear Bumper Badge	1	1.24
Knurled Boot Lid Stop Clamp Wheels	2	1.24

BURGLAR BOLTS

These new bolts securely lock your badge leaving no slot or hexagon for a thief to grip. Made in Chrome Molybdendum steel, chrome plated domed head. ⅛ 3/16, ¼, 5/16, ⅜ in Dia. Lengths up to 1"



CLIPPER JUNIOR KART Mk.III Honda 144cc engine

Assembled or DIY kit. Automatic clutch, disc brake. Max speed 30 mph with lock to limit speed to any desired intermediate. Safe, sturdy, good ground clearance. Builds confidence & awareness for the future driver. Adjustable for 6 year old to adult size. 6 months guarantee. *SEND LARGE SAE FOR COLOUR LEAFLET*



★ **Arriving shortly . . .**
Mk.V D.H.C. Pram Irons
Mk.IV D.H.C. Pram Irons
XK 150 S Air Balance Pipe C 14747
Suspension Shims C3169
Ball Joint Shims C 3026/1
XK 120 Plate (boot and floorboard fastening) BD 1711
XK 150 Steering Rack Washers (31) — C 8053
XK 150 Steering Rack Washers — C 10027

All prices are subject to V.A.T. and postage

- Phone for our list of secondhand Jaguar spares
- Disc brake, hub & cylinder head machining repairs
- Remember, John Pearce (Area 6) proprietor of Hyblok Sales is also a collector of Jaguar Classic British racing car literature & advertising matter

HYBLOK SALES LIMITED
5 Netley Street,
Farnborough, Hants. GU14 6AH
Tel. No. 0252 547717
Telex 858893

FOR SALE — continued

AUSTIN HEALEY MKIII BJ8, Ice blue on ivory, complete restoration. Superb example. £9,250. Tel: (091) 271 2846, or (091) 270 0710. (90860

MERCEDES 230SL. 63,000 miles, 1966, H/S tops new tyres, MoT April, £3,500. Tel: 0248-712415 (Anglesey). (90862

1931 MORRIS COWLEY 2-Seater Tourer/Dickey, car completely rebuilt £5,850, 1935 Morris 8 2-Seater Tourer Good, MoT'd £2,450 ono, 1966. Jaguar S-Type v.g.c. £1,900 ono. Tel: Doncaster 743636. (90858

1972 LANCIA-SALOON Perfect interior, still running, no MoT, Ziebarted from new, sell for spares/repairs, offers. Tel: Wheathampstead 3751. (90859

1936 WOLSELEY WASP Deluxe, Reg BON 554, MoT Oct, 86, new and old log books, first class condition inside and out. Sunshine roof, maroon over black, very original. Spare engine, gearbox etc, available. £2,500 ono. Tel: 021 421 1915. (90722

MORGAN 4/4 1983, 2 seater, XR3 engine, 5-speed, cherry red, black trim with red piping, wire wheels, extras, rustproofed, factory maintained, one owner, 9,000 miles, immaculate. £8,995. Tel: Leamington Spa (0926) 315298 (home) 883 883 (office). (90717

BENTLEY S3, twin headlamps, repainted white, retrimmed white leather, potentially Rolls lookalike, information anytime. Tel: 01-205 0426. £8,500. Exchanges welcome. (90720

TALBOT ALPINE, 1954 Convertible, recently restored, taxed and MoT. Private sale. £5,500 ono. Tel: 01-948 0043. (90719

BENTLEY 3 LITRE, 1926 complete chassis, new tyres, rebuilt wheels. Mags Generator £10,000. Aston Martin Volante 1968, one owner, 55,000 miles, unused since 1981, substantial price wanted. Darracq 10 hp type Rax 1910, completely overhauled £10,000. Alvis SPD25, drophead, being overhauled £17,000 when completed. Lagonda 2 litre, low chassis, boot at back, was supercharged, being overhauled, £15,000 when completed. Box No. 7042. (90714

AC COBRA, Dax replica, 427 body, 289 Ford V8, solid lifters, Holley 650, headers, Hurst CR 4-speed manual, lsd, Hallibrands, dual circuit brakes, Ferrari red, full harness, very quick, built from new parts therefore B-Reg (not Q), please no time wasters, £10,250. Tel: 01-360 4233, office, 01-882 5285 after 6pm. (90634

FOR SALE — continued

DELLOW MKII, fully restored, 1172 cc Elva Supercharged engine. Tel: Redbourn 2778. Wanted AC Cobra or Ace any condition. Tel: Redbourn 2778. (90721

MERCEDES 220 SE Coupé, 1965, 300 SE, chrome trim, chrome wheel arches, stacked headlights, p/steering, MoT, taxed, beautiful condition throughout, drives well. £1,950. Tel: 01-804 8778. (90648

GT40 RACING CAR 1966, spare at Le Mans, showroom restoration, Gurney Eagle engine, ready to race or show, custom built trailer. Offers over £80,000 before 31 March 86. Tel: 0231 62964 after 7 pm. (90647

AC 16/80 2-seater sports, 1935 model, excellent restored condition, one of three slab tanks known, will exchange for 4-seater sports, tourer of similar size and vintage, (cash adjustment). Tel: Webb (0524) 823744 evenings. (90646

LOTUS ESPRIT S3, 1982, red, half leather, champagne interior, 28,000 miles, BBS wheels, air conditioning, sunroof, dealer maintained. Tel: Chesham (0494) 774051 evenings w/ends. (90642

BENTLEY 3½ (early) vintage looks S/Mans saloon by Hooper, dark green, good order, used LWTV Drummond series. £8,750 ono. Tel: 0732 450733 work. 0580 211995 home. (90641

FERRARI 365 GT 2+2, 1970, a superb example of this sought after model. Immaculate in dark blue with tan leather trim, power steering, air conditioning, stainless exhaust etc. £9,850. P/ex. Tel: 0635 248505. (90640

TRIUMPH STAG 1977, 41,000 miles, two owners, a superb original car finished in Havana brown with beige trim, hard top, pas, electric windows, alloy wheels. £2,950. Tel: 0635 248505. (90640

SCIMITAR ENTHUSIAST offers Scimitar GTE SE5, 1974 Manual 5-speed, recent front suspension and engine overhaul, stainless steel exhaust, sunroof, excellent condition throughout £1,475. Also Scimitar GTE SE5 1970. Finished in Rosso chiaro, sound condition throughout, ideal for enthusiast, offers. £850 secures. Tel: Kelshall 210 (Herts). (89314

PEUGEOT Bébé Bugatti 1914 needs finishing all original. Cottereau 2 seater 1906 1 cil in very original condition. Tel: Holland 0103140118900. (90932

Beautiful Bodies need covering

Even your most treasured possession can still look good covered up...



Ferrari

SPECIALISED CAR COVERS

Quality materials and fine craftsmanship employed in the creation of our products to please our discerning customers. We offer individually hand-tailored dust proof and waterproof custom made covers, to give a precise fit for all makes of cars to any personal specifications including logos and registration numbers in various colours. Remember, a car cover is the most reasonable solution for the protection of your car investment. Beautifully contoured, a SPECIALISED CAR COVER could be your best investment at prices ranging from £75-£150.

For more details write to:

Specialised Car Covers, 132 Main Street
Burley-in-Wharfedale, West Yorks
or ring 0943 75377 (24-hour answer service)

Worldwide Export Service

"if it rolls on wheels we cover it"

Hexagon



BMW 3

83 323iM, Dolphin / Anth, PAS, MSR, Alloys, Zender body kit, C.St'o, 29,000 miles. **£9,395**
85 323i M, Zinno / Pearl Beige, Lux pack, PAS, stereo, 9,000. **£12,395**
85 323i M4D, Cosmos / Blue, Lux pack, PAS, Stereo, 9,000 miles. **£12,395**
85 Mod 323iM, Zinno / Black hide, MSR, alloys, RHR, stereo, 9,000 miles. **£11,995**
85 323iM, Lapis / Anth, S/S wheel, radio / cassette, alloys, 10,000. **£10,995**
84 323iM, Baltic / Pacific, MSR, alloys, stereo, 11,000 miles. **£10,995**
84 323iM, Agate / Pine, MSR, stereo, 25,000 miles. **£10,495**
83A 323iA, Black / Anth, PAS, MSR, alloys, stereo, Cobra alarm, 30,000 miles. **£9,495**
83 323iA, Henna / Anth, Lux pack, 21,000 miles. **£9,495**
82Y 323iA, Baltic / Pacific, PAS, MSR, Foglamps, 28,000 miles. **£6,995**
82 323iA, Black Anth, PAS, MSR, stereo, Mahles, 38,000 miles. **£6,695**
85 320iM4D, Zinno / Anth, ABS, PAS, C/L, ESR, E/W, stereo, OBC, 8,000 miles. **£11,395**
85 Mod 320iM4D, White / Anth, PAS, MSR, E/W, stereo, 11,000 miles. **£10,495**
83A 320iA, Burgundy / Pearl, PAS, MSR, C/locking, 26,000 miles. **£8,995**
83 320iM, Agate / Pearl, PAS, MSR, W/W, Rear spoiler, mudflaps, 33,000 miles. **£7,695**
82Y 320iM, Pusta / Anth, PAS, only 6,000 miles. **£6,995**
81 320A, Ascot / Parchment, PAS, MSR, 21,000 miles. **£5,695**
85 318iM4D, Polaris / Pacific, MSR, stereo, 10,000 miles. **£8,995**
84B 318iM 5-speed, Lapis / Pacific, MSR, stereo, 8,000 miles. **£8,495**
85 316A, Cosmic / Pacific, MSR, stereo, 5,000 miles. **£8,495**
84B 316M 5-speed, Polaris / Pacific, MSR, stereo, 9,000 miles. **£7,995**
83 316M 5-speed, Lapis / Pacific, MSR, stereo, 20,000 miles. **£5,495**
82 316A, Cashmere / Mocha, MSR, 20,000 miles. **£4,695**

5

85 M535i 5-speed, Arctic / Pacific hide, Int H/L adjust, 700 miles. **£19,995**
85 528iASE, Plat / Nutria hide, stereo, 8,000 miles. **£16,395**
81 528iA, Reseda / Beige, MSR, RSR, stereo, 39,000 miles. **£5,995**
85 525ETA, Burgundy / Pearl, ABS, ESR, E/W, OBC, H/Mirrors, stereo, 11,000 miles. **£12,395**
82Y 525iA, Sapphire / Pacific, ESR, RHR, stereo, 19,000 miles. **£7,495**
82 525iA, Graphite / Beige, stereo, 30,000 miles. **£6,495**
84 520iA, Henna / Anth, MSR, F/R spoilers, 22,000 miles. **£8,995**
83 520iA, Baltic / Pacific, MSR, C/locking, alloys, stereo, 14,000. **£8,395**
84 Mod 520iA, Baltic / Beige, Headlamp wash/wipe, 23,000 miles. **£7,995**
83 520iA, Opal / Pine, MSR, C/locking, stereo, 20,000 miles. **£7,995**
82 Mod 520iA, Henna / Anth, MSR, A/Theft, radio, 19,000 miles. **£5,995**
85 518i, Agate / Pearl, MSR, stereo, 3,000 miles. **£8,995**

6

83A 635CSiM, Opal / Black hide, Recaros, Air Con, radio / cassette, 24,000 miles. **£17,395**
83 635CSiA, Baltic / Pacific hide, Recaros, Air Con, stereo, 24,000. **£16,995**
83A 635CSiM, Opal / Black hide, Recaros, stereo, GTG, 33,000. **£16,395**
82Y 635CSiA, Lapis / Anth velour, stereo, 28,000 miles. **£15,995**

7

85C 735iAEHSE, Dolphin / Black hide, 1,200 miles. **£23,995**
85 735iAEHSE, Black / Pearl velour, memory seats, 10,000 miles. **£21,995**
84 735iAEHSE, Agate / Beige hide, electric RR seats, LSD, 22,000 miles. **£19,395**
82Y 735iASE, Chestnut / Parchment, Electric RR seats, Bamberg QTS, 29,000 miles. **£12,995**
83 528i Auto S/E, Burgundy with Air Con, sold & serviced by us from new. **£10,995**
82 528i S/E Auto, 15,000 miles only. **£8,995**
81X 635CSi Auto, TRX, E/roof, Air 28T. **£11,995**
84B 520i Auto, Arctic, MSR, 25,000 miles. **£8,995**
84 728i Auto SE, Opal/Green hide by Connolly costing £2,000, 25,000 miles. **£13,395**
83A 735SE Auto, 14,000 miles, hide. **£15,995**
83 735SE Auto, Red/Black hide. **£13,995**

SPECIALIST CARS

MERCEDES

81 280 SLC, Champagne with brown cloth, electric roof, alloys, service history, magnificent. **£14,995**
83A 500SL, Champagne / Beige, ABS, rear seats, stereo, 22,000. **£22,995**
80 450SEL, Probably one of the finest in existence, Air Con, electric roof, alloys, speedhold stereo, 38,000 miles. **£10,995**
72 6.3, still one of the fastest production saloons in the world. Air con, electric windows, stereo, velour trim, burr-walnut dash & door cappings, 50,000 miles, service books, magnificent value. **£8,995**

JAGUAR

61 3.8 E-Type, Flat floor, outside bonnet locks, chrome wire wheels. **POA**
85 Volvo 240 Estate DLT Auto, Silver / Black hide, 4000 miles only. **£9,995**

01-348 5151

The Chelsea Workshop

SPECIALISTS IN ROLLS-ROYCE, BENTLEY & FINE MARQUE INVESTMENT CARS



MORGAN SUPER AEROS. We now have three examples in stock. Two being beautifully restored road versions and the third a most potent racing version which has an interesting history and is ready to race.



1969 LANCIA FULVIA HF. A rare 1600 cc Series I version of this famous Factory Homologated racing series. Many Works features and in excellent condition throughout.



Chassis 011. The most potent of Alan Wragg's Monoposto Austin 7 series. This example is race proven and is in superb condition. An ideal start to Club competition.

WE URGENTLY REQUIRE GOOD EXAMPLES OF VINTAGE & CLASSIC SPORTSCARS & RACECARS. TOP CASH PRICES PAID.

01·584 8363 THE CHELSEA WORKSHOP (SALES) LIMITED NELL GWYNN HOUSE GARAGE · DRAYCOTT AVENUE CHELSEA · LONDON · SW3 3AU **01·584 8363**

FOR SALE — continued

BRISTOL 410 1968. Excellent condition, bodily and mechanically. Fastidiously maintained. Same owner 10 years. Sunroof. Towbar. Maroon. £5,000 ono — plus spare engine, if required. Tel: Andrew Stevens 01-499 5182 (office); 01-673 6565 (home — Clapham). (90924

1927 HUMBER 14/40 4-door tourer, beautiful brown coachwork. New hood, new tyres, re-wired, original reg, MoT, £6,000 ono. Tel: Townshend 0822 840319. (90925

DINO FIAT 2400 Coupé very original and rust free, 46,000 Km, £4,650 ono, ring for details you won't be disappointed. Tel: (0742) 26977. (90928

JAGUAR 2.4 Mark 2, March 1962, automatic, metallic blue, MoT, May 1986, £2,500, recently spent on renovation. Offers invited. Tel: Wadhurst (Sussex) 2703. (90929

MORGAN 1985 4/4 4, STR, Competition body, W/W, 5-speed, XR3 leather trim, silver grey, anthracite, 6,000 miles, superb car. Tel: Bucks (02407) 4552. (90930

ROLLS ROYCE in USA, Silver Shadow, 1967, rhd, superb 15,000 US dollars (516) 6899655 (New York) or (0932) 53085 England. (90890

ALFA ROMEO 2600 Spider, rhd, 1964, extremely rare and totally superb. £7,950. Tel: (09327) 86819 or (0932) 53085. (90890

ROLLS ROYCE Corniche Coupé, 1973, a fine example finished in Georgian silver with superb black hide interior, every extra, 73,000 miles, service by Main Agents, previously Celebrity owned. £14,750. Tel: (042873) 5440/6834 (Surrey). (90886

1965 MORRIS MINOR 1000, one family ownership from new, new wings, sills and brakes, recent extensive service by Morris 1000 specialist. Excellent condition, MoT, no mods, original. £1,950. Tel: 0908 604439. (90889

WANTED

LOTUS 7 or Caterham wanted for restoration or unfinished kit. Tel: 31-8897 5940 (evenings) Holland. (89327

TRIUMPH TR3/3A Wanted, excellent condition, original or restored. Please Tel: 061 427 1876. (90727

ROLLS-ROYCE Pre-war car wanted, running or not, prefer original, cash payment available, Nudd, Hemington House, Shardlow, Derby 792177 anytime. (90861

WANTED, FORD T handbooks, spares, acetylene / oil lamps, Fordtimes before 1935, "Gransforx", Barnby, Suffolk. (90870

FERRARIS Urgently required, 246 GT/S 308 GTB/S (especially fibreglass 308s) 365, 512, best cash price paid. Tel: 062982 2410. (89570

WILL SWAP USA real estate for classic / exotic cars or real estate in UK or Europe, consider proposals from £7,500 to £225,000. Box 5, Waterboro, Maine 04087, USA. (90715

A7 ULSTER REPLICA or similar fun A7, VSCC car, private cash buyer, Tel: Leatherhead 377652 evenings. (90888

MERLYN MK 5 spares and / or information required to complete rebuild. Tel: 058474 324 after 6.00 pm. (90884

HRG 1500 WANTED privately. Draper La Porcherie Les Chamos, Mont Cochon, St Helier, Jersey, CI. Tel: Home 0534 30677, Work 0534 25554. (89861

FERRARI WANTED: 275 GTS, Lusso, 250, Daytona. For use not show, cash waiting, will travel (W. Europe). Hasbroeck, 34 Bury Walk, SW3 6RB, London. Tel: 01-352 8494. (89461

WANTED CAR BROCHURES. Single items or collections, new or old, anything considered. J. Milligan 29 (B) Hamnett Court, Ainscough Road, Oakwood, Warrington, Cheshire WA3 7BL. (90149

WANTED — continued

WANTED! WANTED! Serious USA purchaser requires an old or interesting Ferrari, Rolls, Bentley, Sports or Racing car, distance no object! Condition immaterial, best payment. Tel: 01-385 1805 (West London). (78198

I WISH TO purchase a Morgan 1960 to 1970 model, any condition, even if needing a rebuild. Travel anywhere. Tel: 0695 421405. (231031

MOTOR LITERATURE, always wanted, books, brochures, mags, posters, automobilia — Les Wilson, Woodvine Cottage, 52 Manchester Rd, Astley, Manchester M29 7EJ. Tel: (0942) 893632. (90151

1937 RAILTON OR HUDSON 8 cylinder exhaust manifold wanted, Michael Wilcock, Bushy Farm, Mont Cochon, St. Helier, Jersey, Channel Islands. Tel: 0534 21080. (90218

FERRARI DINO 246 GT or GTS wanted. Some work not objected. Please help. Tel: (0695) 421405. (231031

WANTED. Early steamer, Stanley, Locomobile or similar or parts. Alternatively period chassis or replica. Any condition. Tel: 01-541 0924, evenings and weekends. (90300

MGB GT V8. Must be pristine condition. Cash waiting. Tel: 0283 790442. (90302

WANTED. Aston Martin DB2/4, Mkll 3 litre cylinder head with inlet manifolds, please write initially to A. R. Adams, 301 Geographe Bay Rd, Quindalup, W. Australia 6281. (89227

WANTED. All makes of sportscars for cash purchase. Distance no object. Frederick Charles Ltd, Kenilworth. Tel: 0926 53636. (ACC000596

WANTED. AC, especially 2000 saloon, or Ace, Aceca. Must be sound mechanically. Best cash price paid for suitable vehicle. Replies to Box No. 7040. (90503

WANTED — continued

LOTUS ELAN drophead wanted for restoration project. I would prefer a stored non-runner. Can anyone help? Tel: 0543 491 565. (89664

AUSTIN SEVEN, any model or condition considered. Please 'phone "Snow-line" Stokesley 710518. (89369

WANTED RILEY Lynx 4 seater tourer. Must be in good running order. Tel: Arborfield Cross (0734) 760269. (89462

ROLLS-ROYCE and Bentleys wanted. 1947-1980, coachbuilt and standard saloons and coupés, convertibles, top prices paid for good low mileage cars. Tel: 01-785 6633 (London). (200873

WANTED, GOOD restored pre-war cars or mint classic sports cars, top cash. Motospot. Tel: 04555 2548 anytime, Lutterworth. (214122

FERRARI 275GTB WANTED, will pay good price, some work not objected to. Tel: 0695 421405. (231031

WANTED. TR2 to TR4A, Big Healey, MGA, running order preferred although anything considered. Tel: 0844 291592. (88970

WANTED, vintage and pre-war sports cars or tourers, any open car, best prices paid instantly. Tel: Mr Jayne, 052528 225 (Bucks). (82069

ALVIS WANTED. Pre-war tourer or drophead preferred, but any model considered, immediate decision and cash. Tel: Luton 576036. (82066

MERCEDES BENZ urgently wanted, especially sport or convertibles, collect instantly any model, any condition, any year. Tel: 0322 69081 (24 hours). (230567

JAGUAR E-TYPE V12 2+2 or convertible, any year, any condition, urgently needed, collect immediately for cash. Tel: 0322 69081 (24 hours). (230567

Straight EIGHT *For The Ultimate*

Over 50 interesting cars in stock

This is only a selection of our current selection

SPECIALISTS IN PRESTIGE & PERFORMANCE CARS

PORSCHE 935 TURBO. L.H.D. Fully modified by B&B styling Garage Gemany. Metallic Pearl white, 928 type headlights, electric recaro seats, 16 speaker stereo system, similar to Group B specification, as new appearence ..... P.O.A

LOTUS ESPRIT TURBO. 1982 (Y) Bright red, black/red interior, only 5,500 miles from new, one owner, as new £14,500

LOTUS ECLAT RIVERA. 1982 (Y) Beautiful black, tan interior, radio/stereo, one owner 6,100 miles. Superb example £9,950

VW GOLF GTI TURBO. New shape 1984. White with full Zender body styling finished in Anthracite. Twin head-lamps, low profile tyres, electric windows. A truly superb vehicle £8,950

PORSCHE 911 TARGA 2.7 1977 Viper Green, exceptional condition throughout £7,995

LOTUS ELAN SPRINT 2-seater. Completely modified bodywork to the highest Coachbuilding standards. This car has had an absolute fortune lavished on it to make it a unique collectable £7,950

DELAHAYE TYPE 175. 2-door, Coachbuilt Coupé 1949 by Figoni and Filaschi, supplied new to Maharajah of Mysore ..... POA

JAGUAR E-TYPE 4.2 2-seater Roadster. Fully restored Carmen red, black hide interior, new mohair hood, chrome wire wheels. One of the best available £11,950

SALMSON 2-LITRE OHC TOURER 1950, full 4-seater Cabriolet body. Cotal electric gearbox, stunning condition black and green, wire wheels. POA

ROLLS ROYCE CORNICHE CONVERTIBLE. 1978, magnificent in black, beige hide, leather dash & knee roll. Whitewall tyres £34,950

BENTLEY MULSANNE 1981 LHD outstanding in vermillion with beige hide, colour coded grille, bumpers etc. Whitewall tyres, red leather dash etc £33,950

ROLLS ROYCE SILVER SPIRIT 1981 (X), light ocean blue, electric sunroof, full history, immaculate £27,950

ROLLS ROYCE SILVER SHADOW. 1976, left hand drive, Masons black over silver mink, beige hide interior, 61,000 miles. Full service history ..... POA

ROLLS ROYCE SILVER SHADOW. Two-door left hand drive, Corniche style, silver mink, dark blue interior, very attractive car ..... POA

ROLLS ROYCE SILVER DAWN 1954. Royal blue over shell grey, automatic, sunroof ..... POA

ROLLS ROYCE SILVER CLOUD III 1965, magnificent sand over sable, beige hide, 81,000 miles, one owner 18 years £18,500

BENTLEY T SERIES White, grey hide electric sunroof, 1970 superb example £8,950

158-160 Goldhawk Road, Shepherds Bush, London W12. 01-743 1599

WANTED — continued

ROLLS-ROYCE and Bentley very urgently wanted. Any year, any model, any condition, lhd or rhd, we pay cash, collect instantly, we travel anywhere. Tel: 0322 69081 (24 hours). (230567

MG 1930's 6-cylinder Tourer please, any condition. Tel: 0903 813355. (87670

BENTLEY and Rolls-Royce wanted. Any model or age. Especially required S1, S2, S3 series cars, Pre-war and Silver Shadows. Condition immaterial for any car. Collection arranged. Prompt personal attention. Tel: 01-761 1155 daytime, 01-698 4395 evening. (85550

MOTOR CAR Sales Brochures, 1900 to date. Mini to Ferrari. Single items to collect. Please offer anything. Cash paid. Tel: 0206 331052. (85277

EARLY MG SPORTS (1930's) condition immaterial, but original essential (or parts to build one). Mount Place, North Chailey, East Sussex. Tel: Newick 2359. (87966

MGB, MGB, MGB, MGB, WANTED. Good condition and restored. Midlands Trade buyer. Tel: Henry Staal on 021-478 3634. (89022

I WISH TO purchase a Morgan 1960 to 1970 model, any condition, even if needing a rebuild. Travel anywhere. Tel: 0695 421405. (231031

TRIUMPH TR sports car wanted by club enthusiast, rebuilt or original. Tel: Albury 771 (Herts) evenings. (86717

WANTED: 8 cylinder magneto, cash waiting. Tel: 01-578 3810. (82713

WANTED nice old Rolls or other quality car at sensible price. Tel: 0822 840319. (90925

WANTED: VINTAGE or PVT tourer, coupé or sporting saloon, medium size, example AC, Alvis, Rapier, Riley, must be VSCC eligible, good home, Hall, Mile End House, Mottram, Cheshire. Tel: 0457 62766. (90926

MISCELLANEOUS

MOTOR SPORT/Brooklands Gazette 1924-1985. Bound volumes or single issues. Eric Thompson, Hullhatch, Shamley Green, Guildford, GU5 0TG. (89864

CAR KEY Steel security cabinets, fitted Chubb five leverlock, 21×4×23, weight 46 lb, drilled for wall fixing, very strong, new boxed, bargain. £75. Tel: Worthing 0903 505060. (89872

MISCELLANEOUS — cont.

PAUL FOULKES-HALBARD would like to wish his many friends and customers world wide a happy christmas and a prosperous New Year. (231046

ELITE CLIMAX. New / used parts from bumpers to bearings. SAE for list. Bates, Beech House, Winterslow, Salisbury. Tel: 0980 862373. (90931

CAR RECOVERY and delivery. Local, national, continental, singles, doubles. Tel: Cartrek on Esher 62785 (Surrey). (89874

KIMBERLEY'S LEATHER GT40 BOOK. Only 100 produced, appreciating rarity. Offers to Box No. 7038 by 31 December 1985. (89954

RALEIGH SAFETY SEVEN. 1936, engine/gearbox complete, other parts available, £250. Tel: Farnham Common 5707. (89952

BACK ISSUES of Motor Sport for sale. January '65-October '73, some issues missing. Offers invited. Tel: Rebecca on 0803 862007. (217331

SU CARBURETTERS SERVICE, repair kits, spares, new units, restoration service, B.L. heritage approved: Burlen Services, Castle Road, Salisbury, Wilts. Tel: (0722) 21777. (000513)

SPONSORSHIP for racing projects is possible if you know how, we do. Tel: 01-326 0414 for full details. (90000

MOTOR RACING and motoring books and magazines. For list: Ian Cheetham, 54 Carr Avenue, Prestwich, Manchester, M25 8TS. (90148

AUTOMOBILE YEAR 1-20. £1,050 or swaps brochures, books, automobilia. Current autumn catalogue available at £1 UK, £1.50 overseas, listing books, mags, brochures, etc. Les Wilson, Woodvine Cottage, 52 Manchester Road. Tel: (0942) 893632. (90151

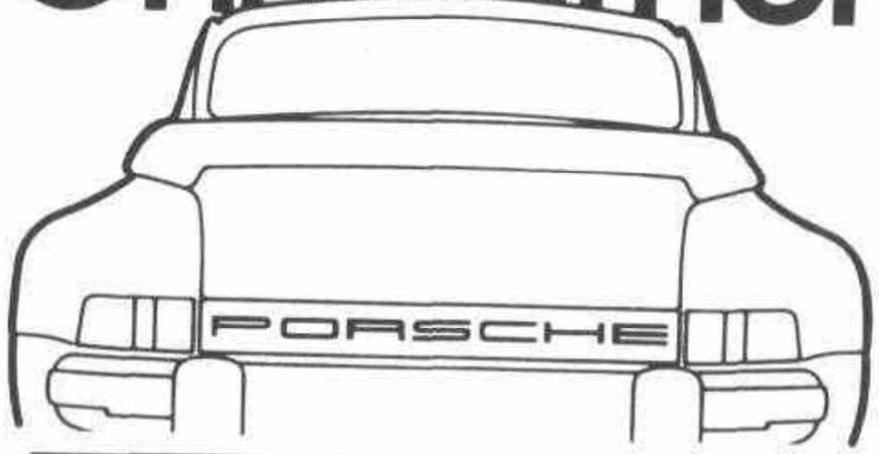
MOTOR SPORTS: 76 1950-1978. Autocar: 24 1936-1979. Autosport: 42 1950-1968. Motor: 24 1936-1979. Offers. Tel: 91-737038. (90153

RILEY 2½-LITRE ENGINE. 1952, £300. Pathfinder engine, £250. Various RM parts. Tel: (04468) 688 evenings. (90305

MG J2. 1930s, used spares: handbrake, lever cross, shaft, foot pedal, cables, con rods, pistons, rear main bearing and housing, crankshaft, oil pump bearing housing, 'box, interesting bits. £175. Tel: Bournemouth 573697. (90296

JAGUAR 3.8 ENGINE. Overdrive gearbox and some body parts, seen Cheshire. Tel: 0477 71264. (90299

Chris Turner



PORSCHE

You and your PORSCHE . . . deserve the experience that we at Chris Turner have acquired over a decade's involvement with the marque.

London based, we offer a complete service from correcting the simplest mechanical fault to rebuilding engines & transaxles as well as attending to any coachwork requirements.

01 451 6000

UNIT 49 SAPCOTE TRADING CENTRE
374 HIGH ROAD WILLESDEN NW10 LONDON

Gilberts of Ealing

AUDI COUPÉ GT 1982 Black/contrasting cloth, 5 speed, alloys, PAS, Elec, tints, c/lock, r/cass, etc, low mileage, superb **£4,995**

FIAT UNO 55 Super 1983 (A) Black, 5 speed, h/rest, tints, etc, low mileage, unmarked **£2,995**

FORD ESCORT RS1600i 1983 White/grey velour, 5 speed, alloys, low profiles, s/roof, c/lock, r/cass, tints, etc, only 12,000 miles, s/history, pristine **£6,995**

FORD GRANADA GHIA 2.8 IX Estate 1982 (Y) Met blue, auto, pas, elec, tints and seats, e/s/r, alloys, c/lock, r/cass, pdm, etc, 1 owner, 34,000 miles, s/hist, superb example **£6,995**

JAGUAR XJS HE 1981 (X) Met blue/black hide, auto, pas, alloys A/C elec, tints, c/lock, pdm, r/cass, etc, superb **£9,495**

LANCIA STRATOS White and black with black cockpit. Recently built for competition on road specification. Full details on request ..... **P.O.A.**

12 MONTHS UNLIMITED MILEAGE PARTS AND LABOUR WARRANTY

Open daily 9am-7pm Sunday viewing

MERCEDES 450 SL Sports 1980 (W). Auto, pas, alloys, h&s tops, elec tints, cruise, c/lock, r/seat, conv, r/cass, spotless, s/hist **£13,995**

MERCEDES 200 Auto, 1984 China blue/blue cloth, s/roof, pas, c/lock, r/cass, etc, 18,000 miles, s/hist, pristine example **£9,495**

MGB ROADSTER 1979, Russett brown, o/d, w/w, h/bag, tonneau, pdm, only 31,000 miles, superb example, good investment .. **£3,795**

OPEL COMMODORE 2.5 CD 1983 Anthracite, alloys, s/r, elec, tints, pas, h/w/wipe, r/cass, c/lock, 28,000 miles, s/hist, superb **£4,495**

PEUGEOT 205 GTI, 1985 White, 5 speed, alloys, P6 tyres, tints, pdm, r/cass, spots, etc, only 12,000 miles, s/hist, as new **£5,995**

PORSCHE 911 CARRERA Sport 1985 Black/black leather, red piping, 5 speed, alloys, elec seats, ESR, elec tints, r/cass, pdm etc, 5,000 miles, as new **£26,995**

PORSCHE 911 SC Sport Guards red/black grey berber, 5 speed, alloys, P7s, esr, elec, tints, pdm, r/cass, etc, 34,000 miles, s/hist, stunning **£17,995**

PORSCHE 944 (84 mdls) Choice of 2, black or guards red, both 5 speed, alloys, 215 low profiles, s/r, e/tints, pdm, r/cass, etc, superb examples with s/hist from **£13,795**

PORSCHE 944 Auto 1983 Guards red/black leather sports seats, air cond, s/r, 215 low profiles, elec tints, pdm, r/cass, etc, 1 owner, full s/hist, immaculate **£12,995**

PORSCHE 924 LUX 1984 Dark blue/grey berber, 5 speed, alloys, elec s/r, pdm, elec tints, coin rack, r/cass, etc, 1 owner 27,000 miles, s/hist .. **£9,995**

PORSCHE 924 LUX 1983 A (84 model), alpine white, black pinstripe cloth, 5 speed, alloys, elec s/r, pdm, elec tints, r/cass, elec aerial, 1 owner, 33,000 miles s/hist ... **£9,995**

PORSCHE 924 LUX 1983 mdls Choice of 4, guards red, black, gold or white, 5 speed, alloys, s/r elec, tints, pdm, r/cass, low mileage, with s/hists from **£8,995**

PORSCHE 924 LUX (1982 mdls) Choice of 2, met black or red, both 5 speed, alloys, elec tints, r/cass, low mileage examples from **£7,995**

PORSCHE 924 LUX 1981 Choice of 2, silver or blue, both 5 speed, alloys, s/roof, elec tints, radio, etc, low mileage, s/hist from **£6,995**

SAAB 900 Turbo 16 valve, 1984 White/grey velour, 5 speed, alloys, low profiles, pas, esr, elec tints, c/lock, cruise, pdm, r/cass, h/l/w wipe, front spots, etc, etc, absolutely pristine **£8,995**

VW GOLF GTi CABRIOLET campaign 1983 (A). White/white trim+hood, 5 speed, colour coded alloys, tints, 4 h/lamp grille, pdm, radio, s/hist, pristine **£7,495**

VW GOLF GTi 1800 1983 White, full BBS, colour coded body styling, f&r spoilers, w/arches and skirts, 5 speed, special alloys, s/r, tints, pdm, Zender, 4 h/lamp grille, r/cass, 18,000 miles, s/hist, stunning **£5,995**

VW GOLF DIESEL 5 door navy blue, blue check cloth trim, 5 speed, 4 headlamp grille, pdm, radio, mudflaps, r/belts, h/rests etc, 1 owner, 11,000 miles, s/hist as new ... **£5,795**

HIGHEST PRICES PAID FOR LOW MILEAGE PRESTIGE CARS

PART EXCHANGE WELCOME E.&O.E.

01-993 0405

108 GUNNERSBURY AVENUE, EALING, LONDON W5 (NORTH CIRCULAR ROAD)

MISCELLANEOUS — cont.

ENAMELLED BADGE Restoration Service. Comprehensive service using genuine glass. Pamela David Enamels, Bascote House, Bascote, Leamington Spa. Tel: (0926 81) 7115. (90224

VETERAN AND VINTAGE. August 1956 to December 1963. Motor Sport: September 1955 to December 1984, missing May 1969, September 1971, March 1974. Offers. Doggett, 47 Lutterworth Road, Burbage, Hinckley, LE10 2DJ. (90372

AUTOCOURSE (1978-1979 ANDRETTI) in mint condition, offers. Also Automobile Year (1972-1981), nos 19-28 and Autocourse (1976-1977, Hunt). Classic Car, Volume One bound. Sporting Cars, Volume One bound. Tel: (0978) 762048. (90376

JAGUAR COMPETITION wire wheels (suit E-Type Series One), road use only. Cost over £400, will accept £250. Tel: (0978) 762048. (90376

APRIL 1969-December 1984 (one missing) editions. £40, buyer collects. Tel: 01-876 5993. (90377

ROLLS-ROYCE Enthusiasts' Club offers superior chamois leathers, approximately 5½ sq ft. Beautify your car with one of these, the ideal Christmas present. £6.75 including p&p, cheques payable to "RREC". T. J. Telfer, 37 Onslow Rod, Mickleover, Derby DE3 5JG. (90505

E-TYPE PARTS. Comprehensive stocks. Steel and alloy doors. Bonnets, wings, door skins, sills, chrome, glass rubber seals, electrical, suspension, steering racks, brakes, etc. XJS/6/12. New spares, discount prices, bonnets, bootlids, wings, door skins, sills, glass, bumpers (including HE XJS), radiators, lamps, plus much more. Access/Barclaycard for same day despatch. Olaf Lund & Son, 40 Upper Dean Street, Birmingham, B5 45G. Tel: 021 622 1384. (231199

MICKEY WRAIGHT LTD. World's leading specialist in rarest prewar quality items. In stock now: Beautifully restored pairs of P100 Bullseye, P100S, P100R, P100L, QK596 with stoneguards, FT58/2, FT37 spotlamps, "Owl-eye" tail lamps, long and short and NewAlto Lucas horns, Original 1911 Ghost, Phantom 1/2/3, nickel 20 HP, "Kneeling Lady", 20/25 HP Rolls-Royce mascots, rarest badges — BARC, AeroClub, National Motorists, Scottish RAC, all RAC and AA etc plus many others from £20 each. Full complete restoration service for prewar quality lamps, radiator shells, etc with amazing speed. Anything metal made, from pattern, precision remetalling and chrome, copper, brass, gold, silver, nickel plating and polishing to 100% concours. Free shipping worldwide, professional photographs available, inspection invited by appointment only. Tel: 0305 770463 (6-7pm). Mickey Wraight Ltd, 9 Coniston Crescent, Weymouth, Dorset. (90563

MOTOR SPORT 1968-1983. Complete, good condition, buyer collects. £40. Tel: Southport 26462. (90566

SUPERCHARGER 45. Six-litre engine, irresistible, offers. Riley Preselector gearboxes, one complete, one dismantled, £150 the pair. Six-cylinder Scintilla magneto, excellent, £85. Pair of 750×16 Dunlop tyres, unused, £35. Six-cylinder Lucas magneto, good, £65. Tel: 0905 352494 (Worcester). (90619

RESTORED pair of bullseye P100's, pair of owl rear lights, Bentley MKVI spotlights, P770's (Jaguar XK120), opera and coach lamps, motorcycle lights. Early AA, RAC and other badges, also mascots. Overseas enquiries welcomed. 5 Trehorne Flats, Rhydyfelin, near Pontypridd, South Wales. (90622

WANTED! Motor Sport, complete publisher bound volumes, 1948-1984, in superb condition. Wanted! Complete run, Veteran & Vintage in indexed, blue publishers' binding. Also: Vintage & Thoroughbred, Number 1. Tel: 021-478 3634. (90592

FOR SALE! Motor Sport 1948-1969, complete, £100. Veteran & Vintage, 76 different issues, £15. Tel: 021-478 3634. (90592

CAR SHOWROOMS. Berkeley Sq, London W1 of spacious retail car showrooms. Rent £21,250 pa. Price £80,000. Tel: Goldenberg & Co on 01-491 4101 ref HB. (90617

MASERATI FUEL INJECTION SET. Complete, unused, to convert straight six from carburetters. Offers. Tel: Harefield (Middlesex) 4620 after 6.30 pm. (90716

TELEPHONE AREA Code Booklet in Reverse. Locate those area codes. £2 inclusive. Cudham Industries, 36 Boston Road, Kirton, Boston, Lincs PE20 1DS. (76150

TRIUMPH STAG, TR6,7, Dolomite Sprint. A comprehensive range of new/used spares. Fast mail order service, nationwide delivery by Securicor/post/COD. Visa/Access. Rimmer Bros (Dept MS), Digby House, High Street, Bant Broughton, near Lincoln. Tel: (0400) 72046. (230893

MOTOR SPORT: March 1961 to date. Good condition and complete. Also some Safety Fast, Rallysport and Triple C. Offers. Tel: Glossop 68234. (90735

MISCELLANEOUS — cont.

BUICK 1928-'39. All models original Flint illustrated Master Parts book. £100. Tel: Armstrong on 01-722 9276. (90725

P100L HEADLIGHTS. Six-cylinder magneto, Stromberg carburetter, 6V trumpet horns, 6V Trafficators, old grease guns, 1939 Jaguar wheel, 1940/'50s Autocars, various 1960/'78 Motor Sports. Tel: 021 353 1045 (evenings). (90729

STEYR PUCH 650 sports engine, £95. Ford 10 Prefect gearbox, new; Lotus Cortina lightweight doors in primer. £100 the pair. Tel: Wadsworth 0282 25664. (90736

JAGUAR XK120. Engine Number A4681-7, some ancillaries fitted. £250. Tel: 01-977 2962. (90738

VEHICLES RESEARCHED. Date of first registration proven, previous owners traced, histories, etc. Registration and licensing specialist. T. C. Sargeant, Gore Forge, Goudhurst, Kent. Tel: (0580) 211303. (90874

⅛th SCALE POCHER models, 1907 Fiat GP car, fully assembled and 1932 Alfa Romeo Gran Sport 20% completed. Both for sale to any reasonable offer. Tel: 0352 3608. (90855

FREE MGB SPARES catalogue and special offer list now available from "Blueprint Spares". Current offers include up to 50% off body repair panels. Tel: (0920) 5544. (86940

OLDTIMER SPEICHEN Anfertigung vor PKW rad und motorrad (Holland 04104-76196). Spoke sets and wheel rebuild (Belgium 069-68.81.17). (86975

MOTORING LITERATURE bought, sold and exchanged. For a large selection of new and secondhand motoring handbooks, magazines and books please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, West Yorkshire. Tel: Batley 470773. (86869

LONGBRIDGE BIRMINGHAM Transportation and Recovery! Owner driver. Clubs member. Trade work welcome. Henry Staal. Tel: 021-478 3634. (87415

RARE out of print books, catalogues, handbooks, brochures, profiles, send £1 note for next three quarterly catalogues. Automobilia, 30 West Drive, Brighton. (84583

ERIC THOMPSON buys and sell rare motor and motorcycle books, magazines, manuals, handbooks, sales literature and motoring miscellany. Booklist No 856 available UK £2, overseas £3. Hullhatch, Long Common, Shamley Green, Guildford, Surrey. Tel: 0483 893694. (85065

CAR RECOVERY and careful transportation, Vintage a speciality, any distance, never knowingly underquoted. Tel: 01-359 0898 or 01-992 4477. (89219

WATERCOLOUR PAINTINGS of the 1984 and 1985 Grand Prix cars in action and many other Motoring subjects from £25, send £1 for lists and photograph: Harbour, 25 High St., Robertsbridge, E. Sussex. (89315

MOTOR SPORT MAGAZINES bound volume 32 (1956) to Volume 43 (1967) inclusive — unbound complete, 1968, 1970, 1971, 1974, 1975, oddments — 1969, 1973 (11 copies) 1972 (9 copies). Books — Austin light twelve-four handbook (publication no 1159A), Targa Florio (by W. F. Bradley), Racing Round The World (by Count Giovanni Lurani) also miscellaneous auto books and manuals (send for details) offers please — A. Kreutzmann, 910 Bradley Dyne Road, R.R. 2, Sidney, B.C., Canada, V8L 3S1. (89574

4 CAR vintage Rolls-Royce modernised garage with commercial use and 4 bedroom mews house above in London, N.W.3. 2 miles from West End. Freehold. £225,000 ono. Tel: 435 9292. (89569

GRAND PRIX International, motor racing, motor sport, (from 1934) wants and SAE Michael Smith, 14, Edgvear Close, Rugby CV22 6LD. (89453

MOTORING BOOKS wanted, driver biographies, race histories, autocourse, Bentley, MG, publicity booklets, sales brochures, prewar magazines, 'Motor Sport', 'Speed', 'Brooklands Track', 'Sports Car', Terry Wills, Salter Street, Berkeley, Gloucestershire. Tel: (0453) 810524. (89456

MOTORING BOOKS recently acquired private library of Motoring books (about 150) including several scarce items. Bentley, ERA, Connaught, Jarrot etc. SAE for list, Richard Martin, 7, Clayhall Road, Gosport, Hampshire. Tel: (0705) 581753. (89373

ROLLS-ROYCE 20 and 20/25 cylinder heads, brand new, available. Fully assembled, new valves, springs, core-plugs etc, stove finish, export arranged, limited batch, £2,080. Why risk an old head which can cost as much? Alden Ltd, 72 Charlotte Street, London W1. Tel: 01-323 0862. Telex: 21698. (83776

MOTOR SPORT: copies 1961-1984, most years complete vgc, offers. Tel: Leicester 717918. (89714

STORAGE AVAILABLE cheap and safe, all types motor vehicles, machinery and boats, 5p/sq foot/week near Dunstable, M1, 10 minutes, London 50 minutes. Tel: 8 am — 8 pm 0582-669015 for appointment. (89716

MISCELLANEOUS — cont.

NEW SCINTILLA Vertex 6 cylinder magnetos, R Camm £150 each. Tel: 0302 537801. (90869

ELUSIVE PARTS? Scintilla magneto, Pll gearbox, undertray RR, two wooden Darracq wheels (tyres), Saunders, 22 Partridge Drive, Mulbarton, Norwich. (88880

D TYPE Jaguar dry sump set, with main bearing cap £1,800, also D Type pressure plate and other spares, G. Chapman, Kineton 0926 640643. (90873

"MORE WHEELSPIN" — C. A. N. Mays' famous book now republished. Thrills of trialling with V8-specials are relived. Orders despatched in time for Christmas. (Ideal present). Greenwell Publishing, Broom House, Ashcombe, Dawlish, Devon, £6.50 + 50p p&p (ISBN No. 0947947000). (90885

A1 MITCHELL Coachwork (Established 1960), r/o Hindhead Auto Centre, London Road, Hindhead, Surrey. Tel: (042 873) 5440. Rolls Royce and Bentley and all fine specialist cars (Porsche, Aston Martin, Ferrari), fabrication, accident repair, restoration, wood polishing, also chrome work, leather and retrimming, re Connollising undertaken. A1 workmanship at all time, trade enquiries welcome all at competitive prices. (90886

EXCHANGE

FRAZER NASH Blown Anzani ex Ganger Hartley, exchange for S Type Invicta Bentley or Bugatti, work not objected to. Tel: 0254 84564. (90645

SWOP SAAB 900 GLi SALOON. 1983, Y-Reg., pas, stereo, 30,000 miles for pre-'31 Alvis, MG, Bullnose or veteran. Tel: Derby (0332) 702943 (evenings). (89860

EVENTS

LONDON STOCKWELL Swap Meet, for toy and model car collectors, Saturday 28th December 10.15 am, South London Motor Auctions, 107-111 Stockwell Rd, SW9. Dinky, Matchbox, kits, trains, planes, etc, buy/sell/exchange. Details Tel: 01-733 9964. (90643

ASHFIELD AUTOJUMBLE. Sunday February 9th, (10-4.30). Festival Hall, Hodgkinson Road, Kirkby-in-Ashfield, Notts (2 miles junction 27 M1). Tel: B. J. Parkin (0623) 752412 for enquiries. (89959

EVENTS — continued

ESSO BRISTOL to Weymouth Run, Sunday June 8th. 300 pre-1940 cars, motorcycles and commercials up to five tons on 75 mile route. Period costume competition. Regulations/Entry forms from Keith McGee, 38 Kenmore Drive, Yeovil BA21 4BQ, Somerset. A Yeovil Car Club promotion sponsored by Esso Petroleum Company Ltd. Tel: (0935) 74630. (89079

PRESCOTT HILLCLIMB Drivers School, sponsored by Avon Tyres and BMTR, bookings now being accepted for the six courses from April to September 1986. Early application advised. Send A4 SAE for entry form to Geoff Ward, Secretary Bugatti Owners Club, Prescott Hill, Gotherington, Cheltenham, Glos., GL52 4RD. (89863

CLUBS

THE MG CLUB offers extensive activities, everything from local social events to full race meetings. Technical aid and support for all models pre-1930 to current production. Spares and service scheme with associated discounts and specialist insurance plus an award-winning magazine. For further information on the original MG Club, founded 1930, and its 65 associated overseas centres please contact the MGCC, PO Box 251, Studley, Warwickshire B80 7AT. Tel: 052785 3666. (209676

MG OWNERS CLUB. The World's Largest One-Make Motor Club, 50,000 members who receive: superb colour monthly magazine, special MG Owners insurance scheme (UK only), the best technical handbooks and advice, many exclusive Special Offers and much more. Overseas enquiries welcome. For details and free catalogue write to MGOC, FREEPOST, 2-4 Station Road, Swavesey, Cambs. CB4 1BR (no stamp required) or Tel: 0954 31125 (24 hour service). (225284

MASERATI CLUB. Owners and enthusiasts, details from Secretary, M. J. Miles, The Paddock, Abbotts Ann, Andover SP11 7NT. Tel: 0264 710312. (43001

AC OWNERS. If you own an AC or are interested why not join the club. Monthly magazine, meetings, sprint, "Concours", dinner dance, film shows, etc. Details from Membership Secretary, Tudor House, Manor Road, Great Bowden, Market Harborough, Leicestershire. (77303

MOTOR SPORT

READER'S BOUND VOLUMES

Your 12 monthly issues permanently bound together with a title page and index in a stiff cloth case with title and volume number gold lettered on the front and spine.
Price £12.00 (incl. UK p&p).
We can also offer to bind your 12 issues of MOTOR SPORT in two six month volumes making an easier to handle and stronger binding.
Price for the two volumes £17.00 (incl. UK p&p).
Please send cheque or PO with your copies.

SELF BINDER

Black PVC binder with MOTOR SPORT embossed in gold on the spine.
To hold your 12 issues and keep them clean and tidy in one volume.
Price £4.00 (incl. p&p) *UK & overseas.*
Black leatherette binder with MOTOR SPORT embossed in gold on the spine and also holds 12 issues. Copies are held into the binder by means of removable metal rods.
Price £5.00 (incl. p&p) *UK & overseas.*

INDEX FOR 1984 Price 50p (inc P&P)

BOOKS

MY 30 YEARS MOTORING
by Bill Boddy
Price £16.40 (incl. UK p&p).

HISTORY OF BROOKLANDS
by William Boddy
Price £17.20 (incl. UK p&p).

GEORGES ROESCH AND THE INVINCIBLE TALBOT
by Anthony Blight
Price £10.20 (incl. UK p&p).

MOTOR SPORT BOOK OF DONINGTON
by William Boddy
Price £1.30 (incl. UK p&p)

Overseas surface mail for the above books please add £1.00.

Please make cheques payable to Motor Sport and send your remittance to:

Standard House, Bonhill Street, London EC2A 4DA
Tel: 01-628 4741 Ext. 28

Johnson and Kay Photographics Ltd



The above picture is offered as a 14 × 20" (approx) full colour photographic print on matt 170 GSM art paper which is ideal for framing, whether hung in the office or at home it is a delight to the connoisseur at only £4.49 + 50p for p&p. Cheques or Postal Order payable to Johnson and Kay Photographic Ltd, 47 Thorntrees Avenue, Lea, Preston, Lancs PR2 1PJ. As a special Christmas offer the first 300 prints ordered will be signed and numbered by the Photographer G. B. Johnson.

MICHAEL WALKERS GARAGE

5-7 Goldsworth Ind. Est., Woking, Surrey GU21 1LY.
Telephone: Woking (04862) 62825



ROLLS-ROYCE SILVER SHADOW 1971
Finished Seychelles Blue - Grey Leather - 2 Owners **£9,250**

SALES * SERVICE * REPAIRS

ROLLS-ROYCE & BENTLEY SPECIALIST

SGT we sell freedom



Lotus *Morgan* SCIMITAR

GUARANTEED USED CARS

1984 2.8i CAPRI SPECIAL. 12,700 miles. Recaro leather seats. L.S.D. PAS. **£7,350**
1985 MORGAN 4/4 4-seater Red / black leather. Wire wheels. Radio / stereo Cassette. 2,000 miles. **£11,495**
1983 MORGAN 4/4 4-seater. Ivory / red leather, wire wheels, 1,600 miles. **£9,995**
1983 LOTUS EXCEL. Essex Blue, half leather. **£10,995**
1985 ALFA ROMEO GIULIETTA. 1.6 Brown, 11,000 miles. **£5,250**
1984 MITSUBISHI COLT 1600 cc TURBO Black, 14,000 miles. **£6,750**
1985 ALFA ROMEO 33 Gold Clover Leaf, Silver. **£5,295**
1982 ALFA SPRINT 1.5 VELOCE, Brown, stereo. **£3,395**
1984 (NOV) ALFA ROMEO ARNA, White, sunroof. **£4,295**
1982 LOTUS ESPRIT Turbo. Bronze Metallic / full leather, stereo, 25,000 miles. **£13,995**
1983 ESCORT 1.3L 5dr, White. **£3,695**
1982 ESCORT XR3, Metallic Blue, sunroof, radio stereo. **£4,595**
1982 ESCORT 1.3 5-door Gold, radio, 17,000 miles. **£3,495**
1985 (C) Aug. ALFETTA Gold Clover Leaf. Metallic Blue. Radio / stereo. 2,000 miles. **£8,500**

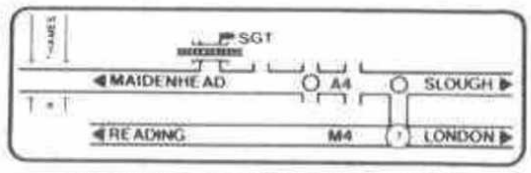
PART EXCHANGES AT REDUCED PRICES TO CLEAR
1981 FORD ESCORT, 1.3 5-dr; White **£2,995**
1984 VAUXHALL CAVALIER 1800i CD, Gold **£6,695**

MOST NEW CARS IN STOCK FOR IMMEDIATE DELIVERY. DEMONSTRATORS AVAILABLE

MITSUBISHI COLT

Alfa Romeo

Station Garage
Station Road Taplow
Maidenhead Berks
Tel: Burnham
(06286) 5353/64044



SALES DIRECT LINE 4866

OPEN 8.30-6.00 MON-SAT

Bramley

The Foundry 26 High Street — Bramley nr Guildford Surrey

70 Rolls Royce Phantom IV. Dark blue, grey hide, 900 mls. **£100,000**
78 Rolls Royce Silver Shadow II. Walnut, beige hide, hlww, 10,000 mls. **£28,995**
80 Bentley T II. Met nutmeg, beige hide, one owner, 15,000 mls. **£29,995**
85 Mercedes 500SL. Met silver, blue hide, a/c, alloys, 9,000 mls. **£28,995**
78 Mercedes 500SLC. Met thistle, total spec, lhd, 30,000 mls. **£12,995**
84 Mercedes 500SEC. Met blue, a/c, ABS, e/seats, 8,000 mls. **£31,995**
85 Mercedes 500SE. Met diamond blue, cream hide, AMG, 3,000 mls. **£29,995**
83 Mercedes 500SEL. Midnight blue, grey velour, full spec, 5,000 mls. **£26,995**
80 Mercedes 450SL. Red, cream hide, a/c, total spec, 7,000 mls. **£19,995**
79 Mercedes 450SLC. White, black velour, s/roof, alloys, 24,000 mls. **£15,995**
82 Mercedes 380SEC. Met blue, a/c, ABS, e/s/roof, 24,000 mls. **£24,995**
85 Mercedes 380SEC. Met diamond blue, a/c, ABS, s/roof, 9,000 mls. **£29,995**
81 Mercedes 380SLC. Met blue, a/c, e/s/roof, alloys, 1,900 mls. **£29,995**
84 Mercedes 380SEL. Champagne, ABS, e/s/roof, e/seats, 7,000 mls. **£24,995**
81 Mercedes 380SLC. Met lapis, grey hide, a/c, alloys, 13,000 mls. **£23,995**
81 Mercedes 380SLC. Met manganese, e/s/roof, 29,000 mls. **£17,995**
85 Mercedes 280CE. Champagne, 5-speed, a/c, alloys, 2,000 mls. **£18,995**
85 Mercedes 280SL. Red, a/c, ABS, r/seats, alloys, 7,000 mls. **£23,995**
83 Mercedes 280SE. Met petrol, e/s/roof, alloys, hlww, 17,000 mls. **£15,995**
81 Mercedes 280SE. Met blue, velour, a/c, e/windows, 27,000 mls. **£12,495**
83 Mercedes 280TE. Moss, ABS, s/roof, alloys, hlww, 20,000 mls. **£14,995**
85 Mercedes 190E. Auto, met blue, black, a/c, high spec, 7,000 mls. **£16,495**
84 Mercedes 190E. 5-speed, met anthracite, cream hide, good spec. **£13,995**
84 Porsche 3.3 Turbo. Black, full specification, 12,000 mls. **£34,995**
83 Porsche 3.3 Turbo. Guards red, full specification, 9,000 mls. **£32,995**
83 Porsche 3.3 Turbo. Met zinc, full specification, 6,000 mls. **£32,995**
83 Porsche 3.3 Turbo. Black, full specification, 9,000 mls. **£31,995**
84 Porsche 911 Carrera Sport Cabriolet. Red, good spec, 11,000 mls. **£25,995**
84 Porsche 911 Carrera Sport Cabriolet. Glacier blue, 10,000 mls. **£24,995**
83 Porsche 911 Sport Coupé. Black, e/s/roof, (A-Reg), 21,000 mls. **£21,995**
82 Porsche 911 Sport Coupé. White, Martini stripes, 17,000 mls. **£20,995**
78 Porsche 911SC Coupé Sportomatic. E/s/roof, 41,000 mls. **£10,995**
84 Porsche 944. Guards red, e/s/roof, stereo, 15,000 mls. **£15,995**
84 Porsche 944. Met blue, e/s/roof, f/fogs, 20,000 mls. **£15,995**
83 Porsche 944. Guards red, a/c, s/roof, stereo, 21,000 mls. **£14,995**
83 Porsche 944. Met black, a/c, Sport wheels, 27,000 mls. **£14,995**
81 Porsche 924 Carrera GT Turbo. Silver, total spec, 15,000 mls. **£19,995**
84 Porsche 924 Lux. White, e/s/roof, stereo, 10,000 mls. **£11,495**
79 Porsche 924 Lux. Automatic, 80 model, met blue, 31,000 mls. **£6,995**
83 Ferrari 308 GTB QV. Racing red with red leather, a/c, deep spoiler, stereo, 16,000 mls. **£23,995**
83 Ferrari 512BB. Racing red with magnolia leather, a/c, stereo, superb example, 16,000 mls. **£44,995**
73 Jaguar V12 E-Type Roadster. Red with black leather, automatic, factory hardtop, one owner, 170 mls only. **£29,995**
65 Jaguar 4.2 E-Type Roadster. Red with black leather, c/w/wheels, total restoration and superb. **£19,995**
70 Jaguar D-Type Long Nose Lynx. British Racing Green, beige hide, very collectable, Reg. No. 60 KV. **£27,995**
82 Aston Martin Lagonda. Black, special grey cloth interior, very special, original cost nearly £100,000. **£39,995**
70 Maserati Ghibli Spyder. Met silver, full red leather, auto, pas, lh drive, superb classic car, 22,000 mls. **£75,000**
63 Porsche 356B Cabriolet. White with black leather, black soft top, total restoration. **£24,995**
43 Willys Jeep. Finished in green, this vehicle was restored by the previous owner to perfect order. **£4,995**
25 Citroën Cloverleaf 3-seater Tourer. Very useable vintage classic car, exceptional condition. **£4,995**
83 Jeep Laredo. Black with soft top, roll bar, 5-speed, pas, a/c, c/wheels, Hi-Fi system, 3,000 mls. **£8,995**
82 Triumph Spitfire. White with black cloth, manual, o/d, factory hardtop, one owner from new, 7,000 mls. **£3,995**
80 MGB Roadster. White, manual, o/d, one owner from new, stereo, 12,000 mls. **£4,995**
85 Alfa Romeo Spyder. Met ice green, black interior, 5-speed, alloy wheels, 2,000 mls. **£10,995**
84 Morgan 4/4 4-seater. Ivory, brown leather, reclining seats, alloy body, c/w/wheels, 11,000 mls. **£9,995**
79 VW Beetle 1303 Cabriolet. Black, the last one produced, Reg. No. 1300 VW, stereo, 1,100 mls. **£11,995**
85 VW Golf GTI Cabriolet. Met black, black pinstripe, black soft top, alloys, stereo, 19,000 mls. **£7,995**
84 VW Golf GTI Cabriolet. All white, limited edition model, alloys, t/h lights, stereo, 9,000 mls. **£8,495**
83 VW Golf GTI Cabriolet. All white, limited edition model, very special Hi-Fi system, 13,000 mls. **£7,995**

0483 898159 **EXCEPTIONAL LOW MILEAGE CARS PURCHASED** **0483 898159**

Telephone
061 747 0561

HAMPSON MOTOR TRUST

or
0925 817600



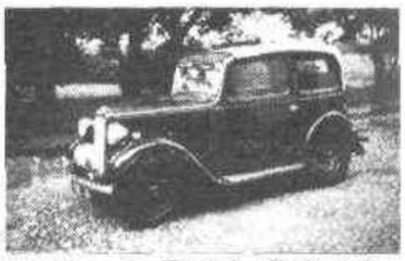
Jensen Interceptor MkIII. White, black trim, alloy wheels, very expensive rebuild, drives like new **£4,850**



Rover 80 1960. 47,000 miles from new, exceptional condition in every respect, grey over black, red interior trim **£2,600**



MG TF 1954. Cream with hide trim, new wire wheels, concours contender **£10,250**

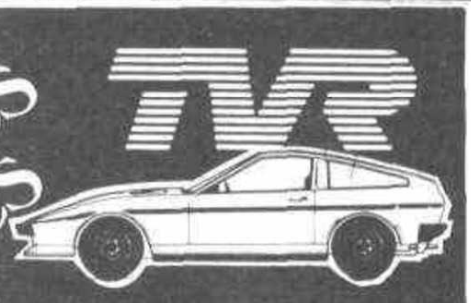


Austin 7 Pearl Cabriolet 1938. One of the last produced, only a few still remaining of this drophead model, excellent condition, rebuilt engine, £1,000 recently spent . **£2,850**

Also available . . . **Bentley Mallalieu Open Sports; E-Type V12 Roadster; MGC Roadster; E-Type 2+2 Automatic.**

Harrogate Horseless Carriages

TVR



SCIMITAR

IMMEDIATE DELIVERY

New TVR 350i S2 Convertible. Nimbus grey, blue trim	LIST
New TVR 350i S2 Convertible. Racing red, biscuit trim	LIST
New TVR 350i S2 Convertible. Slate blue, blue trim	LIST
New TVR 350i S2 Convertible. Alpine white, red trim	LIST
New TVR 280i S3 Convertible. Starlight blue, grey trim	LIST
1985C TVR 350i S2 Convertible. Lhasa green, biscuit hide, 1,000 miles	£15,950
1985 TVR 350i Convertible. Sapphire blue, grey hide, 8,000 miles	£13,500
1984B TVR 350i Convertible. Azure blue, red trim, 21,000 miles	£11,950
1984B TVR 280i Convertible. Cherry red, biscuit trim, 12,000 miles	£11,500
1983A TVR 350i Convertible. BRG, biscuit hide, 26,000 miles, air con	£10,950
1983A TVR 350i Convertible. Cosmos blue, blue trim, 44,000 miles, hence	£9,950
1983A TVR 280i FHC. Signal yellow, peat trim, 11,000 miles, PAS	£9,950
1983 TVR 280i FHC. Sigma silver, blue trim, 16,000 miles	£8,995
1982Y TVR 280i convertible. Black, biscuit trim, 28,000 miles	£8,750
1979V TVR 3000S Convertible. Black, oatmeal trim, 11,000 miles only	£7,995
1980 TVR Taimar. Met blue/silver band, s/roof, e/windows	£5,995
1978T TVR 3000M. Met jade/neutral band, 40,000 miles	£5,250
1978 TVR Taimar. Met blue/cream band, 44,000 miles, Wolfrace	£5,250
1978T TVR Taimar. Russet brown, 65,000 miles, exceptional	£4,995
1976R TVR 3000M. Met. bronze/tan vinyl roof, good example	£3,750
1976 TVR 3000M. Met. blue/white vinyl roof. Good value at	£2,995
New Scimitar SSI. Choice of colours for immediate delivery. From	£6,995
1985C SSI 1600. Derwent blue, 700 miles only	£7,500
1982Y Lotus Esprit S3. Silver, 35,000 miles, red "Turbo" hide, fsh	£10,950
1983 Audi Quattro. Zermatt silver, 28,000 miles, sensational	£12,950
1984 Volvo 760 GLE. Met. black, 22,000 miles, auto, leather trim, etc	£9,950
1982 BMW 323i. Alpine white, 28,000 miles, very high spec	£5,995
1984B Range Rover Vogue. Silver, 12,000 miles, 5-speed	£13,995
1983A VW Golf GTI Campaign. Lhasa green, 31,000 miles, all extras	£5,695
1972 Triumph TR6. Signal red, 150 bhp model, totally rebuilt	£4,495
1978T MGB GT. Inca yellow, 58,000 miles, good example	£2,695
1972 MGB GT. White, over £6,000 spent on restoration	£2,995
1985 Fiat Panda 4×4. Met grey, 3,900 miles only. Ready for winter!	£3,995
1983 Ford Capri 2.8i. Graphite, 22,000 miles, 5-speed	£5,995
1985 Mercedes 190E. Red, 8,000 miles, e/roof, Zender body kit	£12,950

Please contact us for earliest TVR / Scimitar delivery
Top cash prices paid for suitable Sports / GT cars
284/286 Skipton Road, Harrogate, N. Yorks
Tel: (0423) 521073

Exclusive Sports Cars

CLASSIC models
Dept MS, 126 Botchergate,
Carlisle, Cumbria.
Tel. 0228 38250

MODEL CAR KITS

1/43

1960	Jaguar 3.8 Mk II-Winner Tour de F. NEW	£13.45
1985	Toyota Celica-Safari. NEW	£12.95
1963	Jaguar E Type-Cunningham L.M. NEW	£12.95
1985	Sauber-BMW C6-L.M. NEW	£13.50
1985	WM-Peugeot-L.M. NEW	£13.50
1982	Sauber-BASF-L.M. NEW	£12.95
1967	Ferrari P4 Spyder-L.M. NEW	£12.95
1964	A.C. Cobra Daytona-L.M. NEW	£12.95
1985	Ford Probe-Mid Ohio. NEW	£13.95
1985	Lancia 037 Rallye-TOTAL NEW	£13.50
1958	Porsche 718 RSK-L.M. NEW	£10.95
1954	Panhard Moriopole-L.M. NEW	£13.45
1975	Mirage-Ford GR7-LOOS. NEW	£11.95
1970	Lotus 72-Gold Leaf/B. Bond Oxo. NEW	£11.99
1985	McLaren-TAG F1-Champion	£12.95
1985	Brabham-BMW BT54 F1	£12.95
1985	Lotus-Renault 97T F.	£12.95
1985	Ferrari 156-85 F1.	£12.95
1961	Chevrolet Camaro-L.M.	£12.95
1952	Aston Martin DB3-L.M.	£12.95
1953	Jaguar C Type-L.M.	£12.95
1951	Jaguar C-Type-L.M.	£15.40
1969	Lola T70 Mk 3B-L.M.	£16.38
1967	Chaparral 2F-L.M./Targa F.	£16.50
1967	Triumph TR5.	£13.45
1954	Triumph TR2.	£13.45
1947	H.R.G. 1500.	£13.45
1967	Sunbeam Tiger V8.	£15.00
1965	Sunbeam Alpine.	£15.00
1940	Morris 8E Saloon.	£9.45
1955	Ford Anglia/Popular.	£8.95
1934	Riley Monaco.	£9.45

P&P 50p. Access / Barclaycard welcome.
Send £1 for our 1985 Catalogue.

Fernhurst Motor Co

Motor Agents Association

We are located on the A286
between Haslemere and Midhurst



MG TA



V12 E-type Roadster

Austin Healey 3000 Mk II. White, wire wheels, overdrive, excellent throughout. May 62 **£8,995**
Jaguar V12 E-Type Roadster. Manual, red, immaculate, Jan '74. **£16,500**
Jaguar V12 E-Type 2+2. Automatic, dark blue, 1 owner, full service history, a fine example Jan '72. **£8,995**
Jaguar V12 E-type Roadster. Manual, azure blue, w/wheels, low mileage, June 72 **£16,995**
Jaguar XK150 FHC. BRG, one owner, full history, 18,000 miles, totally original, June 57 **£22,500**
VW Beetle Convertible. Pale blue, one owner, low mileage, full history, June 74 **£6,995**
Austin Healey 3000 MkIII. Red, wire wheels, excellent, May 67 **£9,995**
Triumph TR6. Yellow, manual/overdrive, low mileage, excellent condition, September 73 **£4,595**
MGB GT. Yellow, low mileage, manual/overdrive, March 80 **£4,495**
MGC GT. Red, totally restored, w/wheels, o/d, May 68 **£3,595**
Volkswagen Golf GTi. Red, alloy wheels, low mileage, full history, May 82 **£5,250**

Mercedes 230SL. Auto, silver blue met., h/s top, June 64 **£7,995**
Volvo P1800E. Red, manual o/d, black leather, low mileage, Mar 70 **£2,995**
Volvo P1800S. White, manual o/d, red leather, totally restored, Nov 63 **£4,495**
Mini Cooper 'S' 1275 cc. Red, black roof, 1,600 mls, since total rebuild, as new, Dec '84. **£4,250**
Jensen Interceptor III. Dark blue, automatic, sunroof, mechanically superb, paintwork average, June '73. **£3,495**
Triumph TR7 Convertible. Dark blue, one owner, full service history, very low mileage, superb, Feb '82 **£4,995**
MG Midget. Black, rollbar, Recaro seats, Rostyle wheels, beautiful car, Aug '71. **£2,195**
Lotus 7. B.R.G. aluminium, roll bar, alloy wheels, under 10,000 miles, FSH, August 80 **£7,250**
MGTA. Pale blue, totally restored to superb condition, July 38. **£9,995**
Triumph stag. Dark red, automatic, H/S tops, fine example, September 72. **£4,250**
Morgan + 8. Mid blue, very low mileage, July 80 **£8,995**
BMW 320. Manual, met. red, 5-speed, alloy wheels, March 82. **£5,295**

The above is just a selection of our ever-changing stock
WORLDWIDE EXPORT SERVICE
All vehicles have a new MOT and 12 months' Parts and Labour Warranty.
Part Exchange welcome. Any make of car obtained to your specification.
Finance arranged as necessary.

Midhurst Road, Fernhurst, Haslemere, Surrey
Tel: Haslemere (0428) 53924
Open 9am-6pm 7 days a week

HEATHMANS OF LONDON LTD

HEATHMANS YARD, HEATHMAN'S ROAD, PARSON'S GREEN LANE, LONDON SW6
TELEPHONE 01-731 1962

1972 Lamborghini Espada SII, in white with navy trim, 30,000 miles only
1973 Lamborghini Espada SIII, in French blue with navy trim, 33,000 miles only
1974 Lamborghini Espada SIII, my own transport for last 5 years, black with black trim, new clutch, exhaust, resprayed, retrimmed. Super!
1975 Lamborghini Espada SIII, in white with navy trim, 30,000 miles
1975 Lamborghini Espada SIII, in met ice green with black trim. Just resprayed and top end overhaul in first class condition
1976 Lamborghini Espada SIII, ex car of President of Lamborghini Club. Special car finished in ice green with tan trim. Fitted with Mkl knock on wheels. Unique and in pristine condition
1977 Lamborghini Espada SII, finished in gold with tan trim. Low mileage example
1978 Lamborghini Espada SIII, (Automatic) one of only 4 in UK in gold with tan trim
1982 Lamborghini Countach 'S', in met. silver with navy trim, 8,500 miles only. Rear wing
1985 Lamborghini Countach 'S', in red with magnolia trim. 6,500 miles. Rear wing
1973 Lamborghini Urraco 2½ Ltr, in red with tan trim 27,000 miles. New exhaust. Service
1971 Lamborghini Miura S.V., fantastic car (one of only 7 in UK) low mileage. Collectors dream.
1968 Lamborghini Miura 'S', undergoing restoration ready by Xmas. (Colour to choice)
1977 Lamborghini Silhouette 3 ltr Targa, (one of only 4 rhd in UK), 16,500 miles, in yellow
1970 Lamborghini Islero, (A very rare Lamborghini) mechanically OK but needs painting. Will sell as is or restored. Be quick with this one!
1981 Ferrari 400i Autokraft Automatic Convertible, 28,000 miles in met blue. Fantastic
1976 De Tomaso Duville 4 Door Automatic, (just overhauled). Very fast saloon car
1973 Monteverdi 365 GL Automatic Coupé, in met brown with magnolia trim
1972 Fiat Dino 246 Spider, LHD with hard and soft tops. Wide wheels
1967 Ferrari 330 GTC, in red with black trim, 49,000 miles, CWW
1969 Ferrari 365 2+2, recent restoration, 54,000 miles. Very pretty
Hopefully coming soon:
1972 Mercedes 350SL, 1968 Mercedes 2.8 4-seater convertible, Ferrari 27SGT spider, 1962 'D' type Jaguar, 1976 Pantera GTS, 1968 LHD Miura 'S', 1976 Jarama 'S'.

All Lamborghinis and other exotica wanted. Phone "The Lambo Man" (Club Member) on

Telephone The Expert On
01-731 1962
or after hours on
01-731 3203

GRAND OCCASION

P.O.Box 5 Tewkesbury Glos GL20 7HN Tel:(0684) 72779



1970 T-TYPE BENTLEY FSS. Three-speed. Black with beige interior. Excellent condition throughout, having an extensive service history. Private plate available. Present owner four years. **£6,450**



1960 SILVER CLOUD II ROLLS-ROYCE. Black over sand with light tan interior. Factory fitted sunroof. Quite superb condition with excellent service history and Royce connections. **£13,250**

GRAND OCCASION VINTAGE TOURS
Send for our colour brochure

SMB CAR SERVICES LTD

Your only local Essex and N.E. London MG and Jaguar Specialist

CONVERSIONS ON JAGUARS, FROM RIGHT HAND DRIVE TO LEFT HAND DRIVE

JAGUAR E-TYPE V12 ROADSTER, red, black, auto, low mileage **£14,000**
JAGUAR XK150 F.H.C., 1959 red, grey trim, auto **£9,000**
JAGUAR 420G, L.H.D. one owner, 8,000 kms. Ring for details
BMW 635CSi, 1984 fully loaded, silver, 2,000 miles **£19,000**
ROLLS ROYCE CORNICHE CONVERTIBLE, 1983, met. chestnut brown, biscuit trim/hood. Personal plate. 20,000 miles **£59,000**
LHD MERCEDES 350 SL, Auto, metallic blue, tan leather trim **£8,500**
LHD MERCEDES 450SE 1977 met. blue, blue trim, auto, sunroof, tints, 44,000 kms **£5,800**
LHD MERCEDES 450SE 1975 silver, auto, sunroof, tints, 69,000 kms. Also 1975 dark blue, fully loaded, tints etc. **£3,200**
LHD MERCEDES 350 SLC 1973 champagne, auto, electric windows, sunroof, alloys **£5,800**
LHD MERCEDES 280SE 1978 auto, esr, 59,000 kms **£5,900**
PORSCHE 928 1979 LHD auto, air conditioning, brown, fully loaded **£10,000**
PORSCHE 928 1979 LHD auto, silver, air conditioning, 58,000 Kilo **£9,800**
LHD DAIMLER 1980, 4.2, Red, red leather, air conditioning, cruise control, US DOT standards **£6,250**
LHD DAIMLER 1979, 4.2, Red, tan leather, air conditioning, US DOT standards **£8,000**
LHD DAIMLER 1978, 4.2, Coupé, brown, tan leather, US DOT standards **£5,900**

All above cars offered with Warranty available.
Cars similar to the above always wanted.
Give us a ring or call in to discuss any problems you might have

Unit 4, Weald Lane, Industrial Estate, Thornwood Common, Epping, Essex
EPPING 77007

EAGLE RACING



We specialise in the maintenance and repair of LOTUS and JAGUAR E-TYPES. We have the full facilities for rebuilding E-TYPE monocoques or carrying out LOTUS chassis changes. We also have full retrimming facilities so are equipped to carry out any aspect of restoration work.

Our Sales Cars are all run through our workshops and are fully serviced, a selection of which are shown below.

JAGUAR E-TYPE 4.2 FHC SERIES I. Three owners, exceptional condition throughout **£14,500**
LOTUS ESPRIT SIII 1981, red, black ½ leather, 20,000 miles, BBS wheels, exceptional throughout **£11,495**
LOTUS ESPRIT 1977. Recently rebuilt using SII chassis, full turbo body, fully retrimmed **£6,995**
LOTUS ELAN+ 2S red, black interior, subject of recent major restoration making one of the best available **£7,495**
LOTUS ELAN + 2S 130/5. JPS colours, oatmeal trim, alloys, recent new chassis, excellent throughout **£5,995**
LOTUS ELAN S4 SE FHC 31,000 miles, two owners, immaculate throughout **£4,950**
LOTUS EUROPA 1972 J.P.S. Colours, oatmeal trim, compomotive wheels, new chassis recently fitted **£3,950**
SUNBEAM LOTUS 1980 Black / silver, much recent work, very good throughout **£3,950**

See us at the Classic Car Show Brighton.

Nr MAIDSTONE, KENT
(0622) 843312
(5 miles from M20)

Millar Brothers Kenilworth Ltd

MAIN DEALERS FOR WARWICKSHIRE

ALFA ROMEO

1984 "B" ALFA ROMEO 2-LITRE GIULIETTA: silver, alloys, e/l/w, c/l, radio stereo, 11,000 miles, one owner as new **£5,775**
1984 "B" ALFA ROMEO 1.8 GIULIETTA, brown, alloys, e/l/w, c/l, radio stereo, 10,000 miles, one owner, as new **£5,550**
1984 "A" ALFA ROMEO 33 Gold Cloverleaf, radio stereo, one owner, 7,000 miles, metallic green **£4,750**
1984 ALFA 1.3 SPRINT, FHC, Ivory, 14,000 miles, alloys, radio/stereo, as new **£4,850**
1984 ALFA ROMEO GTV6 2.5 COUPÉ, 1 owner, red, 16,900 miles, sunroof, electric windows, mint, cost £11,600, radio/stereo **£7,500**
1983 'A' ALFA 33 1.5 5-DOOR GOLD CLOVERLEAF, C/L, E/F/W, computer, 1 owner, 16,000 miles, Mesina green, M/factory warranty expires Aug '86 ..... **£3,850**
1983 "A" (Dec) ALFASUD 1.3TI, 3-door, 20,000 miles, alloys, radio/stereo, sunroof **£3,750**
1982 (Nov) "Y" ALFA ROMEO 1.6 GIULIETTA, red, 20,000 miles, radio/stereo, 2 owners **£2,995**
1982 'Y' ALFA ROMEO GTV6 2.5 COUPÉ, Silver, 1 owner, 22,000 miles, S/R, R/S, E/W, superb **£5,500**
1982 'Y' ALFA ROMEO TROFEO, FHC, 1.5 Limited Edition, silver, grey stripe, alloys, S/R, 29,000 miles **£3,750**
1982 ALFASUD 1.5TI, 3-door, 30,000 miles, metallic green, radio/stereo, alloys, mint **£3,250**
1982 "Y" ALFA SPRINT VELOCE 1.5 FHC brown, one owner, 27,000 miles, radio stereo **£3,695**
1982 "Y" ALFASUD 1.3, 4-door, Royal blue, 23,000 miles, two owners **£2,850**
1981 "X" ALFA ROMEO 5 SPRINT VELOCE, low mileage, Moroccan brown **£2,695**

LANCIA

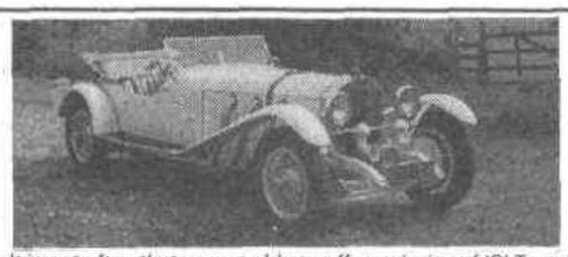
All New Models (now with three-year warranty)

LANCIA Y10 TOURING, two months old, fitted option pack which includes f/r electric windows, central locking, 5-speed, radio, red/grey interior, 1,000 miles only, 2¾ years warranty **£4,995**
1985 LANCIA 2000E COUPE, registered March, black, pas, alloys, sunroof, radio/cassette, supplied by us as new **£5,750**
1984 (Dec) B Regd LANCIA 2000 VOLUMEX COUPÉ, Supercharged, red, 7,000 miles, 1 owner, alloys, S/R, E/W, PAS, Radio/Cassette, as new **£5,995**
1984 (May) LANCIA DELTA HF TURBO, white, Martini stripes, executive pack inc. Recaro seats, central door locking, electric windows, sun roof, Panasonic Music, ZF g/box, etc, 19,000 miles **£5,250**
1984 LANCIA PRISMA 1600, silver, c/l, alloys, sunroof, e/w, radio stereo, one owner, 16,000 miles **£4,750**
1984 (Model) LANCIA PRISMA 1600, metallic blue, alloys, electric windows, c/l, radio, 14,000 miles, one private owner **£4,250**
1984 "B" LANCIA DELTA 1600GT, metallic blue, beige trim, sunroof, one owner, 10,000 miles, alloy wheels, electric windows **£4,750**
1983 LANCIA MONTE CARLO SPYDER CONVERTIBLE, black, one owner, 17,000 miles only, radio stereo, electric windows, alloys, air conditioning **£5,995**
1983 "A" LANCIA DELTA 1500, 5 door, white, 11,000 miles, radio, 1 private owner **£3,395**
1983 "A" LANCIA HPE 1E Automatic, red, electric windows, PAS, sunroof, 27,000 miles, two owners, mint **£4,750**
1980 LANCIA BETA 2000 SPYDER CONVERTIBLE, metallic blue, radio/cassette, alloys, 19,000 miles only, outstanding example **£3,250**

OTHERS

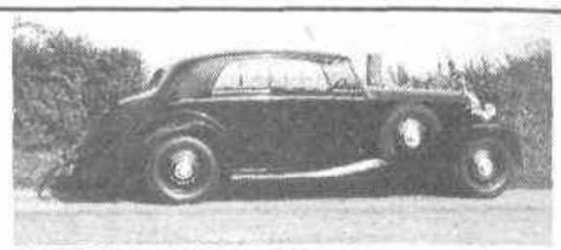
1983 "Y" AUDI QUATTRO TURBO, red, efw, pas, one owner, service history, mint condition, alloys, radio stereo **£10,750**
1979 'V' 1980 MODEL PORSCHE 911 SC SPORT TARGA, Guards Red, tan interior, 1 owner, new exhaust, slightly high mileage **£10,750**
1979 JAGUAR XJ12 MkII, red/beige leather, radio stereo, air conditioning, latest type alloy wheels, superb throughout **£3,995**

STATION ROAD, KENILWORTH
TEL: (0926) 59118/9
Opening hours — Mon-Fri 8.30 am to 6.00 pm
Sat 9.00 am to 5.30 pm
Cash buyers of Alfa Romeo, Lancia





It is not often that we are able to offer a choice of 'S' Type MERCEDES (as only 160 were ever built). The car to the left is a 1928 car with Sportwagen type bodywork. Supplied new to Mercedes Benz Great Britain in that year, it has been fully restored and is in concours condition. The car to the right is a Freestone & Webb drophead coupé with very rakish lines. It is rare to find such an original car, unfortunately with the exception of its engine which is incorrect. We would sell the car 'as is' or alternatively would welcome any information of an 'S' engine in order that we could do a complete restoration. INFORMATION REWARDED.



1938 ROLLS ROYCE PHANTOM III. Saloon coupé by James Young. Many, many unique features include cantilever doors, lavish 'Art Deco' fittings, pigskin interior. Supplied new to F. V. DuPont, two owners since. A very important car.



1957 FERRARI PININFARINA SPYDER. Series one. Chassis no. 0913GT. All original, concours. Red, black leather, chrome Borrani's. LHD.



1971 ASTON MARTIN DB6 MkII. Rare VANTAGE MANUAL model. 39,000 miles. History. Colour burnt almond, light tan hide interior, chrome wire wheels, superb.



ASTON MARTIN DB2/4. Past AMOC Concours winner, quite exceptional condition, finished in BRG with light beige leather.



1956 AC ACE. Originally Bristol engined but now has Alfa-Romeo twin cam 2000 without altering anything. Regularly competed and beats Bristol powered cars (good 100 engine and gearbox available). Lovely condition.



1947 ALFA ROMEO 2500 S.S. Short chassis Super Sport version, three Webers, Borrani's, two-seater body by 'Touring'.



1963 PORSCHE 356 'C'. Has been the subject of a total 'concours' restoration. Could be the best in U.K.

JAGUAR C-TYPE. Chassis 035. Concours condition

We are always anxious to acquire cars similar to those we normally sell, i.e. any car of quality and importance, pre-war and post-war European and English sports cars, competition cars, any Bentley or Rolls-Royce.

BRIAN CLASSIC LTD. Bucklow Hill (0565) 830423 (Cheshire).

DUNCAN HAMILTON

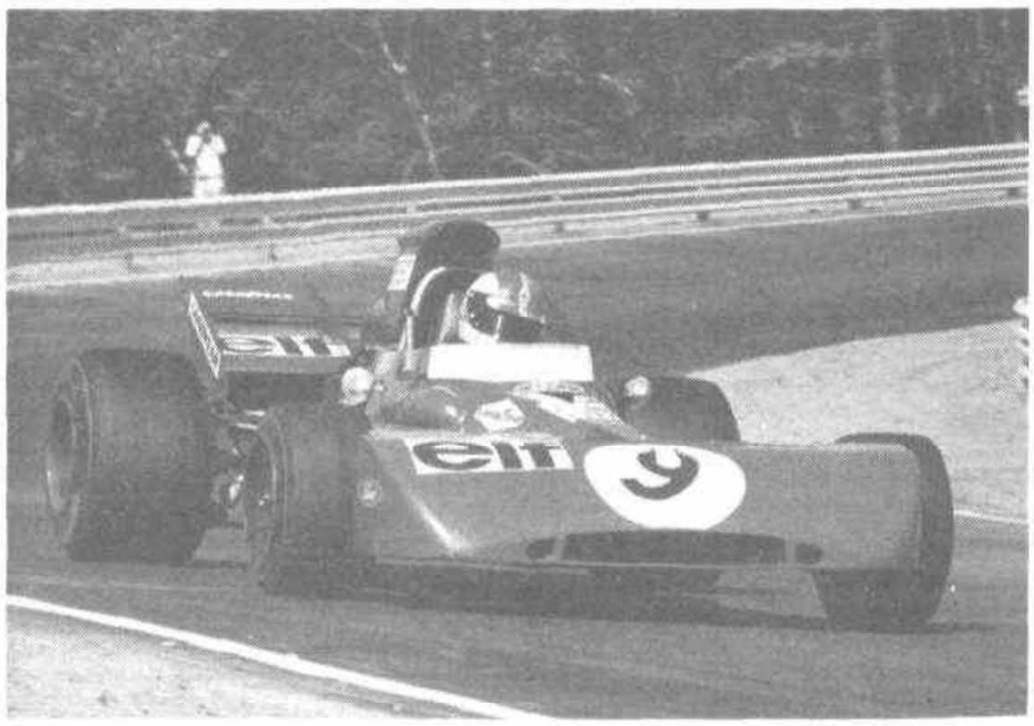
The Square, Bagshot,
Surrey, GU19 5AX.
Tel: (0276) 71010
Telex: 858334.

1971 TYRRELL 002 ex-FRANCOIS CEVERT

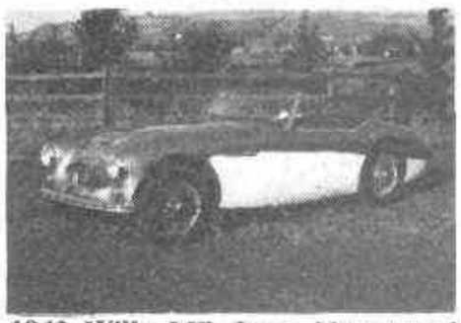
US Grand Prix winner, this car has been subject to a total restoration and is in immaculate, ready to run, condition and is eligible for the **1986 pre-'70 Championship.**

For further details please contact Adrian Hamilton.





COLDANES LIMITED



1943 Willy MB Jeep. Very good condition, US army markings. **£2,900**

1960 Austin Healey 3000 MkI. Mint condition, ice blue over white, completely rebuilt from chassis up 2,000 miles ago, when it was fitted with new Ruddspeed engine, overdrive. **£7,750**

1948 Cooper JAP Formula 3 Racing Car. Choice of one or two, either ex-Peter Collins, rebuilt car or dismantled 1948 car. Details on application (com.).

Frazer Nash TT replica wings for sale. New in ali or steel.

WANTED — SPORTS CARS OF ALL PERIODS

Alan Dunkerley — Ramsbottom 3616 evenings, Burnley 23596 days.

Balmoral AUTOMOBILE COMPANY LTD



1957 Rolls-Royce Silver Cloud I. Shell over Tudor, excellent red interior. (photo) **£10,950**
1937 Rolls Royce 25/30. Sports Saloon, good mechanically. (photo) **£7,650**
1964 Bentley S3. Blue over black, blue interior, nice car, MoT, taxed. **£10,850**
1964 Bentley S3. Tudor over silver, nice blue int. Recent brake o/haul etc. **£7,850**



1960 Bentley Drophead by M.P.W. Regal red, beige int., new hood, extensively rest to first class cond. (photo) **£34,500**
1955 Bentley S1. Blue, nice blue interior, recent brake work. **£6,250**
1956 Bentley S1. Silver over Maroon, green interior, sunroof. **£6,450**
1960 Bentley S2. White, beige interior. S/roof, o/hauled gearbox & brakes. **£5,450**

Telephone for appointment to view *Shipping arranged worldwide* *20 minutes from Central London*

TEL **01-761 1155** (After Hours Answerphone) **(Evenings) 0959 64879**

260 Knights Hill (Jet Petrol Station), West Norwood, London SE27

TAYLOR & CRAWLEY



Aston Martin Volante. Dark metallic green, fawn hide and hood, one owner, 12,000 miles, superb order, factory service record. **£37,950**
Aston Martin V8. Auto, dk blue with grey hide, 35,000 miles, service record. **£17,995**
Bentley Park Ward Convertible. L.H.D., 1961, metallic green, black hide and hood, 120,000 kms. 2 owners from new. **POA**
Bentley Mulsanne, 1981X. Masons black, tan hide, 32,000 miles. **£32,950**
Mercedes 190E 2.3 16 valve. Blue/black, total spec, immaculate. **POA**
Mercedes 280SE Convertible. In metallic light blue, burgundy hide with blue hood, 71,000 miles, two owners, complete service record. **£17,950**
Mercedes 450SL, 1980. Lapis blue, good spec, 37,000 miles. **£14,995**
Porsche 928 Auto, 1981X. Minerva blue, beige trim, 34,000 miles. **£14,750**
Porsche 911 Targa, 1974. Sepia brown, beige trim. **£7,450**
Rolls Royce Corniche FHC, 1978T. In Willow gold with champagne hide and matching Everflex, 32,000 miles, superb order, service record. **£24,995**
BMW M635i. Metallic black, total spec, immediate delivery. **POA**
Chevrolet Corvette, 1961. Blue metallic with cream flash, 72,000 miles, two owners with complete history, very original, hard top, manual gearbox. **£12,950**
Bristol 406, 1960. Dark green, pale green hide, 53,000 miles, a superb example. **£9,750**
Granada 2.8 Ghia X Pack, 1985. Auto, met blue, 5,000 miles. **£11,995**

New Alfas including Spyders for immediate delivery
New Maseratis including export for immediate delivery

50 Old Church St., Kings Road, London SW3 5DB.
Tel: 01-351 7566

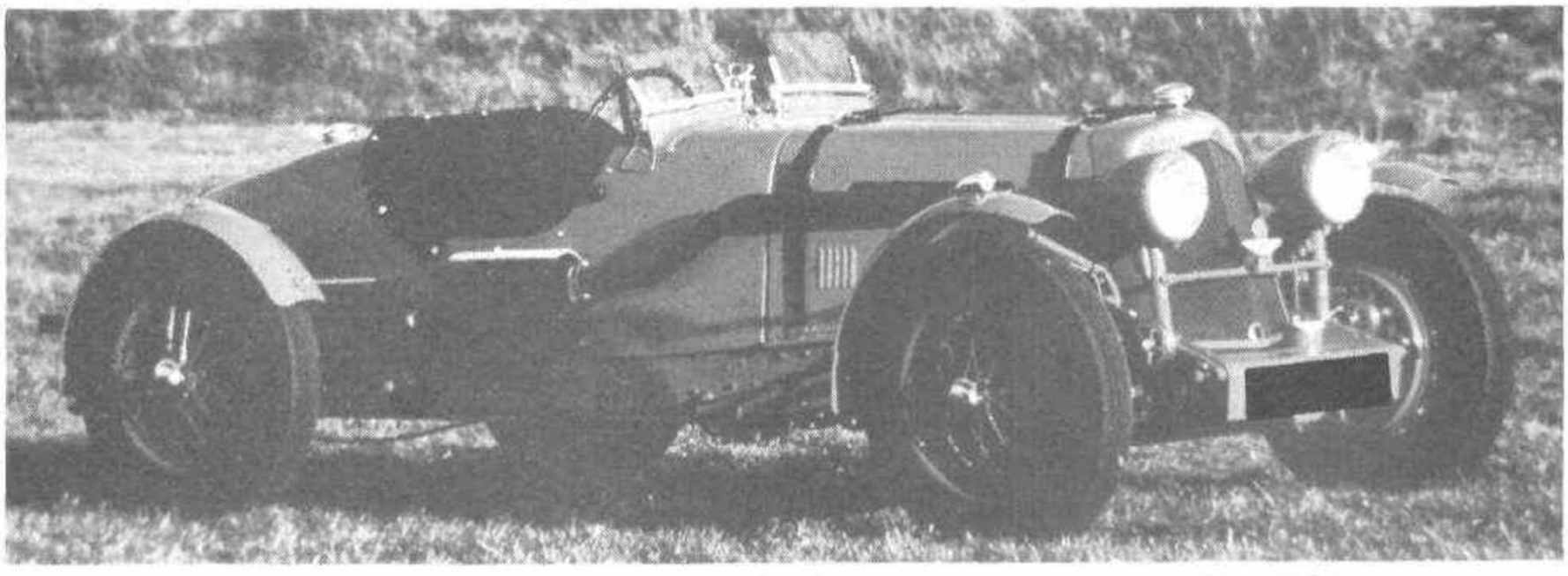
MORNTANE ENGINEERING LIMITED

ASTON MARTIN

1-8 COLLEGE YARD, HIGHGATE ROAD,
LONDON NW5 1NX TELEPHONE 01-485 8797

EXCLUSIVELY FOR PRE-WAR ASTON MARTINS

For the late Christmas present why not the
Morntane Engineering Gift Voucher
for your pre-war Aston owning friend or loved one. Any amount from £5 to £55,000



A VERY MERRY CHRISTMAS AND HAPPY NEW YEAR

Sales and Service ***Complete range of spares***

DK ENGINEERING

Ferrari, Jaguar and Porsche Service and Repairs — **Cars Sold on Commission**



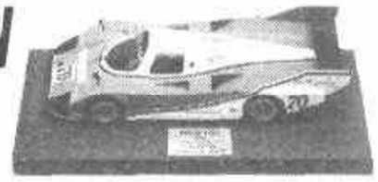
FERRARI 250 GT Pininfarina Spyder. 1957. One of two right hand drive examples built. Very pretty car. Chassis 0811 GT. Red with black trim.
FERRARI 275 GBT/6C. 1965. Red, restored, long nose example.
FERRARI 250 GT Boano. LHD Restored, red with biscuit interior. Alloy body, original specification, race history. **£28,000**
FERRARI 308 GTB. Koenig conversion. Silver with red trim. 12,000 miles since conversion. Shattering performance and stunning looks.
FERRARI 308 GTBi. 1980. Outstanding condition in red with black interior. 18,000 miles. Extras. **£23,000**
FERRARI 512 Boxer. Red over black. 1980. Magnolia trim. 17,000 miles only, sports exhaust.
FERRARI 250 Boano. 1956. LHD. One unrestored example still available. Part dismantled, in very sound condition. ... **£10,000**
JAGUAR E Type Fixed Head Coupé. Restoration mostly completed but requires finishing. **£9,000**

Telephone Watford 0923 55246
Unit D, 200 Rickmansworth Road, Watford, Herts WD1 7JS.

BELLINI MODELS 1/20 SCALE RELEASES



NEW

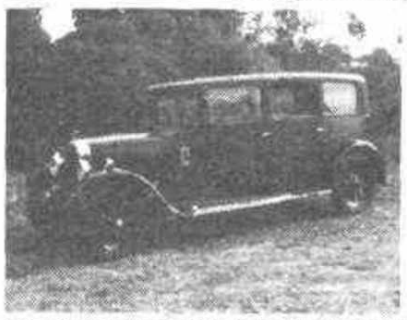


Also available in Kits and Finished — Maserati 250F, BRM P25, Austin 750 OHC, Jaguar D, Aston Martin Ulster, Ferrari 250TR, Lagonda M45, Lotus 16, Chevron B8, Porsche 956.

Free coloured brochure write Bellini, Freepost, Dept BMS1, Charwell House, Wilsom Road, Alton, Hants, GU34 2TJ.

Riverside Classic Automobiles

Rolls-Royce, Bentley, Vintage and Classic Cars



Austin 20 hp 6-cylinder, 1927. Fabric bodied limousine by Mulliner, earliest known example, grand condition throughout. MoT'd. Taxed £6,500

Jaguar XK150S 3.8-litre FHC, 1960. Original example in electric blue coachwork, blue leather trim, chrome wires, sunroof. MoT'd, original spec £7,995
Morgan ½ Size. Special by Black Phey, the prototype of only four made to celebrate jubilee of Morgan cars, ideal Xmas present for son or daughter £1,500
Lanchester 10 4-door saloon by Mulliner, 1934. Excellent original condition, having covered only 31,500 miles, tax discs, handbook, etc, outstanding £2,595
Morris 10/4 Saloon, 1934. Excellent example in black, green interior, currently MoT and taxed August 1986 ..... £2,695
Bentley SI, 1957. Black over silver, French blue hide trim, sunroof, p/s, 109,000 miles, some history £8,995
Riley 1½-litre RME, 1955. Black, green hide interior, restored in 1981 at a cost of £6,250, used regularly since £4,250
Ford Popular. Sit-Up-And-Beg, two examples, one partially restored, coachwork to do. £495. *Other* MoT'd, nice order, one owner since 1959 ..... £795
Alvis Silver Crest, 1937. Coachwork by Holbrooke, totally original and in nice running order, requires light renovation £2,995

Telephone 0284 69907 — **After hours: 0284 86623**
(Mon-Fri 8.30 am to 6pm, Sat 8.30am to 1pm)

Rougham Road, Bury St. Edmunds, Suffolk, off A45
Mechanical, Servicing, Body Repair and Restoration Work

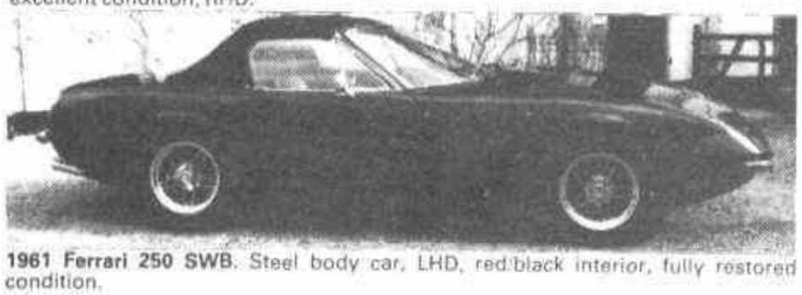
Chris Drake Collectors Cars Ltd

Are pleased to announce that they have opened a Central London garage / showroom at
21, Brook Mews North, London W2 3BW.
Telephone 01 262 6583 day 0707 51974 evenings
Telex 21478

1973 FERRARI DAYTONA 365 GTB/4 SPYDER



1973 Ferrari Daytona 365 GTB/4 Spyder. Chassis No. 16715, black/black & tan interior, 21,000 miles, mint condition, RHD.
1972 Ferrari Daytona 365 GTB/4 Coupé. Chassis No. 15523, red/red & black interior, 26,000 miles, mint, restored condition, RHD.
1968 Ferrari 275 GTB/4. Chassis No. 10995 GT, dark blue/black interior, low mileage, concours condition, RHD.
1966 Ferrari 275 GTB. Two cam, long nose, Chassis No. 08659, red/black interior, excellent condition, RHD.



1961 Ferrari 250 SWB. Steel body car, LHD, red/black interior, fully restored condition.

Also in stock
1985 AC Cobra Mk4. LHD, the last European spec car built, maroon with black interior, zero miles, 5-litre, 302 cc Ford Mustang unit, 5-speed gearbox.
1960 Lotus 18 F/J 1100cc Ford wet sump, beautiful restoration. Chassis No. 9871/12.
1952 Cooper Bristol Mkl F2 car. Ex-Walker/Whitehead rebuilt engine, running on methanol, much work recently carried out making it ideal for International Historic single seat racing.

MEADOWS



1961 Rolls-Royce Silver Cloud. Two owners, 101,000 mls, service history, finished in sand over sable with cream hide upholstery **£16,950**



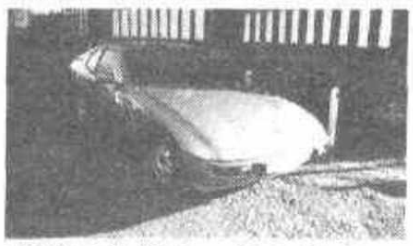
1984 Porsche 928SII. Black with matching leather interior, piped red, wide track, hifi pack, full service history with 6 months Porsche warranty left **£27,500**



1975 Rolls-Royce Corniche Convertible. Regency gold with magnolia hide and soft top, 62,000 mls, service history **£29,750**



1972 Rolls-Royce Silver Shadow. Brewster green with beige leather interior, 87,000 mls, service history **£8,950**



1982 Porsche 924 Lux. Finished in Saturn with beige berber trim, two owners, all extras, service history **£7,950**

1976 Triumph Stag. Automatic, white with matching hard top, black upholstery, 29,000 mls **£5,750**



1981 Porsche 924 Lux. Automatic, Mauritius blue, fawn berber trim, two owners, service history **£7,250**

1979 Mercedes Benz 280E. Pale green, two owners, 53,000 mls, service history, automatic & power steering **£4,995**

0227 720472 — **0304 612484**

Lenham Racing Cars Ltd.

WEST STREET · HARRIETSHAM · Nr. MAIDSTONE · KENT ME17 1JA · Tel: 0622 859333

We are pleased to be able to offer the following vehicles for sale from a private collection:



1936 MG Q-Type Special. Totally unique.

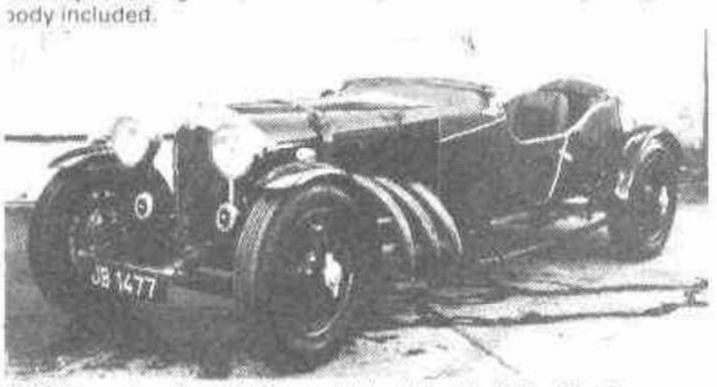


Alvis Special. Regularly raced, in superb condition. Spare sports body included.



1973 F1 Shadow DN3. Ex-Tom Pryce with detailed history.

1932 Alfa Romeo 1750 S/C. With coachwork by Touring of Milan.
1931 Bugatti Type 49 Sports. Two-seater with dickey.
1952 Cooper MG — KOY 500 — for restoration.



1933 Marendaz Special. Originally built for Mr & Mrs Moss.

1950 Cooper F3 Mk3 — for restoration.
1977 Porsche 3-litre Carrera — superb.

For further details of these cars and others in stock please telephone Josie Tolhurst on Maidstone (0622) 859333.
VIEWING IS STRICTLY BY APPOINTMENT

NOSTALGIA

GO ON — SPOIL YOURSELF!

A few years ago, I sold a 1924 Bentley Tourer at 10 pm on Christmas Eve, to a gentleman who an hour previously had insisted on a test drive in the thick snow round the lanes of Hertford Heath. So if you feel like giving yourself a last minute Christmas present, you're welcome to do likewise, but please give me a few hours warning in advance!

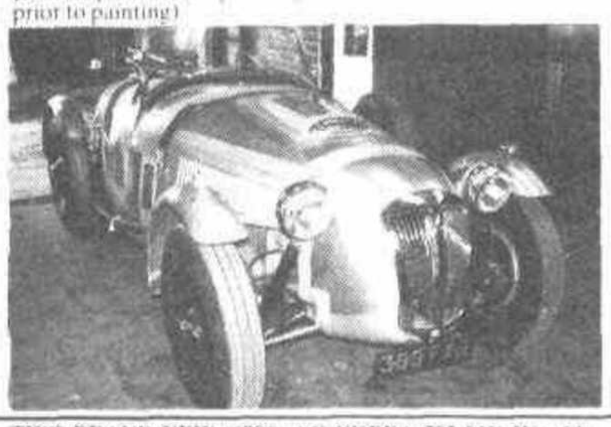
Looking back on 1985, it has been a badly-made squib of a year — bursts of activity sandwiching longer periods of dormancy — due largely, I imagine, to the appalling weather, and the impossible fluctuations in the value of the pound abroad. Let's hope for more buoyancy in 1986. **A Happy Christmas & New Year to you all!**

EXCHANGES CONSIDERED
SALE ON COMMISSION A SPECIALITY

'CELLNET' ASSURE ME THAT HERTFORD HEATH WILL SOON BE 'ON THE MAP'. WATCH THIS SPACE!

'THE GOAT' Pub (Hertford Heath) — Dec 1st/Jan 5th, noon. The variety of cars attending gets better and better!

1951 FRAZER NASH LE MANS REPLICA. Montlhery Record Holder and many race successes in first owner Anthony Crook's hands (PPG 1). Fully documented history from new. Total bare chassis restoration by TT Workshops just completed, now probably the best in the world. (Photo prior to painting)



1965 AC WILLMENT/GHIA COBRA 427 CT; one of the world's most famous post-war motoring creations! The subject of many magazine articles, this unique 200 mph (truly) road car still has under 14,000 miles from new and is totally original. Cobra World Registry listing — CSX 3055 (Ford Advanced Vehicles); full Holman & Moody 427 (7 litre) 485 b.h.p. 'side-oiler' engine with dual quad Holleys. Simply astonishing, and even more dramatic in reality than in the photo. (Silverstone, Sept '85)



ECONOMICAL HISTORIC GP RACING IN 1986

Most historic racing cars eligible for international events supporting current Grand Prix, today cost £100,000 plus. Under half this figure will buy either of these superb driving, crowd-entertaining (watch Roddy McPherson et al!), economical-to-maintain Cooper Bristols. With a major new series likely to be announced shortly, they both offer tremendous potential, for driver and collector alike!

1952 COOPER BRISTOL MK 1 — Ex Barber ('52 British GP)/Rout/Thomas. FIA/VSCC Registered, totally restored by Peter Denty, TT workshops etc. **(Photo).**

1953 COOPER BRISTOL MK 1 — Ex Works/Winkelmann/Langton. FIA/VSCC Registered, totally restored by Barry Simpson/TT workshops etc.

Both cars are in BRG with white nose-bands, and are in the most perfect 'Concours' condition achievable.



TWO BRAND NEW (1986) AC COBRA 302 MK IVs. My personal sales of these fabulous (0-100 mph in 12.9 secs), handbuilt by Autokraft, aluminium-bodied sports cars, has now risen to eleven. Their investment value has already been proved and therefore this opportunity of the last two 'latest 1986' spec. examples in UK / European form is gilt-edged. Ford of America now having granted Autokraft exclusive use of the COBRA name, this is the only new car that can legitimately wear the Cobra badge.

(i) LEFT-HAND DRIVE, unregistered. Maroon with black trim. Type approved for Europe etc. and DOT Cert for USA. 'Desmogged' 240 bhp (DIN) engine fitted, or could supply in US (EPA) form. Delivery mileage. Last European version by Chassis Number to be made. (Photo)

(ii) RIGHT-HAND DRIVE, UK registered & taxed. Metallic blue with tan trim. Delivery mileage. Last R.H. Drive version by Chassis Number to be made.



ROD LEACH'S 'NOSTALGIA'
CELLNET NUMBER: 0860 321981
(Ringing Tone = Old 'Engaged' Signal)
OTHER BUSINESS/HOME NUMBER: 0992 51093
7 days per week, 9 a.m.-10 p.m.
Write: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RT.
VISITS BY APPOINTMENT ONLY

CLASSIC AUTOMOBILES OF LONDON LTD

Armoury Way, London SW18 1EZ. Telephone: 01-871 1357

OPEN 7 DAYS A WEEK



1973 Jaguar E type roadster series III. A manual version of Jaguar's 150 mph dream car and one of the most stunning cars ever built. (4 others to choose from).

Telephone: 01-871 1357

Also in stock

1954 Aston Martin DB 2/4 Mk1. Superbly restored with coachwork in BRG & CWW. This must be the finest we've acquired.
1969 Fiat Dino 2400 Coupé. With Ferrari's famous V6 engine this sporty Fiat is a force to be reckoned with.
1947 Bentley 2+2 Sports. With very handsome sporting coachwork in Burgundy, this car offers a well composed balance of elegance and sporting appeal.
1934 Singer Le Mans. An attractive two-seater with Ivory coachwork and upholstered in red.
1957 Mercedes 220S Convertible. A graceful and stylish four seat convertible. Upholstered in tan hide with magnificent walnut woodwork and burgundy coachwork.
1938 Railton Tourer. Mighty 4.2-litre engine in graceful 4 seater touring coachwork in dove grey.
1929 Austin Chummy Tourer. Delightful 4 seat tourer combining charm, practicality and economy.
1971 Rolls Royce Silver Shadow. Light gold, tan hide interior, 2 owners, service history, (exquisite condition)
1965 Aston Martin DB6 Vantage. A classic sporting Aston Martin in red with CWW and manual gearbox.
1928 Rolls Royce 20 hp Doctor's Coupé by Maddox. Meticulously restored to its former glory. A truly magnificent car.
1924 Standard Tourer. Lovingly restored by enthusiast, burgundy coachwork with black wings, exposed push-rods.
1963 Rolls Royce Silver Cloud III. LHD, shell over Indor grey, a magnificent car.



1973 Ferrari Dino 246 GTS Spyder. A superb example of one of Ferrari's most beautiful cars. In red with leather interior.

Other excellent cars available, please telephone.
Overseas enquiries welcomed; shipping arranged.
We also buy good condition interesting cars.

MALCOLM C. ELDER

office: Enstone (060 872) 238
home: Steeple Aston (0869) 40606

UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP.

Part exchanges considered. Callers preferably by appointment. Enquiries welcome.





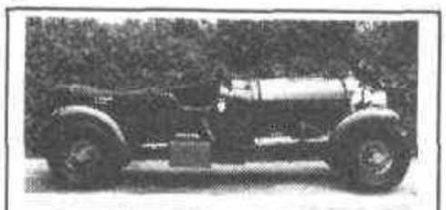
1904	**BEESTON HUMBER** 10/12 *(Photo)*	£27,000
1929	**ALVIS** 12/50 saloon to restore	£2,500
1929	**AUSTIN** Heavy 12/4 Burnham saloon	£4,850
1929	**MORRIS** Oxford 6 coupé *(Photo)*	£4,975
1931	**ALVIS** 12/60 Beetleback	£12,000
1938	**HUDSON** Str. 8 drophead coupé	£12,000
1951	**BRISTOL** 401	£3,850
1953	**RILEY** RMB 2½-litre saloon	£1,875
1954	**BRISTOL** 405 drophead	£12,000
1958	**JAGUAR** XK150 fixed head coupé	£4,850
1958	**AUSTIN** A95 Westminster	£1,599
1960	**BRISTOL** 406	£3,250
1966	**JAGUAR** 3.8 S-Type	£1,700
1971	**ALFA ROMEO** 1750 Spyder	£3,875
1972	**ROVER** 3.5 litre saloon	£2,600
1978	**CITROËN** GS Pallas TC	£1,400

MOTORCYCLES

1922	**RALEIGH** 3½ hp for restoration	£1,100
1932	**RALEIGH** 500 cc o.h.v.	£1,400
1938	**ROYAL ENFIELD** 500 cc Bullet	£1,250
1939	**SUNBEAM** 350 cc "Highcam"	£1,500
1963	**FRANCIS BARNETT** Cruiser 80	£450

Registration number: **SGY 1** £2,000
NEW TYRES STOCKED for older vehicles.

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.



Bentley 4½-Litre Tourer

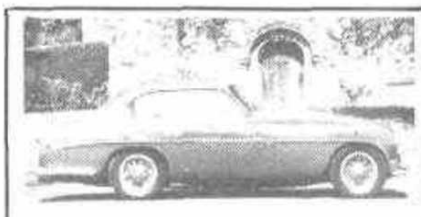
Price £16,000

This car is the subject of a very carefully built and detailed VDP styled open tourer based on a Mk6 chassis and running gear. No expense spared, very reliable and well known.

Telephone for full specification and photos

Wanted W. O. 4½-litre

Michael Tyrrell, Stablehills, Maypool, Galmpton, Brixham, Devon. Tel: 08045 51010 day, 0803 842515 eve/weekends.



1949 FERRARI TIPO 166 BERLINETTA

Chassis No. 019S with Carrozzeria Superleggera Touring bodywork with Aerlux Vistadome. The 1949 Paris Show car. Campaigned extensively early 50s with wins at Albi, Montauban and Orleans. Totally original and mint condition outside and inside. Only 34,000 kms from new.

£50,000

BEAULIEU CARS LTD
Tel: 0590 612444

ROYLE HEPWORTH LTD

POOL ROAD, POOL IN WHARFEDALE, OTLEY, WEST YORKSHIRE LS21 1EG
Telephone: Arthington (0532) 843636



1973 Ferrari 365 GT4 2+2. This example — with bodywork by Pininfarina — has all the typical hallmarks of the great name Ferrari. An exhilarating machine **£11,500**



1958 Aston Martin DB2/4 Mk III. Drophead coupé. A rare car, in excellent order and fitted with overdrive **£17,750**

1930 Aston Martin International 2 seater. Ex Forest Lycett **£20,000**
1933 Aston Martin Le Mans. Short chassis **£24,600**
1965 Aston Martin DB5. Immaculate **£16,500**
1949 Bentley MkVI Saloon. Coachwork by James Young. **£10,000**
1909 Brush Runabout D30. VCC, dated American Edwardian **£7,000**
1950 Frazer Nash Le Mans Rep. ..... **POA**
1950 Healey Silverstone E Type. Super character car **£15,950**
1960 Jaguar XK150 3.4. Manual with overdrive **£6,950**
1974 Jensen Interceptor Convertible Mk III. Luxurious **£15,750**
1980 MGB Roadster. 33,000 miles, 1 owner. **£4,625**
1929 Rolls Royce 20 hp Weymann Sportsmans 2 door saloon **£23,000**
1935 Rolls Royce 20/25 Saloon with division **£19,500**
1935 Rolls Royce Phantom II — Open Tourer. Magnificent **£29,500**
1947 Rover 14 Saloon. With sunroof **£4,500**
1911 Sizaire Naudin. 3 owners from new **£17,500**

If you have an interesting motorcar to sell, please telephone us. Opening hours 9am to 5pm Monday to Friday or by appointment

WE SUPPLY FROM STOCK AND MANUFACTURE

CYLINDER LINERS **PISTONS** GASKETS

PETER HEPWORTH COMPONENTS LTD.,
POOL ROAD, POOL IN WHARFEDALE. TEL: (0532) 843434



1908 International Harvester Motor Wagonette. A popular high-wheeler in superb condition — drives very well **£10,950**



1973 Citroën Maserati SM — EFI and air conditioning. A most attractive car with all sorts of interesting features **£6,950**

01-499 9951
(Monday-Saturday)

Laurence Kayne (London) Ltd.

0488 72184
(Weekends)

A choice of over forty Rolls Royce & Bentley motor cars under one roof

We are only 5 minutes walk from Marble Arch



1964 ROLLS ROYCE SILVER CLOUD III. Finished in Sage & Smoke Green having been in one family's ownership from new. One of the most original and well cared for examples we have seen in recent times, having covered a total mileage of 72,000 with a private maintained owners log.

1975 ROLLS ROYCE CORNICHE fixed head coupe. An excellent driving motorcar, fully serviced and guarantee available. **£16,500**

1972 ROLLS ROYCE CORNICHE CONVERTIBLE. Finished in Black with new matching mohair top and magnolia hide trim. **£25,000**

1970 ROLLS ROYCE PHANTOM VI. The choice of two fine examples. One with very comprehensive specification priced from. **£27,500**

1964 ROLLS ROYCE SILVER CLOUD III. Adaptation by H. J. Mulliner. Restored from chassis upwards, absolutely magnificent. **P.O.A**

1964 ROLLS ROYCE SILVER CLOUD III CONVERTIBLE (Continental design) recellulosed in Royal Blue, re trimmed in magnolia. **£55,000**

1959 ROLLS ROYCE SILVER CLOUD I. Left hand drive manufactured, low mileage, very original and rust free. **£25,000**

1976 DAIMLER DS420 LIMOUSINE. Left hand drive manufactured. Excellent mechanically, low mileage, and air conditioned. **£10,950**

CUSTOMERS PARKING AVAILABLE, FULL WORKSHOP AND AFTER SALES SERVICE

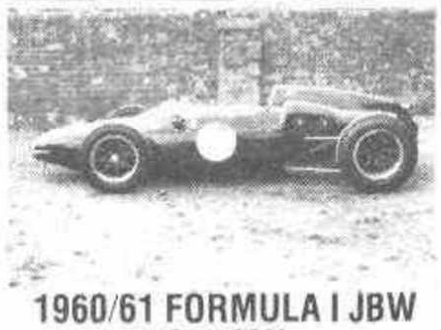
E.&O.E.

Headlinings, leather cloths, Duck and Mohair hoodings, moquettes, carpets, Bedford Cords, and felts. Draught excluders, wing pipings, window channels, trimmings, rubber and sponge sections, leather helmets, accessories and leather renovation kits.

ALL THIS IS AVAILABLE for Vintage and Classic cars at keen prices from the **WOOLIES CATALOGUE**. Send 75p for your copy today. UK post paid. (Overseas: Europe 95p, USA $2.00, bills please, airpost paid).

BY RETURN MAIL ORDER and over the counter sales. Open Monday to Friday 9-5 (lunch 1-2). Other times by appointment.

Ian and Caroline Woolstenholmes are "WOOLIES MS", off Blenheim Way, Northfields Industrial Estate, Market Deeping, Nr Peterborough PE6 8LD. Tel: Market Deeping (0778) 347347.

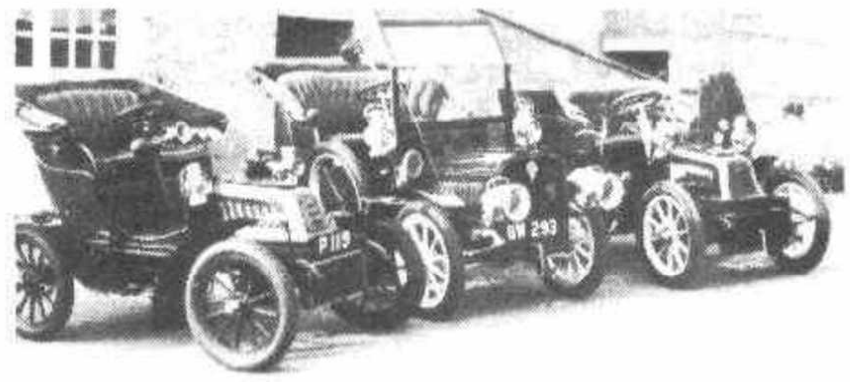


1960/61 FORMULA I JBW CLIMAX

Ex-Brian Naylor, first race USGP Riverside with 2½-litre Maserati unit, currently in Italian GP trim with 1.5-litre FPF. Car totally restored and 100% reliable this season, FIA registered, original specification, complete with spare Climax dismantled for inspection.

£26,000

Telephone David Ham 0707 40906 (evenings)



Through our workshops to success in this year's London to Brighton run.

THE COOKE GROUP

West Avenue, Wigston, Leicester LE8 2FB
Tel: (0533) 881234

Peter Jarvis of Gemburgh Ltd.

LONDON

offers the following cars for sale

ROLLS ROYCE SILVER SHADOWS

SILVER SHADOW 1979 Model series II. Left drive, finished in Peacock Blue, with Beige hide interior, and matching everflex roof, whiteside tyres, every extra possible, service history, conforms to US DOT.

SILVER SHADOW 1967. Finished in Ivory White with beige hide interior, usual extras including air conditioning, service history, whiteside tyres.

SILVER SHADOW 1973/4. Left Drive, finished in Ivory White with superb hide interior, usual extras including air conditioning and whiteside tyres, conforms to US DOT.

SILVER SHADOW 1976. Left Drive, finished in Embassy Black with superb hide interior, every extra, whiteside tyres, conforms to US DOT.

SILVER SHADOW 1973 Left drive, White with superb hide interior, equipped with every extra possible, low mileage, meets US DOT.

SILVER SHADOW 1976. Left Drive, finished in Porcelain White with excellent hide interior equipped with all extras, conforms to US DOT, service history.

SILVER SHADOW 1977 Series II. Left drive, coachwork in Willow Gold with Tan hide interior, every extra possible, service history, conforms to US DOT.

SILVER SHADOW 1976. Left drive, finished in Caribbean Blue with superb hide interior, and fitted with all extras, service history, meets US DOT.

SILVER SHADOW 1978 Series II. Left drive, finished in Onyx with superb beige interior, service history, equipped with all extras, meets US DOT.

SILVER SHADOW 1967. Porcelain White with excellent hide interior, everflex roof usual extras, low mileage, history, whiteside tyres.

ROLLS ROYCE CORNICHE COUPES AND M.P.W.

CORNICHE F.H.C. 1973 Left drive, finished in Ivory with beige interior and everflex roof, every extra, service history, meets US DOT.

CORNICHE FHC 1973 Left drive, finished in Porcelain White with superb interior and equipped with all extras, meets US DOT.

CORNICHE FHC Series II Spec 1977 Model. Left drive, Metallic Silver, Chalice with Cherry Red hide interior, equipped with all extras possible, service history, conforms to US DOT.

CORNICHE STYLE FHC 1970/1. Left drive, finished in Midnight Blue with off-white leather interior, and matching everflex roof, every extra, meets US DOT.

CORNICHE FHC Series II Spec 1977 Model. Left Drive, Nutmeg Gold with Magnolia hide interior, and Matching everflex roof equipped with every possible extra, history, conforms to US DOT.

OTHER ROLLS ROYCE MODELS

SILVER CLOUD II 1961. Long wheel base with electric division, Silver Sand over Golden Sand with beige hide interior, usual extras, service history, very rare.

CAMARGUE 1974/5. Left drive, history, finished in Ivory with Olive hide interior, equipped with every extra. The most expensive Rolls Royce when new, and the ultimate in Rolls Royce motoring meets US DOT.

SILVER WRAITH 1939. Touring sports saloon, Burgundy over Ivory with Tan hide interior, side mounted spare wheel. Unique trunk compartment. This rare coachbuilt, James Young Rolls Royce is a listed car in Those Elegant Rolls Royce.

SILVER SHADOW 1972. Left Drive, long wheelbase with electric division, Porcelain white with cherry red hide interior, low mileage, equipped with all extras, conforms to US DOT.

SILVER SPIRIT 1981. Left drive, Silver with navy hide interior, every extra. This is the latest model of the Rolls Royce, service history, conforms to US DOT.

ROLLS ROYCE CORNICHE CONVERTIBLES & M P W

CORNICHE CONVERTIBLE 1973. Left Drive, finished in Ivory with Tan hide and matching top, equipped with all extras, conforms to US DOT.

CORNICHE CONVERTIBLE 1971. Left drive, finished in Masons Black with Tan hide interior and power top, whiteside tyres every extra, conforms to US DOT.

CORNICHE CONVERTIBLE 1980 Series 5. Left Drive, coachwork in Ivory with tan interior, and matching power top, history, every extra, meets US DOT.

CORNICHE CONVERTIBLE 1971. Left drive, finished in porcelain white, with excellent hide interior and power top, usual extras, low mileage, whiteside tyres, conforms to US DOT.

BENTLEYS

BENTLEY T Series 1973. Finished in Caribbean blue, with navy hide interior, low mileage, history, usual extras inc. air conditioning, meets US DOT.

BENTLEY SERIES II 1960. Sage over smoke green, with beige hide interior, nominal mileage usual extras.

BENTLEY SERIES III 1963. Finished in ivory with beige hide interior, usual extras.

BENTLEY SERIES III 1963. Finished in Regal red with dove grey hide interior, usual extras.

BENTLEY SERIES III 1964. Finished in Oxford blue with beige hide interior, usual extras, service history, whiteside tyres.

BENTLEY SERIES 1960. Sand over sable with beige interior, usual extras.

ROLLS ROYCE SILVER CLOUDS

SILVER CLOUD III 1963. Embassy Black over Silver Chalice, Cherry red hide interior, usual extras, whiteside tyres.

SILVER CLOUD III 1963. Finished in Porcelain White with dove grey hide interior, usual extras.

SILVER CLOUD III 1964. Finished in Shell over Tudor Silver with beige hide interior, usual extras.

SILVER CLOUD 1962. Finished in Embassy black with beige hide interior, usual extras.

SILVER CLOUD III 1964. Finished in Regal Red with beige hide interior, usual extras including power seats.

SILVER CLOUD III 1964. Finished in Steel Blue over Silver Chalice, with Dove Grey hide interior, usual extras including sunroof.

SILVER CLOUD III 1964. Finished in Silver Chalice over Dark Green with matching hide interior, usual extras.

SILVER CLOUD II 1961. Finished in Regal Red with matching usual extras.

SILVER CLOUD III 1965. Finished in Embassy black with cherry red hide interior, usual extras, whiteside tyres.

JAGUAR

JAGUAR XKE V12 2+2 1972. Left hand drive, Signal Red with beige interior, auto pas, sunroof, chrome wire wheels, whitewall tyres, meets US safety spec.

JAGUAR XKE V12 CONVERTIBLE 1974. Left hand drive Navy Blue with matching interior, pas auto, chrome wire wheels, whitewall tyres, meets US safety spec.

PORSCHE

911SC SPORT 1977 Model. Guards red with black interior, usual extras, s/roof, front and rear spoilers, conforms to US DOT, low mileage, left drive.

PORSCHE 911 Targa 1972/3. Finished in black with matching interior, left drive, front and rear spoilers, alloy wheels, radio / stereo.

MERCEDES BENZ

230 SL SPORTS 1964. Left hand drive, H/s tops, white with cherry red interior, PAS, standard transmission.

230 SL SPORTS 1964. H/S tops, left hand drive, metallic blue with matching interior, pas, standard transmission.

190 SL SPORTS CONVERTIBLE 1961. Ivory white with cherry red interior, standard transmission.

230 SL SPORTS 1964. Left hand drive, finished in signal red with superb interior, pas, h/tops, whiteside tyres, low mileage, history.

We would like to wish all our Customers from all over the world a very happy Christmas and prosperous New Year.

OUR STOCK IS CONTINUOUSLY CHANGING

Please phone for further details. Tel: Peter Jarvis Swanley 69081

Specialists in shipping to all parts of the world

If you have a vehicle of the sort we sell we would like to purchase it.

DAVID SCOTT-MONCRIEFF & SON LIMITED

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927

Our staff are experienced to undertake all types of work on all makes of cars. We specialise in Rolls-Royce, Bentley, classic and vintage marques, from M.o.T. testing, servicing and general repairs to complete restorations. Some spare parts available, and automatic gearboxes overhauled. We are happy to make appointments to visit cars for estimates and opinions. Our opening hours are from Monday to Friday 9.00 a.m. until 5.00 p.m.

BRITANNIA ENGINEERING WORKS, WEST STREET, LEEK, STAFFS ST13 8AF

Telephone Leek (0538) 384300 Cables: Buntycars, Leek, Staffs.

1930 SWB Box Saloon	£3,750
1931 TT Ulster replica	£4,995
1933 Box Saloon	£2,350
1934 Fabric Bodied Special	£1,995
1937 Francis Barnett 250 Seagull	£595
1971 Triumph 750 Three	£1,450
1967 Alfa Romeo Spyder Duetto	£1,750

Hampshire Sevens UNIT ONE, SOUTHLANDS, OAKHANGER, HAMPSHIRE 04203 7775



BRISTOL at R. F. FUGGLE LTD.

1982 603	£19,850
1978 412 S2	£11,250
1976 411 MkV	£11,750
1967 409 MkII	£8,950
1957 405 Saloon	£9,850

Bushey Heath, Herts. 01-950 1685

Wanted!

Low mileage:
Corniche Convertibles and Coupés
Silver Cloud I-II-III and Bentleys.
All Post-war RR and Bentleys including Coachbuilt cars and Silver Shadows.
P. J. Fischer, Northumberland Garage
01-785 5633

"A Mine of Delight... this book is a must"
– Motor Sport

"A marvellous graphic evocation of the early post war days of Motor Racing"
-Thoroughbred & Classic cars.
"I thought it was great" ***-Autocar.***

GOODWOOD A PRIVATE VIEW 1949-56 is a collection of 101 hitherto unpublished photographs with detailed commentary by the Reads, father and son. It provides an unique and enduring insight into the golden days of post war racing, seen from the intimacy of the paddock of the Sussex Circuit.
ISBN 094 5003 96 9pp 8"x12" softback **£9.95**



NELSON & SAUNDERS

From your favourite bookshop or Post Free by return from the publisher (Access & Barclaycard with pleasure)
2 Dartmouth Road
Olney, Bucks MK46 4BH
Telephone (0234) 712006

Pioneer Automobiles

Following a merger on November 1st 1985 with ADRIAN MOORES VINTAGE & CLASSIC VEHICLE TRANSPORT we are moving to

ANDOVER ROAD, WHITCHURCH, HAMPSHIRE, RG28 7RL

Telephone Whitchurch (025682) 2844

where we can offer:
Vintage/Classic Car Sales & Repairs.
Useful selection of Vintage/Classic Spares
Professional Transport Service for Cherished Vehicles throughout U.K.

After hours enquiries Andover
(0264) 73714 or 64699

Over 30 years constant involvement and experience with veteran vintage sports racing cars.

P. Foulkes-Halbard

Fordshill, Smugglers Lane
London Road, Crowborough
Sussex TN6 1TG, England
Crowborough 4223



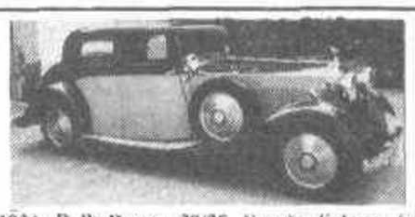
Essential please to telephone and make an appointment before visiting PFH



1903 Stevens-Duryea, *full 4 seat Brighton Run car. VCC dated 20hp twin cylinder, in mint concours after extensive rebuild of an original car.*



1939 Vauxhall 12 Saloon, *in mint original cond, a super old car & nice to drive. Good appearance, suitable for wedding hire, or ideal for agents showroom, rallying or daily use.*



1934 Rolls-Royce 20/25 Sports Saloon *by William Arnold, fully restored condition, nice for continental events or touring.*

1967 Mercedes 300SE Coupé *ready for full use, MoT, reliable, fast, elegant. Another rough car the same available for spares or restoration.*



1966 Sunbeam Alpine Series 5, *mint condition, three owners from new, 80,000 miles, if you bought it at one year old, it would not be in better condition.*

1925 Rover ohc 16/50. *V windscreen sports saloon. This car is tidy, restored and very rare.*
1936 Lincoln V12 Sedan. *LHD, fast and unusual gangster car so full of character. Fine for daily use.*
1939 Rover 12 Sports Saloon *in good sound condition needing restoration, with spare engine.*
1948 Jaguar 1½-litre sports saloon, *completely original car needing restoration but in generally sound condition.*
Brand new unregistered Silver 750 *Limited Edition Triumph Bonneville motorcycle.*
1980 Alfa Romeo GTV, SE 2-litre, *40,000 miles from new, two enthusiast owners, full history. Blaupunkt radio / stereo, sunroof, Campagnolo wheels, new tyres, exhaust and battery, above average condition, own car since 1981, taxed, MoT, good buy at about £2,000. I have a new one the same again.*

VETERAN, EDWARDIAN, VINTAGE CAR & MOTORCYCLE SPECIALIST

SALES 01-449 2984 **MIKE R. BERRY (LONDON)** (Evening) 01-445 1869

ROLLS-ROYCE & BENTLEY SPECIALIST — 55 LEICESTER RD BARNET HERTS

Vintage & Classic Car Specialists



1958 Morris Minor 1000 2-Door Convertible. A superb and very original example of this all-time classic, unblemished coachwork finished in old English white with red leather trim, many period extras. Recorded 19,000 miles from new. Probably the finest and most original example currently available.



1957 Humber. First of the "New Humber Hawk" series. A rare, totally original and completely unspoiled example of this fine high quality marque, finished in duotone grey with contrasting red leather interior, manual gearshift with optional overdrive, period radio, etc. Recorded mileage only 15,000, just extensively serviced and ready for use.



1979 (V) Aston Martin DBS V8 sports coupé. A fine example of this high quality thoroughbred, 2 owners, recorded 31,000 miles only, with known history, coachwork finished in metallic royal blue with contrasting pale blue hide trim, automatic transmission, pas and air conditioning. An excellent all round example well maintained and realistically priced.



1968 Aston Martin DB6 2 door F/head coupé by Superleggera. A truly magnificent eye catching example finished in carmen red with chrome wire wheels, automatic transmission, power steering, air conditioning and sunshine roof, black leather trim, recorded 68,000 miles, good history with refurbishing bills totalling some £11,000.

URGENTLY WANTED: ALL TYPES OF ROLLS-ROYCE, BENTLEY, CLASSIC CARS AND MOTORCYCLES, ETC.



CHRISTMAS GOODIES!

Super quality chamois-lined driving leather helmets in Black, Brown, White and Red. White Cotton Linen Driving Helmets. All-Leather Black Driving Gauntlets. Mk IV Leather Lined Goggles (back again. . . .) Enamel Union Jack Plaques (mfd. by ourselves — very superior . . .) Silk Door Pulls, Parcel Nets, Chrome plated brass stone guards, Chamois Leathers and a further 1000 goodies! Just telephone us on 077836-312 or telex 32153 G. Illustrated Catalogue available £1: £2 Europe or $4 elsewhere.

THE COMPLETE AUTOMOBILIST LTD

Dept One, The Old Rectory, Greatford, Stamford, Lincolnshire, PE9 4PR, England.

We are open during the week between 08.30 and 17.00 hours for cash customers. Weekends by appointment.

TELEX 32153 **TELEPHONE No 077836-312**

KNOCK-OFFS AND OTHER SPECIALIST PARTS

A Happy Christmas & New Year to all our customers



KNOCK-OFFS
£38.00. Set of 4. MG, A/H, TR, 2-eared.
£50.00. Set of 4. Jag size.
Above prices include VAT and mail UK.

AERO SCREENS
LAMINATED GLASS *RACE approved.*
WIRE WHEELS — new
Popular sizes available. Phone for details.
ROCKER COVERS — polished Ali. MG, Ford, TR, Mini, etc. best prices.
WRITE OR PHONE FOR MAIL ORDER

19 MG TA/TC wheels in stock — new and beautiful. Correct centre and rolled rim. Centre laced.

KIMBLE ENGINEERING LTD
33 Highfield Road, Birmingham B28 0EV England
Tel: 021-777 2011. Telex 336993
Access Visa taken

DAVID HOWARD CARS

Specialists in Vintage & Thoroughbred Motors. Export & Shipping Arranged

RANVILLES FARM, ROMSEY, HAMPSHIRE.
Tel: SOUTHAMPTON 814481



1927 Talbot 14/45 AD Coupé. Beautifully restored example. *(Illus)* **£7,900**

1924 Cluley Four Seater 10.5 HP Tourer. Excellent and original. **£5,350**

1926 Austin 12/4 Clifton Tourer. For complete restoration. **£1,000**

1926 Fiat 501 Drophead Coupé. Very pretty example, drives well. . . **£5,750**

1929 Austin Burnham Six Saloon. Quite delightful in its originality. **£5,250**

1932 Alvis 12/60 Four Seat Tourer. by Cross & Ellis. Needs tidying. **£6,850**

1934 A.C. Ace. Fixed Head Coupé, requires restoration, very pretty. **£2,850**

1978 BMW 320 Saloon. Roseda Green. Very superior example. **£2,500**



1926 AC Royal Two Seater. Very attractive in polished aluminium. *(Illus)* **£5,500**

1934 Bentley 3½ Roadster. Fitted 4¼ engine, very fast indeed. **£22,000**

1935 Riley Falcon 12/4 Saloon. Burgundy & black, near concours. **£3,500**

1933 Riley 9 Lynx Tourer. Last owner 21 years, very original, excellent order. **£7,500**

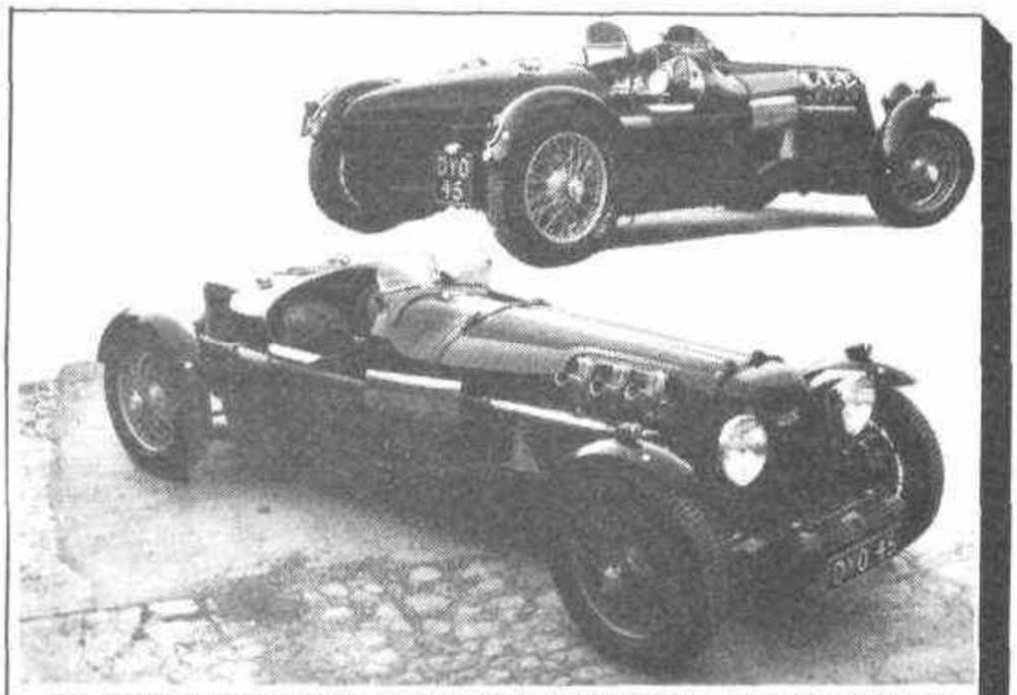
1933 Morris 10/4 Saloon. Rebuilt mechanically. **£2,250**

1950 Ford V8 Pilot. Ex. Surrey Police. Exceptional condition. **£2,650**

1950 Lea Francis 2½ Litre Sports. Red trim, excellent. **£5,950**

1969 Triumph TR6. Beautiful car. Two owners. Damson. **£3,250**

1974 Range Rover, N-Reg. One previous owner. Quite outstanding. **£3,250**



1931 ROESCH 105 TALBOT known as 'THE Dr. HUSBAND SPECIAL'. Supercharged (at present on three 2" SU's) 3-litre, 6-cyl. pre-selector 'box, black, new red hide, a well known and successful winner in V.S.C.C. events as well as being fully equipped for the road.



1934 RILEY LYNX 12/6 FOUR-SEATER TOURER. Two-tone blue, black interior, original full weather equip., very useable in sound order throughout. **£7,750**



1933 RILEY 9 MONACO. Blue/black, fabric top, original blue hide seat, new tyres, taxed, in very fine original condition. **£3,750**



1973 FERRARI DINO 246 GT. Yellow/black, one owner and guaranteed 21,788 miles from new, in extremely fine order. **£14,950**



1961 AUSTIN HEALEY 3000 MKII. Ice blue, white, o/d, works hard top, guaranteed 34,666 miles. **£7,500**

JAGUARS — UNDERGOING FULL RESTORATIONS:
1958 XK150 DROPHEAD w/wheels, overdrive, RHD, and
1955 XK140 ROADSTER LHD, w/wheels, "C" head,
1955 XK140 DROPHEAD, w/wheels — All "body off" restorations inc: engine, gearbox, bare metal resprays, rechromed, retrimmed in top quality leather — ready SPRING 1986.

1932 LAGONDA 3-litre WEYMANN SALOON Type W24P maroon and black/green hide, extensive body restoration in '81, mechanically very good — an original and rare example. **£11,850**



1933 SUNBEAM SPEED 20 MONTE CARLO Pillarless Saloon, Ch. No. 2011/5. Jet black, tan hide all to concours standard, genuine 36,000 miles, 2 owners from new — stunning.

Birtsmorton (068 481) 525



Nigel Dawes
Birtsmorton Court, Nr. Malvern Worcestershire, England

The world famous Paradise Garage

01-736 2302/3/4
telex 267689.

London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



1964 ASTON MARTIN DB5 SALOON. Seychelles blue with grey interior. Five-speed ZF manual gearbox. Chrome wire wheels. One of several excellent Aston Martins available.



1964 ASTON MARTIN DB5 CONVERTIBLE. *(Similar to photo)* Silver mist with blue leather. Fully restored. Five-speed manual gearbox. Chrome wire wheels. In pristine condition.



1964 ALFA ROMEO 2.6 SPYDER BY TOURING. Exceptionally rare and highly sought after model. Low mileage and with full service history. Red with black interior. Five-speed manual gearbox.



1965 ROLLS-ROYCE SILVER CLOUD III. Dawn blue over silver with blue interior. Recorded 92,000 miles. Excellent throughout. One of two very good Silver Cloud III and a Silver Cloud II available.

Other vehicles in stock

1968 AC 428 Convertible.
1967 Aston Martin DB6 Volante.
1969 Aston Martin DB6 Vantage Saloon.
1959 Austin Healey 3-litre Mark I.
1951 Bentley Mark VI Convertible by Park Ward.
1964 Bentley SIII Convertible by Mulliner Park Ward.
1950 Bentley Mark VI Saloon.
1954 Bentley R-Type Saloon.
1930 Humber 16/50 Allweather Tourer.
1965 Jaguar E-Type 4.2-litre Fixed Head Coupé.
1966 Jaguar E-Type 4.2-litre 2 + 2 Left Hand Drive.
1969 Jaguar E-Type Series II Roadster.
1966 Jaguar E-Type Series I 4.2-litre Roadster.
1974 Jaguar E-Type V12 Roadster.
1954 MG TF 1500 Sports.
1962 MGA 1600 Mark II Roadster.
1936 Packard V12 Coupé Roadster.
1927 Rolls-Royce Phantom One Open Tourer by Windover.
1954 Rolls-Royce Silver Dawn.
1954 Rolls-Royce Silver Wraith by Mulliner.
1965 Rover 3-litre Coupé.
1934 Velocette KTS 350 cc Single.
1957 Matchless 350 cc Single.
1958 BSA A10.
1960 Triumph Tiger 100 500 cc Twin.
1975 MV Augusta America 750 cc.

10 minutes from central London, 150 yds. from Parsons Green tube

Hollands Group of Companies

Brenzett, Romney Marsh, Kent, TA29 9TZ
Telephone: 06794-444 Evenings: 0679-63573



Rolls Royce Silver Cloud II. 2 tone blue with blue interior. Outstanding car. low mileage. *(Illustrated far left)* £18,000
Rolls Royce Silver Cloud II L.W.B. Sage and Smoke Green. 43,000 miles. Outstanding. *(Illustrated centre)* ..... P.O.A.
Rolls Royce Silver Cloud III. Low mileage. *(Illustrated right)* ..... P.O.A.
Left Hand Drive **1970 2-door Silver Shadow.** White with black interior. American Specification £19,750

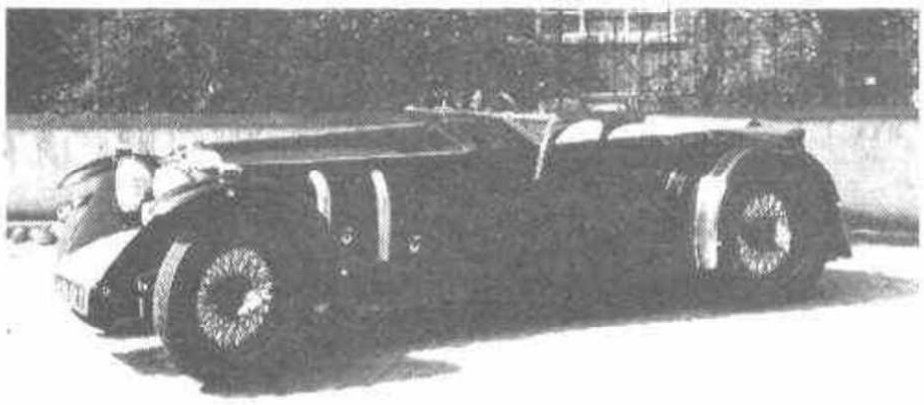
1953 R-Type. £8,750
1958 SI 4-door Flying Spur £15,750
1975 Silver Shadow. Caribbean Blue £11,500
1970 Daimler Hearse £3,500
1965 Jensen CV8 ..... £7,500
Mercedes 250 SE £2,750
1985 Range Rover Toy £2,900

We wish our customers and friends a Happy Christmas and a Prosperous New Year

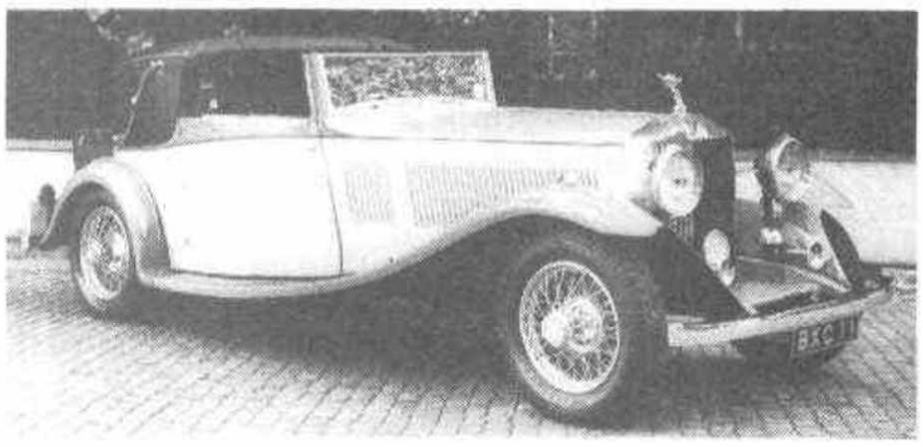
OPEN FROM
9.30-6.00
MONDAY TO
SATURDAY
SUNDAYS BY
APPOINTMENT ONLY

COYS
OF KENSINGTON
SPECIALISTS IN FINE HISTORIC AUTOMOBILES

WE WILL TRAVEL
ANYWHERE IN
THE WORLD
TO OBTAIN A
CLASSIC MOTOR
CAR



1931 INVICTA 4½ LITRE LOW CHASSIS
Original coachwork by Vanden Plas. This vehicle has undergone a meticulous restoration. Finished in black with red hide upholstery.



1935 ROLLS-ROYCE PHANTOM II SEDANCA DE VILLE
This vehicle was originally supplied to the Rootes Corporation of Piccadilly. Delivered in 1934 to the coachbuilders Thrupp and Maberly. Recently restored to concours condition. Finished in laurel green with tan upholstery and black Japaned leather top.

OTHER CARS IN STOCK

1937 Horch 853 Cabriolet, 1947 Mark VI Bentley H J Mulliner razor edged sports saloon, 1923 Studebaker 2 seat ex Argentinian GP car, 1960 Bentley S1 convertible, 1928 Cadillac V8 Sedan, 1957 Daimler DK400 laundaulette, ex Royal Family, 1934 Bentley 3½ litre touring car by VDP, 1938 Rolls-Royce Phantom III Sedanca de Ville by Park Ward, 1931 Invicta 4½ litre low chassis, 1912 Renault open drive saloon 45 hp, 1912 Rolls Royce Silver Ghost London to Edinburgh tourer, 1954 Bentley R Type auto, 1920 Rolls-Royce open touring coachwork, 1937 Hispano Suiza K6 3 position convertible, 1912 Rolls-Royce Silver Ghost open drive landaulette by Barker, 1947 Lea-Francis two seat roadster, 1928 Lea-Francis hyper, 1954 MG TF, 1939 Rolls-Royce 20/25 2 door sports saloon, coachwork by Freestone and Webb, 1935 Alfa Romeo 2.3 8c supercharged car, open touring coachwork by VDP, 1935 Rolls-Royce Phantom II Sedanca de Ville, 1934 Lagonda M45.

Please write or telephone for an illustrated stock list.

COYS OF KENSINGTON LTD. 2-4 QUEEN'S GATE MEWS, LONDON, SW7 5QJ, ENGLAND
TELEPHONE 01-584 7444. TELEX 892685 STAWAR G.

C.A.R. HOWARD LIMITED
Fine Motor Cars

16 Queens Gate Place Mews, London, SW7 5QL.
Telephone: 01-584 6552/6553/7926

1930 AUSTIN 7 'ULSTER' Supercharged
Possibly the finest and most original example of this very rare car extant. Expensive until you compare it with other supercharged competition cars of the same era.

1936 BENTLEY 3½ Litre Oxborrow and Fuller Cabriolet by Vanden Plas
This is a one owner car with a very comprehensive and interesting specification and history. Merits close examination. Fine mechanical condition.

1937 SQUIRE 1½ Litre Supercharged
Twin O.H.C. Drophead Coupé by Corsica. One of only nine of this rare marque. A must for the collector of 'Blown' cars. Excellent order throughout.

1939 MERCEDES BENZ 540K Special Roadster
The ultimate Supercharged car of the late thirties. A truly superb restoration of a magnificent car. Mere millionaires should not apply. You need a Multi prefix.

1951 DAIMLER DE 36 Drophead Coupé by Hooper
The famous 'Green Goddess' model. The most expensive car of its time. As long as a small battleship. Left Hand Drive. A great Post War Classic at a price that will leave plenty of room for growth!

1972 JAGUAR E TYPE 12 Cylinder Convertible
Only 7,000 miles from new. Pale green with Tan leather interior. Left hand drive.

Under restoration

1931 PACKARD 840 Dual Cowl Sport Phaeton
1933 BUGATTI TYPE 46 Cabriolet.
1961 BENTLEY S11 CONTINENTAL CONVERTIBLE



STORAGE AND PARKING OF FINE CARS

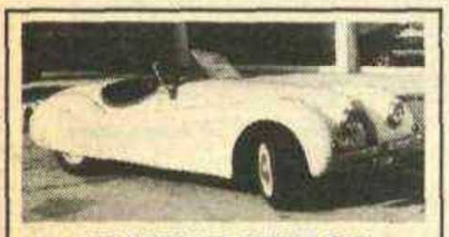


If you own an unusual car, doubtless you understand the need for professional parking and storage from time to time. There is one company specialising in the storage and garaging of fine cars who offer the best and most comprehensive service.
Which explains why the company is bigger than the rest of its competitors combined; has the most convenient garages; and has the most flexible attitude to your needs. Not to mention competitive rates; currently £47 per month plus VAT.

Cabriolet Cars (London) Ltd,

Milton House, 2 Fernshaw Road, London, SW10 0TF. 01-352 8565

'WE MAKE MOTORING MORE FUN'



JAGUAR XK120

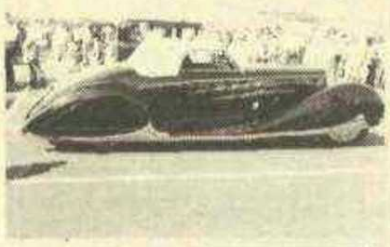
First registered February 1951.
Cream with Red Leather trim.
55,000 miles.
MOT till May 1986.

Offers of £15,000 in the first instance to:-

Mr. T. Madge
Hartford Motors Ltd.
Oxford. Tel. (0865) 249966

Specialists in restoration of original cars. Reproduction bodies from photo's or drawings. Wingmaking and all panels made in aluminium or steel. Louvre cutting.

Also ash framing fuel and oil tanks. Pipe bending and manifolding, pattern making and machining for castings.





Rod Jolley Coachbuilding

SPECIALIST PANEL BEATING & ASH FRAMING
37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON, HANTS. TEL: (0590) 683702

LIDDELL & HORNER



1953 Bentley "R" Saloon manual transmission, midnight blue over shell grey, grey leather, a very good example. **£7,950**

1952 Bentley MkVI big bore saloon, black over shell grey with brown leather, an outstanding motor car. . . **£6,950**
1923 Delage D1 FHC by Cadogan, recent strip & rebuild, the oldest D1 in club. **£9,250**
1984 Mercedes-Benz 190E Automatic. Sunroof, stereo, an excellent motor car. **£10,750**

Wanted RR & Bentley & interesting Motorcycles. View any time by appointment.

Westover Farm, Goodworth Clatford, Andover, Hants SP11 7LF
Tel: (0264) 23643

TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

TELEX: 885983
EFDALE G

Your Choice for Christmas

ROLLS ROYCE SILVER SHADOW AND BENTLEY T-TYPE SALOONS

1980 Silver Shadow II. Onyx with beige leather, piped in green with green leather dash.
1979 Bentley T2. Pewter with black leather. Full history.
1978 Silver Shadow II. Walnut with magnolia leather. 85,000 miles. Full history.
1978 Silver Shadow II. Caribbean blue with dark blue everflex roof and beige interior.
1977 Silver Wraith II with division. Dual air-conditioning, etc. Exeter blue with grey everflex. 49,000 miles.
1977 Silver Shadow Saloon. Scots Pine with green leather interior. 55,000 miles only.
1976 Silver Shadow Saloon. Scots Pine with beige leather interior. 50,000 miles only.
1974 Silver Shadow I Saloon. Seychelles blue with beige everflex roof and beige leather interior. 86,000 miles.
1972 Bentley T1 Saloon Seychelles blue with blue/grey leather interior.
1970 Silver Shadow I Saloon. Sage over smoke green with dark green leather interior. 6.7-litre engine, 91,000 miles only.
1969 Bentley T Saloon. Seychelles blue with blue / grey leather interior. 109,000 miles. (Choice of 2).

ROLLS ROYCE SILVER SPIRITS AND BENTLEY MULSANNE

1981 Silver Spirit in light ocean blue with dark blue leather interior. Whitewall tyres. 48,000 miles only.
1980 Silver Spirit in light ocean blue with dark blue leather interior. 54,000 miles.

ROLLS ROYCE CORNICHE AND CAMARGUE

1978 Corniche Fixed Head Coupé Series II in walnut with magnolia everflex roof and dark brown leather with cloth inserts. 49,000 miles only.
1978 Corniche Convertible in silver chalice with black hood and dark blue leather interior. 41,000 miles only.
1973 Corniche Convertible in black with black leather piped white and black hood. 60,000 miles only.
1970 Silver Shadow 2 Door Coupé by Mulliner / Park Ward in ice green with green interior, and black everflex roof, incorporating electric sunroof. Corniche appearance. 93,000 miles.

1970 Silver Shadow 2 Door Coupé by Mulliner / Park Ward in shell grey with blue leather interior. Webasto sunroof.
1967 Silver Shadow 2 Door Coupe by Mulliner / Park Ward in regal red with black everflex roof, and black leather interior. Air conditioned. California exportable.

ROLLS ROYCE SILVER CLOUD AND BENTLEY S TYPE

1965 Rolls Royce Silver Cloud III Convertible by H. J. Mulliner / Park Ward. Painted in silver with black leather.
1965 Bentley S3 Continental 2 Door Fixed Head Coupé by H. J. Mulliner / Park Ward. Caribbean blue with grey leather. Refrigerated air conditioning. 84,000 miles only.
1965 Bentley S3 Continental 4 Door Saloon by James Young. Garnet with tan leather. Recently restored.
1963 Bentley S3 Saloon in smoke over sage green with green leather.
1962 Bentley S3 Saloon in silver over peacock blue with grey leather interior. Fitted air conditioning. Whitewall tyres.
1962 Bentley S2 Continental Convertible by Park Ward. Fully restored in dark blue with magnolia hood and leather.
1961 Rolls Royce Silver Cloud II Saloon. Mason black with tan leather interior. 43,000 miles only.
1961 Rolls Royce Silver Cloud II LWB Saloon by James Young. This is the very rare SCT 100 design. Painted in black over burgundy with burgundy cloth interior.
1960 Bentley S2 Continental Convertible by Park Ward. Fully restored in regal red with tan hood and interior. Uprated to S3 appearance with twin headlamps.
1959 Rolls Royce Silver Cloud I 4-Door Saloon in sage and smoke green, with green leather interior. Twin headlamp conversion, steel sunroof. 76,000 miles only from new. Duties paid in West Germany.
1957 Rolls Royce Silver Cloud I 4-Door Saloon in sand over sable with beige leather interior.
1956 Bentley S1 4 Door Saloon in shell over Tudor grey with red leather.

ROLLS ROYCE LIMOUSINE (PHANTOM AND SILVER WRAITH)

1972 Rolls Royce Phantom VI 7 Passenger Limousine by Park Ward. Painted black over garnet with red leather to the front and Bedford cord to the rear. 59,000 miles.
1969 Rolls Royce Phantom VI 7 Passenger Limousine by H. J. Mulliner / Park Ward. Black over Oxford blue with Bedford cord interior.
1968 Rolls Royce Phantom V 7 Passenger Limousine by H. J. Mulliner / Park Ward. Black over burgundy with black leather to front and pale grey West of England cloth to rear. (US exportable).
1955 Silver Wraith Long Wheelbase Touring Limousine with divider and automatic transmission. Coachwork by Park Ward painted in coffee over cream with pale beige leather interior.
1953 Silver Wraith Long wheelbase Sedanca-de-Ville by Hooper. Unique. Undergoing complete restoration.

ROLLS ROYCE SILVER DAWN AND BENTLEY R-TYPE

1954 Bentley R-Type with Custom 'Empress' coachwork by Hooper. Repainted in original velvet green over sage with tan leather.
1954 Bentley R Type Convertible by Park Ward Painted in silver mink with contrasting hood and interior leather.
1953 Bentley R-Type Standard Saloon in Mason black with brown leather interior. Manual gears.

PREWAR ROLLS ROYCE AND BENTLEY MODELS

1937 Rolls Royce Phantom III All Weather 4-Door Cabriolet by Hooper. In two shades of blue with dark blue top and grey leather.
1937 Bentley 4-Litre 4 Door Saloon by Park Ward. Painted in dark blue with red leather interior.
1934 Bentley 3-Litre Open Touring Car by Vanden Plas. Superbly restored in white with red leather.
1928 Rolls Royce 20 Horse Power Chassis fitted with 3 Position Drop Head Coachwork in beige and dark brown.
1922 (Chassis) Rolls Royce Silver Ghost Shooting Car. This is a faithful replica of a similar car made in 1912 for an Indian Prince and it has many 1912 features.

HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR.

We have 24 hour message recording service. Opening hours: Monday to Friday 9am-6pm.
Please send for our illustrated stockist. **Saturday — until midday.**

101 FARM LANE, FULHAM, LONDON SW6 1QH

E. & O.E.

Printed by Tee & Whiten (The Lincoln's Inn Press Ltd.) for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.



A Tudor Le Royer is meticulously styled by Swiss craftsmen to create a unique combination of elegance and durability.

The elegance is readily appreciated. The durability lies in the special joints and seals that protect the Tudor Le Royer's fine movement from dust and humidity.

The combination results in a very special collection of watches for both men and women.

Illustrated: Tudor Le Royer Quartz in yellow gold plate with leather strap.

TUDOR

HAND-CRAFTED IN GENEVA

For the address of your nearest Tudor Le Royer jeweller and for further information on the complete range, write to Tudor Le Royer at 1 Green Street, London W1Y 4JY or telephone 01-629 5071.



MIDDLE TAR As defined by H.M. Government

DANGER: Government Health WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH