October 1981 Vol.LVII No. 10 60p

MOTOR SPORT

Founded in the year nineteen twenty-four



What more and more Europeans are keeping under their wings.

ALFA ROMEO · FERRARI · LAMBORGHINI · LANCIA · MERCEDES-BENZ

SWITCH TO MICHELIN

Caterham Cars

DISTRIBUTORS SUPER SEVEN



NEW SUPER SEVEN
The 1981 model has many new features to meet legislation and our policy to strive and improve the marque. The **Seven** is still basically the same car introduced by **Lotus** 24 years ago. The reliability of the design has been proved on race tracks and roads throughout the world. Economical to drive and easy to maintain the **Super Seven** is the ultimate two-seater car.

PRICES

Ford 1600 GT	**£5,268**
Sprint GT	**£5,638**
Twin Cam	**£6,316**

The above prices in component form inc. VAT and Car Tax.
Rolling Chassis less engine/gearbox £3,385 plus taxes.
The above prices represent outstanding value by direct selling and official exemption from **National Type Approval** for non factory built cars. Fully built cars for export only.

UK
The **Caterham Super Seven** is offered in the UK for final home assembly. The complete package is delivered on a trailer. No special tools are needed. Items that require specialist knowledge or may seem daunting to the amateur are fitted at the factory. There is no question of the safety being affected. The **Super Seven** is not a special or "kit car". The low depreciation of these cars confirms they have been a good investment as well as a pleasure to own. Send 42p for prices, copy road test, etc.

EXPORT
The Caterham Super Seven can be shipped anywhere in the world. Fully built kit form and left hand drive steering available. The Seven can be driven back to Europe on Tax Free number plates.

Please check import and any registration restrictions, which are different in every country. We can usually give the name and address of a Seven owner to contact for advice.

MOTORFAIR — Earls Court, London
21 — 31 October See the Silver Jubilee Super Seven on our stand **No. H3** on the ground floor.
Discuss your **Super Seven** motoring or racing for 1982.
LOTUS 7 CLUB — Next meetings.
Goodwood Test Day — Sunday 4th October by kind permission of Lotus Elite Register. Test drive your own Seven on this famous track. Usual restrictions. Next evening meeting — Thurs. 1st October, White Hart, Godstone, Surrey.
T. SHIRTS £2.45 inc. P&P (state size) Children £2.10 inc. P&P
Sweatshirts £7.70 inc. P&P (state size).
MOTOR RACING — See Sevens in action.
Prodsports — 4th October Silverstone, 18th October Brands Hatch.
Modsports — 11th October Mallory, 25th October Thruxton.
USED SEVENS
A selection at time of going to press
1980 1600 GT BRG/Ali, all extras.
1979 Twin Cam. Sprayed White. 1 Owner.
1979 Black/Ali. Cosworth 1500.
1974 Twin Cam. Blue/Ali.
1978 (Reg. 1972) Series IV Twin Cam. Yellow. Very Original.
1971 Series IV 1600 GT. Yellow.
The above cars fully serviced and warranted.
1964 Series II 1500 for restoration.
USED CARS
A small selection of fully serviced and warranted TVR and Lotus cars available. Our stock is ever changing so please telephone.

Overseas Agents Wanted — There are some countries where sales could be assisted by an agent. We are prepared to consider appointments where the **Super Seven** is not represented. Principals of established companies with knowledge of local vehicle laws should apply.

BROOKLANDS BOOKS



Reprint of 28 Road Tests 1957/80. Full colour cover. Road tests, drawings impressions etc. reproduced from leading British and overseas motoring journals. Price £4.50 Add 50p. p&p for U.K. £1.00 p&p overseas.

Lotus Elan Collection No. 1 1962 — 74. A similar book of 20 Road Tests @ £3.50 plus P&P.
Lotus Europa 1966 — 75 the same book with 31 Articles @ £4.50 inc. P&P.

WANTED FOR CASH
LOTUS SEVEN — any age or condition.
The following cars if in good condition and average mileage for the year. H.P. accounts settled. Collection arranged.
LOTUS Esprit, Eclat, Europa, Elan.
TVR 'M' Series.
RELIANT Scimitar.



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



The Audi Quattro Rallye World Championship contender supplied exclusively with Kléber tyres.



The new Mini Metro 1 litre version available with Kléber V12s. Also 1.3S and HLS versions with Kléber V15 TIs.

They're all Kléber underneath.

Kléber goes to town

When the Mini Metro first faced a critical world, it was a triumph of design and detail.

Which is why, when the decisions on standard equipment such as tyres were made, Kléber radials were chosen.

BL is now one of 17 major car manufacturers who fit Kléber tyres.

Kléber challenges the world

The new turbo-charged Audi Quattro is a force to be reckoned with!

And when it comes to Audi's choice of tyres, you can be sure of one thing – they will be the best, and only the best. Which is why Audi first tested all the alternatives before deciding on Kléber to rally against the world.

Kléber runs on research

Kléber tyres are torture tested on the Miramas test track near Marseilles.

For sheer variety of surfaces, conditions and acutely accurate measuring equipment, Miramas can't be bettered.

One more reason for contacting your nearest Kléber stockist and testing the benefit of Kléber research for yourself.

RECENT SUCCESSES

1000 Lakes Rally — Mikkola (Audi Quattro) dominated early stages before engine problems — 3rd overall.

Donegal Rally — John Lyons (Ford Escort) outright winner.

kléber

Research bred, race proved.

For further information contact: Kléber Ltd, Pump Lane, Hayes, Middx. Tel: 01-848 3151



Winter sports.

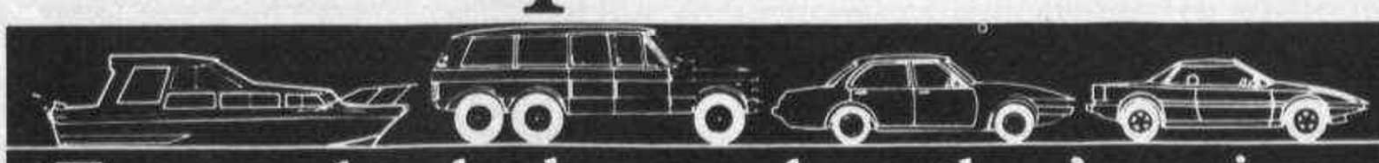
Ideal for letting the sunshine in during the summer, the Metrosport is also a superbly comfortable winter sports tourer – with that extra style that can brighten even the dullest December day.

It is a car that combines all the plus points of the Mini Metro – low running costs, spaciousness, low insurance – yet with all the fun of open top motoring.

Rapport conversions are available on all models in the Metro range – either new or on your own car.

Write for further details or better still come and see us at our Park Lane showrooms.

motorfair Stand G1 Earls Court Oct 21-31



For people who know where they're going

Rapport

RAPPORT INTERNATIONAL GROUP
66-70 Park Lane Mayfair London W1.
Telephone: 01 491 8845 Telex: 8813663.

BOOKS! NEW TITLES SALE OFFERS THE BEST IN PRINT

Connoisseur Carbooks

ORDERING BY POST. U.K. customers please add £1.35 to total order value to cover postage etc. Overseas customers please add £2.00. Payment by cheque, postal order, bank draft or international money order, payable to CONNOISSEUR CARBOOKS. (Overseas customers please add 80p if paying by personal cheque, to cover our own encashment costs.) We accept phone or post orders by VISA, ACCESS, EUROCARD, MASTERCHARGE. We deal with all orders very promptly indeed and we pack with care. Telephone: 01-994 6783.

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

BOOK OF THE MONTH!

From an unprecedented selection of high-quality new motoring books (see under 'NEW, RECENT AND SPECIAL INTEREST' for full details), we have elected this month to focus on the latest three titles in the **Osprey AutoHistory** series. Each of these casebound books is written by an author of established reputation and contains within its 136 pages close to 100 photos including 8 pages of fine colour plates. text throughout is factual, lively and informative. Back-list titles in the series are given in column 1 of this ad., below. The three latest, for release this month, are: **Porsche 911 Turbo** (Michael Cotton); **Ford Escort RS** (Graham Robson); and **Ferrari 275GTB & GTS** (Ian Webb). We find these books excellent value and believe you'll agree. **EACH £5.95**

THE "COLLECTOR'S GUIDE" SERIES. Published by our associate company, Motor Racing Publications. A range of carefully researched, generously illustrated books devoted to cars of outstanding interest. Each book includes production and competition history, technical data and advice on buying and maintenance. Casebound, approximately 130 pages and 130 illustrations each title. Choose from:
The TVRs. Robson. **£7.95**
The Jaguar XKs. Skilleter. **£7.95**
The Big Healeys. Robson. **£7.95**
The Classic Jaguar Saloons. Harvey. **£7.95**
The T-Series MGs. Robson. **£7.95**
The Porsche 911 And Derivatives. Cotton. **£7.95**
The Lotus Elan And Europe. Bolster. **£7.95**
The Jaguar E-Type. Skilleter. **£7.95**
The MGA, MGB And MGC. Robson. **£7.95**
The Triumph TRs. Robson. **£7.95**

Osprey AutoHistory Series. Excellent range of hardback books on various models. Each book has 136 pages, almost 100 illus., 8 pages of colour. Titles:
Aston Martin V8s. £5.95
Citroen SM. £5.95
Lamborghini Countach. £5.95
Rolls-Royce Silver Cloud. £5.95
De Tomaso Pantera. £5.95
Mercedes-Benz V8 Saloons. £5.95
Ferrari Dino 206GT, 246GT & GTS. £5.95
Jaguar XJ. £5.95
Porsche 356. £5.95
Ferrari Berlinetta Boxer. £4.95
Mercedes-Benz Roadsters. £4.95
Rolls-Royce Silver Shadow. £4.95

MORE ONE-MAKE BOOKS
Alfissimo! 304 pp, 225 b/w illus., 12 colour. **£12.95**
Alfa Romeo: All The Cars From 1910. 874 pp. **£19.95**
Racing With The David Brown Aston Martins Vol. 1. 280 pp, 300 illus. **£14.95**
Racing With The David Brown Aston Martins Vol. 2. **£14.95**
Aston Martin & Lagonda. 245 pp, 283 illus. **£17.95**
The Power Behind Aston Martin. 128 pp, 125 illus. **£5.95**
Aston Martin & Lagonda. Dalton Watson. 400 illus. **£10.00**
The Aston Martin 1948-1959. 80 pp, 143 illus. **£5.50**
Aston Martin 1959-1969. 144 pp, 200 illus. **£10.00**
Austin 1905-1952. Wyatt. 256 pp, 89 illus. **£12.50**
Healey: The Specials. 256 pp, 200 illus. **£9.95**
Austin-Healey: The Story Of The Big Healeys. Geoffrey Healey. 256 pp. **£8.95**
More Healeys: Frogeyes, Sprites & Midgets. Healey. 114 pp. **£8.95**
Healey: The Handsome Brute. 256 pp, many illus. **£12.95**
Unbeatable BMW. Racing history 1969-1979. 224 pp. **£9.95**
The New BMW Guide. 222 pp, 173 illus. **£3.80**
British Leyland: The Truth About The Cars. 208 pp. **£7.95**
Bristol Cars And Engines. **£8.00**
70 Years Of Buick. 352 pp, 2000 illus. **£12.00**
Cadillac: 70 Years History. 416 pp, 500 illus. **£17.95**
60 Years Of Chevrolet. **£12.00**
70 Years Of Chrysler. 384 pp. 2200 illus. **£15.00**
Citroen: The Great Marque Of France. 550 pp, over 500 illus. **£19.95**
Shelby's Wildlife: The Cobras & Mustangs. 224 pp. **£9.95**
The Daimler Tradition. 334 pp, 370 illus. **£12.95**
Ferrari: The Sports & Gran Turismo Cars. 264 pp, 650 illus. **£22.50**
Dino: The Little Ferrari. 328 pp, 300 illus. **£13.95**
Ferraris For The Road. 125 pp, 266 illus., 114 colour. **£19.95**
Ferrari Testa Rossa V-12. 256 pp, 300 illus. **£14.95**
Ferrari. Tanner & Nye. 542 pp, 600 illus. **£24.00**
The Colonel's Ferraris. Nye. 167 pp, 106 illus. **£10.00**
The Ferrari Legend: The 250GT Competition Berlinetta. 382 pp. **£24.95**
Ferrari: The Early Berlinettas & Competition Coupes. **£8.95**
Ferrari: The Early Spyders & Competition Roadsters. **£8.95**
Frazer Nash. 208 pp. **£6.50**
The Legendary Hispano-Suiza. 400 illus. **£10.00**
Jaguar Saloon Cars. 608 pp, 767 illus. **£24.00**
Jaguar: The History Of A Great British Car. 248 pp. **£9.95**
Jaguar Driver's Yearbook 1979-80. Skilleter. 120pp, 233 illus. **£7.00**
Jaguar Sports Cars. Skilleter. 360 pp, 200 illus. **£13.75**
E-Type: End Of An Era. 248 pp, 124 illus. **£15.00**
Jaguar XK. 256 pp, 150 b/w illus., some colour. **£15.00**
Jaguars In Competition. 208 pp. **£7.95**
Powered By Jaguar. Nye. 168 pp. **£10.95**
Jaguar Sports. 160 pp, 338 illus. **£6.95**
The Jaguar Tradition. **£10.00**
Jaguar V-12 Engine: Design & Background. **95p**
Lagonda: A History Of The Marque. 497 pp. **£15.00**
La Lancia. 303 pp, over 500 illus. **£19.95**
The Lea-Francis Story. 144 pp, 108 illus. **£6.95**
Theme Lotus. Nye. 200 pp, 200 illus. **£9.95**
The Original Lotus Elite. 136 pp, 180 illus. **£7.95**
Lotus: Competition Survey Of The Sports, GT & Touring Cars. 208 pp, 180 illus. **£8.95**
Maserati Birdcage. 208 pp, 150 illus. **£9.95**
Maserati Road Cars: The Postwar Production Cars 1946-1979. 240 pp, 450 illus. **£14.95**
Maserati Sports Racing & GT Cars 1926-1975. 300 pp. **£8.50**
Mercedes-Benz Production Models 1946-1975. 176 pp. **£9.00**
Mercedes-Benz: A History. 228 pp, 316 illus. **£12.00**
MG By McComb. 300 pp, 200 illus. **£9.95**
The Magic Of MG. **£10.00**
MG Sports Cars. 120pp. **£6.95**
MG: The A, B & C. 256 pp, 200 illus. **£14.95**
Mini. 208 pp, 180 illus. **£6.95**
The Four-Wheeled Morgan Vol. 2: Cowled-Radiator Models. 144 pp, 135 illus. **£7.95**
Postwar MG & Morgan. 128 pp, 217 illus., 116 colour. **£19.95**
70 Years Of Morgan Motoring. 60 pp, 67 illus. **£2.25**
Morgan: First & Last Of The Real Sports Cars. **£8.95**
Morgan Sweeps The Board. 3-wheeler history, 256 pp, 200 illus. **£9.95**

SALE! BOOK BARGAINS
Automobile Year 24 (1976-77) and **Automobile Year 25 (1977-78).** These two superb yearbooks, previously selling at £19.95 each are now offered while stocks last at a very special price. **EACH £7.95** (Save more! Order both books at once for only £15.00!)

The Bullnose & Flatnose Morris. 264 pp. **£7.50**
Morris Cars: The First 35 Years. 104 pp. **£3.20**
Porsche; Excellence Was Expected. 875 pp. **£35.00**
The Porsche Book. 472 pp, 690 illus. **£14.95**
Porsche Racing Cars Of The 70s. Frere. 164 pp, 120 illus. **£8.95**
Porsche 911. Harvey. 225 pp, 234 illus. **£17.95**
Porsche SAE Papers. 41 pp, 70 illus. **£5.40**
Porsche 911 Story. 200 pp, over 100 illus. **£10.95**
Riley Production & Competition History, Pre-1939. **£5.95**
Those Elegant Rolls-Royce. 650 illus. **£14.50**
Coachwork On Rolls-Royce 1906-1939. 700 illus. **£14.50**
Bentley: 50 Years Of The Marque. 600 illus. **£14.50**
The Rolls-Royce Twenty. 584 pp, 595 illus. **£36.95**
The Rolls-Royce Phantom II Continental. 271 pp, over 200 illus. **£14.50**
The Rolls-Royce Motor Car. Bird & Hallows. 344 pp. **£17.50**
Rolls-Royce: 75 Years of Motoring Excellence. 208 pp, 250 illus., 150 colour **£7.95**
Bentley 1919-1931. 138 pp, many illus. **£3.00**
A Pride Of Bentleys. 224 pp, 420 illus., most colour. **£19.95**
W. O. Bentley, Engineer. 366 pp. **£19.95**
The Range Rover/Land-Rover. 192 pp, 66 illus. **£8.50**
Land-Rover 1948-1973. **£3.50**
Tiger: The Making Of A Sports Car. 224 pp. **£9.95**
Alpine: The Classic Sunbeam. 224 pp, 150 illus. **£9.95**
Georges Roesch & The Invincible Talbot. 496 pp. **£8.75**
Triumph Cars: The Complete 75-Year History. 312 pp, over 400 illus. **£14.95**
TVR: Success Against The Odds. 224 pp. **£9.95**
Vauxhall. Sedgwick. 250 illus. **£7.70**
Volkswagen: Beetle & Derivatives. 367 illus. **£8.00**
The VW Story. 160 pp. **£9.50**

OLYSLAGER AUTO LIBRARY World famous photographic reference volumes. Choose from:
British Cars Of The Early 60s. £4.95
British Cars Of The Late 50s. £4.50
British Cars Early 50s. £4.50
British Cars Late 40s. £4.50
British Cars Early 40s. £4.50
British Cars Late 30s. £4.50
British Cars Early 30s. £4.50
American Cars 1960s. £4.50
American Cars 1950s. £4.50
American Cars 1940s. £4.50
American Cars 1930s. £4.50

RESTORATION
The Restoration & Preservation Of Vintage & Classic Cars. 297 pp, 200 illus. **£9.50**
Postwar British Thoroughbreds: Purchase & Restoration. 182 pp. **£7.95**
Bodywork Maintenance & Repairs Including Interiors. 117 pp. **£4.95**
Car Interior Restoration. 128 pp, 53 illus. **£2.60**
The Restoration Of Vintage & Thoroughbred Cars. 192 pp. **£8.95**
The Maintenance & Driving Of Vintage Cars. 168 pp. **£7.95**
Restoration Of Postwar Cars. 168 pp. **£7.95**

RACING AND RALLYING
History Of Brooklands Motor Course 1906-1940. 374 pp. **£15.90**
Goodwood. Garnier. 120 pp, 240 illus. **£7.00**
The Automotive Photography Of Peter Coltrin. 120 pp, 100 illus. **£7.95**
Classic Sports Cars. Posthumus. 160 pp, 240 illus. **£8.95**
Photo Formula 1. 160 pp, 110 b/w illus., 56 colour. **£19.95**
For The Record: My Years With Ferrari. Lauda. 224 pp. **£4.95**
The Le Mans 24-Hour Race 1979. 325 illus., many colour. **£15.95**
Racing Mechanic. The Ermanno Cuoghi story. 176 pages, 120 illus. **£7.95**
Brooklands: A Pictorial History. 227 illus. **£8.00**

HISTORY AND GENERAL
Pininfarina 1930-1980. 244 pp, 400 illus. **£19.95**
Enthusiast's Guide To British Postwar Classic Cars. 320 pp. **£9.95**
World Cars 1980. 440 pp, 1100 illus. **£15.75**
The Guinness Book Of Car Facts & Feats. 288 pp. **£6.95**
Vanden Plas: Coachbuilder. 481 illus. **£14.50**
Coachwork Of Erdmann & Rossi. 363 illus. **£14.50**

NEW, RECENT AND SPECIAL INTEREST

Brooklands Road Test Reprints. More titles in this series of collected road tests and feature articles from the motoring press. Each book has 100 pages, very well illustrated. Choose from: **TVR 1960-1980; VW Beetle 1956-1977; Triumph Spitfire 1962-1980; Triumph GT6 1966-1974; Mini-Cooper 1961-1971; Lotus 1957-1980; Lotus Europa 1966-1975.** **EACH £4.50**
Ferrari Album 1. Thompson. Includes articles on 126C; Ghia; Nurburgring; Daytona 1981 etc. 96 large pages, 185 illus., 12 colour. **£9.50**
The Scuderia Ferrari. Orsini, Zagari & Nye. Superb illustrated history of the period 1929-1939 when Enzo ran the Alfa Romeo racing team. Now translated into English — a high-quality book for the connoisseur. 432 large pages, 600 illus. **£39.95**
Ferrari Portfolio. Boxed set of 10 colour paintings of Ferrari road cars, eminently suitable for framing. **£19.95**
Bugatti. Borgeson. New study of Ettore Bugatti and his cars, written from a strongly personal stance and fully illustrated with photos, technical drawings and other original material. 223 pages, 228 illus. **£9.95**
Lamborghini: The Cars From Sant'Agata Bolognese. Box & Crump. Detailed account of the company and the cars with many previously unpublished photos. 208 pages, 300 illus., some colour. **£12.95**
Porsche 924, 928, 944: The New Generation. Sloniger. The first book on this exciting range of cars — written by a noted Porsche expert and covering full details of design, testing and development. 168 pages, over 150 illus., some colour. **£9.95**
The Rover Story: A Century Of Success. New updated edition of Graham Robson's much-praised history of Rover. 192 pages, 100 illus. **£9.95**
The Jeep. Jeudy & Tarradine. The most detailed and graphic book ever published on the Jeep. 272 large pages, with 100s of photos including an excellent range of colour plates. **£12.95**
Jaguar Driver's Yearbook 1980/81. Skilleter. Fourth yearbook in series, covers recent Jaguar events, fully illustrated. 120 large pages, 200 illus. **£8.95**
Morgan Yearbook 1980/81. Musgrove. 120 large pages, 200 illus. **£8.95**
Mercedes 190SL. Third book in "Auto-Classic" series. German/English text, 48 pages, 60 illus. **£2.50**
Grand Prix, Volume 1: 1950-1965. Lang. Complete record of the first 16 years of World Championship racing. Includes race reports, grid positions, results, retirements etc. Invaluable reference work for the motor racing historian. 283 large pages, 235 illus., 31 circuit maps. **£9.95**
Boxer! The Ferrari Flat-12 Racing & GT Cars. Thompson. Comprehensive, lavishly illustrated book covering all Flat-12 road and racing cars. Written by a noted Ferrari expert. A well produced book which all Ferrari enthusiasts will want. 184 large pages, about 300 illus. **£14.95**
Illustrated Ferrari Buyer's Guide. Batchelor. Model-by-model guide describing all Ferraris from 1964 to 1980. Excellent sourcebook for the prospective buyer. Packed with information and extensively illustrated. 176 pages, 232 illus. **£7.95**
The Classic Twin-Cam Engine. Borgeson. New in the Dalton Watson series — a complete record of the development of the thoroughbred racing engine from earliest times to date. Includes numerous photos and drawings as well as much technical data. 276 large pages, over 300 illus. **£24.75**
MG Past & Present. Rivers Fletcher. A personal car-by-car history of MG, written by one of Britain's most popular motoring writers and enlivened by many previously unpublished photos. 224 pages, about 200 illus. **£9.95**
Lamborghini. Borel. Superb tribute to Ferruccio Lamborghini and his cars. Every model depicted in striking colour, with specifications and other details. Very large format, 172 pages, 203 illus., 136 colour. **£24.50**
POCKET HISTORY SERIES. Four new one-make books, each about 70 pages and about 100 illus. including 4 colour plates. Titles: **Alfa Romeo** (Garcia); **Fiat** (Bernabo); **Maserati** (Cancellieri); **Triumph** (Frostick). **EACH £2.50**
Triumph Sports. Story of Triumph sports cars from 1924 to 1980 as revealed through road tests, competition reviews and other articles from "Autocar" magazine. Illustrated throughout with photos, drawings and charts. A nicely produced book which we regard as excellent value. 160 large pages, 346 illus., 19 colour. **£7.95**
Motor Racing Directory. Kettlewell. 2nd edition of this amazing reference guide to all aspects of the motor racing world. Should be on every enthusiast's shelf! 584 pages, 100s of illus. **£7.95**
Capri. Walton. Detailed book documenting the history of Ford Capri road cars and their extraordinary success in racing and rallying. 285 pages, 211 illus. **£14.50**
Lancia. Superb new book in the "Autocar" series. Traces the history of Lancia from 1908 to 1980 by means of road tests, feature articles and 100s of photos, drawings and tables including 36 colour plates. 288 large pages. **£10.00**
The Jowett Jupiter: The Car That Leaped To Fame. Nankivell. Authoritative history of the Jupiter from inception to the planning of the R4. A welcome "gap-filler" in motoring literature. 144 pages, 117 illus. **£9.95**
Driving Ambition. The autobiography of current F1 Champion Alan Jones. 170 pages, 31 illus. **£6.95**
Lotus Elan Collection 1, 1962-1974. In the Brooklands series of collected road tests and other articles. First-rate reference source! 70 pages. **£3.50**

Mercedes-Benz C111 Experimental Cars. Frere & Weitmann. Out this months — a book of really outstanding quality on one of the most advanced and significant cars of our time. Limited edition. 136 large pages, 168 colour illus. **£11.95**
MGA: A History And Restoration Guide. Vitrikas. Excellent production and competition history allied with purchase and restoration advice. 240 large pages, 256 illus. **£11.95**
Dream Cars. Picard. A lavish examination of the most fantastic and extravagant cars conceived and produced from the late '30s to the present. 204 large pages, almost 450 illus., 193 colour. **£25.00**
Shelby Buyer's Guide. Kopec. Model-by-model guide including factory specs., production figures, serial numbers, many other facts. 80 pages, over 100 illus. **£6.95**
Amazing Mini. Filby. Illustrated survey of the Mini in its many forms: Mini-racers, customized Minis, specials etc. Plus specs and historical details. 256 pages, almost 200 illus., 8 colour. **£8.95**
Morris Minor: The World's Supreme Small Car. Skilleter. First full history of the Minor. Includes all the model variations, prototype details, social background and much more. A long-overdue book on a car which has become an institution. 208 pages, over 200 illus. **£8.95**
Fiat-12: The Racing Career Of Ferrari's 3-Litre Grand Prix & Sports Cars. Henry. The triumphs and disappointments experienced by Ferrari during a decade of dramatic racing. With Foreword by Niki Lauda and many personal recollections of other drivers and team personnel. 144 pages, 130 illus. **£8.95**
Minic: Lines Bros' Tinplate Toys. Richardson. First book on Minic, covers cars, trucks, buses, military vehicles, tractors etc. Virtually every model is depicted and much information supplied. 156 pages, about 150 illus. **£5.95**
Corgi Toys: The Ones With Windows. Wieland & Force. Reference guide to Corgi toys with notes on their points of interest and many photos. 117 pages, 350 illus. **£4.95**
Austin Seven Companion. Exhaustive guide to construction, maintenance, restoration. All models covered. Technical drawings throughout. 288 pages. **£8.00**
Porsche Engineers Talk Shop. Insight into Porsche engineering, by the men who make it all happen. Definitely a "special interest" item. 44 large pages, 93 illus. **£2.95**
ERA: The History Of English Racing Automobiles Limited. Weguelin. 288 large pages, over 500 illus., 80 colour. A superb book which will become a prized collector's item. **£35.00**
Bentley: Cricklewood To Crewe. Frostick. Complete history of Bentley from earliest cars to latest. Includes new research material, factory literature, Bentley racing and personalities. 302 pages, 300 illus., 8 colour pages. **£12.50**
Moggie: The Purchase, Maintenance & Enjoyment Of Morgan Sports Cars. Musgrove. An excellent practical guide for the owner and/or restorer. Also includes technical specs for all models from 1951 to 1979 and many new photos. 112 pages, 72 illus., 24 colour. **£8.95**
The "Great Marques" Series. A new series of one-make histories. Each book has 96 large pages and as well as lively text contains close to 100 superb colour photos which alone make these books quite remarkable value. Choose from: **Ferrari; Mercedes-Benz; Porsche.** **EACH £3.95**
The Ferrari Legend: The Road Cars. Prunet. With some 100,000 words of text and close to 600 photos, this lavish new book covers all Ferrari road cars from 1947 to date. Many of the older models are now all-but forgotten; this book documents both them and the more famous ones in unprecedented detail. 448 pages, 560 illus., 100 colour. **£19.95**

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

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

BELL & COLVILL LTD

FULL RANGE OF ALFA ROMEO, SAAB and LOTUS MODELS AVAILABLE FOR EITHER IMMEDIATE OR PROMPT DELIVERY

Demonstration cars available for all models. Telephone for an appointment now

Selected used cars

81 Esprit Turbo. White. Brown leather. Roof console stereo. Air cond. 7,000 miles. 1 owner.
80 Esprit 2.2 Bermuda blue met. Black leather int. Stereo. 14,000 miles. 1 owner.
79 Esprit S2. Red. Black leather int. Radio/cassette. 17,000 miles. 1 owner.
80 Eclat 2.2. Monaco white. Black leather. PAS. Stereo. Glass sun roof. 12,000 miles. 1 owner.
79 Eclat 521. Championship gold. Champ leather. PAS. Stereo. Air cond. 23,000 miles. 1 owner.
78 Eclat 521. Yellow. Champ leather int. PAS. Stereo. 32,000 miles. 2 owners.
81 Elite 2.2. Ice blue met. Blue leather. PAS. Stereo. 6,000 miles. 1 owner.
79 Elite 504. Championship gold. Champ leather. Air cond. Auto. Stereo. PAS. 24,000 miles. 1 owner.
77 Maserati Bora 4.9. Met. blue. Blue leather. Stereo. Air cond. 20,000 miles. 2 owners. Serviced and maintained by us.
70 Jaguar E Type 4.2 DHC. Carnival red. Black leather int. Stereo. 61,000 miles. 3 owners.
79 Lancia Gamma Saloon. Met. olive. Velour int. Stereo. 15,000 miles. 2 owners.
80 Porsche 928. Met blue. Stereo. elec. sun roof. Electric seats. 14,000 miles. 1 owner.
76 Triumph Stag. Auto. White. Black int. Soft and hard tops. 35,000 miles. 2 owners.
72 Aston Martin DBS V8. Auto. Met. gold. Black leather. Carburettor model. Stereo. Air cond.
81 2000 GTV Coupe. Alfa red. Grey velour. 5,000 miles. Stereo. 1 owner.
80 2000 GTV Coupe. Ivory. Grey velour. Sun roof. Vinyl roof. Stereo. 22,000 miles. 1 owner.
80 Alfa Sud Sprint Veloce. White. Brown velour. Radio. 5,000 miles. 1 owner.
79 Alfa Sud Sprint. White. Beige velour. Radio. 8,000 miles. 1 owner.
81 Alfa Sud Ti Hatchback. Alfa red. Grey velour. Sun roof. Stereo. 6,000 miles. 1 owner.
80 Alfa Sud Ti Veloce. Chocolate brown velour. Stereo. 14,000 miles. 1 owner.
79 Alfa Sud Ti 1.5. White. Charcoal velour. 19,000 miles. Radio. 1 owner.
79 Alfa Sud Super 1500. Yellow. Grey cloth int. Radio. 13,000 miles. 1 owner.
78 Alfa Sud Super 1300. Alfa red. Grey cloth. 27,000 miles. 1 owner.
79 Giulietta 1.6 Saloon. Alfa red. Grey cloth int. Alloys. radio. 1 owner.
80 Alfetta 2000 Saloon. Black. Grey velour. Radio/cassette. Sun roof. 14,000 miles. 1 owner.

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

Tel: East Horsley 4671

Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

1972 Jaguar V12 E-Type 2+2, 22,000 miles only, full service history, Rustproofed, automatic, power steering, radio cassette, BR Green/tan interior, magnificent original condition. **£7,950**
1973 Jaguar V12 E Type Roadster. M-Registered, one owner, 33,000 miles, full service history, automatic, power steering, chrome wheels, hard & soft tops. Azure blue with tan interior. **£10,950**
1978 Reliant Scimitar GTE, T-Registered, automatic, power steering, electric windows, radio/cassette, red/tan cloth interior. **£4,295**
1978 MGBGT, overdrive, sunroof, tinted glass, radio, rear wash/wipe, attractive in Russet brown. **£3,495**
1974 MGBGT, N-Registered, overdrive, sunroof, seat headrests, Aconite with brown cloth interior, desirable chrome bumper model. **£2,345**
1979 MG Midget 1500, one owner, radio, tonneau cover, seat headrests, inca yellow with black interior. **£2,845**
1978 Triumph TR7, one local owner, 27,000 miles only, extremely attractive in blue with tartan trim. **£2,795**
1974 Triumph TR6, overdrive, radio/cassette, one owner, low mileage from new, Pimento/black interior. **£3,295**
1978 Triumph Spitfire 1500, one owner, radio, low mileage example in white. **£2,475**
1973 Lotus +2S 130/5-speed, alloy wheels, low mileage, metallic lagoon blue with black interior. **£3,295**
1978 Series Porsche 924 Lux, low mileage, five-speed gearbox, electric sunroof, etc. **£6,795**
1979 Alfa Sud 1500 Super. 27,000 miles only from new, a local Bournemouth car attractively finished in green with brown cloth interior. **£2,295**
1979 Series Ford Escort RS2000 Custom, 23,000 miles only, tinted glass, Recaro seats, alloy wheels, etc. outstanding in Red with Black vinyl roof. **£3,795**
1978 Ford Cortina 2.0 Ghia, One owner, 24,000 miles only, radio, etc., Oyster gold with black cloth interior. **£3,295**
1980 Ford Capri 1.6L, 11,000 miles only, fitted radio, white with red cloth interior. **£3,795**
1977 series Alfa 2000 GTV. 30,000 miles with full service history, sunroof, radio/cassette, Alfa red. **£1,995**
1980 Peugeot 505 ST1 Saloon, automatic, power steering, electrically operated steel sunroof and windows, radio, one owner, 19,000 miles from new. **£5,295**

EXCHANGES **INSURANCE FACILITIES** **FULL PARTS & LABOUR WARRANTY**

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

Open 7.00 p.m. Weekdays, 6.00 p.m. Saturdays and Sunday morning for viewing

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

take a closer look

Highgate Optical

THE STAMP OF APPROVAL

Panorama Standard



Panorama Seafarer



Panorama Companion



Panorama Mallard De Luxe



Panorama Triple Zoom



Vario-Power

Panorama Super Wide Angle

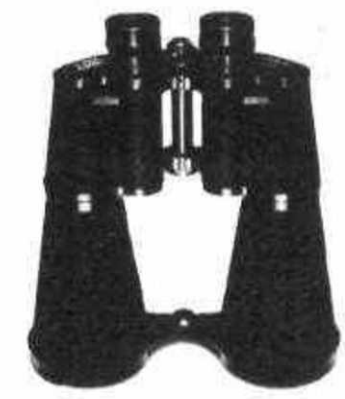


Panorama Gold Star



Fully Coated

Panorama Viper





The Panorama Streamliner

Modern streamlined binoculars of semi-wide angle construction. Coated optics with built-in ultra violet filters. Exceptionally comfortable, the Streamliner has a large focussing knob which facilitates its use even in the most difficult conditions.

Panorama are able to offer you a wide range of superb quality guaranteed binoculars at economic prices. Each is a precision optical instrument with coated or, in most cases, fully coated optics for high definition and maximum light transmission.

All Panorama binoculars carry a 10 year guarantee and are supplied with case, case strap and lanyard.
Contact us and we will send literature of the Panorama range and a list of dealers. We're sure to have the instrument to suit your needs – "take a closer look".

Please send me more details on Panorama Binoculars

NAME

ADDRESS

Highgate Optical Ltd
38 Jamestown Road,
London NW1 7EJ
Tel: 01-267 4936

ALFA ROMEO LONDON SALES

London's new and used Alfa Romeo Centre.

We're just down from Brent Cross at Staples Corner, the crossroads for NW London. So if you want an Alfa Romeo, it's the best place to visit.

We only sell 'Alfas'. You'll find the full range in one magnificent showroom, and our demonstrator fleet boasts every model.

Our used cars are exclusively 'Alfas'. All models, low mileage, mostly from the Alfa Romeo company fleet.

We service only 'Alfas'. With the help of the best equipped workshop in the country.

And naturally we offer the most attractive deals. Call us today and listen to the good news.

Alfa Romeo
Winning technology. From the start.



A SELECTION OF LOW MILEAGE CARS FROM THE ALFA ROMEO COMPANY FLEET.

1981 Alfasud Ti 1.5 Hatchback. Ivory, radio/cassette. **£4,795**

1980 Alfasud 1.5 Series 3. Blue, radio/cassette. **£3,450**

1981 Giulietta 1.6. Blue, radio/cassette. **£4,295**

1980 Giulietta 1.8. White, radio/cassette. **£4,195**

1981 Alfetta 2.0 L. Metallic beige, sunroof, radio/cassette. **£4,995**

1980 Alfetta GTV. Metallic brown, radio/cassette. **£4,495**

1981 Alfetta GTV SE. Silver, radio/cassette, air-conditioning. **£5,195**

1980 Alfa 6. Metallic blue, air-conditioning. **£8,495**

PLEASE TELEPHONE US FOR OUR LATEST STOCK POSITION.

Direct line to Alfa Romeo. 01-450 8641. Edgware Rd. (Nr. Staples Corner), London NW2 6LX.

POLARIS

LANCIA SAAB TVR

NEW LANCIA SAAB AND TVR



Most models available for IMMEDIATE DELIVERY

Demonstration cars available

USED LANCIA

1979 Beta HPE 2000. Dark blue, radio/tape, RM 21,000 **£3,750**
1979 Beta HPE 1600. Maroon, RM 33,000 ..... **£3,350**
1978 Monte Carlo fixed head Coupé. Blue, RM 36,000 **£3,750**
1977 (V) Spyder 1600. White, RM 30,000 ..... **£2,850**
1978 Beta 2000 Coupé. Blue, RM 26,000 ..... **£2,950**
1981 Beta 1600 Coupé. Met. blue, RM 1,000 ..... **£3,995**
1979 Beta Coupé 1300. Red, radio, RM 23,000 ..... **£2,650**
1979 Beta 1300 Coupé. Red, RM 34,000 ..... **£2,450**
1978 Beta Sedan 2000. Green, RM 24,000, 1 owner **£2,495**
1978 Beta Sedan 2000. White, RM 34,000, 1 owner **£2,275**
1980 Beta Sedan 1600. Beige, RM 22,000 ..... **£3,650**

1979 Beta Sedan 1600. Maroon, RM 21,000, 1 owner **£2,865**
1977 Beta Sedan 1600. Red, s/roof, radio, RM 60,000 **£1,775**
1981 Delta 1500. Silver, alloy wheels, RM 2,500, radio/cassette **£4,585**
1974 Farina 2.0 Coupé. Silver, RM 43,000 ..... **£1,875**
1974 Farina 2.0 HF Coupé. Blue, RM 50,000 ..... **£1,695**
1971 Fulvia 1.6 HF Coupé. Red, RM 53,000 ..... **£1,895**
1973 Fulvia 1300 Coupé. Silver, RM 52,000 ..... **£1,175**



1969 Ferrari 365 GT 2+2. Silver, fine order, bills for £10,000 restoration **£8,750**



163 Bristol 407. Gold, fine condition **£2,675**

NEW TVR

TVR Tasmin with 2.8 injection engine. Superb performance. ..... from **£13,800**

USED CARS

1977 Alfetta GTV 2000. Red, RM 45,000 ..... **£2,485**
1980 (series) Alfasud 1.5 Sprint Veloce. Red, radio, RM 20,000, 1 owner **£3,750**
1979 Alfasud 1350 Super. 4-door, red, RM 20,000 **£2,675**
1968 Aston Martin DB6. Red, 5-speed, RM 88,000 **£3,975**
1979 Fiat X1/9. 1 owner, gold, RM 36,000, radio tape **£2,950**
1980 Ford Capri 1.6L. Beige, RM 11,000 ..... **£3,750**
1978 Jaguar XJ6 4.2. Auto, blue, air cond., radio tape, RM 36,000 ..... **£4,950**
1977 Jaguar 4.2 Coupé. Auto, red, RM 52,000 ..... **£4,750**
1966 Jaguar 3.8 'S'. Met. blue, o/d, P.A.S., RM 88,000 **£1,750**
1974 Jensen Interceptor MkIII. Met. blue, RM 42,000 **£3,975**
1978 Maserati 'Merak' SS. Yellow, 1 owner, RM 14,000, air cond., radio/cassette **£9,985**
1975 Maserati 'Khamsin' FH Coupé. Met. blue, RM 19,000 ..... **£8,650**
1980 MG Midget. Red, RM 19,000 ..... **£2,995**
1976 Mini 1275 GT. Beige, RM 46,000 ..... **£1,685**
1979 Peugeot 305 SR. White, RM 20,000 ..... **£3,275**
1973 SAAB 96 Saloon. Red, full history **£995**
1978 Toyota Cressida Saloon. Met. blue, RM 23,500 **£2,875**
1978 Toyota 1600 ST Coupé. Silver, RM 31,000 **£2,475**
1981 TVR Tasmin. White, radio, RM 500 ..... **£10,950**
1977 TVR Taimar Turbo. White, s/roof, leather upholstery, elec. windows, radio tape, RM 32,000 **£5,850**
1977 VW Polo. Blue, RM 34,000 ..... **£2,300**

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

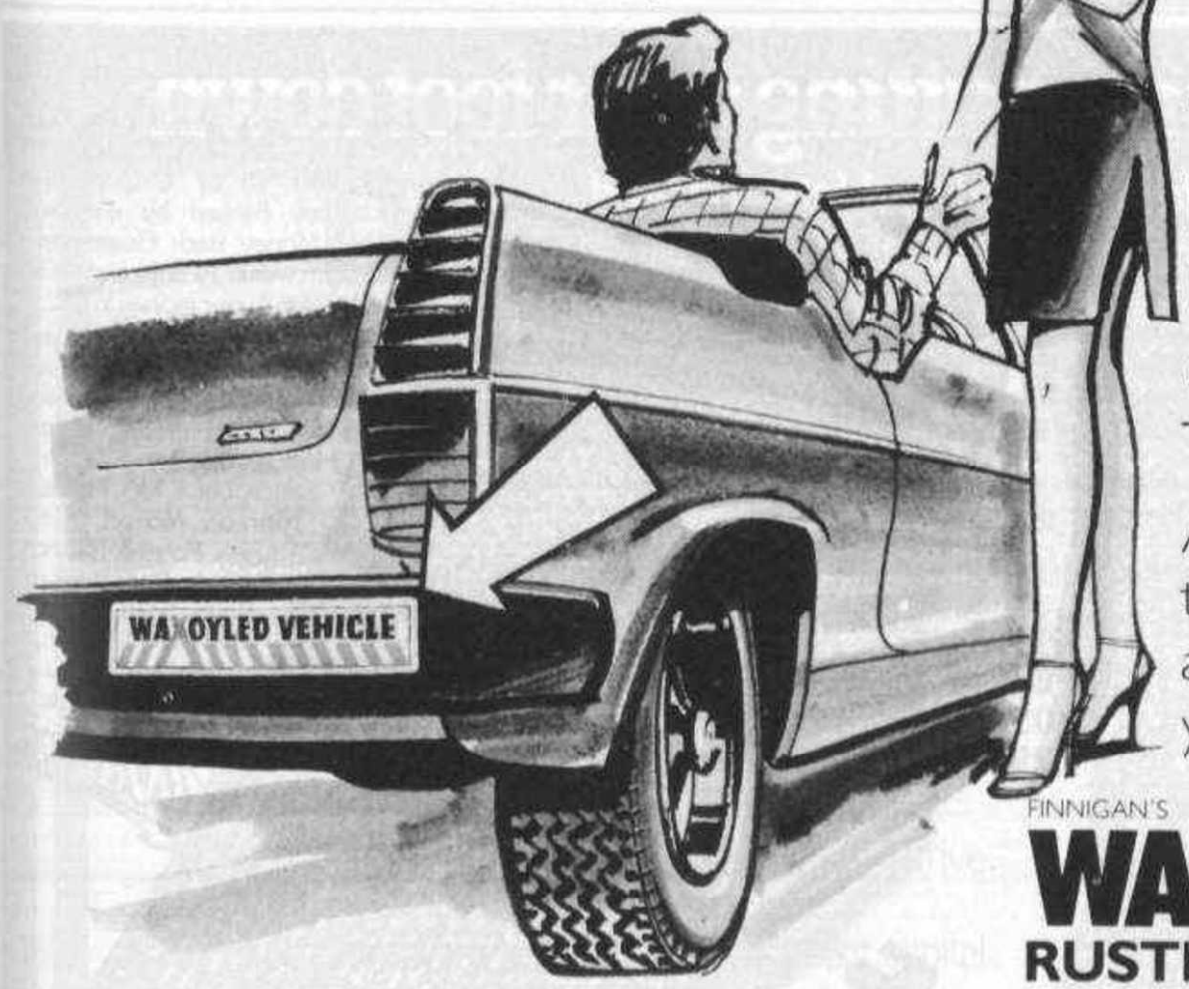
This attractive free sticker

WAXOYLED VEHICLE

could win you £50 on the spot!

Here's all you have to do . . .

1 Buy and use a can of Finnigan's Waxoyl (5 and 10 litre size) with a sticker attached. 2 Display the free sticker on the back of your car or caravan. 3 Retain proof of your purchase (can or receipt) 4 Hope for the Mystery Sticker Spotter to spot you!



Easy isn't it!

Ten prizes a month in October, November, December, January & February

That's £2,500!

And, by the way, you'll be buying the world's top rustproofer and adding pounds to the value of your vehicle so you can't lose!

Available from Longlife, Motorists Discount Centres and all good accessory shops.

FINNIGAN'S

WAXOYL

RUSTPROOFING COMPOUND

10 litres, 5 litres, 2 litres and handy aerosol.

Finnigans Sales Department
Mitchell Marketing Ltd, 5-9, Chartwell Drive,
Wigston, Leics LE8 2FR Tel (0533) 882188 881037



VALVOLINE® PROTECTS MORE GRAND PRIX ENGINES THAN ANY OTHER MOTOR OIL.

Valvoline. It proves its worth week-in, week-out in the punishing world of high-speed racing – from Grand Prix to drag racing to power boats.

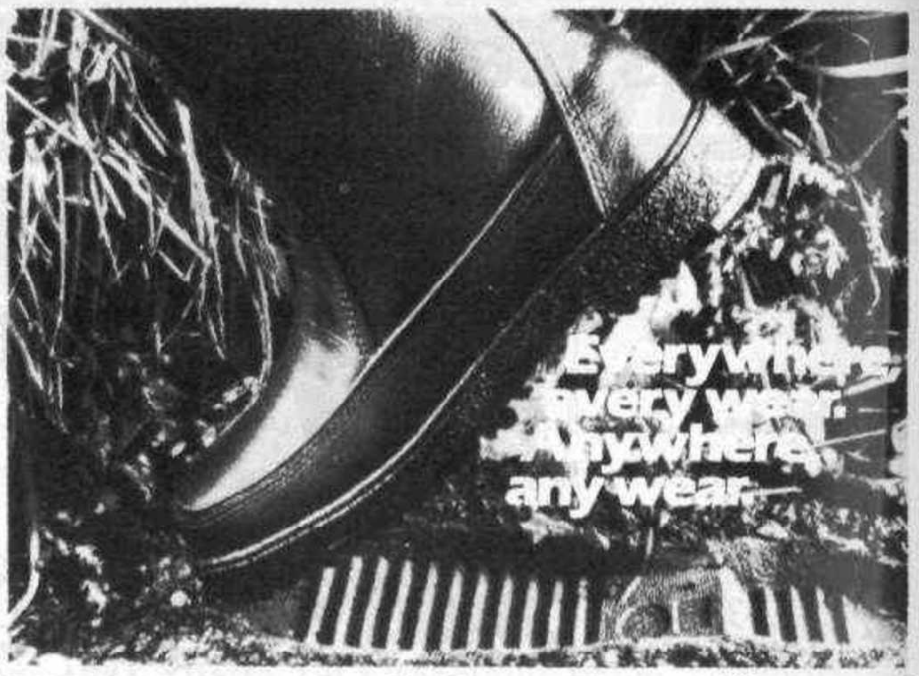
So just think what it could do for your own hard-working engine! Because Valvoline isn't just for winning races. There's a Valvoline Motor Oil for your kind of car, your kind of driving.

THE CAN WITH THE ILLUSTRATED D.I.Y. OIL-CHANGE INSTRUCTIONS



Valvoline Motor Oil
Grand Prix protection every day
Valvoline Oil Company Limited, Dock Road, Birkenhead, Merseyside L41 1DR Telephone: 051-652 1551

Tectyl



You can do it in a Derriboot!



The famous Derriboot is still 100% waterproof.
Still beautifully warm and comfortable.
Still lined from top to toe.
Still as durable, easy to clean and attractive as ever.

And now, it has all these new features, too:

NEW Heel for extra safety
NEW Ribbed sole and heel for extra grip
NEW Extra height for even more protection
NEW Improved design for extra style
NEW Cord or nylon tie tops for extra choice

Available in men's, women's and children's sizes in black, brown or green.

Put your foot down. Insist on DERRI BOOTS Now they're even better.

Available from your local stockist or contact: Derriboots (Dept. MS2), Tower Lane, Warmley, Bristol BS15 2XX.

...for people who like putting their foot down

At last! An extremely tough, hard-wearing and best of all a good looking alternative to the rubber car mat.

'Weevers' overcarpets, manufactured in a dense tightly woven mat of 100% pure sisal are individually tailored to fit your particular car, guaranteeing a perfect fit every time. Choose from three attractive sporty tweed colour combinations that will complement any car interior. Each set of four mats comes complete with contrasting black piping around all sides and velcro pads on the undersides to eliminate mat movement. A flexible latex back ensures dirt cannot be trapped in the fibres making 'Weevers' very easy to clean with the additional benefits of extra sound insulation.

Give your car interior the kind of protection it deserves by sending today.

Set of four individually tailored latex backed Sisal mats for only £29.95 (+P&P)



Telephone Orders: (0582) 429092

Weevers, like all of Carnoisseurs products, are backed by our No Quibble, Money Back Guarantee. Just return within 14 days and we'll simply refund your money in full.

Available for most makes of cars including: Alfa Romeo, Audi, Leyland, BMW, Citroën, Colt, Datsun, Ferrari, Fiat, Ford, Honda, Jaguar, Daimler, Lancia, Lotus, MG, Mazda, Mercedes, Morgan, Opel, Peugeot, Porsche, Reliant, Renault, Rolls-Royce, Rover, Saab, Talbot, Toyota, Triumph, Vauxhall, Volkswagen, Volvo, etc.

Weevers

CARNOISSEUR

To Carnoisseur, 111 Hillfoot Road, Shillington, Hitchin, Hertfordshire, SG5 3NS England. Please send me _____ four piece mat set(s) at £31.90 ea. (inc. £1.95 p&p)
Car Make _____ Model _____ Year _____ Please allow 28 days for delivery.
Colour Req'd. D/Brown ☐ Slate ☐ Oatmeal ☐ I enclose my Cheque/Postal Order for £ _____ made payable to Carnoisseur. Delivery subject to availability.
or charge my Barclaycard/Access number _____ Signature _____ Name _____ Orders from UK Mainland only.
Address _____ Postal Code _____ Block letters please.
Carnoisseur, Registered Office: 111 Hillfoot Road, Shillington, Hitchin, Hertfordshire, SG5 3NS England. Registered number 2473309 England. MS12



4 DIFFERENT CASSETTES THAT EACH OFFER YOU THE THRILLS AND SPILLS OF MOTOR RACING IN YOUR LIVING ROOM

HAVOC 1. From the very beginnings of motor racing, the most devastating and horrific of the sports accidents.

DAYTONA 500 '81. A full explanation of NASCAR racing, exclusive interviews and the best of the action from the Daytona 500.

HAVOC 3. The best thrills, spills and crashes of recent years, including some novel forms of racing.

LE MANS '81. Captures the varied aspects that make this a unique racing event.

Marketed exclusively by

Send this advertisement with **£39.00** per cassette, plus 90p P & P (cheques and P.O.'s made payable to Gordon Spice Ltd.), stating title/s required and whether V.H.S. or Betamax to: **Race Action Video, Dept. MS Gordon Spice Ltd., Colonial Way, Watford, Herts., Tel: 49535**, *OR* send S.A.E. for full descriptive leaflet and listing of other titles available.

Gordon Spice Ltd.

quattro



To drive it is to believe it.

"...almost beyond belief in its combination of roadholding, handling, traction and performance, the 4WD Quattro knows no peers."

MOTOR SPORT – April 1980

"...rides superbly, better than any other high performance car... In short, the Quattro is a marvel that re-writes the motoring rule books..."

CAR – April 1980

Call us for details of our current stock and to arrange a test drive.
(01-486 1117 24 hr. Ansafone)

Audi

Dovercourt
32 St. John's Wood Road, NW8. Tel: 01-286 8000

Do you have the drive to be a Budget Rent a Car owner?

Budget Rent a Car is the largest franchise vehicle rental system in the world with a network of over 1,800 locations in around 70 countries.

Budget is now aiming to become the major car rental name in the United Kingdom and there are currently specific franchise areas available in this country, ideal for companies wishing to expand, or individuals with the drive and ambition to succeed in business.

You will need a minimum investment capital of £50,000 (more in larger areas) to become a Budget Licensee. In return you will have the satisfaction of running your own business, backed by the security and benefits that only a major franchise system can offer.

The Budget System has already helped hundreds of individuals and companies to wealth and success – you could join them.

For further information contact:
Charles Clark on Hatfield (07072) 68266
International House, 85 Great North Road, Hatfield, Herts.

Budget rent a car®

Better cars at budget prices.

TISSOT
QUARTZ
below HALF PRICE
and
INTEREST FREE CREDIT!!!



Model No. Z40739
List Price
£145.00

NOW ONLY £69.50

JUST £6.95 DEPOSIT

SPORTS ENTHUSIASTS

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

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

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

NAME .....

ADDRESS .....

.....

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

Signature .....

MADE TO MEASURE



The Koni shock absorbers specifically made for your car are long-service tuned to give it genuine Formula 1 roadholding – the same as enjoyed by the winners of the Formula 1 world championship for the past 10 years. Get Konis on your car – they're much better. Available through your garage or accessory shop, or write to sole concessionaires: J.W.E. Banks & Sons Ltd. Dept. K15, Crowland, Peterborough PE6 0JP. Tel: 0733 210316.

THE MIDLANDS SCIMITAR & TVR CENTRE



NEW & USED CARS

NEW CARS — SCIMITAR
New 2.8 GTC in aqua-marine with black velour interior ..... **List price**
New 2.8 GTE in mulberry with tan velour interior ..... **List price**

NEW CARS — TVR
New Tasmin Convertible in red **List price**
New Tasmin in gold ..... **List price**

New Tasmin 2 + 2 in Racing Red with Caviar trim ..... **List price**

USED CARS
1975 'N' Scimitar GTE in green, automatic, was £3,550 now ... **£3,095**
1978 Scimitar GTE automatic in white, 1 owner, serviced by ourselves, superb order **£5,500**
1978 Scimitar GTE automatic in green with gold band, tints, p.a.s. and electric windows **£5,500**
1976 Scimitar GTE in blue, manual/ overdrive, Wolfrace, tints etc. **£3,995**
1976 Scimitar GTE in Celtic brow power steering, automatic, one own from new **£4,4**
1978 Scimitar GTE in Highland purp automatic, power steering, Wolfrace **£5,5**
1977 Scimitar GTE in blue, automat power steering **£5,2**
1973 Scimitar GTE in beige with su roof and radio **£2,4**
1980 TVR Tasmin in metallic gold wi Caviar trim, huge saving on new pric **£8,7**
1979 TVR Tamar in gold, brown moc band **£6,2**
1971 Ford Escort Twin Ca absolutely original, one owner fro new, genuine 35,000 miles, Ziebarte **£2,2**
1978 MGB Roadster finished in blu 25,000 miles only **£3,2**
1980 Porsche 924 Turbo in white ar red **£12,1**
1974 Triumph Stag in re manual/overdrive **£2,7**
1981 Triumph TR7 Convertible in re 3,000 miles **£5,7**
1981 Renault 5 Gordini in metall blue, 2,000 miles only **£4,4**

TRADE DISCOUNTS TO THE PUBLIC ON ALL PARTS & ACCESSORIES



PARTS AND SERVICE

Open all week 8.00 a.m. 8.00 p.m. including Sundays 10.00 a.m. 1.00 p.m. We offer the largest stock of spare parts in the Midlands, a full range of Scimitar and TVR accessories with club discounts. Same day dispatch plus worldwide shipping and Air Freight Service.

Terms C.O.D.
Fully equipped workshop including fibreglass accident repairs.
Free valeting with each full service.
Official Unipart dealers.

THIS MONTH'S SPECIAL PARTS OFFER

All brake pad sets	£16.50
Brake servo SE5	£68.21
Rear window seal SE6	£13.32
Rear window seal SE5	£10.81
Lower steering column SE5	£15.40
SE5 workshop manuals	£20.00

Fibreglass body sections all at **20% discount.**
PLUS Scimitar tee shirts, sweatshirts, caps and anoraks.

Trade discount to account holders and RSSOC.
Discount on all other items not on offer.

90% PARTS AVAILABILITY

Same day turnaround

24 hour turnround on items not held in stock.

For anything Scimitar phone direct to Phil Afford, Parts Manager for **personal** service.

All prices subject to VAT

Peter Smith Sports Cars Ltd

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

Performing Seal

There's a lot more to leaky car windows than meets the eye. Damp, musty smelling carpets for one thing. The same goes for boats and caravans too – leaky windows can be more than just a nuisance, they can cost you money. So why not spend a far more modest sum curing the leak with Hermetite Window Seal?

This specially developed translucent sealer comes in a handy tube with its own applicator nozzle, and will quickly and simply waterproof leaking rubber or metal to glass window surrounds, sunshine roofs and seams in vinyl hoods. Stays flexible too, so hard knocks and bumpy roads won't crack it off.

Act now. Stop leaky windows with Window Seal, from Hermetite.



WINDOW SEAL

Available from Halfords, Woolworth and Woolco Stores, Motorist Discount Centres and all good motor accessory shops.

Hermetite Products Limited, Tavistock Road, West Drayton, Middlesex UB7 7RA

Hermetite

The name you can trust

tim & zöe Randles

CAMPBELL ROAD, STOKE-ON-TRENT ☎ (0782) 48361/47623/45691 ☎

ACCIDENT DAMAGE
Repairwork, paintwork, free estimates collection nationwide. Consult the experts, glassfibre our speciality. Tel: 0782 45691

PARTS DEPT.
If you are having problems obtaining parts ring Phil Cheetham on 0782 45691. Vast selection of parts and accessories available, Elan chassis etc.

SERVICE DEPT.
For the care and repair of your vehicle, specialist servicing by factory trained technicians. At competitive labour rates. Contact Dave Willott on 0782 45691.

SALES DEPT.
Contact Phil Wade or Dave Williams for sales enquiries, leasing, lease purchase. Demonstrations nationwide without obligation.

USED CARS

S-REG ALFA ROMEO 2000 SPYDER CONVERTIBLE. White, black trim, a collectors car **£3,995**

1973 TRIUMPH TR6. Yellow, black trim **£1,995**

1978 T LOTUS ESPRIT S2. In silver with black trim, radio cassette, 28,000 miles **£7,995**

1978 MERCEDES 200. Manual, in white with blue trim, big wheels and tyres, 11,000 miles, immaculate **£5,995**

1979 FORD GRANADA 2.8 GHIA. Automatic, in black with tan leather interior, radio cassette, 23,000 miles **£5,295**

USED CARS

1978 FORD GRANADA 2.8GL. Automatic, in black with tan interior, radio/cassette **£3,295**

1980 LOTUS ELITE 501. In lagoon blue with champagne leather trim, one owner **£11,295**

1979 FORD GRANADA SAPPHIRE 2.8 GHIA. Auto, blue over silver, velour trim, one owner, 25,000 miles **£4,995**

1979 LOTUS ECLAT 521. In gold, black leather, 17,000 miles, service history **£7,995**

1979 DATSUN 280 ZX 2+2. In black, black trim, radio cassette, 20,000 miles **£6,995**

USED CARS

1976 LOTUS SUPER 7. In red, black interior, dry sump, 23,000 miles, and exc. example **£3,995**

1979 LOTUS ESPRIT S2. In red, black leather trim, cassette radio, one owner, 12,000 miles **£9,495**

1981 RELIANT SCIMITAR GTC CONVERTIBLE. Manual, o/d, Panama yellow, silver band, Wolfrace wheels, power assisted steering, black trim, electric windows, electric door mirror **£10,495**

1980 MGB GT. In white, orange cloth trim, fully rustproofed, one owner, 12,000 miles **£4,995**

USED CARS

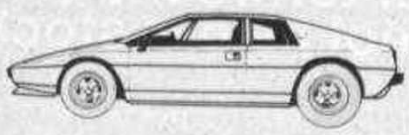
1979 TVR 3000S CONVERTIBLE. In metallic blue, tan trim, one owner, 17,000 miles **£6,795**

1977 TRIUMPH SPITFIRE. In blue, tan trim, hard and soft tops, cassette/radio **£2,095**

1978 TRIUMPH TR7. White with green flash, green trim, 29,000 miles **£2,895**

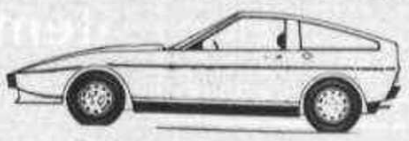
1980 LOTUS ELITE 501. Red, black trim, one owner **£11,295**

1978 MGB ROADSTER. Green, orange trim, 25,000 miles ... **£3,095**



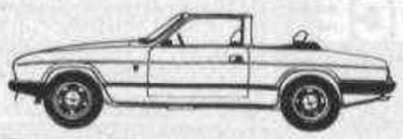
Lotus

Lease Purchase a Lotus from **£66.21** per week



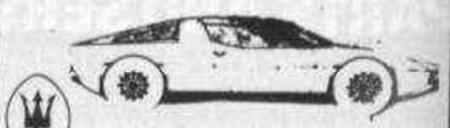
TVR

Lease Purchase a TVR from **£62.40** per week



SCIMITAR

Lease Purchase a Scimitar from **£61.25** per week



Maserati

Lease Purchase a Maserati from **£92.57** per week

1½ MILES OFF M6 EXIT 15. ALL MAKES OF VEHICLES TAKEN IN PART EXCHANGE. ANY MAKE OF CAR BOUGHT FOR CASH.

CHOICE OF TELESCOPIC SHOCK ABSORBERS

All prices each	Bilstein	Sachs	Spax	Armstrong	Koni
Escort (R)	£32.50	£25.25	£14.85	£10.95	£22.55
BMW 323 (R)	£42.74	£32.50	£25.45	N/A	£30.15
Scimitar (F&R)	N/A	N/A	£21.65	N/A	£38.60
Sunbeam Lotus (R)	£34.30	N/A	£14.85	£11.95	£22.55
Porsche (R) 911 (all)	£43.53	£29.95	£25.00	£15.95	£33.90
Carriage £3.25 per pair					



KONI Reliability and Performance

We are the largest distributors in the UK of these fine adjustable units and can offer "off-the-shelf" service for BMW, Audi, Scimitar, Lotus range, Porsche, Alfa Romeo, Jenson, Jaguar, Lancia, Morgan, Range Rover, TVR plus all popular models, Cortinas etc. TRADE ENQUIRIES ARE WELCOME.

Rover SD1 2600/3500

Koni Rear Suspension kits include two shock absorbers and two springs. Terrific value at £139.85. (Standard factory replacements are over £210!)



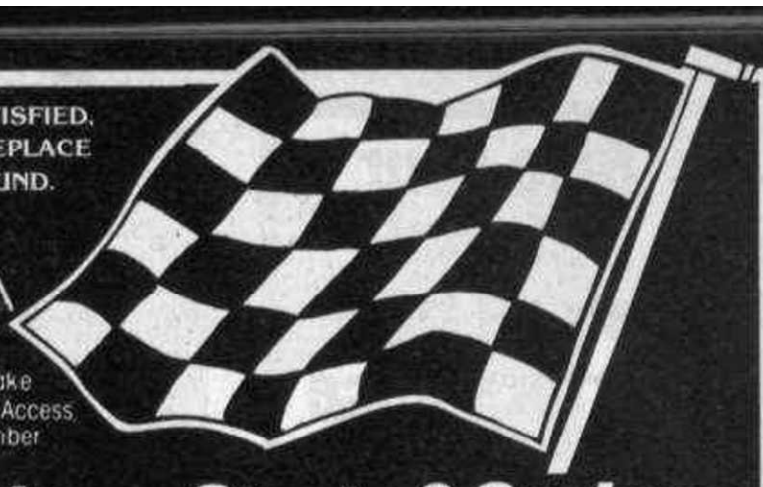
ALL KONIS ARE SENT POSTAGE FREE ANYWHERE ON UK MAINLAND.

Over £200,000 worth always in stock!

IF NOT SATISFIED, WE WILL REPLACE OR REFUND.



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



Shock Absorbers, Struts & Springs

demon tweeks

Dept ARM, High Street, Tattenhall, Nr. Chester, Cheshire. CH3 9PX.
Phone: (0829) 70625
(24-hour Ansafone service)
Telex: 61496 TWEEKS

Open: Mon-Sat 9.00-5.00
Sun 11.00-1.00

Send large S.A.E. for Broadsheet on Shock Absorbers.

ARMSTRONG · BILSTEIN · KONI · LEDA · MONROE · SACHS · SPAX

7/81

CAN'T WAIT? THEN GIVE US A CALL!

We'll gladly answer your questions and deliver the right units in 24 hours!*

HI-PERFORMANCE SUSPENSION KITS

For superb roadhugging. Kits consist of Heavy Duty springs and four Sport shock absorbers.
Price examples for Golf GTI:
Koni £189.00 (Road) As used on our own Golf GTI Group I car.
Bilstein £237.00 (Full competition)
Sachs £309.00 (Full competition) Also for BMW, Scimitar, Marcos, TR5/6, Dolomite & others. CARRIAGE £3.50 per kit.



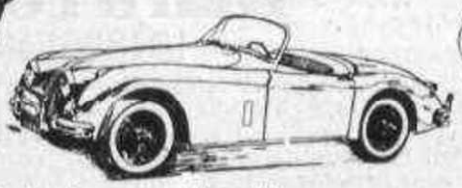
ARMSTRONG
Save 45% on retail price!

Only £11.50 each!

Special offers on Armstrong telescopics! Cortina I & II (R), III & IV (F&R), Cavalier (F&R), Marina (R), Viva (all).

NEW! Armstrong Red Max fully adjustable teles for all popular cars. **£12.95** each – all one price.





Restoring an old car?

If you are restoring an old car, or have some particular suspension problem, do ask our advice – we'd like to help you.

CONVERSION KITS



Lever to telescopic.

Enjoy better roadholding and adjustability with telescopic shocks. Kits consist of brackets and two tele shock absorbers. Koni Kits £74.85: Spax Kits £54.25. Carriage per kit £3.25.



LEVER ARM SHOCK ABSORBERS

For MGA, MGB, Sprite, Midget, Minor 1000, A35 etc. All on exchange – standard settings and 30% or 50% uprated – even a limited range of adjustables. Returnable deposit £10.00 per unit.

	New Armstrong	Reconditioned	30% uprated
Single Arm	£17.50	£8.35	£9.50
Double Arm	£26.25	£10.65	£12.25
Marina	£19.95	£12.65	£14.75
50% Uprated – add £2.50 per unit		Carriage £3.25 per pair	

Lever Arm Links £4.75 each. Carriage £3.25 per pair.

Towing?

Spax Even-Keel units solve handling problems when towing or carrying heavy loads. Can be instantly adjusted in situ and include progressive coil springs. From £32.85 each. Carriage £3.25 per pair. Other towing aids available – send for full brochure.



SPAX Adjustable units

A great name in shock absorbers – these units are instantly adjustable on the car. Prices from £14.85 each. Full range of Racing units complete with rose-jointed mounts & adjustable spring-pans. £40,000 worth in stock!

MACPHERSON STRUTS

Huge range stocked – for example:
Armstrong new strut - 2 year guarantee £16.95
Monroe reconditioned – 2 year guarantee £15.45
Demon Tweeks 30% uprated £16.45
Leda National Rally strut £26.95
Bilstein Porsche 911 etc £95.00
Monroe Fiat/Fiesta (no deposit) £19.95
Demon Tweeks "Eppynt" wedged/thick rod £19.25
Golf GTI/Scirroco full race Koni £85.50
Strut gaiters to protect rod £2.35



CARRIAGE on all struts £3.25 per pair (SECURICOR)
Returnable deposit of £10.00 per unit on all struts except where indicated.
Spring Clamps per pair £6.50. Carriage £1.25
Top plates also stocked from £2.50 each.

Macpherson Strut Inserts

Monroe Heavy Duty – 2 year guarantee £23.65
Monroe Safemaster – 1 year guarantee £19.95
Koni Sport settings – 2 year guarantee £44.25
Bilstein Heavy Duty £50.63
Armstrong Lotus Elan – as original equipment £19.95
CARRIAGE PER PAIR: POST £1.80. SECURICOR £3.25.



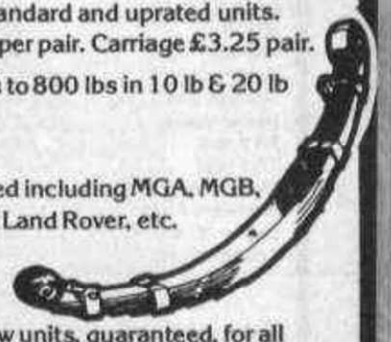
COIL SPRINGS

Huge range for all models including Scimitar, TVR, MGB, Sprite, Midget, Dolomite, Elan, TR range, Escort and all popular models. Standard and uprated units. Price example: Elan front £11.25 per pair. Carriage £3.25 pair.

Race Coil Springs From 100 lbs to 800 lbs in 10 lb & 20 lb increments from £7.50 each.

LEAF SPRINGS

Full range stocked including MGA, MGB, Austin-Healey, Escorts, Land Rover, etc.
FROM £20 each!



RACEWEAR & COMPETITION SPARES

Large selection of all the major manufacturers.



SEATS

Move up to **RECARO** – the last word in luxury!



Rally Bucket £181.00

Competition Hi-back £195.35
Sub-frames from £16.00
ALL SEATS SENT SECURICOR AT £3.25 EACH.

WHEELS

Choose between the familiar MISTRAL or the long-term favourite WOLFRACE. Wheels can be fitted by us if required (tyres, too).
ALSO STOCKED: Cobra, Mamba, Dunlop, Revolution, Aleycat, Weller.



	Mistral	Wolfrace
5 x 10	£19.25	£29.50
5½ x 10	£21.45	N/A
5 x 12	£23.95	£37.50
5½ x 13	£26.85	£42.50
6 x 13	£27.95	£46.50
7 x 13	£31.95	£47.50
8 x 13	N/A	£51.00

CARRIAGE £3.25 PER 2 WHEELS

STEERING RACKS

New units, guaranteed, for all major makes of car. E.g. Scimitar GTE £36.75. These units are on exchange. Please add £12 returnable deposit.

*MAIL ORDER

Orders are acknowledged on receipt and are normally despatched the following day. All goods are offered subject to availability and prices may alter without notice. 24-hour delivery available to order.
Exchange service. All old units MUST be serviceable, i.e. not cracked or broken; lugs not broken or burnt.

PRICES EXCLUDE VAT.
15p in the £ should be added to prices shown.
Whilst every effort is made to maintain prices and specifications as shown, we must reserve the right to alter these without notice.

Demon Tweeks own the Copyright to all illustrations shown.

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

* SECURICOR RAPID DELIVERY to UK mainland add-esse: at £3.25 for 48-hour or £4.50 for 24-hour per 55 lbs.

Give your Alfasud Veloce type performance

Knock seconds OFF your 0–60 time with one of our TWIN CARB conversion kits.

Why not take advantage of our ROLLING ROAD. We offer one of the best tuning facilities in the North of England.

We are also one of the largest stockists of Alfa Romeo spare parts, WEBER carburettors and KONI shock absorbers.

PHONE US TODAY!

Westune

WESTUNE LTD, CROWN LANE, HORWICH, BOLTON

Tel: Bolton (0204) 68621



FREE 25c TROOST TOBACCO WITH EACH REST ORDERED

Mail Order Service

1 Cornmarket
Thame, Oxon, OX9 3DX
tel. (084421) 2407

Superb pewter pipe rest
only **£14·95** each

Sweet smoking GBD briar pipes
Bent or straight
only **£8·95** each

post and packing free

Precious Metal Merchants.

The beautiful mid-engined Merak SS. The exquisite 5-seater Kyalami. And the incredible 169mph Khamsin. Three of the world's most precious metals. From £18,987.

LONDON
IVOR HILL LTD.,
400 Durnsford Road,
Wimbledon, London SW19.
01-946 7702.
CAMBRIDGESHIRE
CAMBRIDGESHIRE MOTOR CO.
149-153 St. Neot's Road,
Hardwick.
Madingley (0954) 210988.
CENTRAL ENGLAND
JENSENS OF WEST BROMWICH,
Ryder Street, Great Bridge,
West Bromwich. 021-557 9951.
TIM & ZOE RANDLES,
Campbell Road Filling Station
Co. Ltd., Stoke-on-Trent.
Stoke-on-Trent (0782) 48361-3.
EAST ANGLIA
KIM CAIRNS MOTORS LTD.,
Lynn Road, Snettisham,
Norfolk. Norfolk (0485) 41526.
ESSEX
BRIDGE MOTORS (BOCKING),
Bridge House, Bocking, Braintree.
Braintree (0376) 26604.
KENT
DAWNIER MOTORS, High Street.
Pembury, Tunbridge Wells.
Pembury (089282) 3111.
LANCASHIRE
J. R. CARS (BLACKPOOL),
Newman's Eclipse Garage Ltd.,
Ansdell Road, Blackpool.
Blackpool (0253) 43228.
SCOTLAND
P.S. NICHOLSON (FORRES) LTD.,
Bogton Place, Forres, Moray.
Forres (0309) 72142.
SURREY
POLARIS OF GRAYSHOTT,
Nr. Hindhead, Surrey.
Hindhead (042873) 5363.
WILTSHIRE
JEM MARSH LTD., Boreham
Road Garage, Warminster, Wilts.
Warminster (0985) 214777.
SOUTH YORKSHIRE
GORDON LAMB SHEFFIELD LTD.,
115 Eccleshall Road South,
Sheffield. Sheffield (0742) 369946.
WEST YORKSHIRE
GARNETTS OF GUISELEY LTD.,
20 Leeds Road, Rawdon, Leeds.
Leeds (0532) 502156.

Maserati



In 1978/79/80 we built and ran the winning works-backed **VW Golf GTi**'s and **Audi 80**'s in the British Saloon Car Championship. Now we've developed a full line of road-legal performance parts and accessories for your Golf GTi, Scirocco etc. Our **1800cc** conversion has balanced Wolfsburg crank, forged **Cosworth** pistons, **Dr. Schrick** cam, gas-flowed head, modified lube/injection systems and **Sachs** HD clutch. Chassis mods to match the performance include VAG-approved **Bilstein Sportpaket** spring/damper set, **Gillet** Power Sound 2" exhaust, and the inexpensive **GTi Engineering** brake conversion so highly praised by 'CAR' magazine.

ATS 'LEICHTMETALL' alloy wheels made by the F1 constructors in 13", 14" and 15" for normal tyres or ultra low profile **Pirelli P6** and **P7**. Front/rear spoilers, wheel arches and matching skirts plus 4-headlamp grille, all genuine **Zender**. We'll service your fuel-injection VW or Audi, and the final settings so critical to these models will be adjusted on the **Crypton Heenan** rolling road by our tuning expert Brian Ricketts.

Detailed illustrated leaflets available on performance parts, body styling products and ATS wheels, plus other VW/Audi equipment.

SPECIAL OFFERS

ATS 6" × 13" GOLF/SCIR. WHEELS	**£35.00**
GOLF 4-HEADLAMP GRILLE KIT	**£54.00**
GOLF/SCIR. 4 BRANCH MANIFOLD	**£85.00**
GOLF/SCIR. TUNED EX. SYSTEM	**£95.00**
SPECIAL BRAKE PADS	**£35.00 set**

Prices plus P&P, carriage + VAT.

GTi ENGINEERING

Unit 9, Silverstone Circuit, Towcester, Northants. Phone 0327-857857. Tlx 912755.

VOLKSWAGEN/AUDI MOTORSPORT CENTRE

Quality SOFT TOPS



AT DIRECT FROM FACTORY PRICES

All in top quality Black P.V.C. with electrically welded windows and seams. Complete with fasteners and instructions. Plus 1 year's guarantee and 7 days' money back warranty.

PRICES INCLUDE 15% V.A.T.

	Hoods	Tonneaux
Sprites/Midgets	£32.50	£17.00
Lotus S1 to S4	£45.00	£21.00
MG 'A'	£35.00	£19.50
MG 'B'	£42.50	£19.50
Spitfires 1 to 3	£35.00	£19.50
Spitfires 3 to 4 (zip)	£43.50	£19.50
Herald/Vitesse	£39.50	£21.00
TR 2 to 5	£39.50	£19.50
TR 6 (zip)	£47.50	£19.50
Moris Minor 1000	£44.50	£19.50
Sunbeam Alpine 1 to 5	£42.50	£21.00
Jaguar 'E' and V12	£39.50	£19.50
Triumph Stag	£55.00	

OTHER MODELS AVAILABLE

Cash with order plus £2.00 p&p or send for FREE colour catalogue.

Mail orders only

Access/Barclaycard welcome. Just send number.

The London Trimming Co. Ltd.

Dept. A 45 High Street,
Burnham, Bucks SL1 7JD

Tel: 0359 50016

Dial a Ferrari

(04865) 4663

If you're buying or selling a Ferrari try ringing Modena's unique Dial-a-Ferrari service. It could be the quickest way of finding the car you want or selling the one you don't want. We also have several Ferrari s in stock, new and old. If you'd like us to service your car, our well known Ferrari workshops will be happy to look after it. Collection and delivery can be arranged.

We now have two garages. The original at East Horsley, Surrey. And the new one at Plummers Plain, Nr. Handcross, Sussex. The latter is the official Ferrari distributor for Sussex. Call in, Ferrari addicts are always welcome to look around.



Modena ENGINEERING LTD

Tel: East Horsley (04865) 4663. Plummers Plain (040376) 466.



* Minimum quantity 12 shirts per design
* All prices fully inclusive
* Our unique money back guarantee
* Competitive prices
* World wide service

★ FREE Send for your Brochure and Price List TODAY!

PREMIER T-SHIRTS Dept. MTS Freepost
BOWTHORPE NORWICH NR5 9BR TEL. (0603) 745018

Advertising Promotions Events Fund raising Advertising Promotions Events Fund raising

MR/MRS/MISS MTS

ADDRESS

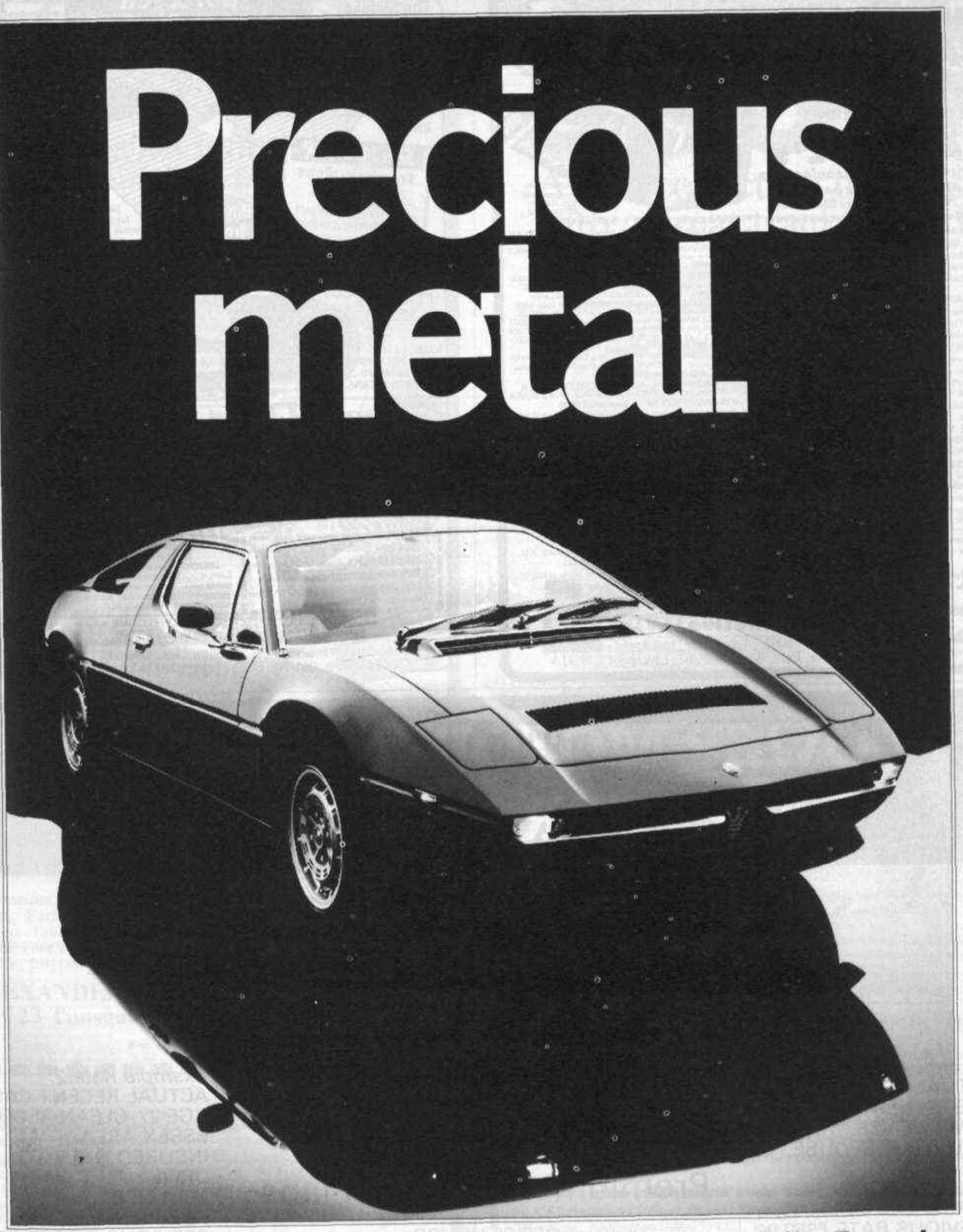
CLUB etc.

(CAPITAL LETTERS PLEASE)

NO POSTAGE STAMP NECESSARY – WE PAY THE POSTAGE

Advertising Promotions Events Fund raising Advertising Promotions Events Fund raising

Precious metal.



The beautiful mid-engined Merak SS. The exquisite 5-seater Kyalami. And the incredible 169mph Khamsin. Three of the world's most valuable metals. From £18,987. *Maserati*

For further information contact Modena Concessionaires Ltd, West Bromwich, West Midlands B70 0EJ. Telephone: 021-557 9951.

A subsidiary of International Motors Ltd

GIVE YOUR CAR THAT EXECUTIVE APPEARANCE

Superior Quality CAR CARPETS

OVER 700 PATTERNS IN STOCK

SAVE £££'s



BOUND EDGES (where applicable) HEEL MAT ON DRIVER'S SIDE

Buy Direct from the manufacturer

We tuft all our own carpet at our Liverpool Factory. All carpet is made to BLMC, Ford, Vauxhall specification and in many cases is superior to manufacturers original.

LUXURY QUALITY Deep Pile Tufted Carpet. These carpets represent the ultimate in Quality Replacement car carpets. All carpet is specially backed with latex for durability. Colours: Black, Brown, Beige, Navy, Mid Blue, Grey, Green, Red.

EACH CARPET KIT CONSISTS OF

- One Piece front and rear sections (where applicable).
- Pre-Cut Holes for handbrake, Pedals, Gear Shift etc.
- Drivers Heel mat welded for EXTRA SAFETY
- All carpets made to manufacturers original pattern to guarantee a perfect fit every time.
- Specially produced carpet tufted at our own factory here in Liverpool to BLMC, Ford, Vauxhall specifications.

COMPARE THE QUALITY Don't just take our word for it but send today for samples and compare them to any of our competitors.

VINTAGE VETERAN CLASSIC carpets including: ALVIS, ARMSTRONG SIDLEY, JENSEN Interceptor, LOTUS, JAGUAR, M.G., MERCEDES, 180SL-280SL. from only **£35.00** send today4or details.

MANY MORE PATTERNS AVAILABLE. RING FOR DETAILS

SOUND INSULATION A noisy interior causes discomfort, fatigue and accidents. EXTRA thick soundproofing felt, with latex coating. (B.S. 4790/5287), fire resistant 54" wide.
£2.95 per sq. yd.
Average Quantity required 3 sq. yds.

YES! We have Carpet off the Roll!. After many enquiries by DIY drivers. We are now able to offer the above carpet 60" wide.
Only £5.60 per sq. yd. (Trade Enquiries Welcome)
Fixing studs 10 for 95p.

POPULAR CARS £19.95 front only £15.95
AUSTIN/MORRIS Mini range, FORD Anglia Escort range, CITROEN 2CV6 Ami 8 Dyane, DAF 33 44 55 66, FIAT 500 600 850, HONDA N600, HILLMAN Imp Avenger, PEUGEOT 104 204 304, RENAULT 4 5 6 8

FAMILY CARS £22.95 front only £17.95
AUSTIN/MORRIS A40 1100/1300 Allegro Maxi Marina 1800/2200 A60 Oxford Cambridge Minor 1000/Traveller, CHRYSLER 180 1000 1100 1300, CITROEN GS CS CX, COLT Galant Lancer Celeste, DATSUN Cherry Sunny 120Y 120A 12-1500 160B 180B 2000, FORD Corsair Cortina Capri Fiesta, FIAT 124 126 127 128 131 132, HILLMAN Hunter Minx, HONDA Civic LADA 1200-1500 Niva, MAZDA 318 323 OPEL Ascona Kaddet Manta, PEUGEOT 404 504, RENAULT 12 14 16 17 18 20, SAAB 95 96 99, SKODA 1000 1100, TRIUMPH Dolomite Herald Vitesse Toledo 1300 1500, TOYOTA Corona Crown Celica, VAUXHALL Chevette Viva HA HB HC Victor Cavalier, VOLKSWAGEN Beetle Polo Derby Golf Passat

DE LUXE CARS from £35.00
ASTON MARTIN, AUDI, ALFA ROMEO, BENTLEY, DAIMLER, JAGUAR, LANCIA, MERCEDES, ROLLS ROYCE, RANGE ROVER

SPORTS CARS £25.00 front only £18.95
AUSTIN/HEALEY Frogeye, Sprite Mk I II III IV, MG Midget Mk I II III IV MGA MGB MGBGT MGC, TRIUMPH Spitfire Mk I II III IV, FIAT X/19

CLASSIC SPORTS CARS from £35.00
AUSTIN/HEALEY 3000 100/4 100/6, HONDA S800, JENSEN HEALEY, JENSEN Interceptor, JAGUAR E Type 3 8 4 2 V12, LOTUS MERCEDES, PORSCHE 911, TRIUMPH TR 2 3 3A 4 4A 5 5A 6 7 Stag

BOOT AND ESTATE CARPETS — PRICE ON APPLICATION. WE HAVE MANY MORE PATTERNS TOO NUMEROUS TO LIST — PHONE FOR DETAILS.

IF YOUR ORDER IS URGENT THEN 'PHONE 051-708 6002

Post and Packing all items £1.95 COD (if required) 50p extra. Access, Barclaycard, American Express.

When ordering please state: Carpet colour, Make of car, Model, year, auto/manual, Estate/Saloon.

TRADE AND OVERSEAS ORDERS WELCOME

LCW (Automotive) LTD.,
Telephone: 051-708 6002 Telex: 628774 Lapal G
Unit 18, Garston Industrial Est., Window Lane, Liverpool L19 4JA

The Shaped Tough One— Looks Good and Keeps Your Car Looking Good too!!!

"PROTECTOR" OVERMATS



- Individually tailored for your car
- Bound edges (not a universal cut)
- Top quality tough ribbed polypropolene
- Hard wearing
- Rot proof
- Easy to clean
- Tough rubber non slip backing to prevent dirt and moisture damaging your original carpets
- Will not buckle under foot

MADE FOR ALL BRITISH, EUROPEAN, AMERICAN, ORIENTAL CARS ● MADE IN A CHOICE OF FOUR ATTRACTIVE SHADES; CHARCOAL BLACK, MED. BLUE, DARK CHOCOLATE and WINE RED

Please state colour required, make and model of car, year, auto/manual saloon/estate

SPECIAL OFFER
One price for all cars
£15.95
FOUR PIECE FRONT AND REAR PLUS £1.95 P&P
£9.85 TWO FRONTS PLUS £1.50 P&P

Buy direct from the makers

CAR SOUNDPROOFING FELT

WITH LATEX COATING

54" ROLL WIDTH
½" THICK

SAME EXTRA THICK FELT AS USED IN MOST EXPENSIVE CARS



INTERIOR NOISE CAUSES FATIGUE, DISCOMFORT AND ACCIDENTS

A normal size car takes approx. 3 sq. yds which is only **£8.85** inc. VAT & £1.95 P&P or buy as much or as little as you want.

NO NEED TO BUY A KIT
£2.95 per sq. yrd. inc. VAT

CAR SEAT COVERS

All over fur fabric



SAVE ON A FULL SET
Buckets £27.50
High Backs £28.50
P&P £1.50 all orders

Luxury Fur Fabric mink pelts in four beautiful shades: • Champagne Mink • Warm Ginger Mink • Blue Grey Mink • Jet Black

Tailored to fit all models of the following manufacturers: BL, Ford, Vauxhall, Renault, Talbot, Peugeot, Citroen, Alfa, Volvo, Saab, Skoda, Datsun, Toyota, Honda, Mazda, Colt, Mercs, BMW, Audi, VW Fiat. OR YOU NAME IT!! WE MAKE IT!!

●Individually tailored to any shape of seat ●All over fur fabric guaranteed perfect fit ●You buy direct from manufacturer ●Compare our price and quality.

WHEN ORDERING PLEASE STATE COLOUR REQUIRED, CAR TYPE, YEAR, TYPE OF SEAT. CHEQUES, POSTAL ORDERS Access/Barclaycard/American Express PAYABLE TO: EARLWOOD. We also have an expert fitting service. If you are in the area, please call in. Quantity and trade orders welcomed. Phone or enclose cheque/PO (COD 50p extra). Send large SAE for samples. ALL PRICES INCLUDE VAT. Please add P&P

①Bucket Seats	£15.75	For two
②High Backs	£17.50	For two
③Rear or Bench	£12.50	Each
④Head Rests	£3.50	For two

P&P £1.50 ALL ORDERS

TRADE AND OVERSEAS ORDERS WELCOME
LCW (Automotive) LTD.,
Unit 18, Garston Industrial Est., Window Lane, Liverpool L19 4JA
Telex: 628774 Lapal G

LOWER MOTOR INSURANCE RATES FOR SPORTS CARS

Telephone: 01-530 3633

Special schemes/rates available for:

Alfa Romeo — Aston Martin — BMW — Ferrari — Jaguar — Lancia — Lotus — MG's (reduced group rating) — Morgan — Porsche — TVR — TR4,5,6,7's

65% NCB * Low mileage discounts * Agreed values * annual green cards

Plus excellent terms for young drivers and adverse accident/conviction records.

Example Rate 1
ACTUAL RECENT CASE
AGE 33, HERTS AREA,
COMP. COVER
INSURED + SPOUSE,
CLEAN RECORD
MAX NCB
PORSCHE 924 £10,000,
PREVIOUS RATE £360.00
OUR PREMIUM £223.00

Premium Instalment Plans

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

Example Rate 2
ACTUAL RECENT CASE
AGE 27. CLEAN RECORD.
ESSEX AREA.
INSURED ONLY TO DRIVE.
MAX NCB.
FORD RS 2000
PREVIOUS QUOTE £273
OUR PREMIUM £147.00

M.R.B. INSURANCE BROKERS LTD.
13 HIGH STREET, WANSTEAD, LONDON E.11

LONGINES

Wear this superb Longines with Alexanders interest free credit offer



LONGINES & Ferrari
combine in motor racing and sports timekeeping

You can share in this partnership for only £95.00 deposit and 12 months @ £25.00 per month (same as cash price — £395.00) with interest free credit facilities from Alexanders.

The Longines Ferrari collection offers you:—
- ★ Swiss quartz technology
- ★ Two colour steel/gold plate bracelet
- ★ Time zone change for the man on the move
- ★ Water resistant to a depth of 30 metres
- ★ Superb Longines styling

Your Longines comes to you direct from Surrey's largest independent jewellers. Each Longines carries the full international Longines guarantee. Take advantage of Alexanders interest free credit and enjoy the ease of spreading your payments, while still only paying cash price. Interest free credit is available for all Longines watches.

ALEXANDERS THE JEWELLERS LTD
23 Tunsgate, Guildford, Surrey.

Reg. in England 52112.

POST TODAY

Please send me Longines Ferrari watch. Champagne/black dial. I enclose cheque/P. Order crossed and payable to Alexanders Ltd. Value £95.00 (balance to be paid over 12 months interest free). Please debit my credit card for deposit and full payment

Card No. .....
Access ☐ B'card ☐ A. Express ☐ Diners ☐ *(Tick as applicable)*
Please send me free, full colour Longines brochure and details of interest free credit ☐

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

.....

..... Post Code

To order by phone Ring (0483) 62357

Please send to: **Alexanders the Jewellers Ltd.**
23 Tunsgate, Guildford, Surrey GU1 3QS
We accept Access, American Express, Barclaycard, Diners

** Delete as applicable.* MS 10/81

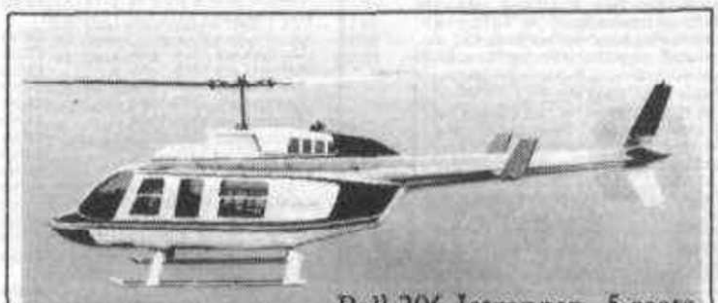
ROTOR SHOW

A fine collection of Bells with a great track record.


Bell 412 – 15 seats


Bell 222 – 8 seats


Bell 206L LongRanger – 7 seats


Bell 206 Jetranger – 5 seats

CSE is the U.K. distributor for Bell Helicopter Textron, who are the largest helicopter manufacturers in the Western World.

A company owned helicopter operates at *your* convenience and avoids those traffic snarl-ups and speed limits. It also offers your company certain financial benefits as well.

CSE will not only select or train your pilot, but will advise you which Bell helicopter is suitable for your company's specific requirements. As a back-up, CSE holds over £300,000 worth of Bell spare parts at Oxford.

Talk to us about it today. Either return the coupon below, or contact Terry Burnal on ext. 223.

To: **CSE Aviation Limited,** Oxford Airport, Kidlington, Oxford OX5 1RA.
Telephone: Kidlington (086-75) 4321. Telex: 83204
Please send me details of the Bell Textron helicopter range.

Name ..... Position .....

Company .....

Address .....

.....

.....

CSE

A BELL FOR SOUND REASONS!

BOOKS

From Europe's Largest Selection

NEW AND RECOMMENDED

2 new Collector's Guides — the popular reference books for restorers, owners & buffs:
Jaguar XK's Collector's Guide. £7.95
TVR Collector's Guide. £7.95

OLD MOTOR 8/81. Ferrari Special Issue contains 21 pp. on Testa Rossa, Clubs, Racing cars, Type 166, 308 GTS. £0.70
AUTOMOBILE QUARTERLY 19/01. Chevrolet 1928 1933; Landrover History; Lea Francis; Renault Fuego; AMX & Javelin. £6.95
AUTOMOBILE QUARTERLY 19/02. Buick Riviera since 1963; Mercer of 1931; Sports Car Racing; Chevrolet thru the 30's. £6.95

Two essential books for every technician
Factory Approved ALTERNATOR SERVICE MANUAL Fifth edition 1980 of this complete manual for all alternators from BOSCH to PRESTOLITE. Contains virtual reprints of factory manuals. 560 large pages, over 1,000 ill. A massive book. £17.95
The PETROL FUEL INJECTION Book for Automobiles. Fourth edition 1980 of this massive 720 page "bible" for PFI systems made by Bosch, Lucas, Kugelfischer and used in AUDI, BMW, Citroen, Jaguar, Mercedes, Peugeot, Porsche, Renault, Saab, Triumph, VW & Volvo cars, over 1,000 ill., all data, troubleshooting — virtual reprints of factory publications. Softbound. £19.95

ALARM — German Fire Brigades in Action. A superb, large format book showing action photos of present day fire brigades, their equipment. Spectacular book, with captions in English, French and German. 156 photo pages, hardb. £11.95
GOLDEN OLDIES — Classic Bike Roadtests. A follow-up volume to the popular PSL book "Best of British", it contains 20 tests of real classics from Ariel, Norton, Royal Enfield etc. 160 pp., 120 ill., hardb. £7.95
The Story of ROYAL ENFIELD Motorcycles by Peter Hartley. Most welcome addition to the popular PSL series, giving the complete history of the "great British Bike". 128 pp., 98 photos, hardb. £7.95
AUTOMOBILE YEAR 29 (1981/82). Latest edition of this popular yearbook, with special features on MG, Bugatti Type 50 — plus all the results and data. 286 pp., over 500 ill., Feb. 82 (order now POST FREE). £19.95
RELIANT SCIMITAR. Autobooks SPECIAL Workshop Manual. Covers all models 1968-79, incl., model history. Well ill., hardb. £7.95
How to Go CAR MODELLING by Gerald Scarborough. Well illustrated reference guide for all modellers, compiled by one of the most respected authorities. 152 pp., 182 photos, 18 scale plans, hardb. £6.95

2 new titles from PSL
The ROVER Story — 2nd Edition by Graham Robson. Re-issue of this authoritative marque history, updated with the latest information. 192 pp., 193 photos, hardb. £9.95
BMW Since 1945 by Richard L. Busenkell. New history of BMW that concentrates entirely on the postwar models. 112 pp., over 100 ill., hardb. £6.95

JAGUAR by Lord Montague of Beaulieu. The 4th edition of this classic Jaguar history is updated and revised to include the 70's and early 80's. Excellent reference to Jaguar cars & company, by leading authority. 240 pp., 205 ill., hardb. £19.95
PORSCHE 911 Turbo by M. Cotton. Covers full development history of the turbo models, incl. 2 & 3.3 litre. Project 930. Data, tests, many new photos, b/w & colour. In the Osprey AutoHistory Series. £5.95
FERRARI 275GTB & GTS by Ian Webb. Excellent introduction, with super photos b/w & colour for the 2 & 4 cam. Competizione & Spider models in the popular Osprey AutoHistory Series. £5.95
BUGATTI by Borgeson. New appraisal of this famous marque, superbly written & illustrated. £9.95
THE PIRELLI HISTORY OF MOTOR SPORT by L. J. K. Setright. An elegantly written and produced volume which traces the history of motor sport from the earliest days. Well ill. £15.00
OLDSMOBILE: THE POSTWAR YEARS by Jan Norbye and Jim Dunne. Here is the complete story of development of the Hydra-matic, Rocket engines, turbo-charged aluminium V8, the exotic 659 HP V8 Tornado Cutlass, 4-4-2 and the Diesel programme. Included are introductions to the designers, engineers and managers who shaped the cars and company. 152 pp., 259 ill. £12.95
TRIUMPH SPITFIRE 1962-1980 (Brooklands). Road tests, new model introductions, specifications, comparison tests, modifications, technical analysis, used car tests. Covering the following models: Spitfire 4, Mk2, Mk3, MkIV, 1500. £4.50

VW BEETLE 1956-1977 (Brooklands). Road tests, owner survey, 36,000 & 50,000 mile reports, history, tuning, engines, RAC report. Covering the following models: 1192, 1300, 1500, 1600, semi-automatic, de luxe, standard, Judson, Speedwell, Baja. £4.50

MERECEDES BENZ DIESEL AUTOMOBILES by W. Robert Nitske. This book gives full details of all the various diesel models built by the company since the first one in 1936. This is the most detailed book available on the subject and has over 250 illustrations. An excellent book by a Mercedes expert. 160 pp., 250 ill. £12.95

PORSCHE ENGINEERS TALK SHOP. Articles include Exhaust Turbo Charging for the 924 Turbo, The 928 Engine, The TOP Engine, Engine Cut Off, Cylinder Cut Out in the 928 Engine, Fuel Consumption, Low Noise Emission, Gearbox Lay-out, Superiority of Handling, Lightweight Construction, Porsche bodies, Aerodynamics, Safety. Published by the factory, 1981, 43 pp., 85 ill. £00.00
FERRARI ALBUM NO.1 by Jonathan Thompson. The first of a new series of books on contemporary and historical Ferrari subjects covered in great detail, emphasising high quality photography, graphics and printing. Contents include: Four-fives, 126C, Ghia, Bob Tronolone Portfolio, Daytona 1981 and Nurburgring. 96 pages, 185 photos, 12 in colour. £9.95
MUSCLE CARS. An exciting history of high-performance American cars from 1949 to 1980. All the fast, freshy and fabulous machines from all the major makers, includes spec charts on all the hot engines. In the exceptional value Consumer Guide series. 112 pp., 326 ill., 47 in colour. £3.95

MERCEDES-BENZ C111 EXPERIMENTAL CARS by Paul Frere. Automotive expert Frere details the history of these incredible Mercedes test vehicles developed by the company between 1969 and 1979. Many of the lessons learned are incorporated in today's Mercedes. The 164 colour photos are by noted photographer Julius Weitman and includes cutaway drawing and design construction information. A high quality Edita book. 135 pp., 173 ill., 164 in colour. £11.95

BOXER: THE FERRARI FLAT-12 RACING & GT CARS by Jonathan Thompson. This book by noted Ferrari expert Thompson gives the full story of every flat 12 racing and GT car ever built. These range from the 1.5 litre 512 F1 in 1964 to the recent 180 mph 365 GT 4BB 512 road cars. Appendices give complete technical specs., chassis number and race by race performance of every car. The last word on these models. 184 pp., 300 ill., 24 in colour (AE). £12.95
Alle ADLER Automobile. Ill. history of famous German marque, 1900-1945, 250 ill., Ger. text. £12.95

TRIUMPH SPORTS compiled by Peter Garnier from the Archives of AUTOCAR. Large format book, packed with tests, appraisals, reports, pictures, data, colour plates on all sports models from the 1924 10/20 to the 1981 TR7. £7.95

On a Clear Day You Can See GENERAL MOTORS. Paperback edition of this famous inside look by DeLorean. Essential reading for all with interest in the American car industry. £2.95

Auto-Classic 03 MERCEDES 190SL. Subtitled "Dream Sports Car of the 50s" this is the first illustrated history of this classic. Ill. with many unpublished pictures, b/w & colour. All data. Text Ger & English. Softb. £2.50
BMW 2000/2002 Autobooks SPECIAL Workshop Manual written particularly for collectors and restorers of this car. It covers all models 1966-1976. £6.95

LOTUS ELAN Autobooks SPECIAL Workshop Manual covers all models 1962-74 incl. Elan Plus. Incl. brief model history. £6.95

KIT CARS & SPECIALS. New, ill. publication. 64 pp. A4 size. £1.00
ALTERNATIVE CARS June/July 81 issue. £1.50
OLDTIMERGRUESSE by Werner Sonntag. Reprints of 100's of postcards in b/w & colour, annotated, showing pre-war German cars. 228 pp., Ger. text. £10.95
The World of the AUTOMOBILE by Ralph Stein. Superbly illustrated book, with large colour plates, showing some of the most unusual aspects of the motoring scene. Compiled by famous author. 252 large pages, 100's of ill., most in colour. £8.95
VINTAGE MOTORCYCLE ALBUM No.1 by Dennis Howard. A history of motorcycles from the early years of this century to the late fifties. About 130 black and white photographs, 96 pp., hardb. £6.95
BEDFORD AND VAUXHALL MILITARY VEHICLES by Bert Vanderveen. An information packed reference book containing 170 black and white photographs, 96 pp., well ill. £6.95

NEW OSPREY TITLES
The Legend of the Lotus Seven by Dennis Ortenburger. In this history no stone is left unturned, no model change ignored. Profusely ill. £9.95
De Tomaso Automobiles by Wallace Wyss. A detailed history of some of modern Italy's most entertaining cars. Well ill. £10.95
Porsche 924, 928, 944 the New Generation by Jerry Sloniger. Now the Porsche factory is developing its "new generation" water cooled, front engined cars. This is the first book to detail these exciting machines. Well ill. £10.95
Ferrari Daytona by Gerald Roush. The last of Ferrari's archetypal front engined V12, truly high performance, grand touring coupes which could vie for the title of "the fastest car in the world". Minute detail accompanied by colour and black and white photography. £11.95

AUTODROM Motor Sport Dokumentation (Motor Sport Yearbooks). We discovered this series in Germany, and have no hesitation to recommend it to our customers. Each yearbook contains approx 200 pages and over 100 ill., and covers the season with very brief text (in German), and lots of data, results, for all the major motor sport series in the world. **Each £3.95**
Autodrom 1 — 1969
Autodrom 2 — 1970
Autodrom 3 — 1971
Autodrom 4 — 1972
Autodrom 5 — 1973
Autodrom 6 — 1974
Autodrom 7 — 1975
Autodrom 8 — 1976
Autodrom 9 — 1977
Autodrom 10 — 1978
Autodrom 11 — 1979
Autodrom 12 — 1980
Autodrom 13 — 1981
a must for the collector of yearbooks, especially since English language yearbooks for most of these years are no longer available.

ALFA ROMEO HISTORY MUSEUM. A lavish book from Italy, with English text, shows in large format all the important cars from this famous museum. The book is produced for the museum in colour throughout, and should be in every Alfa book collection. Hardb. £22.50
AUTO UNION Grand Prix Wagen by Stefan Knittel. A complete history and technical description of the 12 & 16 cyl. racing cars, their successes, and details of restored survivors. German text, 120 pp., 260 ill., some in colour. £7.95
Original Factory Manuals
We have obtained from Australia a stock of very rare original manuals:
AKD4162: BMC 4-litre R (Rolls Royce). £19.50
E1012: Daimler Sovereign. £25.00
TP832: Mini Moke. £12.50
AKD3795: J2 Van. £17.50
AKD4062: Riley Elf, Wolseley Hornet. £17.50
E121 7: Jaguar Mark 2 2.4, 3.4, 3.8. £25.00
E136 2: Jaguar Mk 10 4.2. £25.00
Original Factory Service Handbooks ea. £5.50
Jaguar Mk 10; Jaguar Mk 10 4.2; Jaguar 420; Jaguar 240; Jaguar 340; Daimler Double 6; Daimler Sovereign; Mini Moke.
60 VETTURE AI RAGGI — 60 Italian Sports & Racing Cars. A large book, 40 x 30 cm, with ghost view drawings of Italian marques in alphabetical order and their engines. Published 1967 by the Automobile Club of Italian, this is a collector's item of great interest and value. 129 pp., 63 photos, 98 drawings, softbound. £6.95
TRIUMPH GT6 1966-1974. Brooklands book with Road Tests, reports, specs and much other info on GT6 Mk 1-3, Spitfire, SAH GT6, GT6+. £4.50
LOTUS EUROPA 1966-1975. Brooklands book with Road Tests, Data, Reports, specs of Europa S2, S4, Twin Cam, Special, 47 & GKN 47 models. £4.50
LOTUS ELAN Collection Brooklands new series of tests and ill. articles. £3.50

3 new titles in the Osprey AUTOHISTORY Series ea. £5.95
FORD ESCORT RS by Graham Robson.
PORSCHE 911 TURBO by Michael Cotton.
FERRARI 275 GTB & GTS by Ian Webb.

TVR 1960-1980. Brooklands book of road tests, specs, data, reports. Covers all TVR models. Well illustrated. £4.50
CAPRI — the development & competition history of Ford's European GT Car by Jeremy Walton. Here is the definitive history of this very popular car, told by an ex-Ford Racing man. Model by model coverage, also full racing reports & specs. 304pp., 196 ill., hardb. £14.50

motorfair
Oct. 21-31, EARLS COURT, LONDON.
Visit our stand, A3, Ground floor

GRAND PRIX. The Classic Years 1950-65 by Mike Lang, foreword by Stirling Moss. Race-by-race account of F1 World Championship motor racing, incl. Indianapolis. Diagrams of all GP circuits 1950-65. Over 160 contemporary photos. Annual points tables for drivers & manufacturers. Appendices with many extra data. 290 large pp. Hardb. £9.95
THE CLASSIC TWIN CAM ENGINE by Griffith Borgeson. Dalton-Watson book tracing development of classic racing engines from beginning to present day. Original & highly detailed tables of technical data, bibliography, reference index. 276pp., 300 photos, hardb. £24.75

MG PAST & PRESENT by Rivers Fletcher. Detailed survey of MG cars & MG personalities by an MG enthusiast par excellence who has known them all and driven most of them — from the 18/100 Tigress to the last V8. 200 photos, hardb. £9.95

JAGUAR DRIVERS YEARBOOK 1980/81. Continuing this successful series, Paul SKilleter has compiled this latest offering for all Jaguar enthusiasts. Large format, 120pp, over 200 photos, 8pp. colour. £8.95
MORGAN YEARBOOK 1980/81. The first ever Morgan yearbook, published in limited number for all 4 & 3 wheeler enthusiasts. Compiled by Colin Musgrove. 120 large pp., 200 phs, 8pp. col. £8.95

The Automobile Yearbook of DREAM CARS by J. R. Picard. A lavish, large format volume with superb colour plates covering the most fantastic, extravagant & exotic car prototypes conceived by major manufacturers. The period is late 30s till today, and the 450 ill., 200 of which in colour, will excite all car enthusiasts. Hardb. £25.00

VETERAN & VINTAGE CARS by P. Davis. Large format, lavish book showing and describing 100 cars 1899-1930, with over 400 photos, 200 in colour giving much details (engines, dashboards, etc.). Superb value at. £10.50
FLAT 12. The Racing Career of Ferrari's 3-litre Grand Prix & Sports Cars by Alan Henry. Foreword by Niki Lauda. Excellent, detailed analysis of these cars, much personal detail from Lauda and other drivers. 144pp., 130 photos. £8.95
MINIC. Lines Bros. Tinplate Toys by M. Richardson. Complete history & model catalogue of Minic models (cars, trucks, buses, other vehicles). Written by leading model expert, nearly every model shown. 156pp., 150 ill. £5.95

Auto-Classic 2: JAGUAR MK2. A complete profile of this British Classic, with production history, data, competition. Incl. section on S Type. 52pp., 73 ill., centre colour spread. Softb. Get Engl. text. £2.50

MASERATI Pocket History. Edited by Bruno Alfieri, this excellent compact book about Maserati Road & Racing cars gives a complete history. Profusely ill. in b/w & colour. £2.25
FIAT Pocket History. A complete suvey of Fiat production cars to 1981, well ill. in b/w & colour. £2.25
ALFA ROMEO Pocket History. Comprehensive history of Alfa Road & Racing Cars to 1981. Many photos, 80pp. in colour. £2.25

CATALOGUE (Autumn 1981 Ed.) Our up to date Motoring Book Catalogue is now available. It is the most comprehensive catalogue of its kind in the UK with over 3,000 titles listed. **£1.00** or supplied with orders upon request.

AMAZING MINI by Peter Filby. The book all Mini enthusiasts have been waiting for. 256pp. with 160's of photos in b/w & colour of Minis in all shapes and sizes — prototypes, custom cars, open, closed, chic, horrible, whatever people did to their Minis. An excellent book by a noted journalist. Hardbound. £8.95
LANCIA. Compiled from the Archives of AUTOCAR by Peter Garnier, this massive book gives excellent coverage of Lancias from 1908 to 1980. 290 large pages of tests, data, specs, 100's of ill. £10.00

BROOKLANDS BOOKS

We now stock the entire range of these excellent Marque Books. Each issue contains a selection of reprinted articles, road tests etc. — all essential reading for the enthusiast.
• denotes new titles

AC Cobra 1962-69	£4.50
Armstrong Siddeley Cars 1945-1960	£5.25
Austin Healey 100 1952-1959	£4.50
Austin Healey 3000 1959-1967	£4.50
Austin 7 in the 30's	£4.50
Austin Seven Cars 1930-1935	£3.50
Austin 10 1932-1939	£4.50
Bentley Cars 1940-1945	£4.50
Bentley Cars 1945-1950	£3.50
•BMW 1600 Collec. No.1 (1966-81)	£3.50
•BMW 2002 Collec. No.1 (1968-70)	£3.50
Buick Cars 1929-1939	£3.50
Camaro 1966-70	£4.50
Chrysler Cars 1930-1939	£4.50
Corvette Cars 1955-1964	£4.50
Citroen Traction Avant 1934-1957	£4.50
Datsun 240Z & 260Z 1970-1977	£4.50
•De Tomaso Collec. No.1 (1962-81)	£3.50
Dodge Cars 1924-1938	£3.50
Ferrari Cars 1946-1956	£3.50
Ferrari Cars 1957-1962	£4.50
Ferrari Cars 1962-1966	£4.50
Ferrari Cars 1966-1968	£4.50
Ferrari Cars 1969-1973	£4.50
•Ferrari Cars 1973-1977	£4.50
•Ferrari Cars 1977-1981	£4.50
Ferrari Collection No.1 (1960-70)	£3.50
Fiat X1/9 1972-80	£4.50
Ford GT40 1964-78	£3.50
Ford Mustang 1964-1967	£4.50
•Ford Mustang 1967-73	£4.50
Hudson & Railton Cars 1936-1940	£4.50
Jaguar (& SS) Cars 1931-1937	£3.50
Jaguar (& SS) Cars 1937-1947	£3.50
Jaguar Cars 1948-1951	£3.50
Jaguar Cars 1951-1953	£3.50
Jaguar Cars 1954-1956	£3.50
Jaguar Cars 1955-1957	£3.50
Jaguar Sports Cars 1957-1960	£4.50
Jaguar Cars 1957-1961	£4.50
Jaguar Cars 1961-1964	£4.50
Jaguar E-Type 1961-1966	£4.50
Jaguar Cars 1964-1968	£4.50
Jaguar E-Type 1966-1971	£4.50
Jaguar E-Type 1971-1975	£4.50
Jaguar XKE Collec. No.1 (1961-74)	£3.50
Jaguar XJ6 1968-1972	£4.50
Jaguar XJ6 1973-1980	£4.50
Jaguar XJ12 1972-1980	£4.50
Jaguar XJS 1975-1980	£4.50
Jensen Cars 1946-1967	£4.50
Jensen Interceptor 1966-1976	£4.50
Jensen Cars 1967-1979	£4.50
Jensen Healey 1972-1976	£4.50
Land Rover 1948-1973	£3.50
Lamborghini Cars 1964-1970	£4.50
Lamborghini Cars 1970-1975	£4.50
•Lotus Elan 1962-1973	£4.50
•Lotus Elan Collec. No.1 (1962-74)	£3.50
Lotus Seven 1957-1980	£4.50
Lotus Europa 1966-75	£4.50
Maserati Cars 1965-1970	£4.50
Maserati Cars 1970-1975	£4.50
•Mazda RX7 Collec. No.1 (1978-83)	£3.50
Mercedes Benz Cars 1949-1954	£4.50
Mercedes Benz Comp. Cars 1950-57	£4.50
Mercedes Benz Cars 1954-1957	£4.50
Mercedes Benz Cars 1957-1961	£4.50
MG Cars in the 30's	£4.50
MG Cars in 1929-1934	£3.50
MG Cars 1935-1940	£3.50
MG Cars 1948-1951	£3.50
MG Cars 1952-1954	£3.50
MG Cars 1955-1957	£3.50
MG MGA 1955-1962	£4.50
MG Cars 1957-1959	£3.50
MG Cars 1959-1962	£4.50
MG Midget 1961-1979	£4.50
MG MGB 1962-1970	£4.50
MG MGB GT 1965-1980	£4.50
MG MGB 1970-1980	£4.50
•Mini Cooper 1961-1971	£4.50
Morgan Cars 1936-1960	£3.50
Morgan Cars 1960-1970	£4.50
Morgan Cars 1969-1979	£4.50
Morris Minor 1948-1970	£4.50
Nash Metropolitan 1954-1961	£3.50
Packard Cars 1920-1942	£4.50
Pantera Cars 1970-1973	£3.50
Pantera & Mangusta 1969-1974	£3.50
•Pontiac Firebird 1967-1973	£4.50
Pontiac GTO 1964-1970	£4.50
Porsche Cars 1952-1956	£3.50
Porsche Cars 1957-1960	£3.50
Porsche Cars 1960-1964	£4.50
Porsche Cars 1964-1968	£4.50
Porsche Cars 1968-1972	£4.50
Porsche Cars in the 60's	£4.50
Porsche 914 1969-1975	£4.50
Porsche 912 1975-1975	£4.50
Porsche 911 Collec. No.1 (1965-75)	£3.50
•Porsche Turbo Coll. No.1 (1975-80)	£3.50
•Porsche 928 Collec. No.1 (1978-81)	£3.50
Riley Cars 1940-1945	£3.50
Riley Cars 1945-1950	£3.50
Riley Cars 1950-1955	£3.50
Rolls Royce Cars 1930-1935	£3.50
Rolls Royce 1940-1950	£4.50
•Rover P4 1949-1959	£4.50
•Rover P4 1955-1964	£4.50
Singer Sports Cars 1933-1954	£4.50
Studebaker Cars 1923-1939	£4.50
Sunbeam Alpine & Tiger 1959-1967	£4.50
Triumph TR2 & TR3 1952-1960	£4.50
Triumph TR4 & TR5 1961-1969	£4.50
•Triumph GT6 1966-1974	£4.50
•Triumph Spitfire 1962-1980	£4.50
•Triumph Stag 1970-1980	£4.50
•TVR 1960-1980	£4.50
Volkswagen Cars 1936-1956	£4.50
•VW Beetle 1956-1977	£4.50
•Volvo 120 Series 1956-1970	£4.50
•Volvo 1800 1960-1973	£4.50
Clear plastic jackets to fit any title	£0.40

Other titles distributed by Brooklands Books

Bentley 3 litre — Classic Collection No.1	£1.20
Ford 10 Tuning Manual	£1.20
Super Tune your Ford 100E	£1.20
British Specialist Cars Vol.3 The Fun Car Explosion	£4.95
Austin Healey Year Book 1978	£6.50
Austin Healey Year Book 1979-1980	£7.50
•Jaguar Driver's Year Book 1978	£6.00
Jaguar Driver's Year Book 1979-80	£7.00
•Jaguar Driver's Year Book 1980-81	£8.95
•Morgan Year Book 1980-81	£8.95
Automobiles of Great Britain 1921	£3.40

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

From Europe's Largest Selection

LAMBORGHINI by Jean-Marc Borel. Limited edition book produced for the factory with model by model coverage in superb colour. 150 large pp., text in English, French & Italian. Superb. **£24.50**

THE BIG HEALEYS. A Collectors Guide by Graham Robson. Covers production history, competition, hints on purchasing, restoration, maintenance. A MUST for all owners of these cars. 130pp, 140 ill. **£7.95**
A superb item for all collectors.
THE FERRARI PORTFOLIO. A spectacular set of 10 aquarelles by French artist Dominique Obeniche with text by Antoine Prunet (French). Certainly the best prints available for framing. Limited edition 12"x16" in a beautiful black box. **£19.95**
CLASSIC JAGUAR SALOONS Collectors Guide by Chris Harvey, excellent and essential book for owners of Jaguar Saloons from 1950 Mark 7 to the 1970 420G, and their Daimler variants. 120pp., 143 ill., Hardbound. **£7.95**

A SUPER IMPORT FROM JAPAN
Great Drivers. Akira Masse, famed Formula 1 photographer from Japan, has compiled this lavishly produced pictorial work on the world's most famous drivers and their races. 20 drivers (J. Stewart, Ronnie Peterson, Jochen Rindt etc.) on 201 full colour photos, mostly full page, and six b/w pictures. 207pp., large format. English text. An outstanding book. **£29.50**

Auto Classics 01: Porsche 356. **£2.50**
Automobile Quarterly Vol. 18/No. 4: Main feature: Jaguar 1932-80. 50 colour & 104 b/w photos, 111pp. **£6.95**

MARQUE BOOKS
Le Fiat 500 Topolino (1936-1955) 22 large drawings, ital. text. **£11.95**
Dossier Chronologique Renault — Vol. 3 1911-1918. **£34.50**
AutoClassics Series — softbound, large format, Ger/Engl. text. **2.50 each**
AutoClassics 01: Porsche 356.
AutoClassics 02: JAGUAR Mk. 2.
AutoClassics 03: Mercedes-Benz 190 SL.
AutoClassics 04: Opel GT Sportscars.
AutoClassics 05: Mercedes-Benz 300 SL.
AutoClassics 06: BMW 8 Cylinder Models.
Porsche & Design — very colourful CAR STYLING special issue. **£7.95**
The Lincoln Motor Car: 60 Years of Excellence 512 ill. **£19.95**
Illustrated Ferrari Buyers Guide, 176 pp. 232 ill. **£7.95**
The ABC's of Porsche Engines (356 912), 356 pp, well ill. **19.95**
The History of E.R.A., 288 pp, 473 ill. Fantastic. **£45.00**
How to Restore your Mustang. **£8.50**
The Cars that Hudson built, 211 pp, 713 ill. **£14.95***
Camaro: Chevy's Classy Chassis (Evergreen, 1200 ill.) **£17.95***
Chevy Super Sports 1961-1976, 182 pp, 225 ill. **£7.95**
MGA: A History & Restoration Guide, 240 pp, 235 ill. **£11.95**
BOXER FERRARIS, Jonathon Thompson. A vast gap in the multitude of Ferrari history — all the cars using the superb flat 12-cylinder engine, known as the Boxer motor, by the dozen of Ferrarist reporters. **£11.95**
The Thunderbird Story: Personal Luxury, 275 ill. **£14.95**
Moggie: The Purchase, Maintenance & Enjoyment of Morgan Sport Cars, 112 pp, 75 ill. **£8.95**
Vauxhall (Dalton-Watson), 230 ill. **£7.70**
Camaro (Consumer Guide Series), 219 ill. 30 Colour. **£3.95**

Picture a Ford (Autocar Special) 128 pp, 323 ill. **£3.50**
Jaguar under the Southern Cross, 378 pp, 339 ill. **£24.00**
The Jensen Healey Stories, 160 pp, 120 ill. **£6.95**
Amazing Mini, 256 pp, 173 ill. **£8.95**
Landrover (Slavin & Mackie), 256 pp, 160 ill. **£9.95***
Alvis: Story of the Red Triangle, 256 pp, 150 ill. **£9.95***
Opel in Motorsport, 167 pp, 246 ill. **£8.95**
The Engines were Rolls-Royce, 202 pp, 57 ill. **£6.95**
Toures Les Peugeots, over 2500 ill., French text. **£39.50**
Toures les Renaults, over 2500 ill., French text. **£39.50**
Old Auto: 2: Fiat. **£.75**
Old Auto: 5: Rolls Royce. **£.75**
CAPRI — Ford's European GT Car. **£14.50**
The Best of FORD, 348 pp, ill. **£4.95**
THE CORVAIR Decade: An ill. History of the Rear Engined Automobile, 144 pp, 150 ill. **£14.95**
PONTIAC TRANS AM: America's Premier Ponycar, 115 ill. **£4.95**
CORVETTE Customizing, 284 ill. **£4.95**
Mercedes-Benz Ill (Edital), 173 ill., 164 Colour. **£11.95**
Porsche 911 (Harvey), 256 pp, 16 pp Colour, 150 ill. **£17.95**
The Complete MG Guide: Model by Model, 128 pp, 76 ill. **£3.95**
Porsche 356 Technical Manual, 304 pp, 297 ill. **£6.95**
ADLER Automobile 1900-1945, 250 ill., German text. **£12.95**

35 GRAN PREMIO D'ITALIA MONZA 64. This record brings back to life the gripping atmosphere of the Monza 64 race when John Surtees won. One Italian language record, decorative cover, 8pp introduction. **£5.95**
Similar to the above, but two records and introductory brochure of 20pp, three colour pictures, 30 b/w approx.
MONZA '65 **£6.95**
MONZA '66 **£6.95**

FERRARI MONDIALE. Race-by-race account of Ferrari's Formula 1 success in 1975. Italian text. 140 illus., 88 colour, 96 large pp. **£2.95**
AUTOMOBILE QUARTERLY 17/2. Has 16 pages on Enzo's racing days with the Scuderia Ferrari. 24 illus. **£6.95**
AUTOMOBILE QUARTERLY 17/4. Has 16 pages on Ferrari racing cars (Mauro Forghieri) with 30 illus., 8 colour. **£6.95**
AUTOMOBILE QUARTERLY 8/2, has 8 pages on the GTB/4 with 10 colour illus. **£6.95**
AUTOMOBILE QUARTERLY 14/2. 8 pages on the 312T with 15 colour illus. **£6.95**
FERRARI OPERATING, MAINTENANCE AND SERVICE HANDBOOKS 1948-1963. Reprint of all handbooks issued during these years with commentary, translations and new photos added. 320 pp. 200 illus. **£15.95**
GIUGIARO DESIGN. Complete reference work to the products of this famous designer, from his Bertone days to the present. Over 300 Photos in colour. English/Italian text. A must for the Styling fan. **£19.95**
CAR STYLING 31. Ferrari Mondial 8, Renault Fungo, Fiat Panda, latest Italian Designs. Porsche Design GmbH. **£6.96**

PININFARINA: CinQuantanni — 50 years of Pininfarina. An unbelievably lavish book, produced for Pininfarina as a gift to celebrate their 50th anniversary. On 320 large pages every Pininfarina model from 1930-1980 is shown most in superbly photographed colour. Articles are by Giovanni Agnelli, Enzo Ferrari, Sir Alex Issigonis and many others. The book contains a summary in English and French, 200 b/w and over 300 colour photos. Hardbound. **£29.50**
THE COLONEL'S FERRARIS — The Maranello Concessionaires Racing Team. Well illustrated, complete racing history of this well known Ferrari team, their cars and drivers. **£10.00**
CARROZERIA ITALIAN. Large beautifully produced book from Italy on the art of the Italian coachbuilders. Over 600 illustrations covering the works of all the great builders from Alessio to Zagato. 138 pp. with superb colour plates (English text). **£15.95**
ZAGATO. A largely pictorial history of the famed Italian coachbuilder. Superb colour photos and fold-out colour plates. 105 pp. **£6.95**
ROAD RACE. Superbly illustrated. This book will bring back memories of the great classics of road racing like the Mille Miglia and the Targa Florio and tells of world famous drivers — Moss, Fangio, Ascari, Nuvolari and many more. 240 pp. 123 illus. **£5.95**
Jowett Jupiter: The Car that Leaped to Fame. 144 pp, 80 ill. **£9.95**
Forty Years of Design with FIAT, 320 pp, 300 ill. **£19.95**
VW im Kriege (Kuebelwagen History). 100 ill. **£2.50**
Duesenberg (Dalton Watson). **£14.50***
Jaguar XK'S: A Collector's Guide. **£7.95**
Sprites & Midgets: A Collector's Guide. **£7.95***
Humber at War. **£1.95**
Corvettes for the Future (Consumer Guide). **£2.50**
Mercedes 300 SL Catalogue (English Reprint). **£6.50**

CAR TEST & SERVICE DATA 1981 (1500 Car & Vans). **£4.95**

PERFORMANCE TUNING
Automobile Suspension, new important reference. **£4.95**
Four-Stroke Performance Tuning in Theory & Practice, Foulis. **£8.95**
Tuning S.U. Carburetters, 4th Edition, much enlarged with reprints of original factory pub. incl. fuel pumps. **£3.50**
Formula Car Technology, 159 pp, 250 ill. **£4.95**
How to Build a Street Rod, 175 pp, 740 ill. b/w & colour. **£3.00**
Bucheli Manuals from Switzerland: Ger. Text but very well ill. Only manuals available for these models.
265 Alfa Romeo Giulia 1300/1600. **£7.95**
282 Alfa Romeo 1750/2000. **£7.95**
105 BMW 700. **£7.95**
126 DKW F102. **£7.95**
37 DKW 3-6 AU 1000. **£7.95**
69 DKW Junior. **£7.95**
106 Fiat 1800-2300. **£7.95**
149 Fiat Sport/Spider 1600. **£7.95**
49 Ford Taunus 12M 1959. **£7.95**
72 Ford Taunus 12M P4. **£7.95**
41 Ford Taunus 15M/17M 1959. **£7.95**
99 Ford Taunus 17M/20M 1964 on. **£7.95**
60 Goggomobil Isar T600/700. **£7.95**
75 Lancia Flavia. **£7.95**
73 Mercedes 180: 190 Diesel. **£7.95**
54 Mercedes 190 SL. **£7.95**
363/64 Mercedes SL 1971 on: 280, 350, 450. **£7.95**
104 Opel Diplomat to 1968. **£7.95**
103 Opel Kapitaen/Admiral 64-68. **£7.95**
57 Opel Blitz. **£7.95**

MOTOR SPORT
The Le Mans 24 Hour Race 1980 (French ed. — no English this year). **£16.95**
The American Sports Racer: from Kurtis to Cobra — 128 pp, 50 ill. **£4.20**

The Barry Lee Guide to HOT ROD Racing, 48 pp, well ill. **£1.80**
Castrol Racing Driver's Manual — available again, 160 pp, 80 ill. **£2.50**
down the Hatch: Life & Fast Times of Tony Lanfranchi. **£6.95**
GOODWOOD: The Sussex Motor Racing Circuit — Dalton-Watson. 240 ill. **£7.00**
THE INIANAPOLIS 500 Yearbook 1980, 224 pp, 630 ill, 180 col. **£5.95**
The INDIANAPOLIS 500 Yearbook 1969-1972 — hardbound, 900 ill. **£14.95**
Souvenir of the BROOKLANDS Automobile Racing Club — 1907 reprint. **£1.95**

MOTORCYCLES
OSPREY COLLECTOR'S LIBRARY
Start now to collect this definitive library of popular motorcycles. All the information you could possibly want about each motorcycle, plus 150 photographs, many unique, in each casebound book.
NORTON TWINS. Covers every twin cylinder Norton from the Model 7 of 1948, through the Dominator to the last Commando of 1977. **£7.95**
BSA TWINS AND TRIPLES. A major contribution to the history of this marque. Comprehensive specifications, road test data, colour schemes, renovation and restoration information. **£6.95**
TRIUMPH TWINS & TRIPLES. Britain's only production motorcycle and one of the best loved worldwide. A full model history, detailing the relationship each one has to the next. Full technical, historical and restoration details are given in an entertaining and readable way. **£7.95**
PLUS IN LARGER FORMAT: **MATCHLESS**. A larger, more general history book than the Osprey Collector's Library series. Matchless has been hailed as filling the biggest "gap" in motorcycle marque history publishing. It is an involved and exciting story told in an accurate and readable style, with 130 photographs. **£9.95**
The First Classic ARIEL Scene (B. Main-Smith Publication). **£2.75**
Motorcycling in the 1930's, 144pp, 130 ill. **£6.00**
Bikes at BROOKLANDS in the Pioneer Years, 252 pp, 40 ill. **£4.20**
BROOKLANDS: Behind the Scenes, 257 pp, 102 ill. **£8.95**
BROOKLANDS Bikes in the Twenties, 244 pp, 60 ill. **£6.95**
World Championship Motorcycle Racing, 128 pp, 165 ill, 40 col. **£5.00**
The ARIEL Story, 316 pp, 104 ill. **£6.95**
It's a TRIUMPH (Marque History, post WW2), 235 pp, 300 ill. **£8.50**
Motorcycle Cavalcade: The History of the Motorcycle 1884-1950. **£3.95**
4 STROKE PERFORMANCE TUNING IN THEORY & PRACTICE by A. Graham Bell. This book describes methods of tuning and preparing 4-stroke engines for competition use, both for cars and motorcycles, in fine detail. Much valuable information is included in tabular form. Size: 171 x 232 mm. **£8.95**
BMW MOTORRADER. New ed. of this Blauzvogr (Elfilgo) "Bible" on all BMW bikes. Produced for the factory, 100's of illus., all data. **£14.95**

WHATEVER HAPPENED TO THE BRITISH MOTORCYCLE INDUSTRY? by Bert Hopwood. Here at last is the book which tells the true story of what caused the dramatic decline of the British motorcycle industry at the time when it had to face up to increasing competition from foreign manufacturers. This is the book that has been eagerly awaited for so long, the inside story that will settle many an argument about the reasons for the decline of such a great industry amongst those less well informed. It is written by one of Britain's leading designers, who was on the BSA Board at the time of the crunch. Clothbound. Size 232 x 171 mm. **£8.95**

MOTOBOOKS

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

Bargain Books — Out-of-Print books — Special Offers

Original prices shown in brackets, sale prices in bold
S.009 **The 3-Pointed Star**, ill. hist. of Mercedes-Benz. (£14.95) **£9.95**
S.016 **The T-Series MG**, by Knudson, well ill. (£8.50) **£6.50**
S.022 **Isotta Fraschini** by Anselmi, 455 ill., super colour. (£19.95) **£9.95**
S.027 **The Porsche Museum**, 100's of ill. (£6.95) **£4.95**
NEKO Series from Japan, super colour pictures, the best in print. Jap. captns., but some Engl. titles. each (£5.95) **£3.95**
S.028 **Mini 1978**, S.029 **Mini 1979**, S.030 **Porsche 1979**, S.031 **Porsche 1978**, S.032 **BMW**, S.033 **Lotus**, S.034 **MG & Triumph (Brit. Light Sports)**, S.035 **Volkswagen**, S.036 **Jaguar (Engl. text)**
S.042 **La Scuderia Ferrari**, the superb Ital. Alfa racing pict. hist. (£24.50) **£16.95**
S.071 **The Schlumpf Automobile Collection**, 162 pp, 500 photos, colour. (£12.95) **£8.95**
S.074 **German Automobile Coachwork**, 150 pp, 350 ill. of special coachbuilding work on Mercedes, Opel, Rolls-Royce, Bugatti, BMW, Horch etc. (£13.95) **£8.95**
S.080 **Carrozzaria Italiana**, by Alfieri, Ital. text, Engl. insert, 600 ill. (14.95) **£8.95**
Marche Italiane Scomparse. The Italian marques of the past. The only book dealing with the many Italian marques that no longer exist — like Amilcar, Barnardi, De Luca Daimler, Wolseley, Italiana, Zena, etc. In A to Z form, with many photos and data tables. Italian text. **£8.95**
Encyclopedia of American Cars 1940-1970. Massive book with over 1,500 pictures, A-Z, plus all data compiled Consumer Guide, fantastic value at **£9.95**

OTHER BOOKSHOPS STOCKING MOTOBOOKS
You can find large selections of motoring books and many of the titles advertised here, in the following bookshops.
London: Foyles, Charing X Road, Dept. 7.
Motor Classics, 7 Penn Place, Rickmansworth, Herts.
Singapore: MPH, Stamford Road.
Hong Kong: Swindon's, Lock Road.
Antwerp: Van Himbeek, Mechelse Steenw.
Hilversum: De Boekenworm, Groest.
Hannover: Autoantiquariat, Anderten.
Berlin: Kiepert, Hardenbergstr.

GENERAL TITLES
1957 Cars — Consumer Guide Special, 147 ill. **£2.95**
NACHKRIEGSWAGEN Enc. of Post War Cars, over 1000 ill., Ger. Text. **£19.95**
Historic Silver Jubilee Vehicle Parade, well ill. **£1.95**
Dream Cars: Design Studies & Prototps, 403 ill. (Dalton Watson series). **£10.50**
American Car Spotters Guide 1966-1980, over 1000 ill. **£8.95**
Enthusiast Guide to Post War Classic British Cars, 272 pp, 222 ill. **£9.95**
British Cars of the Early 60's, 211 ill. **£4.95**
AUTOMOBILREVUE 1981 — massive car catalogue, over 1000 ill. **£9.95**
WORLD CARS 1981 — **£16.75**

The Austin 1905-52, 256 pp, 86 ill. **£12.50**
The Amazing Bugattis, 84 pp, 100 ill. **£5.00**
The Complete Corvette Restoration & Technical Guide, Vol. 1, 1953-1962, 424 pp, 1400 ill. **£29.50**
The Complete History of Corvair for the Complete Corvair Nut. **£8.95**
Lancia (Autocar). **£10.00**
Triumph Sports (Autocar). **£7.95**
Fiat 12: The Racing Career of Ferrari's 3-litre GP & Sports 144 pp, 130 ill. **£8.95**
Wanderer, 160 pp, well ill, Ger text. **£16.95**
Datsun Z: 240, 260, 280, 62 pp, 134 ill. **£4.95**
OSPREY AUTO HISTORIES
Aston Martin V8's. **£5.95**
Citroen SM. **£5.95**
Lamborghini Countach. **£5.95**
Ford Escort RS. **£5.95**
Porsche 911 Turbo. **£5.95**
Ferrari 275 GTB & GTS. **£5.95**
La Scuderia Ferrari 1929-39 (English Edition). **£39.95***

OUR BOOKS OF 1981

Ferrari

THE COMPLETE MODEL CATALOGUE 1946-1981

We have great pleasure in announcing the 'bible' for all Ferrari lovers — a complete model catalogue for the years 1946-1981. This will be a Limited Edition, once-only printing of two volumes in a high quality binding protected by a slip case. Together the books will contain 560 large pages, 700 black and white illustrations and over 300 colour photographs with a text in English, French and Italian. Each of the 260 models produced by Ferrari will be described with colour and black and white photographs, technical data and drawings.
These will be the only books ever produced containing all this information and, produced with the wholehearted support of Ferrari themselves. They will probably have a foreword by Enzo Ferrari.
Publication is scheduled for 15th November, 1981. **Prepublication subscription price (until 31.10.81): £59.50 post free.** Thereafter £69.50. Order now on the form below as our allocation of copies will be sold out very quickly.

MAIL ORDER

ORDER FORM TO: MS Readers Service, Albion Scott Ltd., Freepost, Brentford, Middx. TW8 0QP, England MS 10/81

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

To order by Mail. Min. order £5 (Credit Cards £8). Send orders accompanied by remittance. **Cheques and postal orders should be made payable to Albion Scott Ltd.**
Postage and packing: UK £1.35 all orders. Overseas: £2.00 all orders (surface mail only). Overseas customers: Please pay in pounds (£) Sterling, by bank draft or international money order. If you send Euro or Dollar cheques add £1.50 for bank charges.
Please visit us: 51 York Road, Brentford, Middx (next to Alfa Laval Tower along Great West Road). Midland Branch: 7 Welch Gate, Bewdley, Worcs. Mon-Fri. 9.30-5.30 Sat. 9.30-1.30. (Bewdley 4.00)
All prices are correct at press but may be subject to fluctuation thereafter.

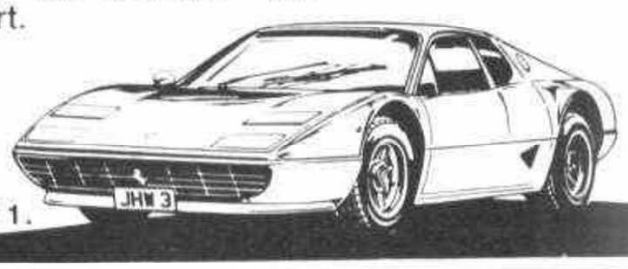
BARCLAYCARD VISA

Tel. 01-560 3404 and 01-560 0595

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

Ferrari

For personal service by factory trained and dedicated mechanics – come West – we collect and deliver within a 150 mile radius with our own transport. Always a large supply of current and low mileage used Ferrari in stock. For personal service contact John Woodfield.



Emblem Sports Cars (U.K.)

SALISBURY ROAD, BLANDFORD DORSET. Telephone Blandford (0258) 51211.



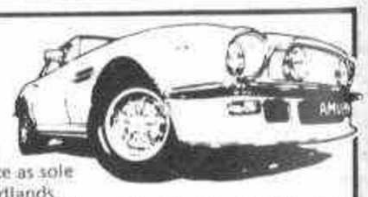
CSL CENTRE

Specialists in BMW 3.0 CSL lightweight coupés

Only 500 RHD versions of this classic of the 70's were made by BMW. So if you wish to talk about or test drive a real collector's car then contact us. We buy, sell, service, repair & restore CSL coupés

Nigel Wood Associates Ltd., 7/8 Pindock Mews, Maida Vale, London W9. 01-286 7151

CHAPMAN-SPOONER
fine car servicing



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

Chapman Spooner Ltd., Unit 7, Middlemore Lane, Aldridge, Walsall WS9 8SP.

Custom Accessories

Main Distributors D&W

01-373 6788
21 ASTWOOD MEWS,
(OFF COURTFIELD RD), LONDON SW7.



AUDI, PORSCHE, VW | 4, 5, 6 & 8 Hole Style AUDI, FORD, PORSCHE, VW ✻ 7 x 15 ATS, OPEL & VW Now Available | MERCEDES | MAZDA, VW | BMW | BMW, MERCEDES, PORSCHE, VW | BMW, MERCEDES, PORSCHE, VW

Spoilers by: BBS, AMG, ALPINA, foha

Seats by: RECARO, D&W

Tyres by: PIRELLI

LOW PROFILE P6, P7's.

- BILSTEIN, KONI SPORTPACKET SPRING/DAMPER KIT-VW
- GILLET POWER SOUND EXHAUST SYSTEM-VW
- ZENDER & D&W HEADLAMP GRILLE KITS-VW
- IRMSHER WHEELS, SPOILERS - OPEL, VAUXHALL
- STEERING WHEELS BY ALPINA & RAID
- ELECTRIC WINDOW/CENTRAL LOCKING SYSTEMS
- BLACK CHRONOGRAPH WATCHES
- JACKETS, T-SHIRTS, CAPS, ETC BY D&W, ALPINA, ATS
- STRIPES BY ALPINA & ZENDER
- WHEEL CLEANERS
- LOCKING NUTS

BARCLAYCARD VISA

SERVICING – TUNING – FITTING AVAILABLE

SPORTS CARS UNLIMITED



● MATRA SIMCA BAGHEERA "S"

We are particularly interested in purchasing first class examples of this exciting economical and practical 3-Seater Sports Coupe and we always have a selection in stock. If you have a **Parts Problem** please contact us.

CROOKGATE GARAGE, BYREMOOR BURNOPFIELD, NEWCASTLE-UPON-TYNE. TEL: (0207) 71271

Porsche

Colin Gra



Porsche 928, 1979, black, 26,000 miles, one owner, history. Also 928, petrol blue, 21,000 miles, 2 owners, history. **£14,500**



Porsche 3.3 Turbo, 1979, white, black leather, full spec., PDM, 17,000 miles, 2 owners, history. **£19,950**



Porsche 911 SC, Sport Coupé, 1979, model PDM, air cond., 37,000 miles, guards red, 2 owners. **£13,950**



Porsche 911 Lux Targa, 1977, platinum with tartan trim, 33,000 miles, 2 owners, history. **£9,950**



Mercedes Benz 450 SLC, 1977, S Reg., maple yellow, 27,000 miles, full spec. **£11,950**



Mercedes Benz 350 SL 1979, Ivory, 29,000 miles, elec. windows, alloy wheels **£13,950**



Lamborghini Espada, 1974, silver, blue leather, 34,000 miles, full service history. **£6,950**



Porsche 924 Lux, Choice of 3, 1977,78,79, auto and manual, from £5,750-£7,450. Also 924 Turbo W Reg., 9,000 miles, as new. **£12,450**

Show your metal



Ali-Clean takes just 5 to 10 minutes to remove obstinate dirt, salt corrosion, disc-brake dust, tarnish and oxidisation. Simply brush on, agitate occasionally, then wash off. Specially formulated to brighten Aluminium Alloy road wheels, Ali-Clean is non-abrasive and harmless to rubber. Cleans chrome, brass and copper too. Then, for a perfect shine and added protection, use Ali-Clean Finishing Cream.

Ali-Clean Multi-Purpose Aluminium Cleaner
One small jar could brighten your whole outlook.

Hermetite Products Limited, Tavistock Road, West Drayton, Middlesex UB7 7RA

Hermetite

The name you can trust

CARBURATION PROBLEMS

SIMPLY RING 01-540 8128 OR 01-540 2723



Southern Carburetters are leading main agents for: SU, Weber, Zenith, Solex and Stromberg. Our range of carburetters and parts covers cars from the 50's to the present day.

ENGINE TUNING
Our workshops have comprehensive tuning facilities available. Ring now for an appointment

ACCESS AND VISA CARDS ACCEPTED

SOUTHERN CARBURETTERS, 49 THE BROADWAY, WIMBLEDON, LONDON SW19 1QD

D.B. MOTORS

(MARTIN DILKS) *OF LEICESTER*

AMERICAN AUTOMOBILE SPECIALISTS

New showrooms and parts warehouse premises. **New** phone numbers. For new and used vehicles, spares, tyres and body parts, including glass.
Just phone 0858 880171 or 880167. **Telex: 341071**

50m.p.g. 100m.p.h.

. . . and no rust ever! That's Midas, the incredible economy supercar. Economise on fuel—light weight, low drag hatchback powered by Mini giving up to 50 m.p.g. Economise on depreciation—corrosion-proof GRP monocoque 2+2 with 100 m.p.h. potential you never grow out of. Economise on price—**at £2,150** + v.a.t. the **NEW MARK 2** De Luxe kit and your Mini components make a stylish, sophisticated price-fighter. For a colour brochure and full specifications of these further refinements send a pound note today to—

Harold Dermott, Dept. MS



MIDAS

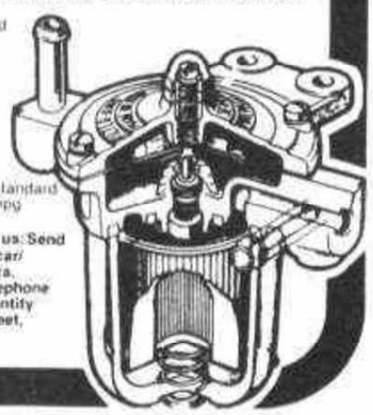
D + H FIBREGLASS TECHNIQUES LTD.
Heybottom Mill,
Oakview Road,
Greenfield,
Oldham OL3 7EP

THE FILTER KING

—£18 if you buy one or £60 if you don't!*

The Malpassi Filter King regulates the pressure from your car's pump to help maintain a steadier fuel level. This improves starting, idling and running generally but the most important benefit is a fuel saving of up to 15% overall. The Filter King should therefore pay for itself very quickly and earn over £160 in a typical three-year car ownership period!* Money back without question if it doesn't work on your vehicle!

The Filter King comes complete with all necessary parts and full instructions for quick and easy fitting. Alfa Romeo and Maserati fit Malpassi regulators as standard on their road cars and Ford, Vauxhall, Talbot and Lancia fit them to their competition cars. World patented but beware of imitations! Over 60,000 already sold in the UK. Many British companies and Local Authorities have already equipped their fleets and have proved the savings are real.



* Based on minimum expected saving in first year covering 10,000 miles at 25mpg with petrol at £1.50 per gallon. RAC Official Certified Road Trial 903 in February 1975 on a standard Marina 1.3 with a Filter King fitted showed a 10.6% overall mpg improvement. Spare filter elements £1.50, four for £5.

Available from accessory shops and garages or direct from us: Send £18 incl p&p, insurance and VAT (two for £33). Please state car/caravan/van make and model. Delivery ex stock. COD £1 extra. Service with a smile! Access and Barclaycard welcome. Telephone until 7pm. Or send sae for more details. Trade and larger quantity enquiries welcome too. Contact Developments, 13 Boult Street, Reading RG1 4RD, Berks. Tel: 0734 598955.

nt International | Ferrari



Ferrari 365 Boxer, 1974, red, choice of 2: N-Reg., 35,000 miles, S.R. wide wheels, recent clutch/diff gearbox, also M-Reg., 41,000 miles, new clutch, service history. **£14,950-£15,950**



Ferrari 308 GTB, 1977, red, beige leather, air cond., wide wheels. **£9,450**
Also 1979 308 GTS, one owner, red, air cond., wide wheels. **£14,950**



Ferrari 308 GT4, 1979, V-Reg., Rosso Rubino, black leather, 11,000 miles, one owner, full history, outstanding example. **£12,950**



Ferrari 246 Dino Spyder, red, 1973, 17,000 miles, 2 owners, history with "Greypaul". **Also 1974 246 Dino Spyder**, Red, 1974, £4,000 recently spent, 40,000 miles, history. **£11,950**



BMW 635, Reseda green, V-Reg., 18,000 miles, one owner, full spec. **£14,450**



Jensen Interceptor Convertible, P-Reg., yellow, black hide, good example, 44,000 miles, one owner, history. **£10,950**



Jaguar XJS, 1978, T-Reg., auto, black, 4 h-lamp, 34,000 miles, 2 owners, full history. Also 1977 Squadron blue, 30,000 miles, auto. **£6,750-£8,450**



Jaguar V12 E-Type Roadster, 1973, red, manual, CWW, h-top, 36,000 miles, history. **£7,950**

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

Harrogate Horseless Carriages

TVR TVR

TVR DISTRIBUTORS FOR THE NORTH OF ENGLAND OFFER



NEW TVR TASMIN +2. British Racing Green, Caviar trim. P.O.A.
NEW TVR TASMIN CONVERTIBLE. Graphite grey, blue trim. P.O.A.
1981 TVR TASMIN +2. Cobalt blue, blue trim, 7,000 miles. P.O.A.
1981 TVR TASMIN CONVERTIBLE. Midnight blue, caviar trim, 3,000 miles. P.O.A.
1980W TVR TASMIN COUPÉ. Tasmin yellow, caviar trim, 12,000 miles. £8,895
1980 TVR 3000M. Minerva blue, 12,000 miles, Compomotive wheels, walnut dash, sunroof, radio/stereo. £6,995
1979V TVR 3000S CONVERTIBLE. Jaguar gold, 9,000 miles, leather seats, radio/stereo. £7,250
1979V TVR 3000S CONVERTIBLE. Black, 28,000 miles, Wolfrace wheels. £6,750
1978S TVR TAIMAR. Metallic blue/cream band, 31,000 miles, sunroof, radio/stereo. £5,850
1977S TVR TAIMAR. White/brown band, low mileage, extras. £4,995
1977S TVR 3000M. Red, 34,000 miles, radio, 2 owners. £3,995
1980W MGB GT. Snapdragon yellow, 13,000 miles, radio, sunroof. £5,250
1980W MGB ROADSTER. White, 5,000 miles, radio/stereo, one owner. £4,950
1979V MGB ROADSTER. Black, 17,000 miles, chrome wheels, one owner. £4,195
1978T MGB ROADSTER. White, 27,000 miles, radio, one owner. £3,395
1980 MG MIDGET. Black, 5,000 miles, commemorative model. £3,595
1979V MG MIDGET. White, 9,000 miles, one owner. £3,195
1979V MG MIDGET. Vermilion, 16,000 miles, radio, beautiful. £2,995
1979 MG MIDGET. Pageant blue, 13,000 miles, one owner. £2,850
1979V DATSUN 280ZX TARGA. Metallic blue, 19,000 miles, 5 speed, p.a.s. £6,995
1973 JAGUAR V12 E TYPE 2+2. Racing red, 39,000 miles, manual, radio. £6,250
1980W VW BEETLE. Silver 4,000 miles, No. 71 of the last 300. £4,995
1981 OPEL KADETT 1.3SR. Yellow, 6,000 miles, radio/stereo, Recaros. £4,595
1978T FORD RS2000 CUSTOM. Diamond white, 24,000 miles, radio/stereo. £3,895
1978T LANCIA MONTE CARLO SPYDER. Gold, 36,000 miles, one owner. £4,495
1979 RENAULT 5TS. Gold, 21,000 miles. £2,795
1970 LOTUS ELAN S4SE. White, Sprint engine, flared arches, Revolution wheels. £2,995
1979 AUDI 80 GLS. Silver, 18,000 miles, one owner, radio stereo. £3,595
1975 RELIANT SCIMITAR GTE. Yellow, 43,000 miles, manual, one owner, radio. £2,850
1980 CITRÖEN VISA CLUB. Yellow, 14,000 miles, one owner. £2,595
1973M ROLLS-ROYCE SILVER SHADOW. Regal red, 42,000 miles, full history. £13,500
WILLYS JEEP & TRAILER. Full military livery, ideal off road vehicle. £2,495
1977 TRIUMPH TR7. Russet brown, 28,000 miles, 5 speed, one lady owner. £2,550
1980W CATERHAM SUPER SEVEN 1600 GT. Red, 1,000 miles, Wolfrace wheels. £4,650
1980 FORD ESCORT 1600 GHIA. Met. green, 14,000 miles. £3,695

TVR's and all makes of sports cars wanted for cash

OPEN DAILY 8.30 a.m. — 6.00 p.m. or LATER

284/286 SKIPTON ROAD, HARROGATE, N. YORKS

TELEPHONE

(0423) 521073 SALES — **(0423) 61666** SERVICE — **(0423) 521748** COACHWORKS

CAMDEN MOTORS

of Leighton Buzzard,

NEW LOTUS ESPRIT LOTUS ECLAT LOTUS ELITE AVAILABLE

1981 ESPRIT 2.2. Copper, black trim, el. dr. mirrors, radio / tape, 2,700 miles only **£11,999**
1981 ESPRIT 2.2. Carnival red, black trim, 3,600 miles. **£11,499**
1978 Reg. LOTUS ESPRIT S1. Radio / tape, under 8,000 miles. A must at **£6,999**
1981 LOTUS ELITE 2.2 SERIES. Ex-director's car in championship gold, 2,000 miles. **£14,999**
1980 LOTUS ELITE 2.2 SERIES. Red, tints, radio / tape, a / wheels. **£11,499**
1977 LOTUS ELITE 503. Blue, PAS, a / cond., radio / tape, all / whls. **£6,499**
1980 LOTUS ECLAT 2.2 SERIES. Yellow, v / roof, tints, radio / tape. **£11,999**
1980 ALFA ROMEO GTV ALFETTA. Sunroof, alloy wheels, low mileage. **£4,799**
1979 ALFA ROMEO ALFASUD SUPER. 5 speed in blue, grey trim. **£2,449**
1979 ALFA ROMEO ALFASUD 1350. White, black trim, 18,000 miles. **£2,699**
1979 BMW 525. Auto with PAS, elect. tinted windows, rad. / st. tape, 28,500 mls. **£6,499**
1978 CITROËN CX2000. Blue with blue cloth, supplied by us. **£2,349**
1978 CITROËN CX2000. Super Beige with brown trim, radio / tape. **£1,999**
1978 CITROËN CX2400 GTi. Red, s/ roof, Sundym, radio. **£3,499**
1978 COLT SIGMA GLX. 5-speed in White, sunroof, radio / tape, HRW. **£2,699**
1980 DATSUN BLUEBIRD. Red, tan trim, radio, 5,200 miles only. **£3,999**
1979 DATSUN 100A F11. Gold, Black trim, radio, HRW. **£2,149**
1977 FIAT 132 1800 ES. White, alloy wheels, 22,000 rec. miles. **£1,999**
1979 HONDA ACCORD. 4-door, White, one owner from new, 19,000 miles only **£3,699**
1977 LANCIA BETA 2000 COUPÉ. Blue, alloy wheels, radio / tape. **£1,999**
1978 LANCIA BETA 2000 ES. Green, s / roof, el. winds., alloy wheels. **£2,499**
1979 LANCIA BETA 2000. Blue, sunroof, r / tp., alloy wheels. **£2,299**
1978 LANCIA BETA 2000. 5-speed in Blue, radio / tape, HRW. **£1,999**
1980 (W-Reg.) LEYLAND MINI 1275 GT. Yellow, sunroof, Denovo, 15,000 miles. **£2,999**
1979 MGB GT. Damask Red, o / drive, st. radio /tape, 15,000 miles. **£4,299**
1979 MGB GT. Green, black trim, o / drive, Sundym. **£3,999**
1978 MGB DROPHEAD. Hard top, one owner. **£2,999**
1978 PEUGEOT 504 Ti. Gold, sunroof, radio / tape, el. winds. **£2,699**
1979 PORSCHE 924. Red with grey sunroof, alloy wheels. **£7,499**
1979 RENAULT 16 TX. 5-speed in Blue, nice looking car at **£2,799**
1979 RENAULT 30 TX. Sunroof, alloy wheels, one owner. **£4,999**
1979 RENAULT 16 TL. Low mileage in Red, grey upholstery. **£1,999**
1979 ROVER 2600. Automatic Gold, tan trim, radio, HRW. **£3,999**
1980 TRIUMPH TR7. Automatic in Blue, check trim, tints, radio **£4,699**
1979 TALBOT SUNBEAM 1.6 S. White, radio, HRW, 7,900 miles. **£2,999**
1979 VOLKSWAGEN SCIROCCO. Met. Green, radio, HRW. **£3,999**
1976 VOLKSWAGEN SCIROCCO TS. Silver, alloy wheels, r. w / wpe. **£2,499**
1980 VOLKSWAGEN SCIROCCO GLS. AS NEW Blue, s / rf., radio **£5,299**

OVER 300 NEW AND USED CARS IN STOCK — WRITE OR PHONE FOR LISTS
OPEN SEVEN DAYS A WEEK
OUR TOP ALLOWANCE ON YOUR PART EXCHANGE

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

Foulis

EXCITING NEW TITLES FOR MOTORSPORT ENTHUSIASTS.

Haynes THE BOOK



DRIVE IT! THE COMPLETE BOOK OF BRITISH DRAG RACING
by David Hardcastle and Peter Jones.

Drag Racing has to be the most visually exciting form of motorsport – not to mention the noise!
The book contains a glossary of drag racing terminology, descriptions of racing categories and venues, details of car construction equipment and much more. Drive It!, Drag Racing provides a complete picture of this spectacular sport whether you want to participate, spectate, or just read about in the comfort of your armchair.

ISBN 0 85429 290 X. Size: 272 x 210mm.
Price: £5.95 (incl P & P)



AN ENCYCLOPAEDIA OF EUROPEAN SPORTS AND GT CARS 1945-1960
by Graham Robson.

No enthusiast's library of motoring books will be complete without this title. It is an amazing book literally packed with information on every sports and GT car built in Europe (including Britain) between 1945 and 1960. These 25 years were a fascinating period in the development of the sports and GT car as all enthusiasts will know. A companion volume covering the period from 1961 is also available.

ISBN 0 85429 281 0. Size: 244 x 177mm.
344 pages with over 200 illustrations.
Price: £13.95 (incl P & P)



COLLECTOR CAR PRICE REVIEW 1981
by Michael Robinson

Being a thoroughly researched review of the worldwide auction prices of collectors' cars, 'Collector Car Price Review 1981' represents the most accurate and up-to-date value guide available to the serious collector of historic cars. Values are given under five separate condition ratings, and coverage is broad enough to include Veteran, Edwardian, Vintage, Post-Vintage Thoroughbred as well as more modern 'Classic' and 'Milestone' cars.

ISBN 0 85429 306 X. Size: 280 X 210mm.
96 pages with 335 illustrations
Price: £6.95 (incl P & P)



CAPRI - The Development and Competition History of Ford's European GT Car
by Jeremy Walton

There are hundreds of thousands of Capris on our roads, in fact so many that they have almost become part of the furniture. But the Capri is special. This is the European Ford Mustang and is a car with a fascinating story to tell. This is the car which can be a sensible practical everyday car, or a rip-roaring roadburner – it all depends on the specification you choose. This is a book that all Capri owners will want for it really is the complete Capri companion.

ISBN 0 85429 279 9. Size: 244 X 177mm.
304 pages with 196 illustrations.
Price: £15.95 (incl P & P)



FERRARIS FOR THE ROAD
by Henry Rasmussen.

Take some of the world's most exciting and exotic sports touring cars. Take the highest quality paper and printing. Take hundreds of superb photographs in colour and monochrome. Take a master storyteller. Do all of this and you have the recipe for one of the most beautiful motoring books ever created – 'Ferraris For the Road'. In a book written, photographed and designed by himself, Henry Rasmussen describes every 'Production' touring car built by Ferrari since the late 'fifties when the 250GT was introduced. Twelve cars in particular he separates for special attention by devoting to each a section of the book. By driving the cars, talking to owners and analysing the charisma of each model, Henry Rasmussen has discovered the 'soul' of these exquisite machines from Maranello.

ISBN 0 85429 300 0. Size: 277 x 215mm.
128 pages with 270 illustrations.
Price: £18.50 (incl P & P)



AN ENTHUSIASTS' GUIDE TO SCALEXTRIC CARS AND EQUIPMENT OF PAST AND PRESENT
by Roger Gillham.

Around the world there must be hundreds of thousands of electric slot car racing enthusiasts to whom the name 'Scalextric' is synonymous with their hobby. This book contains a complete catalogue of models, with individual specifications, from the original tinplate models to the models of today. Add to this the fact that virtually every model is illustrated by a photograph and it will be seen that this book provides an unrivalled reference source for collectors and enthusiasts.

ISBN 0 85429 286 1. Size: 272 X 210mm.
136 pages with 240 illustrations.
Price: £5.95 (incl P & P)



GRAND PRIX! by Mike Lang.

Race-by-race account of Grand Prix 1950 to 1965 - Diagrams of circuits - Introduction to each year's racing - Annual points tables for Drivers and Manufacturers - Appendices of driver's and manufacturer's race wins, formulae, flag signals. "Mike Lang's superbly-researched, well-detailed book describes every round of the World Championship from 1950 to 1965. Personally I regard this period as the most fascinating in motor racing history". - Stirling Moss

ISBN 0 85429 276 4. Size: 270 X 210mm.
272 pages with 160 illustrations.
Price: £10.95. (incl P & P)



PIPER TUNING MANUAL by Bob Gayler

Here is a really down-to-earth tuning manual for the practical vehicle owner. The book applies to all four-stroke and two-stroke engines. Written in everyday language this book tells the best way of extracting more power from production engines no matter what level of extra performance is sought. Topically, there is complete coverage of Turbochargers and Superchargers.

ISBN 0 85429 292 6. Size: 270 x 210mm.
Paperback. 44pp with 130 illustrations.
Price: £3.70 (incl P & P)

Haynes Publishing Group.

Available from leading bookshops, motor accessory shops or by posting the coupon below. Applies to UK only. Please allow 28 days for delivery.

ORDER COUPON

Please send me:
.....copy of Drag Racing @ £5.95
.....copy of Ferraris for the Road @ £18.50
.....copy of European Sports & GT Cars from '45-60' @ £13.95
.....copy of Scalextric @ £5.95
.....copy of Collector Car Price Review @ £6.95
.....copy of Grand Prix @ £10.95
.....copy of Capri @ £15.95
.....copy of Piper Tuning Manual @ £3.70
(All prices include p & p)

Post to: CARBOOKS (Dept MS10)
Haynes Publishing Group Ltd
Sparkford, Yeovil, Somerset BA22 7JJ

Name .....
Address .....
.....
.....

LANGLAND
MOTOR COMPANY LTD
• 21 LEXHAM MEWS W8 •

PORSCHE SALES & SERVICE



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

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

1981 W 924 Carrera GT. Guards red, P7 wheels and tyres. Delivery mileage only. A rare chance to own one of the world's most exotic GT cars **£21,450**
1981 W 911SC Targa. Zinc metallic, blue interior, PDM, Pioneer Component stereo, P7 wheels and tyres, 3,000 miles only **£17,650**
1981 W 924 Lux. GP white, blue interior, 5-speed manual, 3,000 miles **£9,550**
1980 W 930 Turbo 3.3. GP white, black leather interior, PDM, 9,000 miles **£24,850**
1980 W 911SC Sport Coupé. Guards red, black interior, 12,000 miles **£15,950**
1978 930 Turbo 3.3. GP white, black leather, lobster inserts, low mileage **£20,450**

We pay top prices for your late model low mileage 924, 928, 011 and Turbo!

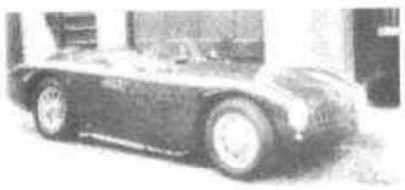
Volkswagen Golf GTi. We usually have some of these popular cars in stock, at press date we have the following available for immediate delivery:
Guards red, sun roof, tinted glass, 'X'-Reg. ..... **£5,950 + Road Tax**
White, sun roof, tinted glass, 'X'-Reg. ..... **£6,050 + Road Tax**



Jaguar XK150S Roadster 1959. Only 2 owners from new, 40,000 miles, pearl grey, red leather interior, chome wire wheels, superb original condition, vehicle carries registration number JFL 1. **£11,850**



Ford GT40. Chassis Number 1023. Ex-Allan Mann Racing. Dark metallic blue, with white side stripes. Fresh Weslake 4.7 engine, 48 BDA Webers, 5-speed ZF. Halibrand, BRM and Borrani wire wheels, plus other assorted spares. An excellent undamaged example of Ford engineering. Further details on application to Wilbaston.



Aston Martin DB3 Chassis DB3 8. British Racing Green, totally original in every respect. Very low mileage from new, further details on application.

Also in Stock

De Tomaso Pantera GTS. 1979 V. White, black interior, 8,000 miles only. P7 wheels and tyres. One previous owner. Excellent condition **£12,450**
Jaguar E-Type Roadsters. 1966 Series One, choice of two, firstly an opalescent burgundy car, black interior, hardtop, CWW, 40,000 miles from new, registered XKE 42, **(POA)**, the other black, red interior, CWW, hardtop **£7,950**
Ferrari 275 GTB 1966. Long nose, torque tube model, red, black interior, in excellent condition **£19,450**
Ferrari 166MM 1948. Ex Franco Cornacchia. As restored by DK Engineering in red with tan leather, further details on request.
Triumph TR6 1975. Pimento red, brown interior, 2 owners, 20,000 miles from new **£4,250**

01-937 1410
01-937 1285

LM

SGT



we sell freedom

LOTUS · SCIMITAR · MORGAN · ALFA ROMEO
New & Used car sales Service Parts Accident Repairs
Car Hire Valeting Sun Roof Fitting

Alfa Romeo

NEW
ALFA SUD, 1.5 HATCHBACK. Ivory ..... prices from £4,739
ALFA SUD 1.5 SUPER. Brown ..... prices from £4,869
ALFA SUD Ti VELOCE HATCHBACK. Red, White ..... prices from £5,325
SPRINT VELOCE, Chocolate Brown, Ivory ..... prices from £5,760
SPRINT SPECIAL. Bronze ..... prices from £6,000
GUILIETTA 1.8. Ivory White, Silver ..... prices from £5,895
GUILIETTA 2.0. Silver ..... prices from £6,335
ALFETTA 2.0. White ..... prices from £6,865
ALFETTA 2000. Special Edition ..... prices from £6,965
ALFETTA GTV 2000. Chocolate Brown ..... prices from £7,710
ALFETTA GTV6. Black ..... prices from £9,495
Other specifications / colours available for early delivery.

USED
1977 ALFA ROMEO SPIDER 2000. Convertible, metallic silver / black interior, radio / cassette, 24,000 miles, supplied by us new £3,795
1979 SUD SUPER 1.5. White / dark brown interior, 1 owner, radio, fog lamps £2,795
1979 SUD 1.5 Ti. White / Grey, cloth interior, radio / stereo, 19,000 recorded mileage £2,995

Lotus

NEW
LOTUS ECLAT 2.2. Altair metallic ..... prices from £16,262
LOTUS ELITE 2.2. Metallic Pale Blue ..... prices from £17,437
LOTUS ESPRIT SERIES 3. Red ..... prices from £13,513
Other specifications / colours available for early delivery.

SCIMITAR

NEW
GTC AUTOMATIC. Panama with hard top, special price of £9,995

USED
1978 GTE AUTOMATIC. White / Tan cloth interior, power steering, alloy wheels, tinted glass, electric windows, head restraints, radio £4,995
1980 GTC AUTOMATIC. Carmen red / black, cloth interior, power steering, electric windows, alloy wheels £7,995

Morgan

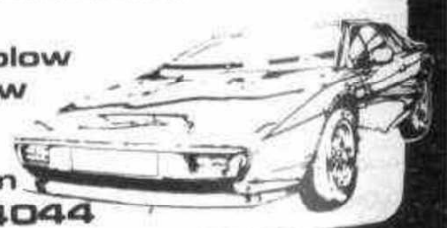
NEW
The waiting list is rather long — please contact us for further details

OTHER MAKES

1979 MGB GT. White, overdrive, sunroof, stereo £3,995
1980 FIESTA 950. Terracota / Brown cloth interior, radio and cassette, 8,000 miles £2,995
1980 TALBOT AVENGER ESTATE 1.6 LS. Red / Tan cloth, 5,000 recorded mileage, one owner £2,995
AMC JEEP. Alloy wheels, chunky tyres, blue / white £2,250

Station Garage Taplow
Station Road Taplow
Maidenhead Berks

Telephone: Burnham
(06286) 5353/64044



SPORTS LEASE

ALSO AVAILABLE WITH ONLY 1 MONTH'S ADVANCE RENTAL

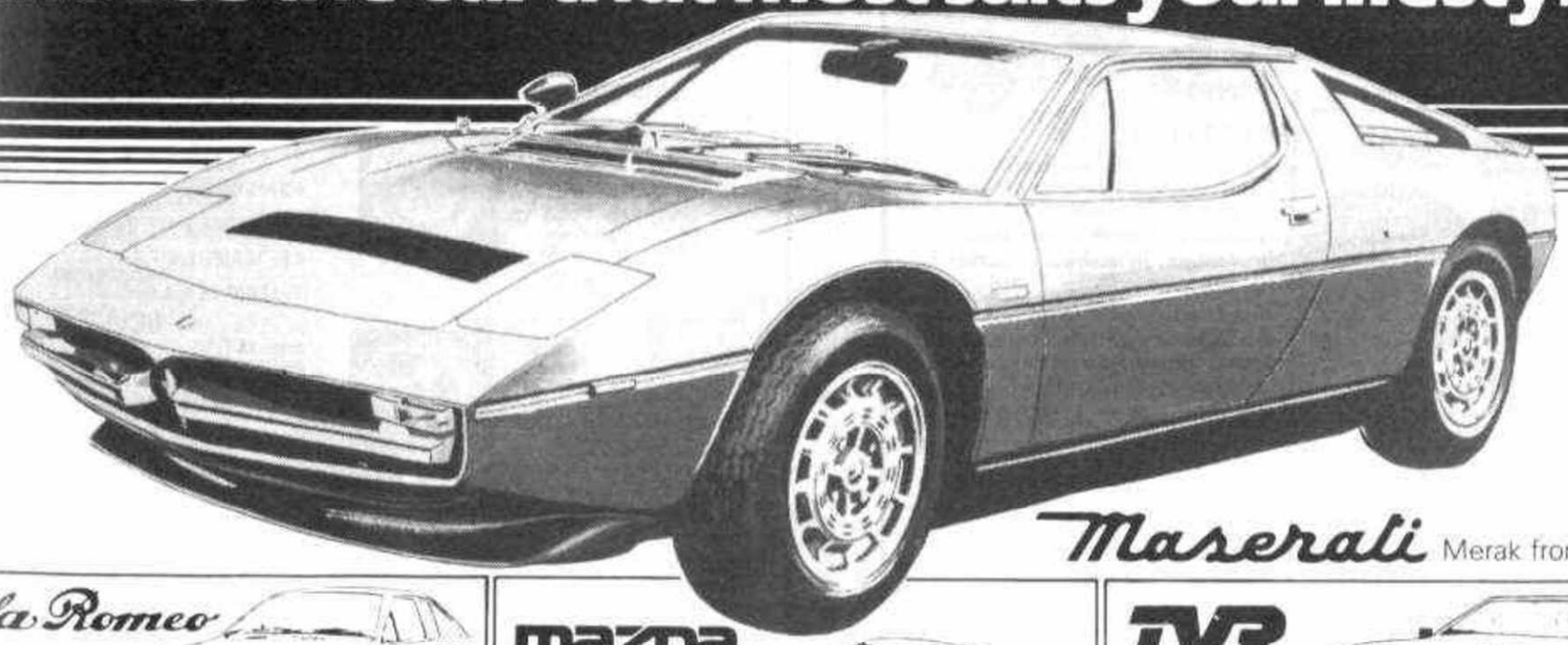
Any other make of family or sports car supplied at the same highly competitive rates.
One or two year agreements also arranged

	Monthly	Deposit		Monthly	Deposit
Mini Metro 1000L	£96.56	£289.68	TVR Tasmin Convertible	£309.00	£927.00
Ford Escort XR3	£154.50	£463.50	Alfa 2000 GTV	£180.00	£540.00
Alfasud 1.5Ti Hatchback	£136.47	£409.41	Alfa GTV 6	£231.75	£695.25
Lotus Talbot Hatchback	£193.12	£579.36	Triumph TR7	£173.81	£521.43
VW Golf GTi	£152.59	£457.79	Maserati Merak SS	£467.00	£1,401.00
Mazda RX7	£215.00	£245.00	Ferrari GTBi	£572.88	£1,718.66

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

BRIDGE MOTORS (BOCKING), BRAINTREE, ESSEX. TEL: BRAINTREE (0376) 26604/41179/40258

Choose the car that most suits your lifestyle.



Maserati Merak from £18,987

Alfa Romeo since 1976. One of the largest dealers outside London.



mazda RX7 since 1971. Fully trained Rotary mechanics.



TVR since 1968. The oldest dealer in the UK.



You know you'd rather be behind the wheel of one of these great names in high performance. So give us a call and we'll slip you into the driving seat of the demonstration model of your choice. Then when you're over drooling with delight we'll offer you a deal that's right for you. With a generous allowance on your present car and the lowest leasing rates going. Low deposit finance – lease purchase and contract purchase also available. Ask our credit department for full details.

1981 (X) **Ford Mustang 4.2 Auto.**, all usual extras, 500 miles, only **£6,995.**
1981 (W) **VW Golf GTi Convertible,** 6,000 miles. **£6,750.**
1978 **Alfasud Ti,** one owner, finished in Alfa yellow. **£1,995.**
1980 (W) **Maserati Merak,** ex-demo., only 7,000 miles. **£16,000.**
1981 (W) **Alfa 6,** 4,000 miles, £3,000 below list. **£8,995.**
1981 (X) **Alfetta 2.0 L Saloon,** save £1,500 on list, **£5,995.**
1978 (T) **Lancia Beta HPE Coupé,** one owner, 22,000 miles. **£2,495.**
1980 (V) **Alfasud 1350 Super,** one owner, 18,000 miles, **£2,995.**
1980 (V) **TVR Tasmin,** ex-demo., low mileage, **£9,950.**
1981 **Mazda Montrose TWR Coupé,** ex-demo., as new. **£2,695.**
1971 **Marcos 3-litre,** excellent condition, very sought after. **£3,000.**

Several new Maserati's and Mazda RX7's in stock for immediate delivery; plus at the time of going to press the complete range of Alfa Romeo's. We have a full range of vehicles for demonstration to genuine customers anywhere in the UK.
Specialists in mechanical and body repairs on performance vehicles we operate a collection and return service. Just phone one of our Service Managers on: (0376) 24140 or (0206) 866242. Also a large selection of parts for TVR, Mazda, Maserati and Alfa including some items for the early TVR Vixens and Tuscans, COD part sales available. Ask for Kevin or Andy in the parts department.

BRIDGE MOTORS (BOCKING) LTD

BRIDGE HOUSE, BOCKING, BRAINTREE, ESSEX. TELEPHONE: (0376) 41179/26604.
BRIDGE HOUSE, EASTGATES IND. EST., COLCHESTER, ESSEX. TELEPHONE: (0206) 866242.

Paint Spraying Kits

JUMBO air

3cfm portable compressor

List price £98 + VAT NOW ONLY **£89** *+ £13.35 VAT (p&p £3)*

Piston-type air compressor powered by 2/3HP, 240 volt motor with overload protection. 115psi M.W.P.



COMPLETE SERVICE AND SPARES BACK-UP

Supplied with spray gun, 3m air hose, quick couplers, 3m cable, regulator/safety valve and 'sucker' type grip feet.

pioneer air

3.75cfm portable air compressor

List Price £189 + VAT OUR PRICE **£177** *+ £26.55 VAT (p&p £5)*

KIT INCLUDES

- *115psi fully automatic piston-type air compressor with 240v motor, thermal overload protection. Air receiver conforms to B.S. spec., fitted air filter regulator.*
- *Professional spray gun with 3 nozzles.*
- *3m air hose.*
- *Quick couplings*

FULL SPARES & SERVICE BACK-UP



Pioneer air compressor without spray kit – ONLY £158 + VAT (p&p £5

Air Tools



		p&p
½" Square Drive Impact Wrench (silenced)	£38.25 + VAT	£2
6" D.A. Sander	£22.50 + VAT	£2
⅜" Square Drive Ratchet	£24.00 + VAT	£2
⅜" Air Drill	£19.75 + VAT	£2
1" Drive Impact Wrench	£142.00 + VAT	£4
Air Chisel Hammer	£20.00 + VAT	£2
Air Hacksaw	£30.00 + VAT	£2
High Speed Sander	£24.00 + VAT	£2
Blow Gun (short nozzle)	£5.00 + VAT	50p
Blow Gun (long nozzle)	£5.75 + VAT	50p
Tyre Inflator single connector	£15.00 + VAT	£1
Tyre Inflator twin connector	£17.00 + VAT	£1
Paraffin Gun	£14.00 + VAT	£1
High Pressure Grease Gun	£40.00 + VAT	£2

Clarke air

8cfm DIRECT DRIVE COMPRESSOR KIT –

List price £314 + VAT OUR PRICE ONLY **£269** *+ £40.35 VAT (p&p £7)*

The quiet efficiency of direct drive. This 1½HP single phase air compressor delivers more free air per HP than the conventional belt drive machines. Because there are no belts or pullies there is less noise and less vibration. The compressor design of the future available today!!



KIT INCLUDES:

- *150psi, 1½HP, single phase quiet running portable air compressor. Fitted filter regulator. Thermal overload protection. British air receiver to BS 5169.*
- *Ready wired and supplied with 3m cable – will run from any 13amp power supply.*
- *Professional spray gun with 3 nozzles, 5m air hose & couplings.*

Clarke air 8cfm Direct Drive compressor without spray kit ONLY £249 + £37.35 VAT (p&p £7)

Arc Welders

The unbeatable 140 amp **Clarke weld**

OUR PRICE ONLY **£39·95** *+ £5.99 VAT (p&p £3)*



portable arc welder

- *fully adjustable power range 30–140amps*
- *operates on 240volt domestic supply*

180amp portable arc welder *ONLY* **£59·95** *+ VAT (p&p £3)*



FREE Accessory Kit with every welder

Spot Welder Kit

£12.50 + £1.88 VAT (p&p £1)

- *Carbon arc torch with*
- *spot welder attachment*
- *plus wrap-around head shield*
- *and 5 brazing rods*

Full 12 months guarantee on all items – speedy nationwide delivery

send cheque or telephone credit card details to:

Machine Mart

Machine Mart Ltd. Dept. 107, 71–73 Manchester Rd. Altrincham, Cheshire WA14 4RJ

24 hour ☎ 061-941 2668 – Visit our superb showrooms The Aladdin's Cave of the North!

ATS



Style 1
5 × 10 Mini £21.50
6 × 13 Ford £37.00
7 × 13 Opel £38.50
8 × 13 Vauxhall £45.50
9.5 × 13 Talbot £49.50
5.5 × 15 Beetle £38.50
5.5 × 13 Alfa-Sud £35.50



Style 2
6 × 13 BMW 3 ser £37.50
6.5 × 14 BMW 567 ser £45.50
7 × 14 BMW 567 ser £46.50
6 × 14 3 ser £44.50



Style 3
6 × 13 BMW 3 Ser £36.50
7 × 14 BMW 567 ser £45.50



Style 4
6 × 14 Mercedes £39.00
6.5 × 14 Mercedes £40.50
7 × 15 Mercedes £47.50



Style 5
6 × 13 Fiesta £37.50
6 × 13 New Escort £37.50
6 × 13 Golf, Jetta £37.50
6 × 13 Scirocco Audi 80 £37.50



Style 6
6 × 14 Golf, Jetta £44.50
6 × 14 Scirocco Audi 80 £44.50
6 × 15 Audi 100, 200 £
6 × 15 Porsche 924 £45.50



Style 7
5.5 × 13 Alfa Sud £40.00
6 × 13 Golf, Jetta £41.50
6 × 13 Scirocco, Audi 80 £41.50
6 × 14 Golf, Jetta £45.50
6 × 14 Scirocco, Audi 80 £45.50
6 × 14 Porsche 924 £45.00
5.5 × 15 Golf, Jetta £47.50



Style 8
6 × 13 Golf, Jetta £36.00
6 × 13 Scirocco, Audi 80 £36.00
6 × 13 Honda Prelude £36.00
6 × 13 Volvo 343 £36.00

ARONAL



Style 9
6 × 13 Golf, Jetta £37.50
6 × 13 Scirocco, Audi 80 £37.50
6 × 13 BMW £37.50
6 × 13 Opel £37.50
6 × 13 Alfa-Sud £37.50
6 × 13 Fiesta, New Escort £37.50
6 × 13 Capri, Cortina £37.50
6 × 13 Vauxhall £37.50
6 × 14 Golf, Jetta £45.50
6 × 14 Scirocco, Audi 80 £42.50
7 × 14 BMW5, 6, 7, Ser. £55.00
7 × 14 Commodore, Senator £55.00



Style 10
6 × 13 BMW £39.00
6 × 13 Opel £39.00
6 × 13 Capri, Cortina £39.00
7 × 14 BMW5, 6, 7, Ser. £53.00
7 × 14 Commodore, Senator £53.00



Style 11
6 × 14 Audi 80 £49.50
6 × 15 Audi 200, 5E, Turbo £57.50
5.5 × 13 Golf, Jetta, Scirocco £39.50

COMPOMOTIVE WHEELS



Style 12 Alpina Style
6 × 15 BMW3, 5, 6, 7, Ser. £85.50
6.5 × 15 BMW3, 5, 6, 7, Ser. £88.00
7 × 15 BMW3, 5, 6, 7, Ser. £90.00
6.5 × 16 BMW5, 6, 7, Ser. £97.00
7 × 16 BMW5, 6, 7, Ser. £105.00

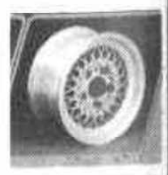


Style 13
6 × 15 Ferrari 246, 308 £85.50
7 × 15 Ferrari 246, 308 £90.00
7 × 16 Ferrari 246, 308 £105.00
8 × 16 Ferrari 246, 308 £115.00



Style 14 + 15
6 × 14 Alfa-Sud £35.00
6 × 14 BMW 3 Ser. £35.00
6 × 14 Fiat x19 £35.00
6 × 14 Escort, Cortina, Capri £35.00
6 × 14 Opel Ascona £35.00
6 × 14 Golf, Scirocco, Prelude, Volvo 343 £35.00

BBS®



Style 16
6x13 Golf Scirocco Jetta PoA
6x13 BMW 3 Ser PoA
6x13 Opel PoA
6x14 Golf Scirocco Jetta £59.50
6x14 BMW 3 Ser £59.50
6x15 BMW 3 Ser £80.00
7x15 BMW 3 Ser £85.00
7x15 BMW 567 Ser £90.00

SERAL®



Style 17
Ren 5 Gordini £44.50

Prices for wheels styles 1 to 8 are finished in silver. They are also available in Gold, Gold and Polish, Black, Black and Polish, White, White and Polish at £6.20 extra per wheel. Styles 9 to 11 and 16 to 17 are also available in Gold, Gold/Silver at £4.50 per wheel. Styles 12, 13, 14 and 15 are available in Gold, Gold/Polish, Black, Black/Polish at £4.20 per wheel. Styles 1 to 11 include nuts studs and centre caps. Styles 12 to 15 nuts and centre caps are not included in the price.
We can also supply, Minilite wheels, stove enamelling and polishing service available. All prices are plus V.A.T.

NEW WHEEL CENTRE NOW OPEN

TRED-RITE TYRES

The Forge, London Road, Loudwater, High Wycombe, Bucks.

Contact Roger Jones on Beaconsfield 71915
Telex 8814415
8.00-5.30 six days a week

Buy it with Access

24 HOUR DELIVERY SERVICE VIA SECURICOR AT £3.75 PER PACKAGE

BARCLAYCARD VISA

SUPER CAR TYRES

MANY SIZES NOW IN STOCK AT GREATLY REDUCED PRICES

PIRELLI P7

175/50VR13	£56.00
205/60VR13	£65.00
205/55VR14	£85.00
225/55VR14	£95.00
195/50VR15	£78.00
205/50VR15	£108.00
225/50VR15	£120.00
285/40VR15	£160.00
285/50VR15	£165.00
345/35VR15	£170.00
205/55VR16	£115.00
225/50VR16	£130.00
265/50VR16	£189.00*



PIRELLI P6

185/60HR13	£33.00
205/60HR13	£42.50
225/60VR13	£59.00
235/60VR13	£65.00
185/60HR14	£36.00
185/60HR14 DA	£32.00*
195/60HR14	£45.50
195/60VR14	£52.00
185/65HR14	£38.00
225/60HR14	£70.00
225/60VR14	£73.00
195/60HR15	£48.00
205/60HR15	£53.00
205/60VR15	£66.00
215/60VR15	£86.60
235/55VR15	£120.00*
235/60VR15	£125.00
SPECIAL OFFER	
185/60x14 P6 DA	£32.00



PIRELLI CN36

165HR13	£34.00
175/70HR13	£31.50
185/70HR13	£38.00
195/70HR13	£51.90
215/60VR13	£52.50
235/60VR13	£61.40
175/70HR14	£32.00
185/70HR14	£39.30
195/70HR14	£41.50
195/70VR14	£56.00
205/70HR14	£52.50
205/70VR14	£68.25
215/70VR14	£76.00*
225/60VR14	£66.65*
245/60VR14	£82.50*
165HR14	£31.60
175HR14	£38.10
185HR14	£41.50
195HR14	£58.00*
175/70HR15	£43.60
185/70HR15	£51.50*
185/70VR15	£60.90
215/60VR15	£78.75
235/60VR15	£85.00



PIRELLI CN12

215/70VR15	£86.00
225/70VR15	£75.00
255/60VR15	£148.00



PIRELLI P8

165/65SR14	£34.16*
175/65SR14	£39.73
185/65SR15	£38.00



PIRELLI P5

185/70HR13	£40.00
185/70HR14	£39.50
195/70HR14	£48.50*
205/70HR14	£50.00*
205/70VR15	£62.00



GOODYEAR N.C.T.

185/60HR14	£36.65
185/65 + 14	£37.50
195/60HR14	£44.30
205/60HR13	£43.50
205/60HR15	£55.65
205/60VR15	£65.00
205/55VR16	£120.75
225/50VR16	£136.75

GOODYEAR Rally Special

195/60HR13	£36.00

MICHELIN XWX

185/70VR13	£70.00*
195/70VR14	£62.25
205/70VR14	£69.60
205VR14	£70.50
215/70VR14	£80.00
195/70VR15	£83.00
185/70VR15	£82.00
205/70VR15	£73.00
215/70VR15	£75.45
225/70VR15	£82.00



MICHELIN XDX

195/70VR14	£57.90
205/70VR14	£64.70
185/70VR15	£57.30
205/70VR15	£67.77



MICHELIN TRX

180/65HR390	£47.95
190/65HR390	£52.20
220/55VR390	£73.10



MICHELIN XAS/XVS

145HR10 XAS	£16.90
155HR12 XAS	£20.65
145HR13 XAS	£19.70
155HR13 XAS	£22.80
155/70HR13 XVS	£28.30
165HR13 XAS	£27.20
175HR13 XAS	£27.90
175/70HR13 XVS	£34.65
185HR13 XAS	£33.60
185/70HR13 XVS	£42.20
165HR14 XAS	£28.20
175HR14 XAS	£31.45
175HR14 XAS 'P'	£33.95
175HR14 XVS	£36.25
175HR14 XVS 'P'	£38.95
175/70HR14 XVS	£35.20
185HR14 XVS	£41.35
185HR14 XVS 'P'	£44.45
185HR/70 - 14 XVS	£41.35
195/70HR14 XVS	£45.30
195/70HR14 XVS 'P'	£48.80
205/70HR14 XVS	£57.95
165HR15 XAS	£29.10
175HR15 XAS	£31.65
180HR15 XAS	£31.25
175/70HR15 XVS	£39.10
185HR15 XVS	£40.40
215HR15 XVS	£80.55
235/70HR15 XVS	£70.95



KLEBER V15 M+S (Ideal Club Rally Tyre)

165/70x13	£15.20
175/70x13	£17.50
185/70x13	£20.20
185/70x14	£21.00
185/70x13 T/Type DA	only £18.00

KLEBER V12 M+S (Ideal for Club Rallying)

145x12	£12.20
155x12	£13.80
135x13	£11.15
145x13	£13.15
155x13	£15.35
165x13	£17.30
165x14	£17.80
175x14	£18.80
185x14	£22.50
165x15	£18.20

KLEBER V15SR

145/70x12 T/Type	£12.50
155/70x12 T/Type	£12.90
145/70x13 T/Type	£12.50
155/70x13 T/less	£14.40
165/70x13 T/less	£14.70
175/70x13 T/less	£16.20
185/70x13 T/less	£16.70
165/70x14 T/less	£16.20
175/70x14 T/less	£17.90
185/70x14 T/less	£19.50

KLEBER V12HR (For Road or Production Racing)

165/70x12	£17.50
165/70x13	£19.00
175/70x13	£20.00
185/70x13	£24.70
195/70x13	£27.60
185/70x14	£26.50
195/70x14	£28.90
205/70x14	£33.80
185/70x15	£28.90
165HR13	£16.20
145HR13	£13.00
165HR14	£17.00
175HR14	£22.00
185HR14	£29.00

UNIROYAL 340/60

185/60HR14	£37.50
195/60HR14	£43.00

UNIROYAL 180

165/70SR13	£22.00
175/70SR13	£24.00
185/70SR13	£29.00
185/70SR14	£30.00
185/70SR13 Regrade quality	£26.00

UNIROYAL 240

165HR13	£27.00
185/70HR13	£38.00
165HR14	£28.00
175HR14	£30.00
175HR14Z	£32.00
185HR14	£38.00
185HR14Z	£42.00
185/70HR14	£40.00
195/70HR14Z	£45.00

DUNLOP

205/60HR13 D3	£50.00
185/60HR14 D3	£42.00
195/60HR14 D3	£51.00
195/60HR14 D3	£56.00
205/60HR15 D3	£64.00
205/60VR15 D3	£74.90
205/55VR16 D4	£100.00
225/50VR16 Ds	£115.00
185/70HR14 D1	£42.00
195/70HR14 D1	£47.00
195/70VR14 D1	£62.00
205/70HR14 D1	£60.00
205/70VR14 D1	£74.90
205/70VR15 D1	£50.00
215/60VR15 D1	£86.00
205/60VR14 D1	£98.00
195/70HR14 D6	£47.00
195/70HR14 D6	£62.00
205/70HR14 D6	£60.00
205/70VR14 D6	£74.90
ER70VR15 Sport	£37.00
225/50VR16 Sport	£110.00
185/70x15 D1	£62.00



Dunlop (Germany) SP Sport D1

DUNLOP RALLY TYRES

special offers on Race & Rally Tyres

A60H13 AZ 768	£59.80
A60H13 534	£59.80
175x13 M+SM12	£28.90
195/70x13 M+S Mk2	£33.30
185/70x13 SPR3	£27.50
190L1VR13 SPR1	£30.00
205/60HR13 Sp Super	£36.00
225/55HR13 Sp Super	£41.00
225/60 HR13 Sp Super	£41.00
The latest French Radial Wets	
195/530x13	£55.00
210/530x13	£58.00
230/530x13	£69.00
280/580x13	£78.00

Continental TYRES (To Special Order)

185/60HR13 CS41	£34.00
185/60VR13 CS51	£42.00
205/60HR13 CS41	£39.00
205/60VR13 CS51	£48.00
185/60HR14 CS41	£33.00
185/60VR14 CS51	£35.00
195/60HR14 CS41	£37.50
195/60VR14 CS51	£39.50
205/60HR15 CS41	£41.00
205/60VR15 CS51	£44.00
185/70HR13 TS772	£38.50
195/70HR14 TS772	£38.50
195/70VR14 TS773	£50.00
205/70HR14 TS772	£41.50
205/70VR14 TS773	£52.50



Conti TS772



Fulda

205/60HR13	£42.00
185/60HR14	£36.00
195/60HR14	£42.00
205/60HR15	£55.00
195/50VR15	£75.00
FIRESTONE Special Offer	
185/60HR14	£36.00
195/60HR14	£42.00



For expert advice regarding PLUS 1, 2 and 3 conversions contact **TONY** or **EDWARD**.

ALL PRICES ARE EXCLUSIVE OF VAT AT 15%

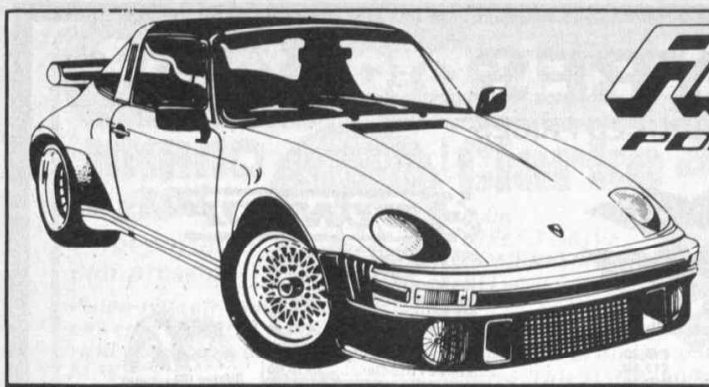
We can also offer a Mail Order service on the British Mainland at a cost of **£3.50** per 2 tyres.

TRED-RITE TYRES 414 FARNHAM ROAD, SLOUGH, BERKS.

OPEN 6 DAYS A WEEK FROM 8.00 to 5.30. Tel.: Slough 30021/2

** Means subject to availability*

BARCLAYCARD VISA



AUTOFARM

PORSCHE SPECIALISTS

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

Opposite Amersham Station, British Rail and Metropolitan Underground Line

Tip of the month

Flat Tyres

There's a new British Standard just been issued — BSAU 159 C for the curious — that recommends a revised repair standard for all VR tyres. In words we understand, it says you can repair only one "Nail-hole" — maximum size 3 mm. — per tyre, and then only if it's within the tread area.

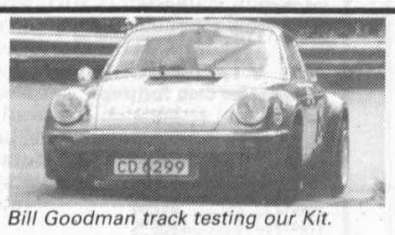
Of particular interest for Turbo and Sport people with the 205/55 and 225/50 VR × 16 tyres, Goodyear for their NCT tyres and Dunlop for their D4 tyres both happily accept the above recommendation. And we hear a strong rumour down the grapevine (thank you Jim!) that Pirelli are deliberating over the matter at this very moment for their P7 tyres, and hopefully by the time you read this will also have accepted it.

Incidentally, extended road tests carried out by "certain people" (Hallo, Oily Dwarf!) on P7's "privately" repaired to the above standards have so far proved totally satisfactory!

Stores Department

Did you know that we carry some £50,000 worth of new parts in stock, the vast majority of which are small service, or repair items for 911 (although we are slowly building up a useful 924 stock)? Try our prices for:—

Shock absorbers; Gaskets; Bearings; Clutches; Silencers; Brake Pads; Filters; Lights; Reconditioning and exchange service.



Bill Goodman track testing our Kit.

Turbo Boost Control

Our boost control kit has survived its road and track test (so's the car!) and we can now offer this "instant performance" installation to all you frustrated, underpowered 3.0 and 3.3 litre 930 Turbo owners.

Essentially it consists of the control valve, with circular handwheel, mounted in the cockpit, a sensitive mechanical boost gauge mounted in the dash in place of the clock, and all the necessary plumbing and switches for connecting into the engine. Cost for the complete installation, including all parts and labour. **£500 + VAT**

Using original Porsche competition parts. **£700 + VAT**

Please bear in mind that increasing engine boost will search out any weak spots in your engine, and whilst we'll happily give you boost pressure guidelines, our guarantees end at the edge of our forecourt!



924 Rear Spoiler

"Bolt-on" rear spoiler for all 924. Fits straight onto the car just below the rear window, requiring only the drilling of mounting holes.

It's slightly larger than the standard 924 Turbo spoiler, and is a one-piece glassfibre panel with grained black finish. **£45.00 + VAT**

Please note we have a range of 924 bolt-on glass-fibre flares, spoilers and panels in the pipeline. Don't hesitate to phone if you're curious!

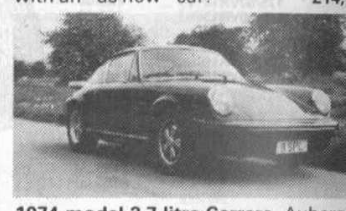
Cars for Sale

924 Turbo LHD Rally Car. Ex-Weissach Development car, converted by Jurgen Barth for rally use by himself. Very full rally specification, white, X registered and just a bit different! **£8,000**

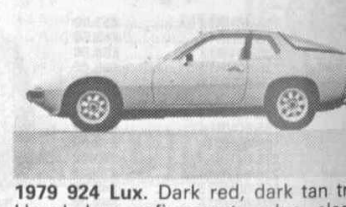
1978 911SC. Re-styled with Turbo pattern bodywork, as advertised last month. Somewhat predictably, at the time of writing it's not yet back from the paint shop! **When** it's done, it will be black, beautiful and done right!



1979 V 911SC Sport. Black tan trim owner, 12,500 miles. Not much to with an "as new" car! **£14,**



1974 model 2.7 litre Carrera. Auberg black trim, e.s.r. and all usual ext 71,000 miles, 2 owners, full hist We've just done complete top- overhaul. **£7,**

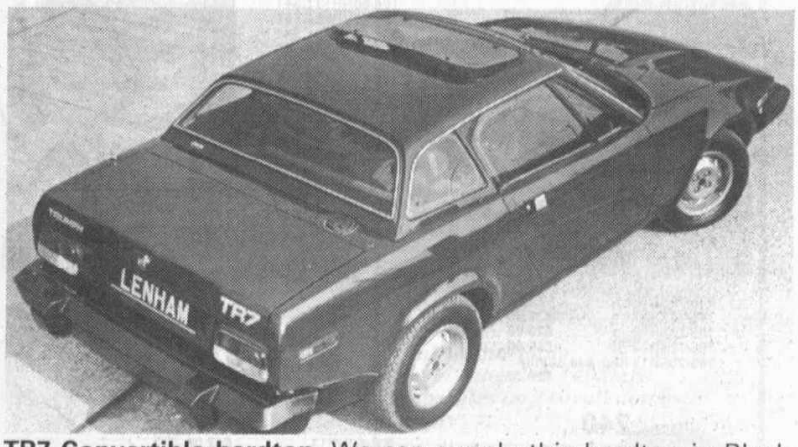


1979 924 Lux. Dark red, dark tan t Usual Lux refinements plus elec windows. 29,000 miles, 1 owner, history. **£6,**



1973 2.4 litre 911T. White with bl trim. Recaros, alloys, front spoiler, SS tank. Just fully serviced, very sound rust free. **£4,**

LENHAM MOTOR COMPANY



TR7 Convertible hardtop. We can supply this hardtop in Black for **£350 + VAT** or painted to match your car **£380 + VAT**. The hardtop comes as standard with a heated rear window, opening rear quarter lights and fully headlined.

The AMILITE glass sun roof can be fitted to most of our hardtops for an extra £125 + VAT (illustrated above).

SERVICING & RESTORATION

We have extensive workshop facilities and have 20 years experience in restoration work. We would be pleased to carry out small or large work on your car along with general servicing.

Please send 50p P.O. for further details of our hardtop range to:

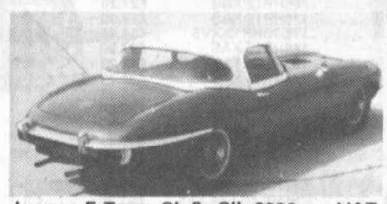
Lenham Motor Co. Ltd.
47, West Street, Harrietsham, Nr. Maidstone, Kent.
Tel: Maidstone (0622) 859570



MG Midget £210 + VAT



Jensen-Healey £230 + VAT



Jaguar E-Type SI & SII £230 + VAT. V12 £375 + VAT
(includes painting)



Triumph Stag £375 + VAT
(includes painting & H.R.W.)



Lotus Elan SIII, IV & Sprint £230 + VAT. SI & SII £220 + VAT
(includes painting)



Triumph Spitfire Mk IV & 1500 £210 + VAT



Triumph TR4A, 5 & 6 £210 + VAT



MGB Easyfit £220 + VAT

Hargreaves & Bailey

THE SPORTS CAR SPECIALISTS OF THE NORTH EST. 1934

The TVR Enthusiasts – Only five minutes from the factory



'80 MASERATI MERAK SS. Black with red leather, 6,000 miles by one owner, unmarked. **£13,950**

'71 (Nov.) ROLLS-ROYCE SILVER SHADOW. Finished in sable, this one-owner motorcar has full service history, highly recommended. **£10,950**

Dec. '78 (T) ROVER 3500 AUTO. Sunburst yellow. Electric windows, central locking, all usual refinements, one owner, low mileage. **£4,950**

'79 (V) ROVER 3500S AUTOMATIC. This car has every conceivable extra including gold alloy wheels, air conditioning, steel sunroof, cruise control, etc., etc., etc. Approximate cost new £14,000. **£6,950**

'80 (81 Series) LOTUS ELITE 2.2. In yellow with biscuit trim, specification includes quadrophonic stereo, alloy wheels and all usual refinements, one owner, 12,000 miles, save over £7,000 on cost new. **£10,950**

TRIUMPH TR7 ROADSTER. Brand new delivery mileage, white with sports wheels. **£6,250**

'81 (X) MERCEDES 280 E. Red, UK supplied, only 1,500 miles, power sunroof, alloy wheels, electric windows, etc., rare opportunity. **£12,500**

'79 (V) SCIMITAR GTE OVERDRIVE. Champagne with buckskin model band, one owner, only 18,000 miles, particularly attractive car. **£6,450**

'76 (R) SCIMITAR GTE AUTOMATIC. Trafalgar blue, usual full specification in exceptional condition. **£3,550**

'80 (W) SCIMITAR GTC CONVERTIBLE. Stunning red, 10,000 miles by one private owner, all usual extras including hard top. **£7,950**

'77 SCIMITAR GTE AUTO. Russet red, fitted Wolfrace wheels, remote door mirror, stereo cassette, etc. **£4,250**

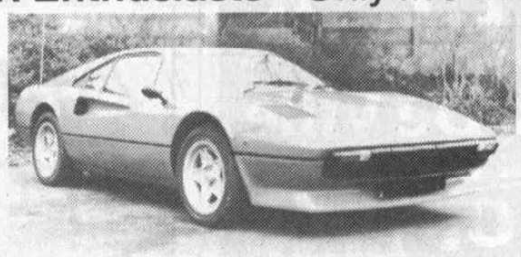
TVR

SCIMITAR

Hargreaves & Bailey Limited
Cherry Tree Road Complex
Blackpool

Tel. (0253) 66122

Open 6 days to 6pm
Sunday by appointment



'79 (V) FERRARI 308 GT4. White with blue hide, one owner, 19,000 miles, full service history, fitted air conditioning, wide wheels, stereo, etc. **£11,950**

'79 FERRARI 308 GTB. Finished in black with black hide, fitted air conditioning, Cromodora wide wheels and deep front spoiler, full service history, 17,000 miles. **£13,950**

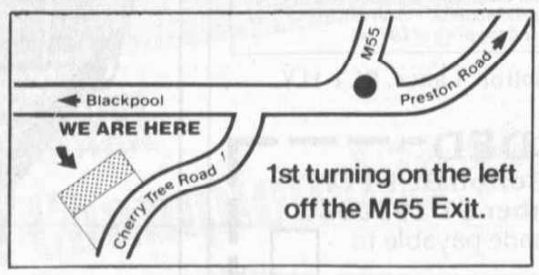


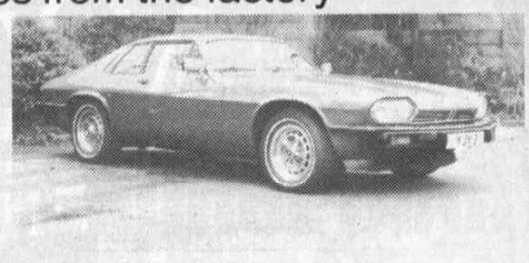
'78 (T) TVR TAIMAR TURBO. Pewter, full specification including biscuit hide. Electric windows, Wolfrace wheels, etc., etc. Mind blowing performance. **£6,900**

X-REG. TVR TASMIN 2+2. Brand new, delivery mileage only, cancelled order, unique opportunity, save £2,000 on list price. **£12,900**

'81 TVR TASMIN CONVERTIBLE. Finished in Ferrari red, our director's car from new, under 5,000 miles. **£10,950**

'78 (T) TVR 3000M. Red with oatmeal vinyl roof and sunroof, one owner, only 23,000 miles. **£5,450**





'79 (V) JAGUAR XJS. Finished in damson with black hide, one owner, 18,000 miles, full service history. **£10,950**

'64 JAGUAR 3.8 E-TYPE ROADSTER. Red with black, full Concours machine, the classic E-Type. **POA**

'77 JAGUAR XJ12 5.3 PILLARLESS COUPÉ. Finished in squadron blue with biscuit hide, genuine low mileage pristine vehicle, complete with Reg. No. SOE6, arguably the best Jaguar ever made, must surely be an investment, just look at the value for money, luxury at 150 m.p.h. for only. **£5,950**

'77 JAGUAR XJ6 4.2 PILLARLESS COUPÉ. Finished in tobacco with biscuit hide, one family owner, only 21,000 miles, full service history, pristine, a rare opportunity. **£5,950**

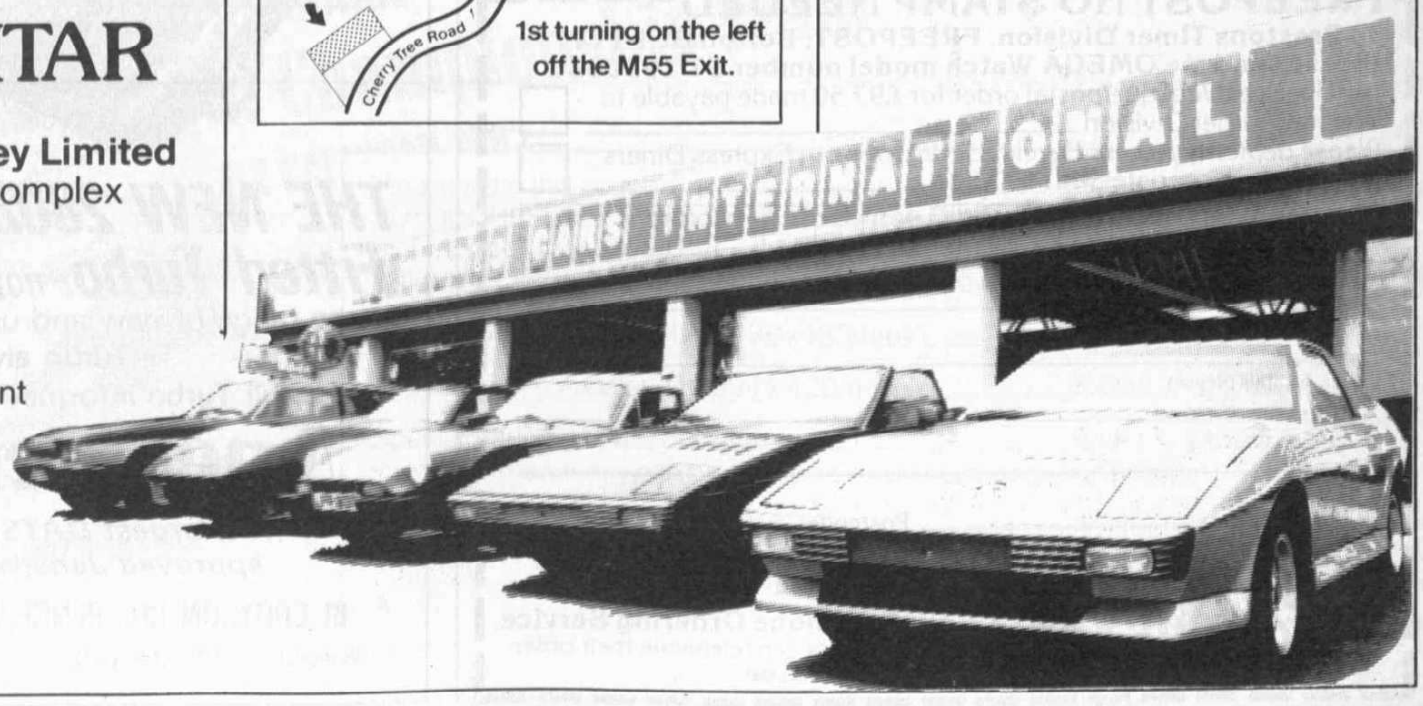
'73 (M) JAGUAR E-TYPE V12 2+2 MANUAL. Finished in signal red, fully maintained regardless of cost, by enthusiast owner, all confirming invoices available. On today's market, these vehicles represent excellent value for money and must surely appreciate, 49,000 miles, Concours condition. **£8,500**

'79 (V) JAGUAR XJ6 4.2 SERIES III. White with biscuit hide, all usual lavish refinements, low mileage, terrific value. **£9,450**

'80 (W) PORSCHE 924 TURBO. Guards red, one owner, 10,000 miles, sunroof, PDM, etc., full history. **£12,250**

'79 PORSCHE 911 SC SPORT. Silver, 20,000 miles by one owner, full history. **£13,750**

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



MASSIVE REDUCTION



Ω OMEGA
Quartz De Ville
END OF LINE STOCK CLEARANCE

WAS £195.00

PRESTONS PRICE · £97·50

Model No. ST1920036

- **Quartz precision movement** Guaranteed accurate to 60 seconds a year — just 5 seconds a month!
- **Stainless steel case** Hardwearing and complete on genuine lizard skin strap.
- **Mineral crystal glass** Scratch resistant with silver coloured dial.
- **Dust protected movement** Ensuring the famous OMEGA, reliability.
- **Elegant styling** With centre sweep second hand and date readout.
- **Omega guarantee** Valid for 12 months in over 125 countries worldwide.

This distinctive OMEGA represents outstanding value for money and comes to you from the Mail Order Division of one of Britain's largest jewellers, Prestons of Bolton, who have been leading OMEGA agents for over 30 years.

YOUR MONEY BACK IF NOT DELIGHTED. If not satisfied for any reason your money will be refunded provided the watch is returned in perfect condition within 14 days of receipt.

ORDER NOW! OFFER ENDS WHEN STOCKS EXHAUSTED.

Despatched within 14 days of receipt of order.

METHODS OF PAYMENT:
1. Cash with Order
Complete the coupon, making cheques/postal orders payable to Prestons Timer Division for £97.50. If sending bank notes you must use registered post.
2. Credit Card
Complete the coupon or telephone your order to Bolton (0204) 23188 (24 hour service), quoting your credit card company, number, your name and address, Model No. ST 1920036, and the price of £97.50.

Prestons Timer Division, Capitol House, Churchgate, Bolton, Lancs. BL1 1LY.
Tel: Bolton (0204) 23188. Reg. in England 541349'

FREEPOST NO STAMP NEEDED

To Prestons Timer Division, FREEPOST, Bolton BL1 1YY
Please send me OMEGA Watch model number ST 1920036
I enclose cash/cheque/postal order for £97.50 made payable to Prestons Timer Division ☐
Please debit my Access/Barclaycard/American Express/Diners (delete as appropriate) with £97.50 ☐
Card No
Signature
Name
(Block capitals please)
Address
Postcode
MS 10/81

Prestons TIMER DIVISION

24 Hour Telephone Ordering Service
Credit card holders can telephone their order to Bolton (0204) 23188

The pursuit of EXCELLENCE...

ALPINA

Approved Sportparts for BMW



ALPINA	front spoilers from	£98.00
ALPINA	rear spoilers from	£57.00
ALPINA	Deko sets blue/green/silver	£90.00
ALPINA	alloy wheels 6J × 13 inc. bolts/caps set of 4	£234.00
ALPINA	alloy wheels 6½J × 13 inc. bolts/caps set of 4	£252.00
ALPINA	alloy wheels 7J × 14 inc. bolts /caps set of 4	£280.00
ALPINA	alloy wheels inc. P7 tyres sets from	£1,275
Suspension kits 3/5/6/7 series from		£246.00
ALPINA	C1 exhaust system	£369.00

48 hour UK delivery service available (+ VAT)

ALPINA CONCESSIONAIRES
TWR House, 1 Station Field Industrial Estate, Kidlington, Oxford
Tel: Kidlington (08675) 71565 Telex 837649

JANSPEED TURBO for DATSUN



280ZX
260Z
240KGT
280ZX TARGA

THE NEW 280ZX TARGA with Fitted Turbo *– now available for demonstration*

Large range of new and used DATSUNS with or without Turbo always available
full Turbo information from David Newman;

Ancaster Garages

The largest DATSUN dealers in England
approved Janspeed Turbo distributors

61 CROYDON RD., PENGE, S.E.20 **01-778 8981**

BRANCHES AT: THORNTON HEATH, SOUTH CROYDON, BROMLEY, SURBITON AND CATERHAM

KEEP TRACK IN 1982

WITH THE Marlboro WORLD CHAMPIONSHIP TEAM AUTOCOURSE DIARY AND CALENDAR.



This is the Desk Diary and Calendar to keep you right on course with all the latest information on Formula 1 Grand Prix Motor Racing during '82 – the 31st year of Autocourse.

The Diary has special detailed sections for you to record results race by race and keep an up-to-date list of drivers' positions in the World Drivers' Championship. It has a superb decal sheet of Grand Prix fixtures for you to insert in the diary when dates become finalised. And it features profiles of the 20 leading Formula 1 drivers, diagrams of Grand Prix circuits – with addresses and 'phone numbers, addresses of the Formula 1 teams, a record of the World Champions – and the runners-up – since 1950, and 90 fabulous photographs, including 17 beautiful full colour plates. It's everything you could want – at your fingertips.

And to complement it – a 13 leaf Calendar with 34 fantastic racing shots in full colour.

Both the diary and the calendar can be ordered separately. But if you wish, you can take advantage of the special price offer mentioned in the coupon.

Please send this coupon with your cheque/postal order (made payable to AUTOCOURSE), to: **Marlboro–Autocourse Diary Offer MSD1,** 3 Richmond Hill, Richmond, Surrey TW10 6RE.
Calendar/Diary will be despatched separately November/early December.

Please send me: Desk Diary (238 x 185mm)	copies	£10.55	each inc VAT & P/P
Calendar (594 x 420mm)	copies	£4.70	each inc VAT & P/P
Special Offer (Save £2) Both Items	sets	£13.25	inc VAT & P/P

*Cheques or orders from outside the U.K. must be drawn on a London Bank in £ Sterling.

Name: BLOCK CAPITALS PLEASE

Address:

MSD1

THE NGK GRAND PRIX



IT COULD BE YOURS FOR A HANDFUL OF COPPERS

This exclusive Mini Metro in unique copper livery is NGK's Grand Prix.

All you have to do to be in with a sporting chance of winning it is to buy a set of NGK spark plugs.

With every NGK copper core plug you buy, until 4th December, 1981, you get a special 'scratch card' which will reveal a set of questions and an anagram about motor sport.

Answer the questions and solve the anagram and you could end up with the Grand Prix, or the second prize – a Honda Melody Scooter, also in copper livery, or one of our hundred specially made copper tankards for runners up.

Prize presentations will take place in London early in the new year.

And apart from the chance of winning such splendid prizes, you also get the benefits of NGK's copper core, clean burning plugs. Less fouling at low speed running, less overheating at high speeds. Better economy, better performance.

Whatever happens, you can't lose.

There's an NGK plug to fit any car, from a formula one racer to a Mini Metro.

So look for the NGK Grand Prix poster at your local dealer. Or in case of difficulty, contact us for details of your nearest NGK stockist.



NGK

The Spark of Genius

NGK Spark Plugs (U.K.) Ltd., 7/8, Garrick Industrial Centre, Hendon, London NW9. Telephone: 01-202 2151.

VOL. LVII No. 10 OCTOBER 1981

MOTOR SPORT

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

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

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

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

CONTENTS

	Page
Matters of Moment	1381
Fixtures	1382
Club News	1383
BDC Silverstone	1384
Talbot Tagora 2.2 GLS — Road Impressions	1385
RAC Tourist Trophy Meeting in outline	1385
Around and About	1385
Renault Rumblings	1387
Rally Review	1388
Formula Two Review	1389
A French Partnership	1390
Italian Grand Prix	1392
Behind the Grand Prix Scene	1396
Veteran-Edwardian-Vintage	1401
Vintage Postbag	1410
General Motors' J car	1416
Dutch Grand Prix	1425
VSCC Silverstone	1428
Lloyds & Scottish Championship final	1436
Bristol Beaufighter Road Test	1442
Tyres	1455
Number Plates — OKV 3	1457
Kieft Sports Cars	1458
Book Reviews	1460
Letters from Readers	1463

FRONT COVER PICTURE: THE opening lap of the final round of the Lloyds and Scottish Historic Car Championship, with race winner Gerry Marshall out in front (No. 69) in the DBR1 Aston Martin, followed closely by Bruce Halford (No. 70, Lotus 16) and eventual Championship winner, Michael Bowler (No. 3, Lister Jaguar). Bowler finished the race fourth, behind Marshall, Halford and the Connaught (No. 6) of John Harper, visible behind Halford. The ERA coming up on the inside is Hon. Patrick Lindsay's famous "Remus".

ANNUAL SUBSCRIPTION RATES

Subject to increases of postal rates and cover price.

SURFACE MAIL:	Home	£12.50
	Overseas	£12.55
	USA	$32.63
AIRMAIL:	Canada	$39.15
	Europe	£13.10
	Middle East	£20.60
	Australasia	£29.00
	All other countries	£24.85
	USA	$63.38
	Canada	$76.05

MATTERS OF MOMENT

■ INTO TOP GEAR AGAIN, IS IT?

As we said last month, we are glad we are not saddled with the task of trying to explain the mysterious day-to-day workings of politicians and financiers to the lay-public. For example, how does one explain the fact that only the shortest time ago British Leyland was said to be losing millions of pounds of the tax-payers' funds that subsidise this unhappy Company and that we were being battered into the ground by the might of Japanese car imports, but now we are informed that there is a new-car sales bonanza, with the Ford Motor Company leading the other giants along the road to recovery. We only hope this happy trend will continue.

At all events, the *Daily Mail*, the newspaper that has always shown an encouraging interest in motoring and aviation, had banner front-page headlines announcing this prosperity early last month — but some days before that it had used headlines almost as large to announce that 7,000 runners (1,753 non-starters) had run a 26-mile marathon round Greater Manchester (should, one wonders, a Birmingham Grand Prix motor race be sponsored by the *Mail*?). The truth appears to be that Ford-of-Britain broke Company records with an output turnover of 72,869 vehicles for August, to the delight of Ford Chairman Sam Toy, and that British Leyland experienced a sales-increase of 5,000 cars that month, compared to the 1980 output. Ford captured 30% of the 244,795 August new-car sales, selling 13,000 more cars that month than in August last year. Talbot, too, claim to be on the upturn-bandwagon, with 10,500 August sales. Yet there have been recent price-increases for certain models from BL, BMW, Fiat, Opel, Renault, Vauxhall, Subaru, Peugeot and Mazda (but the RX-7 remains at £8,699).

It isn't surprising that Ford — that *sporting* make — is top-dog and showing others the way. From the one-model policy of Model-T times, Ford GB now offers an enormous range, with some 115 different models for their 1,238 UK dealers to promote. As these models range from the Fiesta Popular to the very-recently-revised Granadas and embrace the exciting new 1,600 c.c. Fiesta XR-2, the very excellent fuel-injection Capri 2.8, and these latest Granadas, along with the best-selling Cortinas, and as Ford got its front-wheel-drive New Escorts out before Vauxhall had cottoned-on to f.w.d. for the Cavalier, with the sporting Escort XR-3 for the enthusiast, it is obvious why Ford leads. Especially with the employment of the fine 2.8i engine in the new Granadas, of which the handling and road-holding and other aspects have been even further improved. When we drove the previous version of the Ford Granada we were deeply impressed by its excellent cornering and general handling qualities and referred to it as a "sports estate-car". That Ford's technicians sought to improve on such cars is certainly gilding refined gold! And how anyone, faced with this great range of such very good cars, can feel that the name "Ford" carries with it any stigma is quite beyond our understanding — the days of the Model-T are long gone (as a *production* job, we hasten to assure the Model-T Register!) and anyway, that was also a mighty fine automobile . . .

One facet of all this new-model activity, in which VAG are well in the running with their new 1.9-litre five-cylinder VW Passat, worries us. Ford have spent — or, as they say, have invested — £50,000,000 in making the Granada even better than before. That seems an enormous sum of money to us! We remember being amazed many years ago, on hearing that putting synchromesh on the Cortina's bottom gear cost Ford a cool £1 million. The Motor Trade, knowing the profit a manufacturer makes on each car sold, will be able to work out how long it will take to recover a £50 million investment. We just find ourselves wondering what such mods. would cost done by a smaller engineering concern, like Cosworth say, given Ford's gear-cutting, foundry and other facilities . . . ?

However, do not let such silly thoughts mar the apparent improvement in Britain's Motor Industry economics. What with an Automatic Mini-Metro, Jaguar's new economy cylinder-head (and that great make's new-found independence), and the rest of the good news, let us smile, smile, smile, as old soldiers were instructed to do, after packing up their kit-bags! Rover, far from being always behind the 3-litre Ford Capris as was the case when we last referred here to the Tricentrol Saloon-Car Championship, are now winning such races, and the need for ordinary car-customers to be convinced of the merits of turbo-charging for family-type saloons such as the Renault 18 Turbo by hearing of more Grand Prix victories by turbo-charged cars, as we emphasised recently, has been ably met since by additional F1 wins with the Renault-Elf RE30-V6 Turbos, those with the money usually get results in the end! So smile, smile, smile, while most of the news is rosy and while the word "recession" recedes.

Continued overleaf

Motor Sport Fixture List for October

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

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

DATE	CLUB	RENDEZVOUS	NEAREST TOWN OR MAP REFERENCE	CATEGORY	TIME
Oct 2nd/4th	**Association du Rally du Vin**	—	**Switzerland**	**Wine Rally (European Rally Championship round) (INT)**	—
Oct 3rd	Burnham-on-Sea MC	The Marine Parade	Weston-super-Mare	Weston Speed Trials (*N*)	—
Oct 3rd	BRSCC (N)	Aintree Circuit	Liverpool	Race Meeting (*R*)	—
Oct 3rd	Glenrothes MSC	The Ice Rink, Kirkcaldy	59/29609385	Craftsmen / Camparts Kingdom Stages Rally (*R*)	09.31
Oct 3rd	David Brown S&SC Motor Section	Wykenham Forest	101/941879	Elcar Forest Rally (*R*)	11.01
Oct 3rd	Aberdare MC	Libanus	Nr. Brecon	Nutcracker Stages Rally (*R*)	16.15
Oct 3rd/4th	Rugby MC	Rugby Autocar, Ansty Road, Clifford Bridge, Coventry	140/376876½	Dunsmore Rally (*R*)	23.00
Oct 3rd/4th	Harlech & District MC	Barmouth Car Park	Gwynedd	Rali Meirion (*R*)	23.00
Oct 3rd/4th	**BRDC**	**Silverstone Circuit**	**Towcester, Northants**	**British Formula Three Championship (INT/R)**	—
Oct 4th	Harrow CC	North Weald Airfield	Epping, Essex	Esso Winnie Rally (*CJ*)	10.15
Oct 4th	Mid Derbyshire MC	Fulbeck Airfield	Lincs.	Autumn Stages Rally (*CJ*)	09.00
Oct 4th	Bridlington & DMC	Ulrema	107/165574	Single venue Stage Rally (*CJ*)	10.00
Oct 4th	BARC	Gurston Down	Nr. Broadchalke by A354, Salisbury	Hillclimb (*R*)	13.00
Oct 4th	North Devon MC	Sugworthy	High Bickington	Autocross / Minicross (*R*)	14.00
Oct 4th	TEAC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	—
Oct 4th	BARC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (*R*)	14.00
Oct 5th/10th	**AC di Sanremo**	**Sanremo**	**Italy**	**Sanremo Rally (World Rally Championship Round) (INT)**	—
Oct 9th/11th	2300 Club	Main Street, Tobermory	Mull	Tour of Mull (*Motoring News* Championship Round) (*R*)	23.00
Oct 10th	HDLCC	Stone Manor Hotel, Mustow Green	Nr. Kidderminster, Worcs.	Ken Wharton Memorial Autotests (*N*)	10.30
Oct 10th/11th	North Wales CC	L.S.P. Motors, Mostyn Broadway	Llandudno	Rally (*CJ*)	24.00
Oct 10th	SUNBAC	Silverstone Circuit	Towcester, Northants	Race Meeting (*C*)	—
Oct 10th	BRSCC (NW)	Oulton Park Circuit	Nr. Tarporley, Cheshire	Race Meeting (*C*)	—
Oct 10th	BRSCC	Castle Combe Circuit	Chippenham, Wilts.	Race Meeting (*C*)	—
Oct 11th	BARC	Mallory Park Circuit	Leics.	Race Meeting (*R*)	14.00
Oct 11th	BARC	Snetterton Circuit	Nr. Attleborough, Norfolk	Race Meeting (*N*)	14.00
Oct 11th	SMRC	Ingliston Circuit	Edinburgh	Race Meeting (*R*)	—
Oct 11th	AMC	Lydden Hill Circuit	Dover, Kent	Festival of Motorsport (*CJ*)	—
Oct 17th	**BARC**	**Oulton Park Circuit**	**Nr. Tarporley, Cheshire**	**British Formula Three Championship (INT/R)**	14.00
Oct 17th	**Donington RC**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT/R)**	—
Oct 17th	PMC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Oct 17th	500 MRCI	Kirkistown Race Circuit	Co. Down	Sprint Meeting (*R*)	13.30
Oct 17th	**SCCA**	**Las Vegas**	**USA**	**Las Vegas Grand Prix (World Championship) (INT)**	—
Oct 17th	Wolverhampton & South Staffs CC	Aberystwyth	—	National Rally (*N*)	08.00
Oct 17th/18th	Chelmsford MC	Prestons Garages Ltd.	Writtle 167/676½064½	Preston Rally (*R*)	22.31
Oct 18th	**DRC**	**Donington Park Circuit**	**Derby**	**Race Meeting (INT/R)**	—
Oct 18th	BRSCC	Brands Hatch Circuit, Fawkham	Dartford, Kent	Race Meeting (*C*)	—
Oct 18th	BRSCC	Mallory Park Circuit	Leics.	Race Meeting (*C*)	—
Oct 18th	BARC	Goodwood Circuit	Nr. Chichester, Sussex	Sprint Meeting	—
Oct 24th	MAC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Oct 24th/25th	Carmarthen MC	Wm. Davies Garage, Pensarn	159/414193	Autumn Rally (*Motoring News* Rally Championship Round) (*R*)	23.00
Oct 25th	BARC	Thruxton Circuit	Andover, Hants.	British Formula Three Championship (*N/R*)	14.00
Oct 25th	BARC	Mallory Park Circuit	Leics.	Race Meeting (*R*)	14.00
Oct 25th	750 MC	Snetterton Circuit	Attleborough, Norfolk	Race Meeting (*R*)	—
Oct 25th	AMC	Lydden Hill Circuit	Dover, Kent	Race Meeting (*R*)	—
Oct 25th	AROC	Curborough	Nr. Lichfield	Sprint Meeting (*R*)	—
Oct 25th	HDLCC	Hagley Hall	Nr. Stourbridge, West Midlands	Worcestershire Production Car Trial (*R*)	10.30
Oct 25th	Aylesbury MC	Leighton Buzzard, Beds.	165/951227	Aylesbury Stages Rally (*R*)	09.00
Oct 27th/31st	**Federation Ivoirienne du Sport Automobile**	—	**Ivory Coast**	**Ivory Coast Rally (World Rally Championship Round) (INT)**	—
Oct 31st	**BRSCC**	**Brands Hatch Circuit, Fawkham**	**Dartford, Kent**	**Race Meeting (INT/C)**	—
Oct 31st	750 MC	Silverstone Circuit	Towcester, Northants	Race Meeting (*R*)	—
Oct 31st	Mid Wirral MC	Oulton Park Circuit	Nr. Tarporley, Cheshire	Demon Tweeks Stages Rally (*CJ*)	—
Oct 31st/Nov 1st	Lincolnshire Louth MC	Applebys, Conisholme, Nr. Louth	113/398959	Applebys Spire Trophy Rally (*CJ*)	—
Oct 31st	Maesteg & District MC	Ford Motor Co. Car Park	170/934786	Romer Rally (*C*)	09.30
Nov 1st	Quinton MC	Livestock Market	Gloucester	Nicolet D'Isis Rally (*R*)	—
Nov 1st	BRSCC	Brands Hatch Circuit	Dartford, Kent	Race Meeting (WT/C)	—
Nov 1st	RAC	Serpentine Road, Hyde Park Corner	London	London to Brighton Run	08.00
Nov 4th/8th	**Racal Clube**	—	**Portugal**	**Algarve Rally (European Rally Championship) (INT)**	—

MATTERS OF MOMENT
Continued from previous page

THE VETERAN CAR RUN TO BRIGHTON

Note that that unique British spectacle, the Veteran Car Run to Brighton, from Hyde Park, organised by the joint efforts of the RAC and the VCC, takes place this year on Sunday November 1st. The first veterans, made before the turn of the century, should begin to chug out of Hyde Park around 8 a.m., and the faster of these pre-1905 machines will probably get to Brighton's Madeira Drive around 10.30 a.m. to 11 a.m. By all means go to watch and photograph them, but do *please* give these ancient motoring heirlooms a free passage. While everyone competing is required to have passed the MoT condition-test, their brakes do not stop them as quickly as those of modern cars, nor is their steering always as accurate.

So do not cut-in when hoping for a close look at these brave old motors; it is really a very good idea to park off the road, as you can do at many places along the route, having obtained the official programme, and watch this fantastic cavalcade of automotive history, with those taking part coming from all over Europe and even as far as from America, go past. Brighton becomes very congested by mid-day on "Brighton Sunday" and there is nothing more frustrating than to be held up in seemingly interminable traffic-jams on a veteran that has gone splendidly up to that point; even worse, if it hasn't! So we recommend you to watch the Run from somewhere along the route, unless you are prepared to get to the finish well before the first of the veterans is due in. And our thanks in advance to all the policemen, policewomen and special constables who so ably man the route and endeavour to keep it clear for the often rather breathless old-timers.

The Editor of MOTOR SPORT expects to be driving the National Motor Museum's 1903 Daimler (No. 160) on what will be his 30th active experience of the Brighton Run since his first in 1936.

* * *

Motorfair

IN the absence of a motor show at the NEC this year, Earls Court is to play host to "Motorfair" between October 21st and 31st. Most manufacturers will be exhibiting as well as many of the leading accessory producers and the theme this year is strongly biased towards economy. Mercedes and Volkswagen both unveiled project cars at the Frankfurt show during September (both called Auto 2000 coincidentally) while Ford and Renault both have similar projects up their sleeves. One most interesting exhibit will be the William Towns designed "Microdot". It is smaller than a Mini, seats three and is driven by a hybrid petro-electrical system claiming 150

m.p.g. at 30 m.p.h.! On the Mercedes stand will be the new coupés, which are completely new cars, not just re-clothed versions of the familiar SLs and SLCs. Volkswagen will be showing the new Passat range as well as the Santana and Porsche will have the 944 on display.

The Tickford engineering and coach building offshoot of Aston Martin Lagonda will be exhibiting their wares for the first time, amongst which will be the Metro based Frazer Tickford, Toyota Sunchaser and Lancia Hi-Fi. The Leyland stand should be enhanced by a new model, which press embargo dates prevent us describing in this issue, while Ford's exhibits will include the new Granadas, up-rated Fiestas as well as the new XR-2 and the high performance 2.8 injection Capri.

With the BRMs on display prior to their auction during the show, a visit will be well worthwhile.

OBITUARIES

Kaye Don

THE well-known racing-driver Kaye Ernest Don died at the age of 90 on August 29th. To Brooklands habitués Don was part-and-parcel of the Track-scene, winning a great many races at the wheel of a 5-litre Sunbeam, the 2-litre GP Sunbeam "The Cub" and the identical 4-litre Sunbeams "Tiger" and "Tigress", and later in the tricky 4.9-litre Bugatti "Tiger II". In fact, his competition career began with motorcycle trials before the war. Don was educated at Wolverhampton Grammar School and on leaving he went into the tyre trade. He joined-up with the Army Service Corps at the age of 24, was discharged on medical grounds, but managed a transfer to the RFC and served as a pilot over the Western Front.

After the war Kaye Don drove for Deemster, Wolseley and AC, gaining many race successes and records with ACs, with which he was the first driver to lap Brooklands at over 100 m.p.h. in a 1½-litre car. By 1922 Don was driving the 11¾-litre Wolseley-Viper of Capt. Alastair Miller, being faster than anyone in this fearsome monster, his versatility proved when he also handled the little 1926 Avon-JAP racing car, and the 495 c.c. Jappic in record-bids. Don had by now returned to the Avon Rubber Co. and I believe they acquired the Wolseley-Viper for tyre testing, before its mysterious disappearance.

At this period Don's versatility at the Track cannot have been in question, for he rode motorcycles ranging from a 147 c.c. Excelsior, through AJS, Zenith, Massay-Arran, Diamond-JAP, Norton and Harley-Davidson, to a 998 c.c. Indian which was used for the celebrated one-and-only 500-Mile race and he competed with cars such as Miller's 200-Mile Race Talbot, a Crouch and a Bayliss-Thomas.

Don then concentrated on the Sunbeams, taking the Brooklands lap-record to 131.76 m.p.h. in 1928, improving this to 134.24 m.p.h. in 1929 and setting it at 137.58 m.p.h. in 1930 during the duels with the Sunbeams against Sir Henry Birkin's blower-4½-litre Bentley single-seater, a car that eventually took these honours, before Cobb took over.

Don had won the first of those memorable Ulster TT sports-car races for Lea-Francis in 1928 (on Avon tyres), just ahead of an FWD Alvis, and he then turned to 1,500 c.c. Alfa Romeos for this class of racing, having a narrow escape when his car overturned and caught fire during the 1930 TT, just after making fastest lap time in its class. Don also shared Alfa Romeos in the long-distance Brooklands sports-car contests. In 1930 there was the bitter setback when the twin-engined 4,000 h.p. supercharged Sunbeam "Silver Bullet" failed to get near the LSR at Daytona. But Don had better fortune with the Water Speed Record in the "Miss Englands", doing over 120 m.p.h. on Loch Lomond in 1932, the first to exceed two-miles-a-minute on water, and competing in the Harmsworth Trophy races in America. Although Don did not figure in Continental events as much as some British drivers, he helped with record attacks at Montlhéry in Marendaz Special, Chrysler and Delage cars, and with the 4.9-litre Bugatti "Tiger II" which Don drove so courageously at Brooklands.

In 1934 Don was involved in an accident in a racing MG while practising on unclosed roads in the I.o.M. which resulted in the death of his riding-mechanic K. Taylor from the MG factory. He was imprisoned on a manslaughter charge, which many regarded as unfair, and on his release was given a celebration dinner by fellow racing-drivers, but his career was virtually over.

In recent times he lived at Chobham in Surrey with his second wife Valerie, making rare but appreciated appearances at motoring events.

W.B.

W. B. Scott

W. B. "Bummer" Scott has died in hospital after a long illness and a series of tricky operations, so bravely endured. He was one of the best-known Brooklands personalities, having permanent premises in the line of sheds on the Aerodrome side of the Track, now alas demolished, and he raced some very exciting cars there. Long after that William Berkeley Scott remained a staunch enthusiast for Brooklands and he was a keen member of the Brooklands Society. His life-story appears in MOTOR SPORT for December 1976.

Among the cars he raced, commencing before he came of age, were a 5-litre Indianapolis Sunbeam, various 2-litre GP Bugattis, one of the "flat-iron" Thomas Specials, an Amilcar Six and, of course, his 1924 2-litre GP Sunbeam. Scott's young and very attractive wife Jill (later Mrs. E. M. Thomas) raced as well, and she was indeed the first lady-driver to officially lap Brooklands at over 120 m.p.h., in the Sunbeam. Then there was the straight-eight 1½-litre Delage with which Scott beat Malcolm Campbell in a similar car in the exciting 1930 Gold Star race at Brooklands, one of his most enjoyable days he always said, and with which he had adventures in the BRDC 500 Mile Race, and broke records. Scott drove in Continental speed-trials, and ran the Delage in the 1931 French Grand Prix at Montlhéry with his friend Armstrong Payn. He was a noted "Bentley boy" and drove an Austro-Daimler in the first Ulster TT. They also had one of the big Leyland-Thomas cars, driven for Jill by John Cobb.

Apart from all his motor-racing and record-breaking, and his spirited appearances in the Inter-'Varsity speed trials, W. B. Scott, in spite of his weight, was a great all-round sportsman. He played rugby for his University at Twickenham, after winning his rugger-blue at Cambridge, and was Scottish Squash Champion. He also raced some dangerous, fast motor-boats and kept motor yachts at Hamble and Cowes.

W.B.

CLUB NEWS

Morgan Three-Wheeler Club

WITH this most sporting of clubs, any competition is bound to produce some keen rivalry. In the case of the straight line sprint due to be held at the Long Marston airfield, near Stratford on Avon, on October 17th, this rivalry will be heightened by the presence of other "proper" three-wheelers (i.e. those with two wheels at the front) and some motorcycles as well. Entries have already been received from owners of BSA, Berkeley and Messerschmidt three-wheelers as well as the Tri-King, in current production. Information about the event can be obtained from N. H. Lear, 7 Acres Street, Tottington, Bury, Lancs, BL8 3DR.

A30 & A25 Owners Club

COMMEMORATING the 25th Anniversary of the launch of the A35, twelve standard A30s and A35s will drive a 350 mile route on 29th and 30th of October. One of these cars will be driven by Joe Lowrey and will be observed by Leslie Webb, one time assistant chief engineer of the RAC, and the intention will be to better the 53.7 m.p.g., 31.6 m.p.h. average figures they obtained during a 524 mile run carried out at the time of the launch in 1956. The rules of the run will be comparable with those applying in 1956, and the run has attracted significant support from TI Crypton (who will be tuning the engines before departure), Avon Tyres, BL Heritage, Wadham Stringer Garages and Commercial Union Insurance.

Historic Sports Car Club

THE HSCC has had another successful season of racing, and plans published in their new-look, printed monthly newsletter indicate that they intend to keep up the standard for next year. The Seldon Classic Sports Car Championship continues with the same sponsor, while Atlantic Computers have added their name to the Historic GT Championship. Races for HSCC cars are planned at no less than 21 meetings, including the Grand Prix and the club will be running three meetings of its own.

Bristol Owners Club

THERE were 41 entries for the Club's annual Concours, which took place at Ragley Hall, Alcester, at the beginning of September. Examples of all models were on display, ranging from the 400 to the current turbo-charged Beaufighter and 603 models as well as the unique Zagato bodied 406 two-seater. The cars were judged by a panel of well known motoring personalities and the winner of the premier award was Ian McDavid with a 402 drophead.

Hagley and District LCC

THE Loton Park Hillclimb features very strongly in the activities of this thriving Midlands Club, but is by no means the only venue at which the Club promotes events. For instance, on September 20th, they ran the finals of the BTRDA Autocross Championship at Hagley Hall, and on October 10th they are due to promote the Ken Wharton Memorial Trophy driving tests near Kidderminster. One of the problems which faces the officers of the club is the shortage of volunteers, both in the long term (they need an editor for their newsletter) and in the short (they are desperate for marshals at many events), but they always manage somehow.

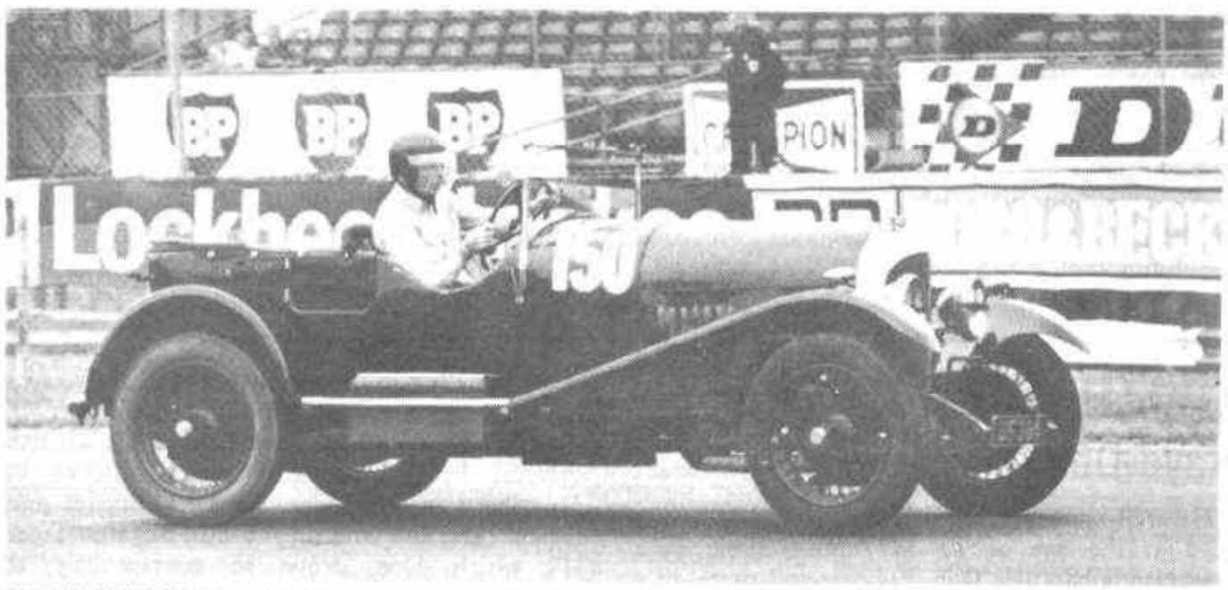
Bentley Drivers Club Silverstone

THE last Saturday in August is, by tradition, the day on which the Bentley Drivers Club holds its annual Silverstone race meeting. The 29th August 1981 was no exception and saw the B.D.C. promote an eleven race programme on the Club circuit in front of a disappointingly small crowd. Many of the races were somewhat processional, but there were some fine mid-field scraps, especially in the handicap events.

As many of the events at the meeting are staggered start handicaps, the BDC does not use practice times for setting grid positions for any of its races, the handicappers making an assessment of which cars will be fastest in the scratch races and positioning them accordingly. Someone failed to realise just how quick the AC Daytona Cobra of Hon. Amschel Rothschild really is, planting him on the third row of the grid for the first event, an 8-lap scratch race for ACs and Crewe Bentley Specials. Pole position was given to Nick Green's AC Cobra, which shared the front row with Paul Channon's similar car and Stan Hitchins' 7-litre version. Rothschild made a superb start, putting himself in second place, behind Green, at the end of the first lap, harried by Channon and Hitchins with John Atkins in another Cobra fifth and Ian Bentall's amazingly fast Bentley Special sixth. By the end of the third lap, the leaders were lapping the tail enders, Bentall had passed Atkins and Hitchins was in front of Channon while Rothschild was trying hard to make up ground on Green, which he appeared to be doing, opening out a big gap between himself and third man Hitchins by lap 6, but during the last two laps he was baulked by back markers, enabling Green to win by some 10 seconds with Hitchins finishing third. Bentall was fastest Bentley by a very long way, finishing fifth, ahead of Atkins' Cobra.

The second race of the day was an 8-lap handicap between pre-war Lagondas and Bentleys, and was a very complicated affair to watch since some competitors had one credit lap, while others had two. Gordon Russell's sleek looking 3/8-litre Bentley special was on scratch, and set off at a blistering pace in his attempts to catch the rest of the field, only to retire to the paddock on the first lap when a water hose failed. Eventual winner was Bruce Spollon, driving his 4¼-litre Bentley Special, from David Rolfe's near standard 4½-litre Bentley. Spollon had covered full distance, while Rolfe had had the benefit of two credit laps. The gap between them at the finish was less than two seconds, while third man, John Walker (3-litre Bentley) followed home one second later. A credit to the handicapper. The first Lagonda to finish was David Hine's attractive LG 45.

Race three was another 8-lap handicap, this time for "Allcomers". Again, the race was just about impossible to follow due to credit laps and mis-information from the commentator, who thought he could follow what was going on, but was no better than the rest of us. Again, the result must have pleased the man behind the figures, for the first three cars finished within less than 3 seconds of each other. First past the post was Alan Kennedy in his Morgan 4/4, followed by Steve Clayton (MGA) and M. Paul (Morgan +8). Both Charles Morgan and Bill Tuer, both Morgan men, deserve credit for really trying. Morgan in his +8 set fastest lap in his attempts to overhaul the field, coming close to spinning at Woodcote on a couple of occasions, while Tuer's diminutive, but exceedingly potent, three-wheeler kept the crowd



JOHN WALKER drifts his immaculate 3-litre Bentley around Woodcote during the race for Bentleys and Lagondas.

amused as it weaved through the heavier metal, only to lose many places after a brief stop for essential adjustments at Becketts.

The 8-lap scratch race for T type MGs went to Ron Gammons' TF, with Gerry Brown (TC) and P. Cresswell in another TC coming second and third. Gammons led from pole position and was never challenged throughout the race. Event 5, sponsored by Pace Petroleum, was designed to reproduce the inter-marque contest which took place at the BDC's first Silverstone meeting when 3-litre Bentleys and 3-litre Sunbeams raced in one class, 4½-litre Bentleys and 30/98 Vauxhalls in another and Blower 4½, 6½-litre and 8-litre Bentleys and 38/250 Mercedes raced in a third. Sadly, the only entries received for this race were Bentleys, and some of these could hardly have been envisaged by W.O. Once again, it was a difficult race to follow, being of 8 laps on handicap with some competitors receiving one, two or even three credit laps. Gordon Russell took advantage of the 30-second start he had been given over Harvey Hine in David Llewellyn's 3/8-litre Bentley to carve his way past the slower cars to finish in fourth place, setting fastest lap in the process. Nick Lees driving his father's 4½ Bentley finished third after a two lap advantage, while Fuad Majzub took the Pacey-Hassan to second place from a one lap start. Winner, off two laps, was John Walker in his beautifully turned-out 3-litre Bentley tourer, who really tried throughout the whole race and thoroughly deserved his success.

After another handicap race, won by John Freeman's pre-war Aston Martin Spa Special from N. Stechman's +4 Morgan in what must have been the closest finish of the day, both cars being given identical race times, with John Smith (Morgan +4) following home third only three seconds behind, came the 10-lap scratch race for Morgans. Rob Wells in his heavily modified +8 was on pole position, and led the race from start to finish, pulling out an ever increasing lead from Charles Morgan and Graham Bryant who had a race long duel for second place in their +8s. Browning demonstrated a novel method of finishing by crossing the line backwards in sixth place. His +8 had got out of line at Woodcote, and it looked as if he had done an excellent job of correcting the oversteer when the car flicked the other way to spin through 180°, eventually coming off on the grass well down the pit-straight.

The rain and a compulsory pit stop for a wheel-change added to the complications for the 10-lap scratch race for Bentleys of all ages. Tactics played an important part in this event. Bentall being the only competitor choosing to come in after the first lap, thinking he would then have a clear run for the remainder of the race, but he was foiled by the five-stud wheel fixing of his Mk. VI special which made for a relatively lengthy stop. Tim Llewellyn, on the other hand, had everything really well sorted out, making by far the quickest stop, taking advantage of the knock-off wheels of a Vintage Bentley axle, enabling him to take the race. Peter Morley in the enormous 24-litre Napier Bentley provided much entertainment in his vain attempts to transmit power to the damp track, finishing third behind Bentall.

The most exciting race of the day was the 8-lap scratch race for three-wheeled Morgans and MGAs and Bs. Bill Nicholson (MG) led from pole, but was nudged at the end of the first lap by the MGA of Roy McCarthy, both cars spinning off, and losing many places. Nicholson obviously resented this and simply flew away, McCarthy hot on his heels, to take the lead again at the end of lap four. Richard Hutton joined the battle, he and McCarthy fighting hard for second place throughout the remainder of the race, the decision going to Hutton by 0.1 sec.

The 8-lap handicap race for Vintage and PVT sports cars was another complicated-to-follow event, with credit laps and a couple of cars which should not have been in the race at all — P. A. Jackson's Frazer Nash was post-war and although an MG TB is PV I didn't think it is accepted as a PVT — eventual winner was Laurie Merriott in his smart black Alvis Speed 20 followed by Dowle's Bentley Special and Parker's Bentley-Royce (a 4½ Bentley equipped with a 7½-litre Phantom III engine).

The final race of the day was another walk-over for Rob Wells in his extremely fast +8 Morgan. He pulled out a full half-minute over second placed man, Nick Green (AC Cobra) in just 10-laps. A long way behind, Morgan and Bryant renewed their dice of the Morgan race, Morgan again pipping Bryant. Thus ended another friendly, informal Bentley Drivers Club visit to Silverstone. — P.H.J.W.

Hillclimb

AS we had to go to press before the final round of the Hill Climb Championship, the final review of the year will be held over until the November issue. Meanwhile, we can report that James Thomson has clinched the Championship after a record breaking run at Prescott on September 6th, beating Alister Douglas-Osborn at Wiscombe the following weekend.

Talbot Tagora

ALTHOUGH motoring historians make play with the variants of the Talbot name, which has been applied to widely differing cars, we must try to look at the present car bearing this title in its own right, as a product of the Chrysler Europe / Peugeot AS combination, although I confess it is confusing; the test car apparently came from Whitley, Coventry but had a label on its windscreen saying it had been made in France.

No matter; what you have is a spacious, 4-door, booted saloon with a simple, conventional engine driving the rear wheels through a five-speed gearbox. The rest of the car has a Peugeot flavour, from its rack-and-pinion power steering to its all-round-independent coil spring suspension and disc/drum servo-assisted braking. The result is an uncomplicated, medium-to-large-size, family conveyance, slightly smaller than the Peugeot 604 but available with the more powerful version of the V6-cylinder power unit used also by Renault, or a 2.3-litre turbo-charged diesel engine. The car I tried had yet another power option, the 2,155 c.c. (91.7 x 81.6 mm. bore and stroke), four-cylinder in-line engine, which has a single chain-driven overhead camshaft and is carburetted with a 32/35 TM/MA twin-choke Solex, and has transistorised electronic ignition. This gives the five-bearing engine 113 (DIN) b.h.p. at 5,400 r.p.m. and 133 ft.-lb. torque at 3,200 r.p.m. and is marked on the tachometer to run safely up to 6,250 r.p.m., which the handbook says must never be exceeded. There is thus adequate but not sparkling performance.

The first impression of this Talbot Tagora was that it was not *quite* so sure-footed, not *quite* so quiet, not *quite* so comfortable as the (more expensive) Rover 3500 with which I am more accustomed, and naturally has nothing like the acceleration. Yet on further long day journeys I found that I enjoyed the easy running and effortless control of this Tagora. It is the sort of unassuming car you don't feel you have to necessarily drive brilliantly or fast all the time, which makes for untiring touring. The acceleration is in the order of 0-60 m.p.h. in 11½ sec. through the gears, which is rather leisurely, not being a match for the Rover 2300 for instance, but on the road it seems enough, in normal motoring, if good use is made of the gears and throttle.

In this context, it has to be remembered that the Tagora is commendably thrifty of petrol. I was surprised to find that even when pressing on



THE Tagora, standing on an historic track — see page 1402

it bettered 30 m.p.g., if the fifth gear was used liberally, and overall fuel consumption was 29.6 m.p.g. This is also a car with a commendable fuel capacity (15.4 gallons) so here you have a range of well over 400 miles — so useful! This in spite of the fact that the instruction book asks you not to brim the tank, which has a flap-covered, but unlockable, filler-cap.

The controls function well. The GLS has the four-dial (Veglia) instrument panel before the driver, comprising tachometer, speedometer (which is ridiculously optimistic, with its odometer 7% over-reading), heat and fuel gauges, the latter decently steady-reading, and all easy to read. Above these is a row of nine warning-light windows, the last one blank, as it is a "choke-in-use" light not applicable to the auto-choke, which, by the way, starts a cold engine promptly. To the right of this panel is a smaller one, carrying the switches for rear fog-lamp, front fog-lamps, rear window heater and hazard-warning and it also incorporates a rheostat to quell panel lighting.

There are triple steering-column stalks, the awkwardly-placed short l.h. one working too-eager-to-cancel turn-indicators. There is a means of winding the headlamps into any of eight beam-levels, but the knob came off in my hand — a pity, as although the main beam from the combined circular and rectangular lamps was excellent, dip was lethal.

To the left of the main instrument panel is the Test panel of seven big warning-lights that come on before the engine is started, or can be used at random, giving rather a pin-table effect, in which some of the other warning-lights join, but the reassuring aspect of which is bound to become popular, I suppose. The test-car had a Jaeger digital clock but not the trip computer, which I find is a distraction anyway, and it was fitted with those Goodyear Grand Prix "S" tyres (175 x 14) which that policeman advertises, so I knew that had it rained I would have been able to stop all right in an emergency. . . .

Creature comforts include electric front windows, their switches well placed on the front doors, central door-locking, velour-upholstered seats, open rigid front door pockets, two remote-adjustable (but employing twin knurled knobs) door-mirrors, stereo-radio, with roof aerial, map-lamp, etc. The heater/ventilation uses four unusual press-button selectors but the throughput of cool air is very inadequate, and the 3-speed fan too noisy. Even with it on the first, acceptable, notch we spent a summer day in some discomfort, as you can get cool air from the base of the screen or the many adjustable fascia vents, but not from both together. That was the most regrettable feature of the Tagora.

Otherwise, this is a good car for family motoring. The suspension is slightly on the hard side but the comfort factor is high, cornering secure at speed, with little roll and slight tyre-scrub only on fast tight bends. The steering is neither too light, nor heavy, but somewhat indecisive around the straight-ahead position. The stubby gear lever controls a smooth, pleasant-functioning gearbox, so that although its lateral movements are short, only clumsiness can cause top to be selected instead of second gear, the right-hand side of the gate taking fifth and reverse locations. At 3,000 r.p.m. the road-speed in 5th is a lazy 67½ m.p.h. and the engine will pull away from low speeds in this ratio. There was a trace of transmission snatch at times.

The body is conventionally styled, but the big screen is well raked, the pillars obstructing vision at some types of road junction. The steering wheel is single-spoked, with a thick rim, the wide interior screen-cill is in light, plasticky finish, not quite in keeping with a quality car, and as a shelf its lip is inadequate. The clutch is smooth and quite light. The drop-cubby well is too small and difficult to shut even if only the instruction books are stored in it, but it can be locked. The big boot is unobstructed and its lid can be opened without using the key, but the too-stiff bonnet release is on the left, the heavy bonnet-lid has to be propped up, and the dip-stick is well buried. It is hardly necessary to remark that no oil was required (in more than 1,200 enjoyable miles).

To sum up, the Talbot Tagora is a usefully effortless, uncomplicated, simple-to-drive and very comfortable car, with a commanding driving position reminiscent of a BMW, and it is notably sparing of petrol in 2.2-litre form. The price is £9,072 and an Automatic-transmission version costs £9,557. — W.B.

Tourist Trophy

Silverstone September 12/13th

THE Mazda RX7 of Tom Walkinshaw and Chuck Nicholson overcame the might of BMW's challenge from Helmut Kelleners and Umberto Grano, in the Tourist Trophy at Silverstone on September 13th.

Kelleners / Grano had put their BMW 635 CSi on pole position for the 107 lap, 500 km. race, with the Walkinshaw / Nicholson Mazda alongside. From the start, Kelleners immediately disappeared into the distance with a huge lead which neither Nicholson, the mighty Chevrolet Camaro of Italian ladies Lella Lombardi / Anna Cambiaghi, nor the second Mazda of Fritz Muller / Heinz Kuhn-Weiss could do anything about.

The Camaro made a couple of early pit-stops to fasten loose plug leads but continued for only another few miles thereafter before retiring with engine failure. Dieter Quester's BMW 320i, which he was sharing with Dieter Kindlmann, made a good start to lie in seventh place behind the Gp 2 Capri of German Gp 5 contender Klaus Niedwiedz, but collided with an innocent Skoda which both drivers were trying to lap at the same time. Quester had to complete a whole lap with a punctured rear tyre, but after his stop tigered up through the field again before handing over to Kindlmann. The less experienced Austrian promptly parked the BMW in the catch fences shortly before the finish, but it had completed sufficient mileage to be classified in fifth place.

Kelleners brought the leading BMW into the pits first, with Grano taking over the refuelled car with a still comfortable lead. After Nicholson's sterling drive, Walkinshaw took the Mazda back into the fray, and almost straight away began to eat into Grano's lead. Lapping almost two seconds a lap quicker than the BMW, the Mazda closed inexorably upon the Enny-sponsored car which was now suffering from an audibly-slipping clutch. Just miles from home, Walkinshaw swept into the lead under the *Daily Express* bridge and immediately backed-off to conserve the oil-starved engine. The two cars crossed the line five seconds apart after over three hours of racing, followed by the Gp 1 winning Capri of Gordon Spice / Andy Rouse, and the fourth placed Capri of Vince Woodman / Jonathan Buncombe. Behind the Quester BMW, Kuhn-Weiss brought the other Mazda RX7 into sixth place, with the Audi 80 of Richard Lloyd and Marlboro F3 Championship leader Jonathan Palmer, seventh.

After a reliable run to fourth place, Italians Enzo Calderari / Marco Vanoli were excluded when their BMW 320i was found to be fractionally too wide across the rear. — A.C.M.

Around and About

Avon Racing Tyres

WHEN Goodyear pulled out of Formula One at the end of last year, and Michelin only guaranteed to supply racing tyres to everyone until the European season started, the future looked bleak. For some time now a firm known as International Race Tire Service Ltd. (IRTS), which is comprised of racing tyre people from the old Firestone racing division, the disbanded Goodyear racing division and M&H tyres, have been looking after the distribution of Goodyear racing tyres. On their staff they have a number of qualified tyre engineers and they made a deal with Avon Tyres Ltd. of Melksham, Wiltshire, to set up a racing-tyre division within that company's factory and using that company's production knowledge and facilities. Within 100 days they produced their first Formula 1 racing tyres from scratch and supplied the Fittipaldi team for the San Marino Grand Prix on May 3rd. At the recent Dutch GP five cars were running on Avon/IRTS tyres and all five made the starting grid, and four were classified at the finish of the race.

We recently visited the Melksham factory to have a look round the racing tyre plant and absorb some of the problems involved in making racing tyres. Although a racing tyre is described as being "made by hand", this is far from the truth, for this "hand making" involves a lot of machinery and equipment. Some of it has been taken from production tyre plant and modified to the needs of the wide racing tyre, while the tread-producing machine and the moulds in which the tyres are formed are particular to racing tyres, each size needing its own mould. Raw materials for the carcass are manufactured in the production Avon plant, but from then on it is all specialised machinery for the racing tyres, the "hand making" part being the building up of the carcass and the application of the tread, which is where the skill comes in. The resultant rubber tube is then put into the two-piece steel mould where it is pressed into shape and cured.

The whole deal between IRTS and Avon was essentially a business one, with profit as the end result so that the racing tyre plant has been formed to produce racing tyres for Formula 1, Formula 3 and tarmac Hot Rod racing, while already plans are under way to move into Formula 2. IRTS have a world-wide network of dealers and while the major interest is the appearance of Avon in Formula 1, the Melksham built tyres are being supplied as far away as South America and Australia for other forms of racing. In round figures a set of Formula 1 tyres, two front and two rear, costs around £500 and a set of Formula 3 tyres around £320.

This joint effort, in which Avon and IRTS have an equal involvement seems to be progressing well and they are delighted with the progress since that first appearance on May 3rd. In the British GP the Avon-shod ATS of Borgudd finished sixth, in the German GP Cheever's Avon-shod Tyrrell finished fifth, in Austria all the Avon-shod cars qualified, and again in the Dutch GP where Salazar finished sixth with the Avon-shod Ensign.

The design of the tyres, as regard racing circuit and racing car requirements, stems from the people in IRTS who learnt their trade with Firestone and Goodyear, and the workforce and knowledge to produce the fabric and rubber and manufacture the finished article comes from Avon. Obviously the two overlap and integrate and the whole affair comes as a refreshing example of private enterprise spearheaded by Mr. A. K. Mitchard, Chairman of Avon Tyres and Monsieur Jean Mosnier of IRTS. Their task is not an easy one in Formula 1 for there are now four tyre companies involved, Michelin, Goodyear, Pirelli and Avon, but as an all-British enterprise we wish them well.



TO CELEBRATE the 20th anniversary of his World Championship-winning season, Phil Hill recently visited the Ferrari collection of wealthy French enthusiast Pierre Bardinon. Here he is seen driving a Testa Rossa V12 sports car on Bardinon's private circuit.

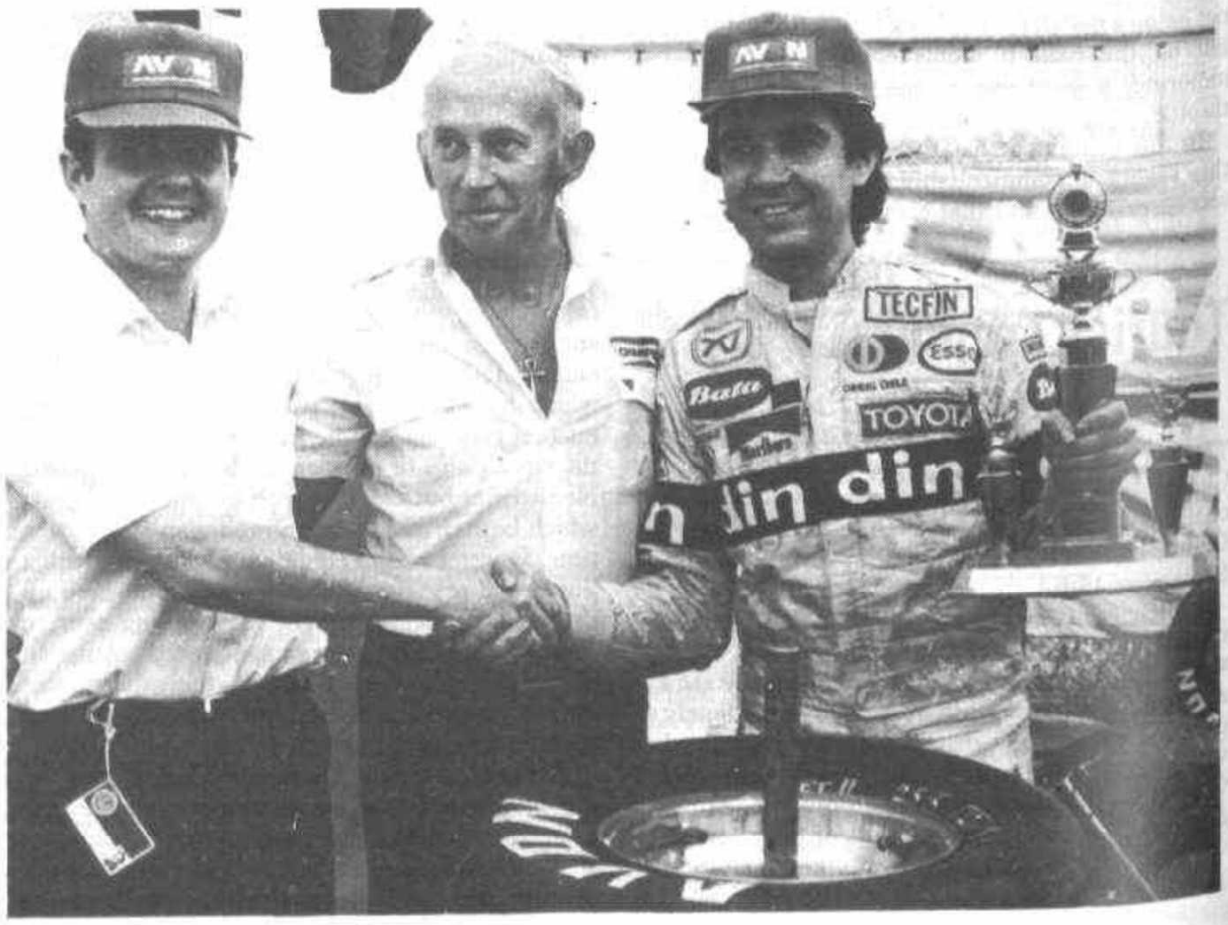
Lauda to return?

TWICE World Champion Niki Lauda made a return to the cockpit recently when he tried a McLaren MP4 at Donington Park during the week following the Italian Grand Prix. Lauda is giving consideration to the idea of returning to F1 next year. He retired after first practice at the 1979 Canadian Grand Prix after deciding he had "lost interest".

A useful gadget . . .

ANYONE who has changed brake slave-cylinders knows how easy it is to allow the brake fluid to dribble out of the disconnected hose — polythene bags under the filler cap stem the flow, but are never really satisfactory. Thus a remarkably simple device marketed by L. G. Motors of Tollgate Garage, Keston, Kent and called the "Klam-Klip" will prove invaluable both to the professional mechanic and to the home maintenance man. It is designed to clamp flexible brake hoses to prevent fluid loss when renewing slave cylinders and has the secondary application of preventing the pistons popping out when replacing linings or pads. Since it is designed specially for the job with suitably rounded jaws, it cannot damage the hose in the way other grips might. The Klam-Klip costs £3.75, inc. VAT, plus 50p p&p.

AS A PLEASANT acknowledgement of Eliseo Salazar's effort in scoring a World Championship point on Avon tyres in the recent Dutch Grand Prix the Chilean driver was presented with this special trophy by Avon at Monza, the following race. Here Jean Mosnier (left) of International Race Tyre Services, the company which distributes the tyres, shakes hands with Salazar while Ensign team chief Morris Nunn looks on with an appreciative smile.



Renault Rumblings

IT was a motoring lesson, of sorts. Two visits to France in the space of a week to drive two very different cars from the same source. The first trip was to reacquaint ourselves with the fascinating mid-engined Renault 5 Turbo, the second to sample the Regie's new three-box medium sized saloon. The former provides a road going link with Renault's efforts in Grand Prix racing, the latter a foothold in a section of the European medium sized "three box" car market with its projected sales of three million plus next year.

Announced last June, the Renault 5 Turbo is in many ways a motoring flag ship for the company. Built to provide the organisation with a chance of success on world rallies it has taken rather a back seat whilst the F1 crown is still out of Renault's grasp. However, as if to prove a point, the factory did appear with the 5 Turbo on the Monte Carlo Rally this year and took outright victory in rallying's promotional jewel.

As for the new Renault 9, it may be conventional but it does provide the wherewithal for any future projects of a similar ilk to the 5 Turbo. However, in itself the front-wheel drive saloon marks new ground for France's leading manufacturer. Surprisingly, it is the first time Renault has utilised a transverse engine / gearbox lay-out. Such a scheme was first mooted more than 20 years ago for the Renault 4, but was dropped on technical grounds.

It is however a sad sign of the times that during our pre-launch test not a single person gave the R9 a second glance. Even for such noted *avant garde* designers as Renault, styling is gradually becoming more restrained. Indeed the model has something of a Peugeot rear and an Alfa Romeo front, so there is certainly a cosmopolitan look about the whole appearance.

If it hadn't been for our Turbo experiences the previous weekend we could have thought that France had accepted the philosophy that the motor car is simply a mode of transport offering nothing more than a means of getting from A to B in your own time without the company of strangers. Fortunately, the ugly duckling Renault 5 Turbo dispelled such thoughts. With its bulging rear wheel arches — they protrude by more than eight inches — mass of aerodynamic aids, garish foot high "Turbo" letters on the doors, this hybrid stopped Frenchmen, young and old, in their tracks. Whether they were smiling at the audacity of this 124 mph projectile or being filled with feelings of Gallic pride we don't know, but they certainly new exactly what the car was all about. Something as unusual as the 5 Turbo can do as much for a company's image as a thousand launches of Euroboxes . . . however, not everyone can live with such impracticabilities.

Strictly a two seater, this mid-engined car has a large, carpeted box where the rear seat used to be. Underneath a mass of sound-deadening and heat absorbing materials nestles a 1,397 c.c. Bosch K-Jetronic fuel injected, Garrett turbocharged four cylinder engine pumping out 160 b.h.p. at 6,000 r.p.m. With a kerb weight of 2,137 lbs. performance is quite amazing. Sixty miles an hour is reached in around 6.5s, the standing quarter mile covered in 15s. However, with little or no power below 3,000 r.p.m. you have to work the five-speed gearbox hard. It was therefore a relief to discover that since our initial drive last year, Renault have put a lot of work into improving a pudding of a change into a silky smooth unit which was a joy. There is, incidentally, an ignition cut-out at just over 6,000 r.p.m., and very necessary it was too. In every gear — including fifth! — we had cause to thank its intervention.



THE pleasant, but unexciting lines of the new Renault 9.

Despite the close proximity of the engine, the interior is largely free from mechanical noises and grumbles and the occupants are able to relax (well, almost) in what is a surprisingly high level of trim and fitting. No stripped down rally special this! The seats are a revelation and despite no rake adjustment are extremely comfortable and hold one firmly during the high-speed cornering which the car encourages.

There is little or no room for luggage, two small compartments aft of the engine are the only concession to such needs. Under the bonnet itself there are air cooling pipes and the spare wheel which take up the space vacated by the engine on a normal R5.

Independent double-wishbone suspension at all corners, plus fat Michelin TRX tyres on 5.3" front wheels and 7.7" rear rims, naturally produces high standards of handling and road-holding. In the dry the handling is virtually neutral, one detecting just a trace of understeer when trying stupidly hard. It is just like driving a somewhat civilised kart, and like a kart there is no ride to talk about. You leap from undulation to undulation. As far as wet weather handling is concerned it is best to execute extreme caution. The pronounced turbo lag below 3,000 r.p.m. can result in a sudden lump of power at highly inopportune moments, understeer suddenly snapping into a full blooded opposite lock slide.

The Renault 5 Turbo as an everyday vehicle is essentially a fun car, and although one would hate to be faced with a major mechanical problem it does appear to be reliable and surprisingly economical. During our weekend we averaged 23.3 m.p.g., and as you can imagine we didn't dawdle often. There are no plans to bring it into the UK, and judgng by the production plaque on the test car (no. 1204), sales have gone well. Price is around £12,300 and production should now be running at around 1,000 units a year.

Production of the Renault 9 is currently around 1,000 units a day! It can be doubled if the projected assault on the North American market goes according to plan with a derivative of the European model. In Europe there are no less than ten models, but for the UK there are eight, including a yet to be seen automatic. Starting with the basic 9C with its 47.5 b.h.p. 1,108 c.c. engine, the UK range moves up through the more luxuriously appointed TL, GTL and TLE models with single choke 1,397 c.c. power unit (rated at 60 b.h.p. at 5,250 r.p.m.) to the top of the range GTS and TSE which have 72 b.h.p. available thanks to a twin choke carburetter on the 1.4-litre unit. A five speed gearbox — the best of any mass produced Renault in terms of action — is standard for the TL upwards.

The engine uses the block and main rotating parts from the Renault 5 and smaller capacity 18 models, but the cylinder head is new and combustion chambers have been re-shaped to improve gas flow. The camshaft has also been modified to reduce overlap. The result is a nice, free revving engine in both sizes, the 1.1-litre having an 86 m.p.h. maximum, the single choke 1.4 93 m.p.h. and the twin choke 99 m.p.h.

The Renault 9 is a pleasant car. It rides nicely without the usual Renault roll (suspension is idependent all-round), and the steering is light yet refreshingly positive. Renault make great claims for economy, and we ourselves managed more than 36 m.p.g. with the single choke 1.4-litre model.

There were no price details when we went to press, but it is going to be very competitive compared with the VW Jetta, Ford Escort or Fiat Ritmo. Renault should grab a large slice of the market with the 9 range, but it is sad to note a lack of the Gallic charm we've come to expect. We don't consider an apparent sales gimmick of front seats which have a rocking chair type action Gallic charm, more mid-summer flights of fancy.

M.R.G.

RENAULT TAILPIECE — the 5 Turbo looks aggressively purposeful from every angle.



RALLY REVIEW

The Rally of the Thousand Lakes

DULL indeed would be the World Rally Championship if each event conformed to the standardisation which FISA seems bent on imposing. Fortunately, Paris may influence procedure and regulations but it has no control over Mother Nature and, after all, the character of any rally is determined largely by geography.

Sweden has its frozen roads and rivers, Kenya its bush tracks, floods and adventure element, and Greece its dust, heat and uncommonly abrasive rock. Finland, too, has a rallying character which no other country can copy, all the result of roadmakers' techniques in the past, when tracks were made over the hills and into the dips rather than through cuttings and along embankments.

The reason for this was the need to keep frost damage to a minimum, for natural ground withstands the extremes of Summer and Winter temperatures far better than ground made up by man. This, too, is the reason for Finland's abundance of dirt roads, for they are far more easily maintained and repaired than tarmac roads which, at the coming of each Spring thaw, display the eruptions and indentations caused by surface and foundation movement under the influence of forty or so degrees of Winter frost.

The dirt roads are well founded and certainly do not break up as readily as the much softer and more hastily made murram roads of East Africa. Indeed, after grading they are often sprayed with a bonding compound and the result is a surface which, when dry, can be as smooth as tarmac and only slightly less so when wet.

One would imagine, then, that cars intended for the Rally of the Thousand Lakes would be built with low suspensions and would more resemble cars for tarmac rallies than those for forest stages. But that isn't the case at all. Due to those endless steep crests and dips suspensions take an enormous pounding and must be made to withstand the constant crashing of violent landings after brows and the heavy compressions which occur at the bottom of every dip.

Cars take to the air so often that it has become common practice to refer to their "jumping ability". If a model has never been rallied before in Finland it will invariably be put through rigorous test sessions to improve its handling through extremes of suspension movement during jumping and landing, and to strengthen parts which are prone to breakage on violent recontact with the ground. This includes nuts and bolts which may loosen, electrical contacts which may come apart, spare wheel stowages which might break and countless other components which could succumb to violence and vibration.

Its actual surfaces may be smooth, but the Rally of the Thousand Lakes is nevertheless an event in which strength and reliability are of paramount importance.

The risk factor usually produces a high retirement rate, partly because mechanical components fail and partly because drivers contantly strive so much to stay on the absolute limit of adhesion that they often exceed it, usually when suspensions are fully extended and cars are "light" on their wheels.

This year things were different. Following a very wet Summer, almost constant rain in August soaked the countryside, raised the level of the lakes and lowered that adhesion limit even further. Surfaces were wet and slimy with a thin layer of mud and predictions were that many would go off the road. Surprisingly, very few did, and one can only put this down to a high degree of caution resulting from the slippery going.

Adhesion with the road is tenuous enough at the best of times. On wet, slippery roads it becomes the most slender and flimsy of commodities and most drivers took slighter fewer chances in order not to risk leaving the road.

Skill is always a necessary ingredient for success in any event, but in Finland drivers need to have a little extra bravery and determination — call it rashness and hoping for the best, if you will — to succeed in one of the most furiously fast events in the calendar. They don't actually close their eyes and pray that they'll stay on the road, but it certainly looks that way on occasions!

Starting cautiously to weigh up the opposition may pay off on some long distance events but it is by no means successful strategy in Finland. The stage distance is comparatively small and winning margins usually reflect this, so the time to begin building up seconds is right from the start.

Entries for the Rally of the Thousand Lakes, which took place during the last weekend of August, based at the Central Finland town of Jyväskylä, were of a very high order indeed, and among the 146 starters there were professional outfits representing no less than fourteen makes — Fiat, Ford, Talbot, Audi, Porsche, Opel Datsun, Toyota, Mitsubishi, Lada, Moskvich, Polonez, Wartburg and Trabant.

Most drivers had spent the two weeks prior to the rally indulging in intensive practice, not at rally speeds, for that was forbidden and strictly policed, but constantly driving over the special stages in order to commit as much to memory as possible, this to supplement their pace notes rather than replace them, of course.

After the first handful of special stages it was Mikkola in his four-wheel-drive Quattro who emerged the leader, but the margin was very small and both Alén's Fiat 131 Abarth and Vatanen's Escort were not far behind. Others keeping close behind were Toivonen in his Talbot Sunbeam Lotus and Salonen in his Datsun Violet.

At the end of the fourth special stage there was a tragic accident which resulted in the death of Raul Falin, President of the Finnish Automobile Sports Federation and the man who, some twenty years ago, persuaded the management at Abingdon to provide a works Mini on loan to one Timo Mäkinen.

Mr. Falin and other officials were standing near the "Stop" control when over the crest before it came the Audi Quattro of Franz Wittmann. The car was unable to stop in time and struck the vehicle which was being used to house the control equipment. After having his times marked on his card, Wittman drove off, somewhat angry that a control should have been so crowded, and it was not until much later that he was told that his car had also struck an official who had since died.

The incident was tragic enough in itself, but when accusations began flying around, especially at a press conference which rather turned itself into an impromptu trial, it produced a most distasteful sequel. However, when police had investigated the incident and visited the scene they returned Wittman's passport and he left for home, exonerated. To put the record straight, he was never in custody, nor were there rumours to that effect.

When the Audi team learned of Mr. Falin's death, Wittman's car was immediately withdrawn from the rally, and there was absolutely no need for the rally jury to announce his exclusion for "dangerous driving". This was a most presumptuous and unfounded allegation which most certainly ought not to have been made.

Alén lost an amazingly short time in a quick roll which robbed him of his screen and dented the bodywork slightly, whilst the Talbot people began to regret having left their softest tyres back at Jyväskylä. In those wet conditions, soft rubber provided the best grip, but since firm and abrasive rock was only just beneath the surface, it was only really worth using on the short stages. On the longer ones the wear rate destroyed the effectiveness of the soft rubber and increased the likelihood of punctures.

Mikkola was leading at halfway, but only by 23 seconds and he knew that the second half could change everything. His Quattro had been misfiring badly and although there was no hint whatsoever that anything was amiss, lest the opposition be forewarned, Audi mechanics were preparing for a camshaft change soon after the restart to rectify the problem caused by worn cam followers.

This was done, but at considerable loss of time. Mikkola was 26 minutes late at the next control and, at the road section rate of ten seconds per minute, that amounted to 4 min. 20 sec. which dropped the leader down the list. Worse, he then had many cars ahead of him, and on chopped surfaces covered by scattered gravel he found it hard to make up the loss.

The Mitsubishi Lancers, tackling their second World Championship event as turbocharged cars, were not really breaking any records. Kullang, a Swede, was putting up better times than his Finnish team-mates but a broken by-pass pipe on the turbocharger cost him dearly and he dropped out of the first ten.

Toyota, too, was not enjoying the best of events. Waldegård was the highest placed, at ninth, but Finnish team-mate Rainio came to a very sudden stop when, indulging in the practice of "ditch-hooking", or taking a tight line on a bend so that the inside wheels would be over the lip of the ditch so as to make use of the additional camber, he had the misfortune to hit a rock. The car was thrown into the air, across the road and headlong into a tree on the other side.

Toivonen's performance was important for Talbot since they were, and still are, leading the manufacturers' category of the World Championship. His team-mate Frequelin is currently the leading driver, but Talbot did not send him to Finland.

Ten stages from the end, whilst in third place, Toivonen crossed a finishing line and promptly stopped with a defunct distributor. Service cars were not allowed there, but a radio call brought a mechanic, clutching tools and a new distributor, sprinting some two kilometres to his aid.

The distributor was changed, but when the cap was fitted one of its two clips was found to be minus a pivot pin. The clip twanged free and vanished, but the engine nevertheless fired and Toivonen drove cautiously those few kilometres to the service point. Alas, instead of having a new clip fitted his distributor cap was just circled by an elastic band.

On the very next stage that piece of elastic gave way, the cap loosened and the rotor arm was damaged. A whole chunk of time was lost and when Toivonen struggled off the stage having made a makeshift repair and fitted a spare rotor, his team manager told him that there was no point in carrying on. Talbot honours were then upheld by Stig Blomqvist, who now drives for Talbot

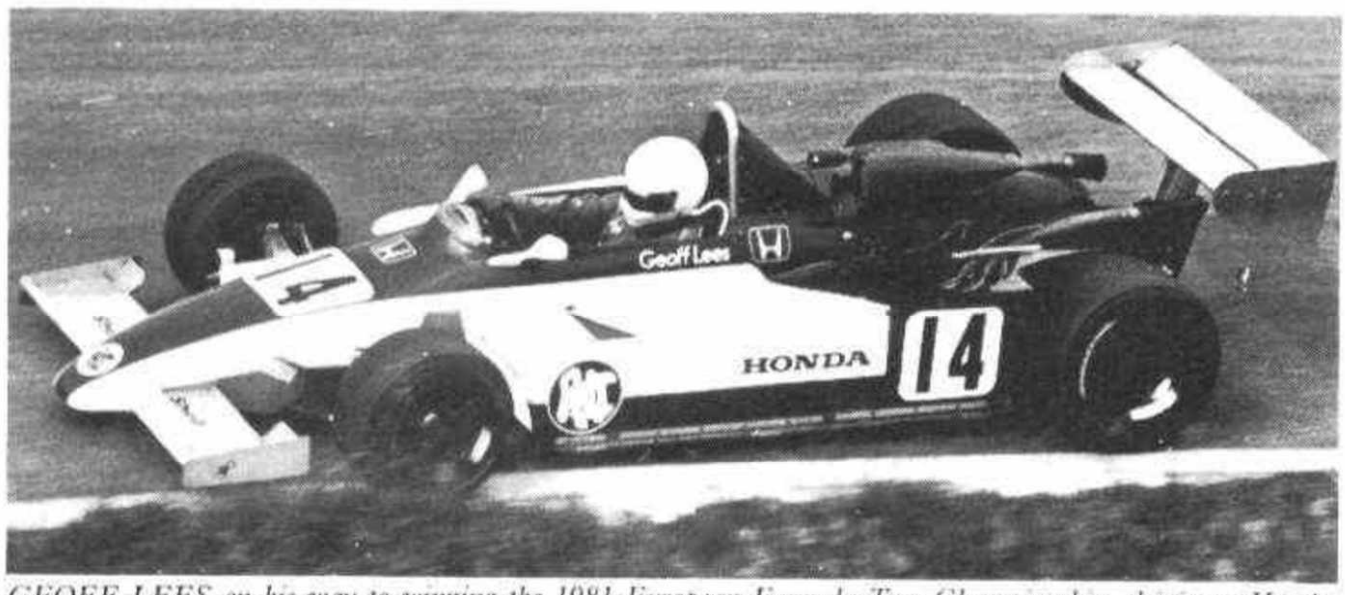
FORMULA 2 REVIEW

GEOFF LEES is the new European Formula Two Champion. Lees clinched the title in early September at the penultimate round of the series at Misano in Italy with a safe second place, following strong victories at Spa Francorchamps in Belgium (reported in the last issue) and at Donington Park. Of course, the Ralt-Honda driver would have liked to have taken the title with a hat trick of wins but a gear selection problem put paid to that. Nevertheless, no-one can accuse him of driving for points over the balance of the season — he is the only driver to have won three Formula Two races in Europe this season.

Lees is the third British driver to have won the European Formula Two Championship since its instigation in 1967. Mike Hailwood (in 1972) and Brian Henton (last year) were the previous British victors. Traditionally, the holder has gone on to achieve much in the Grand Prix sphere but winning the title is, in itself, no passport to Formula One. Lees drove for the uncompetitive Shadow team on a number of occasions last year but now finds the door back into Grand Prix racing firmly closed on him — unless he can find some sponsorship backing. He had hoped that his relationship with Honda would continue into Formula One but it now seems unlikely that the Japanese giant will take the step up from Formula Two until 1983 at the earliest. If he returns to Formula Two, he cannot score points and will run the risk of damaging his reputation, so unless that elusive backer comes along it could be back to American racing for the former Can Am star.

Ralt will continue in Formula Two next year in conjunction with Honda and probably still with Bridgestone tyres. This season was the first for Bridgestone in Formula Two and it must take a good share of the credit for Lees' success. The Japanese firm also gave a big hand to March-BMW works driver Thierry Boutsen, who put up such a strong challenge for the title in his first year of Formula Two. John Wickham, Boutsen's Team Manager and Gordon Coppuck, the team engineer (an ex-McLaren designer) recently announced that they will be forming their own Formula Two team next year to run Coppuck designed, Honda powered "Spirit" cars next year. Like the Ralt-Honda team, the new Spirit-Honda equipe would very much like Boutsen next year . . .

Boutsen has a bright future. The only cloud on the horizon is the impossibility of finding a Formula One size budget in his native Belgium, but the talented Formula Two newcomer could well find a relatively easy path into Grand Prix racing, having rocketed from obscurity in less than three years. Boutsen, who came close to winning the European Formula Three Championship last year, didn't expect to do very well in the Formula Two Championship this year. This he expected to be his "learning year". But as it transpired, with two-thirds of the series run he was actually leading on points! Alas, his luck turned at Donington, where he got caught out on someone else's oil in practice and crashed, damaging his race car beyond immediate repair. He qualified seventh on the grid in the team spare and was able to make little progress in the race due to an unlucky tyre choice which eventually dropped him right out of the reckoning. That put him behind Lees in the title chase and at Misano his pole and early lead were to no avail. A gearbox problem dropped him out of the reckoning again and Lees was champion.



GEOFF LEES on his way to winning the 1981 European Formula Two Championship, driving a Honda engined Ralt.

Boutsen is now looking to preserve his runner-up position in the series at the last round, at Mantorp Park in Sweden. Boutsen's team-mate Corrado Fabi and Maurer-BMW works driver Eje Elgh are now both in a position to be able to steal second from Boutsen in Sweden. Boutsen has 34 points, the other pair 29 each. Fabi (who runs on Pirelli tyres) finished a strong second at Donington and was in second place at Misano, reeling in Lees at an impressive rate, when his engine failed. Fabi rarely fails to impress and his recent form is an indication that Pirelli has got over the worst of its problems.

The Maurer team made a strong comeback at Donington, Manfred Winkelhock taking pole (on M&H tyres) and Elgh sharing the front row with him (on Pirellis). However, the other member of the team at Donington, Roberto Guerrero, collided with Elgh at the start and not only eliminated himself but also damaged his team-mate's car. The Swede finished right out of the points, as he did again at Misano where he was off the really hot pace in qualifying and where he retired with brake failure in the race. Nevertheless, he threatens to finish his season with a win on home territory . . .

Guerrero looked destined for third at Misano but had to settle for fourth due to a last lap engine problem. Thackwell inherited third — another plucky finish for a driver who has yet to recover fully from early season injuries.

But in the eyes of the large crowd at Misano the glory all to belonged to Michele Alboreto, the excellent young Italian driver taking his first Formula Two win, and the first for the Minardi-BMW team. The Minardi-BMW-Pirelli combination really clicked at Misano and Alboreto used it to its best effect. Already a Tyrrell Grand Prix driver, he should have a bright future. British fans were denied the chance to see him in a Formula Two car at Donington due to the clashing Austrian Grand Prix.

One of the favourites with the crowd at Donington was Stefan Johansson, the reigning British Formula Three Champion and a real charger. Johansson took his Toleman-Hart to a plucky fourth at Donington and was even more impressive at Misano. Alas, an early pit stop for fresh tyres meant that his efforts went unrewarded.

Huub Rothengatter was likewise very quick at Misano, but again a pit stop wasted his efforts. Rothengatter switched his March-BMW to Japanese Dunlop tyres for the Misano race and found a great improvement. Next year, distributor Markus Hotz hopes to service three or four cars with the Japanese tyres. His own March-BMW was shod with Pirelli tyres at Donington and Misano, due to driver Johnny Cecotto's Pirelli contract, and finished sixth both times out. Cecotto has improved in leaps and bounds since the start of the season and approaches 1982 with great confidence.

Toleman-Hart privateer Jim Crawford has also boosted his self-confidence with a strong late season showing. Following a somewhat disappointing Donington, Crawford made a significant improvement to his chassis and ran very strongly at Misano. Only a fuel pick up problem cost him a points finish.

Richard Dallest picked up some useful points in Italy for fifth place. However, the AGS driver missed Donington due to a back injury. He took part in the initial practice session but then unexpectedly had to stand down. Luckily for him, British hopeful Tiff Needell had his overalls on hand and was drafted into the team, for which he posted a creditable performance. As Lees' performance should tell you, the British fighting spirit is very much alive in Formula Two these days. — I.M.B.

RALLY REVIEW — continued

Sweden. He scored eighth place, won the Group Two category and gave Talbot enough points to stay in the championship lead.

Vatanen's win puts him just six points behind Frequelin, and the Rothmans team has decided that he should tackle all three remaining rounds in an effort to become champion. Datsun is seven points behind Talbot, whilst Ford is another fifteen behind.

Ford has no team this year, but since Vatanen drives an Escort it could well be that the make will benefit from the activities of the private team. All three makes will be tackling the remaining rounds. — G.P.

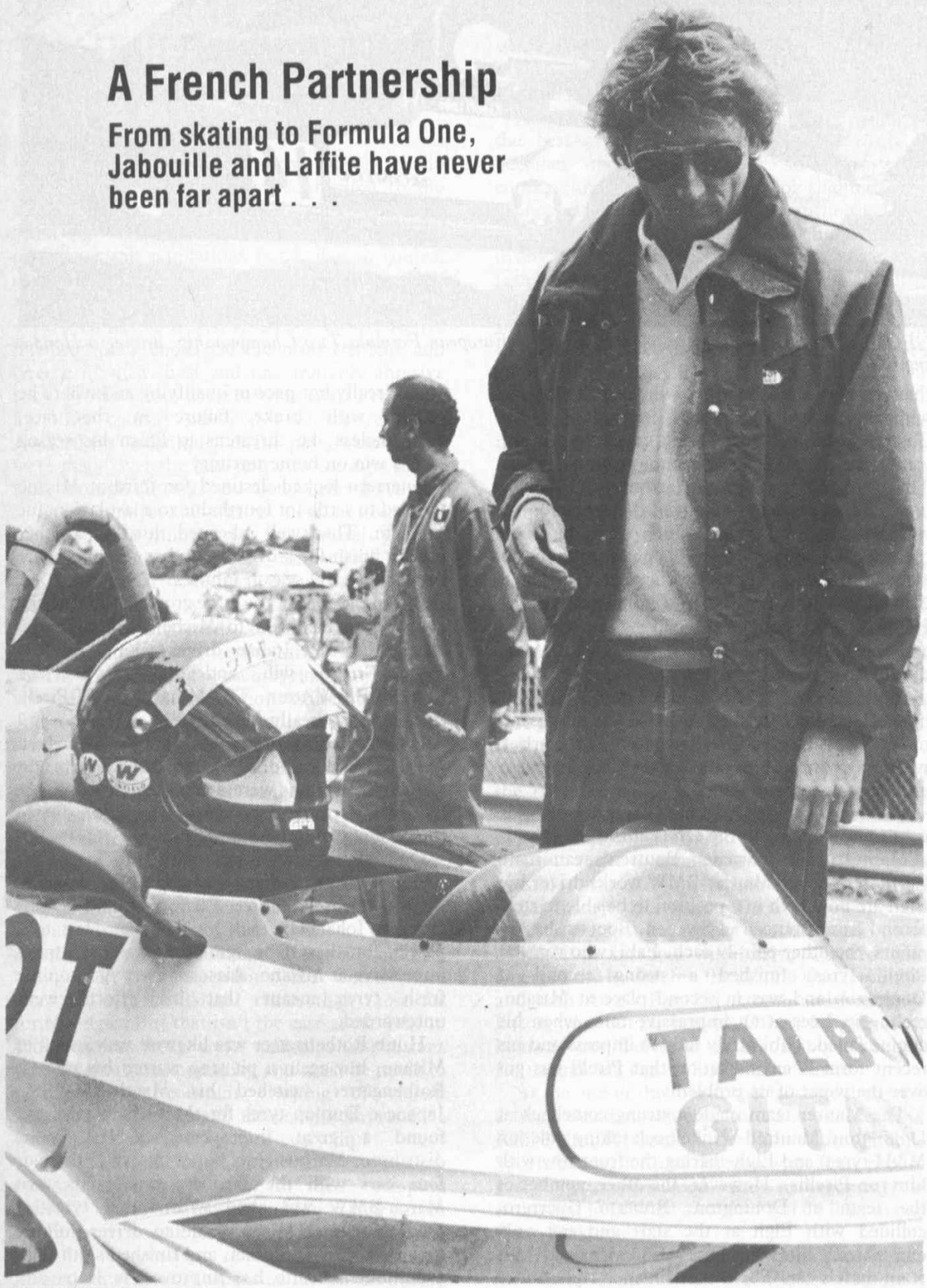
Results

1st	A. Vatanen/D. Richards (Ford Escort RS Gp 4)	4 hr. 07 min. 27 sec.
2nd	M. Alén/I. Kivimäki (Fiat 131 Abarth Gp 4)	4 hr. 08 min. 26 sec.
3rd	H. Mikkola/A. Hertz (Audi Quattro Gp 4)	4 hr. 10 min. 19 sec.
4th	T. Salonen/S. Harjanne (Datsun Violet GT Gp 4)	4 hr. 13 min. 26 sec.
5th	P. Airikkala/R. Virtanen (Ford Escort RS Gp 4)	4 hr. 15 min. 40 sec.
6th	B. Johansson/S-E. Andersson (Opel Ascona 400 Gp 4)	4 hr. 16 min. 18 sec.
7th	L. Lampi/P. Kuukkala (Ford Escort RS Gp 4)	4 hr. 16 min. 41 sec.
8th	S. Blomqvist/B. Cederberg (Talbot Sunbeam Lotus Gp 2)	4 hr. 19 min. 09 sec.
9th	B. Waldegård/H. Thorszelius (Toyota Celica GT Gp 4)	4 hr. 20 min. 27 sec.
10th	A. Laine/J. Piironen (Mitsubishi Lancer Turbo Gp 4)	4 hr. 24 min. 00 sec.

146 starters, 66 finishers

A French Partnership

From skating to Formula One, Jabouille and Laffite have never been far apart . . .



TWENTY-SIX YEARS ago two young French boys met at a roller skating rink in Paris. The elder was 12 years old, the younger 11. They both went into the Army to do their national service at more or less the same time, although admittedly they didn't serve together. They both began motor racing in the late 1960s. They married two girls who are sisters. And in the 1970s they rose to the status of Grand Prix winners, acknowledged as two of the best drivers France has produced. Today they work together in the Talbot Formula One team and, notwithstanding their years of rivalry, remain close and sympathetic friends. Their names are Jean-Pierre Jabouille and Jacques Laffite.

Ever since they've been old enough to drive, a burning enthusiasm for cars and motor racing has fired both Jabouille and Laffite. They were amongst that enthusiastic band of French youngsters who swept into racing during the 1960s thanks to the combined efforts of Matra and the Elf petroleum company. If one regards Jean-Pierre Beltoise and Henri Pescarolo as the pioneers of this "new wave" of French talent, then Jabouille and Laffite are very much second generation. They are a product of the great French motor renaissance of the 1960s which had its roots in General de Gaulle's enthusiasm for projecting France's image and achievement in the sporting, technical and business world. And today the position that these, and several other drivers, have achieved, testifies to the success of that renaissance.

Jabouille and Laffite were both born in Paris. Jean-Pierre confesses that "I always wanted to be a racing driver — *always*. I never thought about doing anything else!" Jacques, the fourth in a family of six children, initially tried to qualify as a lawyer with encouragement from his parents. When he decided that he would turn his hand to

IN practice for the French GP at Dijon, Laffite sits strapped into his Talbot JS17 attentively by brother-in-law Jean-Pierre J

motor racing his parents, who never so owned a car or showed any interest in d showed no enthusiasm for his decision.

It was 1966 when Jabouille started out club events with a Renault Gordini saloon trailed round the circuits with him, he prepare it, and when Jean-Pierre gradua Formula Three with a Matra the follow Laffite took over the role of his mechani did all the French Championships toget they fell out after the race at Nogaro. recounts the story with a wide grin: "Jea told me that we were going to the Mo hillclimb the following weekend. But I w go off and see my girlfriend Bernadette i We had an argument and I quit as his me What the long-term effects on their caree have been if they *hadn't* had that argu difficult to say. Anyway, Jacques wanted a go" in the Matra and Jabouillê wouldn't So Laffite went off and arranged his ow programme for 1969 — and ended up m Bernadette, although not for eight years!

Jabouille was edged out of the Championship when he was beaten by Cevert's Tecno in the final round at A Jean-Pierre nonetheless received an off Alpine and drove their works F3 car the fo season. Meanwhile Laffite enrolled on the Shell course operated by Tico Martini's school at Nogaro; he "graduated" second Jean-Luc Salomon who was later killed tragic 1970 Rouen F3 race. Encouraged racing school performance, Laffite tried h at F3 with an under-financed Mart following year, but his funds quickly eva The following year he was forced to tak backwards into national Formule Renaul for the next two seasons, winni Championship with a spaceframe Martini

Meanwhile, Jabouille's career was rather better progress. In 1970 he race with Elf-backed Pygmees and continued i following season with Alpine-Renault. By was driving for Guildford garage own Coombs in an Elf-backed F2 team which m Marches and spaceframe Alpine "r dubbed "Elf 2s" in the European Champi He also drove the works Alpine-Renaul sports cars in their European Championsh his relations with both Elf and the big French car manufacturer went from stre strength as the early years of the decade w

By 1973 Laffite had graduated to F Three once again, winning the Monaco Prix supporting race in a BP-sponsored His career then took its predicted route the following year and by 1975 he was co the European Championship in a BMW- Martini. One of his rivals that seas Jabouille who by now was running a s powered Elf 2 managed by Jean Sage. A Jabouille managed to score two wins, clinched the European Championship.

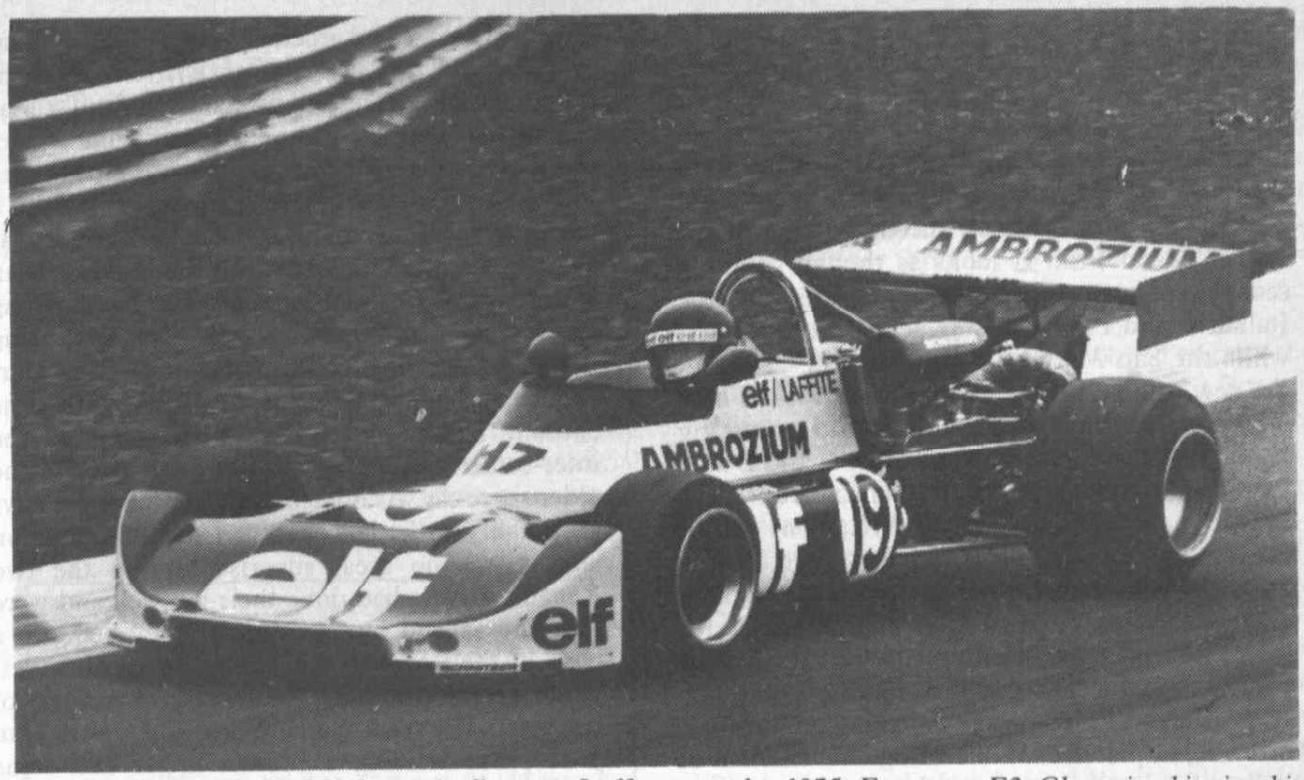
Laffite got his first Grand Prix chance for Frank Williams in the summer of 197 1975 his best finish was a second in the Grand Prix at Nurburgring. The following he was selected to drive for the newly Ligier Grand Prix team which was bringin V12 engines back into the F1 arena a absence of three years. It is a relationshi has out-lasted all current Grand partnerships; in 1981 Jacques Laffite driving for Ligier, now under the Talbot

in his sixth consecutive year with the team!

With Laffite concentrating on F1 properly during 1976, the way was free for Jean-Pierre Jabouille to win the European F2 Championship. Using a Renault V6-engined Elf 2, he vanquished his arch-rival René Arnoux (later to be his F1 team-mate!) in the final race of the season at Hockenheim. Although he was given a third Tyrrell entry for the 1976 French Grand Prix at Paul Ricard, it was an inconclusive début in which Jabouille trailed round at the back of the field. Many people wrote him off as F1 material. In some ways they could be understood; Jean-Pierre never looked like an intuitively gifted "natural" driver. But he was smooth, tidy and competent and had other, very important talents. As a test and development driver he had built up a respected reputation. Perhaps, unconsciously, he had done this to compensate for the fact that he wasn't the most brilliant natural driver in the World. But the level-headed Jabouille was sensible enough to see that and concentrated on polishing other aspects of his ability as a racing driver. He had developed this particular talent to the point that when Renault decided they would enter Grand Prix racing in 1977 with a turbocharged 1½-litre V6 engine, they didn't hesitate in choosing Jabouille as their driver.

A few weeks after Jacques Laffite won his first, somewhat lucky, Grand Prix victory in Sweden, Renault's F1 turbo took to the track at Silverstone to practise for the British Grand Prix. It popped, banged and spat flames from its exhaust pipes. Many people laughed at it. But just under two years later Jean-Pierre Jabouille stood on the winner's rostrum at Dijon-Prenois listening to the *Marseillaise* playing to celebrate his victory in the French Grand Prix. At the wheel of a Renault V6 turbo!

In 1980 Jabouille won the Austrian Grand Prix in clever style, running as slowly as he dared to beat Alan Jones' Williams-Cosworth. He knew full-well that there was a question mark hanging over a batch of Renault valve springs and the Michelin tyres were marginal for their task. So he squeezed home by just over a second to score what was to be the second, and last, victory of his career. Later that season, in Montreal, his Renault crashed heavily during the Canadian Grand Prix. His leg badly broken, Jean-Pierre was consigned to a lengthy spell in hospital.



SHARING THE SPOILS — 1: Jacques Laffite won the 1975 European F2 Championship in this Martini-BMW . . .

Meanwhile, Jacques Laffite was establishing himself as a happy, popular and effervescent member of the Grand Prix community. In the Ligier team he had found a sympathetic atmosphere with people who liked him and had faith in him. Although probably better than Jabouille in terms of natural talent, Laffite won races only infrequently. But he had become a respected competitor at the wheel of the Ligier, a man who could catch the leaders at any time if the "established stars" eased up for so much as a single lap!

At the end of the 1978 season, Laffite was joined at Ligier by Patrick Depailler. The Matra V12 engines were replaced by Cosworth DFVs and Laffite opened the 1979 season with victories at Buenos Aires and Interlagos. But the team didn't maintain this initial momentum and, apart from Depailler's victory in Spain, met with no more success that season. In 1980 Laffite's mood changed slightly. Joined in the Ligier team by the competitive Didier Pironi, he felt challenged and perhaps a little insecure. Pironi was faster than him on many occasions and the open, smiling Laffite *visage* gave way to a furrowed brow and worried looks. "Happy Jacques" was no longer as happy as he should have been and the whole Grand Prix world knew it.

Jabouille takes up the story, "Many times over the past few years both Ligier and Jacques came to me and said 'is there any chance of you joining us?' We talked about it when Depailler signed at the start of 1979, but I was took deeply committed to the Renault team. I really didn't feel I could leave the programme at that stage. I had worked many years in association with Renault and I felt we had a special relationship. I didn't really want to leave."

Then, suddenly, the whole equation changed without warning. Didier Pironi, fed up after disagreements with the autocratic Guy Ligier, announced at the 1980 Italian GP that he was off to drive for Ferrari. Ligier was incensed, Laffite optimistic that Jabouille might be persuaded to join them. At the same meeting, Jean-Pierre got involved in an argument with Renault competitions manager Gerard Larrousse.

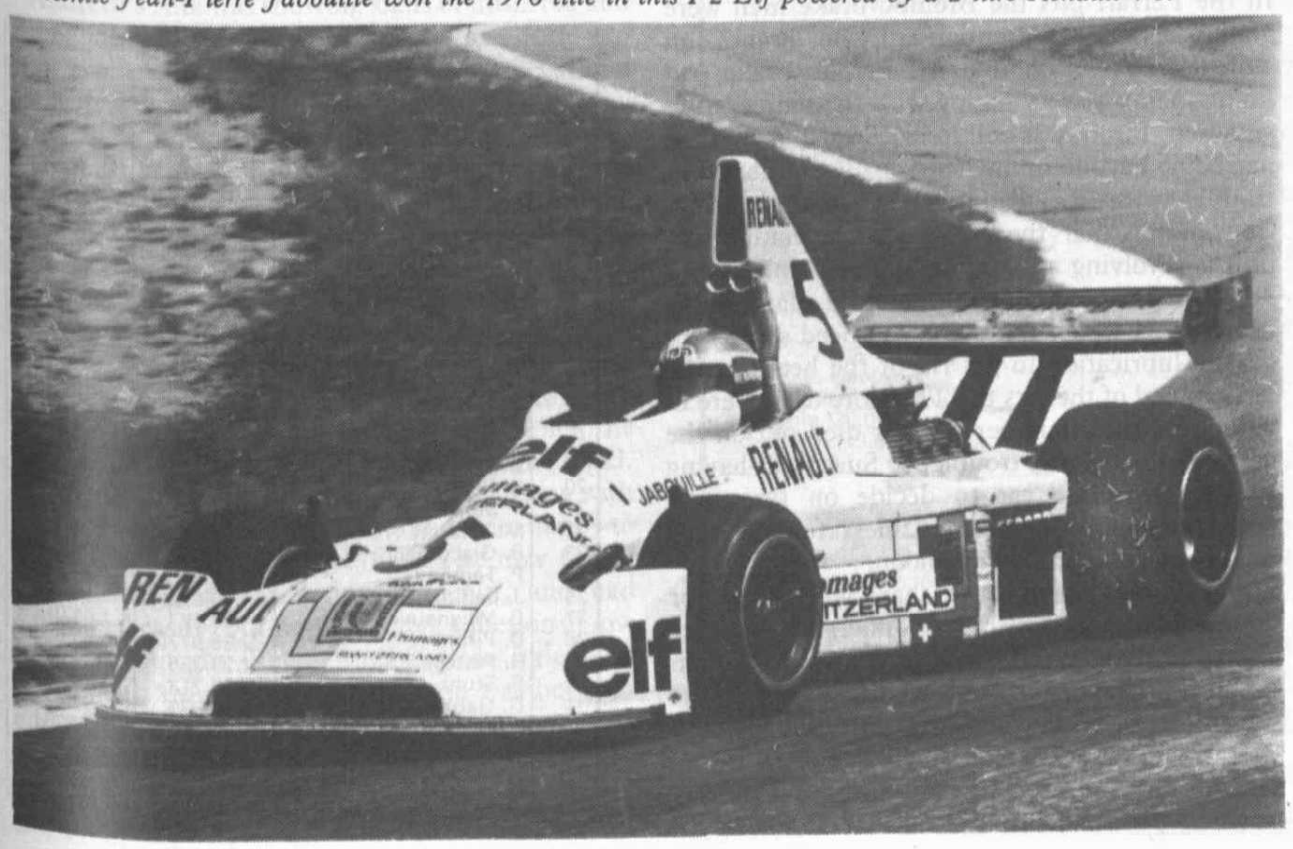
"It was at Imola, at the 1980 Italian Grand Prix", Jabouille recalls, "after I'd had problems after setting the fastest practice time, they turned up the boost on René's car so he beat me to pole position. I told Larrousse that I didn't think it was very fair. We had a bit of a row and this was precisely the time at which I received the offer from Talbot.

"I must say Larrousse was very fair. He said 'go away and think about it for a couple of days'. You must remember that I had signed my contract with Renault for 1981 by this stage. But he told me that if I wanted to go after I'd reflected on the situation, then they would tear up the contract. If I wanted to stay, then that was fine." It is a reflection on the pleasant way in which the French conduct business between one another that Jabouille was eventually released to go to Ligier. Renault then opened negotiations with Alain Prost, a driver who was contracted to the McLaren team at the time, and persuaded him to drive for them in 1982. McLaren were, and still are, absolutely furious about the way these negotiations were conducted.

Jabouille's subsequent accident in Montreal destroyed any chances he had of racing the Talbot successfully. Still in pain, obviously suffering excruciating discomfort, Jabouille forced himself

Continued on page 1440

. . . while Jean-Pierre Jabouille won the 1976 title in this F2 Elf powered by a 2-litre Renault V6!



The Italian Grand Prix

Renault all the way

Monza, Italy, September 13th

IN these rather unsettled days it was nice to get back to the Monza track, the true home of the Italian Grand Prix. It looks as though common sense is going to prevail over big business and the Italian Grand Prix is to stay at the Monza track, while the San Marino Grand Prix will be run at the new, and very satisfactory, Imola track. There were no great changes for this event, everything being much as it was in Zandvoort at the Dutch Grand Prix, though the Osella team arrived with a brand new design, the FA1C, on which everything was newly designed by George Valentini whose experience goes back through the Abarth days to those of Gigi Platé. Jean-Pierre Jarier had tested it briefly at the private Ferrari test-track at Fiorano but it needed finishing off, with things like rear-view mirrors, on the first morning of practice. While being conventional in its conception it was a much neater and tidier looking car than the previous Osellas.

Of the much publicised Alfa Romeo V8 turbo-charged car with carbon-fibre monocoque there was no sign, not even a photograph, while of the other near-mythical turbo-charged car, the Brabham-BMW, there was equally no sign. In the Lotus camp the lads were up all night finishing off a brand new Lotus 87, number 5 in the series, and Talbot-Matra had a brand new JS17 for Laffite, but like Alfa Romeo this new French car seemed to be devoid of identification. Andretti had what appeared to be a brand new Alfa Romeo, unchanged in design but tidied up here and there, and certainly very clean. Most of the other teams had their regular cars, the ravages of Zandvoort having been cleaned off, but Ferrari took a backward step by bringing out 053 (Villeneuve) and 054 (Pironi) with the original monocoque and front end, but the latest type of rear end. They had two spare cars, 052 as the previous two cars, and 049/B with the latest modifications front and back.

Apart from one or two minor sponsors changing teams or spreading their largesse in other directions, and the arrival of one or two for a one-race deal in advertising, everything was in pretty good shape on Friday morning when testing began. It did not stay that way for long as Andrea de Cesaris crashed his McLaren MP4 and someone estimated that it was his nineteenth crash this season! The weather was heavy and sultry, as was the atmosphere in the McLaren team and they did not rush to repair it for the afternoon's qualifying session. In fact, there were deep mutterings about putting de Cesaris out to grass and calling it a day. The qualifying hour had just got under way when everything stopped as Pironi had gone off into the barriers in a very big way at the second Lesmo corner. Everything had seemed to be going perfectly for him, the speed felt right, the handling felt right and suddenly the front slid away and the whole of the left side of the Ferrari 126CK/054 was wiped off on the barriers. Pironi was unharmed and returned to the pits to say he had no idea what had happened. Quite unmoved he got into his T-car (049/B) and proceeded to go even faster. Meanwhile Piquet was putting in his times in the spare Brabham with the carbon-fibre brake discs, and Reutemann was taking his time about going out and using up his two sets of tyres. In the morning Rebaque's engine had broken and he was now waiting for the car to be finished off, after having the engine replaced. For the first time this year, in spite of an obvious Concorde Agreement rule, the Brabham cars had the drivers' names written on them clearly, and Rebaque had his name on the T-car as well as his own, but did not use it. While Piquet was driving it,the Mexican's name was taped over.

The new Osella was giving a few problems of a "teething" nature, and Enzo Osella himself was helping the mechanics to bleed the brakes. Brian Henton had been going well in the morning test-session with number 5 Toleman-Hart, using the single-casting head-block-crankcase Hart engine, and looked a cert for qualifying within the chosen twenty-four, but a failure in the inter-cooler system forced him to transfer to the older spare car. As is becoming familiar these days the qualifying hour lacked any sort of animation and it was no great surprise to find the two Renault drivers had done their job well and were first and second by "a country mile" being in a class of their own in the 1 min. 34 sec. bracket, while a very confident Reutemann was "best of the rest". His team-mate, World Champion Alan Jones, was nursing a broken finger and some bruises and abrasions as a result of a public brawl in West London over a difference of opinion on driving manners in traffic. A look down the list of times made an eyebrow or two rise when it was seen that Alboreto on Avon tyres was faster than Cheever on Goodyear tyres, both in 1981 Tyrrell cars. Not only did eyebrows rise in the Talbot camp when it was seen that Tambay was faster than Laffite, but the team management (Laffite!) decided they would swap cars for Saturday's practice.

On Saturday there was still no sign of Sunny Italy and the sky was very overcast, but at least the rain kept off and it was warm. To many people's surprise the McLaren team repaired MP4/1 and de Cesaris was let out again and to his credit he covered 22 laps without an accident. Watson was soon forced to take over his T-car (MP4/2) as his race car (MP4/3) sprung a leak of oil which necessitated removing all the underside of the car to get at it. In the pre-race blurb from Marlboro there was a great explanation about new megaphone exhaust pipes on the Alfa Romeo V12 of Andretti, which were said to give 15 b.h.p. more and improve the pick-up from corners. During the morning Andretti ran with the megaphones, then stopped and had a set of thin parallel pipes fitted in their place and tried again and that was the last we saw of the "trombones". In the Ferrari pits the Brembo brake men were giving a lot of attention to the brakes on Villeneuve's car, though the Ferodo brake pad lining man was very happy with the temperature situation. Pironi was still in his T-car, his crashed one being beyond immediate repair, but he was in trouble with a failed turbo-charger bearing. Considering that the KKK turbine/compressor unit is revolving at close on 100,000 r.p.m., and 90,000 r.p.m. is quite normal, the plain sleeve bearings on which the shafts run need some very drastic lubrication to get rid of the heat. At the bottom end of the pits the Theodore team were in trouble as their number one car died out on the circuit with ignition trouble, so Surer was having to use the spare car to decide on tyres and aerodynamic settings in readiness for the final qualifying hour in the afternoon.

During the lunch-break (hard-work time for the mechanics and team personnel) the weather improved slightly and began to get warm, though the air was hazy. After the total domination by the Renaults on Friday and the poor showing by Ferrari and Alfa Romeo (Villeneuve fifth, Pironi seventh and Andretti 13th) the crowd on Saturday was very poor and very quiet. Gone was the sight of the main grandstand (free on Saturday) full to overflowing, with screams and cheers every time a Ferrari left the pits. The scene was very subdued and almost dull.

Such is the slow pace of qualifying these days that seven minutes after the session started de Angelis was still preparing to go out, and Colin Chapman was not in a frenzy! This time last year they would have already got through two sets of qualifying tyres and the Goodyear depot would have been hard at work to keep everyone supplied. Andretti's Alfa was still running on straight exhaust tail pipes and Piquet was in his spare Brabham. The Theodore team had cured the ignition fault on their number one car and we had not been going long before Watson stopped out on the circuit with an electrical failure. He got back to the pits on foot and went out in the T-car. In the Ferrari pits there was a certain amount of tension, for Pironi in his T-car (049/B) came in saying the engine was vibrating badly and then went off in Villeneuve's T-car (052), whereupon the French-Canadian arrived in a cloud of smoke from a ruined turbocharger only to find he had not got a spare car any more! He had to sit-out the rest of the qualifying time and watch Pironi trying to push him down the grid, which he finally managed to do. In the Williams camp Reutemann was in devastating form and had the Renaults on the run, eventually getting between them, though it must be admitted that Prost was thwarted by having a slight "moment" when overtaking de Cesaris, which resulted in the Renault bending a nose fin and damaging a wheel. Apart from the pain and inconvenience of the bandaged finger on his right hand, which hampered gear-changing, Jones was in further trouble when his engine blew up and he could not get back from the far end of the circuit, to go on in his spare car. Like Villeneuve he had only used one of his sets of tyres, so we had the unusual situation of two drivers with tyres to spare. Giacomelli was in great fighting form and not only was he ahead of his team-leader, but he was also the fastest Italian driver, which sounded good until you realised there were nine "foreigners" in front of him, from France, Argentina, Australia, Brazil, Canada and Ulster.

The first six on the grid were separated by two seconds, but the last six on the grid had only 1.3 sec. separating them, and it's supposed to be tough at the top! At long last one of the

PRACTICE TIMES (Longines Timing)

No.	Driver	Friday pm	Saturday pm
1	A. Jones	1.35.983	1.35.359
2	C. Reutemann	1.35.153	1.34.140
3	E. Cheever	1.38.736	1.37.160
4	M. Alboreto	1.38.411	1.37.912
5	N. Piquet	1.35.449(T)	1.35.484(T)
6	H. Rebaque	1.37.131	1.36.472
7	J. Watson	1.35.795	1.35.557(T)
8	A. de Cesaris	no practice	1.37.019
9	S. Borgudd	1.39.106	1.37.807
11	E. de Angelis	1.36.158	1.36.309
12	N. Mansell	1.38.100	1.36.210
14	E. Salazar	1.39.033	1.38.053
15	A. Prost	1.34.492	1.34.374
16	R. Arnoux	**1.34.042**	**1.33.467**
17	D. Daly	1.38.852	1.37.309
20	K. Rosberg	1.42.229	1.40.345
21	F. Serra	1.41.185	1.40.437
22	M. Andretti	1.37.166	1.36.296
23	B. Giacomelli	1.38.617	1.35.946
25	P. Tambay	1.36.515	1.36.545
26	J. Laffite	1.36.529(T)	1.35.062
27	G. Villeneuve	1.35.627	1.55.012
28	D. Pironi	1.35.977(T)	1.35.596(T)
29	R. Patrese	1.37.355	1.37.562
30	S. Stohr	1.39.713	1.39.776
31	G. Gabbiani	1.40.930	1.38.474
32	J-P. Jarier	1.38.167	1.37.264
33	M. Surer	1.38.778	1.38.114
35	B. Henton	1.41.369(T)	1.38.012
36	D. Warwick	1.39.936	1.39.279

(T) Denotes spare car.

Toleman-Hart cars had scraped on to the grid, in twenty-third place, just ahead of Salazar in the Ensign. It was fitting that it was Brian Henton who made it as his enthusiasm has never wavered, even when the team has been in the depths of despair. Everyone in the team now realised that the real work now began — qualifying for a race was the easy part! The six drivers who failed to qualify were covered by 2.3 sec., and these were Surer (Theodore), Gabbiani (Osella), Warwick (Toleman-Hart), Stohr (Arrows), Rosberg (Fittipaldi) and Serra (Fittipaldi). In the closing minutes of qualifying Piquet disappeared off the track in a cloud of dust with what seemed to be a punctured right rear tyre, but later investigation showed that a stone had gone down the brake cooling duct, split the caliper and sliced into the wheel rim. Damage was minimal and it became apparent to everyone that Monza in 1981 was remarkably safe.

As everyone started preparing for race day there was a rather sour note down at the back of the grid when someone in the Theodore team put in a protest that Henton's Toleman-Hart did not have its skirts fixed according to the letter of the law, even though the scrutineers had passed the car. The protest was thrown out but a lot of people took a poor view of the action, remembering that Toleman withdrew one of the cars from practice in the Belgian Grand Prix to allow the Theodore to take part, purely as a gesture of goodwill. It was interesting that many of the teams and people that really matter in Grand Prix racing visited the Toleman pit to offer congratulations on them finally getting a car into the race. With a totally new and totally self-contained team, starting everything from scratch at the beginning of the season it had been a long, hard slog for them and lots of people were very appreciative of what it has meant.

On Sunday morning the Italian skies were grey and while a goodly crowd filled the Autodromo it was nothing like it would have been had Ferrari or Alfa Romeo been on the front row. The half-hour warm-up did not take place until after midday, as the race was not due to start until 3.30 p.m. Pironi was back in his own T-car (049/B), but 052 was prepared with both drivers' names on it. When Pironi came into the pits after a few minutes with a piston failed there was no delay, the car was whisked away for an engine change and the spare car remained with Villeneuve's number on it. Andretti's Alfa was showing signs of misfiring and the electrical system was being fiddled with and the Toleman team were a bit worried because a misfire crept in after a few laps running. They were far more worried when Henton failed to reappear at the end of the half-hour, fearing the worst. The car was towed in at the end of the warm-up session and Henton explained that in his excitement he had locked up the brakes at one corner and slid off into the sand, but all was well. Reutemann had decided to race without nose fins, in the interests of reducing drag, but Jones decided to keep his on as it made the car easier to steer into corners and he wanted all the help he could get to overcome his damaged right hand. The March team had made a lot of progress with their aerodynamic experiments and were happy to let Daly run without nose fins. The new Osella was quite good for a first time out, and had qualified easily, but needed better adhesion at low speeds, but the Renault team were quiet and confident, even though Reutemann was between them on the line-up.

With very little warning or ceremony the cars left the pit lane on their lap round to the assembly-grid, so that there was none of the usual feverish excitement in the packed grandstands. In fact, you could feel that everyone knew that Ferrari did not stand much hope of success in this Italian Grand Prix, and they were all showing it. As the cars lined up on the grid they disappeared under a shower of well-wishers, hangers-on and publicity people, while long-suffering mechanics tried to make any final checks that were needed. Jones was having his brakes bled. As 3.30 p.m. approached Arnoux, who was on pole position, was given the green flag to set off on the parade lap. When he reappeared out of the Parabolica curve the tail of the field could be heard going down the back straight, for the three artificial ess-bends introduced into the circuit in recent years had really spread the field out. It was actually Reutemann who was first back to the grid, strictly against the rules, for Arnoux was being very intelligent and creeping slowly towards the grid with an eye on the mirror waiting for the tail of the field to catch up. Had he sped straight up to the grid he would have had to sit there for an unnecessarily long while waiting for the rest to arrive. Twenty three cars were lined up tidily, for Alboreto had disappeared into the pit lane, heading for the Tyrrell pit. Whether it is a product of the Renault turbo-charged engine, the Michelin tyres, the Renault chassis or the Renault drivers, or a combination of them all I do not know, but the two French cars shot off the line when the green light came on, whereas Reutemann was the first to move but then hung back with spinning wheels, but Pironi was away in the sort of start that Villeneuve usually makes. Only twenty two cars left the grid to start the 52 lap race, for Rebaque's Brabham died on him and it was wheeled across to the pit lane for attention.

By the noise and excitement it was obvious that a Ferrari was doing well, and sure enough it was Pironi in second place behind Prost at the end of the opening lap, followed by Reutemann, Arnoux, Jones and Laffite. Then came Villeneuve, Piquet, Giacomelli and the rest, with Henton and Cheever bringing up the rear. Already by the second lap Prost was pulling away, but the cheers were still for Pironi who was holding on to second place, and when they had all gone by Alboreto and Rebaque left the pit lane to start their race. The Brabham sounded awful and sure enough expired half-way round the lap, while Alboreto settled down to a lonely race. As far as Prost was concerned it was all over by lap 3, he was just motoring away into the middle distance and Arnoux was gathering himself up to join him. He passed Reutemann on lap 4 and Pironi on lap 5 and had left them all behind by lap 6. On this lap Villeneuve trailed into the pits with smoke pouring from one of the exhaust pipes and his race was run.

Close, bunched, slip-streaming battles are a thing of the past at Monza unfortunately, thanks to the likes of Jackie Stewart and his cohorts in the past, so the field of twenty-two cars was now pretty well spread out. It was not so much a question of racing as seeing who could keep going and avoid any trouble or any unforeseen circumstances that might arise. Pironi's initial spurt was now beginning to dissipate itself and Laffite moved up into third place, so we had French drivers and French cars from French manufacturers in the first three places, but it did not last as the Talbot-Matra was in tyre trouble and began to slow visibly so that Reutemann moved his Williams back into third place and Pironi moved briefly into fourth, but not for long as Jones and Piquet were moving up pretty steadily. Now a new factor appeared in the form of a light rain shower on the back leg of the circuit which made the back straight and the Parabolica curve slippery and Reutemann was finding he could not cope with the conditions like some of the others, due to having a diferent tyre choice on his car. Jones was up into third place as Laffite and Borgudd slid off on the slippery surface. On the next lap Cheever spun his Tyrrell on braking for the Parabolica and as his clutch operation had given up when he left the start, he could not avoid stalling the engine. Prost had already lapped him, and as Arnoux arrived he had to dodge to avoid the Tyrrell and the slippery surface caught him out and he slid off into the sand and out of the race. The rain spread across the corner of the circuit but did not cause any more problems, but on lap 14 Salazar had a big moment when a rear

STARTING GRID

16
R. Arnoux
(Renault V6 t/c)
1 min. 33.467 sec.
8 (1 min. 37.886 sec.)

15
A. Prost
(Renault V6 t/c)
1 min. 34.374 sec.
9 (1 min. 37.702 sec.)

1
A. Jones
(Williams-Cosworth V8)
1 min. 35.359 sec.
47 (1 min. 37.536 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 35.557 sec. (T)
8 (1 min. 39.386 sec.)

27
G. Villeneuve
(Ferrari V6 t/c)
1 min. 35.627 sec.
3 (1 min. 39.814 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 36.158 sec.
31 (1 min. 38.498 sec.)

22
M. Andretti
(Alfa-Romeo V12)
1 min. 36.296 sec.
30 (1 min. 39.585 sec.)

25
P. Tambay
(Talbot-Matra V12)
1 min. 36.515 sec.
9 (1 min. 38.575 sec.)

3
E. Cheever
(Tyrrell-Cosworth V8)
1 min. 37.160 sec.
7 (1 min. 40.165 sec.)

17
D. Daly
(March-Cosworth V8)
1 min. 37.309 sec.
8 (1 min. 39.139 sec.)

9
S. Borgudd
(ATS-Cosworth V8) (T)
1 min. 37.807 sec.
4 (1 min. 41.117 sec.)

35
B. Henton
(Toleman-Hart t/c)
1 min. 38.012 sec.
3 (1 min. 43.825 sec.)

2
C. Reutemann
(Williams-Cosworth V8)
1 min. 34.140 sec.
48 (1 min. 37.528 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 35.062 sec.
5 (1 min. 38.532 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
1 min. 35.449 sec. (T)
45 (1 min. 37.590 sec.)

28
D. Pironi
(Ferrari V6 t/c) (T)
1 min. 35.596 sec. (T)
9 (1 min. 39.652 sec.)

23
B. Giacomelli
(Alfa- Romeo V12)
1 min. 35.946 sec.
49 (1 min. 37.893 sec.)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 36.210 sec.
4 (1 min. 40.257 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
1 min. 36.472 sec.
(—)

8
A. de Cesaris
(McLaren-Cosworth)
1 min. 37.019 sec.
32 (1 min. 39.481 sec.)

32
J-P. Jarier
(Osella-Cosworth V8)
1 min. 37.264 sec.
3 (1 min. 41.835 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
1 min. 37.355 sec.
7 (1 min. 40.045 sec.)

4
M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 37.912 sec.
7 (1 min. 40.620 sec.)

14
E. Salazar
(Ensign-Cosworth V8)
1 min. 38.053 sec.
7 (1 min. 40.131 sec.)

Did not qualify

33 M. Surer (Theodore-Cosworth V8)	1 m. 38.114 s.
31 G. Gabbiani (Osella-Cosworth V8)	1 m. 38.474 s.
36 D. Warwick (Toleman-Hart t/c)	1 m. 39.279 s.
30 S. Stohr (Arrows-Cosworth V8)	1 m. 39.713 s.
20 K. Rosberg (Fittipaldi-Cosworth V8)	1 m. 40.345 s.
21 F. Serra (Fittipaldi-Cosworth V8)	1 m. 40.437 s.

(T) by time indicates spare car used to record time.
(T) by car indicates spare car used for race.
NB. Times in brackets on grid are best laps in race. Number in bold is lap on which achieved.

tyre went down on the Ensign in the fast Curva Grande, after the pits, but it all came to rest without harm.

While others were being a bit cautious or sliding off the road on the slippery part of the circuit, Giacomelli was revelling in it and passed first Pironi and then Piquet, and when Reutemann dropped right back because of the slippery part, Giacomelli moved into third place, to cheers from the crowd. Prost was way ahead and looking very secure, while Jones was equally secure in second place, but in the wet Tambay had moved up dramatically, passing Watson, then passing Pironi and then passing Piquet, leaving the Brabham and the Ferrari locked in combat while the Talbot-Matra was in fourth place. From third place Reutemann had fallen right back to eighth place, later blaming his tyres vehemently. On lap 20 Watson was scratching to keep up with Piquet and Pironi, and leaving the second Lesmo corner he ran a bit wide out on the left, got two wheels over the edge and promptly spun. The McLaren went right round as it slid across the track and hit the right-hand guard rail backwards, whereupon the entire engine, gearbox and rear suspension was torn off the monocoque. There was an instant sheet of flame as the fuel pipes were torn off, then the automatic (mandatory) valves in the fuel lines snapped shut and the fire went out. The mechanical components slid across the track, causing Reutemann and Alboreto, who had been lapped, some anxious moments and the McLaren carbon-fibre monocoque slid to a stop with Watson more than somewhat dazed but entirely unhurt. All the kinetic energy had been absorbed by the engine / gearbox unit tearing itself off the monocoque and going on its way. If the monocoque had had to dissipate that amount of energy Watson would have suffered badly. The near-miss put Alboreto off the road and delayed Reutemann, so that Andretti went by him.

In that part of the race which involved those who were clearly not going to win, there were various interesting things going on. The black Guinness sponsored March of Derek Daly was going extremely well, and had avoided its usual early-race pit stop. From his position near the back of the grid he had caught and passed both Team Lotus cars, and while de Angelis put up a fight and got back in front again, Mansell went into the pits to investigate some strange handling characteristics on his Lotus 87. This was on the lap on which Watson had his big prang, and after one more lap the Birmingham driver gave up as the car was undriveable. Although the Toleman-Hart had been lapped within twelve laps, it was still running and had not made a pit stop. Henton's whole idea was to keep it going at all costs, no matter how slowly, for you never learn anything in the pits. The engine was plagued by a continual misfire at high r.p.m. but Henton was learning to live with it.

On lap 23 Tambay's valiant effort came to an end when his left rear Michelin disintegrated and he was off the track, and as he walked back to the pits from the north, Cheever was walking back from the south. As half-distance came up (26 laps) Prost was out of sight of everyone and simply cruising round, while Jones was firmly in second place. Poor Giacomelli saw his gallant third place go when his Alfa stuck in fifth gear and he headed for the pits for help. This left Piquet in third place, followed by Pironi, then after a fair gap, Andretti, Reutemann and de Cesaris, the Italian with the funny eyes actually keeping his car on the track this time. Behind the McLaren came de Angelis leading Daly, the Lotus driver beginning to drive with some enthusiasm and gain on the McLaren. Lapped by the leader were Jarier in the new Osella and Henton, and the unfortunate Giacomelli who rejoined the race when his gear selection had been sorted out. There was another brief shower of rain on the same part of the circuit, but it had no dramatic effect and Reutemann now began to speed up again and caught and passed Pironi, the Ferrari hampered by a damaged skirt caused by running over a kerb at one of the ess-bends. Daly's good run came to an end on lap 38 when his gearbox / final drive unit gave trouble, and Patrese had already quietly gone after an unimpressive performance in his Arrows A3 also with gearbox trouble. Pironi's unbalanced handling was slowing him a lot and Andretti caught up with him, but before the Alfa could go by its flexible coupling-cum-shock absorber in the flywheel broke up and Andretti toured into the pits with an awful roughness going on behind him.

As the laps ran out the Renault never missed a beat and Prost never put a wheel wrong, but Jones was slowing a bit with his engine going off song ever so slightly, but second place seemed confirmed. Piquet's third place was not so sure, for Reutemann was back in his stride and closing rapidly, but Piquet speeded up, actually making his fastest lap when he was alerted to the danger. De Angelis passed the ailing Ferrari of Pironi on lap 44 and as Prost started his last lap it all seemed to be over, but half-way round the final lap Piquet's engine blew up very suddenly, oil pouring out of the bottom and smoke out of the top and he coasted to a stop with half a lap to go to the chequered flag. This let Reutemann by into third place, giving Williams a 2-3 behind the Renault, and making sure of their manufacturers' championship win. De Angelis came home fourth after a not very exciting race, and Pironi was fifth. In sixth place should have been de Cesaris in the McLaren, but on the last lap a tyre deflated and put him off the track, through no fault of his own this time. Because the remaining runners were two and more laps behind, Piquet and de Cesaris who only lost one lap by their misfortunes were classified sixth and seventh. Jarier had given the new Osella a non-stop run on its first appearance, and Henton had raised the spirits of the Toleman team by keeping their car going for the whole race without a visit to the pits. With a turbo-charged car at the front, and a turbo-charged car at the back, and another in the middle of the ten finishers the future for 3-litre unsupercharged engines does not look good, but doubtless the ubiquitous Cosworth DFV will survive to fight another day, and if Keith Duckworth has anything to do with it the fight will be a good one, but it cannot be ignored that the Cosworth has failed to win the last three races. Austria to Matra, Holland and Italy to Renault. The scene may not be wildly exciting but it does not lack interest.

D.S.J.

Note: After the dust had settled and everyone had returned home, Alan Jones announced that he would be retiring at the end of the season.

THE ITALIAN GRAND PRIX — Formula One — 52 laps — Monza — 5.80 kilometres per lap — 301.600 kilometres — Grey and Overcast, slight rain

1st	Alain Prost (Renault RE34)	1 hr. 26 min. 33.897 sec. — 209.0 k.p.h.
2nd	Alan Jones (Williams FW07C/16)	1 hr. 26 min. 56.072 sec.
3rd	Carlos Reutemann (Williams FW07C/17)	1 hr. 27 min. 24.484 sec.
4th	Elio de Angelis (Lotus 87/3)	1 hr. 28 min. 06.799 sec.
5th	Didier Pironi (Ferrari 126 CK / 049B)	1 hr. 28 min. 08.419 sec.
6th	Nelson Piquet (Brabham BT49C/14)	1 lap behind — not running at finish
7th	Andrea de Cesaris (McLaren MP4/1)	1 lap behind — not running at finish
8th	Bruno Giacomelli (Alfa Romeo 179)	2 laps behind
9th	Jean-Pierre Jarier (Osella FA1/C)	2 laps behind
10th	Brian Henton (Toleman-Hart TG181/05)	3 laps behind

Fastest lap: Carlos Reutemann (William FW07C/17) on lap 48, in 1 min. 37.528 sec — 214.092 k.p.h.

Retirements: Hector Rebaque (Brabham BT49C/12) ignition trouble, on lap 1; Gilles Villeneuve (Ferrari 126 CK/053) turbocharger trouble, on lap 6; Slim Borgudd (ATS-D5) off the track, on lap 9; Jacques Laffite (Talbot JS17) off the track, on lap 9; Eddie Cheever (Tyrrell 011/1) spun and stalled, on lap 13; René Arnoux (Renault RE33) off the track, on lap 13; Eliseo Salazar (Ensign MN15) tyre failure, on lap 14; Michele Alboreto (Tyrrell 011/2) off the track, on lap 16; Riccardo Patrese (Arrows A3) gearbox failure, on lap 19; John Watson (McLaren MP4/3) crashed, on lap 20; Nigel Mansell (Lotus 87/3) gave up, on lap 21; Patrick Tambay (Talbot JS17) tyre failure, on lap 23; Derek Daly (March 811/06) gearbox failure, on lap 38; Mario Andretti (Afa Romeo 179) flywheel coupling, on lap 41; Andrea de Cesaris (McLaren MP4/1) tyre failure, on lap 52; Nelson Piquet (Brabham BT49C/14) engine failure, on lap 52.

24 starters — 10 finishers

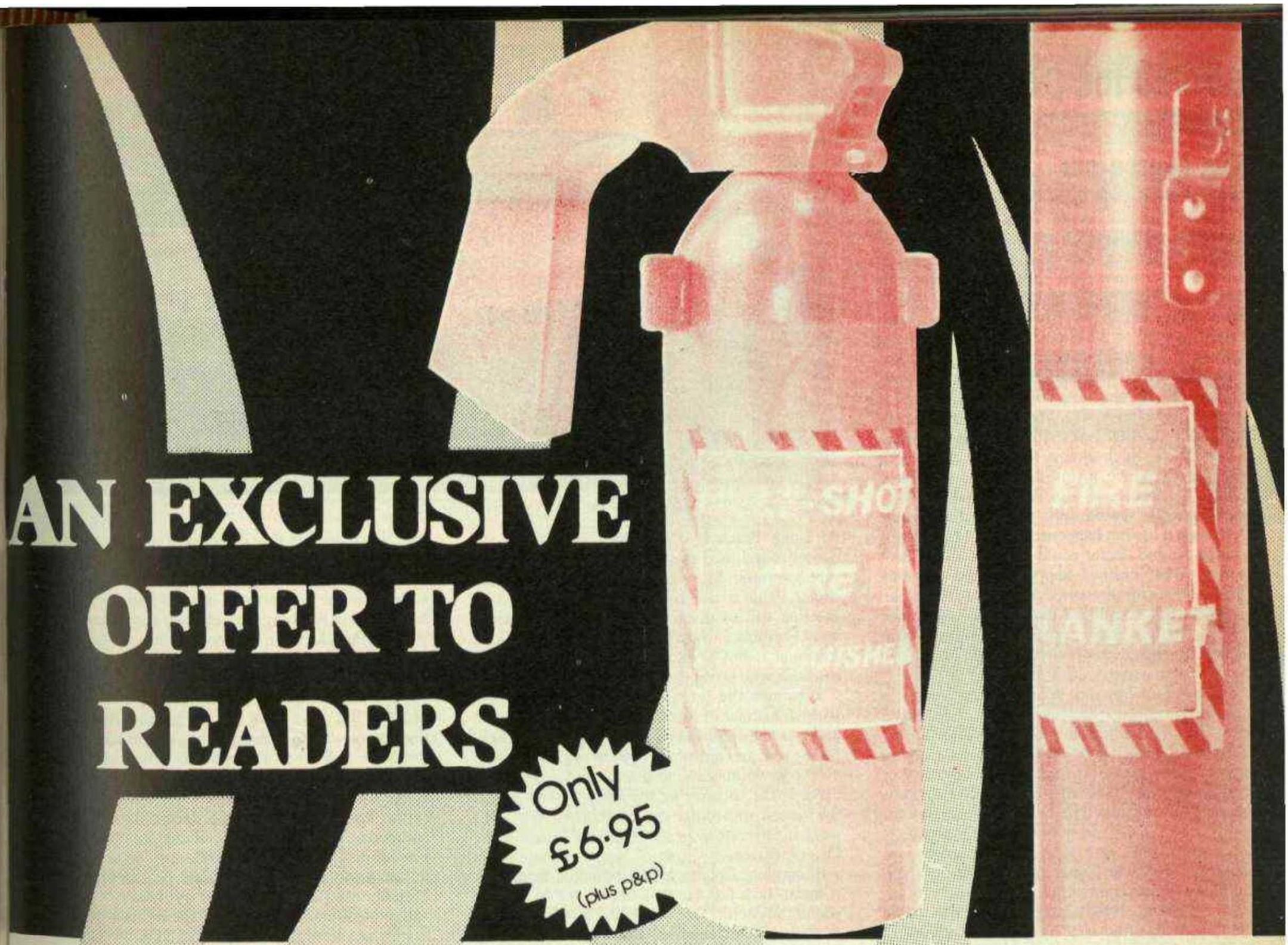
A Monza Moment

DURING the lunch break at Monza, on the day of the Italian Grand Prix a Tipo 159 Alfa Romeo from 1951 was wheeled out onto the starting area, together with a 1954 Lancia D50. The "Alfetta" is known and loved by everyone, but the Lancia is not so well known, though it was a *tour-de-force* of design trends when it was executed by Vittorio Jano in 1952/53 in preparation for the new Formula One that was due to start in 1954. The Lancia firm had gone from GT racing with the Aurelia V6 coupés to out-and-out sports car racing with the 3.3-litre V6-engined sports cars. They won the 1954 Mille Miglia among other classic events with these cars and that year they branched out into Grand Prix racing with the entirely new D50. This was a 2½-litre front-engined 4-o.h.c. V8 in which the engine was used to take the place of the upper tubes between the cockpit structure and the front suspension in the space-frame tubular chassis. In other words the engine was stressed to form part of the chassis there being only two small tubes under the engine to form lower rails in the space-frame. This was similar to the principle used by Lotus when they built the first Cosworth powered car, and before that by BRM in the H16-engined car, though these two had the engine behind the driver instead of in front, but the design principles were the same.

The Lancia engine was at an angle to the centre-line of the car so that the propeller shaft ran diagonally across the floor of the cockpit and the driving seat was very low. Front suspension was by double wishbones and a very thin transverse leaf spring and rear suspension was of the de Dion layout, also with a transverse leaf spring. Jano's aim was to get a low polar-moment of inertia, to make the car change direction quickly and to impart neutral-steer to the chassis. To this end the gearbox was transverse in unit with the final drive and mounted to the right. The fuel was carried in two large pannier tanks, hung one on each side of the car and filling the space between the front and rear wheels, while a small supplementary tank was mounted in the tail, above the rear axle assembly.

By the standards of the day every detail was very light and beautifuly designed with an eye to weight saving and with its 7 ft. 6 in. wheelbase it was a very small car, with all the weight concentrated within the wheelbase. It proved to be a tricky car to drive; only in as much that its handling characteristics were new to a world of

Continued on page 1396



AN EXCLUSIVE OFFER TO READERS

Only £6·95 (plus p&p)

A BCF Extinguisher for the price of dry powder Only £6·95

We set out to offer the best available fire protection equipment at rock bottom prices – a monumental task we discovered. The two main contenders in the extinguisher stakes were dry powder and BCF.

Dry powder seemed the best buy at first glance, mainly because of price – however – we were alarmed at the short shelf life of this type of extinguisher. Imagine rushing to your fire to find that, perhaps on the only occasion you ever need to fight a fire your extinguisher will not work.

"Just too risky we feel"

The only sensible alternative was clearly BCF (bromochlorodifluoromethane, if you prefer Sunday names), after all, thats what they use in Concorde and what's good enough for them

If only the price wasn't so high!!!

Every avenue followed led us back to BCF, good on "mixed risk fires", will not damage delicate equipment, light in weight, first class for boat fires where fuel and engines are involved – we discovered life boats carry BCF – and most important of all, BCF has an indefinite shelf life.

There could be no compromise on safety we felt. We must get round a table and use our corporate buying power to knock the bottom out of that price – and that's exactly what we've done to bring you this amazing offer.

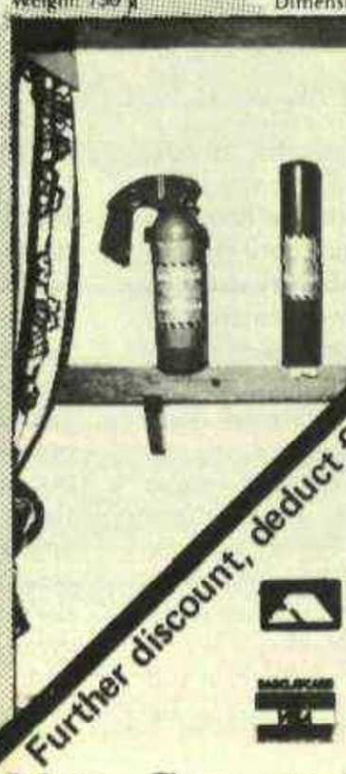
The most common cause of fire is that forgotten chip pan. Fat fires can be spread by the force of a fire extinguisher aimed directly into the pan, for this reason we offer in matching wall canister, a fire blanket to mount alongside your extinguisher – buy both and save a further £1.00. **Blanket £6.95**

Credit card holders may telephone 24 hours a day on 0962-65996 and place orders immediately without completing the coupon.

Extinguisher
Dimensions: Height 25 cm
Diameter 6 cm
Capacity: 600 g of BCF
Weight: 750 g

Chemical Agent:
BCF Halon 1211 by I.C.I.
BCF is F.O.C. approved

Blanket
Dimensions: Height 26 cm
Diameter 5 cm
Blanket Size: 98 × 98 cm
Material: Glass Fibre
Weight: 500 g



Further discount, deduct £1 from total price on every 2 items purchased

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

FREEPOS

No stamp required
complete and send this coupon t
NEW CONCEPT, DEPT. MS 10/
FREEPOST, WINCHESTER SO23

Please send me ____ Fire Extinguish
at £8.45 inc. £1.50 p & p and insurance.
Please send me ____ Fire Blankets
£8.90 inc. 95p p & p and insurance.
I enclose cheque/postal order for £
or please charge my Access/Barclayc

No. _____
Signature _____
Name _____
Address _____

Behind the Grand Prix Scene

The course-car

WHEN THE green light comes on and the 24 Formula One cars take off from the starting grid to begin a Grand Prix race, a production passenger-carrying car sets off behind them. Naturally it cannot hope to keep pace, but it is usually a car with good performance and driven by a competent driver who usually manages to complete a lap of the circuit by the time the race leaders are about a quarter of their way round their second lap, whereupon, this course-car pulls off into the pit lane. The object of this exercise is to carry a doctor and a whole lot of emergency medical equipment, so that if there is a first lap accident, in which almost inevitably more than one car would be involved, there is additional medical assistance to join the marshals, doctors and services spaced out around the circuit. Although it has not happened, it could be that this course-car and doctor could arrive at an accident before it has finished happening, and certainly before track-side assistance could get to the scene. It is generally considered that the opening lap of a race is the most dangerous one and when instant help is most needed, which is why this system of a travelling course-car was instigated.

After completing the opening lap the course-car then is positioned at the beginning of the pit lane, near the race administration, and kept at the ready to leave instantly. The driver and the doctor stay with the car throughout the race so that they can set off immediately if required. The doctor is a specialist and full time with the Formula One scene, though the driver of the course-car varies throughout the season. If an accident happens out on the circuit which the track-side doctors and facilities can cope with then the course-car is not sent out. If the course-car takes off in a hurry then you can reckon the accident is pretty serious.

What the course-car is and who drives it unfortunately is tied up with local conditions and if, for example, Renault are sponsoring a race they are not going to want a Porsche to be used as course-car. They will supply a Renault-Fuego or something similar. At Silverstone we have our own resident Jaguar XJ12, which must know its own way round the circuit by now, and the familiar figure of "Silverstone Sid" who drives it has probably done more laps of Silverstone than anyone. At some of the French races well-known rally drivers have been employed, while at other circuits a local club-member does duty as driver.



THE Porsche 928 course-car of the ONS-Streckensicherung.

At Long Beach it is Phil Hill who drives the doctor round, and they use a car supplied by the race sponsors. At other times a practising racing driver, who is not competing in the particular meeting will be given the job, such as someone from Formula 2 who is on the threshold of joining Formula 1, but at all times the driver has to be someone who is responsible, fast, safe and secure.

Whatever the car used it has to be fitted out with all manner of medical and rescue equipment and it is usually fitted with a flashing orange light on the roof and a distinctive horn or siren, so that everyone working round the circuit knows which car it is that is carrying the chief doctor. Across the season the course-car varies from the XJ12 used at Silverstone to the M1 BMW used at the Osterreichring, while Monaco used a Lamborghini Countach, the principle being that it has to be a fast car that can be driven quickly round the circuit. One of the best for the job is the Porsche 928 and the German National Federation (ONS) have sponsored a fleet of fully equipped Porsche 928s, all to the same high standard, which are in use at all German races. One of these is used by the doctor at Zandvoort, and until this year, at the Osterreichring, while naturally it is the official car for the Hockenheimring. A lot of people would like to see the Porsche 928, to ONS standards, used at all the European Grand Prix races but vested industrial interests prevent this.

The driver of the Porsche 928 at Hockenheimring is Herbert Linge and anyone who used to follow long-distance racing and things like the Targa Florio will know the name well. Linge used to race Porsches of all types often sharing with Paul Strahle and you will find the couple Linge / Strahle (Porsche) featuring strongly in the GT category in races like the 1000 kilometres of Nurburgring. Herbert Linge started work at Porsche as an apprentice and worked his way right through the factory workshops until he moved out into the Porsche / VW agency world. He is a very competent driver, as his past record proves, but above all he is tough, rugged, unflappable, strong, dependable and immensely responsible. If I was a Grand Prix driver I would be very happy in the knowledge that Herbert Linge was following me round on the opening lap, in the Porsche 928 with the doctor and all his equipment on board. Linge is the sort of man who, if he came round a corner and found a car upside-down and on fire, would be out of that Porsche in no seconds flat and by sheer strength and sense of urgency would roll the car back on its wheels and have the driver out, before he would even think about his own safety. Yet I doubt whether any of the drivers in Formula One today know much about him. Some of them may recognise him as "the big beefy guy who drives the doctor's car" but no more than that.

Last month I explained how, at long last, FISA and FOCA have agreed on one man doing the starting procedure. If they ever get around to agreeing on a single man to take on the responsibility of driving the course-car which follows the Grand Prix round on its opening lap, then I hope they choose Herbert Linge and the Porsche 928. — D.S.J.

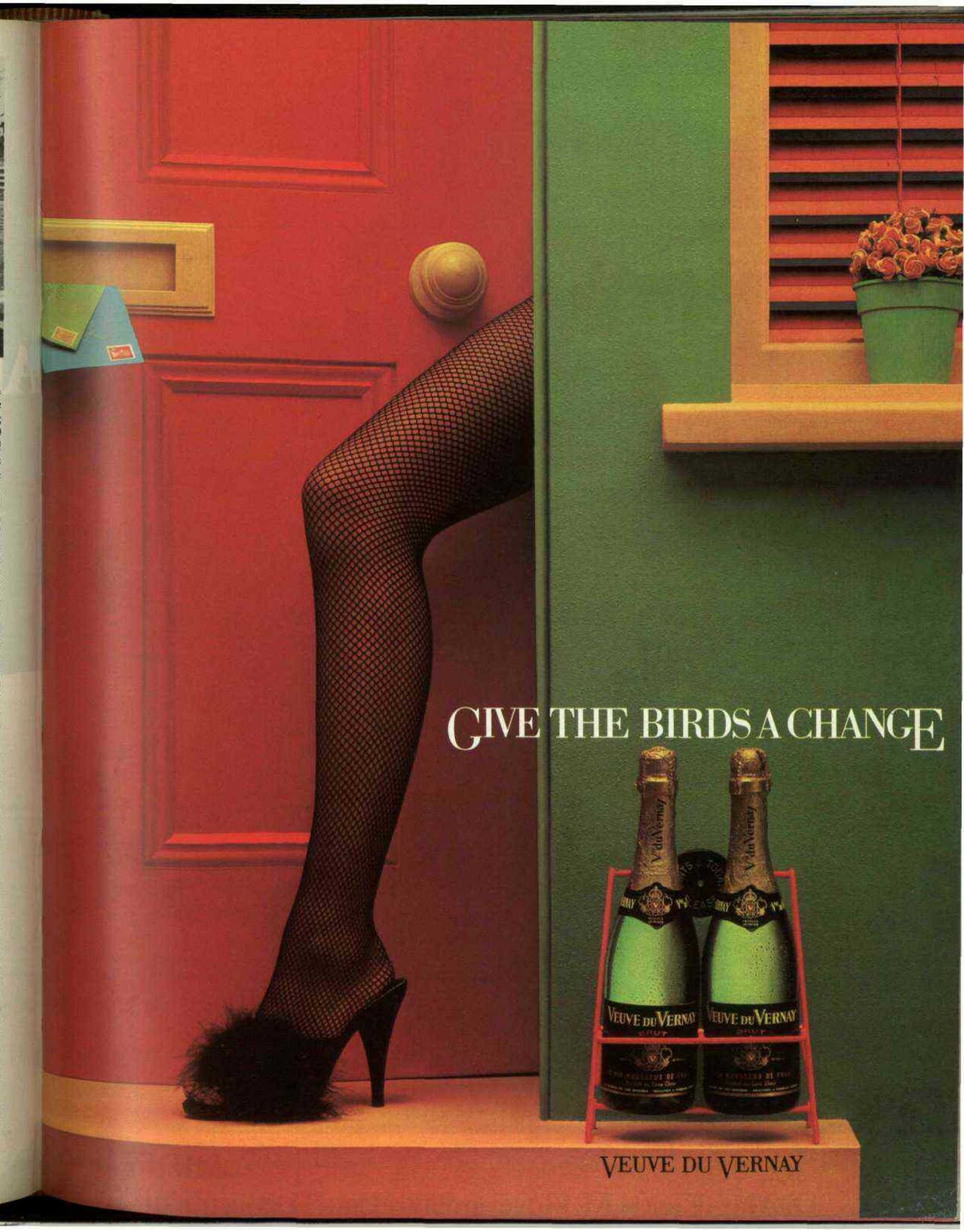
A MONZA MOMENT — continued

violent oversteer and the two works drivers, Alberto Ascari and Luigi Villoresi, spent a lot of time testing at Monza. Although the car had been seen on test early in 1954 it was not until the last race of the season that the Lancia factory made an entry, when Ascari and Villoresi were entered for the Spanish Grand Prix on the Pedrables circuit in Barcelona. The opposition came from Mercedes-Benz, Maserati and Ferrari, all with well-proven cars, and Ascari caused a stir by claiming pole-position on the grid ahead of Fangio with the W196 Mercedes-Benz. In the race Villoresi only lasted two laps but Ascari took the lead on lap 3 and romped away from everyone until lap 9 when he made a pit-stop, did one more lap and retired with clutch trouble.

In 1955 Eugeno Castellotti joined the team and it looked as though the Lancia team was going places, but after Ascari was killed in a sports Ferrari while practising at Monza, the team collapsed. Lancia withdrew from racing, admitted they were in financial difficulties and sold out to Fiat. At the time the Scuderia Ferrari were in a doldrum so Fiat / Lancia gave them all the Lancia cars and equipment as a gesture to keep Italy in the forefront of Grand Prix racing. In 1956/57 Ferrari modified the cars out of all recognition, except for the engine, so that they became Lancia-Ferrari cars and when their racing life ran out Ferrari broke them up and destroyed them, but one original Lancia D50 had been retained in the Turin museum, and it was this one that appeared at Monza, in absolutely original 1954 condition, even to the original Lancia badge on the nose, for the first thing Ferrari had done when given the cars was to replace the Lancia badge with a Ferrari one.

After Fangio had driven the Tipo 159 Alfa Romeo round the Monza track for a couple of laps he then set off in the Lancia D50, wearing his old brown crash-hat and yellow short-sleeved shirt as he always did in those far off days. When he returned he was surrounded by well-wishers, hangers-on, friends and some of his contemporaries like Baron de Graffenried and Luigi Villoresi, as well as Giorgio Scarlatti, Paulo Marzotto and Battista Guidotti, the Alfa team-manager of the fifties. Villoresi could not resist it, and after a while insisted on having a go in the Lancia D50, so he borrowed Fangio's crash-hat and goggles and climbed into the cockpit to relive the glorious moment in 1954 when he and Ascari had first shown the D50 to the racing world. He did one lap of the Monza track and returned wreathed in smiles and almost overcome with joy. Fangio is 70 and Villoresi is 72 years old. Two of the real "good ol' boys".

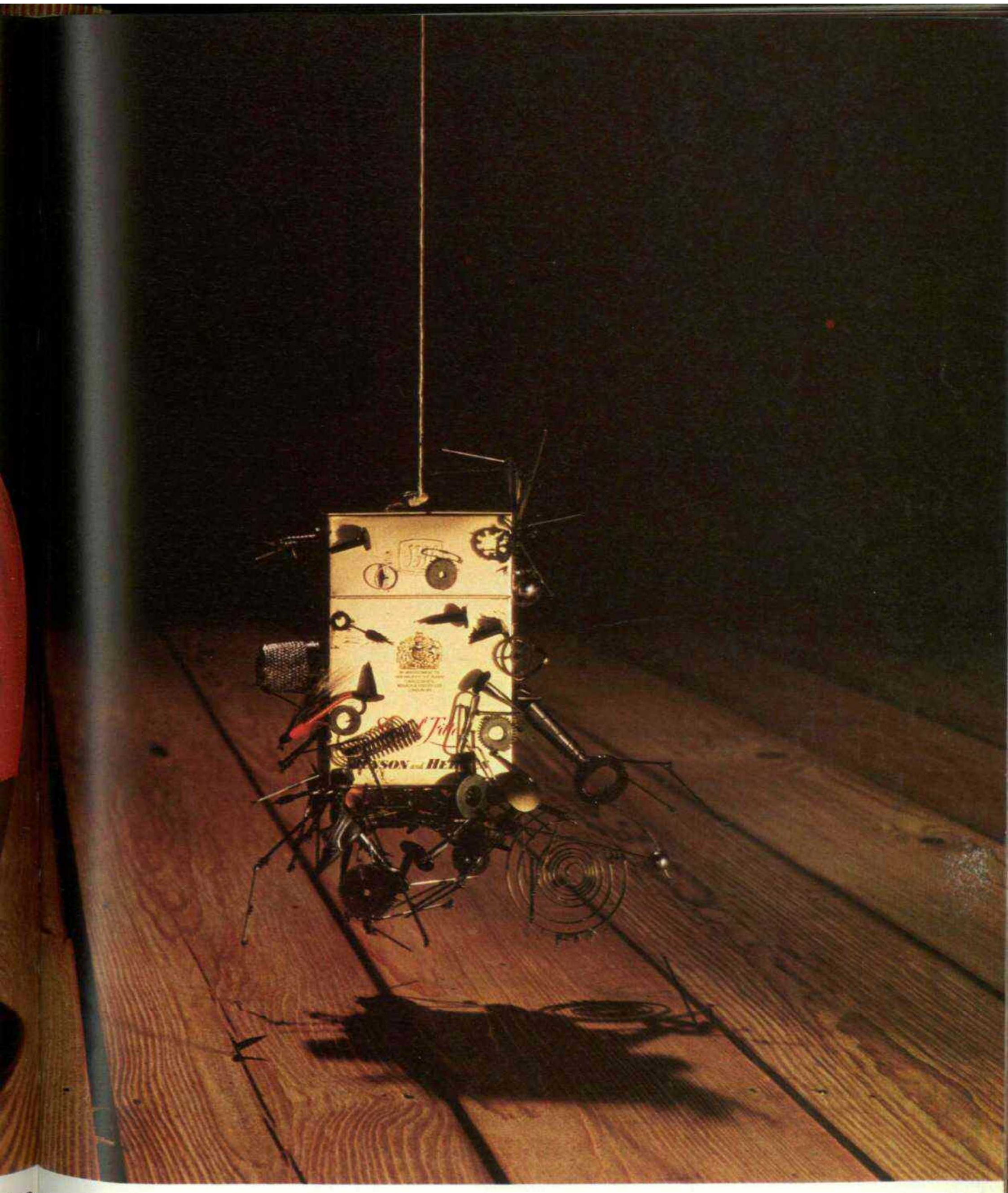
D.S.J.


GIVE THE BIRDS A CHANGE
VEUVE DU VERNAY



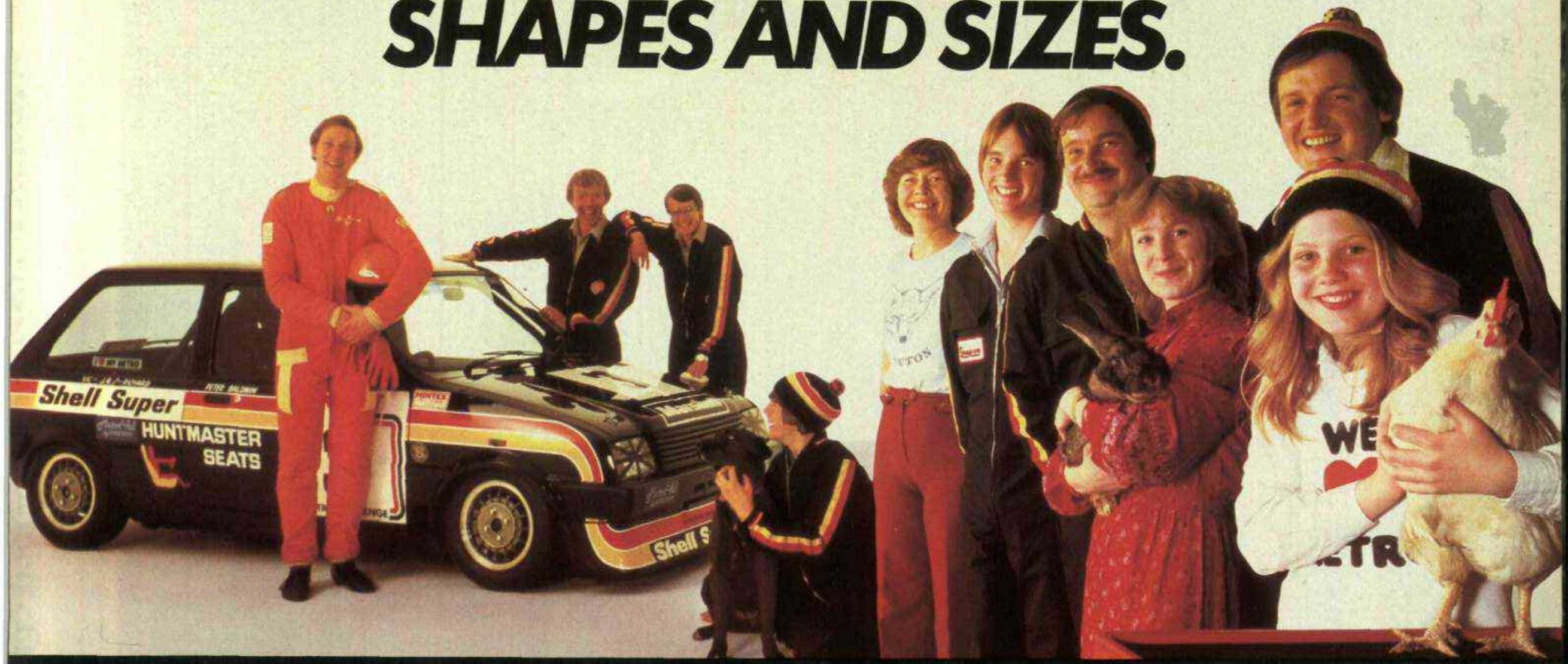
MIDDLE T

DANGER: H.M. Government Health Departments' WA



TAR As defined by H.M. Government
RNING: THINK FIRST–MOST DOCTORS DON'T SMOKE

PETER'S SUPPORTERS COME IN ALL SHAPES AND SIZES.



Whenever Peter Baldwin is preparing for a race, he likes to be surrounded by his many close supporters. And though Henrietta Chicken is forever in a flap, his wife, children and friends are a great source of encouragement.

Shell knew from the start that Peter had the talent to earn his stripes as a first rate saloon driver. That's just what he's become—thanks to Shell Super Oil—and of course, to his back-up team.



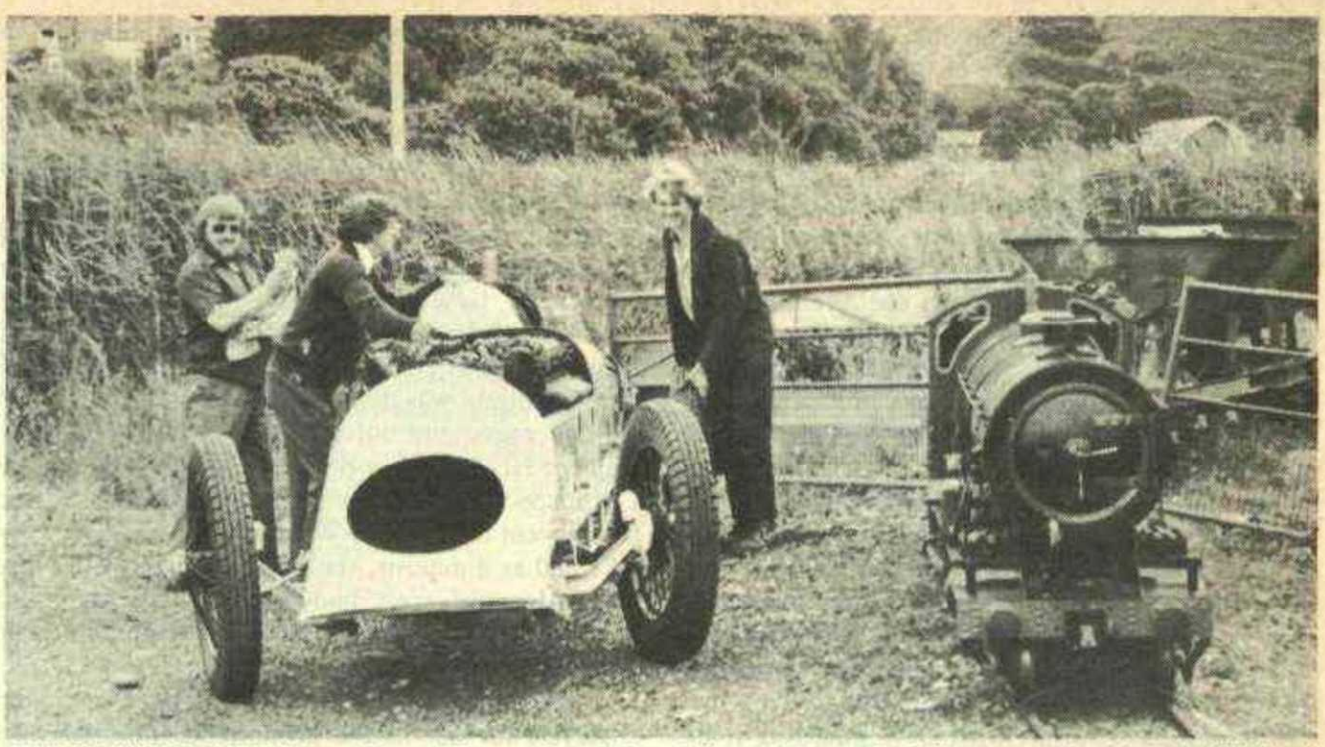
Shell

Veteran Edwardian Vintage

A SECTION DEVOTED TO OLD-CAR MATTERS

The Life and Times of Montie Grahame-White

(Continued from the September issue)



OWEN WYN-OWEN's ex-Parry Thomas Land Speed Record Car, "Babs", re-united with John Wilkins' 15" gauge steam Locomotive, "Count Louis", built for Count Zborowski who at the time owned the Higham Special which Thomas developed into "Babs". The occasion was the Fairbourne Railway open day last August. See Chasing Ghosts overleaf.

FOLLOWING his unsuccessful debut as a racing driver in the 1902 Paris-Vienna race due to troubles experienced with the Wolseley Beetle which he was allocated, Lt.-Comdr. (as he later became) Grahame-White (afterwards referred to as G-W) was asked to conduct some stunts in Richmond Park with a Wolseley racing car, so that a film could be made for showing nightly at the Palace of Variety in Shaftesbury Avenue. The trick driving included balancing the car on a see-saw, driving it backwards and forwards over a zig-zag course picked out by dummy figures, and steering it with the knees while lighting a cigarette.

So much for the early days of moving pictures! While at the theatre, which Cecil Edge also frequented, G-W was introduced by one of the directors, Ernest Polden, to another director, Mr. Cremetti, who in turn introduced G-W to His Highness the Maharajah of Cooch Behar. The Maharajah was staying at Queen Anne's Mansions and he told G-W to call on him there to discuss the ordering of two motor cars. G-W took His Highness round Hyde Park and the West End on an air-cooled 10 h.p. Mors and duly received an order for an 8 h.p Renault and a 15 h.p. four-cylinder Mors, a more profitable deal than the filming for his part in which he had received a free pass to the theatre and £25.

What is more, the cars were required to be shipped out to India for the Delhi Durbar and G-W was to accompany the Maharajah's party as a guest and advisory engineer. The cars were sent by the Roadcar Autocar Co. from Paris to Marseilles, to be loaded on to the P & O steamer SS *India*, bound for Bombay and known as the Durbar boat. G-W accepted the invitation although it meant turning down a post as chauffeur to King Edward, following a recommendation from the Hon. John Scott-Montagu, the present Lord Montagu of Beaulieu's father. Before leaving for India G-W travelled from Paris to Birmingham in the autumn of 1902 at Herbert Austin's request, for a road trial of the latest racing Wolseley. The car was driven to London so that the efficiency of the lubricating system, that had been the downfall of the Wolseleys in the Paris-Vienna race, could be observed. The car had only two bucket seats and presumably it was deemed imperative for the mechanic from the factory to occupy one of them to watch the lubricators while G-W drove, because Lt. Mansfield Cumming, RN, who was inordinately fond of speed, strapped himself on the back of the car for the journey. In spite of this uncomfortable ride he was impressed and immediately ordered a Wolseley for the 1903 Gordon Bennett eliminating trials, nominating G-W as his driver.

Departure to the Durbar was an extraordinary occurrence. After a ball at Prince's, with many of the leading actresses present, which followed a banquet for over 100 guests, all Mayfair seemed to be on the platform at Victoria Station the next morning, either to see the Bombay Express leave or to board it, and in the Suez Canal the boat stopped to enable Lord Kitchener and his staff to go aboard. Arriving at Bombay G-W busied himself with the transport of the Maharajah's two cars to Delhi. The Mors was put on a bullock-cart and taken to the railway station with the intention of putting it on an open truck for attachment to the Calcutta Express. In fact, so many guests were travelling that the truck was deemed too heavy for the Express and it was coupled to a lesser train leaving an hour later. G-W and another of the Maharajah's guests, Nicholas Wood, sat on the Mors during the journey! They, and the car, arrived in a fearful state . . .

However, the Mors was washed and filled with petrol and water and driven to the Royal Palace. It was the first motor car to enter Delhi, apparently, and the natives were thoroughly scared of it. However, after one had been taken for a ride in the tonneau they overcame this and G-W spent much time demonstrating the car to business friends of His Highness, Police officials and other prominent locals. One problem was loss of petrol, replaced in the car's tank by water — remarkably, the Indian servants enjoyed drinking it! Or so G-W says . . .

The two cars bought by HH the Maharajah were by no means the only ones shipped out for the Durbar. In a quayside warehouse at Bombay G-W encountered two each of De Dion, Panhard, and Serpollet steamer and lone specimens of Peugeot, Daimler, Delahaye, and Georges-Richard, belonging to guests who wanted their own transport during the ceremonies that lay ahead. The problem was obtaining petrol for them, as apart from two drums full which the natives were said to have consumed, the railways refused to convey such inflammable fluid. G-W found therefore, to obviate impossibly slow transit by bullock-cart, he had to resort to subterfuge. The fuel came in five-gallon drums and these were concealed in empty barrels, which were packed in crates with sawdust and shavings, the cases being sewn up in canvas covers and labelled "Camp requisites, Urgent", which is how the Durbar got its 200 gallons of petrol. Even so, supplies became scarce and high prices were charged for what remained.

Another amusing aspect of this motor-invasion was that special regulations had to be hastily drafted to obviate the danger of fire to the many tents in Delhi. G-W was naturally to the fore in this, offering his services to the Commissioner of Police through George Garth, British Resident to the Nawab of Dacca, and naturally his suggestions were adopted *in toto*. The presence of so many motors where no mechanically-propelled vehicles had been seen before may have been impressive but must have paled into insignificance beside the retinue of HH the Gaekwar of Baroda, who brought over 650 horses, 217 carriages, two huge elephant carts and three cars, one of which was a 12-seater Lifu steam-wagonette . . .

After the stupendous celebrations of the Durbar were over G-W went to stay at the home of George Garth at Chowringhee, where he was informed that the Nawab of Dacca had decided to become a motorist. Three cars were ordered through G-W, a 15 h.p. water-cooled Mors, an 8 h.p. Renault for use at Dacca and a City & Suburban electric landaulette for driving out in Calcutta. In addition, a motor launch was required, for use on the Brahmapootra river, this being shipped to India, the first of its kind there, in the P & O liner SS *Sardinia* and delivered to the Hooghly river. This launch had been made by Taylor & Bates of Chertsey and was powered with a 20/30 h.p. Filtz engine, which gave this 40-foot ten-seater a speed equal to 10 m.p.h.

When the Mors arrived experiments were made with it to see if a motor mail service was possible between Gauhati and Shillong, a distance of 50 miles of ascending road. Water in the fuel caused the Mors to take nearly four hours but nevertheless two 24 h.p. box vans started a mail and passenger service in 1904. Before leaving India G-W was invited to stay at the Palace of HH the Aga Khan at Poona. G-W, never missing an opportunity, obtained permission from the owner of a Peugeot which had just arrived in Calcutta to

borrow it with a view to giving the Aga Khan a trial run. Some good came of this, because in the hills of Poona the engine overheated, so a larger water tank was fitted before the Peugeot was returned to its owner.

On his return to England G-W left the boat at Marseilles and took the Paris Express, as he wanted to visit some of the leading motor manufacturers. Strolling down the Avenue de la Grande Armée, which the Motor Trade had already made its own, he saw in a showroom a magnificent 24 h.p. Mors with a Pullman body, which had won the Grand Prix at the Paris Salon. G-W felt that it was just the sort of car to appeal to an Indian Prince, with its beautifully panelled interior containing four swivelling armchairs upholstered in red Morocco leather, and the car fitted with every conceivable accessory. The price was 50,000 francs, the equal of £2,000. But G-W did a bit of bargaining and had the Mors got ready for the run to Boulogne. During the crossing the car remained on deck, with G-W guarding it in case its immaculate paintwork was scratched. He had met a Mon. Bouverie on going aboard, who was connected with the Parisian jewellers, Edgar Morgan et Cie, and who expressed interest in the Mors as a possible car for a wealthy client, Lord Uxbridge, the Marquis of Anglesey.

Some days after arriving in England G-W was contacted and asked to give the Marquis a demonstration run in London. He was to report to a Jermyn Street hotel, where he found the Marquis strangely dressed in pink silk pyjamas over which he wore a mauve silk kimono, and with silk socks of blue and matching pumps. The Marquis reclined in one of the armchairs and regarded himself in a hand mirror he had with him. As G-W was accompanied by a native servant of the Maharajah of Cooch Behar attired in a gold-braided uniform and turban a great deal of attention was focussed on the car, as G-W drove round the outer ring road of Hyde Park. There His Lordship decided to get out the better to inspect the car, a small crowd collecting. The deal went through, G-W being given a cheque for £1,000 as a deposit, the balance to be paid when the Marquis' crest had been put on the body panels and the Mors delivered to his family-seat at Plas Newydd in North Wales.

The Marquis also wished to have a motor tricycle for use in the grounds of the estate, so G-W sold him the De Dion Bouton he had bought from Charles Jarrott and took it by train to Llanfair, from whence he rode it to Plas Newydd. The arrangement was that G-W was to stay there for a few days, instructing the coachman in the art of oiling, repairing and even driving the Mors and teaching His Lordship to ride the motor-tricycle. The coachman took an instant dislike to the motor and the Marquis, going solo on the trike after twenty minutes instruction with G-W standing on the frame behind him, rode it into a tree, the machine overturning and splattering the Marquis' white suit with oil, to the enjoyment of the Duke of Manchester and an actress who were watching.

That was the end of the tricycle lessons but G-W was rewarded not only with the rest of the payment on the Mors, which he delivered a week later, but £100 for the De Dion and he left with a gold-topped cane. Some weeks later a telegram instructed G-W to go to Plas Newydd, collect the Mors and take it to Paris, where Edgar Morgan et Cie replaced the painted crests with jewelled ones. Not long afterwards the car was left unattended on the Promenade des Anglais at Nice and all three crests, valued at £160, were stolen; but as the Marquis was accustomed to wearing pearl studs worth £5,000 maybe he was not greatly distressed.

The Marquis acquired several more cars to add to his huge collection of horse-drawn carriages. All were disposed of in July 1904, at a sale at Plas Newydd, as the Marquis was going to live in Monte Carlo, where he died soon afterwards. The Mors was never heard of again, according to G-W. — W.B.

(To be continued)

Chasing Ghosts

NOT pursuit along dusty roads of a bevy of 40/50 h.p. Rolls-Royces, simply a glance-back at some off-beat motoring history. First, during the weekend of August 15th / 16th, at the Open Days of the Fairbourne 15"-gauge seaside railway near Dolgellau (see MOTOR SPORT for June, page 732), something came about that I had long wanted to see. Two prized possessions of Count Louis Zborowski's, which he owned just before his fatal accident in the 1924 Italian Grand Prix at Monza, were temporarily reunited. Owen Wyn-Owen brought "Babs", the 27-litre Liberty aero-engined LSR car which he disinterred from Pendine sands some years ago and has since restored to running order, to Fairbourne on its massive trailer behind a friend's 3-litre Rover and it took up a position at the terminal station alongside "Count Louis", the Henry Greenly-designed, Bassett-Lowke miniature 4-4-2 GNR Atlantic steam-locomotive which was also built for the adventure-loving Count.

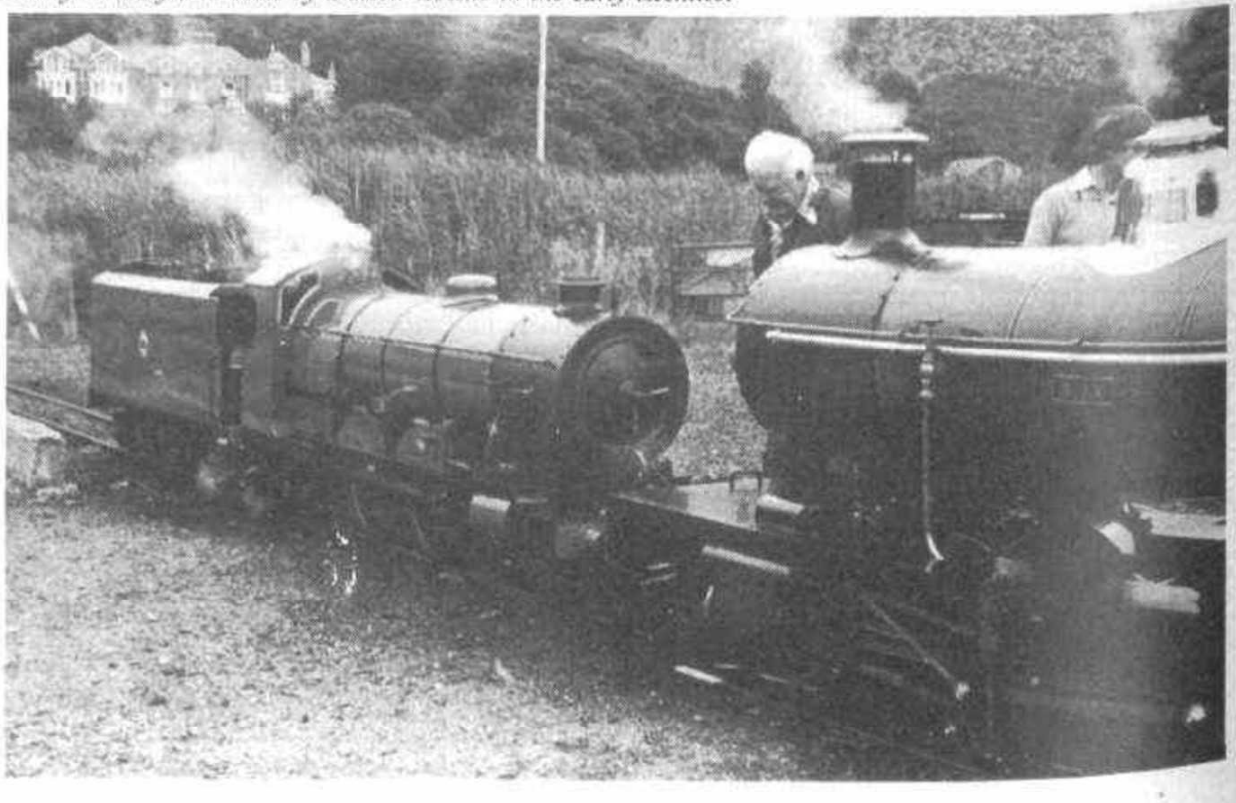
It was good to note that Wyn-Owen has progressed with re-clothing "Babs"; the scuttle, much of the tail, and the cockpit-sides have been made. As the dashboard instruments, etc. had been removed for this rebuild, the monster could not be run-up, but "Count Louis" was very busy on the 3-mile out-and-back line, Wyn-Owen driving it for a short distance. The link is that "Babs" was originally the Higham-Special, called after Zborowski's house at the now by-passed village of Bridge, near Canterbury, and completed for racing at Brooklands in 1923/24, and that the locomotive was constructed to the Count's order (although I am not certain whether it was completed just before, or just after, his fatal accident in the GP Mercedes). It was bought from Bassett-Lowke after his death by the Fairbourne Railway. When John Wilkins, who was riding on his trains on the weekend of "Babs"' visit, acquired the line after the war "Count Louis" was in a bad way, but it was overhauled and returned to the line in 1947. (As for the Higham-Special, Parry Thomas acquired it, renamed it "Babs", used it to break the LSR, and was killed in it in 1927.)

It was great fun riding on this unfenced little railway, which is run with outward informality but which has an unsurpassed safety record. I took rides behind both "Count Louis" and the Stourbridge-built 4-6-0 tender-locomotive "Ernest J. Twining", both double-banked with the larger "Sian" and "Katie", as very long trains, including covered coaches, were being run. Rumour has had it that the Fairbourne Railway was being transferred to the Isle of Wight. Fortunately this seems not to be the case and I believe a new shares-participation scheme is to be introduced to further the Welsh project. Among the "Great Little Trains of Wales" it is the only 15"-gauge, or model, railway and if you can tear yourself away from cars, and get there before the season closes, the 80p return ride is highly recommended. . . .

Having had a comfortable trip up to the Fairbourne Railway in that inimitable car, the Solihull Rover 3500, and another very effortless, easy to conduct, family-car the Tagora GLS having presented itself for test, it seemed reasonable to chase a few more ghostly items from motoring's past, in the course of a Day Tour in a Talbot.

For some time I had been thinking about the first private road to be used for speed-trials in England, namely Clipstone Drive, then on the Duke of Portland's Welbeck estate, in Nottinghamshire. It was here, over a straight mile course, that the first proper British speed-trials took place, in May 1900. They were part of the second 1,000 Mile Trial run by the influential ACGBI and Clipstone was one of the timed tests incorporated. It seems that to save time, competitors were allowed on to the course at half-minute intervals, so that some use was made

ANOTHER view of Count Louis, sharing the rails with the larger engine, Sian. Count Louis was designed by Henry Greenly and built by Bassett-Lowke in the early twenties.



of the grass verge for overtaking. The Hon. C. S. Rolls made fastest time, on his 12 h.p. Panhard, averaging 37.63 m.p.h. mean, for runs in opposite directions. Second best, a tie, were an 8 h.p. Panhard and an 8 h.p. Napier. Alas, this useful course was put out-of-bounds by the Duke the following year, after he was forced to take to the ditch by a car while riding in his own grounds. He banned all motors from using his roads. However, by 1902, when County Councils were to be given a demonstration of the braking power of the new-fangled motors, the Duke had relented, even to the extent of straightening-out his drive. A flying-mile was now possible over it and after speed-trials, in January, coupled with the braking tests, the ACGBI later removed its proposed Bexhill speed-trials to Clipstone when local feeling was opposed to them.

Using a half-mile run-in to a flying kilometre, Charles Jarrott did over 63 m.p.h. on his 70 h.p. Panhard at that meeting, in spite of a wet day, when, as Tim Nicholson reminds us in his book about sprint events, "several cars nearly left the road, and all threw up plumes of black mud fifteen or twenty feet high in their passing".

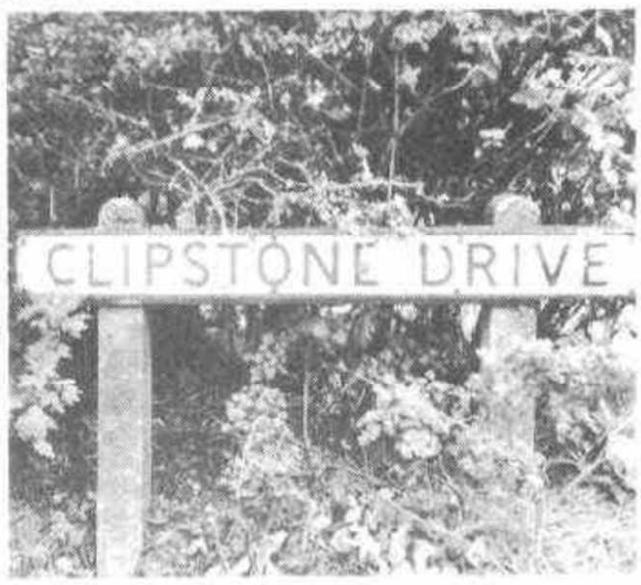
The Clipstone course gained more fame in 1903, when the Eliminating Trials to select a British team for the Gordon Bennett Cup race were staged there, watched, it is said, by 3,000 people. They saw the 45 h.p. Napiers of Rolls and Stocks fly over the downhill kilo. at just better than 71 m.p.h., after a short run-in. This must have prompted Rolls to use Welbeck for an attempt on the Land Speed Record that year, his 70 h.p. Paris-Madrid Mors covering the kilo. at a rousing 84.73 m.p.h., only to be disqualified due to suspect timing apparatus. He had run in the slightly downhill direction, admittedly, but his speed would otherwise have constituted the very first British LSR, being slightly faster than the time set by Duray and the 13½-litre Gobron-Brillé at Ostend, and which was only equalled in France (and officially recognised) by the same combination later in 1903.

At various times after this the course was used for speed-trials by the Nottingham AC and prior to the war cars of the calibre of Percy Lambert's hour-record Talbot ran there, Lambert doing fractionally under 100 m.p.h. over the f.s. kilo., which must have been exciting. After the war clubs such as the East Midland Centre of the ACU and the Mansfield MC ran speed-trials at Clipstone. The Duke banned cars again after the 1922 event, but relented later. The last speed-trials over this famous road were held, it seems, in 1924, perhaps because an Army camp had been built nearby and after its ban on all public-road speed-events in 1925 the RAC may have felt that the site had become dangerous.

Anyway, that is where I went in the Tagora, first along the rural route to Bridgnorth, where enthusiasts' railway and motoring interests are so well catered for, then to Wolverhampton (why the 50 m.p.h. speed-limit for so much of the way?) and on through rather dismal urban districts, until we shook them off on attaining the excellent dual-carriageway of the A38 and the tree-lined Derby ring-road. So to Old Clipstone.

A publican directed us to the farm on which the old course now runs, the Welbeck estate having been split up, perhaps during the First World War. At what was once the lodge but is now a pleasant farm-house, we asked permission to look at the now ghostly site. This was given willingly. Indeed, we were told that the RAC and other rallies have used the forest sections that abound on the estate, so that the surface of the one-time speed-trials course is now a dusty lane, but that







THE old Welbeck Speed Trials course, where the Hon. C. S. Rolls unofficially broke the Land Speed Record in 1903, as it is today. It is still known as Clipstone Drive, although the end at which the name plate is situated is now a tarmac road, flanked by council houses. The bottom photograph was taken at Sywell, not in Weybridge. Brooklands Aviation moved up to the Midlands after the war, but dropped aviation some four years ago to concentrate on the manufacture of suspension components.

not all that long ago someone brought a Brough Superior there, to commemorate a quick time set up at Clipstone by George Brough.

I must confess the place was not quite what I had visualised. The road, straight and only very slightly undulating, is this now narrow lane, running between woods and hedges, ending by the Forest Town main road in a tarmac surface, flanked by Council houses, perhaps a legacy of that Army camp, with a final stretch of hard surface. I had pictured a road cutting straight across the old Duke's rolling parkland . . .

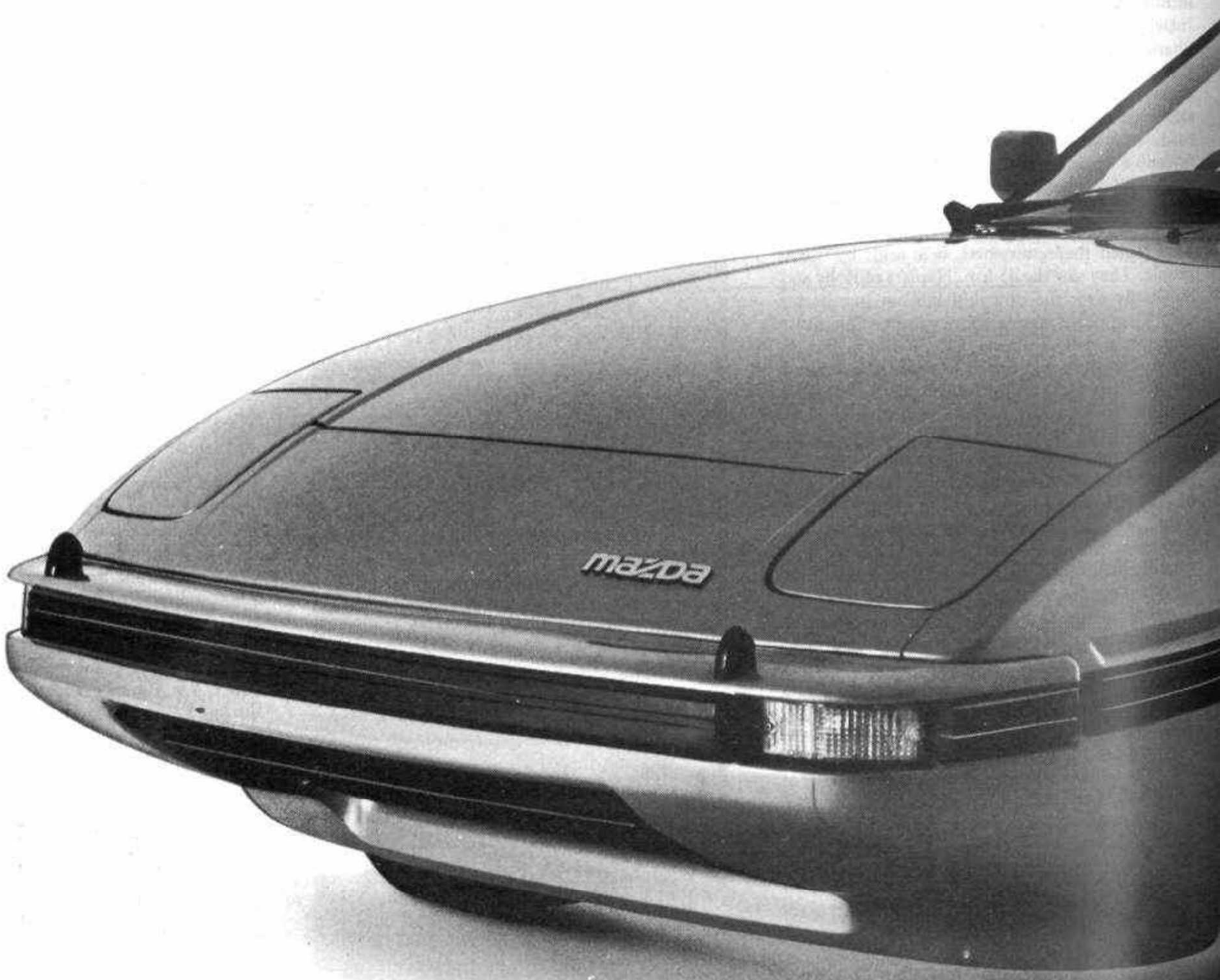
However, the Clipstone Drive is still so-named on two boards beside the far end of the road from the lodge, and local people know that racing cars were once unleashed there. Indeed, we were sent off to meet a gentleman of 94 who, at the age of 13, had played truant from school to see this, the boys being permitted to go back to watch the next day. The cars were timed from the Great Wood, it seems, and the course was closed at the far end by white gates. Naturally, I photographed the Talbot on the drive, known to the locals as the "straight-mile", although it is a very different car from the several Talbot 25s that did well there in the 1913 speed-trials; and we lunched at the near-by White Gates Hotel. Then it was off past the open-cast coal mines and a train of trucks on a high embankment that marks the area, to chase a few more items from the past.

Through the hunting pastures of the Belvoir and the Pytchley, we drove to Melton Mowbray, where the one-time home of Count Eliot Zborowski, killed at La Turbie hill-climb in 1903, still survives, to find the family grave of the Count, his wife the Countess, and their son Count Lou Zborowski (who was killed driving, like his father, for Mercedes) in the little churchyard at Burton Lazars. It is sadly neglected — perhaps local motor-racing enthusiasts could do for it what has been done for Parry Thomas' grave in Byfleet? Our last call, in a day's drive of over 400 miles, was at Sywell, to see what has become of Brooklands Aviation, who ran the Flying Club there on the grass field before the war, as well as the better-known one at Byfleet. The old sheds were still full of Club aeroplanes but the Company dropped aviation, for vehicle suspension manufacture, four years ago. After which the Talbot Tagora brought us swiftly, effortlessly, and surprisingly economically back to the present, over the route Northampton, Daventry, Leamington Spa, Warwick, Stratford, Worcester, Leominster and Kington. — W.B.

The Things They Say . . .

"Poor Schlumpf never managed to get hold of one (a Type 59 Bugatti) for his ill-fated collection". "So the works Type 59s survived, one . . . winning the Comminges GP . . . This car is preserved today in the Schlumpf Museum in Mulhouse . . ." From a 14-page feature on the Type 59 Bugatti and its creator, in *Motor*, illustrated incidentally with a cutaway drawing which appeared in MOTOR SPORT in 1976. Ah well, there has always been much mystery surrounding that Schlumpf Collecton! — W.B.

At 6,800 rpm t
complain, so a li



Most sports cars have pistons, valves and camshafts to tell you when you're reaching the red line.

The Mazda RX7 has to have a little buzzer.

Its rotary engine is so deceptively smooth and quiet.

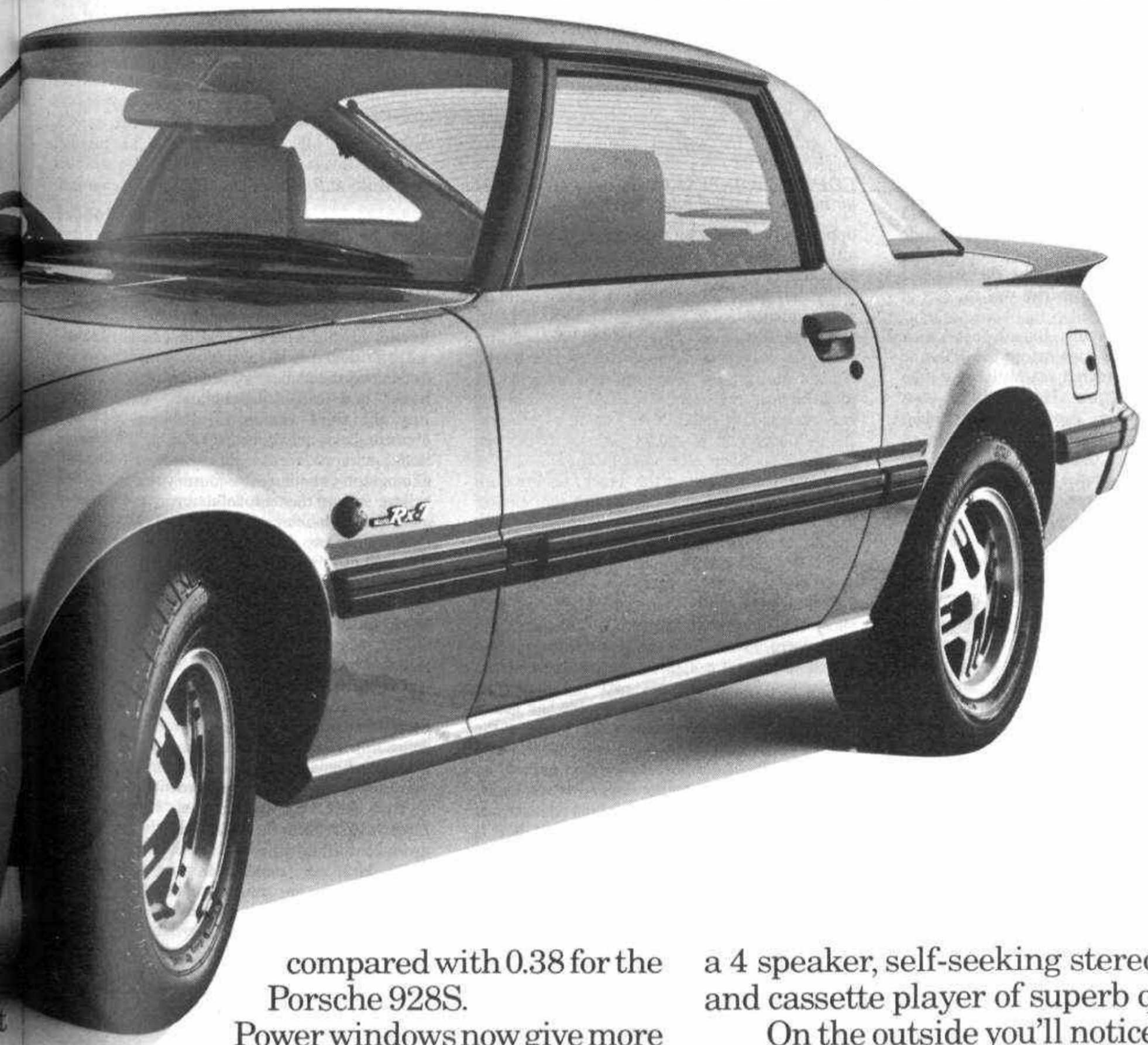
To quote "Car" magazine, "All out at 7,000 r.p.m. there's no hint of mechanical strain. What an engine!"

An engine which for 1981 has had its power increased by 4.5% so now i only takes 8.8 seconds from standstill to 60 m.p.h. And, if you have the nerve or racetrack, it will take you to 124 m.p.h. with unconventional ease.*

We've also been busy on the bodywor The drag coefficient is down to 0.32,

FOR MORE INFORMATION CALL TELEDATA 01-200 0200. *MANUFACTURER'S PERFORMANCE FIGURES. PRICE CORRECT AT

he engine won't
ittle buzzer does.



compared with 0.38 for the Porsche 928S.

Power windows now give more power to your elbow.

Plus other goodies like the sunroof, map reading light, illuminated ignition switch, luggage tonneau cover and remote fuel cap release.

When you take delivery we install a 4 speaker, self-seeking stereo radio and cassette player of superb quality.

On the outside you'll notice the rear spoiler, rear wash-wipe and alloy wheels.

The 1981 RX7 sports a wealth of new features and at £8,699 it should give you quite a buzz.

mazda

TIME OF GOING TO PRESS. PRICE INCLUDES CAR TAX, VAT AND FRONT INERTIA SEAT BELTS, DELIVERY AND NUMBER PLATES EXTRA.

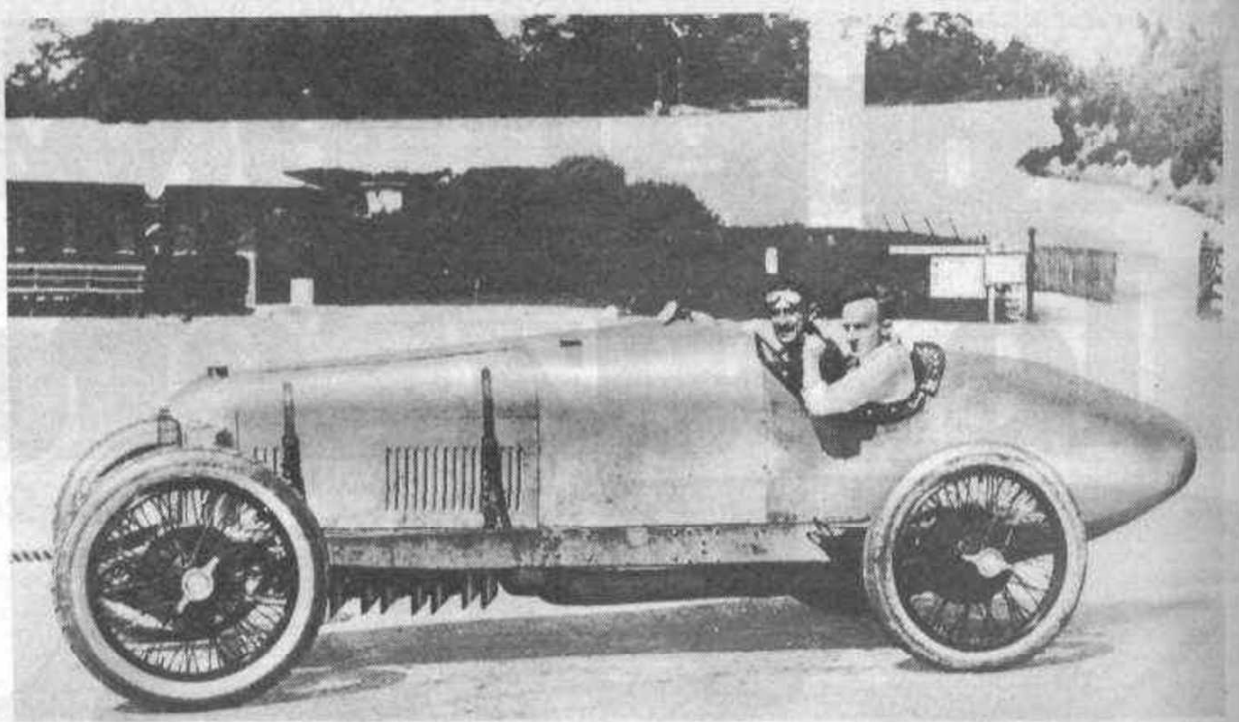
The Brooklands Miller

THE HEADING applies, not to the single-seater Miller that appeared at this year's Brooklands Re-union, which seems to be a post-war replica or rebuild judging by its dating, but to the Miller which Count Louis Zborowski imported in 1923, to which interesting reference is made by Griffith Borgeson in his new Bugatti book (see "Book Reviews"), he being one of the best "automotive-detectives" to sit before a typewriter.

Borgeson reminds us that the five aristocrats who ventured to Indianapolis 58 years ago to drive a team of Type 30 *monoposto* Bugattis in the classic 500-Mile Race were very disillusioned when they found how slow the French cars were against the better American track racers. The young Count Zborowski was one of these drivers and Borgeson tells of how he became friendly with Fred Moskovics of Stutz who was acting as host to the European team and who, according to Borgeson, had narrowly escaped disaster in the fatal run in Zborowski's father's Mercedes at La Turbie hill-climb in 1903, he having gone to Monte Carlo with the Count to act as riding mechanic but had changed places at the last moment when Baron de Pollange, a friend of the Count, asked for the ride; Moskovics had not realised that the youthful Louis who had come to America was the son of Eliot Zborowski.

Finding his Indianapolis Bugatti not quick enough in the practice runs before the 500-mile grind, Zborowski ordered a Miller for the European GP at Monza Harry Miller, says Borgeson, rang his Los Angeles plant immediately, so that work could be started on Zborowski's car and the necessary two-seater body and crude front brakes fitted. It is said that the Count announced three days after arriving at the Speedway, and eight days before he was due to race the Bugatti there (it retired after little more than 100 miles, with a broken con.-rod), that he would probably go out to see the new Los Angeles track while his car was being built and that he might run it in the November Thanksgiving Day race (I am not sure which track this was; an earlier reference of Borgeson's says the Los Angeles Motordrome dated back to 1910 and that Moskovics' new Culver City track didn't open until 1924. I suspect that Zborowski discovered this and didn't go; he was back at Brooklands by the summer).

The Miller, however, was duly shipped to England. In those days when you could only get to America by sea, Indianapolis and the rest of the racing circus there was a closed-shop to most Britishers. They were apt to think of it as taking place over speed bowls amid a stench of petrol fumes and grease, the drivers dare-devil cowboys, the whole thing very far removed from the tranquil country estate atmosphere of Brooklands, where gentlemen drivers pursued the gentle sport of handicap racing in a fascinating variety of rather charming motor cars, many of them of reassuring antiquity. The "movies" had enhanced this impression of American motor-racing, even though there was another four years to run before sponsorship took hold of Indy. and names such as Perfect Circle, Jynx, Elgin Piston Pin, Boyle Valve and Nickle Plate Specials came into being to divorce still further the USA scene from European reality. But if Yankee speedways seemed lurid and not quite trustworthy, the speeds of the USA racing cars were known to be high, so the advent of the Zborowski Miller must have provided the "right crowd" who frequented Brooklands with keen, if restrained, excitement. I am glad to have the



COUNT ZBOROWSKI at the wheel of the Type 122, 2-litre Miller at Brooklands in 1923. Note the vertical air intakes protruding below the chassis side-member.

opportunity to say a bit more about this because, although I devote quite a lot of space to this in my Brooklands History (Grenville, 1981 — same address as MOTOR SPORT), I did not quite do the car justice.

The grey-painted, slim, Type 122, 2-litre twin-cam Miller was due to race at the BARC August Meeting (of 1923) but it non-started. A pity, because the usually cautious handicappers had deemed it no faster than a 1½-litre Aston-Martin or a 30/98 Vauxhall in one engagement. Soon after this meeting was over Zborowski was down at the Track, testing both his new American possession and the 27-litre Higham-Special that he had also withdrawn from the racing a few days before. If you read page 105 of the aforesaid Brooklands book you will see that there was cause for general dissatisfaction. The 2-litre straight-eight American marvel was well short of its expected 120 m.p.h. top-speed and there were other untoward occurrences, one of which smacks, if not of sabotage, then of gross carelessness on someone's part — unless the Count's mercurial, fun-loving friends had got at the engine. . . The comment in *The Autocar* at the time, written I expect by the Count's close friend S. C. H. Davis, implies at best an excuse for future poor showing by the import, at worst that Zborowski may have been thinking in terms of compensation. I quote: "It is obvious that there is something curious in the conditions in America, if this car is anything to judge by; and if it does not run at what is regarded as the correct speed, either American timing is incorrect — which seems most improbable — or the measured distances may be inaccurate. Alternatively, there may be something in the effect of the atmosphere, though men with experience of racing in both countries state definitely that it is not necessary to change the jet-setting for America petrol or conditions, and that the cars taken over from this side of the Atlantic do not seem any faster than the data provided by Brooklands would suggest."

Clearly, Zborowski was puzzled. Nor did the presence of no less a person than Riley Brett, Miller's head mechanic or engineer, help, but it does seem as if an early engine had been installed in Lou's chassis. Jimmy Murphy, the champion American driver, had travelled to France with Brett on the way to the Monza GP and one wonders whether Brett was summoned to Brooklands by an irate Zborowski (I have heard that he stayed in a London hotel, not at Higham, which may bear this out, or it may simply have been that he was looking after Miller business in the Capital, one task being to travel down to Brooklands to see how a customer's car was getting on). Murphy had expressed a desire to see Brooklands but I never heard that he got there.

Disillusioned as he must have been, Zborowski dispatched the Miller to Monza in the care of his friend and consulting-engineer, Capt. (later Lt.-Col.) Clive Gallop, in the pre-1914-type Mercedes lorry (of which MOTOR SPORT has, I think, reproduced the only published photograph), an incredible journey, especially as I believe it was then on solid tyres, not its later giant balloon pneumatics.

The other two Millers to run at Monza were in the hands of Murphy and the wealthy Argentinian, de Algaza. The latter, like Zborowski, had, after the Indianapolis Bugatti fiasco (he stopped after only ten laps with a broken con.-rod) placed an order with Harry Miller, but for *two* cars, according to Borgeson. One of these (I presume), with Murphy's car, had been shipped to Genoa. I reason that Murphy and Brett had travelled *via* France in preference to going direct to Italy on a tramp-steamer; those who have knowledge of the shipping-lines at that time may care to comment. Incidentally, it is easy to see why the Miller was important to Zborowski. It wasn't until late in 1924 that he was invited into the works Mercedes GP team, with the saddest of results. He had invested in Aston-Martin to promote his road-racing interests, after his sensational Brooklands appearances with Chitty-Bang-Bang, etc., and needed a 2-litre car for GP events. Perhaps he remembered Segrave having to prove to Coatalen his ability to race before he would be given a place in the Sunbeam team; the Count had nothing to prove as a track driver. But how would Mercedes rate his Brooklands career? Moreover, one supposes that he saw the Miller as a useful 120 m.p.h. Brooklands car, at a time when the fastest lap he had done there had been at 115.29 m.p.h., in the ageing 4.9-litre Ballot. So Monza was important to Zborowski. Akin to a semi-track contest, Zborowski was some way behind Murphy initially but there have been other occasions when works cars have had the edge over those of the same make owned by private entrants! First the Count was delayed by plug trouble, then the Miller's oil-pump gave out (although Borgeson has told us that, compared to

a Duesenberg's, these were "refined and compact") and not surprisingly a con.-rod broke soon afterwards. Algaza was still running at the end, but he did only 70 laps to the full 80 achieved by Murphy, who was third, but no match for the supercharged Fiats.

Just over three weeks later Zborowski had the Miller home in England and at last the Brooklands crowd had a chance to see this intriguing, now white car, with its eight vertical air-intake pipes for the Miller carburetters protruding in a business-like manner below the crankcase; that is, those who went down to Weybridge for the Essex MC Meeting on September 29th. The Miller's lubrication system was still giving trouble, the sump refusing to scavenge properly (one wonders who had rebuilt the engine?) but the car was beautifully finished and was the favourite for the Lightning Short Handicap. The engine was running well and Zborowski caught Mrs. Menzies' 1912 GP Peugeot on the Railway-straight, to win at 93.57 m.p.h. He came out again for the "Lightning Long", a race which gave the onlookers a true thrill, with one of the most exciting, bunched finishes seen at the Track. Slow until it warmed-up, the Miller then overhauled the field, holding up Parry Thomas' scratch Leyland Eight in the process, until Zborowski got clear and pulled down from his high place along the Byfleet banking to let the Welshman through. Eight closely-spaced cars roared over the line, Thomas winning at 100 m.p.h., the Miller second, Brocklebank's 1913 GP Peugeot third. Zborowski's fastest lap was at 109.46 m.p.h.

The Miller seems to have vindicated itself. Zborowski had clearly expected a speed of something like 120 m.p.h., and must have been near that, in this race. At Indianapolis in 1923 Milton's winning HSC Miller qualified at 108½ m.p.h., so that was about the norm for the Type 122 at this stage of its development.

Emphasising the long journeyings, Zborowski was then off again to Spain, to race the Miller at the new Sitges banked-track, after driving the Aston-Martin into second place at Penya Rhin. Only four cars contested the 2-litre Sitges race, so Gallop was permitted to run the Aston as a make-weight. The Miller ding-donged all the way with Divo's GP Sunbeam until a tyre gave out, and Zborowski was still only 50 sec. behind at the finish, averaging some 97 m.p.h. for the 248½ miles. Presumably the long-suffering lorry was used again and if so, as there was room in it only for the Miller, the smaller car was probably driven the whole way!

The car never went so well again. Lou tried it unsuccessfully at the 1924 Whitsun Brooklands Meeting, but retired after a 90 m.p.h. standing-lap. He then took it to Lyons for the French GP, again in the venerable Mercedes lorry, and had great fun, with Sammy Davis as his passenger, until the steering and front axle bolts broke up. After Zborowski's death H. Wright took the Miller on, Dudley Froy "up" on one occasion, but suffered non-starts, and another rod through the crankcase. It finally left this country for a new career in Australia and is rumoured to have changed hands again recently. — W.B.

Little and Large

WHILE the Assistant Editor was having himself a speed-orgy over the August Bank Holiday at the Bentley DC Silverstone races and the VSCC Cadwell Park Meeting, I looked at transport happenings nearer home. On the Saturday the VMCC had a run for those members who had camped in Membership Secretary Ken Fazakerley's fields. After the Calthorpe had pulled itself up to St. Harmon's in third gear, we watched the start. Flagged off by Rhayader's Deputy Mayor, Mrs. Weeks led away in her 1933 Morris Minor saloon, followed by the oldest motorcycle taking part, Alderson's 1921 chain-drive SD Triumph, with gas headlamps, and a belt-rim rear brake as legacy from the earlier model that was belt-driven. Harris had a 1927 350 c.c. Humber, Baker and Brown each had two twin-cylinder, shaftdrive Sunbeams, and the entry ranged from Rose's 150 c.c. James, which despite its small size carried a pillion passenger, to Rhys-Roberts' 1,140 c.c. solo KX Royal-Enfield to Cordy's 998 c.c. Vincent with twin front brakes and frontal fairing.

Mrs. Salisbury, last year's winner, drove her very smart 1934 Morgan 3-wheeler with lady navigator and her daughter, in smart leathers, rode a 1936 Velocette two-stroke with outside flywheel, Broadbridge was on a 1929 Scott, Isaac had another Velocette two-stroke but of 1931 vintage, and Johnnie Thomas' son produced a 1929 Triumph sidecar outfit proudly displaying its make on its front number-plate. Cronin rode his 1937 600 c.c. Ariel outfit in crash-hat and shirt sleeves, displaying a "Duckham's" sticker on the sidecar, Weeks was on his racing 1938 Cotton with 250 c.c. hairpin-valve-springs Rudge engine, and last to go was Tovey's 1949 BSA, with faired screen and pillion passenger.

The outward route took in the Staylittle hill and went over the Bwlch y Cle Dam, to a lunch stop at Pisgah, near Devil's Bridge, and the riders returned *via* the scenic Elan Valley route. There was a barbecue that night, before a convoy-run to the Bishop's Castle Traction Engine Rally on the Sunday.

This must be one of the best-organised Shows of its kind. The County of Salop Steam Engine Society not only had all 41 of the engines entered in the Show Ring, according to the knowledgeable commentator, but the variety was remarkable — vintage and post-vintage cars, ditto motorcycles,



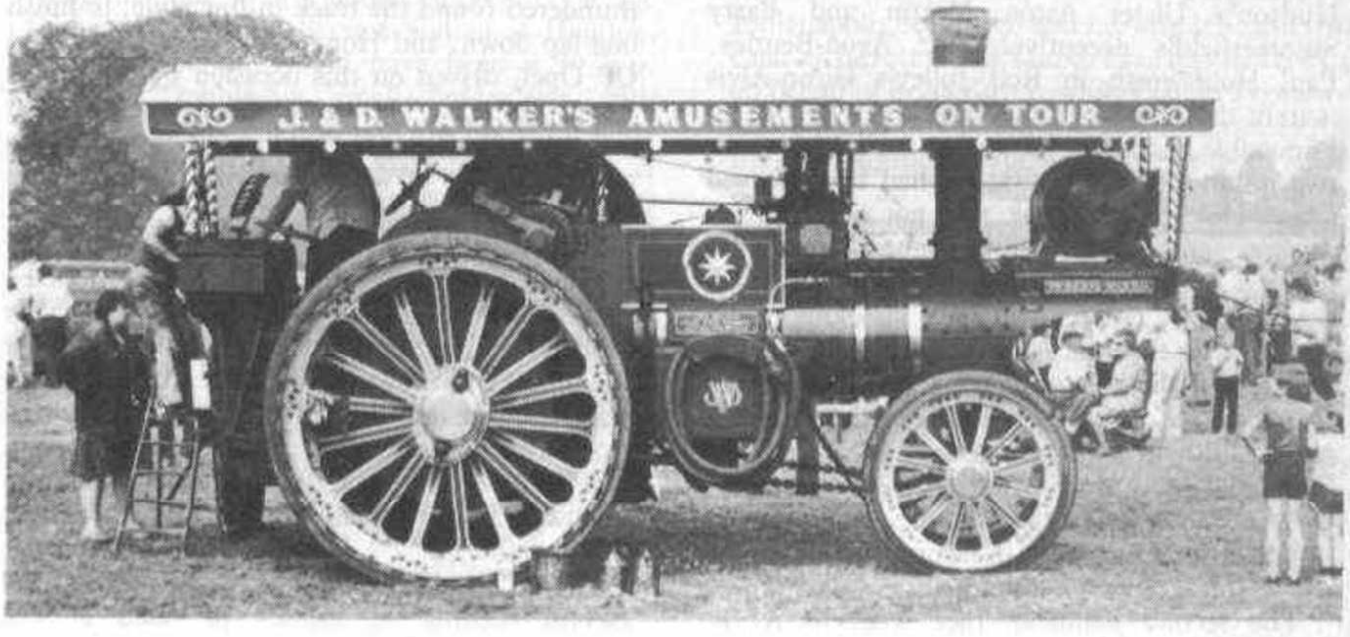
LITTLE — Ken Fazakerley (white coat) supervises the start of the motorcycle run held in conjunction with the Bishop's Castle Traction Engine Rally.

and commercial-vehicles (to a total of nearly 150), old bicycles with the riders in period costume, farm tractors, some 50 stationary engines, of which by far the largest was the 1907 Crossley gas-engine, but with 14 different makes represented, farm-machinery, a 7¼" gauge steam railway, model traction-engines, and horses, all showing off their paces to the music of showground organs.

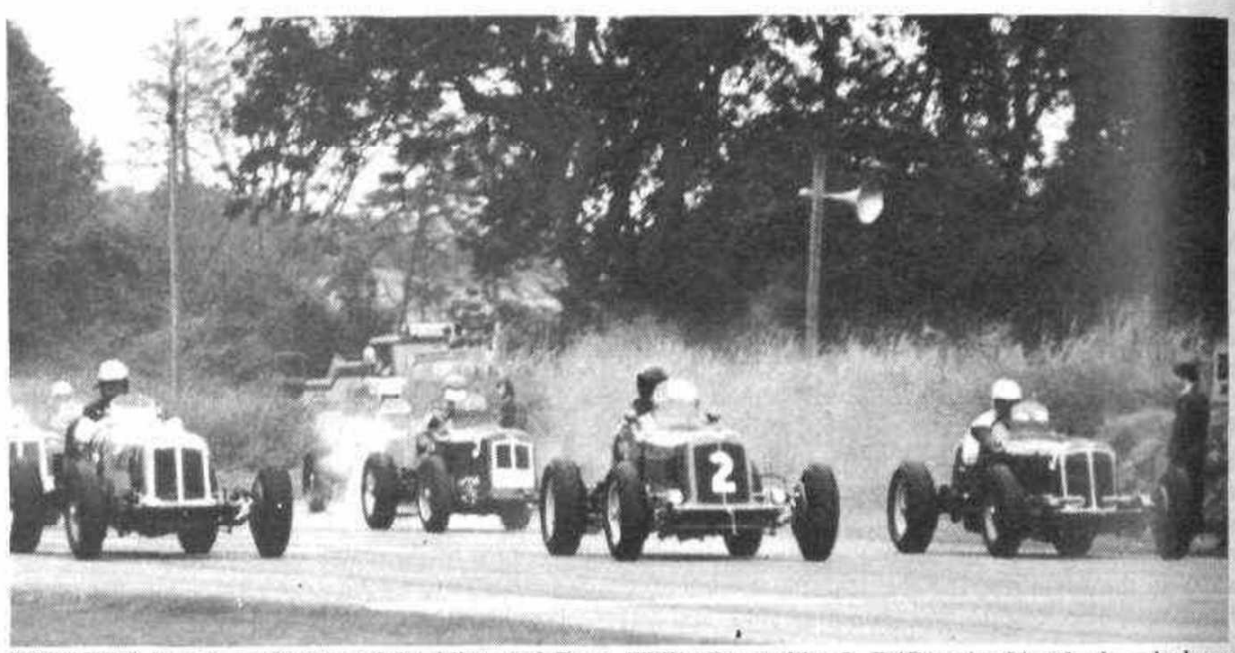
The big fields at Bishop's Castle easily accommodate all this, and the vast number of visitors' cars, and as the traction-engines and steam-waggons paraded in the hot sunshine, announced by the traditional playing of Elgar's "Pomp & Circumstance", watched by the orderly onlookers, one felt that riots and other troubles were far away and that there is not much wrong with this little Country. . . .

Austins predominated among the vintage cars, including two early 12/4 Clifton tourers, and a Seven Mulliner saloon. There was one each of Rolls-Royce (Murcott's 1925 P1 two-seater) and Bentley (Jones' 1930 4½-litre, converted from a saloon), and the rarest car exhibit was Relph's 1925 Cluley tourer, with distinctive "witch's hat" hub caps. Seven Messerschmitt three-wheelers were on show and I noticed an early Bond and a T-60 Berkeley three-wheeler. The commercial-vehicles ran from a Dodge hearse up to the 1941 D6 Caterpillar Crawler controlled by no less than seven levers. An Atkinson eight-wheeler and trailer, Costin's 1950 ex-Regent Oil Co. Thames tanker, with outside Pyrene fire-extinguisher and Horton's 1936 Diamond-T were among those vehicles that could have come straight out of their makers' factories, and a saddle-ridden Raleigh 3-wheeler with fabric taxi(?) body was decidely unusual. The VMCC had put on an immense display of the older motorcycles. The organisers are to be congratulated on the layout of the Show and for roping-off or fencing-off the more delicate exhibits. A memorable typically-British occasion, not to be missed. — W.B.

LARGE — J & D Walker's Burrell Showman's engine "Princess Marina" at Bishop's Castle.



The VSCC at Cadwell Park



THE ERA line up at the start of the Allcomers' Race. Willie Green (No. 5, R4D) spins his wheels as he leaps from the second row, looking for space between Bill Morris (No. 2, R12B) and Donald Day (No. 3, R14B) while Martin Morris (left, R11B) has the right side of the track to himself.

FOR the sixth year running, the Vintage Sports-Car Club combined with Charles Wilkinson, proprietor of Lincolnshire's Cadwell Park, to promote a race meeting with a very distinctive pre-war flavour on the Sunday of the late August Bank Holiday weekend. Not only were all the cars taking part of pre-war ancestry, but the circuit itself is so reminiscent of pre-war road racing — the 2.25 mile track is narrow and twists and turns its way through open farmland and woods, along a hillside and through a valley. So popular has this venue become with VSCC members, despite some rather damaging accidents in previous years, that the programme this year had to be extended to ten events. The weather was kind, staying dry after rather depressing early morning cloud, although the wind off the North Sea was bitingly cold towards the end of the day's racing.

The programme started with the Spero and Voiturette Trophies Race, run over 8 laps with a scratch start but including a sealed handicap. The Spero Trophy is open to cars under 1100 c.c., while the Voiturette is for un-supercharged sub-750 c.c. cars. In the absence of Harper's rapid Morgan, the front row of the grid saw Freddie Giles GN/Morgan lined up alongside Dennis Barbet's Riley 9 and Barry Clarke's supercharged Austin 7. Martin Eyre, on the second row of the grid was the best placed Voiturette car. Barbet made an excellent start, as did Eyre who was alongside Clarke before the first corner, but, due to clutch slip, Giles made an uncharacteristically poor start, allowing most of the field to pass him before Coppice Corner. At the end of the first lap, Barbet had drawn out a useful lead over Eyre and Frank Hernandez who had taken advantage of the wide grass verges alongside the start straight to carve his way past the slow Giles into third place. Barbet held the lead until the end, but Eyre never let him relax, being but a few seconds behind. Hernandez harried Eyre from lap three for a couple of laps until back-markers enabled Eyre to increase his margin of safety. Giles eventually overcame his slipping clutch problems and entertained the crowd as he forced his way through the field to fourth place by the sixth lap, accompanied by the staccato bark of his twin-cylinder JAP engine. He was four seconds down on Hernandez at the end.

The second and third events were five lap handicap races, the latter including a division for chain-driven Frazer Nash and GN cars. John Howell really had the supercharged 3-litre Sunbeam flying, to win the first race from Chris Hudson's Ulster Aston Martin and Barry Summerfield's deceptively fast Avon-Bentley. Paul Holdsworth in Rod Jolley's Giron-Alvis (surely the longest racing car ever?) was set an impossible handicap, waiting on the grid for over two minutes after the first car had been flagged away. Holdsworth's task was not helped by a misfire, and the 3.5-litre supercharged car finished a lonely last but one. Baxter's Riley 9 developed a rather worrying knocking noise shortly after the start, and this got steadily worse throughout the race although the driver seemed not to notice, pressing on hard to the finish. A good mid-field scrap between Tilden Walker's PVT Alvis and Mark Walker's Vintage Bentley (driven by his father to good effect the previous day at Silverstone) went in favour of the younger car by a fraction of a second.

The second handicap race went to A. R. Brown's Riley special, just ahead of Ken Fantom's Humber 14/40 special. Thomasson's Alfa Romeo 1750 was third, nearly half a minute behind the leaders, and it was not until after Thomasson that the first Frazer Nash finished, this honour going to Peter Whale's Interceptor. Dick Smith's Meadows engined Frazer Nash appeared to have been set an impossible handicap, being held back on the grid to start with Ian Stirling's supercharged Norris Special single seater, but Smith soon proved the handicapper to have been justified in his assessment by a couple of rapid laps before the head gasket failed. Chris Bird drove the Archdale Frazer Nash very tidily to second place in the 'Nash division, and he was followed home by Trevor Tarring's delightful Anzani-engined tourer.

Another race within a race followed, this time over ten laps. The main event was for two seat Grand Prix cars, competing for the Nuvolari Cup, with a secondary race for Austin 7s, entitled the "Inter Continental A7 Race" in honour of the four Australian Austin 7 competitors present. Rodney Felton, who won the similar race last year, dominated the event from the start, his Monza Alfa Romeo never being seriously challenged, although both Chris Mann (Monza Alfa Romeo) and Hamish Moffatt (Type 35B Bugatti) tried as hard as they could, Moffatt eventually retiring after circulating for two laps in a huge smoke haze. It was wonderful to see Sean Danaher at the wheel of his father's 8CM Maserati, Sean bringing this fine car home a creditable third ahead of Nick Mason's Type 35B Bugatti. Two Edwardians completed the Nuvolari Cup field — Adrian Liddell's well known Straker-Squire, which thundered round the track in fine style, to finish one lap down, and Hon. Patrick Lindsay's 1914 GP Opel, driven on this occasion by a cautious Roger Collings. The car sounded lovely, and it was marvellous to see this historic car out again after a number of years inactivity, even if it was somewhat outclassed.

The Austin 7 part of the race was thoroughly dominated by Tony Johns, who had developed a rapport for the difficult Lincolnshire circuit very quickly, showing many of the resident drivers the way home in his over-bored, supercharged 7. He was followed into second place by Bill Morris, more used to driving an ERA, who had had a superb race long dice with Max Foster from Australia, Foster getting in front for a short time on lap eight.

Event five was a four lap scratch race, and careful seeding of entries provided a well matched, but very varied, field. John Seber (Wolseley Hornet) led the race throughout, but was pushed all the way by Mac Hulbert (Alvis) and Peter Whale (Frazer Nash Interceptor), Hulbert, who set fastest lap, was so enthusiastic in his attempts to catch the flying Seber that he spun at the foot of the Mountain on his second lap, allowing Whale through to second spot, but Hulbert was soon on Whale's tail again, regaining second place on the last lap.

The 10-lap scratch race for Vintage Racing Cars was marred by an accident involving John Howell's well-known Sunbeam, necessitating use of the red flag to stop the race after four laps. Luckily, Howell was not badly hurt in the incident, although the car was badly damaged, and no-one else was involved. The race was re-started and the results taken on the aggregate times. Tim Llewellyn (Bentley 3/8) led the race throughout, with only Ron Footitt (Cognac Special) anywhere near. John Howell held third place, driving really hard and seeming to whip the car along by reaching back with his left arm to beat the tail of the car each time he drove past the start line (perhaps trying to close an over-sensitive quick release filler cap?), until crashing at Charlies at the start of lap five. The second part of the race was enlivened by a David and Goliath struggle between Chris Chilcott's very fast Alvis-engined Frazer Nash and Jonty Williamson in the enormous 10½-litre Land Speed Record Delage. Williamson had been delayed at the start of the first part of the race when the engine failed to fire, but had entertained the spectators with his forceful handling of this large car on the narrow circuit as he climbed back up the field. The engine caught immediately at the second start, and he and Chilcott raced together for the remaining six laps, the Delage just keeping ahead by dint of its tremendous power, but the Frazer Nash trying everything on the corners to get ahead. The aggregate times gave Chilcott the advantage, but there was only 0.1 of a second between their fastest laps.

After another four lap handicap race, won by Tony Johns (Austin 7) from Mike Rushton (MG M-type) and S. Thomasson (Alfa Romeo), came the most exciting race of the day, the 10-lap Scratch Race for Pre-War Racing Cars. This was very much of an ERA benefit, no less than eight examples of the make being entered as well as the ERA-Delage, making a welcome re-appearance in the hands of Hon. Patrick Lindsay. Martin Morris (R11B) was on pole

position, sharing the front row of the grid with Bill Morris (R12B) and Donald Day (R14B) with Peter Mann (R9B) and Willie Green (having his first ERA race at the wheel of the very famous R4D, the car which Raymond Mays drove so effectively, now owned by Anthony Bamford) on the second row. All the ERAs employed pushers for starting, except for R12B which started up on a single pull-up on its starting handle. Willie Green showed his tremendous ability by making a first class start to take him in to the lead, followed by the two Morrises. By the end of the first lap, Green was noticeably ahead, with Martin Morris in second place being pushed by Bill Morris. Next time round, Martin Morris had been able to put his years of ERA experience and his knowledge of Cadwell to good use to reduce Green's lead, and Day had passed Bill Morris to take third spot. David Black retired his 8CM Maserati after two laps. The order at the front stayed the same until lap eight, Morris hanging on to Green all round the circuit, but never quite making it past him, and at the end of the sixth lap, Day was also challenging for the lead, but dropped back slightly on the seventh. Morris managed the seemingly impossible to squeeze past Green on lap eight, immediately drawing out a two second lead, which he held to the finish. Back down the field, Lindsay was enjoying himself immensely dicing with Mann and Brian Classic (R2A), these three cars circulating within a second of each other for four laps, Lindsay eventually passing the other two to finish sixth, behind Patrick Marsh (R1B) who drove a tidy, but lonely race after he had passed Classic and Mann on the third lap.

The day's racing closed (somewhat late, due to Howell's unfortunate accident) with two handicap races, Tony Johns winning the first to give him three victories in the day — making his trip from Australia just that little bit more worthwhile. He was followed home by Seber and Champion (Austin 7) while the final event of the day saw some very exciting racing as Day struggled to take his car through the field from scratch to finish in third place, behind Summerfield and the VSCC President, Tom Threlfall, who was conducting his Lancia in his usual fine style. — P.H.J.W.

Results

Spero & Voiturette Trophies Race — 8 laps: 1, D. Barbet (Riley) 17 min. 56.6 sec.; 2, M. Eyre (Austin); 3, F. Hernandez (Austin). Voiturette Trophy won by Eyre. Fastest lap by F. Giles (Morgan GN) 2 min. 10.8 sec.

Five lap handicap: 1, J. Howell (Sunbeam) 12 min. 01.4 sec.; 2, C. Hudson (Aston Martin); 3, B. Summerfield (Avon Bentley). Fastest lap by winner in 2 min. 06.2 sec.

Five lap handicap: 1, A. Brown (Riley) 12 min. 27.4 sec.; 2, K. Fantom (Humber); 3, S. Thomasson (Alfa Romeo). **Concurrent race for Frazer Nash and GN cars:** 1, P. Whale (Interceptor) 12 min. 54.1 sec.; 2, C. Bird (Special); 3, T. Tarring (Super Sports). Fastest lap by Whale in 2 min. 04.7 sec.

Nuvolari Cup Race — 10 laps: 1, R. Felton (Alfa Romeo) 19 min. 58.4 sec.; 2, C. Mann (Alfa Romeo); 3, S. Danaher (Maserati).

Concurrent race for Austin 7s: 1, A. Johns (21 min. 43.7 sec.); 2, W. Morris; 3, M. Foster. Fastest lap by Felton in 1 min. 56.5 sec.

Four lap scratch race: 1, J. Seber (Wolseley Hornet), 8 min. 56.7 sec.; 2, J. Hulbert (Alvis); 3, P. Whale (Frazer Nash). Fastest lap by Hulbert in 2 min. 10.2 sec.

Ten lap scratch race for Vintage Racing Cars: 1, T. Llewellyn (Bentley) 19 min. 52.5 sec.; 2, R. Footitt (Cognac Special); 3, C. Chilcott (Frazer Nash). Fastest lap by winner in 1 min. 56.3 sec.

Four lap scratch Race: 1, A. Johns (Austin) 11 min. 12.9 sec.; 2, M. Rushton (MG); S. Thomasson (Alfa Romeo). Fastest lap by winner in 2 min. 09.2 sec.

Ten lap scratch race for Pre-War Racing Cars: 1, M. Morris (ERA) 18 min. 43.3 sec.; 2, W. Green (ERA); 3, D. Day (ERA). Fastest lap by winner in 1 min. 48.4 sec.

Four lap handicap race: 1, A. Johns (Austin) 9 min. 48.9 sec.; 2, J. Seber (Wolseley Hornet); 3, P. Champion (Austin). Fastest lap by winner in 2 min. 06.4 sec.

Five lap handicap race: 1, B. Summerfield (Avon Bentley) 11 min. 21.9 sec.; 2, T. Threlfall (Lancia); 3, D. Day (ERA). Fastest lap by Day in 1 min. 52.5 sec.

VSCC at Madresfield

THERE are few more pleasant places for VSCC driving tests than the drive of Madresfield Court on a hot September afternoon and at the annual frolics there, this year on September 6th, there seemed to be more spectators' cars than competitors, and these exceeded 50, of which six, and a Model-A Ford coupé, doubled-up for the beauty contest. Having funked the long journey to the venue in a vintage light-car, we went to the opposite extreme and arrived, four-up in that most modern of sports-cars, a Mazda RX-7. We were in time to see the first test, which involved some reversing (which makes us pray for ancient back-axles). Some, like Beebee in the Austin Chummy, Bullett's Chummy, the other Bullett's GN, Stretton's Frazer Nash, Shaw's 13 / 70 Marendaz Special, Christy's Austin Nippy, Beebee's Hyper Lea-Francis and Tom Threlfall, who contrived to engage reverse while in forward (fortunately slow) motion, in the BSA, had it well buttoned-up. Unfortunately, Clark's Type 40 Bugatti came to rest in mid-test, he fiddled under the bonnet, then retired, and Walker took it cautiously in his 3-litre Bentley, Gaudesden's Sunbeam tourer performed to the accompaniment of the traditional froth-blowing sounds, Deighton's 9 / 20 Humber tourer was very smart, Mellish's sporting Crossley went well and sounded nice, and Hancock's 1925 Daimler looked splendid and went admirably, with hardly any pursuing smoke. This put the three Rolls-Royces very much on their best behaviour — Macmillan's 1928 Twenty exhibiting quick gear-shifts and appropriately locking its *back* wheels under braking, Price's black 1936 25 / 30 h.p. saloon being distinctly funeral-like, and Mitchell's 1927 Twenty estate-bodied Royce continuing to give us expected hush.

Nichols was trying hard in his Riley Kestrel, screen and sun-roof open against the heat of the day, stopping neatly, Sturgess' Chummy Austin had severe rear-axle judder when reversing, Dunn's Chummy, with stayed cycle-type front wings, was neat, Wood again demonstrated the indestructibility of Riley gearboxes and was quick for a side-valve 1923 10.8. Rouse's Alvis SA Speed 20 salooon hit a marker in reversing and only just stopped at the finish, the Humber Special made a medley of noises and was fast after the torque had taken hold, Neale accelerated well in his Frazer Nash, and Ghosh's 30 / 98 juddered to rest, stalled, recovered, and ran on to a bouncy finish, wearing a Union Jack to indicate that this is not a Vauxhall made in Rüsselsheim.

It was nice to see two Edwardians and a veteran competing — Roseman's 1905 8 h.p. De dion Bouton 3-seater that jumped eagerly away from the start, Walker's 1913 40 / 50 h.p. Rolls-Royce tourer that lifted-off quietly, and Tim Llewellyn driving Collings' 1903 Mercedes, that leapt away but later lost a moment while he got first gear in. So to the last test, which had an element of the former speed-trials in it, except that drivers had to stop quickly afterwards, and not leave the road, under dire penalties imposed by the RAC. No-one did, in spite of fast runs, although the BSA needed five bites from its rear anchors, and the big Mercedes graunched to a halt. — W.B.

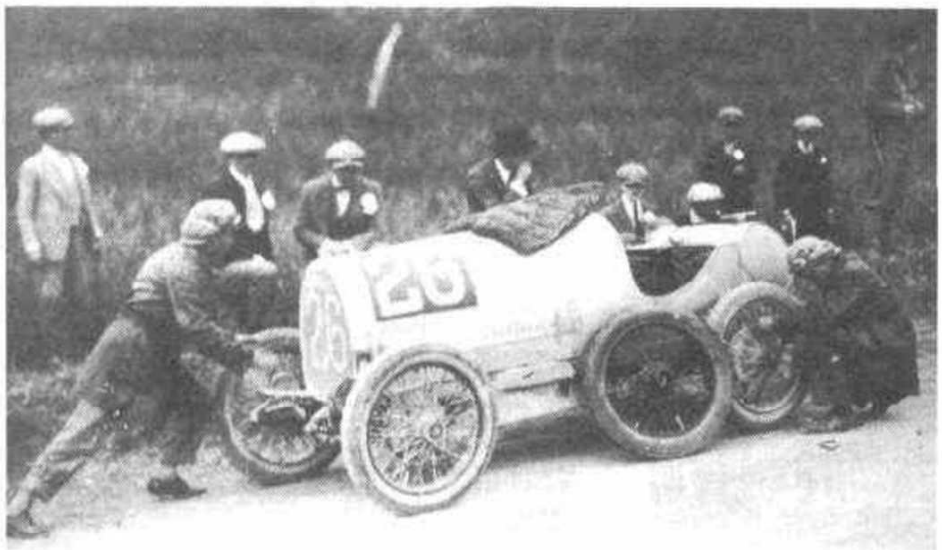
Results

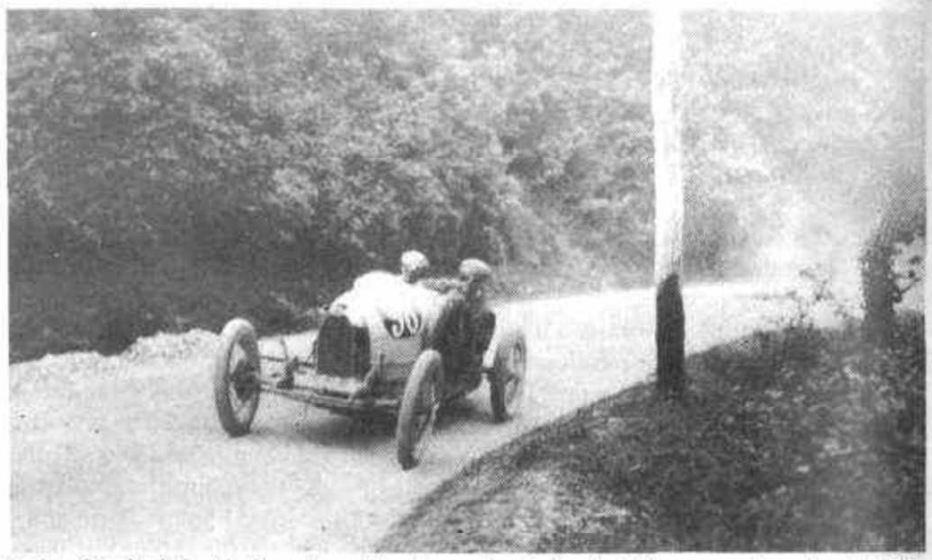
First Class Awards: D. R. Smith (MG), J. P. Mellish (Crossley), M. B. Bullett (GN), T. J. Threlfall (BSA), J. P. Ghosh (Vauxhall), J. R. Walker (Rolls-Royce).
Second Class Awards: D. R. Marsh (Vauxhall), J. H. Shaw (Marendaz Special) Mrs R. Shapland (Talbot), D. J. P. Edwards (Aston Martin).
Third Class Awards: Mrs. D. Threlfall (BSA), Mrs M. Gray (Austin), A. D. Mitchell (Rolls-Royce).
Montagu Trophy (Concours d'Elegance): A. P. Bell (MG).

V-E-V Miscellany. — No less a person than F. R. W. "Loftie" England, late of Jaguar Cars, has weighed in with some further information about the "Royal Mishap" item we published recently. He remembers HM The Queen's car breaking down in Albemarle Street in London from his time as a Daimler apprentice at the Company's London Service Station at Hendon, and says the car would have been a 30 h.p. Daimler Double-Six small landaulette with occasional seats. England says that both HM King George V and HM Queen Mary had Daimlers of this kind, which they used for shopping and other private purposes, the King's, which was the property of the Daimler Company, being finished in the Royal maroon colours and the Queen's in dark green. The former car is now in the Sandringham Museum. "Loftie" thinks the Invicta owner offered to drive the Queen home, i.e. to Buckingham Palace. The cause of the mishap is attributed to an engine seizure, probably due to the Daimler having been started frequently in the Royal Mews garage on the primer-jet which, with short road journeys, would result in inadequate lubrication. The reference to Lord Porchester's children having a Red Bug buckboard to play with, as illustrated in "Ermine Tales" by the Earl of Carnarvon, has caused an Aldershot reader to remind us that this was presumably an Auto-Red-Bug made by Automotive Standards of North Bergen, New Jersey from 1923 to 1928 and sold for 325 dollars. The motive power was a 12-volt electric motor beneath the seat. The buckboard used by racing-driver Ernest Eldridge was, our correspondent points out, probably a Briggs & Stratton Flyer, the model-D 1920 version of which had a 2 h.p. 12.2 cu.-in. fifth-wheel petrol unit as its means of propulsion and sold for 125 dollars, and he tells us that both makes of buckboard are to be seen in the Harrah Collection at Reno, superbly restored.

Returning yet again to that mysterious Coupé de *L'Auto* Peugeot from which Louis Coatalen copied his 1914 racing Sunbeam engines and which then disappeared, whether or not it went to Rolls-Royce at Derby for a time, it seems pretty certain that it was at Sunbeam's after the war, being overhauled for Claude Tryon, who was apparently the Earl of Dudley's agent. It seems almost certain that this was the Peugeot which Comdr. Hugh Keller collected for Paddon Bros. around 1925 from Weybridge (Sunbeam's Brooklands depot?), as Keller recalls that Paddon's had instructions to sell the car for Tryon, and he thinks it went then to Viscount Ridley. Verisimilitude is lent to this possible train of events by the friendship of Phil Paddon with Coatalen (from whom he once purchased an Indianapolis Sunbeam) and his wife Iris, and with Charles Jarrott who is said to have handled the car on behalf of Rolls-Royce, while Claude Tryon was also a friend of Paddon's. The odd factor is that the old Peugeot was apparently never raced again, especially as Viscount Ridley, if indeed he acquired it, was well known for his interest therein. We may yet have more to add, and would be interested to hear from anyone who remembers the car.

John End, whose Wolseley Moth replica is so well known, has acquired some very interesting facets of Wolseley Motors' history, including photographs of a single-seater, disc-wheeled Wolseley with 16/20 h.p. engine with which the Company had intended to try for the World's One-Hour record at over 100 m.p.h. in 1913 if Percy Lambert and the Talbot 25 had not got





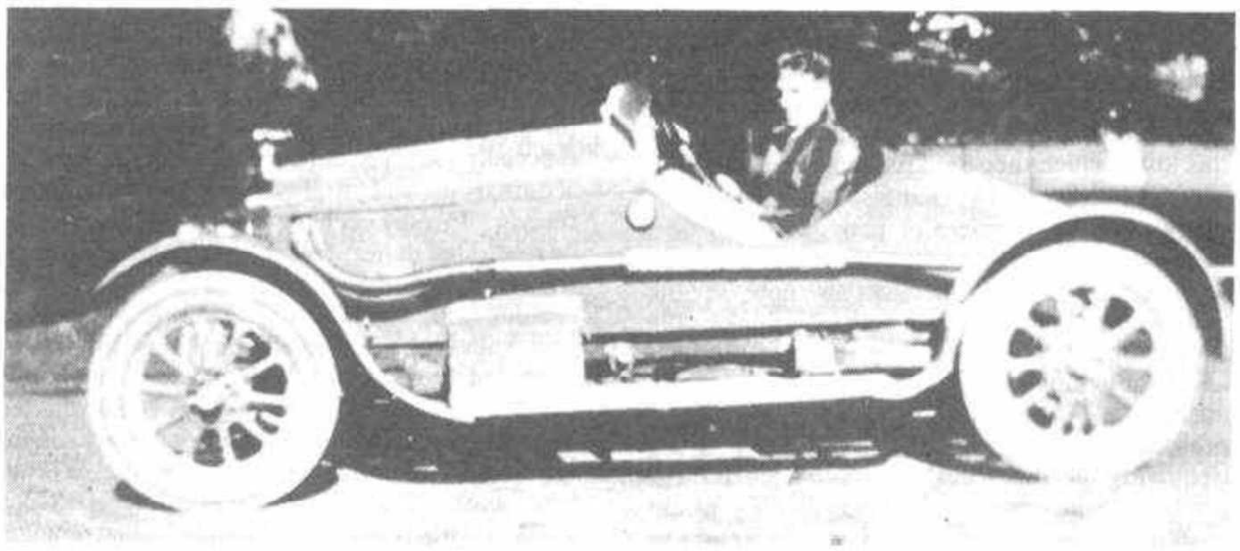
TWO of the Bugattis run by Antonio Ponno (see V-E-V Miscellany) in events near Perugia. On the left, his Brescia undergoing a hurried wheel change and on the right his later Grand Prix Bugatti, believed to be an 8-cylinder Type 35, despite the wire wheels.

there first, after which G. Day, of Wolseley's experimental department, bought the car and put a two-seater body on it. And what of the "boy's racer" Wolseley Ten which frequented the Brooklands Paddock around 1923 (Reg. No. FX 5411) with crude outside exhaust pipe and aero-screens but full mudguards and running-boards (see photograph)?

We have been sent some photographs depicting the career of Signor Antoni Ponno, who lives, we are informed, on the Adriatic coast some 30 miles from Pescara. It seems that this gentleman started his motoring career with a Fiat 501S and then had a Brescia Bugatti, followed by a GP Bugatti. He raced these Bugattis in events near Perugia, as the pictures prove, running the Brescia on Lampo petrol, according to the name on the two-gallon can. After this Ponno appears to have had a six-cylinder OM, what looks like a 22/90 h.p. Alfa Romeo, the doorless four-seater body on which is believed to be one of five built by Ferrari, and in 1930 a special 2-litre Ansaldo.

David Llewellyn is the lucky new owner of the ex-Bill Lake 1902 Paris-Vienna Mors, which was the subject of a colour feature in MOTOR SPORT for February 1974. Anthony Blight, besides his interest in Talbot-Lagos, has his "flat-tank" Sunbeam motorcycles, one of which he rode at Colerne, and he is building a Replica PL 4 Talbot and rehabilitating BGH 21 to keep the four "GO" Talbots and BGH 22 and 23 company. The grapevine suggests that after many years in storage the ex-Duke of Grafton 1916 Indianapolis Sunbeam is being rebuilt and that the 1905 200 h.p. vee-eight Darracq is likely to be resuscitated in time for the Golden Jubilee of the VCC. The Fiat Register celebrated its Silver Jubilee last month. We are delighted to hear that not long after his heart operation John Bolster took his 1911 40/50 h.p. Rolls-Royce to VCC and R-REC events and was at the British Grand Prix to meet old friends. — W.B.

WOLSELEY boys-racer at Brooklands in the early 1920's — see V-E-V Miscellany.



Vintage Postbag

Sunbeam Sidelines

Sir,

I found the article on the 3-litre Sunbeam in last month's issue most interesting and informative. The speculation as to why this advanced design was only taken to Le Mans once will I suspect continue for a long time.

Starting with 1924, could one of the factors influencing the decision to withdraw the Le Mans entry have been the Coatalen / Bentley duel in *Autocar?* The first prototype unveiled in *Autocar* on May 2nd, 1924 used a vertical shaft and skew gears to drive the camshafts, and a horizontal cross shaft to drive the water pump and the magneto. So if the Sunbeam had competed, WO could have returned to the correspondence columns to claim that Mr. Coatalen had resorted to a camshaft drive more akin to the best touring car practice, namely his, than that of a GP car. I can see no other good reason why the change to a helical gear train was made, perhaps it was thought that a total of 13 gears, if you include all the gears driven off the front of the crankshaft would be better able to damp out the torsional oscillations. If the torsional oscillations were found to be a problem on the first car why was the drive not taken off the rear of the crankshaft, like the GP cars? The adoption of this form of drive was to provoke one of the major causes of cylinder block cracking which has been a source of worry to the owners of these cars up to the present day, for it resulted in the transfer of the water pump from the exhaust side of the engine (where it was close to the main water gallery that serves the exhaust valve seats), to the inlet side where it requires a transfer pipe to pass between numbers one and two cylinders.

If one of the reasons for withdrawing in 1924 was the absence of a production run, the same cannot be said of 1925. I think that the 3-litre was in production even earlier than the article suggests; *Motor* on April 14th, 1925 listed the car in "Sports cars for 1925" together with a photograph of Segrave's demonstation car, DA 9485, it also included two full page advertisements by leading Sunbeam distributors, one of whom, Warwick Wright, offered test runs under the supervision of Major H. O. D. Segrave. The earliest known 3-litre catalogue, a third edition, is dated May 1925 and was beautifully produced with coloured illustrations of a four-seater touring car and a six light saloon, similar to cars supplied to Mr. A. H. Pass of Pass & Joyce Ltd and Col. Warwick Wright respectively in May / June 1925. Production was probably well under way when Coatalen went to Le Mans in June for it appears that at least 57 E sanction cylinder blocks were produced between February and September 1925.

Incidentally, in April 1925 the 3-litre Bentley was advertised as "The Super Car" with the Speed Model priced at £1,125, the Sunbeam catalogue which was entitled "The Supreme Three Litre Car" listed the touring car at the same price.

Why Coatalen did not revisit Le Mans in 1926 is indeed a puzzle, he could not have been worried about the mechanical durability of his new engine for S. C. H. Davis, writing in *Autocar* in July 1925, said that during the last four hours the rev. counter was hard up against its stop at 4,000 r.p.m. and down the hill to the straight, past the grandstand, the Sunbeam was probably doing a good 98 m.p.h. Could it have been concern over the cylinder block? This complex fixed head casting made the location of the cores difficult and as a result the thickness of the walls varied from block to block; as little as 3 mm. had been recorded! Coatalen must have been aware of this problem by the middle of 1925 because F sanction blocks were being cast in September incorporating a flattened water pipe between the first two cylinders to reduce the tendency for the block to crack in this area. Did he consider it fortunate that a block had not cracked in the strenuous opening stages of the 1925 race when the thermal stresses would have been at their most severe? As it happened no works entered car was to suffer this fate in a race, but the entry of water into a 3-litre combustion chamber during a race can be a spectacular affair as John Howell, who



"Who needs genuine Ford parts? I know a bloke who makes them for half the price."

Famous last words, eh!

As you probably know, there's a flourishing trade in imitation Ford race and rally parts.

You'll find copies of our Rocket boxes, Atlas axles and World Cup crossmembers, not to mention sump guards, high ratio steering racks and suspension components.

Needless to say, some of these parts are a little cheaper than the genuine article.

But then they're not developed and tested by Ford's motorsport engineers. And you've no guarantee that they're engineered to the same high standard that Boreham insists on.

So fitting them could be a false economy. You only save a fraction of the total cost of preparing your car. And at what cost to your chances of finishing?

Our advice is, always fit the real thing. Because your car will only be as reliable as its weakest part.

Your local Ford Rallye Sport Dealer can supply you with virtually anything you need to prepare your race or rally car.

If you ring us on South Ockendon 3434 we'll be happy to give you his address and any other information we can help you with.

Fit the finest. And finish.

MOTORSPORT Ford

has experienced this problem in recent times, can confirm. The prospect of the 3-litre decelerating past the grandstand, perhaps on the second lap, pursued by a cloud of steam is a daunting one that is not easily attributed to a proprietary electrical component! As mentioned in the article 3-litre sales were satisfactory so why take the chance? A win or a good performance may have prevented sales from topping out in 1926 but by 1927 it was too late, the 4½-litre Bentley had entered the fray, and Harry Weslake was to breathe on the 6½-litre (WO calling in the best man for the job?) to discourage a car of 3-litres capacity from competing for the Grand Prix d'Endurance in the late 1920s.

Coatalen had demonstrated that he could successfully apply GP engine design to his production models but it may have been the inability to translate the fabricated steel cylinder block of the GP car into a consistent production casting that inhibited the road racing career of the 3-litre Sunbeam.

I would like to query the comment that all the supercharged cars were fitted with lowered, "roll top" bodies. So far as I am aware only the race car, UK 7145, was fitted with the lowered body. The car pictured in *Motoring Entente* and captioned as one of the two Phoenix Park practice cars had a standard body and is in all probability the car now owned by Tom Tyler, OG 4774. The car that Bill Perkins took to Brooklands just before the 1929 race for fuel consumption tests had a standard body and is probably the car sold to W. Hammond, HW 7813, now owned by W. Vaux. I would be interested to know about the other two open cars if the above assumptions are correct. Some mystery surrounds the registration number of the race car, it is often quoted, as it was in the January 1950 issue of MOTOR SPORT, as UK 7145 yet the works photograph clearly shows it to be UK 7415.

With reference to my list of 3-litres, I would like to apologise to MXP 535 as she was constructed in Jersey *c* 1935 and not post-war as stated, BY 6557 should have been B6559 and VO 6414 is a 1926 car.

Romford, Essex CLIVE MILLAR

Ader Asides

Sir,

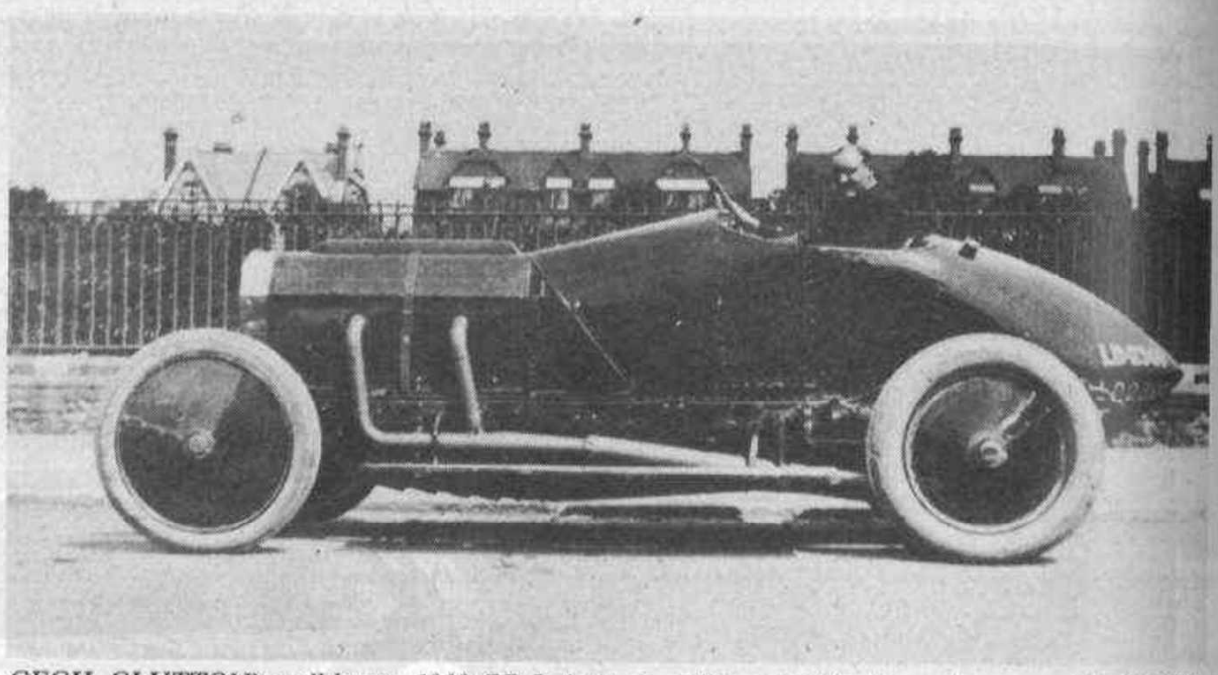
May I correct Kent Karslake's comment on Ader's experiments with heavier-than-air machines (page 1234, September), where he says "Then I think the money ran out and he gave it up". I have a copy of "The Conquest of the Air" published in 1909, written by Alphonse Berget who was described among other things as Past President of *la Société Française de Navigation Aérienne* and who can be presumed to be a fairly reliable witness.

He says that M. Clement Ader . . . "in 1890 and 1896 built two aeroplanes which he christened *Avion*. On both occasions the apparatuses lifted themselves from the ground, and in 1896 at Satory the apparatus completed a flight of 300 metres after leaving the ground under its own effort, before officers delegated by the Minister of War. If, therefore, the honour of having conceived the first aeroplane rests with an Englishman, the merit of having constructed the first apparatus that effectively flew, is due to a Frenchman — a glorious example of the *entente cordiale* associated with the history of human progress".

The Englishman was of course Sir George Cayley. Unfortunately Berget is not specific about the means of propulsion, but it is apparent that he regarded steam as the normal source of power at that time. In the previous paragraph to the one quoted above he refers to Sir Hiram Maxim's achievement in constructing a steam engine weighing 15 kilogrammes per horse-power by 1890, and elsewhere in the book he refers to the first appearance in about 1890 of the "rude and clumsy explosion motor". But the first real use of the explosion motor appears to have been in Santos-Dumont's dirigible in October 1901.

This is a most interesting book, and contains a number of accurate predictions, among which is the one appearing on the flyleaf; "At this moment no one can foresee the influence of Aviation upon the habits of mankind." On second thoughts perhaps this one is a non-prediction!

North Harrow, Middlesex DEREK PRESTON



CECIL CLUTTON's well-known 1908 GP Itala in an earlier and unfamiliar guise, as raced in 1910/11. Note the large section Palmer Cord rear tyres.

Rule of the Road

Sir,

In his book "Motor Bodies and Chassis", published in 1912, H. J. Butler stated "While these pages have been passing through the press, the French rule of the road has been altered so that it is now the same as on British roads".

Did the French really intend to change, and if so why didn't they? Or was Butler mistaken about their intentions?

It would be interesting if you, or one of your readers, could shed some light on this little mystery.

Loughborough, Leics. JOHN BURNELL

"The Eternal Triangle"

Sir,

I refer to the delightful article, "The Eternal (American) Triangle", in your August issue. You mention the "Cin..ron" as a Cadillac innovation as front-wheel-drive arrived. Unfortunately, you forget that the Cadillac Eldorado was the first Cadillac front-wheel-drive. As to the finest car in the world: You can have the cars mentioned in the above referenced writing. Even the Rolls-Royce! In this writer's opinion it is the wonderful Aston Martin.

Thank you for your magazine! I still wish it was a daily!

Menominee, USA I. W. STEPHENSON

[In fact, it was which is the best **American** car that the article was about. — Ed.]

The Itala's Tyres

Sir,

As you never miss an opportunity of sniping at the 1908 GP Itala because of its oversize rear tyres, may I request that you publish the enclosed picture of it, taken in 1910 or 11, wearing very much larger rear tyres than it does today, as it invariably did for racing.

As part of your sniping you suggest that the Itala's win over the Panhard may have been due to its tyres. As you have been in both cars it should have been obvious to you that the difference was due solely to the Itala having a much lower bottom gear than the Panhard, whose very high bottom gear makes a quick start almost impossible.

Ramsey, IoM CECIL CLUTTON

[I am sorry that my words in the Colerne report last month should have been construed as "sniping" — that was certainly not the intention. Not having driven either the Itala or the Panhard myself, and having noticed significant wheel-spin from the latter, I simply put forward the suggestion that the well-base rear tyres the Itala habitually wears may have given it an advantage over the beaded-edge shod Panhard. The photograph, shown above, depicts the car on large section beaded-edge tyres before the Kaiser war and its existence provides evidence that large section tyres do give an advantage . . . why else would they have been fitted? — P.H.J.W.]

MG BHX 238

Sir,

In reply to the letter from your reader Mr. M. C. Holt on Page 1082 of the August issue of MOTOR SPORT requesting information on his first MG Reg. No. BHX 238. This car was a 1934 MG Type NA 1,271 c.c. Magnette and according to my records it was Chassis No. NA/0603 and Engine No. 761 AN. It is interesting to note that the engine number is one before the 2nd batch of NE's made for the 1934 TT — my Dodson 1934 TT winning NE is Engine No. 764AN.

BHX 238 was purchased as a chassis by F. A. Thatcher and was upgraded by the works largely to NE (i.e. TT) specification — this would account amongst other things for the scuttle mounted oil tank for replenishing the sump — Thatcher had the car fitted with a 2-seater pointed tail racing shell — similar in principle but a lot different in detail — to the works TT cars. It had very prominent twin cowls built into the scuttle whereas the TT cars had characteristic inverted V scuttles.

The car was extensively raced at Brooklands by Thatcher in the mid- to late 1930's and I particularly remember it running in BARC handicap events.

The car was shown as being owned by a J. R. Bellamy of Bookham, Surrey in 1964 by the MG Triple M Register but by 1967 it was being raced in VSCC events by J. A. Haynes and the writer has a complete set of photos of the car taken at Silverstone at that time if Mr. Holt is interested. The car was then in excellent (and apparently original) condition having I understand been competely stripped and rebuilt by Mr. Haynes and his father who were in the engineering business. BHX 238 appears to have "gone to earth" again until I saw it advertised for sale at £5,950 by Peter Harper in an illustrated advertisement in September 1976 and by November 1978 appears to have been owned by one Mr. Altenbach and shown in the Classic Car Races in Austria earlier that year.

I hope that this information about his first MG may be of interest to Mr. Holt.

Congratulations as always on the continued high standard of MOTOR SPORT.

Amersham, Bucks. PATRICK GREEN

Newton Bennetts

Sir,

I was very thrilled to read your account, in the November 1979 issue of MOTOR SPORT, of the work of Mr. R. O. Harper and his association with the firm of Newton and Bennett. As a student of the history of the Newton and Bennett Company and its cars and, as an owner of a Newton (circa 1915), I found it all most interesting. I must say from the outset that you raised my eyebrows by captioning the photograph of The National Motor Museum's Newton Bennett (the bequest of the late Mr. Noël Newton and his sister Mrs. Kathleen B. Jessop) as "the only surviving example". To put the records a little more in order I would like to inform you that there are at the moment, to my knowledge, four Newton Bennett cars (actually two Newton Bennetts and two Newtons) in Australia, two Newton Bennetts in New Zealand and another Newton Bennett in Sweden. As well as these vehicles there are in Australia the remains of another five cars and in New Zealand the remains of, I think, four cars. Please refer to the list of vehicles known to me below.

The number of The National Motor Museum's Newton Bennett is 290 and other complete known cars are:—

Type	*Number*	*Owner*	*Location*
Newton Bennett	199	S. Porter	Australia (Victoria)
Newton Bennett	231	B. Thyselius	Sweden
Newton Bennett	232	L. Warnes	Australia (South Australia)
Newton Bennett	266	S. Turner	New Zealand
Newton	325	G. Swift	Australia (Victoria)
Newton	357	G. Jarrett	Australia (Victoria)

I know that there is also another Newton Bennett in New Zealand but I don't yet know its number. Known too are remains of cars numbered 167, 200, 211, 273, 362, 379 and there are other parts for which I have yet to ascertain numbers.

I am most interested to learn of any more Newton Bennetts or Newtons, or remains thereof, that may still exist so I would be pleased to hear from anyone who could help or for that matter anyone with contemporary knowledge of Newton and Bennett.

I have spoken to Mrs. Kathleen Jessop (John Newton's daughter) and Mrs. Wridgeway (J. A. Bennett's daughter) and they both have been most helpful but I would also like to hear from anyone with close family ties with the company. In particular I would like to contact Mr. F. E. Greaves (the son of the Newton and Bennett test driver) and Mr. Maurice A. Harrison, both of whom contributed to MOTOR SPORT, regarding matters Newton and Bennett, as I've personally not been able to locate either of them.

Your mention of 1,000 Newton Bennetts being built has, I presume, been "plucked" from a well known motor car encyclopedia, but I have strong doubts about this number as I feel that something less than 500 is more probable. Current indications are that the engine numbers started at 150 and I've yet to discover a car with a higher number than 379. More research I'm sure will bear out my belief.

To conclude I must congratulate you on your excellent section in MOTOR SPORT on old cars as I find it most informative and entertaining and that it satisfies more often than those other magazines specialising on the subject.

London, WC G. W. JARRETT

Jean Bugatti at Shelsley Walsh

Sir,

Referring to W.B.'s report on the VSCC Day at Shelsley Walsh in the August issue, I am intrigued by the statement that the Silver Cup was presented by the MAC to Jean Bugatti for unofficially breaking the hill record, with the Type 53 4WD car.

I have never seen any official reference to Jean Bugatti even completing a climb at Shelsley with this car, and therefore find it difficult to accept that the cup was presented to him for having unofficially broken the record. The hill record at that time stood at 42.8 seconds (Hans Stuck, Austro Daimler, July 1930).

The inscription on the cup reads "Midland Automobile Club: Annual Open Hill-Climb, Shelsley Walsh 1932. Fastest time, Sports Cars, Class 5. Special Award Jean Bugatti, Bugatti."

The programme quotes the substitute entry as climbing in 49.2 and 53.0 seconds. This, of course, was a Type 55.

Worcester WALTER GIBBS.

[We took this up with Bugatti expert, Hugh Conway, who says that "according to the MAC, in fact, the cup was given to Jean Bugatti as a consolation for unofficially breaking the record in practice." — Ed.]

Calcott Confirmed

Sir,

Following Mr. Dean's letter (page 1234 last month), I write to confirm that the car in the photograph is a Calcott of about 1915. It would have been fitted with an engine of four cylinders, 65 x 110 mm., giving 1,456 c.c. The RAC rating was 10.5 h.p., giving a road tax in 1915 of £3/3/- (£3.15) for the 7 ft. 6 in. wheelbase car which had a track of 3 ft. 9 in. and weighed 11½ cwt. It would originally have been painted grey and equipped with green leather upholstery. The cost, with dynamo lighting, self-starter and dickey-seat would have been £229/10/-.

Being a Calcott enthusiast and owning two cars (1919 and 1921) as well as a motorcycle of 1911, I am always pleased to exchange information on cars of this marque and would be delighted to receive copies of Calcott photographs and literature for my collection.

Redruth, Cornwall F. E. S. WARMINGTON

[Letters can be forwarded. — Ed.]

V-E-V Odds & Ends. — A gentleman who tells us that his father had one of two special 60 h.p. Napiers, the other being owned by S. F. Edge, and who started his motoring on motor cycles such as a Rudge-Multi ("plus a large bag of resin"), Zenith "coffee-grinder", ABS, Alldays & Onions and Wooler, before going on to a watercooled Morgan three-wheeler and a Ruby-engined D'Yrsan three-wheeler, and then turning to cars, using the Morris / Wolseley range during his 25 years with the Duckham's oil people, has two 12-volt horns from a vintage Bentley for disposal and thinks they could be worth £45 each to someone restoring one of these cars. Enquiries will be forwarded. The Summer number of the "Morris Register Journal" contained an illustrated account of that Register's annual London-Brighton Run, which attracted over 90 participants, 140 members sitting down to the steak-and-kidney pudding. And no serious breakdowns were reported. "Flutenews", newsletter of the Vauxhall OC, took a leaf out of our book for its August cover, using a picture with an aeronautical flavour, of a 1938 GY Vauxhall 25 at the London Flying Club's Dunstable grounds, the lady driver standing up through the open sun-roof waving to the gliders. This may interest those who are flying much more sophisticated gliders from Dunstable 43 years later; the picture was a publicity one, judging by the car's VAU 38 front number plate!

A Norfolk reader has kindly sent us a copy of *The Scots Magazine* for last July, as it contains a long article about Edinburgh-born Marjory Maclean who, wishing to follow her brother in serving her country during the First World War, took driving lessons at Alexander Cockburn's school in Northumberland Street Lane in 1916. She was taught maintenance as well as driving and her first job, shared with another girl, was driving an old Wolseley butcher's van that was stabled at the back of Queen Street. Then she went to the Army Service Corps, taking her test on a Garford chain-drive lorry with solid back tyres. She made a mess of this but nevertheless was duly enrolled and drove another Garford lorry, taking supplies out to Anti-Aircraft batteries based on the shores of the Firth of Forth. There is a fine picture of one of these lorries, wrongly captioned as a "Gaford". A member of the Women's Legion of Motor Drivers, Miss Maclean went as their representative to Buckingham Palace, taking part in a parade before HM Queen Mary. She later served in France (her brother had been killed in Egypt), driving staff-cars, one of which is illustrated and is probably a Mors or a Leon-Bollée landaulette, stationed in Ostend. She broke her wrist cranking-up what is described as a Ford Popular but was obviously a Model-T. In 1919 Miss Maclean drove tours of the battlefields for Claridge Holt & Co., the shipping agents, one of the char-a-bancs used being a pneumatic-tyred Fiat or a Lancia, bearing the name Otasell on the bodysides.

That the two-cylinder Jowett is not being neglected was shown at the Jowett CC Bristol Rally, at which two Grey Knights, a flock of Kestrels, a Focus, as the Flying Fox model apparently was known in 1932, and Flying Fox Jowetts themselves, along with earlier models and a number of post-war Bradfords were in evidence. The Membership Secretary of the Jowett CC is K. Clements, 49 Abbots Rise, Kings Langley, Herts., and on October 3rd/4th the Club visits the Romney, Hythe & Dymchurch Railway. Somewhat outside the intended pre-1941 scope of this column, it is nevertheless interesting that the August issue of the *Bentley DC Review* contained an article on John Weatheritt's sports 2½-litre Lagonda, based on a derelict 1949 d.h. coupe, which he has endowed with an aluminium two-seater open body, the point being to make something which, had Lagonda entered for the 1949 Le Mans race, might have been like the resultant special, and which might even have beaten Chinetti's winning 2-litre Ferrari. The concept of this Lagonda Special is rather like that of Rivers-Fletcher's Alvis Speed-25 which is based on the car Sir Henry Birkin, Bt. might have raced in the 1934 TT, had he lived. — W.B.



Straighter sidewalls are better for curved roads.

Seriously, does anything in your life carry more responsibility than your tyres?

We don't think so.

We briefed our researchers and designers at Firestone to produce a tyre that would out-perform, if possible, the best tyres on the market.

Three years later, after trying our new S-211 against rival makes, L.J.K. Setright commented in *Car*:

"I am quite ready to declare the Firestone a winner, although to explain why would need another tyre-technology article."

The S-211 is a complex product. But it is chiefly two design features – straighter sidewalls

THE FIRESTONE S 211 IS AVAILABLE AT ALL BRANCHES OF: ACTION TYRE CO. "CASH 'N' FIT" THE RETAIL OUTLET OF FOSSITT & THORNE LTD. CHESSINGTON TYRE LTD. COUNTY TYRE SERVICES LTD. GOSPORT TYRE SERVICE. KENNING TYRE SERVICES. KINGS ROAD TYRES AND REPAIRS LTD. McCONECHY'S TYRE SERVICE LTD. D.G. MAGOWAN (TYRES) LTD. NORTHERN BATTERY AND TYRE SERVICE LTD. STAPLETON'S (TYRE SERVICE) LTD. T AND H TYRE SERVICE LTD. TYRE SALES (B'HAM) LTD., INCORPORATING ABBEY TYRE. WATLING TYRE SERVICES LTD.

and a unique oval footprint – that give it such big advantages in life.

Your life, that is. Your wife's, and your kids'.

BETTER HANDLING.

When you get up to 60 mph, a tyre starts to expand, or throw out, at the shoulder. The more supple the tyre's sidewalls, the greater this 'shoulder growth.'

As the shoulder grows, more tyre goes down on the road, heat builds up, and wear increases.

Worse, just when you need the sharpest possible steering and control – for cornering, overtaking, changing lane – you're losing it.

Sloppy sidewalls have made the tyre sloppy, less responsive to the driver's actions.

Now consider the design of the S-211.

Since the sidewalls are straighter, there's less 'slack' to begin with, and less throw-out as you drive faster. Shoulder growth is checked.

The improvement in steering response and handling is impressive.



Straighter sidewalls and an oval footprint give outstanding driver control and grip in the wet.

It's estimated we put our tyres through 450 million miles of tests a year at Firestone. Certainly, the S-211 had its fair share.

In slaloms, traction tests, open road tests, laden and unladen passing tests, on cobblestones, asphalt and concrete, in the wet and dry, its performance proved outstanding.

"The S-211 certainly handles well," wrote Stuart Marshall in *Motor Trader*. "On a mixture of wet and dry tarmac it kept an Alfetta pointing in the right direction despite my best efforts to make it misbehave."

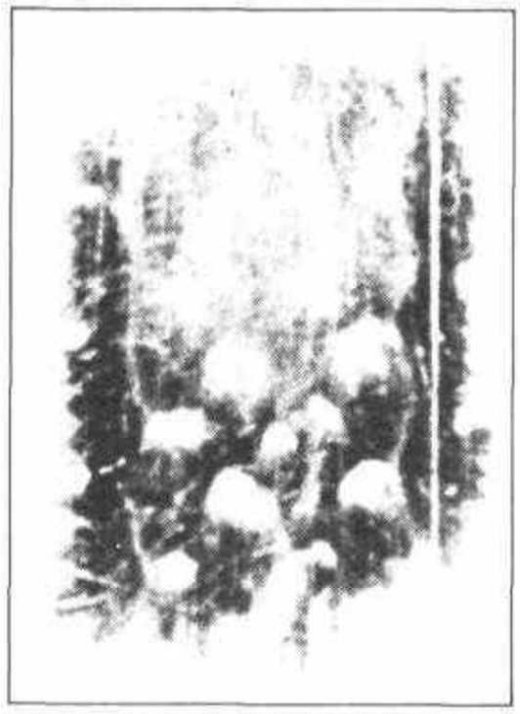
A tribute to our safety that no one paid him to make.

BETTER GRIP IN THE WET.

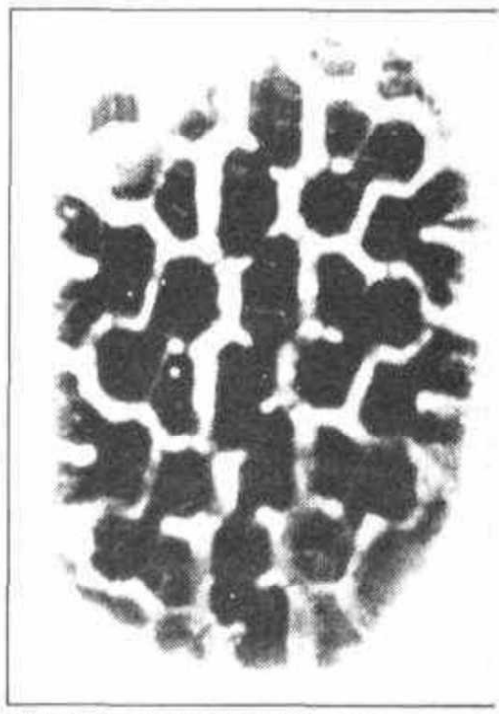
The footprint of most tyres is square. Ours is oval. Ovals cut through water more efficiently than squares.

We have the proof from yet more tests.

In these, we drive a car at 60 mph through a glass-bottomed trough containing 3mm of water. (Some of our competitors do their published tests in 2mm, and at lower speeds.)



A competitor's footprint in 3mm of water.



Our oval footprint in 3mm of water.

We photograph from underneath, through the glass. The clearer and sharper the picture of the tyre's footprint, the better the tyre is gripping.

If the picture's fuzzy and blurred, water is coming between the tyre and the glass. The tyre is beginning to aquaplane.

In test after test, the S-211's oval print shows up better than competitors', indicating that its foot is firmly on the ground.

To double check, further tests were then conducted by Professor Gnadler in the research department of Karlsruhe University.

This is where car manufacturers like Mercedes-Benz carry out their tyre tests, and the procedures are very thorough.

Computer print-outs recorded the S-211's braking (or gripping) efficiency at various speeds and in different depths of water. Again, up to and including 3mm.

The results confirmed our own. The S-211 grips superbly in the wet, and is still gripping when the competition is aquaplaning.

"Until one of the other major companies comes out with *its* new radial," summed up Frank Page in *The Observer*, "the S-211 series is setting the standard."

For the first time in your life, it's enough to make you wonder which tyres you've got on your car, and whether they're quite good enough.



Firestone

S-211 Steel Radial

FIRESTONE 121 KING STREET, HAMMERSMITH, LONDON W6 9JG.

ROAD IMPRESSIONS

General Motors' "J" car

THE ADVANTAGES of placing an engine to drive the front wheels transversely across the engine bay have taken a long time to sink in with the World's biggest car makers. After all Issigonis and the Mini showed the way 22 years ago now. Yet immaculately dressed corporate executives from Ford, and now General Motors, are still telling us about the space saving possibilities in the tones one normally reserves for new and revolutionary discoveries.

It is particularly interesting to see how the American-owned multi-nationals are tackling the problems of beating Japanese competition by enthusiastically embracing the technical approach, which would have been anathema in the days of annual styling changes.

General Motors, through their Worldwide subsidiaries like Holden in Australia, Opel in Germany, Vauxhall in Britain, and their interest in Isuzu of Japan, are fighting the Japanese with cars designed to appeal all round the World. They will differ in detail, but the broad principles are the same, allowing a scope for mass production of major cost items — such as engines and gearboxes — in several large plants for shipment all over the world. Apparently the economies of scale still outweigh the outrageous fuel costs of today . . .

From GM we have already had the T-car (Astra/Kadett) with transverse SOHC engine, front drive and MacPherson strut/torsion beam, trailing arm, rear suspension. Now, in pursuit of their avowed intention of doubling GM's share of the British market by the close of 1984, Vauxhall have been subject to a £20 million investment programme so that they may make the next size up in GM World Cars, coded the J-Car.

The first car rolled off the British assembly lines in August and represents a logical scaling up of Astra/Kadett principles. The J-Cars measure 171.9 in. (saloon) or 167.87 in. (hatchback) long by 64.7 in. width on a 101.3 in. wheelbase.

The engine and transmission continue on an east-west axis, but now there is the option of 1,300 (75 b.h.p.) or 90 b.h.p. from that SOHC design in "Family 2" 1,600 c.c. guise.

There are 15 variations on the new car, which will only be available as a Vauxhall Cavalier with no Opel option. Rear drive aficionados and rally enthusiasts will still be provided with the Opel Manta coupé design, now with a 2.4-litre Manta 400 competition derivative.

Available either as saloons (two or four doors) or five-door hatchbacks, the new Cavaliers are priced from £4,164.82 for the 75 b.h.p./1,300 c.c. saloon of two doors, in surprisingly well-equipped base trim, to £5,577.59 for the sporting Cavalier SR 1600 of four-door saloon guise (the five-door hatchback is actually slightly cheaper). It is hard to keep up with prices today, particularly if it is your own money. However, it is relevant to note that current Ford Cortina, still likely to be defiantly rear drive even when the new model comes out from its Toni-coding next year, is presently priced from £4,175 to £8,493.

Owing to the constrictions of space I have tried to present more information in tabular form than we would normally offer. To put some flesh on these bare statistics I was able to talk to members of the Opel development team and record some of their interesting observations on the model in general.

First of all there are, as with the transatlantic Ford Escort or Chevette designs, major differences between the GM J-Cars of the USA — available from the Cadillac, Pontiac and Chevrolet divisons since last May. US versions begin at 1,835 c.c./85 b.h.p. and the Americans also have coupé and estate models which are not offered in Europe . . . yet.



THE shape of Cavaliers to come — the model depicted being the SR hatchback.

Opel's chief pre-occupation in J-Car development for Europe was with the suspension. Making the rear suspension durable was a headache and, shortly before announcement to the press in August, the spring and damper settings were still being uprated from their original softness. Opel were *very* anxious that this J-Car should be a car that appealed to the grown-up Kadett buyer, as less sporting, more practical, especially as there is now a 1600 Kadett in the pipeline with an Astra version due off the Ellesmere Port production lines in November. Fuel injection and a five-speed gearbox will be offered, but I do not know when, on this sportier Astra/Kadett, which should be a good entrant in the VW Golf GTi, Ford Escort XR3, Alfa Romeo Ti class.

We took two examples of the new range out for a morning in West London and over the Berkshire Downs. Neither car drew any undue attention, despite being completely new and unannounced, which points to the way in which they have been styled not to upset previous Cavalier customers, or the GM Corporate look.

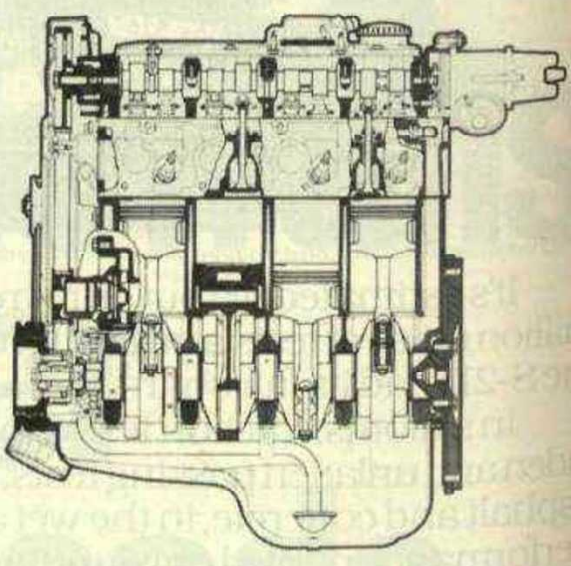
The interiors are comfortable, the cloth-covered seats of the base 1300 saloon perhaps even better than the plush GLS 1600 Hatchback assessed later. Inside and out these new Vauxhalls strike as thoughtful entries in the World car sales stakes, along rather bland lines that emphasise conformity from ridged tailamps to Euro-style rectangular headlamps.

Boring to drive then? Emphatically, no. Even without the opportunity of assessing the firmer suspension of the SR models, we found the 165 SR-shod GLS combined roadholding in the Escort XR3 league with a superior supple and enjoyable ride.

Couple this to an engine (which can come from Brazil, Germany or Australia!) which loves to rev and four-speed gearboxes that are made to change swiftly and surely amongst their Japanese or German internals. The bodies have drag coefficients of 0.38 (hatchback) or 0.39 (saloon) that cut through air cleanly and quickly enough to leave the occupants unstressed.

GM have provided a first class contribution to the middle class mass production car ranks, but will their combined Opel-Vauxhall sales force be able to communicate what good cars they offer? It is a relevant question, because until Vauxhall learn to communicate with the public as effectively as Ford have managed, they cannot hope to implement their grand sales objectives.

Meanwhile "The General" offers a number of cars that MOTOR SPORT readers could well favour over established opposition — from Astras and Kadetts with their now recognised astonishing cornering prowess, to the large six cylinder saloons and coupés. If the public ever discover GM's secret, then Ford are in for real sales trouble in the UK, just as they have been in Germany and the USA. — J.W.

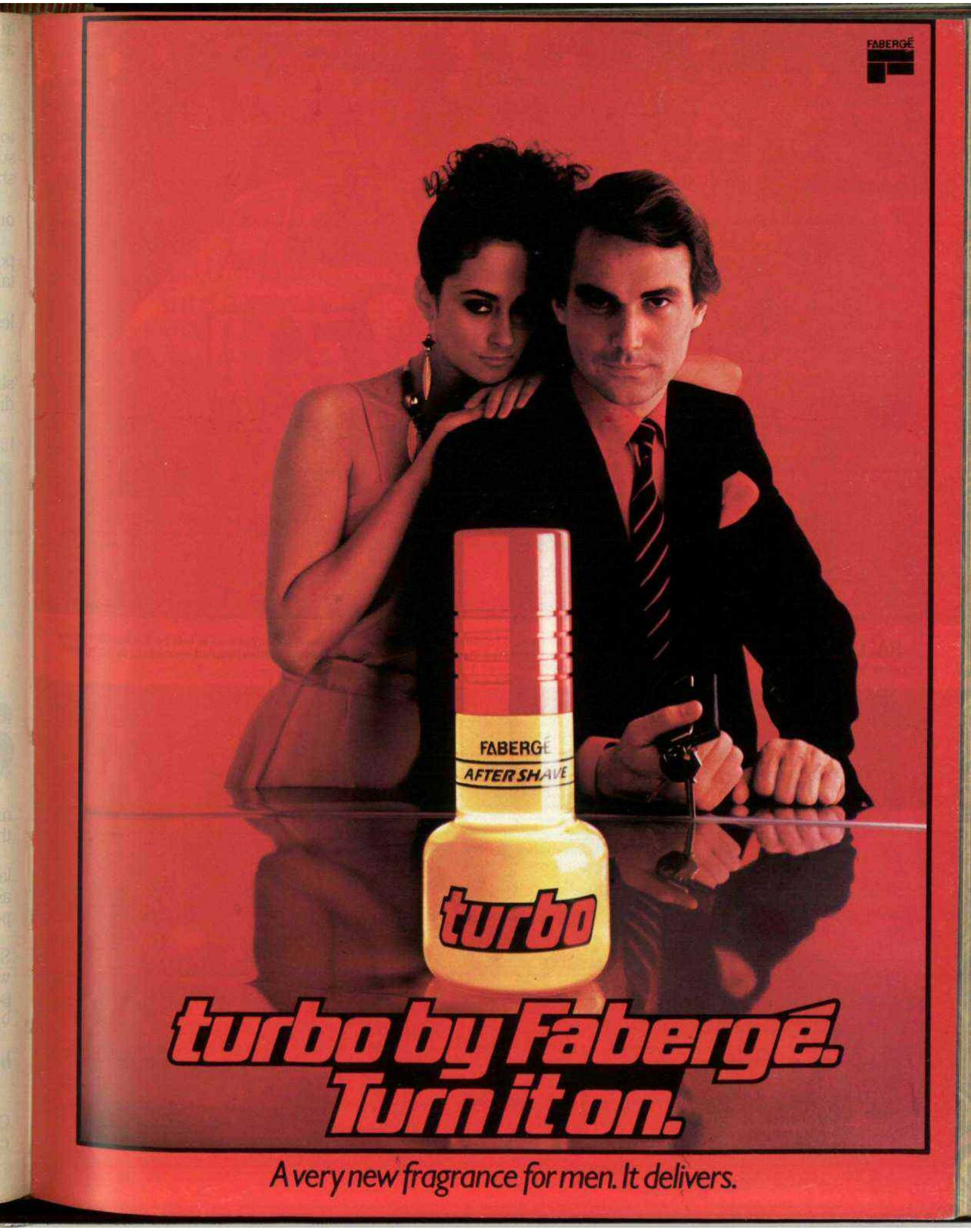


VAUXHALL's new 1.6-litre, o.h.c. 90 b.h.p. engine.

Vauxhall Cavalier (J-Car)

Engine	Bore x stroke	Capacity	Compression	BHP	Torque (lbs. ft.)
"Family 1," four cyls, belt drive SOHC, five main bearings, alloy head	75mm. x 73.4mm.	1297 c.c.	9.2:1	75 @ 5,800 r.p.m.	74.3 @ 3,800 r.p.m.
"Family 2", features as above, plus electronic ignition	80mm. x 79.4 mm.	1598 c.c.	9.2:1	90 @ 5,800 r.p.m.	93 @ 3,800-4,200 r.p.m.

Suspension: MacPherson strut front, transverse torsion bar beam rear axle with trailing arms and coil springs. Delco or Fichtel & Sachs non gas dampers standard, gas rear damping on SR and thicker front and rear anti-roll bars.
Brakes: Front 9.29 in discs and 7.87 in diam rear drums; servo-assisted.
Wheels & tyres: Base, 155 SR 13 on steel 5J. L, 165 SR x 13 on same rim. GL/GLS, alloy multi spoke wheels with 165 SR x 13. SR, unique aluminium 5½J with 195/60 HR x 14 tyres.
Equipment: Base includes termperature gauge, halogen lamps, reversing lamps, reclining-back cloth-tweed seats, inertia reel belts, two-speed/intermittent for wipers & electric screenwash. L includes, radio, cigar lighter, quartz clock, remote control mirror, extra sound insulation and extra carpeting trim. GL adds to that (edited list): tachometer, oil pressure and voltmeter, rear wash/wipe for hatchbacks and velour cloth trim. SR offers: Recaro seats, front; three spoke sports wheel; wheels and tyres as per specification given; sports mirrors; heavy duty suspension and external identification; two-tone horn. GLS principally provides, sliding steel sunroof; mono radio/stereo cassette four-speaker player; alloy road wheels; tinted glass and laminated windscreen; passenger side remote control mirror.


FABERGÉ
FABERGÉ
AFTER SHAVE
turbo
turbo by Faberge.
Turn it on.
A very new fragrance for men. It delivers.

RALLY OF 1000 LAKES ARI VATANEN has been trying to win his country's premier event for years and at last he succeeded in h
Escort (above) although until half distance Mikkola's Audi Quattro (below) stayed resolutely in front un
valve trouble consumed vital repair time. (More photographs on page 1422)

DRIVEABILITY

For years Pirelli have tried and tested their low profile P7s in the world's most gruelling rallies.

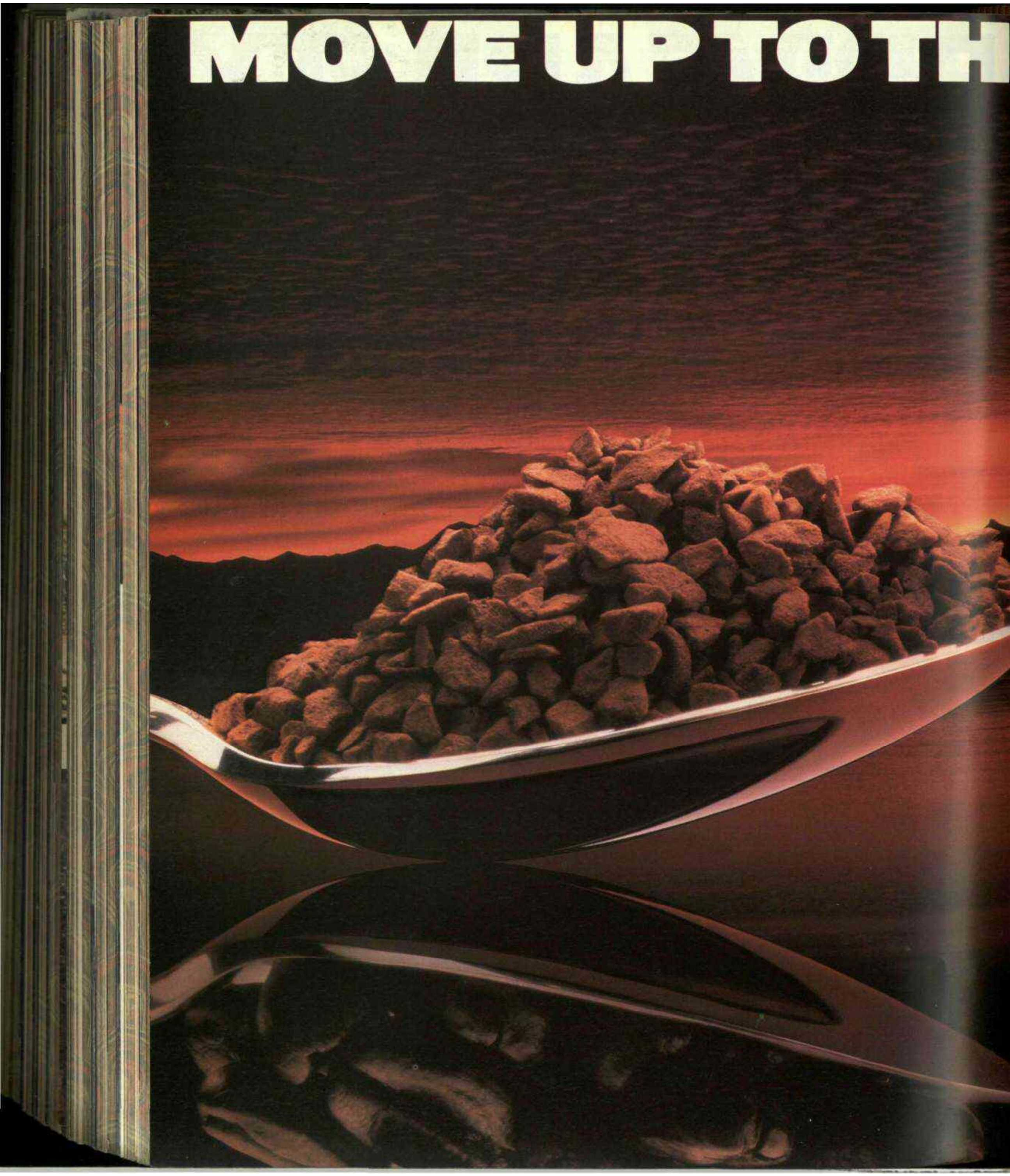
And that successful technology has now been built into a whole range of low-profile tyres which are suitable for most makes of car.

P7, P6, P5, CN36SM and P3 (70 series) all improve a car's handling and offer precise steering response with increased lateral stability due to the shorter sidewalls. Cornering and braking power are impressive because of the construction and the low profile gives them a wider contact patch than ordinary tyres, with increased grip on the road.

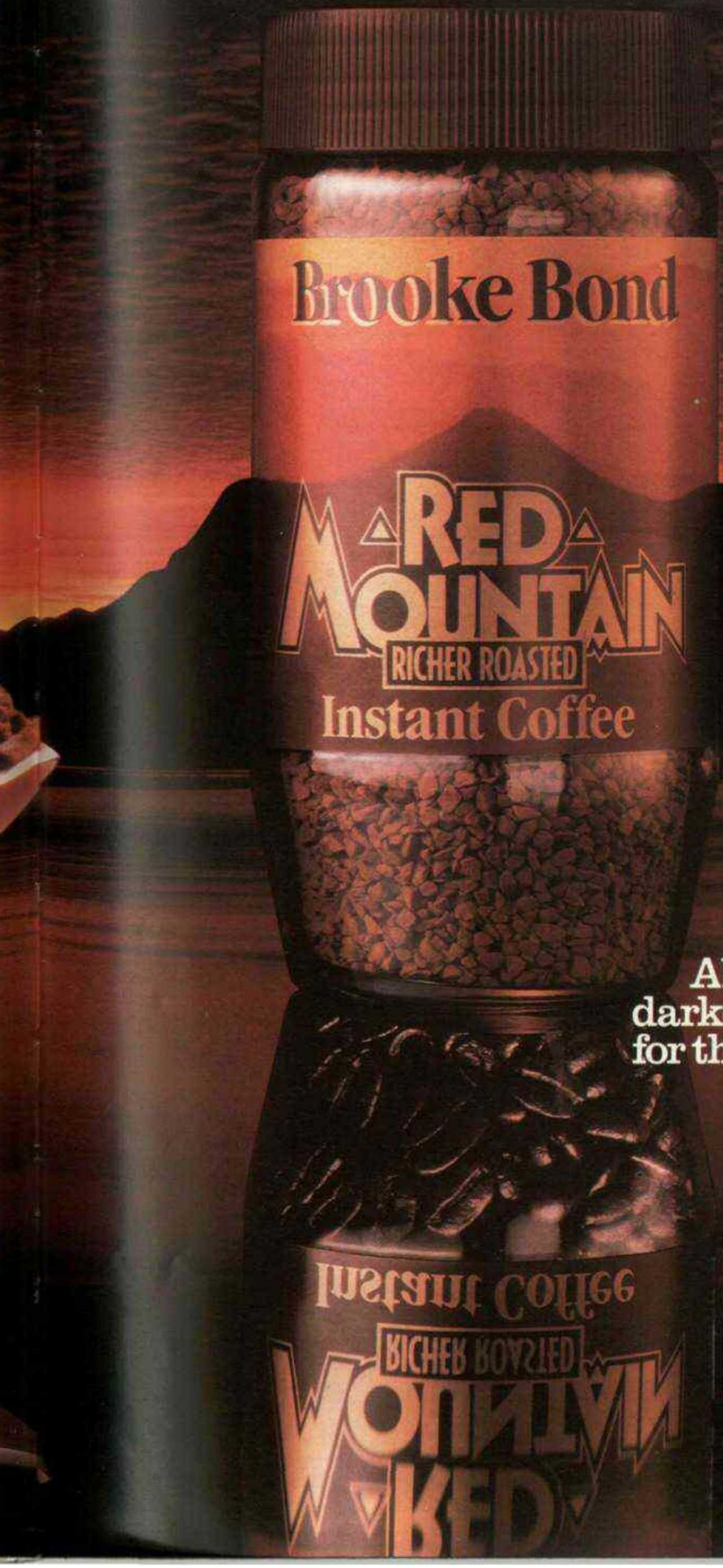
Pirelli.
The name in low profile technology.

PIRELLIBILITY




MOVE UP TO TH

E BIGGER TASTE.



All the flavour of richer-roasted, darker coffee beans...freeze-dried for the bigger taste.



RALLY OF 1000 LAKES

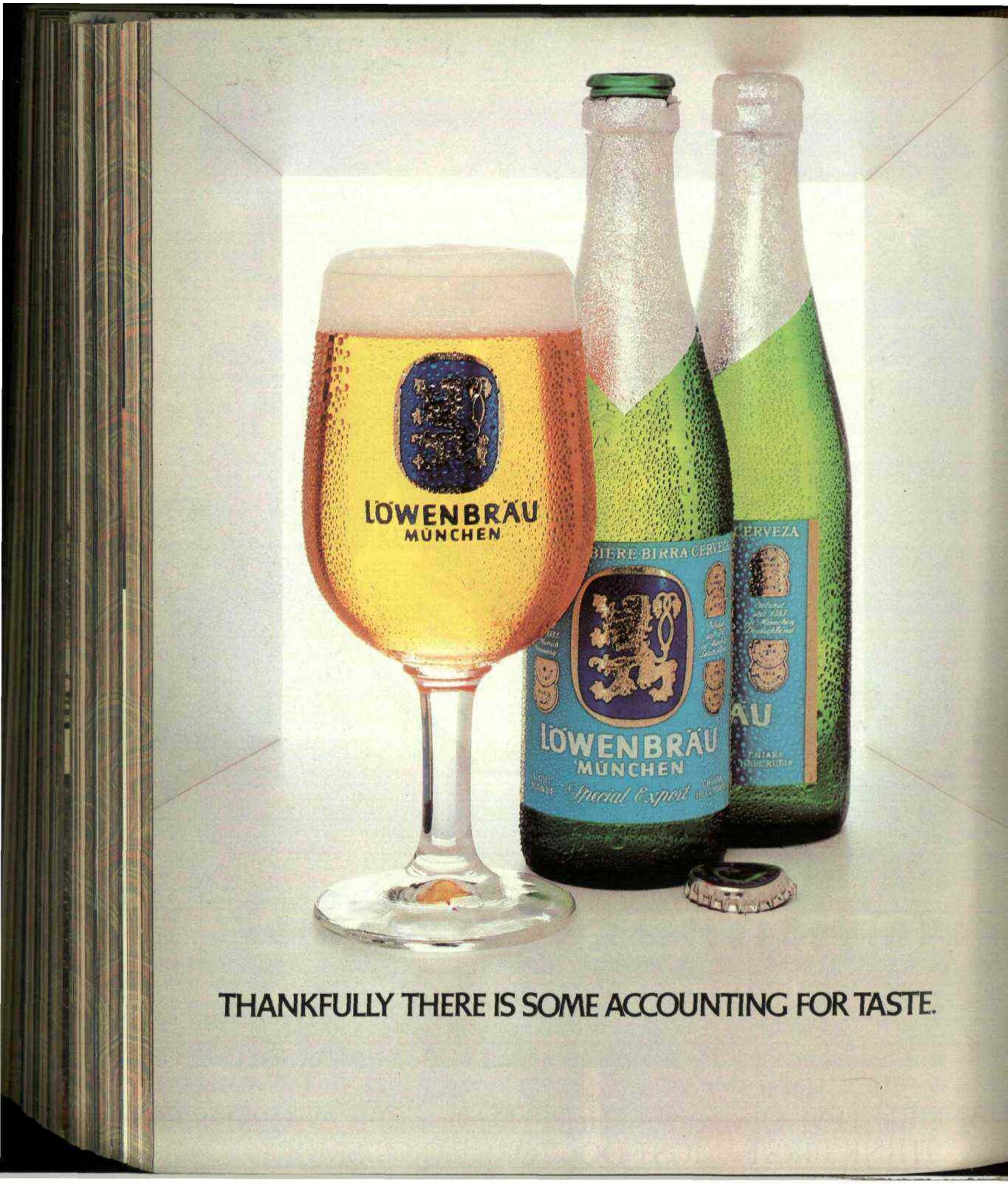
OBSOLESCENT, like the winning Escort, the Fiat 131 Abarth (above) can still give a good account of itself, as Alén showed by taking second place. The Toyota Celica GT still doesn't quite have the punch of its rivals, but Waldegård (right) took his to ninth place. Jumps characterise this undulating rally in the Finnish forests, but Salonen found his Datsun Violet (below) less firmly suspended than he liked and his landings were often bouncing affairs, although he nevertheless scored fourth place. The turbocharged Mitsubishi Lancers were not up with the leaders, but Laine did finish tenth. Pictured (below right) is Kulläng's car which was slowed by turbocharger pipe fracture and finished twelfth.








WORLD LEADER
Rothmans
KING SIZE
BY SPECIAL APPOINTMENT
FILTER TIPPED
ROTHMANS OF PALL MALL, LONDON EST 1890
Rothmans King Size
THE GREATEST NAME IN CIGARETTES
the best tobacco money can buy
MIDDLE TAR As defined in H.M. Government Tables.
DANGER: H.M. Government Health Departments' WARNING:
THINK FIRST - MOST DOCTORS DON'T SMOKE



THANKFULLY THERE IS SOME ACCOUNTING FOR TASTE.



NEARLY! — Alain Prost has just re-taken the lead from Alan Jones' Williams FW07C as the battling duo start lap 19 of the Dutch Grand Prix at Zandvoort. Prost, on a tighter line through the 180-degree Tarzan corner, keeps his Renault just ahead of the 1980 World Champion who is still looking for a way back ahead.

The Dutch Grand Prix

— Renault really win

Zandvoort, August 30th

IT TAKES me a good ten minutes to walk from the pits of the Zandvoort circuit to the Press grandstand from which I watch the race. That in itself is no great problem, the tiresome bit is that after battling with the crowds, dragging my feet through the deep sand of a car park, climbing the dark staircase up the back of the main grandstand where it smells as though cats have been urinating, I sit down right opposite the Williams pit where ten minutes before I was chatting to Patrick Head! Most circuits have tunnels for crossing the track, while Brands Hatch and Silverstone allow you to walk across the track before racing begins, but not at Zandvoort, the wire mesh fences are impenetrable. However, it did allow me time to think about things, how, after three hours of testing and two hours of timed

ENTRY								
No.	Driver	Nat.	Team	Car Type	Colours	Engine	Tyres	Main Sponsors
1	Alan Jones	AUS	Williams	FW07C	White/Green	Cosworth V8	Goodyear	Saudi Arabia/Leyland
2	Carlos Reutemann	ARG	Williams	FW07C	White/Green	Cosworth V8	Goodyear	Saudi Arabia/Leyland
3	Eddie Cheever	USA	Tyrrell	011	White	Cosworth V8	Goodyear	—
4	Michele Alboreto	I	Tyrrell	011	White	Cosworth V8	Avon	Imola Ceramics
5	Nelson Piquet	BRA	Brabham	BT49C	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
6	Hector Rebaque	MEX	Brabham	BT49C	Blue/White	Cosworth V8	Goodyear	Parmalat Foods
7	John Watson	ULS	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
8	Andrea de Cesaris	I	McLaren	MP4	Red/White	Cosworth V8	Michelin	Marlboro/Unipart
9	Slim Borgudd	S	ATS	D5	Yellow	Cosworth V8	Avon	ATS Wheels
11	Elio de Angelis	I	Lotus	87	Black/Gold	Cosworth V8	Goodyear	John Player
12	Nigel Mansell	GB	Lotus	87	Black/Gold	Cosworth V8	Goodyear	John Player
14	Eliseo Salazar	CHI	Ensign	N180B	Red/White/Blue	Cosworth V8	Avon	Din
15	Alain Prost	F	Renault	RE30	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
16	René Arnoux	F	Renault	RE30	Yellow/White/Black	Renault V6 t/c	Michelin	ELF
17	Derek Daly	IRL	March	811	Black	Cosworth V8	Avon	Guinness/Rizla
20	Keijo Rosberg	FIN	Fittipaldi	F8C	White	Cosworth V8	Pirelli	Pastamatic
21	Francesco Serra	BRA	Fittipaldi	F8C	White	Cosworth V8	Pirelli	Pastamatic
22	Mario Andretti	USA	Alfa Romeo	179	Red/White	Alfa Romeo V12	Michelin	Marlboro/Scaini
23	Bruno Giacomelli	I	Alfa Romeo	179	Red/White	Alfa Romeo V12	Michelin	Marlboro/Scaini
25	Patrick Tambay	F	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes/ELF
26	Jacques Laffite	F	Talbot	JS17	Blue/White	Matra V12	Michelin	Gitanes/ELF
27	Gilles Villeneuve	CDN	Ferrari	126CK	Red	Ferrari V6 t/c	Michelin	Fiat/Agip
28	Didier Pironi	F	Ferrari	126CK	Red	Ferrari V6 t/c	Michelin	Fiat/Agip
29	Riccardo Patrese	I	Arrows	A3	Orange/White	Cosworth V8	Pirelli	Ragno/Beta
30	Siegfried Stohr	I	Arrows	A3	Orange/White	Cosworth V8	Pirelli	Ragno/Beta
31	Giuseppe Gabbiani	I	Osella	FA1B	Blue/White	Cosworth V8	Michelin	Denim Aftershave
32	Jean-Pierre Jarier	F	Osella	FA1B	Blue/White	Cosworth V8	Michelin	Denim Aftershave
33	Marc Surer	CH	Theodore	TR3	White/Red	Cosworth V8	Avon	Teddy Yip
35	Brian Henton	GB	Toleman	TG181B	Red/White/Blue	Hart 415 t/c	Pirelli	Candy Appliances
36	Derek Warwick	GB	Toleman	TG181B	Red/White/Blue	Hart 415 t/c	Pirelli	Candy Appliances

FIRST lap at Zandvoort with Prost leaning into Gerlachbocht ahead of team mate Arnoux who has Jones challenging. Then comes Piquet and Laffite with Andretti (N 22) just about to have his Alfa Romeo's nose wing run over by Reutemann's Williams (No. 2).

qualifying we had finished up with a totally predictable starting grid, and that the two Renaults of Prost and Arnoux had lapped within two hundredths of a second of each other on the first afternoon. The two qualifying hours, one on Friday and one on Saturday, used to be very exciting, but this year they have become boring and dull because they are hamstrung by rules. On Saturday afternoon, when the whole scene should have been boiling up to a climax, the Renault team and the Talbot team were packing up and the drivers had gone off to change out of their racing overalls, the reason being that they had used up their regulation two sets of tyres that are permitted for the hour of qualifying. This is one of those rules made with the best intentions but it has misfired. The constructors, the tyre people and the rule makers got a bit concerned last year when the consumption of tyres became out of all proportion, some of the Goodyear super-sticky ones only lasting three laps. Putting a limitat on the number of tyres used was agreed everyone, but the actual decision has made rat a farce of the qualifying hour. After the morn testing a driver or team has to state which type tyre they are going to use and then two sets these are marked with the driver's racing numb and that is all he has for the qualifying ho Before any car leaves the pit lane it has to stop the exit while marshals check that it has the ri tyres, then it is allowed to go out on the tra That in itself irritates most drivers who just w to get out there and get on with the job. Th when he returns to the pits he has to go int marked-off box to make sure his car is 6 cm. the ground, otherwise the times recorded in t session on the track are cancelled. While out the track he has operated his hydraulic system a lowered the car so that the edges of the side p just touch the ground. As these edges must not movable designers have arranged for suspension of their cars to be virtually solid, even so the edges get worn away and more tim spent in the pits having new rubbing strips fit to the side pods than is spent out on the tr driving. All this is blatant rule breaking because everyone is doing it everyone accepts When questioned about this Monsieur Bales on behalf of the rule makers, said "The cars not illegal, but they do not conform to



THE first Championship point ever to be scored b Chilean driver went to Eliseo Salazar who finishe tidy sixth in Morris Nunn's Ensign (left).

CHAOS on the run down to the first corner as Gilles Villeneuve's Ferrari 126CK (No. 27) spins in the middle of the pack after making contact with Giacomelli's Alfa Romeo and Patrese's Arrows. At the head of the field Arnoux can be seen in second place swinging into Tarzan.

Formula 1 rules" — there wasn't much answer to that!

Before starting my walk I was talking to Patrick Head about the situation and he said that no team or engineer was prepared to take a stand against this cheating, but he thought the drivers should get together and refuse to drive the cars. Otherwise, the only hope he could see for people to come to their senses was for there to be an enormous accident, obviously caused by the existing suspension set-ups. Unfortunately we cannot guarantee a major accident without someone getting hurt, so that idea was not really the answer. While talking, Colin Chapman joined us in a rather agitated state to say that Frank Williams, Bernie Ecclestone, Marco Picinini and Monsieur Balestre had just had a meeting and passed a new rule, effective from the Italian Grand Prix, that the material used for the rubbing strip on the lower edge of the side pod need no longer be of a UNIFORM solid material, which opened the door for the use of ceramic or steel inserts and other forms of wear-resistant material.

Both practice days had been fine and sunny but the first morning of testing had seen a lot of trouble, most probably indirectly due to the sandy nature of the Zandvoort circuit. It was built on sand dunes and sand blows about everywhere, while even if the surface looks clean and dry there is still a fine layer of sand on it. Warwick's Toleman-Hart had barely started before sand got in the compressor and ruined it, though Henton's car had a new layout with a concealed intake which could be protected by a filter. Many of the Cosworth engines had foam-like filter material over their intakes and Lotus even tried some engine covers with two air collectors, like those the Williams had appeared with at Hockenheim and are still using. Tambay's Matra engine blew up within minutes of the Friday morning session starting and Pironi crashed his Ferrari

continued on page 1449

CARLOS REUTEMANN misjudges the calibre of his opposition as he attempts to dive through on the inside of Laffite's Talbot at Tarzan as the two cars start lap 19. The two cars collided. Inset, Reutemann's left front suspension signifies that his race is at an end!







"REMUS" and Lindsay on top form. On his way to winning the pre-war Allcomers' Race, the Hon. Pa Lindsay with ERA R5B broke Colin Crabbe's long standing lap record, set with his W.125 Mercedes. Per an even more impressive performance was Lindsay's second place in the Hawthorn Memorial Trophy R beating many post-war cars in diabolical track conditions.

VSCC Silverstone Races

Tim Llewellyn takes MOTOR SPORT Brooklands Trophy

IN return for having "July in September" Silverstone races the VSCC ran into heavy rain about half-way through the Hawthorn Trophy Meeting, with exciting results (not that last summer's weather was much better). Before the racing began a nice little ceremony took place in the Medical Centre, when the plaque in memory of Bentley-boy Dr. J. D. Benjafield (he also raced Salmson, Panhard and other cars) that used to be in the old First-Aid hut, having been restored by Dr. Harris, was unveiled in its new location.

Racing opened with a six-lap scratch race in which Chris Mann's Monza Alfa Romeo looked the obvious winner until it retired with a seized piston, allowing Paul Grist in Keith Duly's Monza to win from the Royce-Bentley, Dunham who was trying very hard in the ex-Brooklands Alvis taking third place from the Alvis "Brutus", only to retire. This was followed by a handicapped five-lapper. Wortley's Morris-Oxford Special led for a couple of laps but odd noises were presumably the beginning of all the teeth coming off the final-drive, so from lap 3 Baxter's manx-tailed 1½-litre Riley Special took over, winning from Davney's MG / Riley and Pilgrim's Austin 7.

Things hotted-up with the 10-lap scratch Boulogne Trophy Race for vintage racing cars. In practice Hamish Moffatt, last year's victor, had had a sensational brake lock-up with Wall's Bugatti, which ripped away the off-side back-plate and wore a flat in the brand-new tyre. Replacement parts did not avail and Moffatt non-started. The race was really a high-speed procession between Tim Llewellyn in the big blue Bentley, increasing his lead for the MOTOR SPORT Trophy, Peter Morley, who chased him closely in the aero-engined Bentley-Napier, and Ron Footitt in the AC / GN. Thus they crossed the line, Tim having lapped at nearly 81 m.p.h. Russell's neat 4 / 8-litre Bentley was fourth, ahead of Williamson in the 10½-litre V12 Delage. Hernandez was the only posted retirement, his Austin 7 oiling its clutch.

Light cars were incorporated into the next event, a four-lap handicap, which is why we saw Mrs. Roberts' 1922 Lagonda touring round. Haye's SD 12 / 50 Alvis beetle-back, screen erect, led for two laps, then Baxter came through to win again in his Riley, Stapleton's triple-carburetter Hotchkiss two-seater second, Cotter's J2 third, Hewson's MG-M won the Light Award, after a lap at 48.48 m.p.h.

The Pre-War All-Comers' Scratch Race (laps) promised much of interest. Willie Green to drive Bamford's latest possession, the far ex-Raymond Mays' R4D ERA with enormous Shorrocks compressor between legs. But how much of it is "pre-war"? In nine ERAs were to run, Gahagan's the defaulter, whereas the assorted Maserati Millar, Black and Margulies all defaulted. In

TIM LLEWELLYN has had a marvellous season with his father's 3/8-litre Bentley, amassing enough poin win the MOTOR SPORT Brooklands Memorial Trophy in no uncertain fashion. Here he powers his round Woodcote on his way to winning the Boulogne Trophy Race.



event, the Hon. Patrick Lindsay had it all his own way, R5B "Remus" sounding splendid. He led from start to finish and set a new pre-war racing-car lap-record, in 1 min. 05.1 sec. (88.92 m.p.h.), bettering Crabbe's time with the W125 Mercedes-Benz by 1.3 sec., or by 1.74 m.p.h. Lindsay was discreetly chased by Donald Day, actually driving hard in R14B, who was 44.5 sec. behind. Green was third, 4.6 sec. behind Day, looking into the cockpit at his legs on the final lap! Nick Mason did well to come in fourth in R10B, as the cylinder head had been off that morning.

The so-called pre-war sports cars then ran an eight-lap "Fox & Nicholl" handicap, although Arthur Fox might not have approved of a Ford-powered GN, which, however, discreetly non-started. Bill Symons' Alvis Speed-25 was in front on lap 2 but promptly retired, letting Tom Threlfall's Lancia lead, until it was overtaken three laps later by John Harris' Lagonda Rapide which had such bad brake-snatch on the run-home that it smote the Woodcote wall. Credit laps confused the outcome, which was that Rodney Felton's 8C Alfa Romeo won, from Duly's Monza Alfa and Bugler's Lagonda LG45, Felton doing an excellent fastest lap at 79.08 m.p.h.

The rain then came pelting down, to enliven the scratch 15-lap Hawthorn Memorial Trophy Race for post-war racing cars. There was an exciting enough field in any case, with Neil Corner's 3-litre Ferrari Dino to challenge Green in Anthony Bamford's similar car. Bruce Halford wasn't running his Lotus 16, due to back trouble, those other Maseratis defaulted again, and there were others who failed to come out, and were possibly glad, under the distinctly aquatic conditions prevailing. Doing my best with a sodden notebook — no Paddock Press-box at Silverstone — I saw it thus: Green led for two laps, Corner had got him by lap 3, but only by a whisker. Green was then past Corner again and these two had now drawn away from the indomitable Lindsay, third in "Remus". Green led over the glistening track for the next two laps, with Corner up his tail. Then Corner was in front again, from laps 6 to 8, and pulling away a little, until he spun into the inside on Woodcote straight. He kept the Ferrari's engine running and had lost so little ground that he was still in second place on the next lap. Then, three laps later, the Ferrari spun round again, this time coming into Woodcote, and it slid sideways into the catch-fence. Corner remained in the cockpit, prevailing on the marshals who arrived after some time, to release the car and restart it, as he obviously didn't want to leave such a valuable piece of machinery in such a vulnerable position. Indeed, Clifford's Cooper-Bristol went off a little further round the corner and into the same fence.

It really had been a stirring race up to that moment but thereafter, although Corner motored just as fast it seemed, it was all over for him. Willie Green drove on to a magnificent victory, although Corner had done fastest lap, at 83.17 m.p.h. Lindsay was next home — a superhuman effort, to keep his pre-war car (and an ERA is not the best of cars, perhaps, on a wet track) ahead of a dozen other cars, most of them post-war, with all that this implies from a road-holding point of view. Not only that, but Lindsay had gone round at 79.63 m.p.h. averaging 77.99 m.p.h. Green averaged 80.12 m.p.h. for the race, much quicker than Halford's 1980 race-winning speed. Simon Phillips' Lotus 16 was third, Martin's 250F Maserati fourth, Vic Norman's 250F Maserati fifth, Donald Day's ERA a notable and hairy sixth, the Hon. A. Rothschild's 250F Maserati



TWO DINOS dicing — Neil Corner in his Tasman 3-litre Ferrari Dino just heads Willie Green in Anthony Bamford's replica car out of a soaking Woodcote. Corner spun out of the lead a couple of laps later, leaving Green a clear field.

(where do they all come from?) seventh, while Corner finished eighth. On the road the "toothpaste-tube" Connaught was third, just pipping Phillips, but it was disqualified for "illegal-sized" tyres, and the Monza Lister-Jaguar was also struck off.

Mingled with relief that there had been no human casualties under the very bad conditions, one felt commiseration for those engaged in the remaining two five-lap handicaps. Tedham's Austin 7 "bathtub" took the first from Champion's well-driven Ulster Austin 7, Cann's 2-litre 15 / 98 Aston Martin just holding off Hales in Pilgrim's orange Austin 7 for third place. The last "ordeal" went to hard-trier Roger Howard, in his silver Type 37A Bugatti, from Rogers' LM6 Aston Martin and Roscoe's Alvis Special, Day's ERA doing best-lap, at 68.67 m.p.h.

Thus did the VSCC race season go out in miserably damp fashion. It had been nice to see Howell's blown 3-litre Sunbeam, rebuilt after its horrific Cadwell Park prang, do fastest lap in race eight, at 62.38 m.p.h. Di Threlfall's Austin had sheared its half-shaft keys, so didn't appear for the second engagement, the Hotchkiss spun in front of Quartermaine's 30 / 98 in the "Fox & Nicholl", and Llewellyn elected not to run in the last race in deference to low oil-pressure in the Bentley's engine.

All that remained was for Winifred Boddy to present the MOTOR SPORT Brooklands Trophy and the £325-worth of prizes to Tim Llewellyn, Donald Day and Patrick Lindsay, and for the last named to receive so deservedly the Crompton Parkinson "Driver of the Day" Award. — W.B.

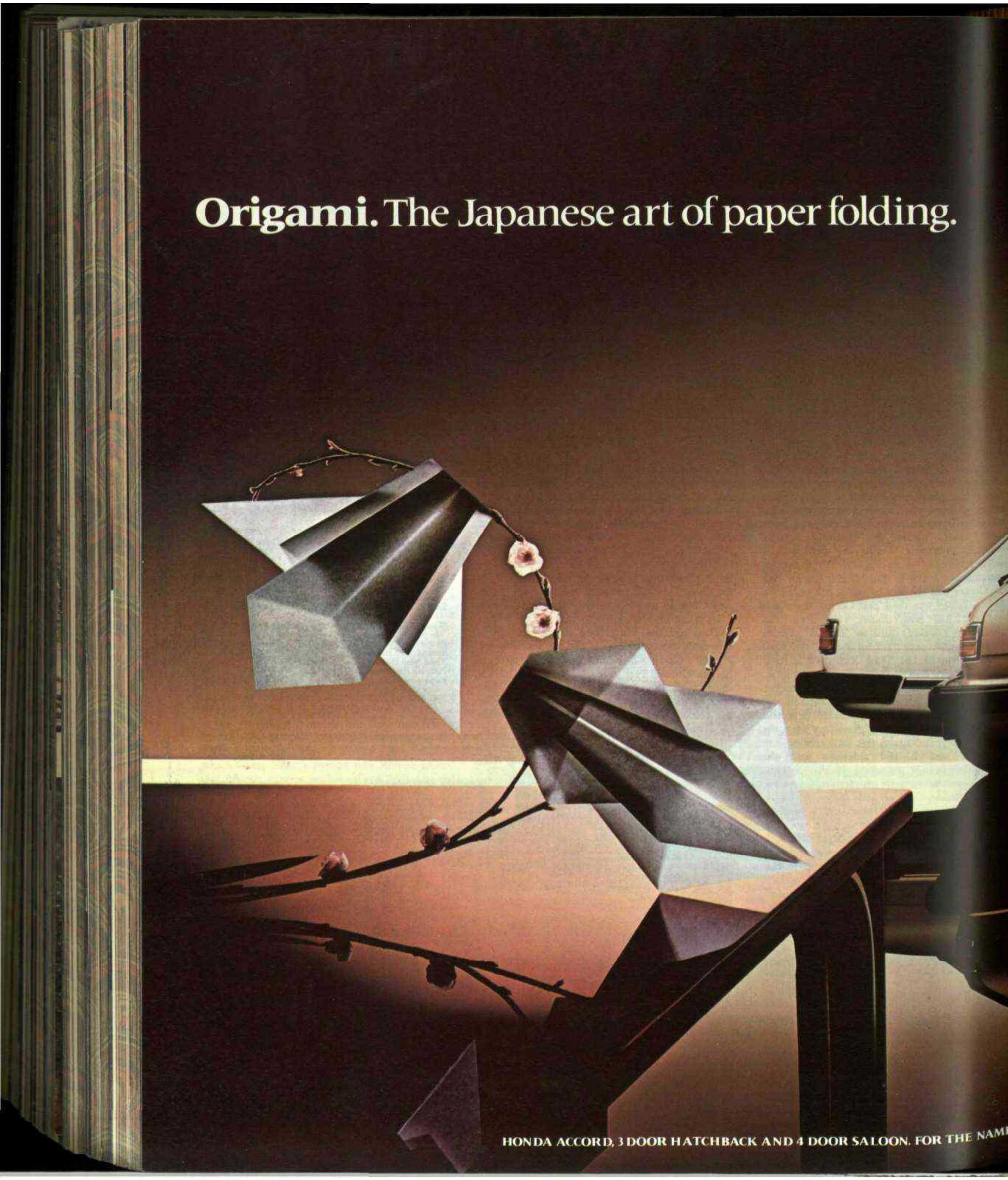
Results

Hawthorn Memorial Trophy Race: 1, W. Green (Ferrari), 80.12 m.p.h.; 2, Hon. P. Lindsay (ERA); 3, S. Phillips (Lotus).
Pre-War Allcomers' Race: 1, Hon. P. Lindsay (ERA) 86.14 m.p.h.; 2, D. H. Day (ERA); 3, W. Green (ERA).
Boulogne Trophy Race: 1, T. C. Llewellyn (Bentley), 79.59 m.p.h.); 2, F. P. Morley (Bentley-Napier); 3, G. R. Footitt (AC / GN).
Six-Lap Bill Phillips Trophy Race: P. Grist (Alfa Romeo), 73.65 m.p.h.
"Fox & Nicholl" Trophy Race: R. Felton (Alfa Romeo); 74.97 m.p.h.
First 5-lap Handicap: M. Baxter (Riley), 59.34 m.p.h.
Second 5-lap Handicap: D. Tedham (Austin), 57.96 m.p.h.
Third 5-lap Handicap: R. C. Howard (Bugatti), 61.34 m.p.h.
Four-lap Handicap: M. Baxter (Riley), 59.80 m.p.h.
Fastest lap of the day: Hon. P. Lindsay (ERA), 88.92 m.p.h. — new class record.
1981 MOTOR SPORT Brooklands Memorial Trophy: 1, T. C. Llewellyn (Bentley), 98 points; 2, D. H. Day (ERA), 73 points; 3, Hon. P. Lindsay (ERA), 57 points.

DONALD DAY and ERA R14B have been consistently placed throughout the season, following Llewellyn into second place in the Brooklands Trophy contest. He finished second to Lindsay in the pre-war Allcomers' Race and a wild and wet sixth in the Hawthorn Trophy Race.



Origami. The Japanese art of paper folding.



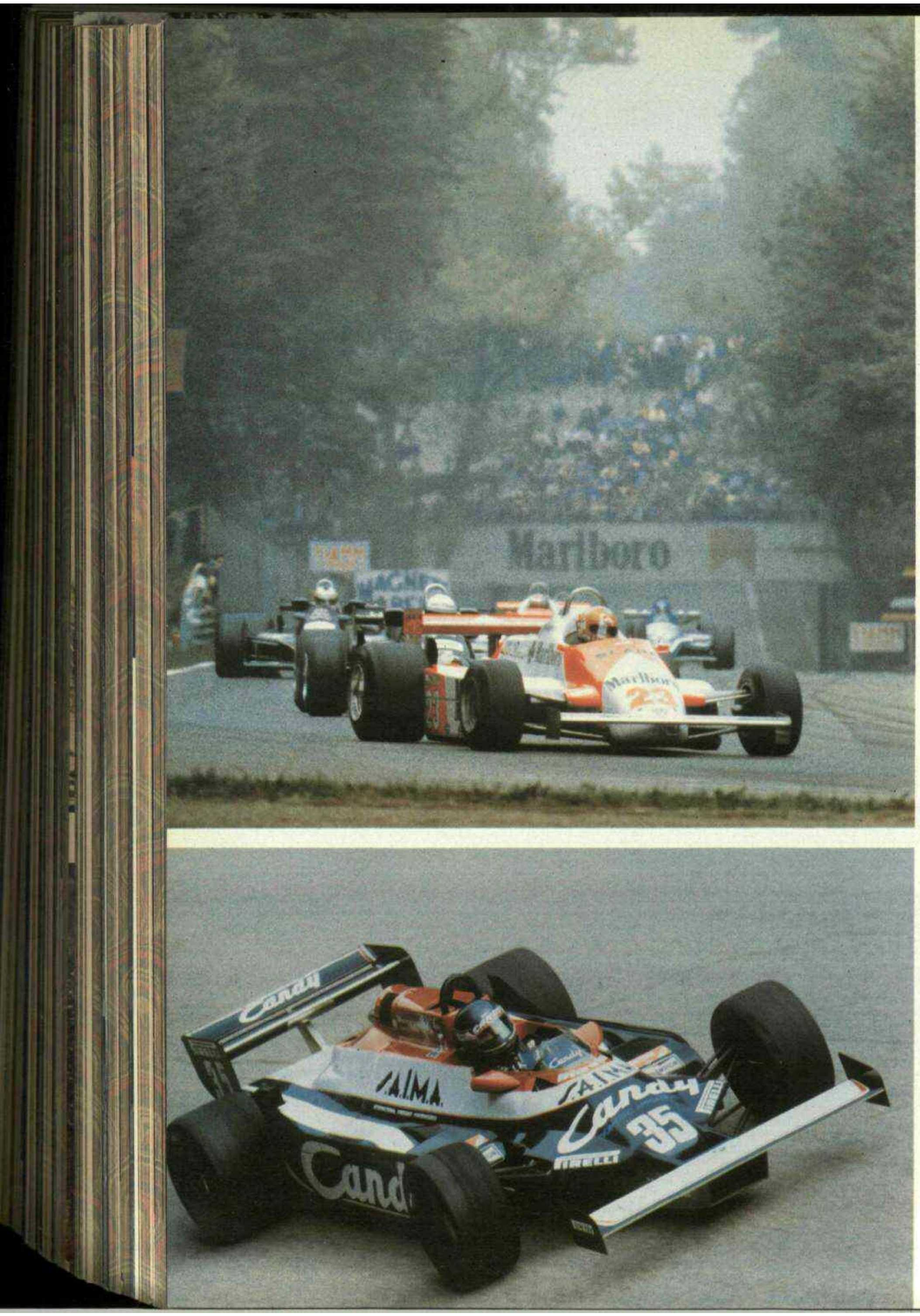
HONDA ACCORD, 3 DOOR HATCHBACK AND 4 DOOR SALOON. FOR THE NAM

Honda. The Japanese art of car making.

HONDA

Made with pride, driven with pride.

AND ADDRESS OF YOUR NEAREST HONDA DEALER CONTACT HONDA (UK) LIMITED, POWER ROAD, CHISWICK, LONDON W4 5YT.


Marlboro
Marlboro
23
Candy
35
Candy
Candy
Candy

IX THIS YEAR the Italian Grand Prix returned to its traditional home at Monza where Renault were triumphant, Alain Prost (below, No. 15) leading from start to finish. the picture as team-mate Arnoux leads Reutemann (Williams FW07C), Pironi (Ferrari Talbot JS17), Jones (Williams FW07C), Giacomelli (Alfa Romeo) and Piquet (Brabham ane. Left, Giacomelli's Alfa leads a group of cars into Variante Ascari — the disused orming a convenient grandstand. Bottom left, Henton's Toleman qualified and ran n centre, Jarier drove the new Osella FA1C to ninth place on its début outing. Bottom r with Mansell's Lotus indulging in an off-course excursion in the background.







"Engines don't dri

Aurelio Lampredi is very tall for an Italian.

He dresses with the expensive casualness of an English country gentleman.

When he talks to you he draws with a wet felt-tip as if his mind could not work without the fluent movement of his fingers.

He is, by his own admission, one of the three men most responsible for the car you drive today (the others being Doctor Ferdinand Porsche and Colin Chapman).

It is so obviously true that it doesn't even occur to you that the man may be boasting.

His early years at Ferrari.

When he went to work for Ferrari in 1946 all unblown racing engines gave about 50 bhp per litre.

And in races of 500 kilometres, most of them exploded.

Yet within a couple of years he increased Ferrari's output to 100 bhp per litre.

And they finished every race. First.

What working on aero engines taught him.

He was applying the principles he'd learnt earlier in his life when designing aero engines (trying to push as much oxygen in as possible and building them so they finish every journey).

He concentrated on improving the airflow into the engine rather than streamlining the body shells as everyone else was doing.

"When an athlete's short of breath, he's short of strength," he says. Thus he made the ducts inside the manifold and cylinder head more aerodynamic, so they breathed better.

What goes in must come out.

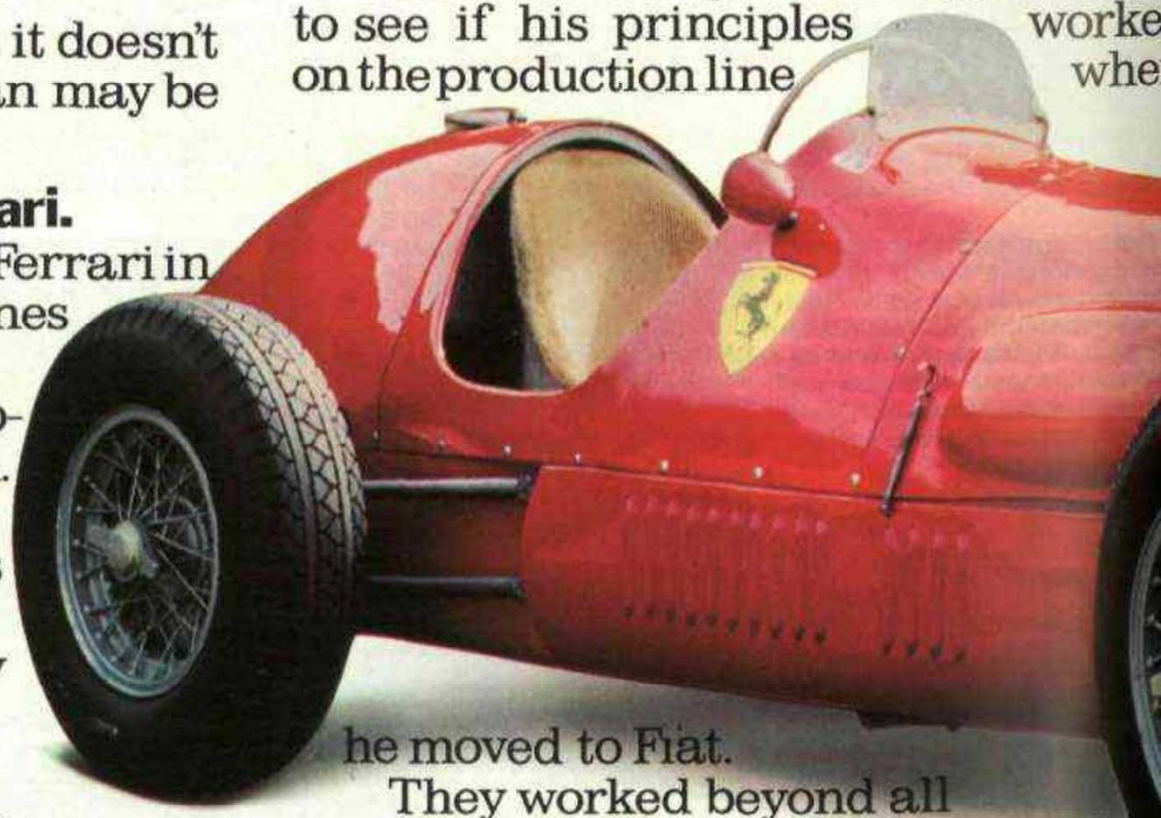
He also redesigned the exhaust system. The faster the exhaust gasses can get out, the faster fresh oxygen can get in.

His idea was the double exhaus system, connected in pairs, and tune like a trumpet to match the inlet.

A system still used on all racin cars, Ferraris, Fiats and Lancias toda

The production line.

In 1955 he got the opportunit to see if his principles worke on the production line whe



he moved to Fiat.

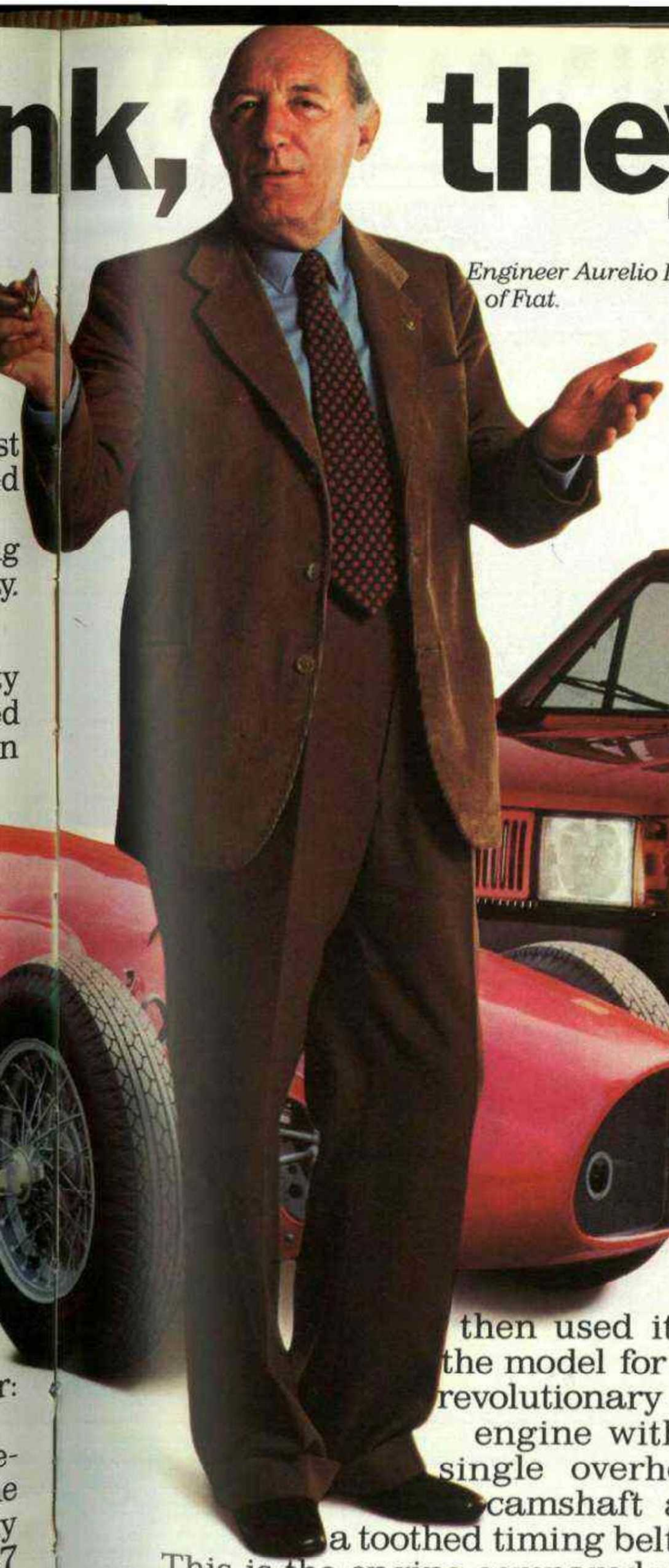
They worked beyond all our hopes, increasing the output of our engines by no less than 18 bhp.

And because they were turning over more efficiently, they lasted longe an average of 150,000 kms.

Among the many engines he de signed from scratch was the 130, th Mirafiori Abarth two litre (World Rall Champion three times) and the 12 Diesel. An early innovation of his wa the 124 engine with double overhea camshafts and a timing belt instea of chains.

He subsequently increased this un ique engine to 1600, 1800 and 2000 cc

nk, they breathe."



Engineer Aurelio Lampredi of Fiat.

What will be the next big breakthrough?

This kindly giant of a man who wanted originally to be a conductor and still loves the symphonies of the great romantics ponders on the future of the internal combustion engine.

Meanwhile he has designed a remarkably quiet, small diesel engine for the Strada.

then used it as the model for the revolutionary 128 engine with a single overhead camshaft and a toothed timing belt.

This is the engine compared with which Autocar called the Allegro's 'positively medieval.'

To this day, nearly ten years later, no one has designed a better engine. Enlarged, it now powers the Strada and the Lancia Delta.

And he thinks it's time someone looked with fresh eyes at the carburettor ('cheaper and more reliable than fuel injection').

But his main work is with supercharging.

He has blown a series of Fiat 131's to give 130 bhp while respecting all pollution regulations and improving consumption, and torque by 35%.

It might just be that the man largely responsible for the engine in your car today, will also be the brain behind the one you drive into the next century.

FIAT

Lloyds & Scottish Championship

THE final round of the 1981 L & S took place at Silverstone on September 13th. Gerry Marshall won the race and his class, driving the Marsh Plant Hire Aston Martin DBR4, but Michael Bowler clinched the Championship by winning his class for the fifth time in five rounds with his Lister Jaguar, above.

Marshall led from start to finish, apart from a few laps when he allowed Bruce Halford's Lotus 16 past. John Harper's Connaught finished third, ahead of Bowler, who was harried by the beautiful Testa Rossa Ferrari, owned by Anthony Bamford and driven by Willie Green, below right. This car has a somewhat temperamental clutch, making starting rather a hazardous business and Green was delayed somewhat at the start, despite giving the rear tyres a liberal soaking of water.

The class for the earlier post-war single-seater racing cars went to Roderick Macpherson's Cooper Bristol (right), who won his class at four of the rounds, only coming second to Richard Pilkington's Talbot Lago at the Easter round. Mike Salmon was a consistent front runner in the early sports-racing car class, winning three of the rounds and coming second in the other two with the DBR1 Aston Martin (below left). The remaining class, for pre-war single-seaters, went to Martin Morris with his ERA.







Christie's

South Kensington

In association with Lord Montagu of Beaulieu

SALE OF

The BRM Collection

AT THE INTERNATIONAL MOTORFAIR EARLS COURT, LONDON. OCTOBER 22nd.



The sale will include: Three 1½ litre V16's including the only surviving Mk1 as driven by Juan Manuel Fangio (illustrated).

The P25 that gave BRM their first Grand Prix win in the hands of Jo Bonnier in 1959.

And Graham Hill's 1962 World Championship winning P57.

Plus the company archives, including an extensive selection of design drawings, correspondence and films.

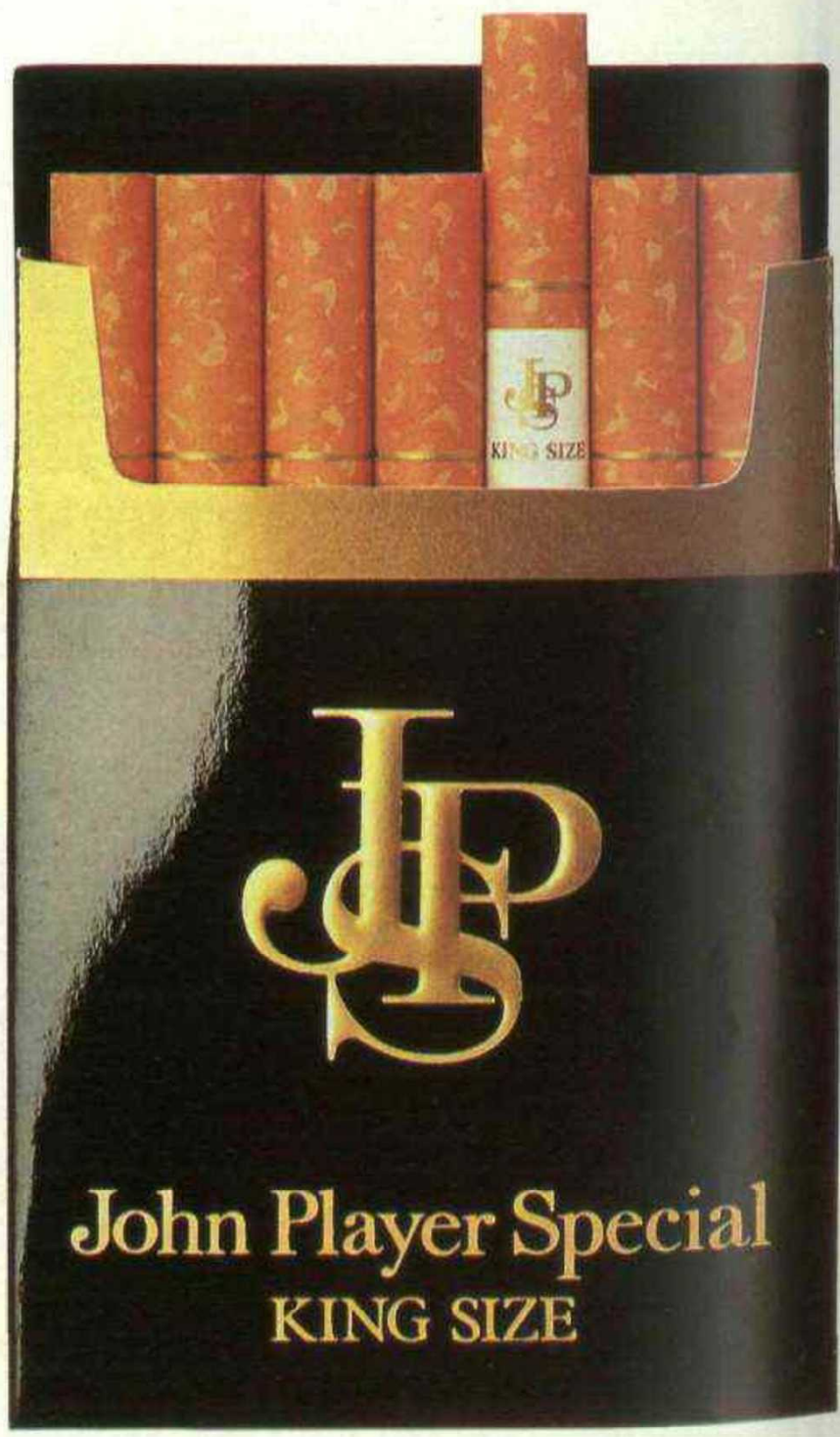
Colour illustrated catalogue available for £10.00 U.K. & £15.00 Overseas Post Paid.

Catalogues and further information from Robert Brooks.

Christie's South Kensington

85 OLD BROMPTON ROAD, LONDON SW7 3JS. TELEPHONE: 01-581 2231 TELEX: 922061

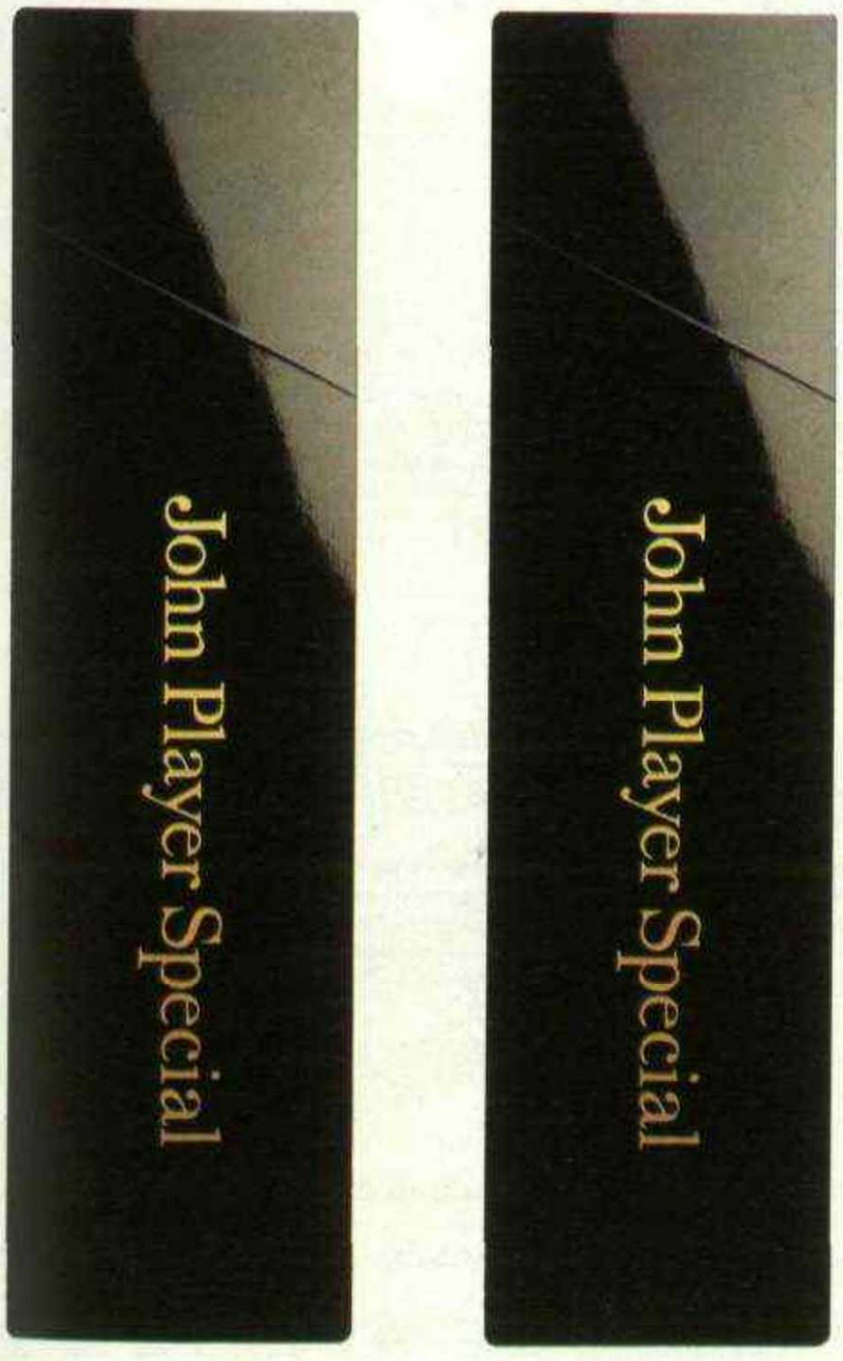
Short, Black





The tar yield of this brand is designed to be MIDDLE TAR Manufacturer's estimate, January 1980, of group as defined in H.M. Government Tables

& Sides



John Player Special

JPS 74K

DANGER: H.M. Government Health Departments' WARNING:
THINK FIRST – MOST DOCTORS DON'T SMOKE

A French Partnership

continued from page 1391

to drive in a handful of races early this season when it was obvious that he could hardly walk. He smiled bravely when people inquired how his leg was coming on. "No problem!" he would grin, but the grimace on his face every time he lowered himself into the Talbot cockpit told another story. After the Spanish Grand Prix he decided to retire from active driving and take up a position as technical adviser to the team.

Laffite was delighted. He realised full-well that his brother-in-law was suffering badly, but he didn't want to be the one to tell him to stop. It was embarrassing when Jean-Pierre was three seconds a lap slower than Jacques at Jarama, but Laffite kept joking with him to bolster his confidence. But, as Jabouille admitted, "I had never considered the Montreal accident to be particularly serious. Sure, I broke both legs, but one has healed perfectly. I thought everything would be OK after a couple of races. But I began to realise that I wasn't making any progress. The movement in my leg wasn't getting any better. So I had to stop."

Jean-Pierre Jabouille enters hospital for more corrective surgery this month, surgery that will hopefully restore full movement to his injured right leg. Since his retirement he has been present in the pits at every Grand Prix, listening attentively and calmly to Laffite's enthusiastic, demonstrative and often amusing explanations as to how the Talbot is behaving. Laffite is happy, Jabouille is happy. "This way I can remain associated with a good team in racing even though I am not able to drive any longer."

He admits that he feels a little uncomfortable about the way in which Ligier sacked team manager Gerard Ducarouge shortly after his retirement from the cockpit. "But I think that Ligier had been looking for a way to push Ducarouge out and he thought he'd got that excuse in me. But I'm not interested in the organisational side, only the technical work with the cars." Laffite's former F2 team-mate Jean-Pierre Paoli now deals with administrative matters as a result!

How does he get on with Laffite? "Absolutely fine. He's got a good, open temperament, both as a person and as a driver. He's not a good communicator. He can feel what the car is doing, but he can't express it. I can translate what he means. Sometimes he gets a bit nervous and agitated over things which are really not very important, but otherwise he is absolutely fine."

Laffite just grins his happy grin and waves an arm demonstratively. "Now I don't have to beat him", he talks of his brother-in-law, "but I do have to listen to him. I've always taken his example and advice. When he married Genevieve I suddenly realised that I had got nobody to accompany me when I wanted to go out on the town. So I hurried up and married Bernadette. It's all his fault!"

When Laffite won the 1981 Austrian Grand Prix, it was Jabouille who argued the controversial choice of successful tyres with Michelin. It's a partnership based on friendship and respect. The calm, reserved and quiet Jabouille; the outgoing, extrovert, mischievious Laffite. In another twenty-six years, long after they have given up the active business of Formula One racing, they will almost certainly still be "messing around with cars" together. Deep down they're just another pair of racing enthusiasts.

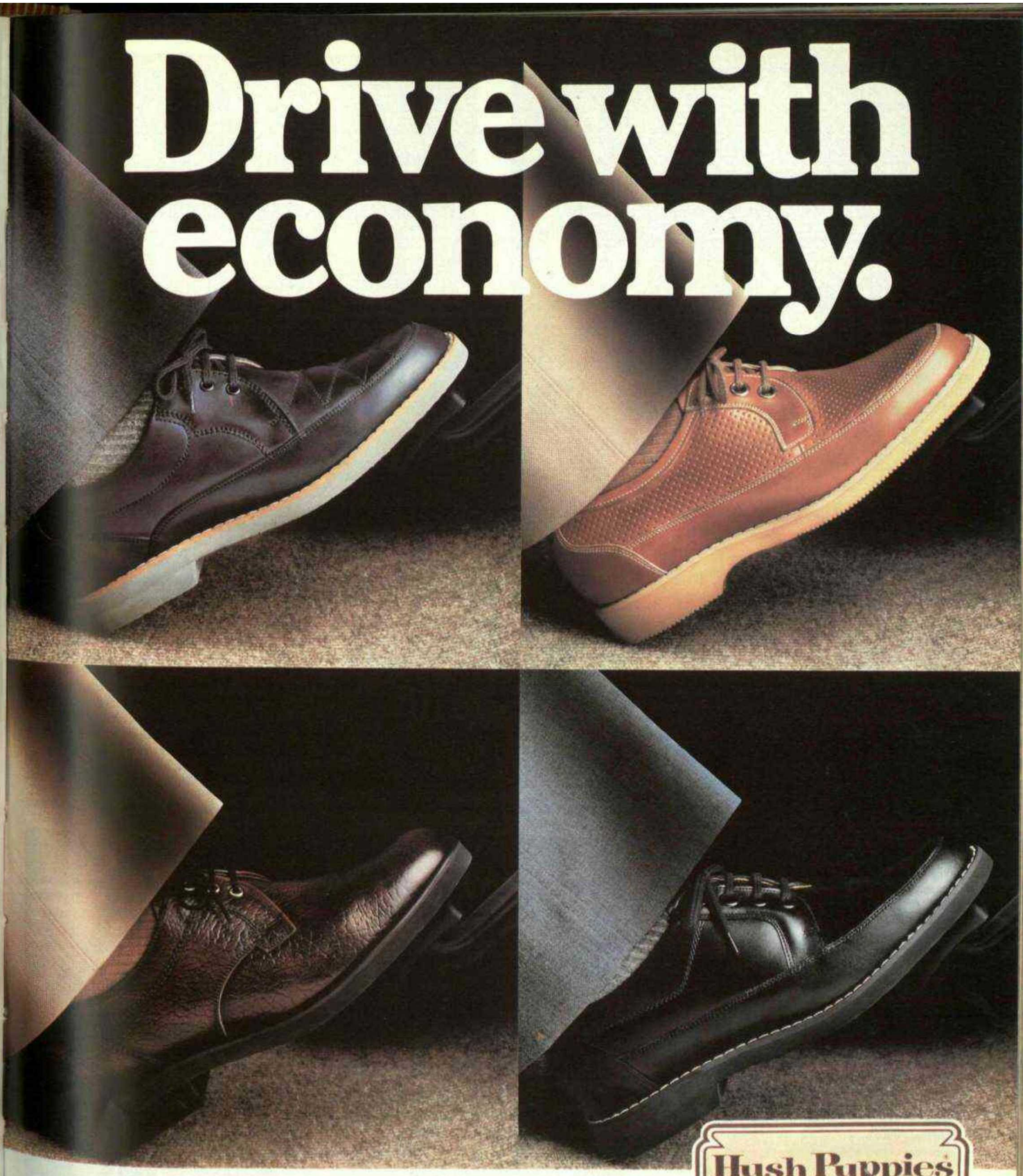
A.H.



SHARING THE SPOILS — 2: In 1980 Jabouille won the Austrian Grand Prix for Renault. Above he is seen leading Jones' Williams which finished a close second. Twelve months later his brother-in-law Jacques Laffite triumphed in the same race for Talbot. Below, he is seen leading Salazar and Arnoux through the Hella Licht ess-bend at the Osterreichring.



Drive with economy.



If you go on an economy drive, do it in style.
From top, left to right: Daytona (Blue), Dallas (Tan), Detroit (Brown Grain), Mexico (Black). All with leather uppers. Made in Britain and available at Saxone, Lilley & Skinner, Dolcis, Manfield, Freeman Hardy Willis and Trueform. Also Selfridges, Lewis's and other leading department stores.

Hush Puppies

£17.99

Bristol Beaufighter

An English gentleman's very high speed sporting carriage!

OWNING a Bristol is much akin to being a member of a very exclusive club. There are so few of them on the road that people automatically turn to examine one as it goes past. That's not because they are ostentatious, quite the reverse, but simply because they are so distinctive, large and obviously upper crust in their whole demeanour. If one accuses Bristol Managing Director Tony Crook of being unashamedly elitist in his approach to building and marketing these cars, he will almost certainly reply that is precisely the reason that Bristol Cars are still in business. Almost absurdly exclusive, Bristols trickle out of their Filton factory at the rate of little more than one a week. And there will always be fifty or so people every year, throughout the country, who are prepared to pay for the incredibly high standards of finish and refinement offered by the current range.

We have recently been trying the turbocharged Chrysler V8 powered Beaufighter, a distinguished four-seater sports coupé carrying the name of one of the Bristol Aeroplane Company's best known fighting machines from the Second World War. It's basically a variation of the distinctive 412 theme; an angular, impressive looking machine built round a substantial closed box section chassis which produces an extremely robust structure onto which the steel framed body, clad with aluminium alloy panelling, is welded. From the moment one climbs aboard the Beaufighter — and I emphasise the word *climbs* because at 4' 8½" height this is certainly no cramped sports coupé — and clunks the heavy driver's door closed, one is aware that this is a very substantial car indeed.

Inside, the Bristol Beaufighter exudes the air of a gentleman's club lounge. If Mercedes and Porsche claim their plain, non-reflective interior finishes to be practical, uncomplicated and ergonomically ideal, then Bristol make no such concession to the latest trends. The Beaufighter's fascia is covered with lustrous, high quality walnut veneer to complement the top quality leather individual front seats. I found the seats tall and broad enough to be extremely comfortable, and although they don't really offer sufficient lateral support for the ungentlemanly practice of hustling the Beaufighter indecorously thr tight country lanes, their range of adjustm magnificent. Drop your fingers down to th of the transmission tunnel and you'll find electrical switches which allow one to height, tilt and fore/aft adjustment. I wa about to complain to Tony Crook that I have liked more support beneath my knees he pointed out that a paying customer c course, have the seat's base positioned angle he chooses when he orders his car,

SUMPTUOUS and tasteful; the interior of the Bristol Beaufighter is a classic amalgam of wood veneer a quality leather trim.







THE long flowing wings of the Beaufighter are put to good, practical use. Above left, the flap on the right hand side of the car reveals battery, fuses and servos to be easily accessible. Above right, the left hand compartment stows the spare wheel, thus leaving the large boot free for luggage.

offering a range of adjustment that he wants rather than the one the manufacturer thinks he *ought* to have. I suppose I should have thought of that!

Immediately ahead of the driver is a distinctive, high set three-spoke steering wheel through the top segment of which one can view the discreet 160 m.p.h. speedometer and matching rev. counter. There is a fuel gauge to the left, ominously recording the speed at which the 5.9-litre (101.6 × 90.93 mm.) Chrysler V8 consumes the contents of the Beaufighter's 21 gallon tank. Since the performance of this V8 is boosted by means of an exhaust driven Rotemaster turbocharger which has been specially adapted for this purpose by Bristol, the fuel gauge can register an alarming level of consumption. If one wishes to make use of this Bristol's sub-6 sec. zero to 60 m.p.h. capability allied to a top speed in the region of 140 m.p.h. then a sub-10 m.p.g. thirst can be expected. But during the course of our spell with the Beaufighter we recorded an average consumption of 16.5 m.p.g., which should be pretty representative of the sort of figure an average Bristol owner should be capable of attaining.

Between the speedometer and rev. counter are water temperature and oil pressure gauges plus a large red warning light to remind you when the handbrake is engaged. To the far right of the fascia is a vacuum gauge which indicates whether the turbocharger is operating or not, while just to the left of the steering wheel are the controls for the excellent, very refined air conditioning system which efficiently excludes all road fumes from the interior of the Beaufighter while at the same time providing a delightful freshening breeze in the middle of a hot summer day. In that connection there are also scuttle vents to help the flow of air through the car.

Bristol tradition continues with the spare wheel mounted within a locker in the bodywork behind the left front wheel, while the same aperture on the opposite side contains the battery, servos and electrical ancillaries including the fuse box. This leaves the deep boot helpfully uncluttered and capable of swallowing an enormous amount of luggage for the Grand Tour. We tested the Beaufighter equipped with its superbly trimmed, removable, solid rear roof section attached along with its glass roof panel. But these can be removed in consistently clement weather conditions, leaving the owner with a splendid open luxury four-seater complete with a deeply padded safety rollover bar. As another footnote to the amazing amount of detail thought which has gone into this Bristol, the inertia reel seat belts

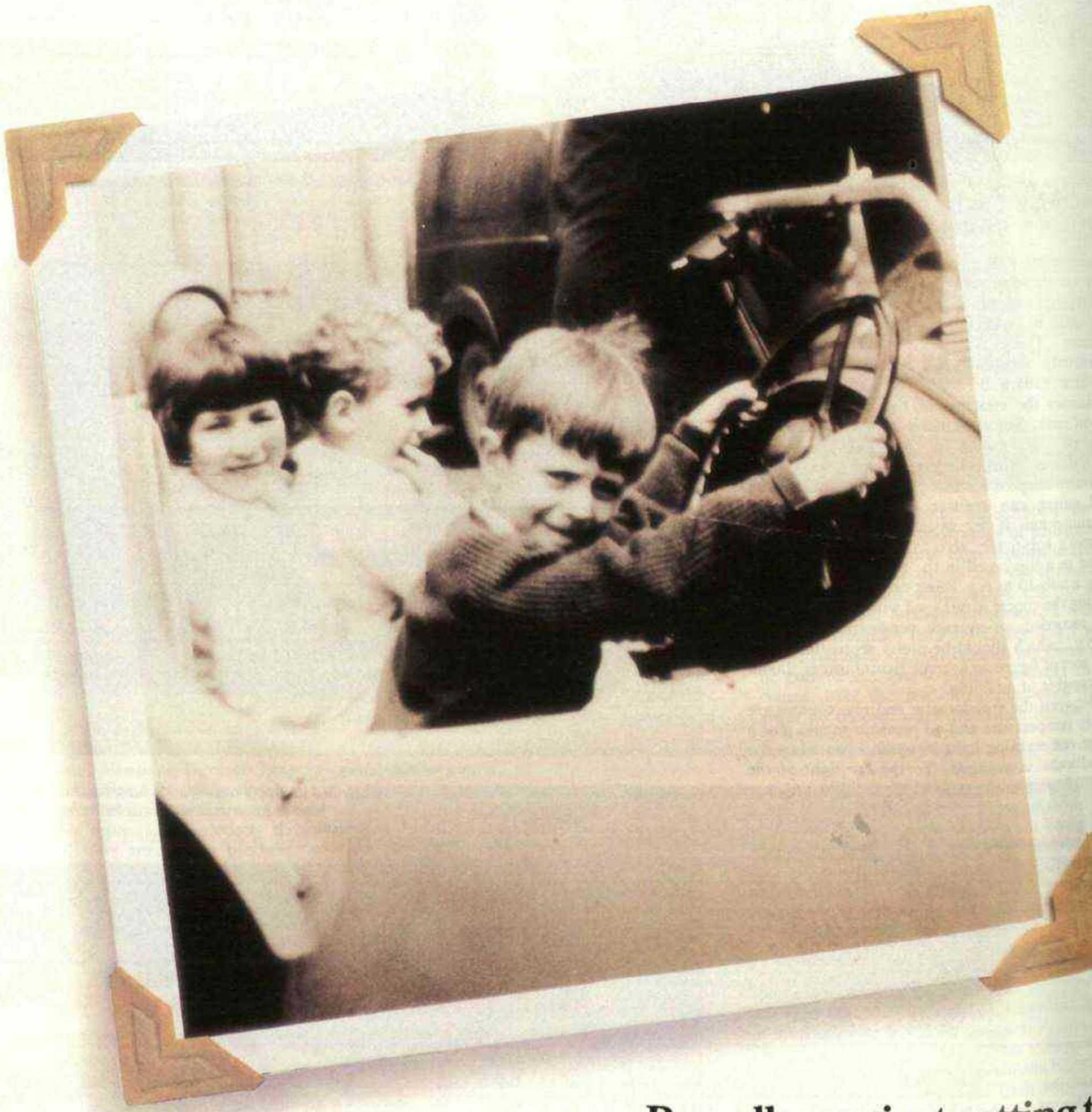
continued on page 1453



Above, Bristol's famous registration could be described as a very conservative label for this superb bespoke motor car. Below, the Chrysler V8's performance is further boosted by an exhaust driven turbocharger. No power output figures are quoted by the specialist British manufacturer!



When Stirling wo
Martin was stil



In 1961 Stirling Moss drove the race of his life to win the German Grand Prix.

While, a thousand miles away in Norfolk, young Master Brundle was just getting t feel of four wheels.

Twenty years on, the pair them are leading the BP-Audi Challenge in the British Saloo Car Championship.

What you might call the

his last Grand Prix, learning to drive.

perfect blend of youth and experience.

Behind them is an all-British team of sponsors led by BP Oil.

But we're not just looking to wave the flag.

For us, motor racing is an ideal testing ground for our VF7 light viscosity oil.

Because we're out to prove that our petrol-saving oil can also significantly improve performance.

As, indeed, we demonstrated last year through our sponsorship of the victorious BP-Toleman Formula 2 team.

BP Back Winners

Talent spotting has long been a policy of ours at BP Oil.

Indeed, several of our former drivers are now in the current Formula 1 line-up.

Nelson Piquet, Derek Daly and Derek Warwick, to name but three.

As long ago as 1953, we first signed up a promising young driver called Stirling Moss.

That association lasted right through his Grand Prix career.

Now we reckon we've found another driver of great potential in Martin Brundle.

As yet, of course, he's still serving his apprenticeship.

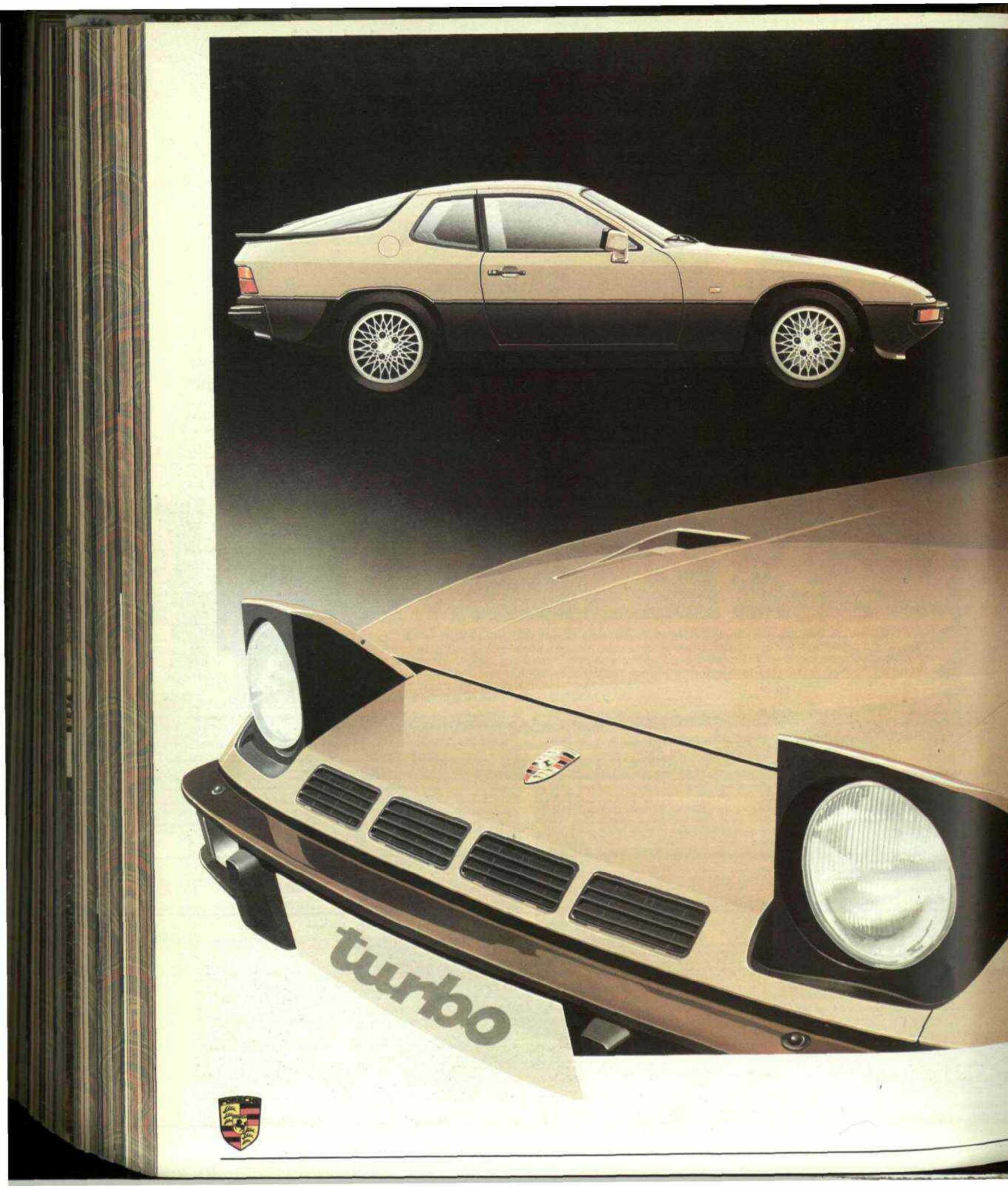
But who better to learn from than the old master himself?

BP



ZANDVOORT ASIDES: WITH BESPECTACLED Ferrari chief engineer Mauro Forghieri watching attentively, this over-the-shoulde shot of Gilles Villeneuve (top left) shows the French Canadian driver examining his own practice times whi still strapped into the cockpit of his Ferrari 126CK. Top right, Swiss driver Marc Surer rides on the pre-race parade lap accompanied by a boar depicting his own helmet and the Theodore's race number (33). Bottom left, Andrea de Cesaris is on the point of tears immediately after y another practice accident in his McLaren MP4. Bottom right, a rear shot of the Hart 415T Formula One engine installed in one of the Tolema TG181Bs, neither of which managed to qualify for the Dutch Grand Prix.


Quality without compromise
BERRY BROS & RUDD LTD LONDON
Distilled Blended and Bottled in Scotland
CUTTY SARK
BLENDED SCOTS WHISKY
100% Scotch Whiskies from Scotland's best Distilleries
40% vol.
75cl
BERRY BROS & RUDD LTD
ESTABLISHED IN THE 18TH CENTURY
3, ST JAMES'S STREET, LONDON, SW1
Product of Scotland
SOLE SELLING AGENTS FOR THE UNITED KINGDOM
CUTTY SARK (Scotch Blend) LTD.
206, WEST NILE STREET, GLASGOW
1981
THE QUEEN'S AWARD FOR EXPORT ACHIEVEMENT
BERRY BROS. & RUDD LTD. LONDON S.W.1.
Cutty Sark Scotch Whisky
From Scotland's best distilleries


turbo

THE WORLD'S MOST POWERFUL 2-LITRE PRODUCTION SPORTSCAR

More than any other car manufacturer, Porsche have researched (and applied) how to turn the normally wasted exhaust gases of the combustion engine into power and efficiency.

It's a process known as turbocharging.

Since 1975, when Porsche first built production turbocharged cars, no other car has demonstrated their leadership in this field better than the Porsche 924 Turbo.

177 bhp at 5500 rpm, standstill to 60 mph in around 7 seconds, a top speed of 140 mph plus. All from a mere 2 litres.

That's what Porsche turbocharging means in a 924.

It also means something else. Economy. For all its power, the 924 Turbo can still yield over 30 mpg† given a sensible driving approach.

As one might expect from a car of this calibre, the 924 Turbo contains, as standard, a wealth of creature comforts within its 2+2 aerodynamic hatchback exterior.

And, as with all Porsche models, the 924 Turbo comes with the unique Porsche 7-year 'leave-it-alone' warranty against body corrosion and goes 12,000 miles between inspection services.

CONSIDERING THE EXTRA CHARGE, THE CHARGE IS REASONABLE.

When you consider that via turbocharging the 924's performance approaches the ilk of the formidable 911, the price tag of £14,000 seems rather reasonable.

All the more so when you realise that once in the driver's seat, you've got the most powerful 2-litre prod-sportscar in the world around you.

And with you.

PORSCHE CARS GREAT BRITAIN LIMITED.
Richfield Avenue, Reading RG1 8PH. Telephone: 0734 595411.
Tourist, NATO, Diplomatic, Personal Export enquiries Telephone 0734 595411.
Present Porsche line-up comprises ten models: 4 cylinder 924 Series from £9,103.
6 cylinder 911 Series from £16,732. 8 cylinder 928 Series from £21,827.
Prices correct at going to press, include delivery, but exclude number plates.
Further information and details of leasing facilities from your nearest Offical Porsche Centre.

□ SOUTH EAST: AFN, Isleworth 01-560 1011. AFN, Guildford 0483 38448. Charles Follett, Mayfair 01-629 6266. Mortortune, Kensington 01-581 1234. Malaya Garage, Billingshurst 040-381 3341. Maltin Car Concessionaires, Henley 04912 78111. □ SOUTH WEST: Dick Lovett, Marlborough 0672 52381. Parks, Exeter 0392 32145. □ SOUTH: Heddell & Deeks, Bournemouth 0202 510252. □ MIDLANDS: Swinford Motors (Continental) Ltd., Lye 038-482 2471. Roger Clark, Narborough 0533 848270. Gordon Lamb, Chesterfield 0246 45161. □ EAST ANGLIA & ESSEX: Lancaster Garages, Colchester 0206 48141. Lancaster Garages, Norwich 0603 401814. □ NORTH WEST: Ian Anthony, Wilmslow 0625 526392. Ian Anthony, Bury 061-761 2222. Parker & Parker, Kendal 0539 24331. □ NORTH EAST: ICT 600, Leeds 0532 508454. Gordon Ramsay, Newcastle-upon-Tyne 0632 612591. □ WALES: Howells, Cardiff 0222 592363. Dingle Garages, Colwyn Bay 0492 30456. □ SCOTLAND: Glen Henderson, Ayr 0292 82727. Glen Henderson, Glasgow 041-943 1155. Glen Henderson, Edinburgh 031-225 9266. □ NORTHERN IRELAND: Isaac Agnew, Glengormley 02313 7111. Isaac Agnew, Belfast 0232 663231. □ CHANNEL ISLANDS: Jones Garage, Jersey 0534 26156.

†DoE Test: mpg (L/100km). Urban: 25 (11.3). Constant 56 mph (90km/h): 42.2 (6.7). Constant 75 mph (120km/h): 32.8 (8.6).

PORSCHE 924 turbo

DUTCH GP — continued from page 1427

turbo-charged car and Gabbiani crashed his Osella. The Frenchman was all right as there was a spare car to use, but the Italian had to miss the afternoon qualifying hour as Osella had no spare car with them. That afternoon saw a lot more trouble for Piquet's Cosworth engine expired in his number one Brabham and Warwick crashed his Toleman and Salazar crashed the Ensign, the latter because the throttle stuck open, probably due to sand getting somewhere it should not have been.

Saturday had started with a rainstorm coming in off the sea, but it did not last and the rest of the day was fine and dry. On Friday it looked as though Henton was going to qualify the latest Toleman-Hart but on Saturday morning disaster overtook them and the new engine was ruined so that he had to try and maintain his place on the grid using the old spare car, but he failed. Another team with a 100% failure was the unfortunate Fittipaldi team, who returned to the fray after missing the Austrian GP and were using Pirelli tyres, through a circuitous deal involving tyre distribution in Brazil. Neither Rosberg nor Serra ever looked like making the grid, the Finn losing all hope on Saturday afternoon when he had engine trouble on his opening lap.

Settled down at the top of the grandstand you get a fine view of the starting area, the whole of the pits and quite a lot of the circuit, which is why I always watch the Dutch GP from the grandstand, whereas at other circuits I watch from the pits or out on a corner. At twenty minutes to 3 p.m. a klaxon sounds to announce that the pit gate is open and cars can make their way round the circuit to the assembly grid on the track, opposite the pits. When that klaxon sounds it is time to sit up and take notice, to stop ruminating and to pay attention. Arnoux goes out of the pits first and disappears out of my view as he rounds the Tarzan Hairpin. He is followed by Prost, Stohr, Piquet, Rebaque, Daly, Watson and the rest, all mixed up and in no particular order. Before Zandvoort built their double-decker pits you could see the cars through the twisty bit behind the paddock, but now you don't see them again until they are braking for the Hunzerug Hairpin. Of that you get a fine view, and you see them accelerate up and over the brow. If you have really beady eyesight, like good racing drivers have, you can see them way over the sand dunes as they go between the new "silly" chicane and the really slow Panorama ess-bend, all of which cuts out the heroics we used to enjoy on the back leg of the circuit. It also slows their entry onto the very long straight. From my vantage point I can see them come on to the straight and follow them all the way down past the pits into the braking area for the Tarzan Hairpin, and in that area you really do see some bravery taking place. This time they are coming slowly down the straight, preparing to take up their grid positions. These are indicated by "dolly birds" holding a placard bearing the car's number. They are very brave to stand in the middle of the track with a racing car coming straight at them. Normally the drivers are doing about 170 m.p.h. at this point, so their idea of slow is probably 80-100 m.p.h. With all my experience I think I'd stand there with my fingers crossed, so what must it be like for those girls who have probably never been near a racing car before? I notice most of them are hiding behind their placards and just not looking, and I don't blame them. There were no stragglers from the pit lane this time, though Reutemann did his usual run through and out for another lap, and everyone seems to be lining up without any drama. Halfway down the left row there is a gap, which is where the McLaren MP4 of Andrea de Cesaris should have been, and Alboreto has been let out to make up the number, taking a position right at the back of the grid with the second of the new Tyrrell cars. At the end of the Saturday afternoon qualifying hour de Cesaris crashed. That in itself is nothing new, but this time he damaged the carbon-fibre chassis monocoque and Ron Dennis and Teddy Mayer decided that was the last straw. His car could not be repaired in time for the race and they were not going to let him take Watson's spare car, so they withdrew his entry on Saturday afternoon before the regulation 5 p.m. and Alboreto was substituted as he was first non-qualifier.

ALBORETO failed to qualify for the race, but the Tyrrell driver found himself taking part when the McLaren team withdrew de Cesaris.



It seems strange that a space should be left on the grid, rather than move everyone up one, but presumably the rule makers have good reason, though it is good for Rebaque as he now has a clear space in front of him, providing no-one else decides to nip into it when the green light comes on. Looking at the layout from above Piquet looks nicely placed to nip between the Renaults if they do not get off smartly, while Jones will obviously be trying to go down the inside. We shall not see Villeneuve doing one of his lightning sprints into the lead this time, he is too far down the grid. The Ferraris were hopeless in practice, not only handling badly but not being very fast down the straight. They looked so promising at the start of the season but seem to have got themselves into a muddle. Giacomelli is on the right there, with his Alfa Romeo, with a Ferrari in front of him and a Ferrari behind him, and that tempting space over on his left where de Cesaris should have been. Andretti in the other Alfa Romeo is well up the grid, behind Reutemann, and for once is fairly happy, having done most of his running in race-trim and not wasted time with "qualifying" tyres or settings on his car. The two Lotus 87s in mid-field have dispensed with their "Williams-type" air-boxes, but the Theodore still retains its air-box as does Watson's McLaren.

The engines are starting, people are moving off the grid, starting air-bottles are dragged away, everyone is ready and Prost is signalled to lead them off on the parade-lap. They look in a bit of jumble as they go round the Hunzerug, but they will sort themselves out round the back of the circuit, for they are a fairly disciplined bunch of chaps. Looking up the long straight now all is still and quiet, then the cars start appearing and the long crocodile makes its way slowly down to the starting grid, one or two of the cars in the middle of the field are zig-zagging about to try and generate some heat in the tyres, but as they get nearer it all becomes very orderly. Twenty-four cars in staggered pairs, with seven metres between cars means that the grid stretches back a very long way. The starter is up on his rostrum and there are marshals all the way down the right hand side of the track with indicator boards. As each car stops in its position the board is withdrawn, but it seems to take a long while between Prost stopping on pole position and the last car positioning itself. There is no need to look at the lights, it is obvious that the Red had come on by the rising crescendo of noise from the twenty-four racing engines. As they came slowly down the straight it was all very quiet and ominous, now all hell is about to be let loose. Watch the cars, eyes on the Renaults to see if they get away smartly, look for Piquet darting off, and Jones. Suddenly the noise is deafening and wheels are spinning, the two Renaults have shot off their marks, Piquet is already being left behind, both Williams cars are spinning their wheels too much, the whole pack is roaring by, no wonder I am going deaf after more than thirty years of this, but I wouldn't miss it for anything.

PRACTICE TIMES (Tissot Timing)

No.	Driver	Friday pm	Saturday pm
1	A. Jones	1.18.672	1.19.133(T)
2	C. Reutemann	1.19.067	1.18.884
3	E. Cheever	1.21.849	1.21.698
4	M. Alboreto	1.25.976	1.22.030
5	N. Piquet	1.19.236	1.18.625(T)
6	H. Rebaque	1.20.547	1.20.872
7	J. Watson	1.19.312	1.19.651
8	A. de Cesaris	1.20.651	1.20.377
9	S. Borgudd	1.21.760	1.22.302
11	E. de Angelis	1.21.662(T)	1.19.738
12	N. Mansell	1.21.106	1.20.633
14	E. Salazar	1.22.382	1.22.024
15	A. Prost	1.18.279	**1.18.176**
16	R. Arnoux	**1.18.255**	1.18.301
17	D. Daly	1.22.274(T)	1.21.391
20	K. Rosberg	1.23.518	6.09.795
21	F. Serra	1.23.677	1.23.613
22	M. Andretti	1.19.896	1.19.040
23	B. Giacomelli	1.20.384	1.20.495
25	P. Tambay	1.20.802	1.19.979
26	J. Laffite	1.19.386	1.19.018
27	G. Villeneuve	1.21.049	1.20.595
28	D. Pironi	1.21.293(T)	1.20.248(T)
29	R. Patrese	1.21.010	1.19.864
30	S. Stohr	1.21.568	1.21.713
31	G. Gabbiani	no practice	1.23.898
32	J-P. Jarier	1.21.086	1.21.294
33	M. Surer	1.22.389	1.21.454
35	B. Henton	1.22.226	1.24.167(T)
36	D. Warwick	1.25.104	1.24.028

(T) Denotes spare car.

STARTING GRID

15
A. Prost
(Renault V6 t/c)
1 min. 18.176 sec.
13 (1 min. 22.06 sec.)

16
R. Arnoux
(Renault V6 t/c)
1 min. 18.255 sec.
8 (1 min. 22.82 sec.)

5
N. Piquet
(Brabham-Cosworth V8)
1 min. 18.652 sec. (T)
12 (1 min. 22.04 sec.)

1
A. Jones
(Williams-Cosworth V8)
1 min. 18.672 sec.
15 (1 min. 21.83 sec.)

2
C. Reutemann
(Williams-Cosworth V8)
1 min. 18.844 sec.
16 (1 min. 22.10 sec.)

26
J. Laffite
(Talbot-Matra V12)
1 min. 19.018 sec.
15 (1 min. 22.32 sec.)

22
M. Andretti
(Alfa Romeo V12)
1 min. 19.040 sec.
14 (1 min. 23.61 sec.)

7
J. Watson
(McLaren-Cosworth V8)
1 min. 19.312 sec.
8 (1 min. 22.64 sec.)

11
E. de Angelis
(Lotus-Cosworth V8)
1 min. 19.738 sec.
13 (1 min. 23.90 sec.)

29
R. Patrese
(Arrows-Cosworth V8)
1 min. 19.864 sec.
4 (1 min. 23.26 sec.)

25
P. Tambay
(Talbot-Matra V12)
1 min. 19.979 sec.
1 (2 mins. 46.72 sec.)

28
D. Pironi
(Ferrari V6 t/c)
1 min. 20.248 sec.(T)
3 (1 min. 26.09 sec.)

8
*A. de Cesaris
(McLaren-Cosworth V8)
1 min. 20.377 sec.

23
B. Giacomelli
(Alfa Romeo V12)
1 min. 20.384 sec.
4 (1 min. 22.66 sec.)

6
H. Rebaque
(Brabham-Cosworth V8)
1 min. 20.547 sec.
4 (1 min. 23.53 sec.)

27
G. Villeneuve
(Ferrari V6 t/c)
1 min. 20.595 sec.
(—)

12
N. Mansell
(Lotus-Cosworth V8)
1 min. 20.663 sec.
1 (1 min. 37.80 sec.)

32
J. P. Jarier
(Osella-Cosworth V8)
1 min. 21.086 sec.
4 (1 min. 23.95 sec.)

17
D. Daly
(March-Cosworth V8)
1 min. 21.391 sec.
2 (1 min. 24.98 sec.)

33
M. Surer
(Theodore-Cosworth V8)
1 min. 21.454 sec.
4 (1 min. 23.17 sec.)

30
S. Stohr
(Arrows-Cosworth V8)
1 min. 21.568 sec.
53 (1 min. 24.87 sec.)

3
E. Cheever
(Tyrrell-Cosworth V8)
1 min. 21.698 sec.
4 (1 min. 24.54 sec.)

9
S. Borgudd
(ATS-Cosworth V8)
1 min. 21.760 sec
53 (1 min. 25.04 se)

14
E. Salazar
(Ensign-Cosworth V8)
1 min. 22.024 sec.
4 (1 min. 24.18 sec.)

4
** M. Alboreto
(Tyrrell-Cosworth V8)
1 min. 22.030 sec.
6 (1 min. 25.06 sec.)

* Non-starter
** Replacement

Did not qualify:

35	B. Henton (Toleman-Hart t/c)	1 min. 22.226 sec.
20	K. Rosberg (Fittipaldi-Cosworth V8)	1 min. 23.518 sec.
21	F. Serra (Fittipaldi-Cosworth V8)	1 min. 23.613 sec.
31	G. Gabbiani (Osella-Cosworth V8)	1 min. 23.898 sec.
36	D. Warwick (Toleman-Hart t/c)	1 min. 24.028 sec.

(T) by time indicates spare car used to record time.
N.B. Times in brackets on grid are best laps in race. Number in bold is lap on which achieved

Oh help! there is a red car spinning in the middle of the pack, it's off the ground, it must cause a multiple pile up. The traffic jam going into that first corner is just incredible, but they've all disappeared round the corner, all except number 27 over there on the left, in the run-off sand. That's Villeneuve and he's climbing out safely, but how he managed to spin right through that sea of cars and not take half a dozen with him is unbelievable. Round the Hunzerug go the two Renaults, followed by Jones, Piquet, Laffite and Reuteman. After the last car, Borgudd's yellow ATS, has disappeared over the hill we wait in silence for a short time until the leader appears out of the sun at the beginning of the straight. Nose to tail they scream past the stands, going into the braking area at 160 m.p.h., slower than in practice for they are on full tanks and new tyres. Already Prost has a measurable lead, but Jones is pressing Arnoux. As Andretti goes by we see his front full-width aerofoil is bent sideways at about 45 degrees. He made a good start and was alongside Reutemann going into the second corner, whereupon the Williams driver promptly ran over the nose "wing" of the Alfa Romeo! Andretti was not amused.

Twenty-one cars went by. With Villeneuve out before the first corner, that makes twenty-two, but we are still two short. The pit road klaxon announces the arrival of Pironi and a little while later Tambay limps into the pits as well. The Ferrari has a broken front suspension and the Talbot has a broken rear suspension, which speaks for itself, they had a shunt in the first corner mêlée. This must be Ferrari's shortest race, one car out within yards of the start, the other one in the pits after one lap. Just think of all those Ferrari fans among the spectators who came a long way and paid a lot of money to cheer the Ferrari team on. It's only slightly better than those supporters of Fittipaldi or Toleman whose cars do not even get on the grid.

They are appearing out of the sun again, to end lap 2 and Prost is still leading, but Arnoux has Jones alongside him, with Piquet and Laffite tight up behind them. The Renault and Williams are sitting it out under braking, but the Frenchman is not giving way. Up at the far end of the straight a black and gold car has pulled off on to the righthand side of the road. It is Mansell's Lotus whose engine has blown up already. Next time round Jones is still alongside the Renault and this time Arnoux has to give way, for the World Champion has got his head down and doesn't intend to let Prost get away. Everything down the field is pretty orderly, nobody being further up than you would expect them, nor further down, and at the moment everyone seems to be keeping up. Even Andretti is holding his place behind Watson in spite of his front aerodynamics operating at 45 degrees. Makes you wonder about aerodynamics and whether it is not a lot of Formula One mumbo-jumbo. Remember Jones at Long Beach where he drove a brilliant race with his front nose-fins collapsed. He could not see them from the cockpit and was racing hard, there being no time for finesse. Said afterwards, "if that had happened in practice I'd have come in and played hell, as it was I was much too busy racing to worry about aerodynamic niceties". I like Joneseyboy, good honest worker.

We've had five laps now and Prost has a three second lead, if that "honest worker" is going to do anything about it he had better hurry up. He certainly looks as though he is trying hard. You can tell by the way his head sinks into his shoulders and he seems to crouch forward. A bit like Laffite, he seems to sink down into the

cockpit when he is really having a go, so that you can barely see him. Poor Reutemann is so big that the cockpit is a tight fit and he can do nothing but just sit there. His stance never varies so that you can never tell how hard he is driving; it is this that gives him that strange ruthless appearance. There is a black car into the pit lane now, it's Daly with the Guinness sponsored March. That team seems to be making a habit of early-race pit stops, this time it is terminal, the suspension has broken. We are not doing too well with five retirements already, though the remaining nineteen are going well. Pironi had some new suspension parts fitted to his Ferrari and went out again, but the car was too bent to make it worthwhile going on. Opposite, in the Williams pit there seem to be very few team members on the pit wall, there is usually quite a crowd. No sign of Patrick Head, he has probably wandered out the back to have a look at the cars entering the Hunzerug Hairpin, but where is Frank Williams? Early this morning a Japanese colleague said that a friend of his at Amsterdam airport had told him they had a booking for Frank to fly to Japan! He did not say when, but it is pretty obvious that Frank Williams is not at the race. What's the betting he's gone for talks with Honda about next year's turbo-charged V6 engine.

For once Renault hedged their bets and started their two cars on different Michelin tyres, Prost on soft ones that may or may not last the race, and Arnoux on hard ones that definitely will last, but do not hold the road so well. It is now obvious that Arnoux is having a bad time on his hard rubber, for first Jones has overtaken him, now Piquet has gone by and on the seventh lap Laffite went by and Reutemann is about to do the same thing. Now that Andretti's temper has cooled off he's beginning to realise that perhaps his Alfa is not handling as well as it might, so he comes into the pits for a new nose-piece and front aerofoil, except that the bent one is taking a long time to remove.

Unbelievable! There is a photographer running across the track. Doesn't anyone remember the accident that killed Tom Pryce? After that first corner incident with Villeneuve, at least a dozen journalists ran across the track. Instead of messing about with marked tyres and ground clearance FISA should pay more attention to some of the other rules in the infamous Concorde Agreement. It says clearly that no-one must cross the track, but people still do so and nothing is done about it. Drivers are particularly undisciplined in this.

Jonesey has been chiselling away at the Renault lead and is now beginning to show visible signs of success. You only have to see where the Williams is as the Renault disappears round the Tarzan Hairpin, or how long after the Renault has disappeared over the hill after Hunzerug before Jones appears from behind the pits buildings. It is now Wattie's turn to overtake Arnoux, he's been there for four laps now, but then Watson always was cautious. He is sitting it out with the Frenchman into the braking zone this lap; that's brave, and he's holding on to the outside line, going up the camber. They've disappeared out of sight side by side. Eyes on the braking area for Hunzerug, where they will appear again. Good old Wattie! He's made it, he's away and over the brow now in sixth place. Must be awfully frustrating for Arnoux, but team orders are team orders, and he obviously accepts them because he has signed to drive for Renault again next year. Prost has also re-signed and the way he is leading this race you can't blame him. Andretti is back in the race with a new nose-cone and front aerofoil, but he is three laps behind so all he can hope to do is to finish. Lap 14 and Reutemann is still close behind Laffite, but the way the Frenchman takes the Tarzan Hairpin on a tight inside line means that Reutemann will have to look for somewhere else if he thinks he can get by. Oh my! Brave little Hector Rebaque; he's just gone into the braking area at the end of the straight in between de Angelis and Patrese after following them for a few laps. All three wheel-to-wheel into the corner, they'll fall over each other if they don't watch out. Those two Italians are not the best of friends and they'll have no mercy on the little Mexican, but he does not seem worried about sitting between them. Now he is right behind de Angelis, and now he has passed him, just like that, and Patrese has disappeared. He has gone into the pits with suspension failure, a legacy of that bumping and boring at the start when Villeneuve got "flicked" out of the pack. Rebaque is a funny chap. He never seems to get with it in practice, so that his starting grid positions are always low, though he always qualifies, but once the race starts he drives like a demon. He seems to enjoy passing other drivers, but if he would go better in practice he would be up among the first half dozen finishers every time.

Jones has the Renault in his sights now, but I bet he is remembering Hockenheimring where Prost sat him out wheel-to-wheel and won the battle. Look to the right, up the long straight, two cars side-by-side, knocking on 160-170 m.p.h., it's Prost and Jones with the Williams on the outside. Into that long 180-degree banked turn and Jones is trying to run round the outside of the Renault. He'll never do it, and Prost won't ease up. He may be a bit dull and unexciting to talk to but he's a hard nut. As I thought, Jones didn't make it, he is having to follow the Renault up over the hill. So busy watching that I missed the goof of the day. My colleague alongside me did not, however, and said Reutemann must have had brain fade. He tried to dive down the inside of Laffite's Talbot-Matra and hit the French car as it took its usual line across the apex of the corner. He's only been following the Talbot-Matra for sixteen laps, you would have thought he knew the line that Laffite took every lap. The Talbot was T-boned off into the sand and catch-fences and the Williams limped to a stop round the back of the paddock, its left front suspension ripped apart. I bet Laffite is shouting and yelling a bit, because he can get very worked up over stupid things like that. Pity I missed that, but the Jones / Prost battle is really more important. I bet Jones is muttering about ". . . little frog" and he is not going to give up. Seems to be taking a bit of breather this lap, not quite so close. Those tail enders are a bit too close for comfort, Salazar in the Ensign, Alboreto in the new Tyrrell and Borgudd in the ATS, I hope they know what they are doing because I'm not sure they have enough experience to be running that close at that speed.

We are up to lap 21 now and Jones is up with the Renault again, getting ready to give it another run through. Giacomelli has disappeared out on the circuit, and now Arnoux has gone; wonder what happened to them. Oh great! Jones is leading the Renault by a few feet, must have got by coming out onto the straight, but Prost is diving for the inside of the Tarzan corner. The Williams has led in . . . but the Renault has led out. That was a short-lived lead for the World Champion, that Frenchman must be playing cat-and-mouse with him to get the lead back that easily. Mind you, getting the lead back is one thing, getting rid of that Williams is another thing altogether. They are beginning to lap the mid-field runners now so they are both obviously being careful. We've got 30 laps coming up and stale-mate has set in. I think Jones has shot his bolt, probably those rear Goodyears wearing thin. Neil Oatley said they were taking a gamble on tyre wear, and if you never gamble you never win. Almost forgotten that Piquet is running a very consistent third all this time, looking very comfortable and relaxed, though he is a long way back and Watson is even further back, in fourth place. The little Mexican is fifth and de Angelis is sixth and that is all there are on the same lap. Surer is next, followed by Cheever, Alboreto, Salazar, Stohr and Borgudd with poor old Andretti last, flogging away all on his own with absolutely nothing in view at the end of it. Must be soul-destroying to keep going round and round knowing you are not getting anywhere. It would be different if he was a new-boy learning to drive fast, at least he would be getting some miles in and gaining experience, but Andretti is not short on those two commodities. Jarier went into the pits a little while ago and hasn't re-appeared, whatever the trouble was it was terminal. Jones is dropping back visibly now and as the Cosworth still sounds strong it must be the rear tyres wearing thin. If it were the front ones he would be in awful trouble round the Hunzerug Hairpin,

JONES about to lap Salazar's Ensign as they round the Hunzerug hairpin.



but there it doesn't look too bad.

Half distance is coming up, that's 36 laps, and everything has settled down. In fact, it has all become rather dull, with the first six cars all widening the gaps between themselves. Time to reflect. That mêlée as the field went down to the first corner was interesting, for at one point Villeneuve's Ferrari was right over on this side of the track. He had taken off into the gap made by de Cesaris' absence, but had been forced to run even further left because Giacomelli was also heading for that space. Ahead of them Pironi was having to jink left round Patrese, for the Arrows had not made a lightning getaway. As there was no way Villeneuve was going to get by Giacomelli on the outside he dodged back to the middle of the track, to go between Giacomelli and Patrese, just as Giacomelli moved back to the middle as well. The Ferrari was squeezed between the Alfa and the Arrows and sort of ejected upwards and spinning. It is still miraculous that it spun across to the left of the track without hitting anyone.

The "grapevine" tells us that Arnoux spun off into the sand and could not get re-started, when those hard Michelins caught him out as the circuit got more slippery. Jarier's trouble on the Osella was the gearbox pinion bearing failing and Giacomelli flew off the track without too much damage. There are only thirteen cars left running now and it looks like a matter of everyone merely trying to survive through to the finish of the 72 laps. The leading Renault is lapping very consistently and confidently, but then it was doing that at Silverstone and look what happened. The Renault team really must win this one or the new French President will be "asking questions". Unlike Ferrari, where Mr. Ferrari asks the questions, or the Williams team where Frank asks the questions, we never see or hear of the man at the top of the Regie Renault, though we do know that Francois Guiter of ELF is not averse to "asking questions" and he has been known to receive phone calls from very high up in the French Government asking what is going on. ELF are state-owned like Renault and have as big an involvement in motor racing as Renault have.

It is now just a matter of ticking off the laps, and Prost has lapped de Angelis and soon will lap Rebaque and then we'll only have Jones, Piquet and Watson on the same lap as the leader. That's interesting, Salazar is beginning to put pressure on Cheever in the odd-looking white Tyrrell 011. Odd-looking because in profile it has a prominent curved nose, a bit like "Chopper" Tyrrell himself. They say people get to look like their dogs. . .! There is a big dust cloud rising over the sand dunes, someone must have spun off. Count the cars, check the numbers. . . it is number 3 that is missing. That is Cheever in the Tyrrell and the report says the suspension collapsed, which put him off into the sand. We seem to have had a lot of breakages today. Interesting what Patrick Head was saying before the start.

It all seemed settled just now but I'm sure I missed Watson on that lap. Must wake up and pay attention. Yes, he has gone and the report has come through that the McLaren just stopped, with an electrical short-circuit. Poor old Wattie, and he was cruising round a comfortable fourth. There are now only three cars on the same lap and only eleven left all told. Not very exciting really. Either Salazar is winding the Ensign up or Surer is slowing the Theodore down (funny names these Formula One kit-cars have), but whatever it is they are close together now and the Chilean driver has overtaken the Swiss (drivers for Formula One really do come from all over the world). There are ten laps to go and Andretti has had a monumental prang. His car suffered a suspension breakage when he must have been doing nearly 150 m.p.h. and the Alfa wiped itself out along the barriers. The tough little Italo-American is OK but he's very shaken and has a badly bruised leg. All that after flogging round and round on his own, after that long pit stop, with nothing at the end of it. He must wonder where he went wrong at times.

We now see why Surer let the Ensign go by, he is in dead trouble and is coasting into corners without using the brakes (it later transpired that the Theodore was coming apart in the middle and threatening to break in two). Eight laps to go and Jones' certain second place is fast fading, his tyres are so thin he is having to slow right down and Piquet has seen this. That little Brazilian never misses a chance, and he is always there to take up opportunities. He just gets better all the time and more and more confident. Jones is being held up by Rebaque who is lapping Borgudd, no fault of theirs, just the luck of the draw. Now Piquet is right on the tail of the Williams and they are about to lap de Angelis, who himself is lapping Salazar. It is suddenly getting very busy down there at the end of the straight. Piquet has dived through on the inside of them all and is away in second place, poor old Jonesey there was nothing he could do about that. It's nearly all over, Prost is cruising home and is a worthy winner this time, not like at Dijon, and he has won the Dutch GP fair and square. That young Piquet is second, adding still more to his 1981 record, and Jones is third. The rest are so far back they could be in a different race. Right at the end Alboreto failed to come round, his Tyrrell has broken its engine, but he gets classified 9th even though he has retired.

What selfish people television operatives are. That interviewer has buttonholed Prost for an interview while everyone here is waiting to garland him and acclaim him the winner. By the time he mounts the winner's rostrum it has all gone a bit flat. He is actually smiling, you don't see that very often, he always looks so glum. And he's a tiny little fellow. Some of the crowd down there are like monkeys, trying to climb over the wire safety nets, but the Dutch police are looking very menacing. Don't think anyone will try it on with them. Now what are those police doing attacking one of the Williams mechanics? Don't see why we need police on the pit road anyway. Makes you realise how nice and peaceful Silverstone is. There is a Bobby present, just in case of trouble, but he doesn't go looking for it like these chaps seem to do. The Williams boys were only trying to pack up their equipment, the police shouldn't have been anywhere near them. That winner's rostrum is a bit silly, tucked away between the upper pit-storey and the timekeeper's building, hardly anyone can see what is going on. The presentation of Formula One really is awful, and they all bang on about being "professionals" — professional muddlers if you ask me.

No point in trying to hurry to leave, getting out of Zandvoort is worse than Dijon, and if you do get out of the one gate you only join an enormous traffic jam that clogs Zandvoort town solid for hours on end. A.H. persuaded me to stay with him in Amsterdam and come in on the train. Nothing could be easier and Dutch trains are so clean you wouldn't believe. We can walk to the station quicker than it will take most people to get out of the paddock and join the queue trying to get out of the front gate. Not an exciting race, but a lot happening and some interesting things to learn from it, but then there is always something to learn at a Grand Prix race and some of them can be very exciting. The television cameras try to make it all look closer and more exciting than it is by using long-focus lenses and having commentators who work themselves into a frenzy when nothing at all is happening. I'll have to correct all the mistaken impressions when I get back home and see the lads, but at least they can all watch what seems to be happening. They can't all be lucky and be at the race, like me. D.S.J.

THE DUTCH GRAND PRIX — Formula One — 72 laps — Zandvoort — 4.252 kilometres per lap — 306.144 kilometres — Warm and Dry

1st :	Alain Prost (Renault RE34)	1 hr. 40 min. 22.43 sec. — 183.002 k.p.h.
2nd :	Nelson Piquet (Brabham BT49C/14)	1 hr. 40 min. 30.67 sec.
3rd :	Alan Jones (Williams FW07C/16)	1 hr. 40 min. 57.93 sec.
4th :	Hector Rebaque (Brabham BT49C/12)	1 lap behind
5th :	Elio de Angelis (Lotus 87/3)	1 lap behind
6th :	Eliseo Salazar (Ensign MN15)	2 laps behind
7th :	Siegfried Stohr (Arrows A3)	3 laps behind
8th :	Marc Surer (Theodore TY/01)	3 laps behind
9th :	Michele Alboreto (Tyrrell 011/2)	4 laps behind — not running at finish
10th :	Slim Borgudd (ATS D5)	4 laps behind

Fastest lap: Alan Jones (Williams FW07C/16) on lap 15, in 1 min. 21.83 secs. — 187.061 k.p.h.

Retirements: Gilles Villeneuve (Ferrari 126CK/050B) accident, on lap 1; Patrick Tambay (Talbot JS17/05) collision damage, on lap 1; Nigel Mansell (Lotus 87/4) engine failure, on lap 2; Didier Pironi (Ferrari 126CK/051B) collision damage, on lap 5; Derek Daly (March 811/6) suspension failure, on lap 6; Riccardo Patrese (Arrows A3) collision damage, on lap 17; Carlos Reutemann (Williams FW07C/17) accident, on lap 19; Jacques Laffite (Talbot JS17/04) accident, on lap 19; Bruno Giacomelli (Alfa Romeo 179) accident, on lap 20; René Arnoux (Renault RE33) spun off track, on lap 22; Jean-Pierre Jarier (Osella FA1B) gearbox failure, on lap 30; Eddie Cheever (Tyrrell 011/1) suspension failure, on lap 47; John Watson (McLaren MP4/3) electrical trouble, on lap 51; Mario Andretti (Alfa Romeo 179) accident, on lap 63; Michele Alboreto (Tyrrell 011/2) engine failure, on lap 68.

24 starters — 10 finishers

* * *

Notes on the cars at Zandvoort

SURPRISINGLY for this time of the season there were four new cars in the paddock, not new designs but brand new versions of existing designs. Otherwise everything was pretty static on the design front apart from detail improvements in the endless search for a good compromise between speed, road-holding, handling and balance.

Williams: Three FW07C cars with Jones in number 16, which was brand new for the German GP, Reutemann with a new car making its first appearance, number 17 and 15 as the spare car. All three were still using the engine covers with the "ears" to collect cold air from each side of the driver's head.

Brabham: Piquet in BT49C/14 as usual, with BT49C/9 as the spare car. The spare, or qualifying, car had the carbon-fibre brake discs. Rebaque in BT49C/12 whose monocoque had been rebuilt around the front bulkhead, following the practice accident in Austria.

McLaren: The usual three MP4 cars with Watson now using number 3 as his race car and keeping number 2 as the spare. De Cesaris as usual had number 1, and as usual he crashed it during practice. This time the carbon-fibre monocoque was damaged and it could not be repaired "out in the fields", so he was posted a non-starter.

Lotus: The usual three Type 87 cars, with minor

modifications such as the square section collector joints for the four exhaust pipes from each bank of cylinders of the Cosworth engines, and the small rear anti-roll bars mounted on top of the spring units. Air collector boxes were tried in practice, similar to those that appeared on the Lotus 88 when it was first produced, and since copied by Williams, but they were not used for the race. 87/3, which has always been an 87, for de Angelis, 87/4 for Mansell and 87/2 as the spare.

Renault: A brand new car for Prost (RE34) to the same specification as before but with slightly different construction to take the "up-and-down" suspension hydraulics as part of the design, rather than being tacked on as an afterthought. Arnoux had RE33 and RE32 was the spare car.

Talbot-Matra: A brand new car for Tambay (JS17/05), while Laffite kept with his regular car, (04) and the spare was 02. No drastic changes as everyone seems pretty happy with the cars now.

Alfa Romeo: Three cars all using the old rear suspension with the normal lower wishbone and top rocker arm and no radius rods. There were the inevitable aerodynamic changes, especially on Andretti's car, though mostly underneath. Gerard Ducarouge joined the team as "advisor". For what it is worth the cars were numbered 179/01, 02 and 03, though Andretti's car was called 179D/01.

Ferrari: The same cars as used in Austria; 126CK/050B which Villeneuve crashed on the Osterreichring was not as badly damaged as it looked and was rebuilt without too much trouble. Pironi still used 051B though he did most of his practice in the spare car which was 054 and this had been modified at the back with the alloy plate supporting the rear suspension as on the B-cars, but it did not have the modified front end. They are still having trouble with the KKK turbo-charger units, one on Pironi's car seizing its turbo bearing during Saturday morning, which resulted in this sleeve-bearing breaking up and losing its lubricating oil out through the turbine.



LOTUS experimented with air-collector boxes in practice, but did not use them for the race. This practice shot of de Angelis shows the air intake behind the driver's right ear.

Tyrrell: A second 011 car completed, this number 2 being for Alboreto who was still running on Avon tyres. Cheever had the second-generation 011/1 and was on Goodyear tyres.

March: Two cars for Daly, one of them having been totally rebuilt with a wider track and different aerodynamics underneath and this was the test-cum-spare car. This was 811/5, while 811/6 to the previous specification was the race car.

Toleman-Hart: A brand new car for Henton, number 5 to be built. A re-worked monocoque, the latest cooling system as used on Warwick's car in Austria and the latest Hart engine. This 88 × 61.5 mm. engine has the crankcase, cylinder block and cylinder head in a single alloy casting, the split being at the crankshaft centre-line. It is loosely referred to as the "monobloc" engine. Using a higher boost than previously, and with the improved cooling system keeping temperatures much more reasonable it was showing signs of improvement until Saturday afternoon when disaster struck after only one lap. A large jubilee clip is used to hold part of the inlet trunking steady and this was not seated properly; it came loose, slipped down and cut into the toothed rubber belt which drives the twin overhead camshafts. The belt broke, the camshafts stopped revolving before the crankshaft did, and there was a nasty internal mess of pistons hitting valves. But for this, one would have taken an even bet on Henton qualifying for this race. Warwick had the same car as in Austria, and the team had the rebuilt number 1 car as a spare, but with none of the latest modifications.

Theodore: Surer was using the re-worked TY/01, which has conventional nose fins as distinct from the single-piece front aerofoil mounted high above the nose. TY/02 was the spare car.

No serious changes with Ensign, ATS, Arrows, Osella, or Fittipaldi, except that the Brazilian team were running on Pirelli tyres. — D.S.J.

BRISTOL BEAUFIGHTER — continued from page 1443

attach to a runner on the floor which slides forward to allow unimpeded access for the rear seat passengers. Tony Crook sadly confesses that he omitted to patent this clever idea which is now being copied by some other manufacturers.

It's now more than twenty years since Bristol first made contact with Chrysler with a view to engine supply and the relationship has prospered, even though Tony Crook's company uses a very small number of their V8s by the standards of a volume car manufacturer. Interestingly, Bristol was in the process of completing development work on a 3.9-litre d.o.h.c. six-cylinder engine in 1960 and they originally contacted Chrysler to examine the possibility of arranging a supply of their automatic gearboxes. The "sample" gearbox arrived at Bristols complete with V8 engine attached and the decision was taken to experiment with a Chrysler engine installation. From that chance beginning arose the arrangement whereby Chrysler supplied engines for the exclusive coupés from Filton; the six-cylinder engine development was cast aside and they've never looked back from that moment onwards!

Bristol don't talk about vulgar matters such as power outputs. Suffice to say that, bearing in mind its previously mentioned 0-60 m.p.h. time, one can regard the figure as "adequate". The engine is fitted with electronic ignition and cooled by two automatically operated electric fans, this system incorporating a manual over-ride switch which can operate these fans irrespective of engine speed.

Fire up the Bristol Beaufighter and all you hear is a subdued, muted, distant roar. The three forward speed automatic transmission functions without any snatch, pause or unruly hiccup, even when revving the engine hard. The car's ability between 60 and 90 m.p.h. is truly shattering, making it a very safe car inasmuch as it permits overtaking manoeuvres to be completed without any drama, even on short straights. Front suspension is by means of unequal lenth wishbones with coil springs, telescopic dampers and a torsional anti-roll bar while torsion bars are used at the rear in conjunction with a Watts linkage and telescopic dampers. Initially one might feel the ride a trifle soft, but the steering is so pleasantly positive and well-geared that it doesn't take long to discover that the Bristol may roll a fair deal, but its Avon 225-70 VR 15 radials stay in firm and comforting contact with the road surface. In the pouring rain it's as well to take things relatively gently, although it can be quite an illuminating experience when you suddenly detect a trace of wheelspin in a straight line as the gearbox changes from second to third in such conditions!

With self-adjusting servo-assisted Girling disc brakes on all four wheels, the Beaufighter stops with a reassuring feel. But you can't expect a magical response from just brushing the brake pedal when a car weighing the best part of two tons is well under way. Although we found the brakes effective and fade-free, we were surprised at the amount of pedal effort required when it's necessary to pull up suddenly.

A high level of auxiliary equipment includes four halogen headlamps, parking lights, twin automatic reversing lights, rearguard fog lamps and twin windtone horns. The windscreen wipers operate in three positions: normal, fast and intermittent; there is a very high quality push button radio / cassette player, an electrical aerial and central locking for the two large doors.

If ever a car offers therapeutic value, then it's this Bristol Beaufighter. After a long day in a London boardroom, it's easy to imagine a Managing Director unwinding behind the wheel of this splendid machine during his drive home. In town traffic it's a bit of a worry because it's so large and so very expensive. But once on the open road, it covers the ground in spendid fashion; unobtrusively, comfortably and remarkably quickly. It is beautifully finished, immaculately trimmed and extraordinarily quiet. For those who love taut-handling Porsches, romantic Ferraris or briskly efficient Mercedes-Benz, the Bristol Beaufighter may have an attraction that is elusive to see. But to judge by the number of owners who have changed from these marques to become Bristol owners over the years, the evidence seems clear. Once you've been bitten by the Bristol bug, it is hard to shake off. If you can afford it, of course! To become the owner of a Bristol Beaufighter will leave you just enough change out of £40,000 to purchase a year's road fund tax. If you've got that sort of money, it would be well spent thus. — A.H.

A Winning Team

PLUS 8: The Leader
4/4: The fun car.
4/4 4 SEATER: The rare open 4 seater.



Morgan

FIRST OF THE REAL SPORTS CARS

Morgan Motor Company Limited, Pickersleigh Road,
Malvern Link, Worcs. WR14 2LL. Telephone: 068 45 3104

Order your Morgan now from: **BARNET**: John Britten. **BEDFORD**: Allon White. **BRISTOL**: John Dangerfield. **EASTBOURNE**: Robin Kay. **EXETER**: Phoenix Motors. **HALESOWEN**: Mike Duncan. **LANCHESTER**: I & J MacDonald. **LEIGH-ON-SEA**: Cliffsea Car Sales. **LONDON**: F.H. Douglas. **LONDON**: Morris Stapleton. **MALVERN**: Malvern Sports Car Co. **MANCHESTER**: Sports Motors. **OTLEY**: Otley & Ilkley Motors. **READING**: Mike Spence. **SALISBURY**: Burlen Services. **SOUTHPORT**: Lifes Motors. **TAPLOW**: Station Garage. **Service Agent: LONDON**: Libra Motive.

Tyres!

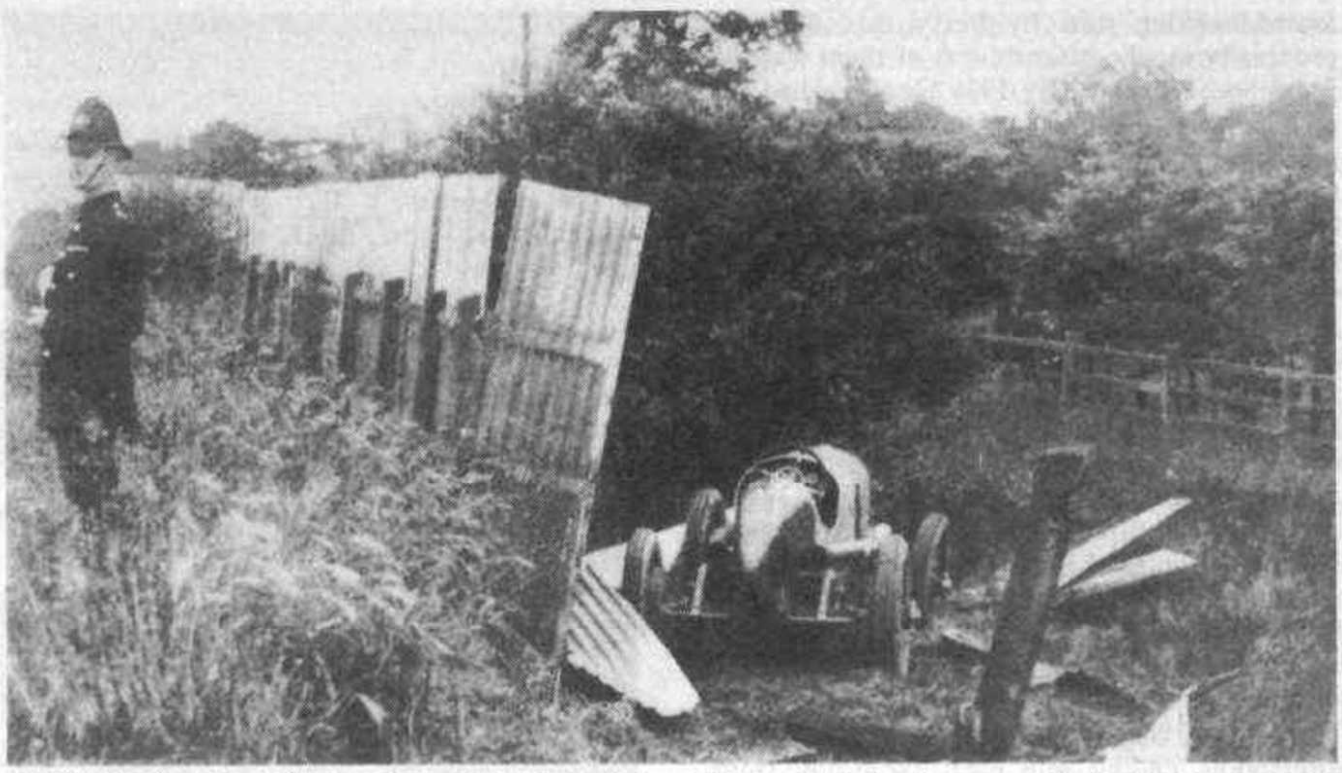
THE CONCORDE flight that had to be aborted during take-off due to tyre trouble — and I am sure the split-second reactions of Captain and crew equal those of racing drivers — makes an excuse to write about tyres. Modern F1 cars usually go through a race without tyre problems, apart from those associated with deciding on the correct rubber-mix for the prevailing weather conditions or pace, unless a puncture is incurred from a foreign body on the road or contact with another car. Other than this, a set of tyres, whether by Avon, Goodyear, Michelin or Pirelli, should last the race, and are only changed as a precaution if a pit-stop for other reasons allows.

It was very different in the old days of the epic road races over stupendous distances. Then covers burst frequently and had to be torn off the rim by hand, aided by a very sharp knife, until the advent of the detachable rim that helped Szisz on the Renault to win the Grand Prix in 1906. Curiously, in view of so much tyre failure — and in the motor-racing book he has just compiled for Pirelli, Leonard Setright reminds us that although Lautenschlager drove cautiously to win the 1908 Grand Prix for Mercedes he still had nine stops for tyres and that some competitors stopped as many as 19 times for fresh covers, which were made of "natural rubber of dubious inconsistent quality, reinforced with zinc oxide which gave them their characteristic whiteness, superimposed on a cotton carcass, and anchored by beads in the edges of wheel rims" — Napier was barred from using detachable wheels in this race. Yet at Brooklands a year before, S. F. Edge had been aided in his ambition to average more than 60 m.p.h. for 24 hours on the then-new Brooklands Motor Course on a Napier, by Dunlop-shod Rudge-Whitworth wheels of this kind, of which 24 needed changing in the 1,581 miles covered.

As speeds increased at Brooklands tyre failure was at the back of most drivers' minds, even when they were using the excellent Palmer Cords. The short life to be expected from pre-WW1 tyres restricted the duration of record bids and caused Hornsted to execute a record skid in the 200 h.p. Benz. Admittedly Percy Lambert, lapping at around 105 m.p.h. in the 25 h.p. Talbot to set the World's hour record at more than 100 m.p.h. for the first time, had no trouble with the Palmer tyres; but later he was killed in the same car, due to a burst tyre.

After the Armistice the problem remained. Burst tyres, which all too often would leave the wheels, put Harry Hawker through the Brooklands Railway-straight fencing in the 350 h.p. Sunbeam, shot Chassagne and his riding mechanic over the Byfleet banking in a Talbot-Darracq during the 1922 JCC 200-Mile Race, killed Dario Resta when the 2-litre GP Sunbeam he was driving also went through the corrugated-iron fence on the Railway-straight, and a boy onlooker had been killed when a beaded-edge tyre left one of the wheels of the 350 h.p. Sunbeam at Fanöe when Malcolm Campbell was driving it.

This caused Dunlop's to work fast on the new, safer well-base rim. Ironically, when their 28" × 4" straight-sided tyres were used by Ettore Bugatti for the advent of his new Type 35 GP cars at the European Grand Prix at Lyons in 1924, he was plagued by incessant tyre troubles. The astonishing thing is that Bugatti then reverted to Michelin 710 × 90 b.e. tyres, a size scarcely adequate for 40 m.p.h. light-cars, judging how quickly Dunlops of this size wear out on my admittedly differential-less 8 h.p. Talbot-Darracq, yet his Type 35s had no tyre failures in the San Sebastian race, which seems to endorse both the make of cover and Ettore's now-famous aluminium wheels. Bugatti had personally tested these tyres by driving from Strasbourg to Paris at an average speed of nearly 62 m.p.h. Even smaller tyres were used on the racing Salmsons that were called upon to cover 200 miles on the now-rough Brooklands surface — I seem to recall that they were on Engleberts. There was as much competition between tyre companies then as there is today to advertise racing successes and I recall a showroom somewhere behind Great Portland Street, in the windows of which were displayed big photographs of these Salmsons on their bicycle-like tyres.



IT WAS a burst tyre that put Harry Hawker and the 350 h.p. V-12 Sunbeam through the Railway-straight fence at Brooklands during practice for the 1920 Summer Meeting. The driver was unhurt.

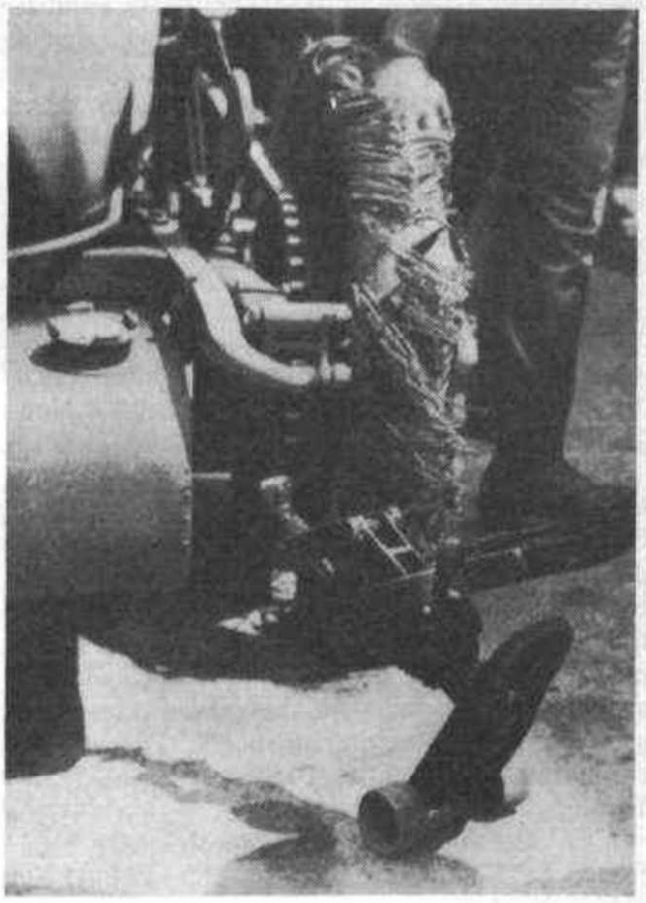
Tyres, indeed, remained the greatest problem-factor for quite a long time, where the faster, heavier cars were concerned, although even the lightweight Aston-Martin "Razorblade" threw off a beaded-edge tyre whenever it was put to attacking the light-car hour record. When Parry Thomas wanted to take the "Double-Twelve" hour record with the Leyland-Thomas, unsuitable tyres curbed his endeavours. He tried flooding part of Brooklands with water supplied by local fire-engines to cool the highly stressed covers, as Edge did in 1907, and later waited for a wet day, but skidding reduced speed. As late as 1924 he contrived to capture the World's hour record (at 109.9 m.p.h.) by having all four tyres changed quickly at half-distance. And in the course of breaking the 12-hour record that year with the Lanchester 40 single-seater, Thomas suffered 16 tyre changes when lapping at just over 100 m.p.h., and when a Renault 45 took the 24 hour record at 108 m.p.h. in 1926 its tyres were changed every hour. Yet, by 1926, Thomas was about to raise the hour record to 121.74 with the heavy Leyland-Thomas, the Dunlops lasting the full distance, although one was in a parlous state at the end.

Much later than that I recall the very many tyre changes required in the BRDC 500-Mile Races. So it was a balance of speed, car-weight and distance run that punished pre-war tyres. Yet if tyres had not improved, courageous George Eyston could scarcely have put the hour record with the big Panhard-Levassor to over 133 m.p.h. by 1934.

That it was largely speed that crucified covers was evident from sports-car races. Whereas now, and for some long time, the fastest runners in a race like the Le Mans 24-hour marathon get through without a tyre swop, this was so as far back as 1925. For instance, the twin-cam 3-litre Sunbeam that finished second at the Sarthe that year, as I recounted last month, managed this on one set of Rapsons, although the road surface was terrible and towards the end of the Sunbeam's run its back tyres were rubbing on the body sides. But the average speed was only 56 m.p.h., and top speed only around 90 m.p.h. Incidentally, Rapson was supplying his special, double-treaded tyres only to the Sunbeam, Talbot and Bentley racing teams at the time. It has been said that, durable and puncture-proof as these special covers may have been, they did not enhance comfort for ordinary driving, which may be why their inventor demonstrated them on well-sprung cars, like the Rolls-Royce and Lanchester . . .

Testing as high-speed racing and long-distance

THIS sort of tyre failure was not uncommon at Brooklands in the 1920s. The car is thought to be Chitty-Bang-Bang I.



record-breaking runs by heavy cars were on pre-war tyres, the ultimate test of them was the Land Speed Record. By 1926 Dunlop's had the monopoly of tyres for cars built to attempt the ultimate speed and when Parry Thomas was trying for 170 m.p.h. in "Babs" (which was rather lower than the speed at which the Concorde's tyres burst, although the weight difference is far greater!) the aforesaid cotton carcasses were still in use, ten-ply in this case, covered by a thin layer of rubber. Dunlop continued to use ten-ply cotton for all the successful record bids up to 1928 with the Napier-Campbell's 207 m.p.h. — that is to say, including Segrave's 200 m.p.h. record with the twin-engined Sunbeam. After that 12-ply cotton was used, and this sufficed for Segrave's LSR return in the 231 m.p.h. Irving-Napier and Kaye Don's unhappy try with the Sunbeam "Silver Bullet".

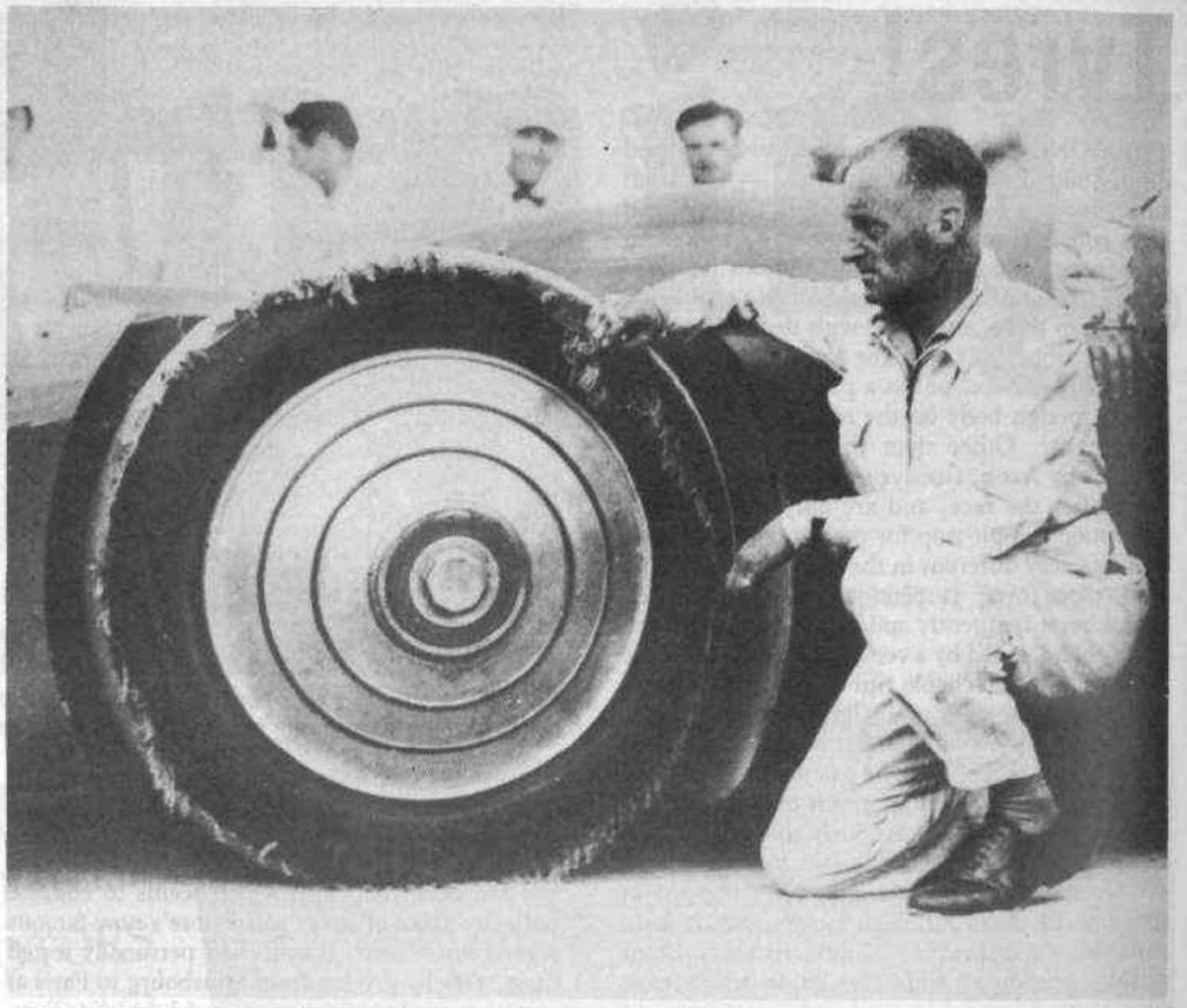
There was then a move to 14-ply tyres, for the uprated Napier-Campbell, and this remained the norm up to 1935, for the many victorious bids by "Bluebird", ending with over 300 m.p.h. from the Rolls-Royce-powered car. However, twin rear wheels had been employed from 1933 onwards and tyre size had increased from Thomas' 33" × 5" Dunlops to the 35" × 6" tyres on the front wheels and the *twin* 7.00-25 tyres that had been used on "Bluebird's" Dunlop *disc* rear wheels from 1933. Then, for fitting to Eyston's fantastic 7-ton twin R-R-engined monster and Cobb's twin Napier Lion-powered Railton, Dunlop's introduced 10-ply Fortisan. After the war an improved Fortisan II was used for Cobb's 400 m.p.h. car and on Donald Campbell's ill-fated Bristol-Proteus "Bluebird", and a Mk. III Fortisan was used for the tyres of the 1963 Donald Campbell "Bluebird", but still with ten plies.

How the difficulties had multiplied can be estimated when I remark that engine power had increased, even before the war, from Thomas' problematical 500 h.p., to Eyston's 3,600 b.h.p., the weight of the tyre / wheel assemblies had risen from the 88 lb. of those on the 1928 "Bluebird" to 211 lb. for those on Eyston's monster, and that from having to transmit 13 h.p. per sq. in. of contact surface when Segrave unleashed the twin-engined Sunbeam at Daytona in 1927, the tyres fitted to Eyston's "Thunderbird" put down 46 h.p. per sq. in. In addition, tyre r.p.m. had increased by 1,140 from the days of Parry Thomas to John Cobb assaying the LSR, and the index of centrifugal force which the Dunlop technicians worked to had risen from 89 to 282 in those thirteen years. For the 1963 "Bluebird" the Dunlops were tested to 500 m.p.h. and the 7.0-41 disc wheels weighing with the tubeless tyres 270 lb. (or 170 lb. more than the 200 m.p.h. Sunbeam's wire wheels and tyres) turned at 3,200 r.p.m. at 475 m.p.h. It is also significant that back in 1932 Dunlop's supplied 14-ply cotton tyres for Wizard Smith's Stewart Special, which were safe for ten miles at 164 m.p.h. on a New Zealand beach.

The later LSR attempts, culminating in Gary Gabbelich's 622.407 m.p.h., were run on Goodyear tyres, reputed to have cost some £2m to develop, so when planning Project Thrust for Richard Noble's attempt on the LSR some time this month a conscious design decision was made early on to run on solid wheels, and the suspension of the car has been designed accordingly. For testing purposes, Thrust was run on ex-RAF Lighting Fighter tyres, made by Dunlop, and rated at 260 m.p.h.

The 30½ inch diameter wheels have been forged by High Duty Alloys and machined by Peter Brotherhood of Peterborough. The rear wheels have a circumferential keel cast into them which will dig into the surface of the Bonneville Salt Flats to give the car some lateral stability, while the front wheels have a pattern etched into the surface. The wheels have been tested up to 8,000 r.p.m. and it is envvisaged that they will reach some 7,500 r.p.m. during the record attempt. The wheels run on Timken taper roller bearings, and one unforeseen problem which occurred in testing was that at the high speeds at which the wheels will be turning, it is impossible to retain conventional bearing grease in the hubs. A firm called Kluber came to the rescue, developing a molecular grease specially for Thrust which will withstand the speeds attained — this has considerably expanded the capability of taper roller bearings, and will have a beneficial spin-off for industry. Who says record breaking is a waste of time and money?

We wish Richard Noble luck in his bid to put the LSR at 650 m.p.h. — W.B.



SIR MALCOLM CAMPBELL had a difficult moment when this tyre burst on the Rolls-Royce-engined "Bluebird" at Daytona in 1935. He nevertheless put the LSR to over 301 m.p.h. It was said at the time that Dunlops, who made the very special tyres for the car, were not pleased at the attention Campbell drew to the failure of one of the six used on "Bluebird"!

TYRE trouble is still a common problem in motor racing. World Champion, Alan Jones had to ease up towards the end of the recent Dutch Grand Prix, thereby letting Piquet's Brabham into second place, to conserve the remaining rubber on his Williams. Less lucky was Borgudd, below, who suffered a front tyre failure on his ATS, necessitating a time-consuming pit-stop.



Number Plates — OKV 3

THE D-Type Jaguar needs no introduction for it personifies the nineteen-fifties sports-racing car, even if its competition successes were limited to smooth circuits of the Autodrome type. If anyone needs an interpretation of the words "purpose built" then the D-Type is the best example for it was designed and built with one purpose in mind, and that was to win the Le Mans 24 Hour race, which it did magnificently. It won many more races as well, but when pitted against Ferrari and Maserati or Mercedes-Benz on more rugged circuits, like Dundrod or the Nurburgring, it was not so successful due in the main to the limited road-holding of its rear suspension, which was *non-independent*. Anyone who has driven a D-Type Jaguar at high speed on a normal road will know that the rear end leaps and bounces about something awful, though it is not difficult to maintain control of the car. If you get the opportunity to drive a lightweight E-type competition roadster hard-top immediately afterwards with its independent coil sprung rear end, as I have done, you really get the D-type in its proper perspective. When you look at a normal E-type Jaguar roadster you realise that it is a very direct descendant from the racing D-type and you admire Jaguar engineering and the way the whole concept of the D-type was developed and improved into one of the world's classic production sports cars.

The construction of the D-type was truly revolutionary when it appeared in 1954, though the mechanical components were well proven. From the sheet-steel box-section chassis of the XK120, Jaguar had passed through the tubular space-frame of the C-type to the monocoque construction of the D-type, which eventually went into the production E-type. The strength of the D-type lay in its stressed-skin monocoque centre section from which a square-tube engine bay protruded forwards to carry the engine and front suspension. The rear suspension was hung on the rear bulkhead of the centre section, and the springing medium was torsion bars front and rear. The all-enveloping streamlined body was a real eye-catcher in 1954 and still is twenty-seven years later. Behind the driver's head was a fairing which was often embellisehd by a large vertical fin which extended to the rear of the tail, and in full racing trim a wrap-round perspex screen surrounded the driver's cockpit.

When the prototype was built, with a dry-sump version of the 3.4-litre 6-cylinder twin-cam XK Jaguar engine, already well proven in the XK120 and the XK120C, it was given the chassis number XKC 401 and was registered in Coventry OVC 501. The previous competition Jaguar had been the tubular space frame version using XK120 components and had had the suffix C added to denote Competition, but it was invariably referred to as the C-type. This pre-supposed that there had been a B-type before that and an A-type before that, which was totally untrue. In the Jaguar experimental department the exciting new car was labelled XKC, it merely being another competition version of the basic XK Jaguar design. However, once released to the outside world everyone called it the D-type Jaguar, as it was the logical follow-on to the previous competition car from the Browns Lane factory. The first batch of cars was built for the factory's Le Mans team, and were all stamped XKC, but later these were changed to XKD and subsequent cars followed suit. The D-type designation was more or less forced on to the Jaguar firm and they wisely acquiesced and really cashed in on the subsequent E-type designation.

The first three works cars, after the prototype, were XKD 402, 403 and 404 and these three were registered for the road as OKV 1, OKV 2 and OKV 3, respectively, and it is the third car of the two which features in this story. There were two more built during 1954, making a total of six, including the prototype, and these used aluminium square-section tube for the engine bay structure. In 1955 the D-type went into full production and the engihe bay construction was changed to steel tubing, still square-section. During 1955 a total of 75 D-type structures were laid down, of which 16 were destined to be XKSS models, which were fully road-equipped touring versions. In 1956 there were six more D-types built and then production stopped so that a grand total of 87 structures were built, of which 71 actually took to the road as D-type Jaguars.

To return to OKV3, it was driven at Le Mans in 1954 by Peter Whitehead and Ken Wharton, as the third team car and at midnight it was lying 2nd, but was being plagued by fuel-feed trouble and it eventually retired with a broken gearbox. One of the other team cars eventually finished 2nd behind a 4.9-litre Ferrari. Following Le Mans the works team took part in the Reims 12 hour race and in this Whitehead and Wharton again drove OKV3 and scored the first victory for a D-type Jaguar. They covered just over 2,000 kilometres between midnight on Saturday and midday on Sunday, which gave them an average speed of 168.935 k.p.h. (104 m.p.h. approx.) and the D-type's maximum was around 160 m.p.h., Wharton having been timed at Le Mans at

Continued overleaf

MIKE HAWTHORN is seen at Silverstone in 1955 with OKV3 in normal long-distance racing trim, with extra spot light on the left.



Kieft Sports Cars

FOLLOWING the correspondence in the July and August issues, Merrick Taylor (who was closely associated with the Kieft Company in the mid-1950s) has written with some interesting background to the history of the sixth 1100 c.c. Kieft and has kindly allowed us to use the photographs reproduced on this page. He writes:

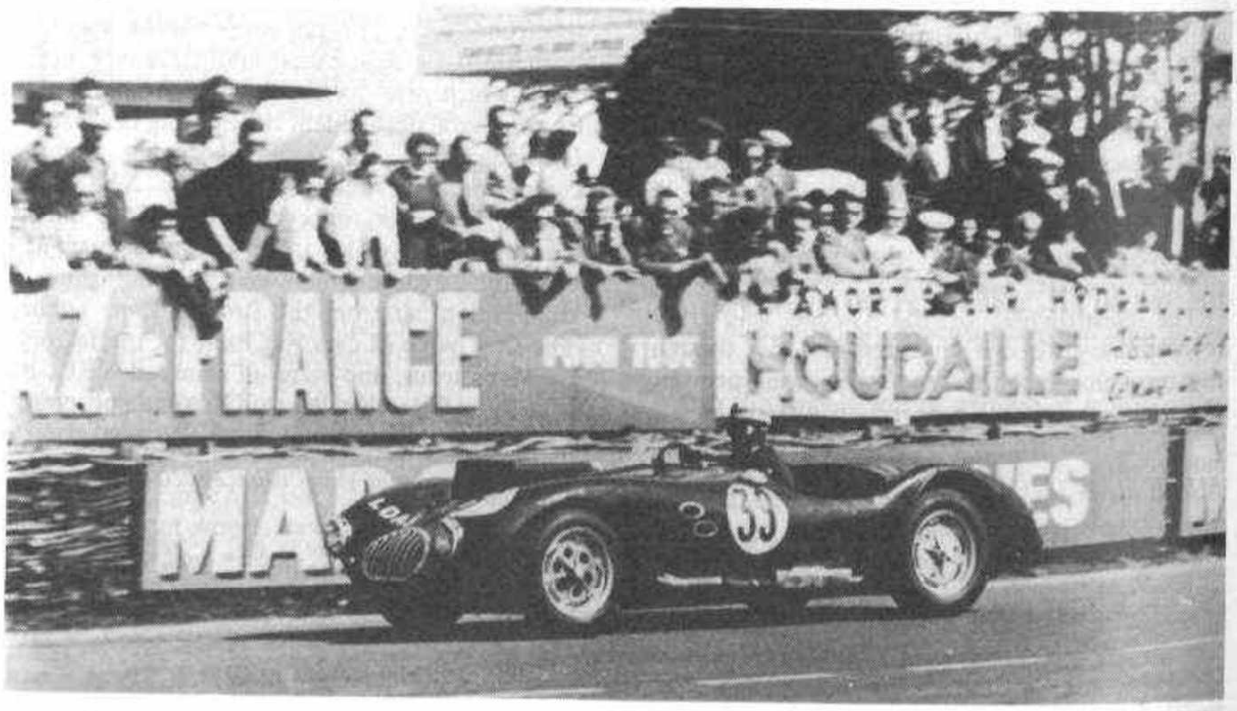
"In late 1954, Berwyn Baxter and I visited Cyril Kieft's Wolverhampton factory to see if he would build a Kieft sports car based on the 1100 c.c. type, but fitted with a 1500 c.c. Connaught engine since we had admired the superb, although slightly heavy, 1500 c.c. Connaught sports car during the 1954 season. Only one of these Connaughts was made (I think) and it was driven outstandingly by W. T. Smith who was, I believe, tragically killed at Dundrod in the 1955 TT. [Seven cars were involved in a second lap pile-up in this race and both Smith (Connaught) and Jim Mayers (Cooper) lost their lives. — Ed.]

"The real pace setter in the 1500 c.c. class was Peter Gammon with an MG engined Lotus (Mk. 6 style) and we wanted a car to compete successfully in this class. Cyril Kieft agreed to the project, but early on he persuaded Berwyn Baxter to consider the locally made Turner 1500 c.c. engine which was, like the Connaught engine, a Lea-Francis based design, fitted with SU indirect fuel-injection and twin-plug alloy head. It was a very advanced design for the time and might have been the first engine with SU fuel injection, although I know that BRM were using a similar SU system in 1956.

"The car was built during the winter of 1954/5 with the Turner engine, but problems quickly surfaced first with cooling, necessitating the fitting of an ugly air-scoop to the bonnet, then with head gasket failures and always there was extreme difficulty in keeping the fuel-injection on tune — it was very sensitive to fuel and atmospheric pressure changes, a very difficult combination of variables for a racing engine. Performance on the bench was excellent.

"The car was used for club races early in 1955 and competed at Montlhéry and in the Le Mans





TWO photographs of LDA 5 taken at Le Mans in 1955. The ugly air duct in the bonnet was necessitated by cooling problems with the experimental Turner engine which was fitted to the car.

NUMBER PLATES — continued

258.06 k.p.h. The car was retained by the works and used by them for the rest of the year. It took part in the Brighton Speed Trials, driven by Jaguar's chief test-driver Norman Dewis and in the wet he finished second to an Allard with 5½-litre Cadillac power with a time of 29.14 seconds against 28.36 seconds. In the afternoon when the weather was dry Dewis gave a demonstration run and recorded 26.14 seconds which would have been a new sports-car course record had it not been a demonstration. This was over the standing-start kilometre, and the car was using a 3.54 to 1 rear axle ratio. After this a 4.27 to 1 rear axle ratio was fitted and Peter Walker, one of the works team drivers, drove it in the Prescott Hill Climb. It poured with rain and Walker got nowhere.

In those days, at Motor Show time, the English and Foreign press were entertained at the Goodwood motor racing circuit and allowed to drive examples of all the new cars from British manufacturers. As the D-type was being offered for sale as a ready-to-race competition sports car, OKV3 was made available at Goodwood and any reasonably responsible journalist was allowed to drive it round the circuit. This was an impressive display of confidence on the part of Jaguar, to let the motoring writers loose in an actual Le Mans car. Remarkably, it came to no harm. This was in October 1954 and the following month it was used by the factory team for a test day at Silverstone to evaluate drivers for the 1955 season. After that it was cleaned up, the tail fin was removed, and it was prepared as the exhibit for the Bruxelles Motor Show in early 1955, to represent the very saleable production D-type. It remained at the factory during 1955 and was used by the works for the *Daily Express* meeting at Silverstone, where Mike Hawthorn drove it, leading comfortably in the sports car race with a new lap record only to have a water hose-pipe fail. He limped home in 4th place. At the end of the season Tony Rolt and Duncan Hamilton shared it in the Goodwood 9 hour race, but it only lasted four laps before the drive to the ignition distributor sheared. In October of that year it underwent a complete factory rebuild and was kept on the books for 1956 though only used by them for testing purposes, as they had new cars for the racing team.

Early in 1957 John Coombs, the Guildford Jaguar agent, bought OKV3 and for three years it languished "in the Trade" as no-one was interested in an old D-type which was past its prime for racing purposes. Eventually it was sold to John Love who had it shipped out to Southern Rhodesia and during his active 1960 season with OKV3 he won the Angolan Grand Prix. It was then sold to the Jaguar agent in Pretoria and during the 1961 Kyalami 9 hour race it was crashed badly. A business group in Pretoria then bought the car and in 1965 Paul Hawkins discovered it and shipped it back to England. Richard Melville-Smith bought it off Hawkins and returned it to the factory for a major rebuild. In 1971 Martin Morris was racing it for Melville-Smith in Historic racing when he had a really major accident at Snetterton. When he had recovered he bought the wreckage off Melville-Smith and started a monumental re-build which involved re-jigging the centre monocoque. It was completed by 1973 and Morris took it back to Le Mans that year for an historic event, in which he finished 3rd. Martin Morris still owns the car today and it is still active in historic racing events, using its original 3.4-litre engine, proving that old cars, like old soldiers, need never die. — D.S.J.

[Thanks are due to Andrew Whyte for information from his extensive Jaguar archives in which all D-types are fully documented.]

24 hour race. For Le Mans, the fuel injection system was replaced by rare, Weber like, Solex carburetters, in spite of which, engine unreliability caused retirement. Numerous club events showed that the Turner engine could be tantalisingly superb for brief moments, but due to poor development, it was never reliable.

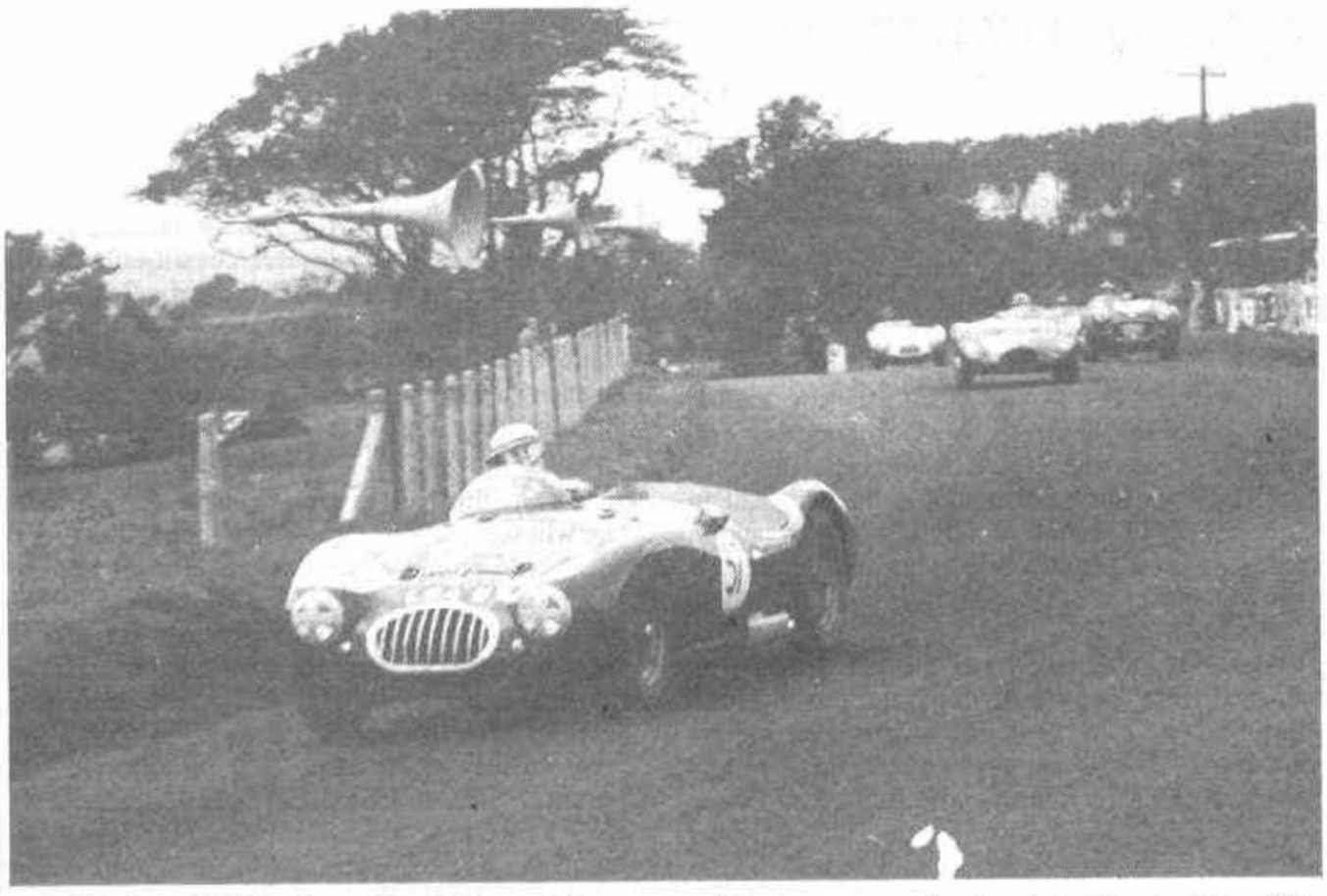
"In mid-1955, the car was fitted with an MG engine preparatory for the Goodwood Nine Hour race, and the car reverted to its original pretty '1100' shape. It was in this form that the car competed in the 1955 TT with Berwyn Baxter and Max Trimble, creditably finishing fifth in class. . . .

"In 1956, Berwyn Baxter purchased the assets of Kieft Cars from Cyril Kieft and I became General Manager of the re-named Kieft Sports Car Company. We actually started operations in 1957 at Bordesley Street in Birmingham, preparing racing and sports cars, handling such famous cars as ERA R4D for Tommy Norton, ERA 'Remus' (which, incidentally, I sold to one Patrick Lindsay!), Gil Baird's Lister Bristol, the ex-Ken Wharton DB3S Aston Martin which Berwyn Baxter raced successfully in 1956 and 1957 and many others.

"Meanwhile, the Kieft '1100' sports car was rebodied in late 1956 as a prototype for a road going sports car aimed at the North American market (some similarity with the much later Jensen-Healey). However, due to other commitments including the development of an ultra-light space-frame 1100 c.c. sports car, the project never got off the ground.

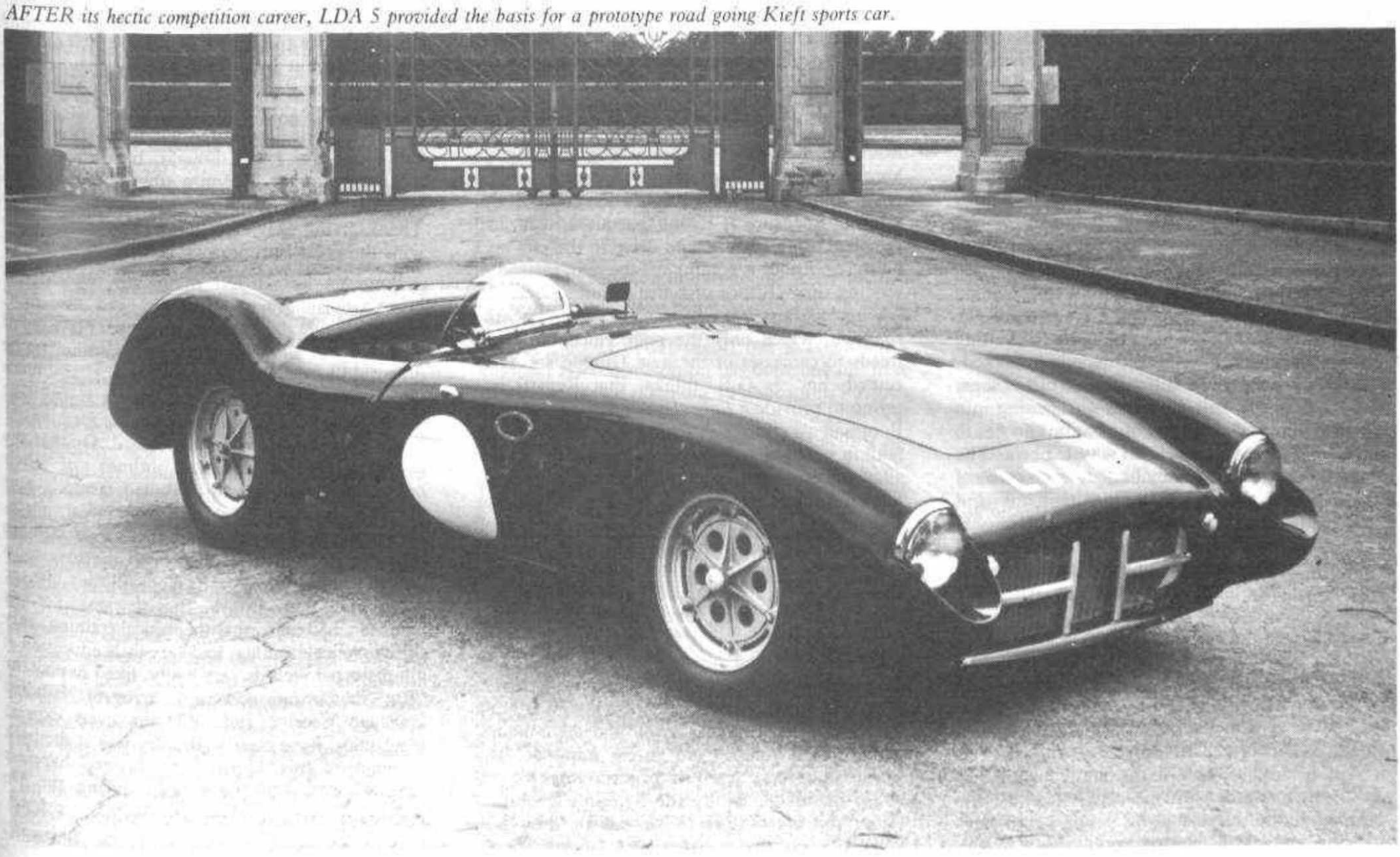
"At the sale of assets of the Connaught concern, I purchased a 2-litre Connaught engine to realise the earlier dream of a Kieft-Connaught, intending to make my ideal long distance sports car, but the car was sold in bits when the Kieft Sports Car Company was sold to Lionel Hayman in 1959. It was in 1959, when working as Works Manager for one of Cyril Kieft's engineering companies, that he asked me if I could locate an original 1100 c.c. Kieft. I did find a rather poor dark green example at Performance Cars and drove it to Alec Francis, whose small establishment specialised in sports car preparation. There, beside the Dick Protheroe Lister-Jaguar, the little Kieft was restored by one of my ex-Kieft mechanics, Paul Ivey. Having traced a suitable registration number in Stafford, ACK 123, the car was driven late one evening to Cyril Kieft's house to be presented to his daughter Anne. I remember working all the previous night to complete this beautiful powder blue car, only arriving at the very end of Anne's 21st birthday party.

"On the subject of registration numbers, it was the LDA series (not LUK) which Cyril Kieft had reserved. Apart from the early NDA 172 (which, incidentally, was racing in 1958 under the ownership of Ivor Newby), the ultimate LDA 5 on Berwyn Baxter's car confirms it as the last of the six cars made."



LATER in 1955 LDA 5 was fitted with an MG engine and the bonnet restored to its original pretty shape. This shot shows the car in the TT at Dundrod.

AFTER its hectic competition career, LDA 5 provided the basis for a prototype road going Kieft sports car.



BOOK REVIEWS

"Bugatti by Borgeson — The dynamics of mythology" by Griffith Borgeson. 223 pp. 10" x 7" *(Osprey Publishing Ltd., 12-14 Long Acre, London, WC2E 9LP. £9.95).*

Osprey are to be congratulated on getting this one! It is intended as a fascinating "debunking" of the "mythology" surrounding the cars of *Le Patron,* Ettore Bugatti, a disposing of what the author calls "The Myth". There will be wailing and gnashing of teeth in Gotherington and perhaps those who regard Bugattis as the most exciting cars there are (and I include myself in that category) would be advised to just go on enjoying their prized possessions and ignore this learned exposure of the man who was responsible for them. . . .

However, after all the published material on Bugatti from Eaglesfield-and-Hampton to Hugh Conway, it is a pleasant surprise to receive another Bugatti book, even though this one sets out to be horribly honest about Bugatti and some of his products, rather as the late Michael Frostick dealt with Bentleys, although Borgeson admits that he could have done with details of Bugatti finances, which in the case of W. O. Bentley were at Frostick's disposal.

Some of this book covers old fields, such as the little Isotta-Fraschini voiturette with its advanced overhead-camshaft engine having been copied by Bugatti for his Types 10 and 13, instead of the other way round, and the Tipo S61 Fiat having probably originated from that source rather than being partly attributable to Ettore. The failure of the Bugatti U16 aero-engine occupies much space, and how Henry may have disliked journalist W. F. Bradley for claiming that the post-war straight-eight stemmed from Bugatti and not from the great Peugeot designer's Ballot, Borgeson offering the suggestion that this may well have been why Bradley describes Henry as a fine engineer in his earlier writings, later demoting him to the role of a draughtsman — which bears on the Henry / Hispano-Suiza controversy, but we don't want to go into all that again, do we? Certainly this book exposes W. F. Bradley's inaccuracies which I have long been aware of but which, surprisingly, some British writers excuse; nor is it at all polite to Charles Faroux, who is described as "simply a pirate" whose rule was "no publicity without a payoff ".

Having thus shown his intention to brook no nonsense, Borgeson, who saw a Bugatti for the first time in 1931, gives us some quite fascinating revelations about how Bugatti's mind worked, based on a long friendship with one of his sons, Roland Bugatti. This gave him an opening into hitherto unrevealed aspects of what he chooses to term "Bugattiana". He tells us why L'Ebé's "The Bugatti Story" is extremely biased, bases some of his data on the valuable Bugatti items and documents that Uwe and Monika Hucke possess and altogether offers much for discussion and controversy. It will be interesting to see if *Bugantics,* for instance, comes up with any counter-material.

Of course, Roland Bugatti was born in 1922 and it is a pity Borgeson could not have palled-up with Jean Bugatti, who knew so much more of the matter. Incidentally, the theory that Jean's death when testing a racing Bugatti could have been suicide, a sort of gallant sacrifice on the part of a heavily-insured son to save the family business, is again put forward, with the suggestion that the postman-on-the-bicycle he is supposed to have swerved to avoid is another myth — but surely, even in France, a fatality on a public road must have been the subject of some sort of investigation, with the bicyclist, if there was one, called as a witness?

Without having the same space as Borgeson it is impossible to go through his arguments in detail, which is not to dismiss his work as other than a very important and readable contribution to the life of Ettore Arco Isidoro Bugatti, *Le Patron,* The Boss. Just a few miscellaneous observations, then, before we hand you over to studying this unique book for yourselves. It is nicely illustrated, incidentally, and uses many well-known old photographs as well as plenty of unfamiliar ones.

As Griffith is such a meticulous writer I know he will want me to expose the very few errors or debatable points which I discovered in "Bugatti by Borgeson". He corrects the spelling mistakes of others, but lets "Moulsheim" get by for Molsheim on p. 91. He says that the famous Bugatti "Black Bess", that reminded faded memories of the fact that Ettore had built 5-litre chain-drive racing-cars, was bought in this country "by Col. Eric Giles", when, in fact, it was Eric's brother, Brig.-Gen. G. M. Giles, who acquired the derelict car — I should know, because I discovered it in a shed in Derby, going to see it, appropriately, in J. D. Aylward's Type 40 Bugatti, and it was after I had written about my discovery that the Brigadier took the rebuild on; I wasn't aware that Eric had been in the Army. Poor Frank Halford, having recently been made into the owner of a chain-store by *Motor,* is called "Hadford" by Borgeson, and it isn't quite true that the axle of Zborowski's Miller came *completely* divorced from the springs (G.B. is quoting Giddings) at Lyons in 1924 — Sammy Davis and the Count stopped in time! The 4WD Bugatti of Jean crashed at an *MAC,* not at a BOC, Shelsley Walsh Meeting, and the old controversy about Bugatti alloy-spoked wheels, taken from an article in an IPC journal, and the old correspondence about the tyre failure experienced with these wheels when the Type 35s made their debut in the 1924 French Grand Prix at Lyons, has surely been dealt with adequately by Conway? Borgeson does not read MOTOR SPORT or he would not have needed to remain ignorant for so long about Lionel Rapson and his double-treaded tyres! I think, too, there is confusion about Ettore wanting to ensure at Lyons that his drivers, had they had a puncture, could drive to the pits on a flat tyre without it coming off the rim, instead of wasting time (Ettore says five minutes, over the whole race period) changing a wheel at the roadside, which only the poor vulcanisation of treads to carcasses of the new Dunlop s.s. tyres ruined, not, as G.B. thinks, that Bugatti was trying to provide a *fail-safe, run-flat* tyre as such. Borgeson also thinks Vittorio Jano's memory is at fault in saying that during the Lyons race the new alloy wheels broke up so quickly that "a growing pile of broken ones could be seen behind the Bugatti pit", yet he admits that such wheels need strengthening for modern racing and that the early ones *were* prone to cracking, as the Brooklands' scrutineers also knew very well! Or could those "growing piles" have been wheels returned to the pits after having been taken away somewhere for the integral brake drums to be skimmed-out, Sammy Davis having noticed that they would not slip over the brake shoes; after all the race lasted between seven and eight hours, giving ample time? I am all for minutiae, and Borgeson devotes nearly 18 pages to this tyre and wheel matter alone. By the by, isn't he setting rather too much store in journalistic drawings, when quoting one, of this 1924 Bugatti wheel, used by *The Autocar* to show the general appearance of what was then a unique feature of the new Grand Prix Bugattis, as proof that the wheel-spokes were not skewed? Given that the artist in question was "highly skilled", surely he was simply depicting how the revolutionary Bugatti wheel looked to most people; had he been illustrating a technical discourse about their construction no doubt he would have shown skewed spokes, if such were used. Borgeson is out to prove that Bugatti cribbed from Miller here, of course.

Other chapters of this sensational Bugatti *exposé* deal with Roland Bugatti (who disposes of the Bugatti horse-shoe radiator-shape myth by telling G.B. that it was based on the egg), the further, bigger myth of which tricycles and cars the very young Ettore copied or did not copy, the aforesaid Isotta-Fraschini voiturette problem of who designed it (answer: Ing. Coda), with offshoots concerning Mathis and Turcat-Méry, the problems which manufacturing at Molsheim instead of in Milan posed for Ettore Bugatti (with asides about how the sole remaining Type 10 was found, and restored by Harrah in the USA), Bugatti's artistic foibles, the beginnings of his "three-valve" concept, the aero-engines, what the author calls the "American Bugatti", more on the aero-engines, the origins of the straight-eight engine, Indianapolis, those wheels, the La Royale "White Elephant", with concluding chapters on Bugatti engine and chassis technicalities, up to the last GP Bugatti. Borgeson quotes his book on twin-cam engines, but as this has not yet been published, this may cause confusion.

He is interesting throughout and I was glad to learn more about the 1923 Bugatti expedition to Indianapolis. Apparently all the five high-born Bugatti drivers were aghast on finding that the best Bugatti lap of 95.3 m.p.h. had to be compared to Milton's 108.17 m.p.h. in a Miller. There is a hint that de Alzaga had been led to believe that he and Riganti would be the exclusive Bugatti team at Indy, only to find it constituted five cars! Seeing the Millers in action, de Alzaga is said to have ordered two immediately and Zborowski one, the latter not to go straight to Brooklands, as I had thought, but intended for the European GP at Monza after Zborowski had tested it at the Los Angeles track, and for the Thanksgiving Day November Indy race "if he wins the great European classic".

Borgeson has stirred things up, which may bring a hornets' nest about his head after BOC fanatics have digested it, because no Bugatti advocate will allow any Molsheim product to be dismissed as a crib of other's designs, any more than Bentley folk like Alec Ulmann saying that W.O. copied the Clerget aero-engine for his BR1 or an Hispano Suiza for his 3-litre. Or that the so-called classic artistic outlines of their components was due to unskilled farmer's sons constituting much of Molsheim's labour force, although one has suspected that these outlines were due to lack of sophisticated machine tools and an economy approach. Nor will they like the suggestion that Ettore Bugatti was not an engineer, had no formal theoretical training, very little practical training, had very little education at all, distorted records very badly, liked to play the "Big Shot", and was vain, arrogant, handled langauge poorly, and did not even express mechanical ideas clearly (Bradley was at the back of much of this, apparently). Ettore's happiest days were said to have been during the De Dietrich/Deutz period — "the Myth".

Borgeson does not pull his punches, calling the

famed Bugatti aero-engines, for example, "Slag heaps in the sky". Yet, for all that, I feel that he has real affection for this remarkable man and his cars. But I shall be very interested to see what the reactions to his book are, among *pur sang* Bugatti owners! — W.B.

* * *

"Morris Minor —The World's Supreme Small Car" by Paul Skilleter. 224 pp. 10" × 7" *(Osprey Publishing Ltd., 12-14, Long Acre, London, WC2E 9LP.* £8.95).

The well-known Jaguar documenter has departed from the Big Cat den to write about an out-of-production small-car that is still extremely prolific on British roads, as DSJ, who uses one, reminded me recently. This book should be welcomed by Morris Minor users and followers. Its coverage is comprehensive, abetted by more than 200 excellent pictures, and it is all there — from hearse to tractor, racing Minors to runabouts based on the memorable Issigonis base. The design, the development details, the Minor in competition, Skilleter has embraced it all. There are drawings, as well as camera-studies of the wide range of Minor activities and styles, and Anders Clausager of BL Heritage has provided specifications, production figures for the Series MM, Series II, 948 and 1,098cc Minors, as well as annual outputs of Minors, their car type-numbers and a long analysis of them model by model.

Dimensions, weights, details of the experimental and prototype Minors, how to go about buying, restoring, modifying or customising a Minor, whether a car, a van, a pick-up, a fire-engine or an American Minor, with all of which this book deals — quite an achievement! Although as I have observed before, Skilleter does not appear to read MOTOR SPORT, or at all events does not quote us, his latest book reminds me of how very impressed I was after driving the first road-test Morris Minor home to Hampshire from Cowley, and how we thus enthused about this splendid little car, the first British small-car to handle properly, thanks to those small wheels at each corner and rack-and-pinion steering. I remember how one enthusiastic Minor user ordered a brand-new Minor 1000 just before production ceased.

The many friends of the Minor, including the Riley and Wolseley derivatives which the book includes, should snap up this title, which Osprey offer at a competitive price. — W.B.

* * *

"The Jowett Jupiter — the car that leaped to fame" by Edmund Nankivell. 144 pp. 10" × 7¼" *(B. T. Batsford Ltd., 4 Fitzhardinge Street, London W1H 0AH.* £9.95).

Here is a book about another British car, less memorable but of more sporting mein than the Morris Minor. The Jowett Javelin was one of the first entirely new British cars to appear after WW2 and its advanced design and streamlined styling was exciting to those who wanted a car to *look* new and who perhaps remembered the high excellence of the pre-war Lancia Aprilia. And the Javelin, of which MOTOR SPORT had much experience, did have a flat-four engine, whereas the Morris Minor missed this intended additional Issigonis refinement. The Jupiter was the compact sports version of the Javelin, which had as a 1½-litre saloon earned its competition colours. MOTOR SPORT had a Jupiter as well — I recall it as a snug drop-head two-seater with a hood that could be put up or down without leaving the driving-seat.

In this book about the Jupiter the MOTOR SPORT road-test *is* quoted and I see that my comments about the car's good handling after I did the test in 1950 were endorsed by many other writers, only the American reporter Tom McCahill disagreeing. As for performance, I wistfully suggested that the Jupiter's performance figures were not very different from those of the pre-war Meadows-engined HRG. However, much development of the Jowett flat-four engine was undertaken and I remember thinking I was about to go mad or have a stroke, sorting out all the data Jowett's provided me with for a leading article on the subject, which Nankivell *doesn't* reproduce. But he does use nearly three-and-a-half pages of our Managing Director, Mr. W. J. Tee's, story of driving 25,000 miles in the Jupiter he once owned.

The book contains many nostalgic relics from the Jupiter's past, many pictures of the personalities connected with it, such as its designer Gerry Palmer, Eberon von Eberhorst, Horace Grimley, Roy Linn, Charles Grandfield and many others, not forgetting those who rallied and raced Jupiters. Fittingly, the Prologue is by Gordon Wilkins who raced the R1 Jupiter at Le Mans and an especially valuable section of the book is devoted to a breakdown of engine numbers, pictures and descriptions of special-bodied cars, and finally a Register of literally hundreds of these now-rare sports-cars. W.B.

* * *

Albion Scott Ltd. can supply Jean-Marc Borel's big Lamborghini book for £22.50.

* * *

As a sort of follow-up to Paul Skilleter's book on the Morris Minor, reviewed above, comes one on the "Amazing Mini" by Peter Filby. This is less exciting, because there has been excellent previous coverage of Sir Alec Issigonis' great little FWD Mini Minor, commencing with Laurence Pomeroy's technical discourse on the birth and evolution of this now immortal minicar. Filby's book, which comes from Gentry Books Ltd., 15 Pont Street, London SW1X 9EH for £8.95, is mainly pictorial and packs in an enormous number of Minis, some shown in colour, divided up into, to quote the book's Contents List, Fundamental-Minis, Maximum Minis, Prototype Minis, Competition Minis, Chic Minis, Custom Minis, Alternative Minis, and More (about) Minis. The book has apparently also been published in New York.

* * *

Although those admirable and hairy British sports-cars, the Big Healeys, have had adequate written coverage (personally I would go for Tim Healey's books about them) but if you want a compact reference Robson has done one on these cars in Motor Racing Publications Ltd.'s "Collector's Guide" series, cramming a great deal of significant data into 128 pages and selling for £7.95. Companion to this book, at the same price, is Paul Skilleter's "The Jaguar XK" by the same publisher, whose address is 28 Devonshire Road, London W4 2DH, for orders and sales.

* * *

Jane's compact Pocket Books are available, covering such subjects as "Air Forces of the World", "Modern Military Trucks" and "Airlines of the World". Jane's have a jealously-guarded reputation for accuracy, and these handy little books contain a useful illustrated record of the subjects. They cost £4.95 each and the publisher's address is 238 City Road, London EC1V 2PU.

* * *

To cover the entire history of rallying in one book is an imposing task, which may be why the indefatigable Graham Robson has relied largely on pictures to formulate his latest title, "An Illustrated History of Rallying", which Osprey have done at £9.95. The book carries eight colour pages, 224 black and white photographic reproductions, and as you turn the 208 pages the scene changes dramatically, from the rallies of before the war to the modern forest thrashes. Robson has chosen some endearing pictures and provides sufficient text to explain well the purpose and content of rallying, although concentrating mainly on the more recent events. I like particularly the photograph of very ordinary cars embarking for France on a pre-war Monte Carlo Rally and the picture of Lt.-Col. Loughborough's Lanchester making very good use of its fluid-flywheel in the first (1932) RAC Rally, so that the 100-yards' slow-running test on Torquay occupied more than five minutes, and won him the event! Today's rallies are very different. A good book, this one.

* * *

Those who prefer to carry out their own maintenance, but who find things electrical something of a mystery will benefit from the fourth edition of A. J. Coker's "Automobile Electrical Systems" from the Newnes Technical Books "Question and Answer" series. This 150 page, card-backed book has recently been completely revised by Bob Krafft, who has expanded the information about alternators and electronic ignition to bring the book right up to date. After an introductory chapter, outlining the principles of electricity and magnetism in easy to understand terms, there are nine chapters covering the whole range of electrical equipment likely to be fitted to the modern car or light commercial vehicle, and these chapters are arranged in a carefully planned "question and answer" style, which makes it very easy to pick out the information required. The text is supplemented by clear and explicit diagrams. Published by the Butterworth Group, Borough Green, Sevenoaks, Kent this handy volume costs £1.95.

* * *

The Transport Publishing Co. has published its latest book about the history of well-known 'bus operators, this new 100-page title covering the "Provincial", i.e. the Gosport & Fareham Omnibus Company. It is packed with pictures and detailed information that few 'bus enthusiasts will be able to resist. The soft-cover version costs £6.50, the hard-back edition £8.50, with £1 extra for packing and postage if ordered direct from the publishers, whose address is 128 Pikes Lane, Glossop, Derbyshire, SK13 8EH.

* * *

The National Traction Engine Club has reprinted the special edition of its magazine *Steaming* that dealt specifically with "Showman's Road Locomotives". The 122-page book is thought to contain the most complete information about such traction-engines available. It is packed with good pictures and lists such engines and their original owners. The book is available from the NTEC Sales Officer, S. J. Grey, 60 Harbour Avenue, Comberton, Cambs., CB3 7DD for £4.75 plus 75p for packing and postage.

* * *

The Morris Register has brought out a magazine-size, well-illustrated book on its first 21 years. This "History of the Morris Register" is available for £1.35 plus 35p for packing and postage, from the Register's Historian, H. W. Edwards, Wellwood Farm, Lower Stock Road, West Hanningford, Chelmsford, CM2 8UY. Pictures of early events in the Register's life, of its badges, of Press publicity, including MOTOR SPORT's announcement of the proposed Morris

An insurance company only reduces its premium if it's safe to do so

A team of insurance experts were so impressed by the RAC-observed tests on the Goodyear Grand Prix-S, that they felt confident enough to offer motorists who fit a set of Grand Prix-S tyres a lower insurance rate.

They were impressed for instance, by the fact that, compared to any other leading radial tyre, the Grand Prix-S was proved to have better resistance to aquaplaning and stopped shorter in the rain in tests we've run under close RAC supervision.

These were the tests that so impressed the insurance experts that they're offering you, the motorist, much lower insurance rates.

Like all companies, Insurers are in business to make a profit, so they'd have to be pretty sure of themselves to make an offer like this.

However, Federation General Insurance Company is prepared to offer motorists a 10% reduction off their premiums, rates that are already extremely competitive. There is, or course, one condition...the car must be fitted with a set of Goodyear Grand Prix-S tyres.

How to apply

If you have on your car now, or are thinking of fitting a set of Grand Prix-S tyres, just apply for a free insurance quotation and details of this unique scheme by sending off the coupon.

If, on the other hand, you're only fitting one or two tyres now, you'll still benefit from the tyres' superior braking and handling characteristics. When you do have Grand Prix-S tyres fitted all round you'll be able to fill in the proposal form and take advantage of the special 10% discount.

If you're buying a new car, why not specify Grand Prix-S for your new vehicle and benefit immediately.

You'll find the rates extremely favourable at a time when all motoring costs, especially insurance rates, continue to rise.

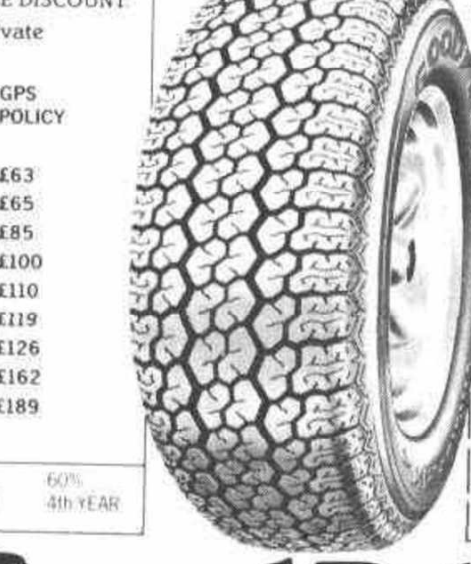
Listed in the panel below are examples to show you just how much this offer can save you.

If you'd like a proposal form and a free quotation, simply send off the coupon.

Given you accept the quotation, the insurance is yours at a very favourable rate. And you also get the peace of mind of better braking, better handling and high mileage from your Grand Prix-S tyres.

Remember a bald tyre now means an endorsement.

Centre P J TURNER
MOTOR MANAGER FGI
Left C M BEEDLESTON
MANAGING DIRECTOR FGI
Right B J FIELDS
INSURANCE BROKER



COMPARISON BETWEEN A GRAND PRIX-S COMPREHENSIVE POLICY AND A LEADING LLOYDS MOTOR SYNDICATE WITH SCHEME DISCOUNT

Nett premiums based on a proposer, aged 35, any driver, private use with at least 4 years no claims discount.

VEHICLE	AREA	LLOYDS SYNDICATE	GPS POLICY
METRO 1.0L	CORNWALL	£72	**£63**
VOLKSWAGEN BEETLE	CUMBRIA	£80	**£65**
DATSUN 120Y	MID GLAMORGAN	£113	**£85**
FORD CAPRI 1600	EAST KENT	£130	**£100**
TALBOT HORIZON	OXFORDSHIRE	£130	**£110**
PEUGEOT 305 SR	CROYDON	£138	**£119**
RENAULT 18 TL	CENTRAL GLASGOW	£167	**£126**
VAUXHALL CARLTON	LIVERPOOL	£188	**£162**
FORD CORTINA 2000 GLS	CENTRAL LONDON	£215	**£189**

NO CLAIM DISCOUNT SCALE	30% 1st YEAR	40% 2nd YEAR	50% 3rd YEAR	60% 4th YEAR

Figures correct at time of printing

Cut out and return to FIELDS & CO (I.B.) LTD., GPS POLICIES, BOX No. 11, REDHILL, SURREY, RH1 1SX

GPS POLICY

Name

Address

Occupation Age

Date U.K. driving test passed Make and model of car

Engine capacity Value Year of manufacture

My present insurance expiry date is

I am entitled to years no claim bonus *Delete where inapplicable

I require *COMPREHENSIVE / THIRD PARTY FIRE & THEFT / THIRD PARTY ONLY COVER

INSURED ONLY / INSURED AND SPOUSE / ANY DRIVER

The car will be used for PLEASURE ONLY / BUSINESS BY MYSELF / BUSINESS BY OTHERS

Give details of any accidents or convictions separately

MS1

Grand Prix-S

a major contribution to road safety

GOODYEAR

Letters from Readers

N.B. –*Opinions expressed are those of our Correspondents and* MOTOR SPORT *does not necessarily associate itself with them.* –ED

BL's Future

Sir,

Your leading article in the August issue clearly shows the agony many British car enthusiasts have been going through the last few years. BL seems to excel in only one thing . . . closing down new factories, and stopping production of the very few cars that could help boost sales.

But let's face the facts: BL has made, and still is making, many mistakes, but by far the most prominent reason for lower sales has been the appalling service record of all the BL models. No doubt a result of bad quality control, and a workforce more interested in unrealistic wage increases and strikes.

Of course some horrible designs have been brought out, the Marina, Allegro, and Princess, but also some that should be successful.

Rover is doing better than ever before in Holland in sales, not service. We've had several in our company, both V8 and 6-cylinder models, but you would not believe the things that have happened to them. One car broke down 26 times in the first year!

I still think it's a beautiful car, and the design is basically very good, but BL does not seem to be able to build them the way they should. The poor record with the Rovers is reflected in the second-hand prices. A new V8 costs some £8,600; after two years it will fetch less than £2,600 in Holland! (unless you trade it for another Rover).

Many large companies will not buy BL products as company cars, but rather German or French cars.

I know you are trying to keep people from knocking British-made cars, and so you should, in general. But MOTOR SPORT alone can't keep BL alive; I'm afraid nobody can, as long as the true problems are not solved. And I'm certain the Metro will *not* save BL. Exports are vital, and the Metro will lose against the Golf, R5, Mazda 323, Colt etc. It is a sad story, but I am afraid both Rover and Jaguar will follow MG, if they are not saved very quickly.

Thanks very much for an excellent magazine.

Naarden, Holland JOHN HUGENHOLZ Jr.

Exhaust Turbocharging

Sir,

I was recently reading a 1949 copy of John Bolster's book "Specials" and chanced upon mention of former Napier Chief Engineer Maj Frank Halford's 1923 Halford Special with its remarkably advanced engine. Designed and built by Halford, it was a 4 cyl. 1½-litre turbo-supercharged engine featuring a compressed charge intercooler, forged alloy pistons and con-rods, cast alloy block, 3 valve pentroof combustion chamber and a metal to metal hand lapped head joint. This yielded a respectable, for the day, 96 b.h.p. as first developed, before the turbo was exchanged for a Roots type supercharger to overcome what we now call turbo lag. It all goes to show that modern day "innovation" is a very relative notion.

While thinking of Halford and Napiers, it will be interesting to see if today's turbos follow the same path of logical development that led from Halford's original 1½-litre and ended with that masterpiece of elaborate technical ingenuity the Napier Nomad. The main feature of this aero engine being, you may recall, that the turbo-superchargers were compounded with the output shaft via a differential, so that the exhaust gases could be fully expanded and the power surplus to compressor requirements be usefully harnessed. (The engine itself was a two stroke Diesel with three banks of cylinders arranged in a delta with a crankshaft at each corner, each bank having twelve pairs of opposed pistons. The

---

BOOKS — continued

Eight Tourer Club of 1960 etc., all go to make up a strong dose of nostalgia for Morris lovers.

W.B.

* * *

Batford's "From Old Photographs" Book Series

HAVING requested these books for review I feel rather guilty, because not all of them have an abundance of cars on the road amongst the other ancient scenes depicted. This is scarcely surprising, because the periods dealt with, and all the more credit to the photographic rarity of the books for that, are mostly before the age of the horseless-carriage. Thus the books, covering London, Scotland, Wales and Liverpool and the North West, all but the first title in the Edwardian and Victorian days, are of much interest in their own right. Each costs £7.50, and the publishers are B. T. Batsford Ltd., 4, Fitzhardinge Street, London, W1H 0AH.

Looking at the motoring scenes therein, a real feast is provided in the book about London, as this covers the 1920s and 30s. The end papers and a picture within, of Oxford Street in 1930, shows an amazing congestion of traffic, including 40 'buses, now mostly covered-top, so that one wonders how the Beardmore taxi and other vehicles trying to emerge from a side road, the taxi especially as it is turning right, ever got into the main thoroughfare. In this picture an early Austin 12 tourer is noted; could it be the same one that is in the now-classic 1926 General Strike picture of seven lines of traffic going up the Embankment opposed by one tram coming down? I seem to recall this one from my "Wonder Book of Motors" — Morris, Singer, Talbot, Austin and Daimler are but a few of the makes depicted and you should try your hand at identifying the rest! Incidentally, if driving a vintage car in London is a bit of an adventure now, what can some of those hemmed-in drivers have thought about it, in 1926? Another Strike picture, however, shows a gentleman sitting nonchalantly in his Singer Ten 2-seater in Oxford Street in spite of the Rolls-Royce Armoured-Car, gun pointing, just behind him! The only Strike casualty shown is a Model-T Ford van on its side in Blackfriars. The best London traffic scene provided by James L. Howgego is of a wet day at Vauxhall circa 1935. I can identify Austin and Morris, but what of the rest of the assorted traffic? I love the Renault taxi quite surrounded by open-top 'buses going the opposite way, at Charing Cross, in 1921!

As I have said, the other books, being of an earlier period, contain few cars. Yet there are old railway photographs and it is no bad thing to see what roads and places looked like before motors filled them. C. S. Minto's "Scotland" has a rare shot of a Ridley car built in Airdrie after the original Company failed, E. D. Jones' "Wales" pictures of a motorcycle combination with wicker "chair" in a trial, steam-wagon, 'buses and trams, and the "first motor car to arrive in Newport", obviously a Benz Ideal, said to be there in 1896. Rolls is shown ballooning at Monmouth in 1908 and the first aeroplane (a Farman?) to land at Rhos in 1910 is there. Captions and introduction (each book has the latter to add much interest) are *in Welsh as well as in English*. George Chandler's "Liverpool" shows Liverpool's City Engineer entering his car (can someone tell me the make?) in 1907, and cars are seen at Lord Street, Southport which dates the picture as later than the suggested 1900, while conversely the very early Daimlers (one carrying No. 5) shown outside the Aigburth Hotel, Liverpool date the photograph as far earlier than 1907 I would think, perhaps 1900 during the 1,000 Mile Trial? Finally, unless anyone can identify the makes of all the motor vehicles shown in these books, what of the car that has had a mild accident with a Mann(?) steam waggon on Newport bridge, *circa* 1910? — W.B.

Miniatures News

MODEL making this autumn will be enhanced by three new Revell plastic kits for making some very classic motor cars to 1/16th-scale, which means impressive miniatures with plenty of interesting detail. The kits I refer to are for *making up models of a 1948 TC MG Midget* (hood up if required), a Jaguar-SS100 two-seater and a really impressive replica of the 540K Mercedes-Benz two-seater. The reference numbers are, respectively, H-7487, H-7486, and H-7485 and these kits are obtainable from the better model-shops.

On the matter of children's miniature cars, apart from Cadillac, Packard, Vauxhall, Citroën and other professionally-built models, we have seen a photograph of a vintage 40 / 50 h.p. Napier Cunard tourer accompanied by a realistic child's car obviously based on it, and possibly made by D. Napier & Sons Ltd. Can anyone enlarge on this?

Hornby Hobbies have added a Saudia Leyland Williams FW07B F1 car to their range of Super Formula cars to run on Scalextric tracks. Catalogue no. C138, this green and white model is driven by a 12-volt DC motor and for maximum speeds through the bends of a Scalextric circuit it has a low c. of g. and special low-profile tyres. The body, reinforced with an underpan, carries the correct team numbers and sponsors' decals, as do all these Scalextric Super Formula cars. The suggested retail price is £9.50.

Incidentally, if you are possessed of skilful fingers it is possible to tune the motors of such cars for different circuits, as described in the Haynes book on the development of the Scalextric cars and tracks which was reviewed in this column last month. — W.B.

turbines, compressors and all ancillaries were housed in the central void, all this resulting not only in a very high power to weight ratio but also in an extremely low specific fuel consumption — both sadly outweighed along with Napiers by the first commercial jet engines and cheap oil.)

Harking back to the present competitive turmoil in Formula One and to Colin Chapman's reputation for being two steps ahead of the herd, I think an educated guess would say that Lotus are toying with a compounded engine even now. This would pose an interesting question in the light of the present ban on turbines, for is a turbo-compound a piston engine or a turbine, bearing in mind that on the Nomad the turbos produced upwards of 30-50% of the total output. Even after the "chassis" affair my hope would be that a compound engine would be accepted, though no doubt the sceptics would disagree.

Trusting that your publication maintains its present excellence.

Benson, Oxon C. B. F. WINSTANLEY

[We understood that Halford abandoned the exhaust driven turbocharger in favour of a positively driven Roots supercharger not because of "lag" but because the technology of the period was not up to making turbine units which would operate reliably in the hostile environment of an exhaust system. "Lag", by the way, is not a new phenomenon, similar delay in throttle response being known in the early days of supercharging when cars with lengthy inlet trunking and slow revving engines displayed the same symptoms. — Ed.]

Club News

Sir,

May I refer to your notes on the Frazer Nash Section of the VSCC written under the heading of "Club News" in your issue of September '81. It is of course correct that Gerald Brigham has written a well reasoned letter published in the *Chain Gang Gazette*. I fear that to some extent your note could be read as implying that the Frazer Nash Section of the VSCC may be accepting post-war Frazer Nashes.

The owners of the cars are more than welcome as associate members of the VSCC and of the Frazer Nash Section. The cars being unacceptable to the parent club cannot of course be accepted in the Section. However, it is hoped that more owners of these post-war cars will join the Section and that pre- and post-war cars may be able to get together in certain events run by clubs other than the VSCC.

Knutsford, Cheshire D. P. M. HALL
Captain, Frazer Nash Section of VSCC

The Police and the Law

Sir,

Your correspondent B. G. Inches seems to have missed the point in his criticism of your article on the police and the law.

Most motoring offences are not criminal offences and hence should not be subject to the heavy fines imposed in some areas. The object should be to deter the offender without building up in reasonable people, which the vast majority of motorists are, a deep-rooted resentment against the police and the courts.

I would like to give you an example of the treatment handed out to my wife here in England compared to my experience in Germany.

On a quick visit to the bank with a few minutes to spare before closing time, my wife parked in torrential rain in an area where parking was formerly allowed. Having been out of the country she was not aware that this had been changed to a no-parking zone. Alighting from the car directly onto the pavement, she hurried to the bank and completed the transaction in a few minutes. On emerging from the bank, she was confronted by a policeman, sheltering from the rain, who had seen her arrive and thus knew she had been there only a short time. With words to the effect that he caught a lot of people unaware of the new parking prohibition, he then booked my wife for illegal parking, and she was subsequently fined £25 plus an endorsement.

In Germany, inside a period of three years, I have been booked for speeding three times and once for a parking offence. My *total* fines amount to the equivalent of £20 with no "Flensburg points" against the withdrawal of my German driving licence.

The effect of these experiences is a continuous feeling of resentment by my wife, whereas I think the German authorities are not bad guys after all, and I do pay much more attention to speed limits than before. My fines were paid direct by banker's order and no magistrates courts were involved, another time wasting practice (except for those who wish to appeal).

No Sir, I'm afraid it's all part of the big British rip-off, from petrol to peaches, where the consumer is expected to pay up and keep quiet. (I am astounded to find a 1.3 HLS Metro with a few extras is the same price on the English road, as my BMW 323i, without extras, cost in Germany in 1980.)

Munich, W. Germany D. A. LUNAN

[It must have been a very serious parking offence to warrant an endorsement. — Ed.]

Legalised Murder

Sir,

At various times in the past the Editor has asked "When are we going to rebel". I think it could be quite soon?

On the very day that a vote was taken in Parliament two people drowned in their car because they could not get the belts undone. On the next day a motorist was killed in Paris when the seat belt wrapped around the woman's neck. And earlier it was reported that some Renault seat-belts *do* kill because of their design.

The debate about the mandatory wearing of seat belts will continue but far more important is the manipulation by the Government of this and other major topics.

Take all the economic and industrial predictions by this Government. There is not one that has come true. Or take local rates. Why, despite wholesale sackings and lay offs and cut Government grants, do rates rise much faster than inflation?

Into this unholy mess is now thrown the seat-belt question. Do the Government Ministers really believe all the claims that they make? Do the seat-belt supporters ever listen to what they claim in the House of Commons? In the High Court they would be sent to prison for fraud. The wearing of seat-belts will no doubt become law but watch and see if the police do not just use the law as an excuse for an identity check. Also, if the motorist wishes to prove that there is some defect in the seat belt or the law, he has got to take on the whole Government first and prove them wrong.

Berkhamsted M. G. C. POTTER

Air Mail

Sir,

Your series on "Air" matters are as enjoyable as the remainder of the MOTOR SPORT, and evoke many memories of aerial occasions long since gone, especially the references to the Austin Whippet, which my brother-in-law Grou Caption John Seabrook, AFC, test flew on it arrival in Auckland in 1921, and later delivered to Hamilton for a friend of mine. Two wer imported — only one was assembled. The Anzan engine was found under a house in Taranaki decade ago, but has since gone furthe underground.

I have been reading MOTOR SPORT regularl since the early forties, and am always surprised a the fund of knowledge which you and you readers possess, so there may be chance tha someone can supply an answer for me. Fifty year ago, and for a long time after, I worked on an flew behind Cirrus and Gipsy engines of variou sizes, and came to admire the design expertise o Major Frank B. Halford. I am aware of quite a lo of his various productions, both air, earth an water borne, but can find no information as to hi personal life. Can anyone enlighten me? S beneficient a designer surely and deserves a wel documented obituary — always assuming tha such an exercise has been necessary.

New Zealand D. E. WOOD

[The only reference we know of, apart possibly from papers read by Major Halford to learne societies, is in "D.H. — An Outline of D Haviland" by C. M. Sharpe (Faber & Faber). — Ed.]

Correction

Sir,

A couple of small, but important corrections t misprints in Cecil Clutton's letter (Air Mail September) about the Eagle microlight: his twi Chryslers are 134 c.c. each, not 114; and I an sure that the circuit he "just" completed was o one engine and not, as printed, on "our engine" — a slightly misleading collective!

Incidentally the twin Chryslers have bee discontinued. We now supply the Eagle with on single-cylinder 250 c.c. Fuji Robin (slower revving, quieter, more reliable).

On the subject of microlight speed: Gerr Breen won the 1981 Norfolk Air Race in one o our "conventional" (tailed) configuration Mirag Mk. IIs. Controlled in three axes by side stick an rudder pedals, this little bombshell has a 440 c.c twin-cylinder Kawasaki engine. Maximum (leve flight) speed is 60 m.p.h., cruise is 50. Breen' official time over the 50-mile course (which included off-track observation tasks en route) wa 75 minutes. Had he not wasted ten minutes in the wrong field at the finish before rectifying the mistake, his average speed would have bee 54.8 m.p.h.

Slowly they're getting faster!

Enstone, Oxon CHRISTIAN MARÉCHAL

[We apologise for the slip in re-producing Ceci Clutton's letter about his Eagle microlight. We have plans to try one of these motorised hang-gliders ourselves, and G.P. has made a visit to Enstone with a view to doing a flying test, bu was unable to carry this out due to strong winds. We hope weather conditions will be favourable fo our next attempt. — Ed.]

Fate of a Swift

Sir,

Through the columns of your most popular journal may I enquire if any of our many fellow readers knows of the whereabouts, or fate, of Comper Swift G-ABWW. This was a Gipsy engined version built to the order of Lord Wakefield for entry in the King's Cup for Fielden to fly, with some success.

London W4. DENIS COMPER

QUALITY ASSURANCE



Coils – High energy ignition coils, complete with brackets, suitable for 2-6 cylinder vehicles. Available in ordinary and cold start versions.



Master Pilot Set – Twin stainless steel fog lamps including covers, relay switch, warning light, wire, connectors and fuse.



Black Owl – Powerful Halogen auxiliary lamps with tough, matt-black finish, including a fully adjustable mounting bracket. Rectangular version – Black Hawk – also available.



Sentinel Rear Fog-lamp kit – Three times more powerful than standard rear lamps. A complete kit of two lamps with illuminated switch, cable, connectors and mounting brackets.



Brightstrips – Fluorescent striplight of ultra slim design and low current consumption with built-in switch. Ideal for vehicle, caravan or boat interiors. Available in 4W and 8W.



Pentalite – The multi-function rear lamp panel incorporating fog light, reversing light, rear light (+ reflector), stop light and indicator. Ideal for the custom builder.



Quadoptic – Twin 7" Halogen headlamps with split beams to enhance foreground lighting, illuminate both curbs and penetrate further into the distance.



Master Charger – Car battery charger with fully insulated case and thermal cut-out plus cable storage and carrying case. BEAB approved.



Hair Raiser – The big rally lamp available in driving, fog or long-range versions with a powerful Halogen bulb, lens covers and a heavy duty mounting bracket.

Wipac's reputation for quality and durability is confirmed year after year by car enthusiasts and manufacturers coming back for more. They know how well designed and durable Wipac products really are. They know that as Wipac's a British company they don't have to go to the other side of the world to get spares and Wipac is one of the few car accessory manufacturers that provides an after sales service.

Get the reassurance of Wipac around you. Insist on Wipac car accessories.

THE WIPAC GROUP, BUCKINGHAM, ENGLAND MK18 1BH. Tel: 02802 3031.

WIPAC

QUALITY BEGINS AT HOME

INTRODUCING THE ALL-NEW

CAVALIER



Top: Cavalier GLS 5 door hatchback.
Centre and below: Cavalier GLS 4 door saloon.
Cavalier 1300S from £4165. Cavalier 1600S from £4588.

The all-new Vauxhall Cavalier is here. It took four years of intensive work. It took a complete rethink. And it took the resources of the world's largest car maker, General Motors.

90 HP.
THE POWER YOU WANT.

Cavalier's new generation of 1300S and 1600S engines produce more power yet better fuel economy than was imagined possible for this class of car.

The 1600S produces a remarkable 90 hp. That's as much as some 2 litre cars can manage. What it means to you is excellent performance and pulling power.
That's the kind of power you want.

46.3 MPG.
THE ECONOMY YOU NEED.

An increase in engine power usually comes at the expense of economy. Not so with the new Cavalier. Thanks again to those advanced new engines and thanks to extremely efficient aerodynamics, the new Cavalier has easily the best fuel economy in its class. No family saloon of this size and price can match it.

D.O.E. figures show that the 1600S gives you 29.4mpg around town. And at a steady 56mph, an extraordinary 46.3mpg. And the 1300S is equally impressive.

These days, you don't just want economy. You need it.

And with the all-new Cavalier, economy is exactly what you get.

£4165.
THE PRICE YOU'LL LIKE.

£4165. That's the starting price of the all-new Cavalier range.

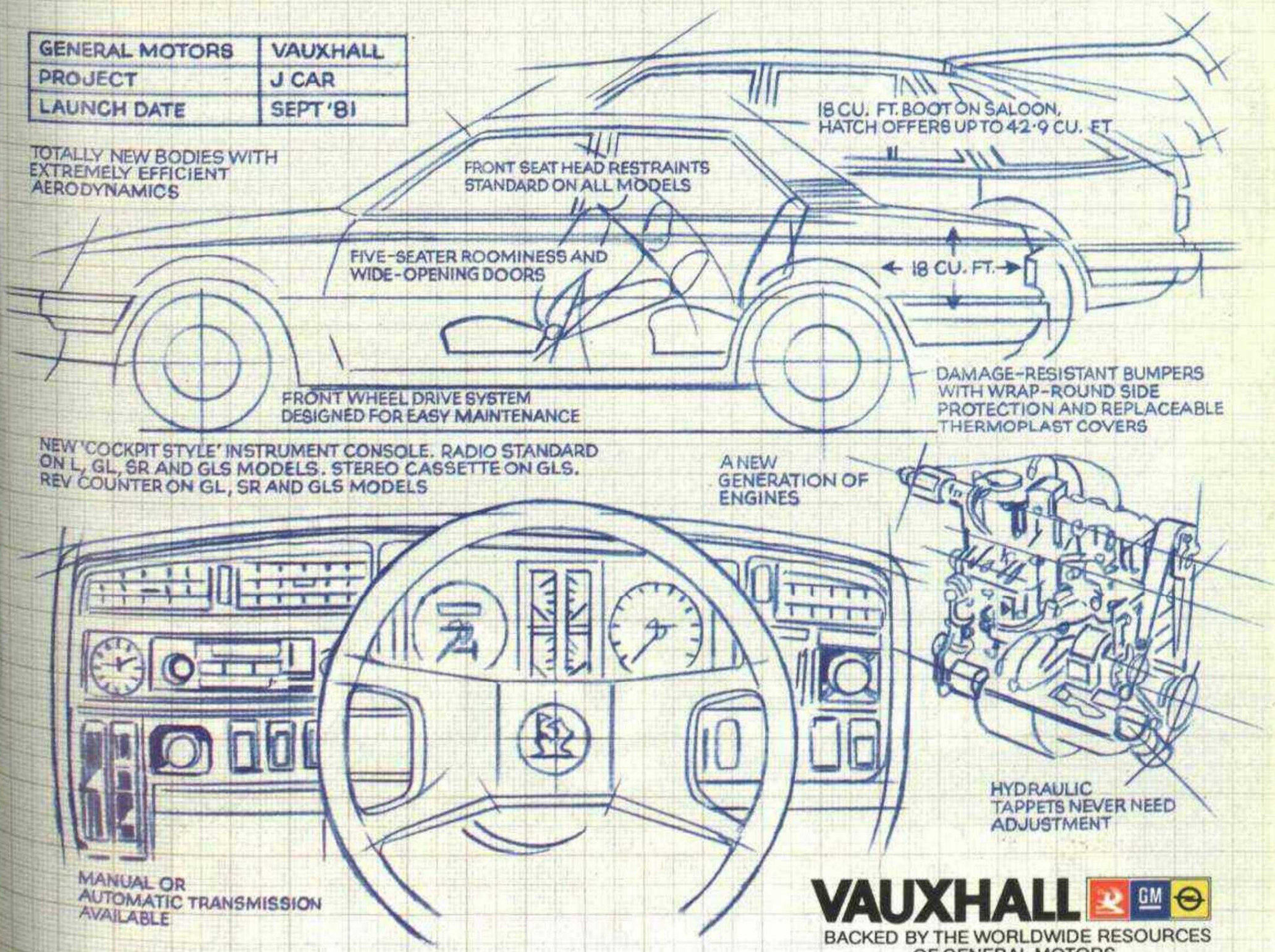
There's a choice of 1300S and 1600S engines. A total of 15 different models with an outstanding choice of specifications. The saloons and hatchbacks are comfortable and spacious thanks to the front wheel drive design.

See for yourself at your local Vauxhall-Opel dealer.

The all-new Cavalier.

All the power you want. All the economy you need. And all at prices you'll not only like. You'll love.

GENERAL MOTORS	VAUXHALL
PROJECT	J CAR
LAUNCH DATE	SEPT '81



VAUXHALL

BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS.

ALL PRICES CORRECT AT TIME OF GOING TO PRESS INCLUDE CAR TAX AND VAT BUT NOT DELIVERY OR NUMBER PLATES.
D.O.E. FUEL CONSUMPTION FIGURES FOR THE ALL-NEW CAVALIER 1600S MANUAL: CONSTANT 56 MPH: 46.3 MPG (6.1L/100KM). URBAN CYCLE: 29.4 MPG (9.6L/100KM). CONSTANT 75 MPH: 35.3 MPG (8.0L/100KM). 1300S MANUAL: CONSTANT 56 MPH: 42.8 MPG (6.6L/100KM). URBAN CYCLE: 28.8 MPG (9.8L/100KM). CONSTANT 75 MPH: 32.1 MPG (8.8L/100KM). SPECIFICATION AND PERFORMANCE FIGURES ARE MANUFACTURER'S.



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

Choose Duckhams and you'll be using the same oil as the Rothmans Rally Team use in their Ford Escorts.

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

Duckhams' unique formulation goes on giving protection when other oils are past their best.

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

That's why you get extra protection from one oil change through to the next – however gruelling the conditions.

Like the Rothmans Rally Team, make sure you choose the right oil: pure, green protective Duckhams.

Duckhams: the utmost care.

Pure, green protection.

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

RATES	20p per word (maximum 80 words) £3.00 minimum charge. (Maximum of two cars per reader.)
BOX NOs.	£2.00 extra per advertisement. Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London, EC2 4DA.
COPY DATE	By first post on 20th, but earlier is advisable owing to postal delays. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, London, EC2A, 4DA.** Telephone 01-628 4741 for information on small Display and Trade Advertisements.

ADVERTISERS' ATTENTION IS DRAWN TO THE CONSUMER CREDIT (ADVERTISEMENTS) REGULATIONS OF 1980. THIS STATES THE REGULATIONS CONCERNING THE ADVERTISING OF CREDIT AND HIRE FACILITIES. WE ADVISE ADVERTISERS TO CONTACT THEIR LOCAL TRADING STANDARDS DEPARTMENT FOR FULL DETAILS.

FOR SALE

TVR 3000M. 1973, genuinely immaculate, 62,000 miles, unmarked white, green band, green vinyl sunroof, tinted windows, cassette, burglar alarm, house purchase forces sale. £2,550 o.n.o. Tel.: 01-449 5360. (85365

RELIANT SCIMITAR. May 1979, green Wolfrace, tints, stereo, p.a.s., v.g.c. About £5,000. Tel.: 0622 38716 days or 0622 36605 evenings. (85366

ALFA ROMEO 1600 GT Junior. 1975. Recent exhaust, tyres, battery. £750. Also Formula Atlantic Chevron B27 FG box. Slicks/wets. Tel: Gilford (NI) 831276. (85741

RENAULT 1926 NN Open 4-seater shooting car. Restoration immaculate. Photographs on request. Humber 6 cyl 1929-30 Fabric Weymann body. Very rare sole survivor with English logbook. Tel: 01031-40-118900 Eindhoven, Holland. (85786

RILEY 1½. 1953. Genuine 53,000 miles, superb example. £2,495. Vast quantity spares 1½/2½. 1946/55 also available. Tel: Saffron Walden 22330. (85780

TRIUMPH TR6. 1971. Red, superb throughout. Owned by TR register member. Tel: Medway 220700 (evenings). (85783

BENTLEY MARK VI. 1952. Less than 75,000 miles, radiator and clutch renewed, documented history from new. 18 years in my family. Long M.o.T. £4,000 o.n.o. Tel: Pett (042 486) 3175. (85785

LOTUS ELITE Climax STG III ZF. First Nürburgring 81. £5,500 o.n.o. H. G. Auer, Veteranenstr 29, 46-Dortmund-50W, Germany. Tel: 0231 716328. (85778

JENSEN INTERCEPTOR III. Reg. 1974. Only 50,000 miles. Cerise paintwork, beige interior, mint condition, 12 months M.o.T. £4,800. Tel: Uxbridge 34747. (85776

FERRARI DINO 246 GTS. 1973. Yellow, black interior, stereo, 37,000 miles, summer use only. Excellent condition. £11,000 o.n.o. Tel: Bangor (0248) 51911 (office and Answerphone)/028682 564 (evenings). (85777

EUROPA S2. 1970. Blue, stunning performance, good condition. Reg. No. 913 FLY. Spare engine available. £1,500. Tel: Portsmouth 22103. (85896

RS2000. 1980. In white. 15,000 miles. Beautiful car in excellent condition. £4,250. Tel: 0632 324253. (85897

MORGAN 4/4 4-seater. 1975. Cardinal red, black interior, luggage carrier, new hood, full and half tonneaux, 36,000 miles. £4,750. Tel: Reigate (Surrey) 42037. (85898

F 750 RACING CAR. Low cost Formula racing. Full details on request. £575 o.n.o. Tel: Cheddar 742347 or 742291. (85899

BRISTOL 405. 4-door saloon. 1958. Currently being restored by coachbuilders. £1,200 or offer. Tel: Canterbury 65706. (85900

ALFA ROMEO 2600 Sprint. 1963. Probably the best example in the country. Absolutely beautifully restored. 56,000 miles, factory fitted Borrani wires. Regret must sell owing to move, otherwise would not be offered. First offer over £1,200 secures. Tel: 01-642 8935 or Haslemere 53342. (85901

BMW 3.0 CSi. 1973. Metallic blue. £2,000 o.n.o. Tel: 079582 2216 (office hours). (85902

SALE GUY Petrol Electric commercial with search light as original. Fully restored to Concours condition and the only one of its kind left in perfect working order. Austin 20/4 1923 Landaulette Mayfair completely restored chassis up in lovely condition. Further information Tel: Rufford 0704 821217 (evenings). (85903

ASTON MARTIN V8. "S"-Reg. '78 Auto. Classic car, chauffeur maintained, excellent condition. Florida blue, beige hide interior. Offers around £12,500. Tel: 01-405 1260 (days). (86033

TRIUMPH STAG. 1974 "N"-Reg. 39,000 miles only. French blue. M.o.T.'d, hard/soft tops, manual. Immaculate. £2,600 o.n.o. Tel: Wolverhampton 763809. (86032

MODEL AF Ford Saloon. 14.9 h.p. First registered February 1932. Totally original and in good solid condition but requires slight attention to bodywork and exhaust system. In family for over 43 years. Carefully stored over last 13 years. £3,000. Tel: 061 430 6752 (evenings). (86030

1936 ROLLS-ROYCE Phantom III Sports Saloon by H. J. Mulliner. RHD. 12 cyl., Engine No. H 84 S, Chassis No. 3 AX7. Restoration not fully completed, mechanically reconditioned with new spare parts, however, not assembled and not resprayed, to be had favourably due to sudden death of owner. Price to be negotiated. Replies to Box No. 6581. (86025

JAGUAR 5.3 C V12 Coupé. Squadron blue, biscuit interior. Registered May 1978. One owner from new. 30,000 miles recorded. Enormous expense on vehicle at main dealers has kept this vehicle in first class condition throughout. All bills and service history available. GM 400 gearbox, GKN alloys, etc. £3,950 for urgent sale. Tel: 051 227 3314 (business hours only). (86024

FOR SALE–continued

PORSCHE 911 SC. "T"-Reg. Sept. 1978. White with black pinstripe interior. Coupé model with electric steel sliding roof. Stereo, electric washers. 1979 model. 12,000 miles recorded. Service history. Urgent sale. £12,000. Tel: 051 227 3314 (business hours only). (86024

BENTLEY R- Continental Mulliner "Fastback" chassis BC52D. 4.9 manual, black w. beige interior, excellent condition throughout, extensive Rolls-Royce service history, recent respray, engine and gearbox overhaul, new tyres, reasonable offers. Tel: Otford (Kent) 2344. (85151

PORSCHE 356B. 1961. Grey/red, recent work to make this an exceptionally nice example. New M.o.T. £2,750 o.n.o. Tel: Inkberrow (Worcs.) 792474. (85994

JENSEN CV8 Mk. II. Years M.o.T., taxed, Webasto, v. good mechanics, interior. Use a respray. £1,950. Tel: Bures 227255 (Essex). (85995

LOTUS EUROPA SPECIAL. 1975. JPS. Excellent condition. £4,250. Tel: 0602 261512 (after 6 p.m.). (84667

BENTLEY MULLINER SI Continental. 1956. 150,000 miles, garaged in London, three owners from new (one for 18 years). Tel: 01-623 3263 (office). (84272

LANCIA FULVIA 1.3S Sports Coupé. 1975. 60,000 miles, M.o.T. to August 1982. Maroon with white upholstery, new battery, particularly good example of the species. £1,000 o.n.o. Tel: Southampton 776041. (85905

MINI SPECIAL 1100. "V"-Reg. 1979. Silver, black coachlines, undersealed and polyglazed. Excellent condition, one owner. Nearest offer to £2,995. Tel: Whitley Bay 534380. (85907

VINTAGE RILEY 9 2-seater, dickey tourer. 1930. Competely retrimmed in black hide, repainted green, black wings, new hood. Quick sale. £3,700. Tel: 0924 403529 (after 6.30). (85908

ROLLS-ROYCE. Very attractive bodywork by Coachcraft. 1938. Built on reliable Phantom 1 Chassis. Showroom condition. M.o.T.-taxed. Prestige car for show, weddings. Dr. Stewart Lincoln. Tel: (0522) 31598. £14,950. Unused 1939-1977. (85909

ASTON MARTIN DB6 Auto. 1968. Good condition. Must be seen. Major overhaul by Aston Martin-Lagonda 29,000 miles ago, inc. recon. engine/gearbox. Bills available. £5,750. Tel: Sheffield (0742) 344413 (evening). (85910

MERCEDES-BENZ 200 long chassis saloon. 1935. Sound engine, good chrome, six good tyres, taxed with M.o.T. drive away. £4,000. Lots of spares if required. Tel: Lingfield 834133. (85911

ALFA SUD Sprint Veloce 1.5. Super example. 'V'-Registration. White/brown velour interior, expensive radio/stereo cassette with door speakers. Recent service, taxed. £3,750 o.n.o. Tel: Cranleigh 4078 (Surrey). (85700

ROVER 3.5 COUPÉ. Two tone, Webasto roof, 4 speaker stereo system, 62,350 miles. Two owners. Genuine sale, beautiful car. £1,250 o.n.o. P/Ex. possible. Tel: Wivenhoe 4484 (evenings). (85702

GTE AUTOMATIC. 1972. 60,000 miles, recent tyres, battery, exhausts, tan interior. An excellent car and superb to drive. M.o.T. April, tax June 1982. £1,600. Also 1962 AJS 250. Runner. M.o.T. lapsed. £150. Consider part exchange small usable vintage car. Tel: Rotherham 78612. (85703

RILEY RME. 1952. Good condition. New M.o.T., taxed. Best offer over £2,000. Details Tel: Hevingham 493. (85704

FERRARI 2Y5 GTB-4. Excellent condition throughout. New high quality paint and recent complete mechanical rebuild. California car, hence never any rust. All duties paid. An appreciating asset and considered Ferrari's greatest road-going car. Tel: Dr. Bridge, Paignton 558034. (85705

FRENCH SALMSON S4C. 1932. Coach 2 doors, wire wheels, 2 ACT. Complete. Suitable for restoration. Visible at Aurillac, France. £2,000 o.n.o. Tel: (61) 25 36 15 (evenings) France. (85567

AC428 CONVERTIBLE. Manual g/box, Minilites, 3.07 diff., metallic burgundy, 35,000 miles recorded, condition to match. £12,000 o.n.o. Would p/ex ME 3000. Tel: 0748 833054 or 047 682588. (85563

MORGAN FOUR/FOUR. October 1978. Four seater. Leather, w/w, rustproofed. Superb condition. £5,950. Tel: Harleston 852612. (85564

BEAN 11.9 TOURER. 1926. Present owner over 20 years, excellent condition. Taxed, M.o.T. £5,500. Tel: Colchester 72651. (85565

PORSCHE 911S 2.7 Targa. 'N'-Reg. 29.9.74. 5-speed box, Banberg elec. radio cassette. Bitter chocolate with beige trim. Very, very nice genuine car. Tel: Terry (0473) 44874 (eve.). £6,000. (80512

ALFA ROMEO 1300 Junior Zagato. Beautiful condition, recent engine overhaul, M.o.T. Genuine reason for sale. Tel: 056 589 3275 (Cheshire). (85419

KOUGAR-JAGUAR. 1981. 2-seater sports racer, 4.2-litre engine, BRG, special registration number, Wolfrace wheels, absolutely immaculate. £5,400 or exchange for vintage, PVT or interesting car. Apply T. Walder, 3 Fawley Close, Cranleigh, Surrey. Tel: Cranleigh 6316 or Woking 62411 (work). (85420

ASTON MARTIN DB6 Super Leggia. 1965. Present owner 9 years. M.o.T. To old now. £5,250. 60 Wood St., Ilkeston, Derbys. Tel: Ilk 326390. (85418

ROLLS-ROYCE. 1938. By H. J. Mulliner. Due to clearance stripped to bare metal, new chrome, new tyres, new woodwork, new wiring, chassis done, good mechanics, needs trim and paint job. English logbook. Bargain. Bentley Park Ward. 1936. 4.25 litre. Needs paint job. Tel: Arnold, Netherlands 01031-40-118900. (85417

HUMBER HAWK Mk. IV. 1952. Black with red hide interior, 58,000 miles, T&T, mint condition. Offers. £999. Tel: 0905 23129 (Worcester). (85212

PORSCHE 924 LUX. 1979. Mocca, full service history, excellent condition with usual refinements. £7,250 o.n.o. Full details Tel: Swansea (0792) 298624. (84714

FOR SALE–continued

VOLVO P1800E. 1970 (J). Magnificent in BRG, expanding family forces reluctant sale by VOC Member. Second owner last five years. £2,750. Tel: Yateley (0252) 871378. (85248

PAIR OF BENTLEYS. 1925, 3-litre landaulette by Park Ward. A truly magnificent, unique motor in exceptional condition. Around £22,500. Also 1938 Gurney Nutting fixed head coupé, very pretty (of course!), repainted, retrimmed, very rare. £11,750 o.n.o. Would add cash to either/both for exceptional sportscar. Tel: Parker, 01-737 3861. (84716

ASTON MARTIN DB4 Modsports. Highly modified. Racing parts, profession f/b panels, moulds. Very neat classic racer. £4,500. Tel: Maidenhead 24672. (84762

LOTUS EUROPA SPECIAL. 1975. JPS colours. LHD, body off rebuild, chassis fully rustproofed, new springs, dampers, bearings, U/J's, water pump etc., body prepared and resprayed by fibreglass specialist body shop, stereo cassette/radio, sun roof, Sundym etc. £4,200. Clarke, Beukenhof 3, Zwijnaarde, Gent 9710 Belgium. Tel: 091 22 79 15. (84488

MORGAN 4/4. 1977. Green, stainless steel exhaust, roll bar, 16,000 miles. Tel: Findon 3450. (84679

ASTON MARTIN DB6 Volante. 1968. 'G'-Reg. Rebuilt engine, new automatic gearbox and factory reconditioned back axle, 25,000 miles ago, one owner since new has maintained this car regardless of cost. £9,500. Tel: Michael Holt, 01-589 9956. (82930

ALFA ROMEO GT Junior. 1975. One loving owner. Silver & black, 44,000 long M.o.T. £1,100. Tel: Frome 830714. (83795

BMW 2000 touring. 1972, pristine, maroon (Malaga). One lady owner from new, BMW service history. No expense spare, M.o.T. and taxed Sept. '82. Available end Sept. £1,750. Tel: 0604 44717 (office) 0387 41611 (evenings). (86411

1959 ELVA FORMULA Junior, BMC engine and gearbox, superb immaculate 'Mini Vanwell or 250F' shaped single seater. Beautifully restored by Peter Denty. Raced in FIA and FISA Rounds in England and Europe. Eligible Lloyds and Scottish also. Price includes complete spare engine and gearbox. £8,000 o.n.o. Tel: Roger Williams, 0638 714741 (office) 713269 (home). (86417

JAGUAR XK150 coupé, just finished 3-year total chassis up professional rebuild comprising nearly all new parts, dark blue, c.w.w., overdrive, grey interior, still never been driven, concours contender. Cost me £9,850. Going abroad hence £6,750 or offers. Tel: Orpington 27220. (86412

JAGUAR V12E 2+2, K-Reg., s/s exhaust, sun roof, £3,000 recently spent, immaculate. £5,450. Tel: 0625 26363, 0625 73781 (evenings). (86413

E-TYPE JAGUAR 2+2 72, red, 36,000 miles, complete mech. overhaul, paint recently redone, history, receipts, extremely good condition, no rust at all, interior redone. £6,200 or offer. Tel: 01 693 3510 evenings and weekends. (86414

TR6 cream, overdrive, mint condition low mileage. £2,000. Also K-Reg. Volvo 145E Estate £750. Tel: 01-340 3911. (86415

TR6 1975, V-Reg., r.h.d., export model, low mileage, tonneau. Possibly one of the best examples available, £2,990. Tel: Oxted 6437. (86418

MORGAN 4/4 1600 GT, 2-seater, Royal ivory, wire wheels, tonneau, stereo cassette, only 26,000 miles, M.o.T. July 1982, £4,000 o.n.o. Tel: Swindon 78211. (86419

MGB GT V8, blaze with black interior, 30,000 miles, good condition. Tel: Clacton 21873. (86423

SALE 1949 Allard Drophead Coupe, chassis No. 832, M-model, Reg. No. HAA 165, repainted black, new tyres, M.o.T. Sept. 1982, interior needs attention, £3,250 o.n.o. Tel: 058 082 899. (86424

TRIUMPH STAG 1974M, only 39,000 miles, many extras, new exhaust, tyres and brakes, full tax and M.o.T. £2,250 o.n.o. Tel: Nottingham 297440 (days) 305411 (evnings). (86426

ELVA COURIER, 1960, 4-year rebuild, £2,300 o.n.o. Tel: Hastings 422757. (86428

ROLLS-ROYCE 1957 Cloud 1, one owner, £5,500 o.n.o. Tel: 01-628 7317, Esher 65468 (evenings). (86429

SALMSON S461, 1949, 1.7-litre DOHC, 4-seater, r.h.d., one previous owner, excellent condition, best offer or swap for good 350-500 British racing bike. Tel: Mr. Lalan 58350 Chamery, Chateauneuf, France. (86560

AUSTIN HEALEY, 100M 1955, ice-blue / black, stored since professional rebuild in 1977. £2,750. Tel: Newark 830626 (evenings/weekends). (86561

SCIMITAR GTE, K-Reg., automatic, reconditioned engine and gearbox, stainless exhausts, owner going overseas, £800. Tel: Crowthorne 5497. (86562

BENTLEY MK. VI, 1952, silver grey with tan interior, 3 owners, under 100,000 miles, recent new radiator and exhaust, valve radio, £5,000. Tel: Bath 64766 (business) Wincanton 32345 (home). (86563

MGB GT Mk. I, first registered 31.1.69 and currently used daily, totally original throughout with w/wheels, overdrive, leather seats, HRW, Cinturatos, etc. Slight body rust but in excellent overall condition. Presently fitted with 2-litre reconditioned engine with original motor stripped for inspection. Spare o/d gearbox also included. Offers invited over £1,000. Tel: 061 724 7232. (86564

1927 MORRIS COWLEY, 4-seater tourer, used daily, in excellent condition, £3,900. Scott, Wateredge, Ambleside, Cumbria. Tel: 096 63 2411 (office hours). (86566

MORGAN 4/4, 2-seater, 1975, red, superb condition, wires, luggage rack, £4,850. Tel: 0724 843280 (evenings). (86567

MORGAN 4/4, 2-seater, 1970, excellent condition, due to recent professional rebuild, rustproofed, £5,000 o.n.o. Tel: Reading (0734) 586615 (home). (86568

MORGAN 4/4, 4-seater, 1977S, 10,000 genuine miles, cream / black leather interior, wire wheels, stereo, garaged, immaculate. £6,750. Tel: Dr. Nathenson 01-883 4583. (86569



PAGE & MOY LTD

International Motor Racing Tours 1981

★ **LAS VEGAS GP**
October 17th
7 nights in Las Vegas, Desert Inn, flights by TWA from **£469**

★ **MACAU GP**
November 14th and 15th
A really exciting holiday incorporating the Macau Motor Bike and Car Race.
6 nights in Hong Kong and 6 nights in Bangkok in first class hotels from **£679**

To book for any of the above tours call Leicester (0533) 552521

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

Please send me a copy of your 1981 Motor Racing brochure along with a copy of your brochure to the Las Vegas Grand Prix.
NAME .....
ADDRESS .....
.....
ATOL 133BC MS OCTOBER 1981

MASERATI Bora 4.9

A rare opportunity to purchase this 1979 right hand drive 4,900 c.c. Maserati, the second to last imported into the UK by the concessionaires. Finished in red with stainless roof section, black interior. New aluminium front spoiler, original tyres and equipment. Service history, two owners, low mileage.

Offered on behalf of the owner at £15,000

Please contact:

RICHARD CRUMP
GROOMS BARN
BULLS CROSS RIDE
WALTHAM CROSS, HERTS.
Telephone: Waltham Cross 22121



Private owner offers

1964 Ferrari 250 GT (Lusso)

for sale

Mint condition in every respect.
Red with black hide interior

£18,500

For further enquiries please ring
(0742) 890627



1928 Vintage Chrysler Coupé

Most original condition. Aluminium body with roll down windows, M.o.T., taxed, many useful spares.

£4,750
Tel: Oxford 58168 evenings

SPORTSCAR GARAGES



Daimler Barker Special 2½-litre DHC. Aluminium coachwork, pre-selector, overdrive. Recent overhaul, inc. new hood, recellulosed, chromed, choice of two.

Daimler Barker 4-seat aluminium Drophead coupé. 2½-litre 1949. Recent replacement engine, recellulosed, fitted 3-position hood.

Daimler Century 4-seat. DHC. 2½-litre, new 3-position hood, recently chromed & recellulosed, new leather interior.

We specialise in the sale and preparation of pre-Jaguar **Daimlers** and are always interested buyers of **open Daimlers**.

UNION WALK, SHOREDITCH,
LONDON E2 8HP
☎ **01-729 1221**
HODDESDON 64824

Classic Cars of Coventry

THE JAGUAR SPECIALISTS

Manufacturers of custom built Jaguar convertibles, suppliers and builders of speciality vehicles for the film industry, retailers of new and used Jaguar parts, shot blasting, metal polishing, coach trimming, full service and bodywork facilities. All work carried out by factory trained engineers with a full photographic record.



1965 Daimler 250 V8 *(photo)* This superb example which cost over £6,500 to restore is reluctantly offered at **£4,250.** Choice of five more £250-£600.

1971 Aston Martin DBSV8. 5-speed ZF. Last of the real sports cars only **£5,250.**



Jaguar Mk. I & II *(photo).* Shows a few of our selection of more than 20 cars including 5 2.4's, 6 3.8's *plus several* 'S' types and 420's. Prices from **£250.** Mind you for a good example you should be prepared to pay rather more!

1970 Ferrari 365 2+2. By Pininfarina. A really great car in very nice order throughout. Reg. No. 9 VP. **£8,250**

1955 Hillman Minx Mk. VIII 'Gaylook'. Almost certainly the best in existence, totally rust free, 20,000 miles in the hand of a fastidious owner, every record kept, tools, handbook, bill of sale. A quite remarkable find at a sensible price. **£1,450**

1964 Jensen CV8, a very good example of this exciting motor car **£3,250.**

Jaguar Mk. X & 420G, we almost certainly have the best selection, more than fifteen to choose from including two air conditioned examples and two with less than 19,000 miles. **Orders being taken for our fabulous convertible version.** *(Photo.)*



1936 Mercedes Wehrmacht Staff Car Replica *(photo).* Built by us to feature in new film 'Raiders of Lost Ark'. Astonishing 120 m.p.h. performance. Either of two cars offered for sale from **£15,000.**



Jaguar Mk VII, VIII & IX, from **£500** to **£5,250,** 2 low mileage, one owner Mk. VIII's, 2 very good Mk VIII's, 1 exceptional Mk IX and serveral others to clear.

EXPORT DELIVERY ARRANGED

JAGUAR CORNER, SOUTHFIELD ROAD
HINCKLEY, LEICESTERSHIRE.
PHONE: HINCKLEY (0455) 613948

(3 mins. from motorway)

FOR SALE–continued

M-REGISTERED NSU RO80, alloy wheels, tinted glass, sunshine roof, fitted wtih latest two plug rotary engine with 18,000 miles, total mileage only 42,000. New battery, radio and stereo cassette, recorded complete with full tool kit and instruction manual, *metallic blue, power steering, carpets, absolutely* unmarked. A chance in a life time to acquire probably the best unmodified car in the country, £2,000. Tel: Dorchester 63912 any time. (86565

VOLVO 1800ES Sports Estate. Pristine condition, low mileage, magnesium wheels, special registration number, this unusual collectors car looks and drives superbly. £3,000 o.n.o. Tel.: 061-336 4894. (86304

MORGAN STANDARD 4/4 1600. Royal ivory, 6,700 miles, as new. £6,750. Tel.: Sheffield 0742 305111. (86305

VOLANTE ASTON. 1966, see ad. under exchanges. Tel.: Grossmark 0273-833282 (Sussex). (86306

SUNBEAM 16.9 TOURER. 1930, good condition, recent engine overhaul, reluctant sale. £7,000. Tel.: Shapland, Bristol 36653. (86307

ROLLS-ROYCE. 1967, personal number, two owners, 85,000 genuine miles, just resprayed and suspension / handbrake overhaul by local RR agents costing over £2,500. £8,500. P/X considered plus cash. Tel.: Bournemouth 432601. (86308

JENSEN INTERCEPTOR. Metallic blue / beige leather, beige vinyl roof, excellent condition and looks superb, only 64,000 miles, M.o.T. £2,595. Tel.: Privett 205 (Hampshire). (86309

MGC ROADSTER. Wire wheels, radio, reasonable body and mechanics, recent tyres and exhaust. £1,100. Tel.: Danehill 790667. (86310

FIAT 124 SPORT COUPE 1800. 1976 (R-Reg.), white, 45,000 miles, one of the last made, radio / cassette, sunroof, excellent condition. £2,100 o.n.o. Tel.: Tunbridge Wells 30726 after 7 p.m. or west Malling 841051 between 8.30 a.m. & 5.30 p.m. Please ask for Paul. (86311

VANDEN PLAS 4-LITRE R. 1967, M.o.T., taxed, good condition, towbar, radio, few faults, many spares plus workshop manual. Offers. Tel.: Rugby 0788 76067. (86312

ALVIS FIREFLY / SILVER CREST SPECIAL. 1932 / 9, VSCC acceptable, much work completed, mountain of spares, no body. £1,900. Tel.: 05782-234. (86313

BSA 3-WHEELER TRIKE. 1934, chassis restored, original car, much work done. £675. Tel.: Upper Largo (033-36) 270. (86314

LOTUS ELITE 503. V-Reg., silver, red leather, under 7,000 genuine miles, sunroof, immaculate condition. £9,750 o.n.o. Tel.: Phillip Perkins (0234) 213144 office hours. (86315

DAIMLER SP250. 1962, red, soft top, good mechanics and chassis, used daily, M.o.T., tax, spares. £1,825. Tel.: Martock (Somerset) 824794. (86316

ALFA ROMEO 1300GT Junior Sports, 1971, white, 68,000 miles, M.o.T. 1.6.81, one owner since 1972. £650. Tel.: Farnborough (Banbury) 245. (86317

COOPER S 1275. Registered 1967, completely rebuilt, walnut dash, JPS colours, flares, alloys, long M.o.T. £1,250 o.n.o. Tel.: 01-248 5161 (daytime). (86318

LANCIA MONTE CARLO. 1978, S-Registration, M.o.T., gold convertible, good condition, 35,000 miles, attractive car. £2,950. Tel.: 0892 890711 (day), 0892 22824 (evenings / weekends (Tunbridge Wells). (86319

JENSEN CV8 MKI. 1963, immaculate condition, maintained regardless of cost, history from new, British Racing Green, tan leather seats. £4,000. Tel.: 0632 534470. (86321

BROOKE SPECIAL. 75% rebuilt including original Dixon 6-carburettor manifold. £17,000 spent to date but owner unable to continue with rebuild. This famous special has had some notable successes including winning Manx Grand Prix 1948. Any reasonable offer considered. Viewing by appointment only. Write Box Number 6582. (86322

1932 ROLLS-ROYCE 'D' Back Limousine. Dismantled but complete with good bodywork by Hooper. £3,500 o.n.o. Tel.: York 27275. (86323

LOTUS ELAN SPRINT FHC. Red over white, tinted screen, new dashboard, carpets, and five new tyres, taxed and test twelve months, low mileage, excellent condition. £3,200. Tel.: Chesterfield 862297 before 5 p.m. (86324

£100 secures an MGB GT. 'E' Registration, five wire wheels, tyres reasonable. Ran well last summer but will have to be towed away. View Weybridge, Surrey. Tel.: Weybridge 43314. (86146

RS2000 CUSTOM. V-Reg., powder blue, polished RS alloys, tints, one previous owner, 23,000 miles, truly immaculate, unmarked condition. £4,100. Tel.: Tiverton (Devon) 257414. (86148

FORD AA TRUCK. 1929, completely restored over last five years, concours winner, taxed. £4,750 o.n.o. Tel.: Wakefield 823891. (86149

SUNBEAM DAWN SALOON. 1934, completely restored, mint. £4,500 o.n.o. Tel.: Wakefield 823891. (86149

ASTON MARTIN DBS V8. 1973, s / h / l, automatic, injection, Ascot grey with blue hide interior, excellent condition throughout, low mileage. £4,995. Tel.: 01-428 4018. (86150

MGB GT V8. 1974, damask red, radio, cassete, M.o.T. until March, tax February, above average mileage. For quick sale. £2,000, no offers. Tel.: Callaghan on 061-480 3632 (office). (86151

AUSTIN SEVEN SALOON. 1930, good condition, M.o.T.'d. £2,250 o.n.o. Tel.: 0754 880695. (86153

MORRIS MINI COOPER 998 c.c. 1969, white with black roof, weathershield, sunroof and Dunlop minilite wheels, recently resprayed in original colours, no boy racer extras, new engine and gearbox with bills, etc., M.o.T. 9 months. £1,500. Tel.: Cornwallis Bromesberrow (053 181) 454. (86154

VOLVO 1800 ES. 1972 K, 64,000 miles, this immaculately maintained gold sports estate has been used as a second car, recent new tyres, £800 supervised respray, £250 rechrome with intention to retain, but health now forces p.a.s. model. Handbook states mileomenter records to 999,999 then starts again. With the legendary 820E who knows? Best offer over £3,000. Tel.: Gt. Missenden 4484. (86155

TRIUMPH GT6. 1974, good condition, extas, 12 months M.o.T. £1,800 o.n.o. Tel.: Paul, Loughborough 214885 weekdays, Oakham 2164 weekends. (86156

FERRARI 246GT DINO. 2,418 c.c., Rossi red, 34,000 miles, one owner, 1973, electric windows, radio tape, Zintex sheets to protect notorious areas, new exhaust, tyres, discs, trans box, always over 25 m.p.g., no oil usage, service bills available, excellent investment. £10,250. Tel.: Broadway (0386) 853413. (86157

E TYPE V12, convertible, late 1974, personal reg No. Primrose yellow, beige interior, chrome wheels, whitewall tyres, superb example. £6,750. Tel.: Dertford 21013. (86350

FOR SALE–continued

FORD 10 PICKUP. 1954, pre-war style, Wood body, restored. Offers over £500. Kell, 43 Heoldon, Whitchurch, Cardiff. (86158

AUSTIN HEAVY 12/4 Clifton Tourer. 1928, completely rebuilt to very high standard. £5,750 o.n.o. Tel.: St. Cross 347 (098 682). (86160

TRIUMPH TR6. Mimosa yellow, recent £1,000 engine rebuild by racing company, new factory gearbox, clutch, steering rack, PI overhaul, 205 tyres, USA spec. wheels, Aleybar rollbar, stereo. £1,695. Tel.: Bournemouth 708365, work 733016. (86161

BETA COUPÉ 1600. 1978 (T), blue, red cloth, exceptional, totally rustfree example. £2,150 o.n.o. Tel: Standish (Lancs.) 426297. (86163

BMW 2800. Auto., p.a.s., radio, blue / tan, an immaculate example, undersealed and Waxoyled, a beloved sporting saloon maintained regardless of cost, J registered, new M.o.T., the condition of this car will prove to be an investment. Junior wants sports car so will PX for Elan, TVR, J-Healey or sports / racer, otherwise will sell around £1,450. Tel.: Fillongley, near Coventry 0676 40456. (86164

MGB GT V8. 1975, 52,000 miles, immaculate, blue tints, overdrive, p/exchange, prefer TR5 / 6. £2,990. Tel.: Horndean 591082 (Hants). (86166

ALVIS TD21 SERIES 2. 1963, in need of attention. £500. Ring Basildon 726533 after 4.30 p.m. (86165

ALVIS 12/70. Rolling chassis, complete, no body. £600 o.n.o. Spare sets wheels if required. Tel.: Darley Dale 4669. (86168

MINT 1937 early MGTA in showroom condition, 3 year discriminating rebuild to the highest standard carried out regardless of cost, receipts for over £4,000 on parts alone, engine rebuilt by Vosper Thorneycroft and yet to be run-in, this exceptional motorcar with its original MG number plate is finished in black with green trim, available privately at £8,400. Full details from Hayling (07016) 2144. (86351

1933 MORRIS 10/4, good condition throughout, 14,000 miles from new, need small amount of work. £2,450. Tel: (0983) 298754 work, 296922 evenings. (86352

RILEY MONACO. 1936, long M.o.T., mechanically good, body fair, all original and complete, offers around £1,100, Watson Great Easton 665 (Essex). (86353

MERCEDES 230SL Sports, 1966, auto, h/s tops, dark maroon, off white interior, immaculate throughout. £3,995. Tel: Dartford 21013. (86350

HEALEY SPRITE (Frogeye) 1959, rebuilt engine and gearbox, new tyres, new seats (original) and carpets, bodywork requires general tidying, over £800 spent, accept offer around £650, part exchange later car saloon preferred. Tel: Merstham 3637 (home) 01-669 3788 (office). (86355

MARCOS 3000, 1973, the very last one built, yellow, black interior, sunroof, stainless system, electronic, radio cassette, Kenlowe, new windows, carpets, shockers etc., this car has been stored for last 3 years and is immaculate, low mileage, and M.O.T.d, investment and realistic at £4,000. Tel: 06556 617 after 6 p.m. (86361

E TYPE V12 Convertible, 1973/4, M-Reg, white, red interior, h/rests, chrome wheels, many extras, magnificent condition. £6,750. Tel: Dartford 21013. (86350

1933 RILEY Kestrel, 12.6 concours condition, present owner 21 years. Enquiries 0625 520976. (86356

RS COLOGNE, 3.1-litre Capri, 1974, limited edition, factory spec., £2,500. Tel: 01-519 3316. (86357

ROVER 1920 2 cyl open 2 seater in very good original condition and runs very nicely, nice little toy. Humber 6 cyl. 1929-30 by Weymann saloon in all original condition and sole survivor, drives around the world. British logbooks available. Photographs on request. Tel: Holland 01031-40 118900. (86360

ASTON MARTIN DB4, Mk. III, 1961, Caribbean pearl, 71,000 miles, oil cooler, overdrive, new discs and battery, clutch relined. £3,750 o.n.o. Tel: Cottam Calbourne 205 Isle of Wight. (86363

MORGAN 4/4 2-seater, new 1981, carefully run-in, very low mileage, reluctant sale at £7,950. Tel: (0978) 265062 evenings/weekends. (86365

1960 ALFA Giulietta Sprint recent repaint, welded. Dinitrolled, *new carpets,* many spares including Giulietta Ti still taxed and M.o.T.d, restorable. £1,600 o.n.o. Tel: Pattishall 830324 (home) Northampton 51263 (business). (86366

LEFT HAND drive, air conditioned, fuel injected to American Specification , 1978 Jaguar XJ 6 4.2 fitted automatic transmission, power steering, radio stereo, superb condition. £5,995. Tel: Peterborough 0733 67177 evenings 0780 782591. (86367

1936 1½-LITRE SS JAGUAR running chassis. £1,000. *Available if required at extra cost with two-door* tourer bodywork. Tel.: 058 470 387. (86406

TR6 SOFT TOP. 1972, needs work. £995 o.v.n.o. Tel.: Basildon 551362 after 7 p.m. (86408

LAGONDA 2-LITRE Speed Model, 2-seater Tourer, 1930, engine requires attention. Tel.: Tidworth (Hants) 3261 ev. / wkends. (86409

AUSTIN SEVEN TWO-SEATER SPORTS. 1935, Nippy type body completely rebuilt. £1,850. Tel.: 058 470 387. (86306

BUICK MASTER SIX SPORTS PHAETON. 1926, o.h.v., r.h.d., this large, imposing, fully-restored touring car looks worth twice the asking price of £7,950 and only needs seeing. Might exchange suitable vintage / pvt sports or special. Tel.: Worcester 840252. (86399

MOTOR SPORT. 230 copies, 1958-1981, includes 12 complete volumes. Offers. Tel.: Whalley 3347 (Lancashire). (86400

FERRARI 275 GTB4 Cam engine, totally rebuilt by Rosso Racing to new condition. Tel.: 01-599 5219. (86401

R-R 20/25 SPORTS Saloon by Thrupp & Maberly, 1936, restoration includes paint (brown and cream), brakes, wiring, headlinings, carpets, tyres, new M.o.T. £14,000. Tel.: 054-857 432. (86402

DATSUN 240Z M-Reg., fabulous in black with polished alloy wheels, expensive radio / casette, very fast yet economical. £1,995. Tel.: Yeovil (0935) 4630. (86403

SCIMITAR GTE AUTOMATIC. November 1972, yellow, lovely bodywork, good tyres, high mileage so £1,200. Tel.: Halstead 473493. (86405

FROGEYE SPRITE. 1960, reconditioned engine, body professionally restored, tyres almost new, used daily as second car, tax / M.o.T. July 1982. £900. Tel.: Bardon Mill 490. (86394

TRIUMPH VITESSE Convertible Mark One. 1968, reliable and economical. £1,250 o.n.o. Tel.: Worcester 821064 for full details. (86396

MG-B GT V8. 1973, harvest gold, all V8 extras, plus sunroof and more, one year's M.o.T., very good looking machine, well maintained and regularly serviced, going abroad, hance sale. £2,800 o.n.o. Tel.: 031 336 1225. (86397

FOR SALE—continued

BMW 2002, 1973, silver, sunroof, new exhaust, XZX tyres, Waxoyl treated, radio, cassette, rear fog lights £1,125 Tel: Hurstpierpoint 833443 (86395

RILEY RME, 1955, 1½ litre, exceptional condition, Connaught green, tan interior, new roof, rechromed, etc., recent engine rebuild, requires simple finishing, eg carpets, used daily. Offers over £2,000 or exchange for TR2, 3, 3A. Tel: Retford 817787 (86398

ALFA ROMEO 1600 Spyder, 1967, Red, long tail, good condition, delightful driving. Offers. Tel: Farnborough, Kent 66 53620 (86757

MG MAGNETTE, 1958, Black, 108,000 miles, One owner, M.o.T. to February 1982, £1,000 o.n.o. Tel: 036 786 247 (86758

FERRARI DINO SPYDER. Respayed rosso chiaro, refrimmed in beige leather, recent engine rebuild. Too much more to list. Sensibly priced at £11,000. No time wasters. Tel: 01 592 8397 (evenings) (86759

VAUXHALL CRESTA, 1955, 24,000 miles, taxed, M.o.T. Quality and condition cannot be described. £1,650. Further details Tel: Harrogate 0423 502626 (86760

BMW 635 CSi, 1979, Dark grey, grey leather interior, 32,000 miles, £13,000. Tel: 07914 3861 (86762

ROLLS-ROYCE CONVERTIBLE, 1969. Excellent condition. Only needs seeing at £12,950. Tel: 0242 673134 (Glos., 6-8 p.m.) (86763

BENTLEY R TYPE CONTINENTAL. Mulliner body, chassis no. BC 38D, 4.9 automatic. Regal red beige. Good basic condition body and mechanical. Nr. Wincanton, Somerset. Executor's sale. £16,000 o.n.o. for quick sale. Tel: Mr. Saunders, 01 734 2211 (86764

TR6 150 BHP, 1971. Mechanically rebuilt, some new body panels. Very quick and reliable. £1,500 or nearest offer. Tel: 021 422 4612 (86765

AUSTIN A40 Sports, 1952, four seater, good condition. M.o.T. August 1982. £750 o.n.o., exchange Velocette or Ariel HT5 m-cycle. Tel: 021-743 6945 (86766

ASTON MARTIN DB 2/4 Mk. II, 1957, much work done including top overhaul, clutch, steering, etc. £2,000 o.n.o. Tel: 01-467 6132 (86767

VW SCIROCCO 1975(N), silver, stereo, electronic ignition, 12 months M.o.T., excellent condition, £1,750 o.n.o. Tel: 01-467 6132 (86767

MGB GT 1974 (N), only 29,000 miles, white, chrome bumpers, regularly maintained and in excellent condition, o/drive, s.s. exhaust, tinted glass, radio. £2,750 o.n.o. Tel: Christchurch (0202) 482551 (86768

LOTUS ELAN 130 S-2, 1974, limited edition in John Player colours, two lady owners, 10 months tax and M.o.T. Tel: Stamford 3271 evenings Thisilton 393 day. £3,500 o.n.o. (86769

MGB GT, 1974, overdrive, white, chrome bumpers, truly superb, low mileage, service history, laid up winters. £2,650. Tel: (0329) 235104 (Hampshire) (86770

MORGAN 1981, green, 4/4, 4 seater, taxed, wire wheels, rustproofed etc. Tel: Saxthorpe 613 Norfolk (86771

MGA ROADSTER in superb show winning condition, not to be confused with others, to much detail to list. MG Club member, sacrifice for £2,950. Tel: 051-546 0329 (86773

FIAT 124 Sports Coupe, 1600 c.c., 1971 (J), two owners, rare good example, 59,000 miles, sunshine roof, stereo radio cassette, M.o.T., taxed £720. Tel: 0483 892438 (Guildford) (86792

SCIMITAR GTE, 1977, gleaming white, electric Sundym windows, radio cassette, Wolfrace wheels, all usual refinements, average mileage £3,750 o.n.o. Tel: Hull 563770 (86793

MGB GT V8, 1973, below average mileage, above average condition, well cared for and particularly attractive to any MG enthusiast. £1,800. Tel: 01-580 7618 (Office) 01-878 6319 (86794

JAGUAR MK1 3.4, 1958, o/drive, Sherwood green, c.w.w., restored to pristine condition and featured in T&CC Magazine. Recent complete engine rebuild by Forward Engineering with extras. All mechanical parts throughout the car overhauled, including rebuild c.w.w., new petrol tank and tyres. Laminated screen, £3,450 o.n.o., numerous spares. Further details Tel: 076 387 391 (Herts) evenings. (86795

ASTON MARTIN DB6 1967, automatic, wire wheels, radio, new exhaust and tyres, champagne mink, blue hide interior, 54,000 miles in superb condition has only covered 6,000 miles in last 3 years, £5,950 o.n.o. Tel: 340 9728 or 485 3905 day (86796

LOTUS EUROPA twin cam, "K" registered, cardinal red, low recorded mileage, excellent, £2,350. Tel: Bath 316226 (86784

BENTLEY 1949 MkVI saloon, low mileage, excellent bodily and mechanically, known history, no rust, £3,500 o.n.o. Tel: 026 482 3799 (86786

GOLF GTI July 1981, mars red, UK supplied £5,700 nearest, private Tel: 0639 50362 (86788

FERRARI DINO 246 1971, Chiaro rosso, black upholstery, low mileage, superb condition, kept in heated garage, little used, £8,800. Tel: 051-924 5565 (86787

MORGAN 4/4 2-str., 1974, immaculate condition, numerous extras, new morgan forces reluctant sale, £5,100. Tel: 0978 59507 (86789

E-TYPE 4.2, 1966, superb condition throughout, rust free, fully restored to high standard £4,250 o.n.o. Tel: Wolverhampton 751812 (86790

ASTON MARTIN DB4 series 2 last owner 13 yrs, retirement due to sale, very sound, requires minor refurbishing, £2,500. Tel: Bishops Waltham 2684, Hants (86780

DATSUN 280Z 2+2, 1978, metallic blue, immaculate condition, £4,300 o.n.o. Tel: Doctor Robertson, Swindon (0793) 812291 (86781

1934 MORRIS Minor Special Coupe, coachwork by Archie Maddox of Huntingdon, in immaculate condition throughout, M.o.T. and taxed, £2,500. Tel: Blackpool 892210 (86791

ESPRIT S-REG, low mileage, radio, £5,950, might p.ex. Tel: 01-449 1144 Chris (86782

TR7, V-Reg, immaculate, white, 9,500 miles, supercover for 12 months, extras include, glass sunroof, side stripes, stereo cassette radio, rustproofed, £3,750 o.n.o. Tel: (0742) 364841 (86783

TRIUMPH VITESSE very unusual car fitted 2.5 engine with o.d. 100 m.p.h. +, H-Reg, convertible and hard top, £600 of extras, 1 owner, 33,000 miles, £1,000. Tel: 01-821 1618 evenings or week-end (86777

1961 JAGUAR Mkll, 3.8-litre, red, red leather, manual, o/drive, c.w.w., superb condition, new engine, gearbox, o/drive (by Forward Engineering), cherished number 9 WNO, new suspension, shock absorbers, radial tyres, tubes, exhaust, carpets, radiator, battery etc. M.o.T., taxed 1982. £4,150 o.n.o. Tel: Copthorne 712911 (86778

MORGAN AERO 1929, full details in November's Practical Classics, including photographs and road test, £6,000. Tel: 01-578 3810 (86814

FOR SALE—continued

LANCIA AURELIA B20 GT, opportunity to acquire one of these rare much undervalued famous 1950's grand touring cars, soon to be featured in many motoring magazines, very original, stainless exhaust, taxed, M.o.T. Reg No. TLE 7. £2,500. Tel: 01-733 9964 (86779

SUNBEAM TIGER 1966, 4.2, white, hard and soft tops, red interior, £3,850. Tel: 01-624 4000 evenings (86775

PANHARD et LEVASSOR, 1898, chassis, type 6 h.p. two cylinder, chaindrive, restoration project, £4,750. J. A. Bruijn, Urkhovenseweg 392 5641 KR Eindhoven, Holland. Tel: 040-811932. (86776

REO, 1905, two-seater with dickey, original paint, 1 cylinder, unrestored, £3,950. J. A. Bruijn, Urkhovenseweg 392 5641 KR Eindhoven, Holland. Tel: 040-811932 (86776

VINCENT EGLI. The original Fritz Egli racing vincent, swiss hillclimb champion, machine uprated by G.P. Ferrari, engine 1,150 c.c. built by George Brown, fabulous machine, spec. too long to mention, will take good vincent in p/x. £3,500. Tel: Bishops Waltham, Hants 2684 (86780

LOTUS 7 ex-racing car, complete professional rebuild, registered and street legal, red taxed, M.o.T. with special plate LOT 459, chromed rose jointed suspension, dual circuit brakes, magnesium wheels (9"-7½") new tyres, full-race Ford 1760 c.c. dry-sump, twin DCOE's 40's, oil-cooler c/box, limited slip etc. Race history, records, reluctant sale due to business commitments, £3,400, less without number-plate. Tel: Salisbury 23100 (day) 332453 (evenings) (86798

DE TOMASO Mangusta 1971, metallic gold, a breathtakingly beautiful car, one of only 100 ever made, spare engine, windscreen wheels, tyres, discs and gullwings, £7,500. Tel: (0274) 880579. (86799

BMW 2002 Lux 1975, superb, 29,000 miles guaranteed, BMW service history, years M.o.T., taxed February 1982, runs beautifully, Blaupunkt radio, good tyres, already a classic, private sale, £2,100. Tel: Camberley 21831 (86800

ALFA ROMEO Spyder drophead coupe, 2,000 c.c., red, alloy wheels, rustproofed from new, one previous lady owner, certified 12,000 miles, new stereo radio cassette, pristine condition, is as new, £4,850 o.n.o. Tel: Huddersfield 714069 (86802

LOTUS ELAN Sprint, FHC, L-Reg., original red over white, black interior, used as third car, bills for £2,000 in the last 8,000 miles, Immaculate and genuine car, £3,450 o.n.o. Tel: 0484 714069 (86802

PORSCHE 924 Lux, 1979V, 18,000 miles, 5-speed box, factory sun roof, Blaupunkt stereo cassette, radio, electric aerial, metallic red, black interior, AFN service history, taxed Jan. '82, £7,500. Tel: 01-979 1852 after 7 p.m. (86804

CITROEN 11B 1957, black, grey interior, French registration, 25,000 miles, superb, £1,900. Fongrenon, Cercles, 24320 Verteillac, France. Tel: 010 33 53 90 65 28 (86805

MGB GT Jubilee model, 27,000 miles, immaculate, one owner since new, M.o.T. and licence 7 months, N-Reg., offers over £3,500. Wheeler, Whistley Bridge Field, Twyford, Reading RG10 0RA (86806

ESCORT RS2000 Mk. I, 1974 (N), red and orange, RS alloys, rally seats, domestic use only, good condition throughout, taxed, year's M.o.T., offers. Tel: Maidenhead 20085 (86807

MG TD 1951 BRG, completely rebuilt like new almost concours condition, owned by French diplomat last ten years, £5,600 o.n.o. Tel: Leport 439 17 35 (office), 727 22 69 (home). (86808

FLAT RAD Coupe Morgan 4.4 S S engine, chassis up rebuild, new frame, panels, leather, chrome re-built radiator, requires final finishing and painting hence £3,000. Tel: Hurwood, 0553 829291 (Kings Lynn) (work), 0376 511224 (Witham) (weekends) (86809

JAGUAR E-TYPE Roadster, 1970, 4.2 manual, BRG, chrome wire wheels, separate hard top, service history available, in excellent condition, £4,950. Tel: Upminster 23963 (86810

MGA TA 1936 chassis-up restoration, rebuilt body, engine, wheels, axles, instruments etc., 80% complete, books and manuals, must be sold. Austin 7, 1931, in kit form, 4 engines, 4 gearboxes, 2 back axles, 3 steering columns, all original, Johnson yacht twin outboard motor, no reasonable offer refused. Tel: 0908 562297 (86811

RARE PEUGEOT 504 coupé, Pininfarina, 2-door fixed head body, genuine 26,000 miles, 2-litre fuel injection, stereo, electric windows, Zeibarted, £2,750. Tel: Hampton, Marlow 5699 (home), High Wycombe 25252 (office). (86812

PORSCHE 912, 1967, silver, 5-speed, gearbox, new tyres, battery, exhaust and much more, M.o.T., taxed, excellent condition throughout, £2,450. Tel: Farringdon Oxon 20082. (86813

MY 1974 2002 turbo was a one owner, full service history car before I rebuilt it. It is now outstanding, £4,500, might take PX. Tel: 01-578 3810 (86814

JENSEN INTERCEPTOR Mk. III, utterly immaculate metallic blue coachwork, reconolised oatmeal leather trim, engine totally rebuilt, new lifters, rings, bearings, pump, heads fully reconditioned, beautiful example only 800 miles since work completed, £3,495. Tel: High Wycombe 446720. (86816

LOTUS ELAN DHC54 with Webers, black and gold, sundym, hardy spicer drive shafts, M.o.T. June '81, tax March '81, excellent car inside and out, £2,150 o.n.o. Tel: Bognor Regis 827298 (86817

JAGUAR MK. II 3.4S, 1965, manual + overdrive, excellent condition throughout, tools, manual, Radiomobile, tax one year 1st Oct 1981, long M.o.T. (A sound investment), £2,500 o.v.n.o. Tel: 0407 710 510. (86818

MG8 GT, 1974 with removable glass sunroof, overdrive, radio, etc. £1,460 o.n.o. Tel.: Mr Dance, Wrexham (0978) 662150 office hours or Overton-on-Dee 616 weekends (86593

BMW 2002 LUX AUTO, 1975, lovely condition, stereo, metallic paint and other extras. £1,950 o.n.o. Tel.: Macclesfield 616895 (86594

DATSUN 260Z, 1978 (T), silver, sunroof, good condition, £3,600. Tel.: Wigton (Cumbria) 2754 (office), 3002 (home). (86595

E-TYPE JAGUAR, 1972, 4.2 Roadster, primrose, showroom condition coachwork, tinted screen, Jap Pearce mag alloy wheels, large polished alloy spinners, radio/electric aerial, Fibresport h/top (XJS look), Jaguar specialist mechanical renovation, complete engine re-build, new brake discs, pads, clutch and exhaust system, personalised number, economy, performance, individuality, 12 months M.o.T., taxed. £7,750. Tel.: 021 308 6221 (Birmingham) (86596

TRIUMPH GT6 MK. III, Black, 2.5-litre, 140 b.h.p., fitted triple twin 40 DCOE Webers, new servo, electronic ignition, plus many extras, a very fast machine, addition to family forces sale. £1,475. Tel: Leicester 777905 after 5.30 p.m. (86537



£6,495 BMW 728 1978. Iberian bright red with black velour, 28,000 miles only, radio cassette, twin electric mirrors, etc.

£5,395 MERCEDES 280 SE 1975. Ivory with tan interior, auto with p.a.s., central locking, radio cassette, etc.

£4,695 LOTUS ELITE 1976. Lagoon blue with tan interior, 5 speed, gearbox, alloy wheels, electric windows.

£4,195 FIAT X1.9 1980. Metallic silver with ivory trim, radio etc., one owner, 11,000 miles.

£3,195 MGB ROADSTER 1977. Tahiti blue with striped cloth, overdrive, works hard and soft top, radio, etc.

£2,995 ALFA ROMEO GIULIETTA 1.6 T-REG. Midnight blue with beige, cloth trim.

£8,395 PORSCHE 924 LUX 1980 Series. In deep aubergine with chequerboard cloth, factory sun roof, alloys, cassette etc., 5 speed gearbox, electric windows.

£8,295 BMW 633 CSIA 1977. Superb example in reseda metallic green, factory air conditioning electric sun roof and windows, alloy wheels, auto with p.a.s., radio cassette, etc.

£6,795 MERCEDES 350 SL 1973. Royal blue with hard and soft tops, auto with p.a.s., radio casssette, factory rear seat etc.

£6,795 DATSUN 280 ZX 2+2 1979. Bright red with black cloth, 5 speed gearbox, alloy wheels, electric windows, radio cassette, 12,000 miles.

£5,995 TVR TAIMAR 1978. Metallic blue with neutral modelband, sunshine roof, radio, alloy wheels, 16,000 miles.

£5,795 ROVER 3500 SDI 1979. Automatic, persian aqua with tan cloth, p.a.s., electric windows, radio cassette.

£4,995 BMW 323i 1978. Black with grey cloth, electric sun roof, Mahle alloy wheels, tinted glass, radio cassette, one owner.

£4,995 JAGUAR XJ6 4.2 1978. Moroccan Bronze with tan hide, electric windows, tinted glass, radio cassette etc.

£4,895 TRIUMPH TR7 CONVERTIBLE 1980. Persian Aqua with 5 speed gearbox, radio cassette 10,000 miles.

£4,695 JAGUAR E TYPE 4.2 Fixed Head Coupe 1970 J-Reg. Willow green with biscuit interior, chrome wire wheels, sunshine roof.

£3,995 FIAT 131 SPORT 1980 W-Reg. Signal orange with black interior, radio, sports wheels, P6 tyres, etc.

£3,995 FORD CAPRI 3.0 GHIA AUTOMATIC 1978 T-Reg. Oyster gold with tan trim, sun roof, alloy wheels, etc.

£3,595 COLT SAPPORO 1978 T-Reg. Bright red with grey cloth, 5 speed gearbox, p.a.s., radio, etc.

£3,595 FORD GRANADA 2.8 GL AUTO. Royal blue with sun roof, p.a.s., radio cassette, etc.

£3,495 ALFA SUD 1.5 TI 1980. Italian red with black trim, sunshine roof, radio cassette, 7,000 miles only.

£3,495 ROVER 3500 SDI AUTO 1977. Platinum silver metallic with Caviare cloth, radio cassette, central locking etc.

£2,895 BMW 518 1978. Mint with beige cloth, service history.

£2,895 RENAULT 20 TS 1978. Metallic bronze with tan cloth, p.a.s., central locking, radio.

£2,795 AUDI 100 GLS AUTOMATIC 1977 S-Reg. Ivory with tan trim, sunshine roof, etc.

£2,795 SAAB GL 4 Door Auto 1977. Medium blue with cloth interior.

£2,195 FORD GRANADA 3000 GL ESTATE 1976. Auto with p.a.s., white with black trim, sun roof, etc.

£2,195 FORD CAPRI 1.6 1976. White with black interior, vinyl roof and radio.

£1,795 BMW R100s MOTORCYCLE 1979. V-Reg, metallic red, Krauser Panniers.

AVAILABLE SHORTLY

LANCIA MONTE CARLO CONVERTIBLE. 19,000 miles.

ALFA 2000 GTV 1979V. Black, alloys, air conditioning.

CARE CARE "CAR CARE" EXTENDED WARRANTY AVAILABLE ★ WANTED QUALITY SPORTS CARS FOR CASH ★ ANY CAR/MOTOR CYCLE PART EXCHANGED

TEL: 01 764 7662/3
620-628 STREATHAM HIGH ROAD, STREATHAM, S.W.16.

GREENCOAT MOTOR COMPANY

ZOO GARAGE, LEATHERHEAD ROAD, CHESSINGTON, SURREY
Telex: Greencoat via Amstelco London 21879 Telephone: 01-394 1114



1977 (S) TRIUMPH STAG. Black, black trim, manual/overdrive, radio/cassette, one owner, full service history, only 12,000 miles. **£5,950**



1977 S PANTHER LIMA. White with blue sides, navy trim, auto., radio, 28,000 miles. **£3,675**



1974 JAGUAR E V/12 ROADSTER. Azure blue, biscuit trim, automatic, Sundym glass, radio/stereo, chrome wire wheels, vinyl covered h/top with sun roof, 1 owner. Full service history. Immac. and original. **£7,950**



1980 W ALFA 2000 GTV SE. Dark blue, beige velour, vinyl roof, metal sun roof, alloy wheels, electric windows, fog lights, rear wiper, radio/cass., 1 owner, 18,000 m. Costs over £8,000 new, our price **£4,850**



1977 ALFA 2000 SPYDER. Silver, black interior, radio, 21,000 miles only. Exceptionally nice example. **£4,650**



1977 Oct. JAGUAR XJS. Squadron blue, biscuit trim, auto., 1 owner since 5,000 miles. All service bills and records. Original paintwork. 38,000 miles only. **£6,450**

ALSO IN STOCK

1980 V ALFA 1.5 SPRINT VELOCE. Dark brown, sun roof, radio/cass., 16,500 m. **£3,999**
1979 RENAULT 5TS. Black, matching trim, 16,000 miles. **£2,995**
1977 STAG AUTO. Red, black trim, 1 owner, 24,000 miles, radio. **£5,250**
1980 PORSCHE 924 LUX. Guards red, sun roof, radio/cassette, 1 owner, Special Reg No. 122 FAM, 19,000 miles. **£8,950**
1980 SCIMITAR GTE. Celtic brown, gold sides, beige velour, alloys, electric windows, radio/cassette, 12,000 miles. **£6,650**
1978 JAGUAR XJ6 4.2. Manual/overdrive, signal red, black hide, chrome pressed wheels. 22,000 miles only. Superb! **£4,950**
1973 E V/12 ROADSTER. White, blue hide int., radio, manual 51,000 m., very clean. **£6,750**
1975 ALFA MONTREAL. Metallic blue, 2 owners, 18,000 miles. **POA**

EXECUTIVE PLUS PERFORMANCE

1981 SUNBEAM 1.6 Ti

Finished in black, coachwork, with silver coachlines, matching black upholstery, front and rear spoilers, front and rear fog lamps, tailgate wash/wipe, Recardo seats, rear seatbelts, mud flaps, alloy wheels, 5,000 miles only, direct from manufacturers, still under Warranty. Choice of several. From. **£3,999**

1979 MERCEDES 350 SE

Finished in metallic, silver green coachwork, complementing interior, auto. power, electric sunroof, Sundym electric windows, cruise control, central locking, headlamp wash/wipe, alloy wheels, radio stereo cassette, one owner, history available. **£11,999**

1979 ROLLS-ROYCE SILVER SHADOW

Finished in garnet with Everflex roof, magnolia hide upholstery, dark brown brading, fitted all usual refinements associated with this vehicle, plus headlamp wash/wipe, one owner warranted 20,000 miles only, service history. **£25,999**

TALBOT TAGORA's 2.2 GLS

Choice of several, fitted 5-speed manual, central locking, remote door mirrors, instrument warning light panel with velour upholstery, luxury and performance redefined, direct from manufacturers, still under Warranty. Would cost today in access or £9,000.

Fantastic value from £6,999

MANY MORE TO CHOOSE FROM — ROLLS-ROYCE, ASTON MARTIN, MERCEDES, JAGUAR

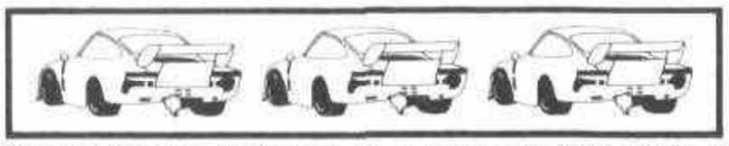
ALSO BUYERS OF ROLLS, MERCEDES, PORSCHE, BMW OR ANY UNUSUAL VEHICLE.

A. TONKS & SONS LTD.,
50/52 High Street, Harbourne, Birmingham.
MAIN DEALER **021 427 3235** Mon-Fri 9.00 a.m. to 8.00 p.m. Sat. 9.00 a.m. to 6.00 p.m.
Cars always wanted, please telephone us.

MOTOR AGENTS ASSOCIATION MAA

WYKEHAMS LTD

PERFORMANCE CARS SOLD AND WANTED



WYKEHAM HOUSE · 8-12 BRAMBER ROAD
FULHAM · LONDON W14 9PB · TEL. 01-381 3131

LONDON CENTRE FOR GTi ENGINEERING



As well as finding a comprehensive selection of handpicked **GTi** Golfs, both secondhand and delivery mileage, you can also can select any of the wide range of accessories and draw on the wide and unsurpassable expertise of **GTi Engineering**

While visiting the Earls Court Motor Fair, why not drop in, we are only 5 mins walk away and will be happy to show you our cars and accessories.

Audi Quattro. RIGHT HAND DRIVE, 1981. Diamond silver, 5,000 miles, superb condition. **£13,995**



GTi Stock list
1982 Golf GTi. Sunroof, diamond silver, delivery mileage.
1982 Golf GTi. Sunroof, black, delivery mileage.
1980 W. Diamond silver, 7,000 miles, P6 tyres. **£5,150**
1979 Inari silver, steel sunroof, radio/cassette. **£4,450**
1979 Black, front spoiler. **£4,350**



Volkswagen Golf GTi Pick Up. Custom built by GTi Engineering, finished in diamond silver, fitted with ATS wheels, P7 tyres, radio/cassette. **£4,250**



Austin Healey 3000 MkII 1962. Silver blue, wire wheels, overdrive, £5,000 restoration, "eat your lunch off the chassis" **£5,950**



1971 VW Kubelwagen. Beetle engine, finished in desert camouflage, full hood and sidescreens, great fun and reliable. **£1,395**



Zender body styling kit. Before and after.



FOR SALE—continued

ROLLS-ROYCE WRAITH, 1939, complete and running but needs restoration. Genuine bargain, must be sold. £3,250. Tel.: Llithfaen (075685) 369 (N. Wales). (86588

BMW 2002 CABRIOLET. White, radio, mag. wheels, new hood, one owner, service history, etc., exceptional condition throughout. Offers around £2,900. Tel.: 01-402 3214. (86589

TVR TAIMAR, 1978, white with brown model band, tan upholstery, sunroof, recio, 29,000 miles. View London or Birmingham. £5,000. Tel.: 021-476 3111 daytime. Ask for Mr. Sharp. (86590

LOTUS 7 SERIES 2, 1981 X-Reg., pagent blue, polished ali., taxed and M.o.T. £4,950 o.n.o. Tel.: Hoddesdon 65853 (evenings). (86584

STAG, 1974 'M', automatic, h s top, radio, electric aerial, etc., M.o.T., taxed, 40,000 miles, in family since new, beautifully maintained. £2,500. Tel.: Horndean 595144. (86585

BRISTOL 406, 1960, blue, white, interior, electric windows, etc., excellent condition, redundancy forces sale. Offers. Tel.: 051-722 7097. (86576

RILEY NINE, 1929 Mark III rolling chassis in good condition and complete mechanically, plus bonnet, wings, tank, dash, scuttle, logbook, etc., would make lovely sports tourer. £1,500 o.n.o. Tel.: 061-330 1826. (86578

MGJ2, 1933, swept wing model, excellent condition throughout. Sensible offers please. Tel.: Hagley 885765 (evenings). (86579

MGA 1600 MK. II, 1962, red, roadster has been stored for last four years, engine and gearbox completely rebuilt and has only 50 miles on clock. Steel wings and body, paintwork in good condition, one year M.o.T., new hood. A very pretty motor car at £3,000 o.n.o. Tel.: Horley, Surrey (02934) 72437. (86580

DAIMLER 250 V8 AUTOMATIC, 1968, beige with tan leather interior, original tool kit, a first class car inside and out having covered only 38,000 miles. £1,950 o.n.o. Tel.: Newcastle-upon-Tyne 675008. (86582

AUSTIN "ULSTER" REP. Professionally built aluminium body, hide trim, s.s. exhaust, 2 piece tonneau, less 100 miles since built, tax, M.o.T. Best cash offer. Tel.: 061-865 9122 (day), Mobberley 2494 (evenings). (86570

LEA FRANCIS FABRIC Saloon Type W. Rare and attractive vintage car, complete and original, excellent condition. £5,000 o.n.o. Tel.: Spennymoor 815252. (86571

ALVIS 12 / 70 SPECIAL. Very potent road hill climb racing special. VSCC eligible with some racing successes. £3,950 including spares. Also Jaguar XJ6 4.2 Coupe. 1976, white, 37,000 miles only, beautiful condition. £3,500. Both cars stored in heated garage, owner due home on leave mid-October. All enquiries answered. Replies to Box No. 6583. (86573

DAIMLER 2½ V8 SALOON AUTO, 1964, exhibition standard having done 37,000 miles, gold cream leather. £1,995, exchanges, particularly Interceptor. Tel.: Southport (0704) 68427. (86574

MGB ROADSTER, 'T' Reg. White, 24,000 miles, excellent condition, brand new stereo radio-cassette and tyres just fitted. £3,100. Tel. Markfield (05305) 2977. (86732

ROVER 100, 1960. Virtually one-owner car, 6 months M.o.T. Very sound condition, mechanics, interior, tyres very good. £675 o.n.o. Tel: Wellesley Telford 3117 (office hours). (86733

BENTLEY R-TYPE, 1954. Auto., shell grey, good condition. Privately owned. £5,500. Bentley Mk. 6, 1951. Black. Used daily. £3,250. Tel: 051 336 4881. (86734

AUSTIN SEVEN Type 65 Sports. Good condition, very fast, new hood. Tel: Stokesley 710518. (86735

MERCEDES 250CE COUPE, 1970. Auto., taxed, new M.o.T. Immaculate. £1,350. Would consider exchange sound restorable 230SL, 220 Conv. or similar classic vintage vehicle. Tel: Upper Warlingham 4404. (86737

MORGAN +8, Nov. 1980. Black with natural leather upholstery, XWX tyres, rustproofed, door handles, 10,000 miles. Excellent condition. £8,975. Tel: Farnham (0252) 714257. (86739

FINE MATCHING PAIR: Bahamas gold Range Rover 1973 and 1979 twin axle, split ramp, and side entry box trailer, 12 x 6 x 6. Rover has electronic ignition, overdrive, stainless exhaust. Both very good for workshop transporter. Offers. Churchill, Garthmyl Hall, Montgomery, Powys. Tel: 068 685 283. (86740

MGB GT, Nov. 1980. Black. Brand new, unused, unregistered. Offers around £6,000. Churchill, Garthmyl Hall, Montgomery, Powys. Tel: 068 685 283. (86740

MGC GT, 1969. Red, black leather interior, overdrive, wires, radio, electric aerial, new Hella spots. Recent kingpins, maintained highest standards. Genuine 62,000 miles. Superb. Year's M.o.T. Cherished registration. £2,750. Tel: York 37847. (86741

MGB GT, 1970. With complete engine and body rebuild recently completed, all bills available. Four new wings, new doors and sills. Webasto roof, respray in original BRG, radio and Rostyles, some spares. £1,750. A. White, 10 East St., Bridport, Dorset. (86743

ROLLS-ROYCE DOCTORS COUPÉ, 1925. Rebuilt engine and new body and horse drawn vehicles. Tel: Ashbourne 43234. (86744

DATSUN 260Z SPORTS, 1978T. Full years M.o.T., taxed. Excellent condition. White and wonderful. £4,000. Tel: 0909 564596 (Dinnington, Yorks). (86745

FOR SALE, 1948/49 SWB Land-Rover. Constant four wheel drive, chain controlled, free wheel lock, brand new tilt cover. Vehicle part restored. Offers. O. P. Nockolds, Rockville, Gabwell Hill, Maidencombe, Torquay, Devon. Tel: 35079. (86746

E-TYPE V12 CONVERTIBLE, 1973. Auto., signal red, beige interior, chrome spoke wheels, Whitewall tyres, superb example. £6,750. Tel: Dartford 21013. (86749

MG BGT V8, 1976. White/black, low mileage, rustproofed, one owner, full history, exceptional condition. Reluctant sale. Offers around £4,000. Tel: 01-278 9876. (86750

TVR TURBO, 1977. Electric windows, shattering performance, much work done and many new parts, including new Turbo, to make this an efficient, appreciating asset. £5,350. Tel: Harpenden 61834. (86751

MORRIS MINOR TWO-SEATER, 1933. 95% complete and requiring much work but good project. £225 o.n.o. Delivery possible. Tel: 021 355 1284. (86752

LOTUS ELITE SG1, 1976. Completely rebuilt with galvanized chassis, balanced engine, overhauled gearbox. Stainless exhaust, Konis. All receipts. Fantastic car. Offers around £5,500. Tel: Norwich 414108. (86754

1934 LAGONDA Rapier Abbott 4-seat D.H. Coupe, new professionally built aluminium body, 1102 O.O.H.C. engine, new tyres, rechromed, chassis restored, still plenty of work. Tel: Rochdale 79100. (86830

FOR SALE—continued

MGB GT V8, 1973. Damask resprayed, engine overhauled and new exhaust fitted. £2,850 o.n.o. Tel: Sanders Rugeley (08894) 78972 (evenings/weekends). (86755

LOTUS ELAN +2S 130/5 JPS. October 1973. One owner, superb original condition. £3,250 o.v.n.o. Tel: Milton Keynes 582234. (86756

VOLVO 1800ES 1972, yellow, manual, overdrive, radio, taxed, tested, in concours condition. £3,500. Tel: 0691 2789. (86839

LOTUS ELAN S4SE, 1969, F.H.C., superb example, gleaming black, 118 b.h.p., second car, pampered regardless of expense. £1,850. Possible Spitfire p.ex. Tel: Bury (W. Sussex) 568. (86834

MORGAN 4/4 1973, red, year's M.o.T., excellent condition throughout, recent engine overhaul, good hood & tonneau, £3,950 o.v.n.o. Tel: Burton on Trent 791100. (86835

SCIROCCO STORM 4-gear, 1980, 8,700 miles, interior alloy mudguards, auto aerial, radio, as new, £5,500. Tel: weekdays Bristol 276583, evenings/weekends Pill 2413. (86836

TRIUMPH Pi Mark 2 saloon, late 1969, 62,000 miles, two owners only, oil consumption negligible, resprayed, £500 o.n.o. Tel: Halifax 54591 evenings. (86837

ASTON MARTIN, 1½-litre, first production model Ulster, July 1934, Reg BML 58, Chassis No. C4/403/S. Rare car in good condition. Rebuilt 1976, offers around £20,000. Tel: 0664 812361 eves. (86838

MG TF 1250 1954, R.H.D. in very good condition, new chrome wires available too. English and Dutch Reg. No. Austin Seven Chummy 1930, needs restoring. Tel: Eindhoven, Holland 40-118900. (86829

1899 ROYAL Enfield Quad, watercooled De Dion engine, two speed gearbox, reliable Brighton runner, concours condition, sensible offers to Threlueld 251. (86831

DAIMLER SP250, 1961, 'B' spec, completely rebuilt chassis and upwards, regardless of cost, must be seen, for details. Tel: 0752 862686, £6,500 o.n.o. (86832

LOTUS ELITE 1974, beautifully finished in gold and brown metallic, looks a million dollars and priced to sell at only £2,950, yes £2,950, must be the bargain of the year. Tel: C'fld 68988 day, 35790 evenings. (86833

LANCHESTER 1928 23 h.p., barrel sided tourer, rare quality motor car, o.h.c. engine, 4-speed gearbox, very original, owned by me last 18 years, exceptionally well engineered, £15,000 o.n.o. Twigger, The Paddock, 169 Nottingham Road, Trowell, Nottingham. (86825

TR6 1973 overdrive, D.H.T., recent M.o.T., obsessionally maintained, one owner car, £2,300. Tel: 0582 606856. (86827

MGB GT V8 1974, chrome bumper, genuine 37,000 miles, overdrive, stereo, recent M.o.T. mechanically superb, £3,200. Tel: 0582 606856. (86827

TR6 1973 (M-REG) Mallard with black interior, overdrive, hard and soft tops, taxed, M.o.T. excellent condition, £2,250. Tel: Clare (078 727) 449. (86822

TWO RESTORATON projects, 1967 Triumph GT6 basically restored, requires detail finishing, £600. And 1934 Morris Cowley, body very bad, restorable, good tyres, £250. Tel: Lanark 3819. (86823

DATSUN 280ZX 2 + 2 Auto, 1979, metallic black, beige interior with all usual refinements, 15,000 miles, absolutely immaculate £5,450. Tel: 061-834 5927 (office), Wilmslow 524424 (home). (86824

JAGUAR 3.8S 1965, auto, p.a.s., stored last four years, sound condition, green log book, space needed, so offers around £175. Tel: Overton-on-Dee (097873) 264 (Clwyd). (86826

BMW 2002 Touring (Hatchback). Recent extensive overhaul by BMW agents. Sun roof, leather upholstery, radio-cassette, tints, l.h.d., M.o.T., tax June. £1,450 o.n.o. Tel: Guildford 65930 (evenings). (86882

LOTUS MK. 9, 1955. Sports car. Very rare. De Dion, MG 'T' engine, fully documented history, eligible L&S. Needs finishing. Nearest £3,000. Tel: 0543 490232 (Chris Smith). (86883

ALFA ROMEO Alfetta 1.6 GT Coupé, March 1979. Low mileage, rustproofed, piper yellow, in very good condition. £1,950 or reasonable offer. Tel: Holmfirth (West Yorks) 7511. (86884

STAG, 1975 (P). Automatic, emerald green, h/s tops, 38,000 miles, 11 months M.o.T., Hart Racing Services maintained. £2,850. Tel: Batley 472098 (West Yorkshire). (86886

AUSTIN RUBY, 1937. Complete, ideal restoration project. Offers Tel: Windsor 68181, ext. 234 (daytime). (86887

RS 2000, Nov. 1979. Only 13,000 miles and in excellent condition, 13 months extended warranty remaining. Fitted Motorola radio, custom park and black vinyl roof. Car colour white, rustproofed — 6 year guarantee. Reluctant sale of lovely car forced by rampant garden! £4,000. Tel: Crowborough 2225/9. (86890

MGB GT, 1976. Flamenco red, low mileage, sun roof, M.o.T. All extras. £2,300. Tel: Rainford 2259 (Lancs.). (86891

AUSTIN SEVEN, 1933. 2-seater sports special, aluminium body, running order. £565. Tel: Rainford 2259 (Lancs.). (86891

MORGAN 4/4 4-seater, 1971. Chocolate and cream, wires, s/s exhaust, radio, heater, bonnet strap, rear belts, tonneau, Kenlowe, luggage carrier. £3,250. Tel: Basingstoke 65308 (home) Farnborough 44321 (work). (86892

MERCEDES 190 SL, 1959. White/maroon leather. Thousands already spent, and currently undergoing even more renovation. Serviced throughout by professional marque expert. Long M.o.T. & tax. Genuine reason for reluctant quick sale. Hence £3,950. Tel: 01-262 0114/5 01-485 2259. (86893

ALFA GTV 2000, Oct. 1979, 8,000 miles, white, immaculate. £3,900. Alfetta 1.6, 1976, Red, mechanically very good, interior perfect. £1,200. Tel: Camberley 62404. (86894

TR4A, 1967. Overdrive, wire wheels, soft top, year's M.o.T. Carefully maintained, full history, immaculate condition. £1,800. Tel: 01-994 3391. (86895

LOTUS CORTINA, 1965. M.o.T. August 1982. Excellent original condition, 4,000 miles on rebuilt engine, much admired car. £1,500. Tel: Gresford 4700 (evenings/weekends). (86896

JAGUAR MK. II 2.4 Man. O/D. Original tool kit, handbook. Met. grey, much money spent recently, cylinder head, radiator, battery etc. Lovely looking classic. Not to be missed at only £950 o.n.o. Tel: Maidstone 861877. (86897

MASERATI INDY, 1972. RHD. Metallic red with beige leather trim, all the usual extras. Very good condition throughout. £5,850 o.n.o. Private sale but p.ex. considered. For details Tel: 08675 4118 (daytime) 0993 881661 (night). (86904

GREAT WEST ROAD BRENTFORD MIDDX. Tel: 01-560 7011

HERE TODAY HERE TOMMOROW

PERFORMANCE CARS

ALL QUOTED MILEAGES ARE WARRANTED. SINCE 1946 WE HAVE FEARLESSLY AND UNASHAMEDLY STATED YEAR AND PRICE ON ALL OUR CARS.

COLLECTORS' CARS: DON'T BUY ONE — INVEST IN ONE

1972 AC 428 Automatic Fastback. White/black, chrome wire wheels, electric windows, Blaupunkt radio/cassette, history file. **£9,500**

1974 Alfa Romeo Spyder Veloce 2000. Yellow, one owner. **£2,245**

1968 Aston Martin DB6. Auto, Royal blue, PAS, wires, owner (Major) posted. **£5,795**

1967 Aston Martin DB6. Olive, 2 owners only, 1st lady owner 10 years, Auto., p.a.s., electric windows, radio, history file. **£6,495**

1968 Aston Martin DB6. Superleggera Coupé. Green, auto., p.a.s. **£5,225**

1928 Bentley 3-litre. Red Label 2-seater, magnificent example. **£22,500**

1963 Bentley Series III. Two-tone green, radio, last owner 6 years. **£6,495**

1925 Hispano Suiza H6B. Boat-type tourer, superb example. **£48,000**

1954 Jaguar XK120 Drophead. White with pale hide interior. **£8,500**

1967 Jaguar 420 Auto. Dark blue, approx. £500 spent by us. **£895**

1923 Lagonda K.K. 2-seater/dickey, 11.9 horsepower. Quite delightful. **£4,995**

UPWARDS OF 30 MGs USUALLY IN STOCK

1981 B Commemorative Model. 270 miles. **£6,595**

1981 B Commemorative Model. 139 miles. **£6,695**

1980 B GT. Inca yellow, one owner, 22,723 miles, radio. **£4,695**

1979 B GT. Red, remove-a-top sunroof. **£3,895**

1979 B GT. Inca yellow, 2 owners only. **£3,795**

1975 (P) BGT V8. Bracken, 41,641 miles, sunroof, radio, etc. **£3,795**

1975 B GT. Jubilee model, green, two owners, sunroof. **£2,745**

1973 B GT. Automatic, white, one lady owner, 40,751 miles, radio. **£2,395**

1973 BGT V8. White, tinted, radio/cassette. £146 pre-sale service. **£2,765**

1973 Model GB GT. Automatic, yellow, sunroof, radio. **£2,195**

1973 Midget. Bronze yellow, alarm, undersealed. **£1,395**

1970 (69 Model) C GT. Purple, reclining seats, wires, radio/cassette. **£2,975**

1969 C GT. White and blue, wire wheels, s. roof, w.w., £1,425 spent Nov. 1980. **£1,595**

1954 MG TF 1250. Black, last owner 10 years, unused last five years, wire wheels, history on request. **£5,775**

1979 Corvette. White, one doctor owner, 14,000 miles, L82 model. **£7,995**

1977 (October) Datsun 260Z 2+2. Metallic aubergine, 14,564 miles, alloy wheels, 5-speed, stereo, plus self-seeking radio. **£4,195**

1978 Fiat X19. 1,290 c.c. orange, Targa hard top. £328 pre-sale service. **£2,695**

1973 Lotus Europa Special. Car No. 67, black/gold line, 5-speed box. **£2,995**

1972 (November) Lotus Europa twin cam. Big valve engine, J.P.S. colours, bills for £654 specialist work just carried out. **£2,995**

1972 Lotus Europa 1650 c.c. Wolfrace wheels, silver/red. **£3,295**

1972 (Sept.) Lotus Elan Sprint Coupé. Yellow, last owner six years. **£3,145**

1978 (Dec.) Maxi 1750. Automatic, brown, one owner, 10,499 miles. **£2,695**

1979 Renault Alpine 5. LHD, one owner, 5-speed box. **£2,195**

1979 Triumph Spitfire. Carmine, tan check trim, one owner, 14,899 miles, hard and soft top, undersealed, radio, complete service history. **£3,195**

1977 Triumph Stag. (Last year of production.) Green, one owner (BLMC) elec. windows, radio, PAS, o/d, hard/soft top, approx. £250 spent by us, including full service etc. **£5,445**

1974 Triumph Spitfire. Yellow/black, new hood. **£1,375**

New Victory 41. 19 mm. Teak Deck stem to stern. Teak interior. Sleeps 8. Powell spars, Lucas sails, 4.236 Perkins. **£65,000 + VAT. Take cars and/or property in part exchange.**

At final copy date we had in the pipe line:
1972 (Nov) GT6. Yellow, overdrive. **1976 MG-B GT V8.** 19,000 miles, one owner. **1974 MG-B Roadster.** Yellow, one owner. **1972 MG-B GT.** Red, overdrive.

12/24 MONTH WARRANTIES AVAILABLE

PERFORMANCE CARS LTD.
GREAT WEST ROAD, BRENTFORD, MIDDX.
☎ 01-560 7011

One mile west of Chiswick roundabout and M4 exit No. 2.
Our nearest tube station is South Ealing on the Piccadilly line, then cross to our repair division (W. H. Cocks and Sons) for transport. 2 minutes from Brentford Central, Southern Line.

SPORTS CARS AND COLLECTORS CARS WANTED FOR IMMEDIATE PURCHASE.

CLAREMONT CORVETTE
Leading British Specialists in-

The Great American Sports Car



1980 Right Hand Drive
The first large-scale right-hand drive conversions to be offered in this country are now being carried out by Claremont Corvette. Our first r.h.d. car is a 1980 manual 350 in metallic silver with dark blue leather interior and all options. Asking price: **£10,500.**

1967 Convertible 327 (300 hp) Manual
Black / black, rebuilt engine, resprayed, factory sidepipes, Whitewall tyres. Superb car: £4,850.

Other cars for sale:
1978 Automatic. Brown with brown leather interior.
1975 Manual. In yellow with black interior.
1968 Convertible 350 Manual. Blue/blue.

BRITAIN'S LEADING STOCKISTS OF CORVETTE PARTS AND ACCESSORIES.

Expert advice on all technical problems. For further details please contact Claremont Corvette, Chimney Mill, Claremont Road, Newcastle upon Tyne. Tel: 0632 610210.

Vintage Automobile Coach Trimming

Professional work exclusively carried out in true authentic styling by specialists. This organisation caters for skill and requirements in trimming with experience from many years of familiarity with vintage cars.
Please consult us about free advice and quotations.

SOUTHDOWN COACH TRIMMING SERVICE
40, OLD WAREHAM ROAD, POOLE, DORSET. BH 17 7NR
Telephone 0202 745319

Pindock Cars

Offer
MGB GT V8, 74. Webasto roof, chrome bumper model, 60,000 miles, white / tan trim, Bills for £400 available. **£2,750**
Mini Moke 67. Last owner 7 years, exportable states, good cond., 998 cc Cooper engine, alloy wheels. **£1,575**
66 T Type Bentley. 4 door, 68,000 miles, believed to be genuine by 2 owners. Moss green / trim, new tyres, exhaust just fitted, drives beautifully, cherished registration 10 GOR. **£6,950**
TR7 77S. White, green checked trim, 1 owner, 21,000 miles, 5 speed box. **£2,295**
Triumph Spitfire 1500. Hardtop, 77R, o/d, 17,000 miles, 1 owner, white. **£1,895**
We also have a choice of other vehicles.

Innocenti 3 door
We also are the sole stockists in the UK of Innocenti 3 door, 120 / De Tomaso Mini parts. If we don't have it in stock we can get it for you, please enquire.
01-286 7151 ANSWER PHONE
01-286 6664 eves. 01-289 0724

COLLECTORS MODELS



Highly detailed metal kits for the real enthusiast. Rubber-like tyres, plated fittings in most cases. Simple construction with no soldering.

1/24 SCALE	
1927 T43 BUGATTI	£16.25
1933 TT REPLICA FRAZER NASH	
(engine detail)	£18.00
1927 T43A BUGATTI	£16.25
1/43 SCALE	
1934 ERA	£6.90
1931 MASERATI 8C	£6.90
1963 AC COBRA	£6.90
1921 BUGATTI BRESCIA	£6.90
1934 MG K3 MAGNETTE	£6.90
1968 MORGAN +8	£6.90
1963 PORSCHE SPIDER 356	£6.90
1964 MORGAN 4-SEAT	£6.90
1974 TRIUMPH TR6	£6.90
1974 SUPER SEVEN	£6.90
1950 MORGAN COUPE	£6.90
1954 ASTON MARTIN DB 2-4	£6.90
1934 ALFA ROMEO 8C LE MANS	£7.50
1937 BENTLEY DHC	£7.50
1951 JAGUAR 'C' TYPE	£6.90

1/86 SCALE
AC COBRA, +8, TR6, PORSCHE 356 £1.55 each
Prices inc. VAT @ 15% & UK post
VISA WELCOME
More info in our catalogue — 15p
(or free with orders)

BKL DEVELOPMENTS
23, Bailey Cres,
Poole, Dorset
BH15 3EZ
Tel: 85539

FOR SCIMITARS

Our expert, experienced attention. All mechanical overhauls, exchange units. Piranha ignition, Koni and Girling shock absorbers, uprated road springs, heavy duty stainless exhausts and free-flow manifolds, heavy gauge replacement fuel tanks. Road and competition preparaton. 'Rooster Turbo system' for all 3-litre V6 engined cars.

Robin Rew, Workshop Unit 7
Silverstone Circuit, Towcester,
Northants. Tel. Silverstone 857 903



AND FOR SABRES TOO!!

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

Installations for any make of car including complete exchange blueprinted Low Compression Engines for complete Turbo reliability. Ford V6 Rover V8 etc. Holley 4 Barrel Carburettor Conversion Kits giving up to 20% performance increase from £125 Ford V6 Rover V8 Stag.

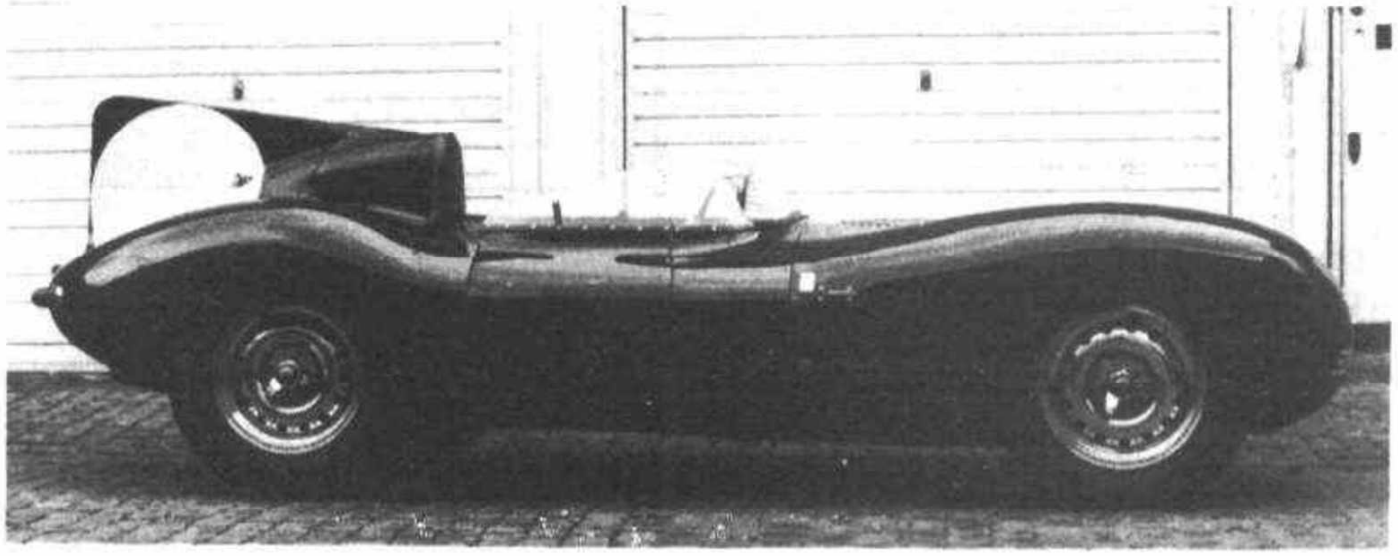
AUTO POWER SERVICES, SOUTH MARCH, DAVENTRY, NORTHANTS **Tel: 03272 76161**

DCM



PETERSHAM MEWS

15, PETERSHAM MEWS, SW7. TEL: 01-584 1245.



SHORT NOSE D TYPE JAGUAR

CHASSIS NO. XKD 553, REGISTRATION NO. 50KV,
COMPLETELY ORIGINAL, CAR IN EXCELLENT WELL MAINTAINED CONDITION.

LIBRA MOTIVE

Official *Morgan* Service Agents

Visit our Showroom, 2 minutes Finchley Road Tube, 6-10 Rosemont Road, Hampstead, London NW3 6NE. 01-435-8159 • 01-794-7009

WE BUY, SELL & SERVICE MORGANS



FOR SALE—continued

MGA TWIN CAM (push rod engine) FHC. 1959. Excellent condition. £2,750 o.n.o. Tel: Plymouth 331865. (86898

ALFASUD TI VELOCE. September 1980. Brown, 6,000 miles, first class condition. £3,850. Tel: Colchester 74992. (86899

MORGAN THREE WHEELER, 1929. Family model, w/c, Jap engine. Beautifully restored 2-speeder. One previous owner. Offers. Tel: Rugby 832184. (86900

ROLLS-ROYCE 20 with sporting 2-door coupé body. 1928. £12,000. Tel: Northleach (Glos.) 226 (after 6.00 p.m.). (86901

BMW 2800 CS Coupé. Gold, black vinyl, sun roof, electric windows, above average, 63,000 miles. £1,995 or exchange. Tel: 01-979 3451. (86933

MORGAN PLUS 8. 'S'-Reg. Dark blue with stone leather upholstery, Minilites, XWX's, Konis, roll bar etc. Best offer over £6,500 secures. Tel: (0256) 850169. (86903

BENTLEY MKVI 1950, stored for six years, original interior in good condition, engine rebuilt, bumpers rechromed, very tidy car, taxed, M.o.T., £3,250. Tel: 021-354 5645. (86905

BUGATTI T46, 1931 tourer, regularly used. Jaguar XK150 D.H.C., good but needs total trim. Tel: evenings 0432 79 229. (86907

A CAR in a Million! MGB V8 1974, white, tan interior, sunroof, undersealed, o.d on 3rd & 4th, Hella q.i. headlights, special instruments, Lawrencetune engine, front spoiler, cherished number, 4 brand new wheels still in their boxes, 1 middle aged owner since 7,000 miles, absolutely immaculate, repeat immaculate. £3,500. Tel: 09323 47853. (86908

FERRARI DINO 246 GT, 1971, excellent, original, Graypauls, seen Sussex. £6,500 o.n.o. Tel: Shenstone 460230 (Staffs). (86910

1933 AUSTIN Seven, delux saloon, body off restoration, probably the finest example available, early inspection recommended. £3,900 o.n.o. Tel: Stafford 53213. (86911

MORGAN 4+4, R-Reg, June 77, red, black leather interior, 20,000 miles, wire wheels, luggage rack, bonnet strap, 12 months M.o.T., sensible offers please. Tel: Market Bosworth 291193. (86913

MERCEDES 170V 4-door saloon, 1938, 2 owners, full history, taxed, M.o.T., sound but needs tidying. £2,500. Tel: 01-589 3150 evenings. (86914

ELAN SPRINT F.H.C., second owner, 20,500 miles, new M.o.T., excellent condition, £3,000 o.n.o. Tel: Frome 65922. (86915

1948 MORRIS Series 'E', black, four door saloon, wings need slight attention, taxed, M.o.T., nearest £600 or swop Austin Devon or British motorcycle. Tel: P. Thomas, Pontardulais (0792) 882016. (86916

JAGUAR MK2 2.4, excellent condition, low mileage, known history, £1,650. Tel: Sherston 576. (86917

TVR 3000S Convertible, excellent condition, £5,150 o.n.o. Tel: (0253) 35106 (office) or 882324 (home). (86919

JAGUAR E-TYPE Roadster, 4.2, white, black interior, very original condition throughout, no corrosion problems (magnet supplied), £5,995. Tel: 0695 421904. (86920

ROLLS SILVER CLOUD III 1964, pine green over shell grey, new wings & sills fitted this year and full strip and respray costing £4,000. New tyres, radiator etc. W-Reg (imported from California). £7,450. Tel: 0695 421904. (86920

MGB GT 1974, white, near mint condition, £2,500. Tel: Rugby (0788) 77080 after 10th October. (86921

FOR SALE—continued

1931 MORRIS two-seater, original, spare engine, wheels, easily restored to perfect condition, £1,800 or near offer. Replies to Box No. 6587. (86922

BRISTOL 405 1956, 2 owners, excellent condition, taxed, 11 months M.o.T. £4,500 o.n.o. Tel: Barton under Needwood (nr. Burton on Trent) 2732 evenings. (86923

PEUGEOT 504 Convertible, right hand drive, new engine, radio, electric windows, fuel injection, tax, M.o.T., offers. Tel: Oxford 50206. (86924

LE MANS SPRITE 1965, class winning car with 4 headlight all enveloping coupe bodywork, complete professional ground up rebuild just completed, an affordable opportunity to go historic racing, genuine enquiries only please. Tel: Slough 22459. (86925

ALLIS CHALMERS B-Type tractor, good, original, complete and working example with many implements and spare wheels, £450 o.n.o. Tel: Slough 22459. (86925

RENAULT 17TS 1978, eats Cooper S's, 5-speed, 38,000 miles, green, no oil, £3,500 o.n.o. MGB Roadster, 1976, 33,000 miles, primrose, perfect, £2,500. Tel: Fleming on 041-248 6271 (Office), 041-649 6713 (home). (86926

NORTON MANX 350 c.c., 1956, immaculate condition, documented history. Tel: Farrington, Reading 85123 ext 6287 (office). (86927

MGB GT, 1975 (P Registration), bracken, low mileage, good condition, £2,100 o.n.o. Tel: Flitwick (0525) 716188. (86928

MORRIS 1000 Traveller, 1959, grey, v.g.c., new wings and underseal, low mileage engine, very good woodwork, M.o.T. Feb. '82, 4 new ZX tyres. £950 o.n.o. Tel: Weybridge 42098. (86929

ALFA ROMEO 1300 GT Junior, red, 1971, 31,000 miles, long M.o.T., radio, lady owner, £1,200 o.n.o. Tel: 01-935 2010. (86930

DELAGE D6 11 Sports, 1934, close coupled two door coupe with large boot, fabric top, dismantled ready for restoration. £3,500. Tel: Swindon 763821. Diamond Villa, The Elms, Highworth, near Swindon, England. (86931

1275S MINI Cooper, K-Reg, one of the last real Mini Coopers, 1 owner 46,000 miles only, all original, undersealed no rust, exceptional condition, offers or exchange. Tel: 01-979 3451. (86933

PORSCHE 924 Lux, automatic, 1979 model, burgundy, tan int., radio cassette, electric windows, immaculate. £6,395. Tel: 01-979 3451. (86933

RAILTON LIGHT Sports replica, professionally built body, finished dark blue, car is immaculate and very fast having been extensively modified. Offers over £8,000. Tel: 029 664 487. (86934

MGC 1968, BRG, leather seats, engine rebuilt, special exhaust system, modified head, superb chrome, paintwork, no rust, new hood, tow bar, radio cassette, 6 months M.o.T., maintained regardless of cost, divorce forces reluctant sale £2,500. Tel: Hertford 53558. (86935

ASTON MARTIN DB5, 1964, Dubonnet Rosso cream hide, manual, 12 months M.o.T., chrome wires, new tyres, tow bar, radio / stereo / cassette, tinted glass, twin spots, just spent £1,500, divorce forces reluctant sale. £4,500. Tel: Hertford 53558. (86935

MGC GT 1968, white, wires, long M.o.T., H.R.W., many extras, winter garaged, £1,200, offers. Tel: 0799 40711. (87004

TVR 1600M white with black vinyl sun roof, stereo, very clean, £3,000 o.n.o. Tel: day 095271 662; night 0952 883347. (87005

FOR SALE—continued

MORRIS MINOR, 1967, No. M.o.T., complete and towable, for spares or reconditioning, what offers?. Jones 021-449 2903. (86936

ASTON MARTIN DB5, 1964, this beautiful car must be one of the finest in existence, present owner for five years, during which no expense has been spared to restore and maintain in showroom condition, resprayed in cricket white by Aston Martin factory a year ago, and retrimmed in tan Connolly hide, this car has covered less than 3,000 miles in five years and looks accordingly. A car for the connoisseur, realistic offers please. Tel: 0202 825850 (day), 721880 (evening). (86937

AUSTIN A30, 1955, 88,000 miles, 12 months M.o.T., very good condition £450. Tel: Stoke Mandeville 3804. (86940

MG8 ROADSTER, Jan. 1977, 41,000 miles. £2,300. Tel: Northampton 48473 after 6 p.m. (86939

COLLECTOR'S CAR, 1963 Austin Healey A/H 3000 Mk. 2, Reg. No. 222 KOK, complete engine overhaul, respray, very smart car, fine example of this era of car. £5,500. Tel: South Molton 2603. (86943

TRIUMPH TR5, 1968, white, Surrey tops, overdrive, superb condition, present owner last ten years, offers in excess of £3,750 considered, full details. Tel: Ongar (Essex) 363436. (87002

LOTUS ESPRIT S1, 33,500 miles, 1976, truly excellent condition througout and maintained regardless of cost, must be best S1 available, £5,000 o.n.o. Tel: Hatfield 63397 (evenings). (87003

MORGAN PLUS EIGHT, July 1978, 38,000 miles, red metallic, stone leather, reclining seats, Michelin tyres, £8,000 o.n.o. Tel: Trumpet (Herefordshire) 371 until 5th October then Bibury 345. (87006

TR6, 1974 only 24,230, not used for three years, white, black interior, undersealed from new, radio / cassette, overdrive, £3,250 o.n.o. Tel: Offley 542. (87007

PORSCHE 911E Targa, 1973 (M), saturn yellow with black interior, in superb condition throughout, new tyres fitted, £4,950. Tel: Oakhill 840330 (Somerset). (87008

ASTON MARTIN DB6 manual, engine rebuilt, new clutch, s/s exhaust, p.a.s., sun roof, regularly serviced, excellent condition, £6,500. Tel: Hornchurch 55846 (Essex). (87010

1962 TR4 red, wires, overdrive, completely rebuilt 1976/7, excellent condition, very early example and very nice, £1,300. Tel: Watts, Downham Market (Norfolk) 5494. (87011

MG MAGNETTE ZB, 1958, twilight grey, two owners, 51,000 miles, serviced and Waxoyled regularly, good order and reliable, taxed, M.o.T., £1,200. Tel: Basingstoke 65540. (87012

ALFA ROMEO GT Junior, red with black trim, 1973, good condition for year, will have new M.o.T. for buyer at £1,100. Tel: 0952 453218. (87013

BENTLEY 3½-LITRE, 1934, Park Ward sports saloon, recent brakes, steering, exhaust, M.o.T. £4,500. Tel: (0480) 66638. (87017

SPITFIRE 1500, overdrive, June 1979, white, only 17,000 miles, radio / cassette, fitted overdrive enables 45 m.p.g. average, excellent condition £2,700. Tel: 034 74 544 (Yorkshire). (87018

PAIR OF ALVIS Speed 20 open tourers, 1932 SA, 2-door, 4-seater by Vanden Plas. 1934 SC, 4-door, 4-seater by Cross and Ellis, both are in superb condition having had bodywork completely restored, re-chromed, re-upholstered, re-carpeted engines rebuilt etc. Offers in the region of £12,000 each. Tel: Heathfield (Sussex) 2888. (87021

FOR SALE—continued

MERCEDES 300SE Coupe, 1964, one lady owner from new, low mileage with full service history, auto, p.a.s., finished in unmarked burgundy, dark tan trim, five new tyres, Reg no. 777 GOW, fresh original cond, almost as new, quick sale required, sensible offers considered. Tel: Southampton 785522. (87019

AUSTIN 7 Chummy, 1929, coil ignition engine, dismantled but complete for rebuild, interesting registration number UU 36. Offers in region of £1,750. Owner Owen Legg, Poole, Dorset. Tel: 0202 745319. (87020

TVR CONVERTIBLE 3000S, silver with black trim, only 23,000 miles, excellent condition, £5,250. Tel: Guildford 60648 daytime; Guildford 72611 evenings. (87022

LOTUS SUPER 7, Series III, 1968, green / yellow, big valve twin cam, Minilites, fully rebuilt. £3,500. Tel: 0875 320 429. (87023

AUSTIN A35, 1957, green, 27,000 miles only, immaculate, £1,200. Tel: 0875 320 429. (87023

RUBY AUSTIN 7, 1937, quite exceptional after full rebuild, black cellulose with dark grey trim, full M.o.T. and fuel tank, rebuild cost £2,300, but must take highest offer before 20th October. Tel: Southport (0704) 43184 for further details. (87024

SUNBEAM ALPINE V 1725 c.c., GT, 1967, white, value £950, offers. Tel: Southend (0702) 548077 weekends, 6pm evenings. (87025

MORGAN 4/4 4-seater, soon to be delivered, but sadly can no longer afford it, to buyer's specification, offers, Box No. 6588. (87026

ROLLS-ROYCE, 1929 Park Ward Saloon, very good original condition, known history, some spares. £11,000 o.n.o. Tel: 0625 74196. (87027

LANCIA MONTE CARLO, Turquoise, genuine 20,000 miles, house purchase forces sale, 120 m.p.h., 30 m.p.g., part exchange considered. £3,995. Tel.: Berkswell 33645 (Coventry). (87028

MERCEDES 280SL AUTOMATIC, 1968, metallic brown, tan leather interior, hard-top convertible, radio / cassette, excellent condition, good tyres, M.o.T. and taxed February 1982. Offers £5,000. Tel.: 0382 60017 (day). (87029

LOTUS ELAN 2+2 130/5, 1974, JPS, limited model, black / gold, oatmeal interior, alloys, electric tinted windows / aerial, alarm, low mileage, maintained and described by Lotus agents "one of the best available". Full history / details. £3,850. Tel.: Coventry 460000. (87030

MG TC, 1946, restored car with new Naylor body, excellent condition, MG registration number. £4,750. Tel.: 061-427 1876 (Plus 4). (87031

AUSTIN 10/6, Special series 4-seat sports tourer, 1934, original, unrestored 4-cylinder engine fitted, stored many years. £1,750. Tel.: 061-427 1876 (Plus 4). (87031

MG TF 1500, Green, complete dossier of history, slight work required to this original cherished car. £5,650. Tel.: 0203 306353. (87032

JAGUAR 4.2 AUTO, Long wheel base series II R-Reg., all usual refinements plus Webasto sunshine roof and cruise control, original owner, excellent mechanical condition, four new tyres, full service history, taxed and M.o.T. to end of July 1982. £2,300. Tel.: Wilmslow, Cheshire 0625 522334 (home), 061-428 4225 (work). (87033

CAPRI 16L, 1979 'V', white with beige interior, meticulously well maintained from new, one owner, full service history, must sell. Tel.: Petersfield (0730) 4957 day, 2484 night. £2,460. (87036

MIKE DUNCAN

Midlands Morgan Agent

MORGAN

92 WINDMILL HILL, HALESOWEN, BIRMINGHAM



TEL: CRADLEY HEATH (0384) 67675

Well another season is almost over and plans are already afoot to make it all go much more quickly next season with turbo chargers, huge wheels, etc.

For those of you who like their Morgans on the road all the year round how about our offer for the autumn of a steam clean and wax oil treatment. This is something I have done to my regular glass house the last few years and the reduction in salt attack has been most impressive. The job should take two days and costs about £50.00 which has got to be worth it with a new car now in the 'ten grand' league.

Amongst our other services we carry all the usual spares including stainless steel exhausts. I can undertake engine rebuilding of any Morgan engine including three wheelers and feel I know as much about the TR3/4 engine as anyone, so if you are doing a re-build and need the engine overhauled why not get in touch.

I will include a list of books and sweat shirts, key rings, badges, etc., next month meanwhile look up an old advert or give us a ring. Car stock this month looks like this:

1981 +8. Bronze stone trim, aluminium body and wings, nominal mileage and less than list price at **£10.000**

1981 4/4 2-seater. Rosso red, wire wheels, 1,500 miles only, **£7,750**

1980 4/4 2-seater. Two tone blue, wire wheels, 7,000 miles, **£7,250**

1978 4/4 2-seater. Red wire wheels, only 900 miles from new, supplied by us. **£6,500**

1976 4/4 2-seater. Royal Ivory, wire wheels. **£4,750**

1974 4-seater. Royal Ivory, wire wheels, luggage rack, 39,000 miles, aluminium body, brake servo. **£5,200**

1971 +8. Yellow, just painted and trimmed in stone, Moss box, two owners from new. **£4,500**

That is about it for this month. We will be pleased to sell your clean low mileage car for commission but currently find that the tattier cars will not sell at any price.

The event for your diary is the Snetterton interclub sprint, 1st November; should be good, see you there perhaps!



The London *Morgan* Distributors

MOTORFAIR 1981 OPENS OCT. 21st

We are again running the Morris Stapleton **Morgan** stand at Earls Court this year and hope that all past, present, and potential owners will drop in and see us. We will have some new models to look at and a selection of essential "Goodies" on sale without which no **Morgan** feels complete. We will have a good selection of late, low mileage, second-hand examples at our showrooms which are less than a mile away. It would be advisable for any **Morgan** owner who is contemplating selling his car to contact us as soon as possible so that we can arrange to either purchase it outright or display it in the showroom on a sale or return basis. These cars will want to be in first class condition and be fitted with the essential extras, namely wire wheels and leather interior and in the case of earlier cars a comprehensive service history is always appreciated. All **Morgans** sold by ourselves are given a 6,000 mile service prior to collection and any faults or wear in the front suspension or exhaust department are automatically rectified. Any **Morgan** that is less than 10 years old is covered by a three month warranty. The present stock situation is as follows. A 1980 **Morgan** +8 in ruby red metallic with stone leather interior which has done only 7,000 miles. A 1978 **Morgan** +8 in dark indigo blue with black leather interior, chrome luggage rack and radio / stereo and very low mileage at 8,000. 1977 **Morgan** +8 in signal red with black leather interior and luggage rack, 27,000 miles with a good service history. 1974 **Morgan** +8 in British Racing Green with black interior, only 31,000 miles, a very nice original example which drives extremely well. 1973 **Morgan** +8 bright yellow, black leather interior, with a folding windscreen, and 48,000 miles. A 1979 **Morgan** 4/4 4-seater in royal ivory with black and red leather interior (most distinctive) chrome wire wheels, stainless steel exhaust system and "Ziebart" underseal, with only 12,000 miles recorded. 1980 **Morgan** 4/4 2-seater in signal red with black interior and only 4,000 miles. 1979 **Morgan** 4/4 2-seater royal ivory, black leather interior, wire wheels and luggage rack, 24,000 miles. 1976 **Morgan** 4/4 4-seater, dark green with brown leather interior, wire wheels and a roll-bar. 1978 **Morgan** 4/4 2-seater royal ivory, black interior with bucket seats, 29,000 miles. 1967 **Morgan** +4 4-seater in really super condition. Repainted in golden yellow with black interior and wire wheels, it also had aero screens fitted and has had one owner for the last 6 years. Finally could we once and forever dispel the myth that **Morgans** have wooden chassis, they never have had and unless steel goes out of fashion they hopefully never will.

SEE YOU AT MOTORFAIR 1981

morris stapleton

Reece Mews, London SW7 01-589 6894

FOR SALE—continued

HEALEY 3000 Mk. 2A. 1963 (wind up windows), overdrive, wire wheels, includes £800 worth of new parts for complete rebuild, genuine enquiries only, need cash. £1,470 o.n.o. Tel.: Midsomer Norton (nr. Bath) 413030. (87228

MGB ROADSTER. 'P', exceptional condition, two owners, 30,000 miles, o / drive, h / top, anti-roll bar, M.o.T. August '82. £2,250. Tel. Horsham 57516. (87229

LOTUS ELAN +2S 130 / S. 1974, lagoon blue / silver, oatmeal trim, alloy wheels, new M.o.T. / tyres, / pads / Rotoflex couplings, one owner last six years, beautiful condition. £3,500. Tel.: 0825 5420. (87230

E-TYPE 4.2 SERIES II FHC. 1969. £4,500. Tel.: Dunsfold (Surrey) 565 evenings. (87035

COOPER 1275 MK. II. 1969, tanks, cooler, servo, recliners, tacho, original and unmonkeyed. £2,000. Tel.: Dunsfold 565 evenings. (87035

MGB GT. 1975, rubber bumper model, very good condition, only 30,000 miles. £2,300 o.n.o. Tel.: Derby 515030. (87037

LOTUS ECLAT 523. April 1979, yellow, leather upholstery, air conditioning, stereo, etc., one owner, immaculate condition. £7,250. Tel.: Wickham (0329) 832813 office hours, Wickham (0329) 832953 evenings. (87038

PORSCHE 912. 1969, green, one owner since new, low mileage, 12 months M.o.T. and taxed, radio. £2,750. Tel.: Harrogate 780788. (87039

BOND EQUIPE GT4S. 1966, white, new M.o.T., carpets, brakes, sunroof. £275. Tel.: 01-440 4192. (87040

FERRARI 308 GTB. Chiaro rosso, black leather, 20,000 miles, factory wide wheels, a / conditioning, 4-branch exhaust, etc., rare, superior, glassfibre body, without doubt one of the very finest examples of this model available anywhere, all original. £9,950. Tel.: Redruth 218322. (87041

LOTUS ECLAT. T-Reg., genuine 21,500 miles, regularly serviced, economical and completely trouble free. £5,900. Tel.: Cardiff 0222 513552. (87042

MERCEDES-BENZ 300SE, 2-door pillarless coupe, 1968, rare, magnificent car, £3,250 o.n.o. Must sell. Tel: St. Asaph 583867. (87043

MORGAN +4 TWO-SEATER. 1959, concours class placings last four years. Best offer. Tel.: Coleshill (Birmingham) 62089 evenings / weekends. (87044

DAIMLER 6/45 WINDOVER LIMOUSINE. 1920, 7½-litre, sleeve valve engine, excellent order throughout, new tyres, full details and photographs from The Ridge, Baslow, Bakewell, Derbyshire. (87045

JENSEN INTERCEPTOR MK. III, L-Registration, late 1972, silver grey with blue leather interior, licenced and 12 month M.o.T., sunshine roof, air conditioning unit, stereo radio cassette, electric aerial, automatic transmission, two previous owners, current owner for four years, sure to please the enthusiast. £3,500 or nearest offer. Tel.: 0245 63575 evenings. (87046

BMW 3.0 CSI. P-Reg., in stunning turkis with factory fitted vinyl roof, company maintained regardless of cost, velour interior, electric windows, £450 fitted stereo hi-fi cassette and radio, excellent all round condition, one of the last registered. £3,750 o.n.o. Tel.: 0484 714069. (87047

ALFA ROMEO GTV 2000. September 1979, V-Reg., white, grey velour, tinted windows, air conditioning, four-speaker sound system, Bodyshield anti-rust, 21,000 miles. £3,750. Tel.: Buckland (Oxfordshire) 687. (87064

FOR SALE—continued

ROAD RACING MASERATI SPYDER (five speed lightweight) No. 2432 / 250S1 / 2.5. Almost 400 b.h.p. / ton / 168 m.p.h., documented ex-Shelby, amongst worlds rarest / beautiful automobiles, valued £65,000, consider exchange. High output historical Grand Prix or similar (selling) Vincent Comet 500 c.c. 1952C, superb. £2,000. Volvo 2+2 Sports Saloon, 9390 SC, overdrive economy, C1964, first class mechanically, bodywork requires tidying, therefore £1,000 o.n.o. Tel.: Pinfield Lodge, Barntgreen, Birmingham 445 2551. (87043

GOLF GTI. Black, 22,000 miles, chauffeur kept, full length sunroof, twin head lamp conversion. £4,250 o.n.o. Tel.: 01-730 3426. (87049

BRISTOL 409 MK. 2. Exellent example recently recellulosed and rechromed, sunroof, radio, Pirelli P5's on Minilite wheels. £2,900 or near offer. Tel.: 01-997 4428. (87050

DAIMLER V8 250. 1966, inside tatty, very little rust, good engine and tyres, ideal for restoration. £400. Tel.: Portsmouth (0705) 593272. (87051

JAGUAR 3.8S. 1965, o / d, wire wheels, M.o.T. imposing solid car. £495. Tel.: Bristol 293171 ext. 57 (daytime). (87052

HEALEY TICKFORD (2,443 c.c.) for parts / restoration, plus four new wings. £750 o.n.o. Tel.: 01-947 8617 after 6 p.m. (87053

TRIUMPH SPITFIRE 1500. 1979, yellow, low mileage, radio, taxed, immaculate. £2,530 o.n.o. Tel.: Doncaster (0302) 785650. (87054

BUICK STRAIGHT EIGHT. December, 1938, sidemounts, complete, needs restoration. £1,250. Bentley 1956 St, white, beautiful collector's car. £5,950. Tel.: 01-520 6810. (87075

ALVIS TF 21 SALOON. 1967, immaculate, dark blue body, 3,000 miles since extensive engine overhaul by Alvis specialist, one previous owner, new M.o.T. £5,500. Tel.: 01-498 3663 daytime, 01-940 7148 evenings, weekends. (87070

BENTLEY R-TYPE. 1953, tudor-shell grey, very good condition, tool kit book. £5,600. Tel.: Camberley 32283 days, 34702 evenings. (87071

MERCEDES SUPERCHARGED 500K. 1936, cabriolet B, all sound, but needs restoration, work started. £30,000, interesting p/ex considered. Box No. 6589. (87072

PEGASO Z102B Carrozeria Touring Coupé, DOHC, 3.2-litre V8, 5-speed transaxle. Featured Road & Track June 1979. Exceedingly rare. Tel.: 01-352 1803. (87073

PININFARINA MASTERPIECE. Fiat 130 Coupé. Mechanically superb, silver / russet, rare electric sunroof, an investment. Tel.: 01-352 1803. (87073

ALVIS TC 21/100 Drophead Coupé. 1954, new engine, battery and tyres, excellent condition. Offers over £3000. Tel.: 01-723 0944. (87074

DAIMLER SP250. 1961, M.o.T. May 1982, BRG, wire wheels, hardtop, tonneau, etc., many spares, excellent original condition. £2,000 o.n.o. Tel.: Henley-on-Thames 2538. (87060

PORSCHE 911E TARGA. 1973, 2.4, red with black trim, Recaros, radio cassette and other sensible extras, Charles Ivey service history, taxed and long M.o.T., well above average in all respects. £4,950. Might px up to £1,000. Tel.: Boyce (office) 01-253 8263 or 01-467 0917. (87062

AC COBRA 4.7 Mk.II. 1965, original example, sale required. Offers invited. Tel.: Ashburton (0364) 52659. (87067

FOR SALE—continued

ASTON MARTIN DBS 6-cyl. Vantage manual. 1969, white, blue leather, good condition. £3,850. Tel.: Stratford on Avon 740414 (evenings). (87063

JAGUAR XK150 'S' ROADSTER 3.4. Total body rebuild, upholstery to complete, Drive away at £9,750. Also XK140 FHC, many spares. £3,950. Tel.: Colwall (0684) 40241 for details. (87068

FERRARI 330 GT MKI. 1965. This most practical of Ferraris is in superb condition in every respect having covered 71,000 miles from new, meticulously maintained to highest standards, engine rebuilt 49,000 miles, history, one of the best available. £8,500. Tel.: Oxted (Surrey) 3427. (87069

1948 ROVER P3 75, 4-light sports saloon (pre-war style) in shadow green. This fabulous car is probably the finest example in existence having had one previous owner and is faultless in every respect. Original handbook, tools, etc., M.o.T., taxed. £3,300. Tel.: Oxted (Surrey) 3427. (87069

1931 DELAGE D6 with supremely elegant two door fixed head coupé coachwork by Henry Chapron. Excellent condition throughout. Beautifully fitted interior, this car is a delight to drive being a fast and extremely comfortable PVT. £11,000. Tel.: Oxted (Surrey) 3427. (87069

ALVIS SPEED 25 Cross & Ellis's Tourer. Three owners from new, 96,000 miles, taxed, M.o.T.'d, in superb condition throughout, any trial given. £15,000. Morris 8 Series E 4-seater Tourer, chassis up rebuild, like brand new, taxed, M.o.T.'d. £3,000. Tel.: 061-427 2985. (87055

MGB GT V8. 1974, blaze, overdrive, sunshine roof, Radiomobile / Cartridge stereo, 37,000 miles, director's toy. £2,995. Tel.: Swansea (0272) 207338. (87056

LOTUS ELITE 503. 1975, OBO, Roman purple, 44,000 miles, electric windows, air conditioning, five gears, M.o.T. March 1982. £3,600. Tel.: Soton (0703) 769385. (87058

LOTUS ELAN S3 / SE DHC. Yellow, outstanding condition, substantial recent work by Lotus dealer, new hood, battery, complete exhaust system, petrol tank, etc. £2,580. Tel.: 0743 58942. (87059

BENTLEY SI. 1957, history, p.a.s., new steel wings and sills, resprayed Tudor over shell grey, new headlining and leather. Mechanically good mileage, 112,000 miles, new M.o.T., immaculate. £5,950 o.n.o. Tel.: 0633 422328. (84254

AUSTIN 7 RUBY SALOON. 1937, taxed with one year's M.o.T. £1,250 o.n.o. Tel.: Newick 2359 (Sussex). (87218

TRIUMPH TR3 with 2.4 Jaguar engine. Bodywork needs attention. Tel: Tarrington 229 (evenings). (87094

LIMITED EDITION MGB GT. Investors car. 1,900 miles, as new, Ziebarted. £7,250 o.n.o. Tel: Maidstone (0622) 812207. (87095

FIAT 130 COUPÉ. 1977. Silver metallic, blue dralon. Tints, alloys, a/conditioning, new exhaust, tyres. Tax, M.o.T. One of the last. £2,250 o.n.o. Tel: Leeds 842633. (87096

ARIEL SQ4 M II. 1954. An outstanding machine finished to a high standard T & T. Reluctant sale at offer nearest £1,450. Roberts, 29 Tyn-y-Parc, Ruthin, Clwyd. (87089

MG TD. 1952. Re-upholstered, new hood, screens and tonneau, paintwork and body fairly good, taxed and tested. £4,200. Tel: Gloucester 412341. (87092

FOR SALE—continued

PORSCHE 911 SC Sport Coupé. 1978. Metallic ice green bodywork with green tartan interior. Two owners, 46,000 miles, full sport specification including nearly new P7's. Complete service history. Pristine condition throughout. £11,500. P/X etc. Tel: Dane End (STD 092084) 561 (Herts.). (87091

FIAT X1/9, 'S'-Reg. Good cond., 43,000 miles, used daily. Garage maintained. Offers around £2,000. Tel: Ledbury 3017 (daytime). (87093

PORSCHE 917 2.7. Late 75. Radio/stereo, new P6 tyres, excellent condition. Offers around £6,000. Tel: Ludlow 5138. (87085

E-TYPE JAGUAR. 1970. FHC. Webasto sun roof, radio/cassette, recent new clutch, brakes, exhaust. £3,250. No offers. MGB GT. 1967. BRG. All chrome model. Complete re-build, new wings, sills, door skins, exhaust, chrome, clutch, ring gear, oil-cooler, re-upholstered, resprayed. £995. Both cars cheap for quick sale. Owner going abroad. Tel: 061 865 3936 (daytime) 061 962 3255 (evening). (87086

DEEP SANDERSON 301 GT. 1963. One of three in country. In original racing condition, HSCC registered. Eligible for two championships. Must sell. Make me a silly offer. Tel: 0469 30688. (87088

FERRARI DINO 246 GT. Beautiful condition. Must be sold. Tel: Cleator Moor 810461. (87081

SUNBEAM 2-SEATER CONVERTIBLE. 1954. Excellent condition. £2,250. Tel: Godalming 21291. (87083

MGA 1500 CONVERTIBLE. All steel, excellent mechanics. £1,350. Tel: Godalming 21291. (87083

MORGAN +8. April 1981. Nominal mileage, alloy body, Roman bronze with stone upholstery. As new. Current cost £10,400 approx. Offered at £9,950. Tel: Bromsgrove (0527) 31484. (87084

BRISTOL 409. 1967. Excellent mechanically (used daily), M.o.T., coachwork sound and undamaged but needs respray. £1,500. Tel: 01-864 8224. (87077

MGB V8. 1975. Yellow, rubber bumper model. No expense spared to keep immaculate. Many new parts. Very reluctant sale. Offers around £2,850. Tel: Redditch 21130. (87082

ARMSTRONG SIDDELEY Star Sapphire. Black and pearl grey. July 1960. Virtually last made. 2 owners. First — director of Armstrong Siddeley. Present — lady doctor since 1966. Complete service history. First class condition. £5,500. Tel: 021 706 0625. (87080

MERCEDES 220 SE. LHD. 1962. 65,000 miles, superb. £2,000. Also Peugeot "203" LHD. 1953. 58,000 miles. Exceptional. £1,000. Viewable France or England by appointment. Tel: (France) 16 53 23 8430. (87079

MGA 1500 ROADSTER. Wires. Reg. No. 6 TMG (worth asking price alone). Runner needing some restoration and new panels included in price of £650. Tel: Witcombe 3458 (evenings). (87099

BENTLEY MK. IV. 1951. Excellent useful & unusual car with division. New M.o.T. Front suspension just overhauled and complete bottom end engine rebuild. £3,850 o.n.o. Also excellent 25/30 owner driver Sports Rolls-Royce. Tel: 0684 72779 (Tewkesbury). (87098

MG TC MIDGET. 1946. Red. Reluctant sale. Best offer over £4,000. Tel: Coalville, Leicestershire 33575. (87097

JAGUAR MK. X. 1962 (in almost perfect condition). Guaranteed 19,000 miles only. Pearl grey exterior, red leather interior. Carefully maintained and garaged. Can be viewed near Bournemouth, but please submit offers in writing only to L. R. Morgan, Davenport, Lyons & Co., 20 Soho Square, London W1. (87122

Hire a Sports Car

Morgan 4/4 2 & 4 str's, MGB Convertibles, Triumph TR7 fixed heads and Convertibles and TVR Convertibles.

sportshire

Reece Mews, London SW7 01-589 6894 01-589 8309



John Britten

Morgan

TVR







Ah well Octobers here and you know what that means? Motor Show time! Although this year it's called Motor Fair and it's at Earls Court from the 21st to 31st of the month. The "Dynamic Duo" **Roger Davies & Chris Alford** will be "doing time" on both the **TVR** and **Morgan** stands and will be very pleased to show any interested partys around the latest offerings from Blackpool & Malvern link. The Terrific **TVR Tasmin** continues to turn heads everywhere its seen — **Chris** left a **Black fixed head** in the Paddock at **Snetterton** recently and was delighted with the interest aroused as people fell over it! In stock at the moment we have a choice of three **Tasmins.** The aforementioned **Black fixed head**, a **Morgan +2** and a bright **red convertible,** all at pre-increase prices. Phone for details of our **special Motor Fair deal** on these three cars or indeed any **new TVR ordered from us at the Motor Fair.** The new **Morgan** situation does not improve, the last new **Morgan** we delivered to a customer was ordered in June 1975. However come to the **Morgan** stand and see what you're missing — you can order one for your Grandson! Back in our rural home **Arkley** the yard has never been so full! With **20 assorted Morgans, eight second hand TVR's,** and a large number of others. **There has never been a better time to buy!** with **Nysha** on holiday and so many cars in stock we will have to cut down on the witty asides this month so please don't be disappointed, normal service will be resumed next month. Starting with our exceptional stock of **Morgans** as follows. **1981 Morgan 4 / 4 2-seater, Platinum,** red leather, 1,400 miles, quite beautiful. **1980 Morgan 4 / 4 2-seater, silver** wire wheels, red leather, 10,000 miles, one doctor owner (and Morgan nut!) from new. **1979 Morgan 4 / 4 2-seater, royal ivory** wire wheels, 900 miles, red leather, concours condition. **1978T Morgan 4 / 4 2-seater, black** chrome wire wheels, stone leather trim, excellent.**1978T Morgan 4 / 4 2-seater, silver.** Wire wheels, bucket seats, 22,000 miles, swopped for 4-seater Morgan (usual reasons apply). **1975 Morgan 4 / 4 2-seater, yellow** wire wheels, fitted with the famous Mr Rubber fold-flat windscreen, and the ever so cherished Reg. No. MEB 777. **1967F Morgan 4 / 4 2-seater, yellow,** wire wheels. The first ever 1,600 c.c. 4 / 4 and 1967 Motor Show car now being sold on behalf of this world's nicer people. **1980W Morgan 4 / 4 4-seater. Deep Brunswick Green.** "Plain Jane" but only 200 miles from new so won't somebody take her to their heart. **1979 Morgan 4 / 4 4-seater. Claret metallic.** Wire wheels, stone leather, reclining seats, 12,000 miles, one professional owner, very shiny. **1977 Morgan 4 / 4 4-seater. Signal red.** Wire wheels, reclining seats, 39,000 miles, genuine reason for sale, his new 4 / 4 arrived! **1976 Morgan 4 / 4 4-seater. Deep Brunswick Green.** Reclining seats and wall to wall carpet!. **1975 Morgan 4 / 4 4-seater. Canary yellow.** Wire wheels, 20,000 miles, almost one owner from new. **1975 Morgan 4 / 4 4-seater. Dark blue.** Wire wheels, part exchange for new +8. **1975 Morgan 4 / 4 4-seater. Black.** Wire wheels, unbelievably low mileage. **1974N Morgan 4 / 4 4-seater. Brown.** Wire wheels, tuned engine, unfortunate colour! **1974 Morgan 4 / 4 4-seater, signal red.** Wire wheels reclining seats resplendant in it new £700 coat! **1980 Morgan +8. Deep Brunswick Green.** Alloy body and wings, 6,000 miles, one owner, very reasonably priced. **1970 Morgan +8. Black.** Stone leather trim, total rebuild from chassis up, in perfect condition, really a nice car. **1968 Morgan +4 Coupé. Westminster Green.** The finest example in captivity, what would it take to part us from this car! Phone with your best offer. Now for the TVR's.

1981 TVR Tasmin. Black. Low mileage, ex-demo. for sale at very attractive price. **1980 TVR 3000S Convertible. Yellow.** 11,000 miles, tuned engine, radio / cassette, excellent condition. **1979 TVR 3000S Convertible. Metallic blue.** 29,000 miles, exceptional condition, one owner (an Olympic sailor). **1979 TVR 3000M. Black.** Silver model band, radio / cassette, one owner, very good value. **1978 TVR Taimar. Red.** Sunroof, radio / cassette, model band, supplied and serviced by ourselves and being put to good use at the moment by **C. J. A. 1977S TVR 3000M. White.** Black vinyl roof, sunroof, radio, overdrive, very clean and nice condition. **1977 TVR Taimar Turbo. Burgandy.** Ivory model band, sunroof, leather seats, radio / cassette, Wolfrace wheels. The fastest way to lose your licence! **1976 TVR 3000M. Blue.** White vinyl roof, sunroof, radio / cassette, reconditioned engine, 11,000 miles.

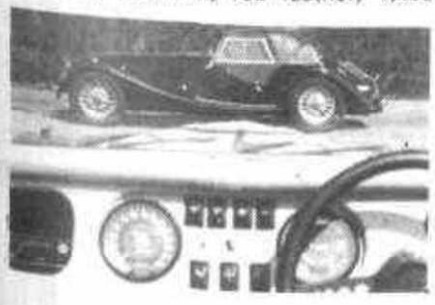
Others. 1977S Lancia Monte Carlo, Dark Metallic Blue. One owner, 28,000 miles, service history. **£3,850. 1977S Lotus Esprit. Orange.** 28,000 miles. **£5,950. 1978 Lotus Eclat. Metallic Blue.** Radio / cassette, one owner, 25,000 miles. **£5,850. 1974 BMW 3.0 CSL. Gold.** Superb condition, many bills, alloy wheels, radio / cassette, exceptional. **£4,950. 1980 AC 3000ME. White.** Radio — Yes it came back again! Treat yourself to Sports 2000 handling ("I wish I could get the Tiga to handle like this" — **CJA!**) and that lovely gear change! **£6,950. 1968 Sunbeam Alpine. Blue.** One owner, Wolfrace wheels. **£795. 1974 Arkley SS. Gold.** Factory built, divorce forces sale.



£1,495. 1978 Triumph Spitfire. Maroon. Economical little run about. **£1,650. 1981X Scamp. Black / Green.** A sort of poor mans make. **£500. 1977 Chevrolet Camaro LT Yellow "T" reg.** pretend your James Rockford. **£3,250. "T" reg. Chevrolet Monte Carlo. Bronze.** Age uncertain, pretend your a modern day Al Caponé. **£3,500.**

Arkley Kits. The usual summer rush has left us a bit short so its best to order in advance. The **Midas** continues to impress all who see it and we hope to have our's in the car park at the **Motor Fair** as a sort of unofficial demonstration! Well that's just about covered everything, as promised a couple of months ago we have included a photograph of our 4 legged visitor. Unfortunately he didn't buy a car, just frightened us all out of our minds! Come back **Nysha** all is forgiven.





JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144

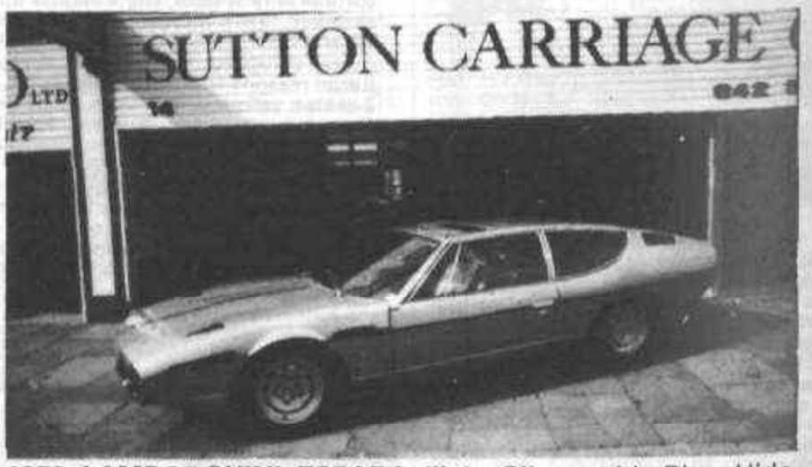
SUTTON CARRIAGE COMPANY LIMITED



1966 FERRARI 275 GTB. Shortnose in Red with Black hide interior. 31,000 miles, right hand drive. With History. **ALMOST CONCOURS.** Registration No. GTB 275. Extremely rare. P.O.A.



1970 FERRARI DAYTONA in Silver with Red / Black hide interior, 28,000 miles, right hand drive. **PLEXI GLASS FRONT.** With History. Registration No. 1 EXD. Extremely rare. P.O.A.



1973 LAMBORGHINI ESPADA III in Silver with Blue Hide interior, air conditioning, **PAS** manual. Recent extensive overhaul to engine and coachwork. History. Registration No. 267 FLY. £9,950.



1974 PORSCHE 911S in Black with Black interior. Sunroof, electric windows. £6,750.

1974 PORSCHE 911S in White with Blue / Tartan interior. Whale tail, late sports wheels, sunroof, electric windows, **PRIVATE NO.** £6,995.



1975 BENTLEY CORNICHE (flared wheel arch) in Coffee Bean with Champagne interior and sheepskin rugs. Front / rear head restraints, F / fitted Everflex roof in Champagne, extensive sound system. This is an extremely rare car, much sought after in the Bentley marque. Fully documented history. £22,950.

Two 77 series II Shadows in stock from £17,950.

14-17 REGENT PARADE, BRIGHTON ROAD, SUTTON, SURREY.

01-642 9473/7

FOR SALE—continued

TVR TAIMAR. November 1977. 'S'-Reg. Yellow with brown model band, tan interior, new carpets, recent major service, new discs. Very reluctant sale. £3,995. Tel: Redbourn, Herts. (058285) 2141. (87076

MGA PLUS 5, British motorcycles exchange for interesting pre-war vehicle, transportation available. Tel: 0454 772261. (877119

LANCIA FULVIA Saloon, 1300 cc, dark red, 1972, good condition, 64,000 genuine mileage, two owners only, M.o.T. June 1982, new battery, good tyres, radio, keen driver's car, bargain at £575. Tel: Brimfield 256. (87113

LOTUS ELAN +2S / 130, 1974, coffee oatmeal, 41,000 miles, excellent condition, maintained by main Lotus Agents, alloys, s/s exhaust, lumenition, z/beams, much recent work includes carb rebuild, new tyres (2), complete Rotoflex, alternator, bearings and others. M.o.T. March 1982, tax May 1982. £3,800. Tel: Reading 883380. (87114

MG NA Magnette, 1935, 2 seater sports, original 6 cylinder o.h.c. engine recently rebuilt, rare motor car. £4,750. Tel: 062786 3445 (Kent). (87115

MGB GT, 1978, 36,500 miles, Brooklands green, taxed 11 months, M.o.T. recent exhaust, rear shocks, sensible extras, growing family and anxious bank manager necessitate reluctant sale, poss p/x £2,495. Tel: 0749-830548 (Somerset). (87117

TRIUMPH STAG, 1976, R, 35,000 miles, white, £3,500. Hard & soft tops, manual, o/d, stereo cassette, major overhaul by Hart at 25,000, excellent. Tel: Southam 2566. (87120

ASTON MARTIN DB6, 1967, automatic, silver with black interior, investment. £3,250. Tel: Sevenoaks 56533. (87109

30/98 VAUXHALL. OE kit, chassis, radiator, engine, gearbox, steering, propshaft, bulkhead, back axle parts, etc., known to register. £7,500 or trade. Box No 6591. (87110

1930 LEA Francis 12/40 sports saloon, good mechanically, bodily, interior scruffy, rebuilt Magneto, last used 2 years ago. £2,650 o.n.o. must be sold. Tel: 0564 823209 nr. Buam. (87110

FAIRTHORPE 1200 Sports '69, 46 mph, rare handsome British small sports car, lady owner 9 years, 57,000 miles, excellent condition. £1,095. Tel: 01-748 1568. (87111

LANCIA BETA 2000 coupe, S2, 1977, racing red/gold cloth, radio, sunroof, electric windows, new XVS, 39,000 miles, M.o.T. September 82, warranty August 82, superb condition, £1,895 o.n.o. Tel: 534 0767 (day), 641 5670 (evens.). (87112

1978 DATSUN 260Z Sports, red, 19,000 miles, excellent condition, one deceased owner, must sell. £3,800 o.n.o. Tel: Twyford (Berks) 340118. (87103

BRISTOL 405, 1956, M.o.T. and taxed, burgundy with black trim, near concours, much mechanical work done, fitted overdrive, discs, radio, valued well in excess of asking price. £3,250 o.n.o. Tel: Durham 43114. (87105

BRISTOL 406, 1960, good engine, gearbox, new king pins, exhaust, chassis members welded recently, handbrake renewed, body, upholstery fair, good tyres, M.o.T. Feb 1982, owner abroad, must sell. £1,450. Tel: 01-858 6578. (87106

VOLVO 1800 ES, 1973, manual, overdrive, metallic blue/black leather, radio, sunroof, towbar, tinted glass, new M.o.T./tax, 38,000 miles, v.g.c. £4,000. Tel: 034 385 647. (87107

FOR SALE—continued

MORGAN +8, T-Regd June 1979, 10,000 miles, stored every winter, since new, black with stone leather interior, radio, roll-bar, luggage rack, foglights. £8,995 o.n.o. Tel: 01-868 7158. (87108

ROVER 110, 1964, two tone juniper green/grey, one owner till March 1980, bodywork restored, new original type carpets, all original tools, new crossply tyres, mileage under 60,000 miles, M.o.T. and tax February 1982. Offers over £1,000. Dr. R. Buchan Tel: 0493 50885 (Great Yarmouth, Norfolk). (87129

VOLVO 142, 1976, factory fitted group 2 engine, C.R. box, uprated suspension, etc., 47,000 miles, extras, new M.o.T./tax, v.g.c. £2,650. Tel: 034 385 647. (871087

ALFA 2000 Spyder, red, 1976, SCR, rustproofed from new, simply beautiful. £3,650 o.n.o. Tel: Tean (05385) 3148 eves./wa., for details. (87102

CHEVETTE HS, May 79, 2,300 twin cam, pristine condition, with full history, 6 months warranty. Tel: 0632 470266 after 6 p.m. £4,500 o.n.o. (87104

MG TC. 1949. Fair condition, original, long M.o.T. £3,650 o.n.o. Tel: 06278 6344. (87126

DETOMASO INNOCENTI. 1980 'V'-Reg. RHD, silver/denim interior, sun roof, alloy wheels, low mileage. £3,750. Tel: Aughton Green, Lancs. 422813 (evenings). (87127

LOTUS ELAN +2S130/4. 1973. JPS body, 7,000 miles engine, extensive ancillary renovation. Long tax/M.o.T. Full history. Bank manager forces sale of fast, appreciating classic. £3,250 o.n.o. Tel: 01-731 3248. (87128

MERCEDES SPORTS 280 SL Automatic. 'F'-Reg. 40,000 miles, superb condition. £8,500 o.n.o. Tel: 0604 83006 (evenings). (87123

MG "K"-TYPE MAGNETTE. Rolling chassis complete with "K"-Type engine and gearbox, no body. Offers around £2,000. Tel: 02814 3468. Green, Greenacres, Purton Lane, Farnham Royal, Bucks. (87124

COLLECTORS ITEM. Morris Minor 1000. 1968. One owner, genuine 12,000 miles, immaculate. £2,750. Tel: Welwyn Garden City 35948. (87121

GINETTA G15. Chassis No. G15001. Reputed 1968 Earls Court Show Car. Now has full Gretham 998 engine, 125 m.p.h., 30 m.p.g., many new parts (bills for £1,000) including radiator, alternator, starter. Spax adjustables, tyres on Wolfraces. £1,795 o.n.o. Tel: 0283 820625. (87068

RILEY 1½-LITRE. 1950. Collectors car, bronze, sound. Only two owners, 95,000 miles, taxed, M.o.T. £1,500. Tel: Petersfield 2480. (87125

Fiat 130 Coupé 3200 Auto.

Pininfarina's finest. 1976. Beautifully finished in unmarked violet with beige trim. Elec. windows, sunroof, etc. Maintained regardless of cost. Director with 3 endorsements decided to sell. £3,595 part exchange welcome. Guarantee and usual facilities.

Ashfield Autos Ltd.,
New Cross, Sutton in Ashfield, Notts
Tel.: (0623) 511577
Please ring for appointment

LISTER JAGUAR. Incomplete car, but includes many D-type parts. **£4,500**
LOTUS 18 FORMULA ONE 1960. Ex-works car, currently being restored, Lotus gearbox, earliest rear engined Lotus Grand Prix car in existence.
ELVA MK. 1 SPORTS CAR. Rolling chassis. **£1,000**
FORD 8A ENGINE. Cosworth 450 b.h.p. V6 Capri engine. New. **£2,000**

WANTED Any interesting GP cars.

Phone Peter Bloore on
(0491) 39475 Telex 847872

MYSTERY
MORGAN BUYER
TRIES HARDEST,
TRAVELS FURTHEST,
PAYS MOST
01-440 2462

WANTED
ANY:
ALVIS, LAGONDA, ASTON MARTIN, JAGUAR, BENTLEY, ROLLS-ROYCE, RILEY, ETC.
PLEASE RING:
01-731 4383
9.30 am-6.30 pm

OPPORTUNITY

A complete set of fibre glass moulds for front and rear wings and sills of post war Rolls Royce / Bentley. Also a selection of panels readymade. Mk 6, 'R' type, Silver Dawn, S1, 2 and 3, Cloud I, II and III and Mulliner-Park Ward coupe. These have been precision made at a cost in excess of £20,000.

Offers for part of whole to 0686 28816

DELLORTO Carburettors
As fitted to many of the worlds top performance cars.
Competitive performance at a competitive price.
Send 20p to cover postage for leaflet and super sticker.

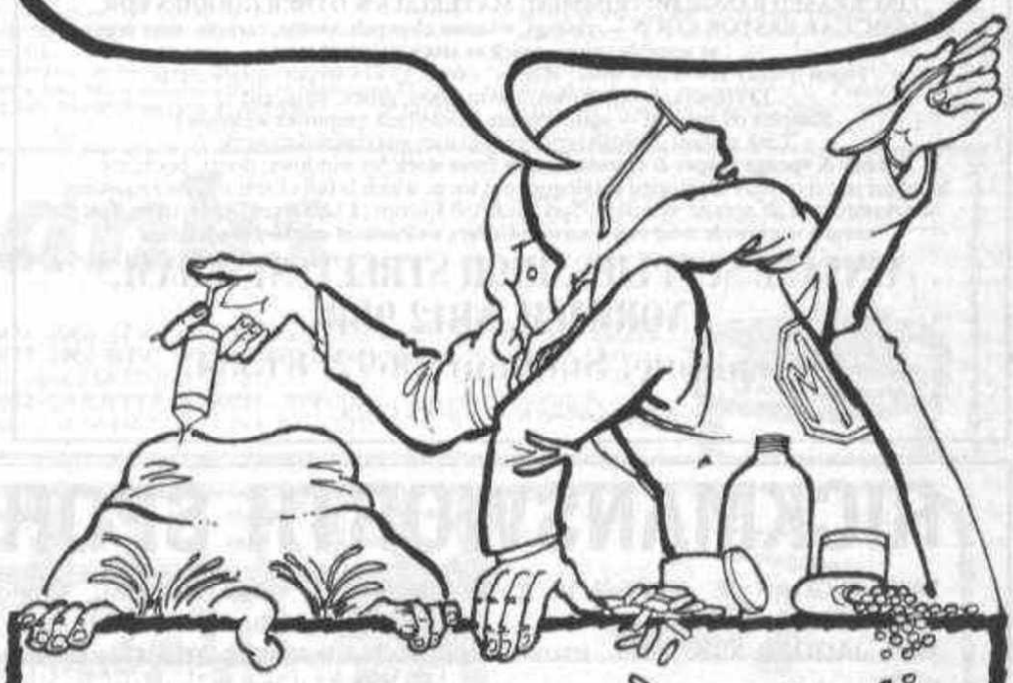


NAME _____
ADDRESS _____
MS10
Dellorto, 13 Boult St, Reading RG14RD

HELP A DOCTOR-SELL US YOUR MG

©Maurice Dodd 1981

WE'RE SUFFERING FROM (AAGH) MG WITHDRAWAL SYMPTOMS - WE'VE MORE MG'S GOING OUT THAN (OOGH) COMING IN. IT'S MORE THAN WE CAN (GROAN) BEAR. WE'VE GOT TO HAVE MORE MG'S. WE'RE DRIVING OUR DOCTOR MAD. HE'S DRIVING HIS DOCTOR MAD. THEY'RE BOTH DRIVING THE DISTRICT NURSE TO BRIGHTON (WELL - THEY'VE GOT AN ARRANGEMENT) HELP BREAK THE CHAIN OF PAIN AND ANXIETY - MAKE A NOISE LIKE AN AMBULANCE AND DRIVE YOUR MG TO MOOR LANE - NOW



MG RICHARDSON'S MG
The MG maniacs.
MG's **bought.** MG's **sold.** MG's bought for **breaking.** Half an acre of **Spares.**
Moor Lane. Staines. Staines 55388.
We've got this mad mad thing about MG's.

PORSCHE Insurance Facilities

Competitive schemes, rates and terms now available for all models. Call, write or phone, the new business office at MRB Insurance Brokers Ltd., 313 High Road, Chadwell Heath, Romford, RM6 6AX, Essex. Tel: 01-597 2427





C. P. AUTOKRAFT LTD.

C. P. AUTOKRAFT LTD are pleased to announce the re-opening of their restoration and conversion division as from the 1st October, 1981.
Our 'Firsts' in England include the Ferrari Daytona Spyder conversion (six completed) and the Ferrari Boxer Targa conversion, designed and engineered to total completion within our Weybridge works, as supplied to Modena Engineering and exhibited at their last open day at Goodwood.

Enquiries for design-restoration and prototype work. Emilio Garcia, Unit 815, Brooklands Industrial Park, Weybridge, Surrey. (Tel: Weybridge 40049)



Some of the best from the West

The only official Porsche Centre for the South West

Parks (Exeter) Ltd.
West St., Exeter. EX1 1BB
Telephone (0392) 32145/6

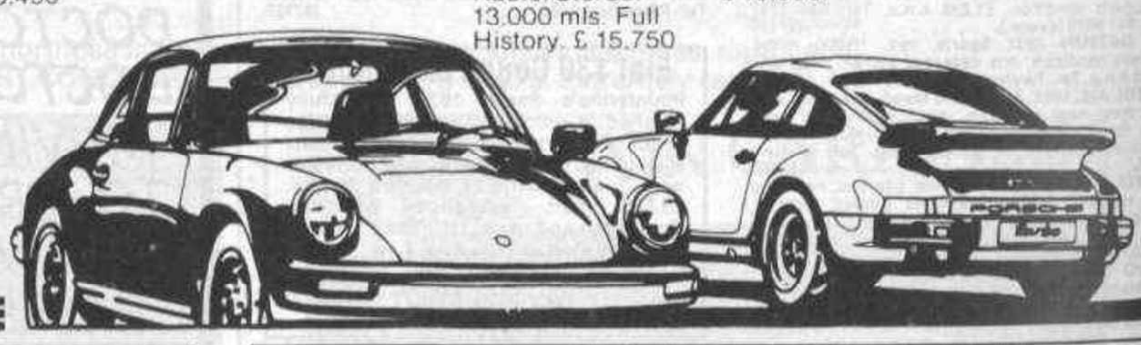
1980 'W' 924 Lux. Alpine White /Black Pin Stripe. 1 owner. 13,000 mls. Full History. Porsche Side-Stripes. Radio/Stereo. £9,500

1980 'V' 924 Lux. Diamond Silver Black check trim. One owner. Full History Removeable roof. £8,450

1979 'T' 924 Lux. Petrel Blue/Beige Int. 23,000 mls. Full History. Remov. roof. Radio. 5 speed. £7,950

1980 'V' 911 s.c. Coupe. Guards Red/Tan Interior. Fitted with Sports equipment. Electric Sun Roof. Radio/Stereo. 13,000 mls. Full History. £15,750

Due Shortly 1976 911 Carrera. Metallic Light Green/Burgundy Trim. Full equipment. £10,000



PORSCHE

PAUL BEC VINTAGE SUPPLIES

INCREASED RANGE OF TRIMMING MATERIALS & OTHER GOODIES FOR CLASSIC CAR RESTORATION — pipings, window channels, cloths, carpets, door trims — at sensible prices, quick ex stock despatches.
Finest quality 100% new wool "Wilton" carpet @ £14.00 per square metre.
12 colours, fawn, brown, red/maroon, green, blue, etc.
Samples on request — state colours (trade/bulk enquiries welcome)
Tank sealant — slosh type, easy to use, guaranteed to work.
Rubber & sponge shapes & extrusions now from stock for windows, doors, boots etc.
Send for our new fully illustrated catalogue, out soon, which is full of restoration requisites, for restorers of all ages of vehicles. 75p UK, £1.50 Europe, £3.00 elsewhere (Airmail) By return worldwide mail order service **Callers welcome at our larger premises.**

VINTAGE SUPPLIES, HIGH STREET, STALHAM, NORWICH, NR12 9BB
Telephone: Stalham (0692) 81534.

prices quoted subject to carriage & VAT (UK)

LONGINES



THE FERRARI WATCH

Gents and Ladies ultra slim quartz watches with fitted bracelets have a calendar on a black or gilt dial.

SPECIAL INTRODUCTORY OFFER, £300.00p. RRSP. £395.00.

Peter Rogers

Please send cheque or Credit card number to:—
104a LONDON ROAD, St. ALBANS, HERTS AL1 1NX.
St. ALBANS 30479

RICKMANSWORTH SPORTS CARS

201 HIGH STREET RICKMANSWORTH HERTS

1973 JAGUAR 'E' TYPE V12 2+2. Manual, c.w.w., Sundym, silver. **£5,895**
1977 JAGUAR XJS. Auto., usual refinements, white. **£5,995**
1979 T LOTUS ECLAT 521. Auto., radio cassette, service history, black. **£7,250**
1980 LOTUS ELITE 501. In gold. **£9,995**
1980 MGB GT. O/D, radio, 11,000 miles, black, one owner. **£4,695**
1979 MG MIDGETS. Choice of two, low mileage, white, from **£2,795**
1980 MG MIDGETS. Choice of two, red or yellow, from **£3,295**
1980 TR7 CONVERTIBLE. 10,000 miles, metallic dark green, one owner. **£4,995**
1980 TR7 FHC. Choice of two, red or blue, various extras. **£4,195**
1978 TR7. Five speed, sunroof, radio / cassette, red. **£3,195**
1979 TRIUMPH SPITFIRE. O/D, hardtop, rust-proofed, 14,000 miles, red, one owner. **£2,995**
1978 TRIUMPH SPITFIRE. Radio, red. **£2,495**
1977 S TRIUMPH SPITFIRES. Choice of two, red or blue, from **£2,093**

1972 TRIUMPH SPITFIRE. 1500 engine. **£995**
1980 RS2000 CUSTOM. 20,000 miles, red. **£4,695**
1979 RS2000 CUSTOM. 28,000 miles, red. **£4,295**
1979 FIAT X/19. Radio, cassette, silver. **£3,495**
1981 FORD XR3 TURBO. Rustproofed, 6,700 miles, red. **£6,250**

FINANCE ARRANGED — PART EXCHANGE WELCOME
Please write for further information

Suzuki Super Bikes to commuter Transport new & used in stock, spares & accessories at R.S.C. Bike Centre. Open 9.30 am to 6 pm Monday to Friday. 9.30 am to 5 pm Saturday. 10 am to 12.30 pm Sunday.

Telephone Rickmansworth (09237) 75369/78079/71450

HENDON WAY MOTORS

1980 (Series) LOTUS Elite 501. Met. silver, 12,000 miles, air cond., radio/cassette.
1981 Lotus Esprit S2 2.2. Yellow, 1,800 miles only, leather interior.
1980 LOTUS Esprit 702. Red, 14,000 miles, leather int., radio/cassette, history, air cond.
1979 LOTUS Esprit S2. Commemorative Edition, primrose, 14,000 miles only, leather int., radio/cassette.
1979 (Series) LOTUS Esprit S2. Carnival red, 30,000 miles, one owner, all extras, history.
1979 (Series) LOTUS Eclat 521. Met. bronze, leather int., service history.
1975 LOTUS Europa Special. 5-speed, JPS, 35,000 miles, oatmeal, alloys, stereo, one owner.
1974 LOTUS Europa Special. 5-speed, JPS, 42,000 miles, oatmeal, alloys.
1973 LOTUS Europa Special. 5-speed, white, oatmeal, alloys.
1974 LOTUS Elan +2S 130. Green, 31,000 miles, radio/cassette, alloy wheels, one lady owner.
1974 LOTUS Elan Sprint. DHC yellow, 11,000 mls.
1973 LOTUS Elan Sprint. FHC, burgundy, SR, 32,000.
1973 LOTUS Elan Sprint. FHC, green, 2,000 miles.
1971 LOTUS Elan Sprint. FHC, red/white, sunroof, full history, two owners, 32,000 miles, original paintwork.
1980 (Series) MORGAN Plus 8. BRG, delivery mileage, leather.
1976 MORGAN Plus 8. Brown, stone leather, 6,000 miles.
1974 MORGAN Plus 8. Olivene stardust, leather int., 9,000 miles.
1981 MORGAN 4/4. 2-seater, white, 5,000 miles, one owner, extras.
1980 (Series) MORGAN 4/4. 2-seater, red, 600 mls.
1978 MORGAN 4/4. 2-seater, red, 13,000 miles.
1971 MORGAN 4/4. 2-seater, BRG, 41,000 miles.
1981 MORGAN 4/4. 4-seater, white, delivery mileage.
1980 (Series) MORGAN 4/4. 4-seater, red, 17,000 miles.
1980 (Series) FERRARI Boxer 512 BB. Pale blue, 12,000 miles, 400 b.h.p.
1974 FERRARI 246GT. Yellow, 21,000 miles, service history, one owner radio/stereo.
1974 FERRARI Dino 246GT. Black, 29,000 miles service history, one owner, radio/stereo.
1974 FERRARI Dino 246GT. Red, 31,000 miles, service history, radio/stereo.
1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
1972 FERRARI GTC4. Celeste, 28,000 miles only, recently serviced.
1974 (Series) JAGUAR E-Type 2+2. Blue, low mileage.
1972 JAGUAR E-Type 2+2. White.
1970 JAGUAR E-Type 4.2. F.H.C., red, 31,000 miles, concours.
1974 (Series) JAGUAR E-Type V12 Roadster. Auto., azure, 22,000 miles, one owner, full history, radio/stereo.
1973 JAGUAR E-Type V12 Roadster. Hard top, met. silver, manual, 30,000 miles only, radio/stereo.
1979 (Series) PORSCHE 924 Lux. Met. silver, service history.
1980 PORSCHE TURBO 3.3 COUPÉ. 6,000 miles, anthtracite.
1975 PORSCHE 911. Black, radio, stereo, history.
1974 (Series) PORSCHE 911E Targa. White, history, radio/stereo.
1936 BENTLEY 4¼ Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.
1965 MERCEDES BENZ 230 SL COUPÉ. Sea green.
1969 MASERATI Ghibli. Yellow, low mileage.
1967 LAMBORGHINI 400 GT. Met. red, service, history.

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

FOR SALE—continued

ALFA SUD Sprint Veloce 1.5. Super example. 'V'-Registration. White/brown velour interior, expensive radio/stereo cassette with door speakers. Recent service, taxed. £3,750 o.n.o. Tel: Cranleigh 4078 (Surrey). (85700
ROVER 3.5 COUPÉ. Two tone, Webasto roof, 4 speaker stereo system, 62,350 miles. Two owners. Genuine sale, beautiful car. £1,250 o.n.o. P/Ex. possible. Tel: Wivenhoe 4484 (evenings). (85702
GTE AUTOMATIC. 1972. 60,000 miles, recent tyres, battery, exhausts, tan interior. An excellent car and superb to drive. M.o.T. April, tax June 1982. £1,600. Also 1962 AJS 250. Runner. M.o.T. lapsed. £150. Consider part exchange small usable vintage car. Tel: Rotherham 78612. (85703
RILEY RME. 1952. Good condition. New M.o.T., taxed. Best offer over £2,000. Details Tel: Hevingham 493. (85704
FERRARI 2Y5 GTB-4. Excellent condition throughout. New high quality paint and recent complete mechanical rebuild. California car, hence never any rust. All duties paid. An appreciating asset and considered Ferrari's greatest road-going car. Tel: Dr. Bridge, Paignton 558034. (85705
FRENCH SALMSON S4C. 1932. Coach 2 doors, wire wheels, 2 ACT. Complete. Suitable for restoration. Visible at Aurillac, France. £2,000 o.n.o. Tel: (61) 25 36 15 (evenings) France. (85587
AC428 CONVERTIBLE. Manual g/box, Minilites, 3.07 diff., metallic burgundy, 35,000 miles recorded, condition to match. £12,000 o.n.o. Would p/ex ME 3000. Tel: 0748 833054 or 047 682588. (85563

FOR SALE—continued

MORGAN FOUR/FOUR. October 1978. Four seater. Leather, w/w, rustproofed. Superb condition. £5,950. Tel: Harleston 852612. (85564
BEAN 11.9 TOURER. 1926. Present owner over 20 years, excellent condition. Taxed, M.o.T. £5,500. Tel: Colchester 72651. (85565
PORSCHE 911S 2.7 Targa. 'N'-Reg. 29.9.74. 5-speed box, Banberg elec. radio cassette. Bitter chocolate with beige trim. Very, very nice genuine car. Tel: Terry (0473) 44874 (eve.). £6,000. (80512
ALFA ROMEO 1300 Junior Zagato. Beautiful condition, recent engine overhaul, M.o.T. Genuine reason for sale. Tel: 056 589 3275 (Cheshire). (85419
KOUGAR-JAGUAR. 1981. 2-seater sports/racer, 4.2-litre engine, BRG, special registration number, Wolfrace wheels, absolutely immaculate. £5,400 or exchange for vintage, PVT or interesting car. Apply T. Walder, 3 Fawley Close, Cranleigh, Surrey. Tel: Cranleigh 6316 or Woking 62411 (work). (85420
ASTON MARTIN DB6 Super Leggia. 1965. Present owner 9 years. M.o.T. To old now. £5,250. 60 Wood St., Ilkeston, Derbys. Tel: Ilk 326390. (85418
ROLLS-ROYCE. 1938. By H. J. Mulliner. Due to clearance stripped to bare metal, new chrome, new tyres, new woodwork, new wiring, chassis done, good mechanics, needs trim and paint job. English logbook. Bargain. Bentley Park Ward. 1936. 4.25 litre. Needs paint job. Tel: Arnold, Netherlands 01031-40-118900. (85417
ALFA ROMEO GT Junior. 1975. One loving owner. Silver & black, 44,000 long M.o.T. £1,100. Tel: Frome 830714. (83795

FOR SALE—continued

VOLVO P1800E. 1970 (J). Magnificent in BRG, expanding family forces reluctant sale by VOC Member. Second owner last five years. £2,750. Tel: Yateley (0252) 871378. (85248
HUMBER HAWK Mk. IV. 1952. Black with red hide interior, 58,000 miles, T&T, mint condition. Offers. £999. Tel: 0905 23129 (Worcester). (85212
PORSCHE 924 LUX. 1979. Mocca, full service history, excellent condition with usual refinements. £7,250 o.n.o. Full details Tel: Swansea (0792) 298624. (84714
PAIR OF BENTLEYS. 1925. 3-litre landaulette by Park Ward. A truly magnificent, unique motor in exceptional condition. Around £22,500. Also 1938 Gurney Nutting fixed head coupé, very pretty (of course!), repainted, retrimmed, very rare. £11,750 o.n.o. Would add cash to either/both for exceptional sportscar. Tel: Parker, 01-737 3861. (84716
ASTON MARTIN DB4 Modsports. Highly modified. Racing parts, profession f/b panels, moulds. Very neat classic racer. £4,500. Tel: Maidenhead 24672. (84762
LOTUS EUROPA SPECIAL. 1975. JPS colours. LHD, body off rebuild, chassis fully rustproofed, new springs, dampers, bearings, U/J's, water pump etc., body prepared and resprayed by fibreglass specialist body shop, stereo cassette/radio, sun roof, Sundym etc. £4,200. Clarke, Beukenhof 3, Zwijnaarde, Gent 9710 Belgium. Tel: 091 22 79 15. (84488
ASTON MARTIN DB6 Volante. 1968. 'G'-Reg. Rebuilt engine, new automatic gearbox and factory reconditioned back axle, 25,000 miles ago, one owner since new has maintained this car regardless of cost. £9,500. Tel: Michael Holt, 01-589 9956. (82930

FOR SALE—continued

MORGAN 4/4. 1977. Green, stainless steel exhaust, roll bar, 16,000 miles. Tel: Findon 3450. (84679
RILEY 1½. 1953. Genuine 53,000 miles, superb example. £2,495. Vast quantity spares 1½/2½. 1946/55 also available. Tel: Saffron Walden 22330. (85780
TRIUMPH TR6. 1971. Red, superb throughout. Owned by TR register member. Tel: Medway 220700 (evenings). (85783
BENTLEY MARK VI. 1952. Less than 75,000 miles, radiator and clutch renewed, documented history from new. 18 years in my family. Long M.o.T. £4,000 o.n.o. Tel: Pett (042 486) 3175. (85785
ASTON MARTIN V8. 1974, 5-speed, manual, imperial blue with black leather interior, extremely good condition throughout, service history available. £6,900. Tel.: Storrington (Sussex) 2560 (evenings). (87231
AC-BMW. 1963. Greyhound, currently being fitted with brand new 2.3-litre fuel injected 145 b.h.p. BMW engine and 5-speed gearbox. Tel.: 01-940 3572. (87219
ALFA ROMEO ALFETTA 2000L. October 1979, red with grey velour trim, Blaupunkt, radio / cassette, undersealed from new, immaculate condition. £2,800. Tel.: 04463 3638. (87220
JAGUAR 4.2 COUPÉ. 1976, low mileage, immaculate, white, black leather upholstery, new tyres, engine rebuilt 500 miles. £3,600. Tel.: Preston 58727
MGB GT V8. August 1973, chrome, white, genuine 29,000 miles, 12 months M.o.T., Ziebarted. £3,500 o.n.o. Tel.: Wareham (Dorset) 3056. (87225

7 Wenny Road, Chatteris, Cambs.
Tel. 03543-2460

RWBanks

Alfa Romeo Specialist



1980 (W) ALFASUD TI. White, sunroof, radio / cassette, rustproofed. **£2,875**
1979 (V) GIULIETTA 1.6. Chocolate brown, sunroof, alloy wheels. **£2,650**
1979 (T) ALFASUD SPRINT 1.5. Dark blue / beige cloth trim, rustproofed. **£2,850**
1974 2000 GTV (Bertone). Black / black trim, 56,000 r.m. **£1,275**
1972 2000 GTV. Red / black cloth, sunroof, 29,800 r.m. Actual car tested MOTOR 2/9/81. **P.O.A.**
1962 GIULIETTA SPRINT SPECIAL. Superb condition. Car featured "WHAT CAR" October 1981. **P.O.A.**





WALKER & DEEKES SPORTS CARS

SPECIALISTS IN QUALITY TRIUMPH and MG SPORTS CARS



TRIUMPH
1980 Spitfire. Inca yellow, h/top, o/drive, 16,000 m. **£3,350**
1979V Spitfire. red, h/top, o/d, 12,000 m. **£2,895**
1979V Spitfire. russet brown, o/drive. **£2,695**
1979V Spitfire. blue, 21,000 m. **£2,595**
1978 Spitfire. Inca yellow, h/top, o/drive. **£2,195**
1978 Spitfire. White, o/drive. **£2,095**
1980W TR7. Convertible, silver 3000. **£4,950**
1980V TR7. Convertible, gold, 14,000. **£4,550**
1980W TR7. Red, 11,000 m. **£3,995**
1978T TR7. Metallic green, 5 speed, s/roof. **£2,895**
1978 TR7. White, s/roof, 28,000 m. **£2,695**
1977S TR7. White, Auto, s/roof. **£2,395**
1977S TR7. Inca yellow, s/roof. **£2,395**
1977S TR7. White, s/roof, Wolfrace wheels. **£2,465**
1977R TR7. Green, 5 speed, 38,000 m. **£2,395**
1977R TR7. Jubilee, 21,000. **£2,395**
1980 TR8. Convertible, green, 12,000 m RHD. **£8,500**
1972L TR6. Maroon, 57,000 m. **£1,695**
1966 TR4A. Red, o/d, 49,000, 3 owners. **£1,995**
1974 GT6. Red, o/drive. **£1,895**
1973M GT6. Emerald green, o/drive. **£1,795**

MG
1979T MGBGT. Black, o/d, 19,000 m. **£3,995**
1976P MGBGT. Bracken, o/d, 39,000 m. **£2,495**
1974T MGBGT. Citroen yellow, o/d. **£2,095**
1973M MGBG. Auto. **£1,895**
1973M MGBGT. Bronze yellow, o/d. **£1,795**
1973L MGBGT. Black, s/roof, o/d. **£1,795**
1971K MGBGT. Dark blue, o/d. **£1,395**
1976P MGBGT V8. Damask red, o/d. **£3,295**
1979 MG Midget. Blue, 11,000 m. **£2,795**
1978T MG Midget. Black. **£2,495**
1977 MG Midget. Primrose yellow. **£2,095**
1974 MG Midget. Bracken. **£1,495**
1969 MGCGT. Green, o/d, full history, s/roof. **£1,195**
1964 Healey 3000 Mk.3. Green, w.w., o/d. **£4,500**
1978 Datsun 260Z 2+2. Yellow, 23,000 m. **£3,295**
1979 RS 2000. Black, one owner. **£3,795**
1973M Porsche 911S. Black, s/roof. **£4,950**
1971 Aston Martin, DBS6. Black, auto, p/st, chrome w/wheels, 43,000. **£3,500**
1978T Fiat X19. Lido, 31,000 m. **£2,995**

SANDRIDGE GARAGE, ST ALBANS ROAD, SANDRIDGE, ST ALBANS. TEL: ST ALBANS 61000 58709

MOTOSPOT

N. Kilworth, Lutterworth, Leics.
(4 miles off Exit 20 M1)



1934 SINGER LE MANS. 2 str. sports. *(illus.)*. **£3,950**
1927 AUSTIN TOURER. Clifton Heavy 12/4. **£6,950**
1934 AUSTIN ETON TOURER. + dickey. **£3,650**
1931 RILEY 9 TOURER. Concours. **£4,695**
1933 AUSTIN 12/6 HARLEY. Saloon. **£2,450**
1968 JAGUAR E-TYPE. Series 1 1/2 f.h.c. **£4,950**



1953 MG TD 2. Good example. *(illus.)*. **£5,250**
1929 AUSTIN 7. Top Hat saloon. **£3,250**
1927 ERSKINE 16/40 Sedan. R.H.D. Studebaker with artillery wheels. **£3,950**
1934 ARMSTRONG-SIDDELEY. Coachbuilt saloon, 15 h.p., long chassis, impressive. **£2,495**
1947 ROVER 10. (Pre-War model), one owner 30 years! Very good, original. **£1,495**
1952 MORRIS 15 cwt VAN. M.o.T. and V.A.T. **£399**

ALL M.o.T.'d READY TO USE.
STOCKS ALWAYS CHANGING
S.A.E. LATEST LIST OR RING
0858 880626 or 04555 2548

appointment essential

FOR SALE—continued

MASERATI BORA. M-Reg., 21,000 miles, part of collection, original, reliable, undamaged. Dinitrol, new clutch, brakes, professionally serviced, correctly adjusted, September 1981. £8,500. Tel.: Carter 0865 (Oxford) 891276. (87226

VOLVO 1800 ES. 1973, auto., white, blue interior, tinted windows, radio, excellent condition. £2,750. Tel.: Camberley (0276) 26248. (87227

LATE ADDITIONS TO DISPLAY ADVERTISEMENTS
Phone 01-628 4741 ext 7 or 34 for details

ASH FRAMEWORK supplied for classic and vintage motor car restoration, any wood part made to order if pattern or original part available in reasonable condition. Renovation, veneering of dashboards, etc. Tel.: Chester-le-St, Co. Durham (0385) 881191 (after 6 p.m.).

ROLLS-ROYCE PII, boat tailed tourer, 24UK, 1935, complete and running but with noisy cam shaft, best offer. Tel.: 061-865 9122. Roevin Car Restorations.

1980 W-REG. Ferrari 308 GTB. Metallic blue, magnolia hide, air conditioned, wide wheels, radio / stereo, one owner, 11,000 miles, costs £23,000 new. £15,950. Tel.: 0926 494001 / 491156. County Garage, Warwick.

FOR SALE—continued

MG TD MK.II. 1954, green, taxed, Reg. PGN 99, very good condition. £4,500. North Wales. Tel.: 06904 216. (87232

AC ACECA. 1961, Bristol engine, good condition, recently resprayed from bare metal, new tyres, radiator, dynamo and battery. £6,500. Tel.: Tavistock 4370. (87234

1912-VCC DATED FIAT. Open 4-seat tourer, hood and side screens, fully restored and perfect. Offers around £9,000. Tel.: 01-660 8764. (87236

WANTED

WANTED. FIAT 130 Spider, good mechanical / body condition. Tel. 01-499 4957 Young. (86023

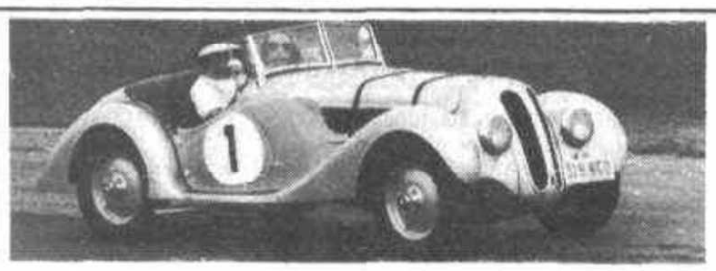
WANTED. ROLLS ROYCE or Bentley Continental or Corniche, good condition, cash buyer from owner, no dealers. Tel. 01-499 4957 Young. (86023

WOODY WAGON WANTED. Wooden bodied station wagon or convertible in any condition, prefer American model. Tel.: 01-235 8177 day, 01-639 2480 evenings. (87221

WANTED, front shroud for Healey 3000. Would consider shroud with near side damage. Tel: 06734 702. (86421

WANTED. MODELS, all scales, Mascots, Trophies, Badges, club or marque. Charles Mortimer, Corner House, Bull's Green, Ewhurst, Surrey. Tel: 897. (86427

300SL GULLWING Spare parts new or used, any condition urgently required by enthusiast currently restoring one of these rare birds, all letters answered. Details to Box No. 6586. (86820



BMW 328

This 1937 sports car is one of only three in Australia. It is in excellent body and mechanical condition and very eligible for historic racing having won the 1948 Australian Grand Prix.

Substantial offers invited

Further details and photos

PO Box 236, Annerley, Brisbane, Australia 4103

THE MG AND JAGUAR WATCH



These exclusive Gents Swiss gold-plated slim quartz Analogue watches are subtly styled with a leather strap carrying the famous Jaguar and MG symbols.
Send a cheque, postal order, Access, Barclaycard or Diners Club for..... MG Mk II watch £39.95 Jaguar watch £49.95 plus postage and packing £1.50

To
Peter Rogers

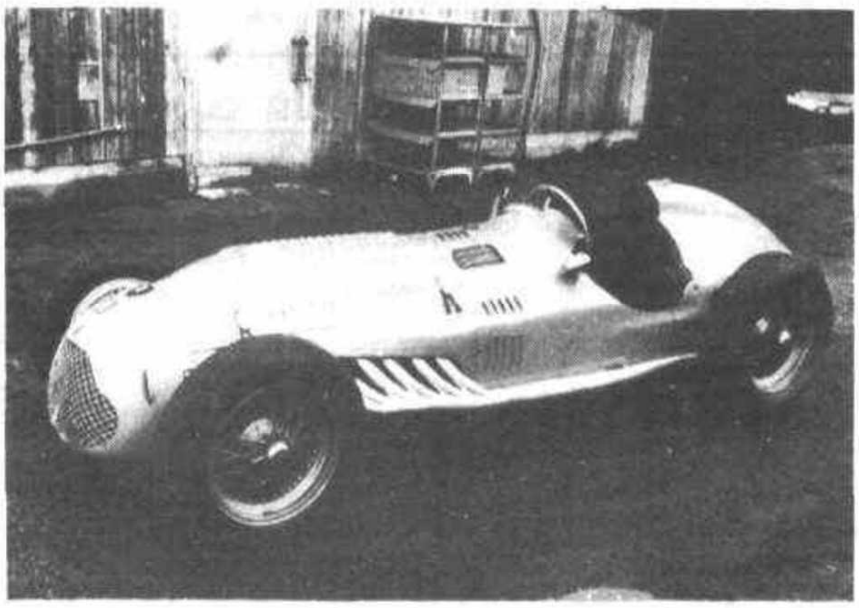
104a London Road, St. Albans, Herts AL1 1NX.
St. Albans 30479

BARCLAYCARD

DCM LTD



15, PETERSHAM MEWS, SW7. TEL: 01 584 1245.



TALBOT LAGO 1950

CHASSIS NUMBER 11005
EX-FANGIO

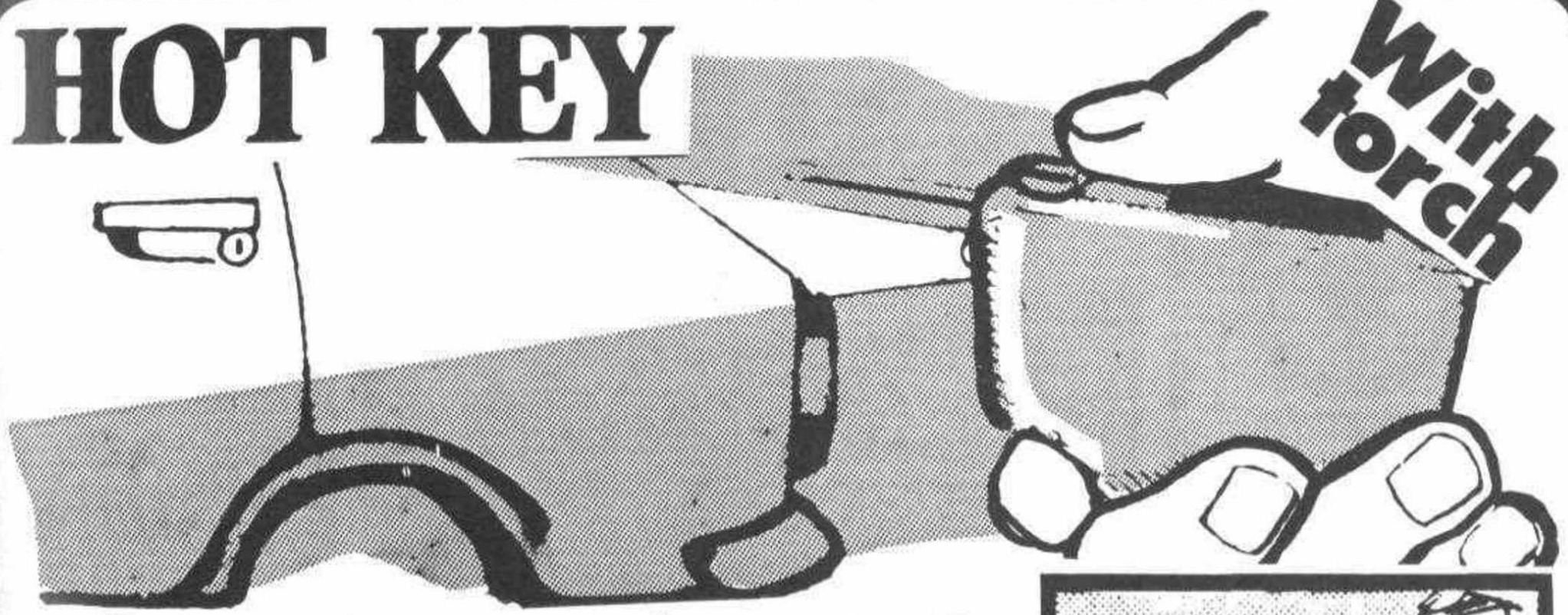
COLIN ALABASTER AUTOS LTD

397 Lordship Lane, Tottenham N17
Telephone 01-808 6561

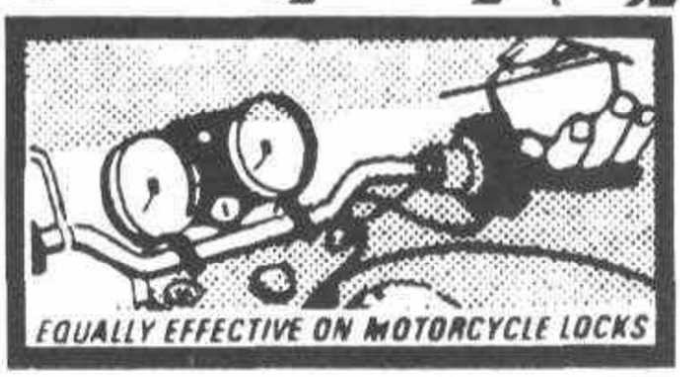
1974 'W'-Reg. Jaguar V12 E-type. Signal red, black hide interior, 1 owner from new. Minilite alloy wheels, radio cassette. **£7,995**
1970 Daimler Limousine. Dark blue with blue velour interior. Auto p.a.s., elec. division. **£3,995**
1969 Bentley T. Seychelles blue, grey cloth int., radio, tape, etc. **£8,945**
1965 Bentley S3. Silver Mink over Seychelles blue, p.a.s., elec. windows, radio. **£8,995**
1950 Bristol 401 2-litre. Personalised No. plate, BRC 4. Collector's car. Pristine cond. **£8,995**
1977 S Daimler Sovereign 4.2. Auto., p.a.s., a / con., r / cassette, d.blue, tan hide, tints. **£4,995**
1977 Daimler Sovereign Coupé. BRG, auto., p.a.s., tan hide, e / aerial, r / tape, a / con. **£5,295**
1939 Y-Type Ford. Green / black with red interior, collector's car. Won 2nd prize in Concours comp. **£2,995**
1977 R Volvo 265 GL Auto Estate. Metallic green, brown leather interior, radio cassette. **£3,995**
1981 Reliant Scimitar Convertible. Hard top, manual, o/d, red with black hood and black velour interior, elec. windows, radio cassette, etc. **£9,995**
1976 R Ford Capri 1600S. Black with cloth trim, radio. **£2,495**
1972 L-Reg. Porsche 911 T. Black with tan upholstery, electric roof and windows, alloy wheels, radio / tape. **£4,495**
1974 N Rolls Royce Silver Shadow. (Flared arch) finished in garnet, black everflex roof, magnolia hide upholstery, with service history. **£14,950**
1980 V Honda Accord. Metallic blue with blue velour interior, one owner, radio, etc. **£3,995**
1978 S Ford Granada 2.8 GL. Pl, manual, yellow with vinyl roof and tan velour interior, sunroof, radio and low recorded mileage. **£3,995**
1977 R Rover 3500. Automatic, brown with tan velour interior, radio/cassette. **£3,295**
1979 T Mini 1000. Green with beige vinyl roof and cloth interior. **£2,295**
1979 T Ford Granada 2.8 GL. Automatic, metallic gold with brown velour interior, vinyl sunroof, radio. **£4,895**
1979 MP Lafer Sports. Soft top, metallic green, alloy wheels, tan leather interior. **£6,995**
1980 Triumph Dolomite 1500HL. Manual with overdrive, red with gold coachline and brown velour interior. **£3,795**

NO MORE FROZEN LOCKS!

HOT KEY



ICE BREAKER



THE PERFECT CHRISTMAS GIFT

£2·45

PLUS P&P

The best idea for years this ingenious invention will heat up the most stubborn lock in moments at the touch of a switch, the heated rod is inserted into the keyhole and will even heat the lock tumblers. Also suitable for door and garage locks, retracts into the case after use. The hot key is pocket size and powered by only 2 penlight batteries with small torchlight in the head.

Send today for your HOT KEY and if you're not delighted with your purchase simply return it to us within 28 days for a full no nonsense refund.

Credit card holders may telephone 24 hours a day on 0962-65996 and place orders immediately without completing the coupon.

FREEPOST
No stamp required just complete and send this coupon to:— NEW CONCEPT, DEPT. MS 10/81, FREEPOST, WINCHESTER SO23 8BR.

Please send me Hot Key(s)
at £2.90 inc. 45p p & p and insurance.

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

No _____ BARCLAYCARD

Signature _____

Name _____ Use Access here

Address _____

_____

_____

New Concept

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

WANTED–continued

ALLARD J2 or J2X LeMans wanted, any condition but original and running car preferred by private enthusiast. Box No. 6584. (86577

URGENTLY REQUIRED. Makers handbook for Series 1 (1974) Lancia Beta 1800 Saloon. Good price paid. Tel: 01-791 0200 evenings or weekends. (86578

WANTED, BENTLEY 3-litre Speed Model, 4-seat Tourer, good home offered to car in sound mechanical condition. Tel: Clacton-on-sea 21873. (86423

FERRARI WANTED. Early model 212 or similar to suit restoration, can be incomplete, engine missing etc. L. Miller, 189 High Street, Willoughby, N.S.W. Australia. Tel: 02-956631. (85904

COOPER COSWORTH F2 or Cooper F3 racing car wanted, in fact any Cooper racing car considered, would also be very grateful for the loan of any Cooper literature that I could photocopy and would post back by return, any advice or leads as the whereabouts of a Cooper would also be most gratefully received. Lucas, 101, Bewdley Road, Stourport, Worcs. Tel: 02993 5271. (86026

WANTED URGENTLY. Rolls Royce, Bentleys, any model, year, condition, please phone any time 24 hours. Dartford 21013. (86028

WANTED, SPORTS cars and sports saloons, the very best prices paid for the right cars, cash or bankers draught, HP settled, will collect anywhere. Tony Gilbert Cars. Tel: Coventry (0203) 24660. (86152

WANTED, FOUR 30" x 3½" beaded edge tyres and tubes. New or as new. Tel: Brighouse (0484) 716109. (86364

WANTED, TWO front and one rear pre-1910 American spade fixing carriage lamps. Must be near perfect condition. Tel: Brighouse (0484) 716109. (86364

DUTCH MUSEUM wants to extend, preferring rare motor cars, open tourers, pre-war limousines, sports etc. Details picture to PO Box 198, Eindhoven, Netherlands. (74170

URGENTLY WANTED. E-Type V12 Roadster, any year, any condition. Please. Tel: Dartford 21013 (anytime). (74832

URGENTLY WANTED. Mercedes SL Sports, any year, any model. Please. Tel: Dartford 21013 (anytime). (74862

MG's ALWAYS wanted, all conditions considered if you are selling. Tel: Simon Robinson, Darlington (0325) 281343. (76818

WANTED, ROLLS-ROYCE Cloud 3, convertible (adaption model) by gentleman in London area. Tel: 01-487 5742. (76843

ELITE CLIMAX. Condition unimportant, details and photos please. Box No. 6558. (83575

WANTED, LOTUS ELAN Plus 2S 130/5 with oatmeal interior. Private purchaser (enthusiast) wants immaculate low mileage and original model. Will travel. Please no dealers. Tel: Cardiff (0222) 810023. (84265

FERRARI 308 GT4/GTB, private buyer will pay cash for the right car, anything considered. Tel: (0730) 4957 61770. (85369

WANTED, ALVIS Pre-war tourer, drophead preferred but any model considered, immediate decision and cash. Tel: Luton 56036. (81076

PANTERA, KHAMSIN, 308 GT or 308 GTB wanted by private buyer, pre-1978. Box No. 6592. (87118

BUGATTI CATALOGUES, posters, parts, pre-war Bugantics, pre-war photographs etc., sought by collector. Replies to Box No. 6590. (87101

WANTED URGENTLY Jaguar XK140, C-Type engine or cylinder head, any condition considered. Tel: Burgess Hill 45593. (87087

WANTED LHD Jaguar XK150 drophead, must be complete and preferably running. Tel: Burgess Hill 45593. (87087

WANTED PRE-WAR sports car or tourer, any condition considered, up to £8,000 cash available. Tel: 061 427 1876. (87031

HISTORIC SPORTS car wanted, any condition considered, complete or incomplete. Tel: (0642) 483507 (office hours). (87016

WANTED URGENTLY Bentley, Rolls-Royce, any model, condition unimportant, view anywhere, good cash prices. Tel: (0480) 66638. (87017

LOTUS ELAN Sprint, DH, late '73 or '74, up to £3,500 for perfect specimen, low mileage, sound chassis essential, private. Tel: 01-750 1562 (days), Slough 48659 (evenings), Steve. (87015

MORGAN PLUS-4 four-seater, cowled radiator, Teague. Tel: Wheathill 319 (Somerset) or write, address in last issue. (87014

NEW MORGAN +8, all extras, exchange two bedroomed terraced cottage, freehold, vacant. Tel: 0983 64575 (away 4-24th October). (86736

JAGUAR MK. II wanted, must be in first class condition throughout. Tel: Warwick 492166. (86942

MASERATI BORA late low mileage example wanted by private cash buyer. Tel: (Glos.) 045 15 448 (office) or 045 15 228 (evenings and weekends). (86819

SMALL BMW wanted, age immaterial if immaculate and very low mileage, state price. Box No. 6585. (86738

MORGAN 4/4 2-seater, wanted by private buyer, premium for new car. Tel: Eastbourne 870691. (86761

MGA ROADSTER wanted, must be excellent, minor detail work considered, wire wheels preferred, but not essential, travel anywhere, have cash. Tel: (0695) 421 405 (Lancs.). (86774

SUPERCHARGER, MARSHALL GODFREY K200 in good working order, for sale or exchange for J100. Tel: 02814 3488. Green, Greenacres, Purton Lane, Farnham Royal, Bucks. (87124

ZIP (NEW) for rear window of Mercedes 220 convertible (1961). Also navy leather folded hood cover, offers. Tel: St. Helens (Merseyside) 23982. (87116

MISCELLANEOUS

CLIMAX ENGINES and parts 1100, 1220, 1500, will trade for 1000 on 1100 twin J.A.P. engine or parts. Robert Auten, Cedar Ridge Road, Bedminster N.J. 07921 U.S.A. 201-234 2663. (86941

MOTOR BOOKS for sale as one lot. Range from Pomeroy Grand Prix Car, both volumes, to V12 Lagonda handbook. List available. Box No. 6593. (87223

R. LALIQUE Glass Car Mascots wanted for cash, also interesting metal mascots, motoring bronzes, models, petrol engined pylon racing cars, badges, Montauts, Grebel headlamps, etc. Tel.: 01-235 8177 day, 01-639 2480 evenings. (87221

TR7 SUNROOF KIT, BMC part number ZKC 3314. Original equipment, small cut professionally repaired. Head lining needs tidying. Cost price £250, buyer collects for £95. No offers please. Tel.: 0706 55694 office hours, 0706 33904 after 7 p.m. (87325

MISCELLANEOUS – continued

ANTIQUE SILVER Large stock of English flatware, old Sheffield plate etc. For free list Tel: J. A. Stancomb 046 05 2640 ext. 1. Export a pleasure. (86840

AUTOMOBILE YEAR. Complete set, Nos 1-27 complete with dust covers, perfect condition, £1,500. E. J. Keating, 79 Beechpark road, Dublin, 18. Tel.: Dublin 894081. (86410

MERCEDES. All type of spares, gaskets, bumpers, lights, 20 / 30% off special offer while stocks last. 200 / 20 / 40 front wings £60 (RRP £86), h / lamp £50 (RRP £76), alloy wheels £70 (RRP £121), W123 / S class £125 (RRP £190) chrome wheel arches set (four, £125 (RRP £195). Tel: 01-689 3247. (86416

MOTOR SPORT, 1935 to 1939 — £6.00, 1940 to 1946 — £3.50, 1947 to 1949 — £2.50, 1950 to 1952 — £2.00, 1953 to 1955 — £1.25, 1956 to 1958 — 75p, 1959 to 1962 — 60p, 1963 to 1967 — 50p, 1968 to date — 30p. Price per issue, postage extra. Michael Smith, Specialist in Motor Magazines, 14 Edyvean Close, Rugby, CV22 6LD. (86420

RARE MASCOTS. Lamps, horns, etc. for sale. Rolls-Royce Ghost, Phantom, 20 / 25, Wraith, Bentley 3½, 4¼, Mk.6, "R-type" mascots, all superb originals, many P100, P80 headlamps (all types and conditions), top-hinged spotlamps, FT37, FT58/2 spotlamps, 1170 sidelamps, "owleye" tail lamps, etc., Lucas long and short 'windtone' trumpet horns, new horns, also just about everything for SS Jaguars 1937-48. All priced to sell quickly, shipping happily arranged, absolutely no reproductions. Write: M. Wraight, 9 Coniston Crescent, Weymouth, Dorset. Tel.: 03057-70463 evenings 6-7 p.m. only. (86425

EXCEEDINGLY rare Mascot R. Lalique Large Dragonfly, fully signed, absolutely mint condition on original "Breves Gallery" gymount. If you want the best, this is the finest. Tel.: 03057-70463 evenings. (86425

SCINTILLA VERTEX, NV4 Magneto, auto-advance, unused since overhaul. Offers around £75. Tel.: Knockholt (Kent) 32176. (86575

MOTOR SPORT, 1964-1980, unbound, complete. Also Car / Small Car magazine 1964-1980. Offers invited. Tel.: Kenilworth (0926) 53279. (86581

CAR DUST SHEETS. 100% cotton covers with tie on tapes. Sizes: 15' x 10' £18.50, 17' x 10' £21, 18' x 12' £26, 20' x 12' £28, 22' x 12' £31, 24' x 12' £34, 28' x 12' 6" £39. Extra large sizes made to order. These are very high quality covers, beware of cheap imitations! To order please add 15% VAT and £2 postage. Hornby-Smith 22 Lancaster Mews, London W2. Tel.: 01-402 3214. (86589

JAGUAR PARTS, Original new Mk.II doors, spats, S Type, 420 & V12E parts, 3.8 & 3.4 Mk.II for spares or repairs. Tel.: Great Bolas 552. (86591

80 RACE PROGRAMMES for sale, 1949-80, 15 British GP, 13 European, nine Goodwood, 27 Brands, etc. Tel.: Lodge Hill 41774. (86586

CAR BROCHURE collection for sale, post-1975, about 500, will not split. Andrew Thornton, Abbey Farm, Linstead, Halesworth, Suffolk. (86592

MG PARTS, N engine and gearbox complete, M engine and gearbox, front axle with brakes, v windscreen, J2 ENV close ratio gearbox, back axle complete, speedo / rev counter, eight day clock, oil / amp gauges, 8" and 12" brakes or parts. Various pairs of headlamps. Tel.: 0844 291725 (Bucks). (86906

BENTLEY, 1936 chassis, front axle, springs, drums. Bentley Mk. 6 engine parts, doors, wings, asst spares. Tel.: 051-336 4881. (86734

TRIUMPH TR2 ENGINE, Rebuilt, plus gearbox, etc. Also, old Rolls-Royce Bonnet side panels. Offers. Tel.: Ambergate 3162 (Derbys). (86748

MGTC SPARES, Wires, headlamps, steering column, gauges, cylinder head, new wiper motor, spare wheel carrier, etc. Tel.: York 37847. (86741

LANCIA FLAMINIA SPARES, Plus English workshop manual and 3C supplement. £300. Could deliver. Tel.: 01-852 3904. (86902

MOTOR SPORT, 1958-1980, complete less May 1961. £60 o.n.o. Tel.: 01-863 6920 (Harrow). (86885

RAL for video tapes, castrol racing products, magazines and race programmes, plastic & white metal kits, knock-off wheel spinners, wire wheel cleaning kits, DS11 pads, tools, race tape, hide food, framed pictures and much more. New shop now open at 57 College Road, Bromley, Kent. Tel.: 01 290 0106. (86889

SPEED VOL. 1 No. 1, 1935-1939 inc. Motor Sport 1957-61 and 68-78 complete. Also odd copies 1935-41 Autosport 1957-61, complete. Smith, 9 Davids Hill, Georgeham, N. Devon. Offers. Tel.: 0271 890676. (86909

RARE COLLECTION of coachbuilding and motoring journals 1904 to 1939. Over 500, some with colour prints, fair price to ensure sale. Tel.: Stafford 53213. (86911

MOTOR SPORTS, 1962 to 1980 complete, for sale unbound. Tel.: Gloucester 69670. (86912

FOR SALE. Semi-detached house, garage separate, 16 x 10 workshop, large gardens, gas heat, insulated. Workshop equipment also available. £24,000. Tel.: Frome 65922. (86915

MOTORING BOOKS and magazines for sale. Good selection, sensible prices. Terry Wills, "Highways", Thornbury Road, Alveston, Bristol. (86916

MOTOR SPORT, 1967 to 1980. Motoring News 1963 to 1979. Also 150 assorted motoring magazines same period. Offers or exchange 00 gauge model railway. Tel.: 0942 714377. (86932

THE GRAND PRIX CAR VOL. 1 Pomeroy, a record of Motor Racing — Rose. Offers. D. Ellis "Shiralee", Yattendon Road, Horley. Tel.: 3135. (86803

VIDEO OWNERS. Classic / modern motor-racing films. Goodwood, Nurburgring, Le Mans, etc., too many to list, all at discount prices. Send stamp for catalogue to C. R. Mail Supplies, 156 Elmer Road, Middleton-on-Sea, Sussex. Tel.: 024-369 2923. (86785

ASTON MARTIN WORKSHOP MANUAL. DB2 and DB2 / 4 series, good condition. £9. Tel.: Darlington 721016. (86583

BEAULIEU AUTOJUMBLE. Would the stallholder on Saturday 12th with a red vee-twin engine (less cylinder barrels) complete with gearbox and right angle final drive contact R. D. Longmore, 27 Cornwall Road, Walsall, West Midlands. Tel.: Walsall 37232. (86797

36 PIECE silver set of great cars from 1898 to 1938, total weight 78 oz. Tel: 038957517. (83999

WORKSHOPS TO LET, Workshops available in Oxfordshire from 500 sq. ft. to 2,500 sq. ft. Light industrial, vintage and veteran cars restoration. Tel.: Stephens, Clanfield 380 (036781). (86320

MOTOR SPORT, Apr. 62-Dec. 77. Complete, plus most 1978. £40 o.n.o. for lot. Tel: Standish 426297. (86163

EUROPEAN EPISODE. Collection of 1920-30 motoring travel books, superb and rare editions. £400 plus postage. Ray Roberts (Booksellers) of Whiston Tel. 078571 2232. (85894

MISCELLANEOUS – continued

RAY ROBERTS (Booksellers) of Whiston. Motoring list 1,800 titles £2 (£3.50 overseas). Aviation 400 £1 (£2 overseas), also Railway & Maritime list 50p each (£1 overseas). Many rare books, sales brochures etc. Wanted: Sales brochures, pre-1950, handbooks, please offer with details. See you at my marquee stall at Beaulieu Autojumble, Stand M17, Whiston Hall, Whiston, Nr. Penkridge, Staffs. Tel: 078571 2232. (82276

MOTOR SPORT, 1962-80, 13 years complete, 57 others. £35. Tel: Clacton 23120. (86354

BOOKS ON MOTOR RACING for sale. Including many rare classics. Send s.a.e. for list to Phillips, 12 Tudor Lane, Old Windsor, Berkshire. Tel: Windsor 67281. (86358

RACING TYRES Dunlop 550L-14 CR65. One un-used. £45; four used (one race only). £35 each. Nomex flame-resistant overalls. £15. Tel: 0702 712746 (evenings). (86359

DERBY BENTLEY SPARES, Many items available. Mechanical, bodywork. Also rare 3½ saloon. SAE Tancoed, Llanfair Road, Llandysul, Dyfed. (86362

THE AMERICAS, 1920-30. Travel in America by motor and motorcycle, rare collection. £200. Ray Roberts (Booksellers) of Whiston. Tel: 078571 2232. (85894

MOTORING TRAVEL in Great Britain. Early 20th Century motoring adventures, very scarce 1910-1930 collection. £350. Ray Roberts (Booksellers) of Whiston. Tel: 078571 2232. (85894

MGA WHEELS for sale. MGA steel wheels complete with good X-ply tyre. £15 each. Possible delivery. Tel: 0455 24293. (86147

D-TYPE JAGUAR WHEELS, Reproduction, set of five brand new, with four machined hubs, four spinners, highly polished. £1,450. Save over £100. Suitable E-Type (fit straight on!) or Lister. Tel: Bodenham 261. (86159

9 XKE Registration Number for sale. £875. Come on E-Type owners put £2,000 on the value of your car. Tel: Bodenham 261. (86159

MOTOR SPORT, 200 copies 1962-80. Sell or exchange 1960's Autosport, Motor Racing. Will split. Tel: 0222 514626. (86162

MASERATI MOTORCYCLE parts including engines for sale. Many new items. Tel: Richard Crump, Waltham Cross 22121. (86167

WELDING, Aluminium, cast iron and stainless steel our speciality. Prompt service on blocks, heads and components. Tel: Boxted (020 636) 812. (86349

COACHES STEAM AND ROADS, Rare collection of 19th and 20th Century travel and technical books. £290. Ray Roberts (Booksellers) or Tel: Whiston 078571 2232. (85894

DIY CLEANING without mess or effort our sandblasting cabinet and or degreasing unit. Bring your items, from a nut to an engine to Rent-a-Workshop, 864 High Road, North Finchley, London N12. For further information Tel: 01-445 0033. (78155

CHARLES MORTIMER'S Four Monthly Collector's Review of secondhand and Motor Literature prices and sources, now in its seventh year. Auction and Autojumble forecasts and reports. Circulation Worldwide. Free Specimen copy. SAE (foolscap). Corner House, Bull's Green, Ewhurst, Surrey. Tel: Ewhurst 897. (78707

UK AND CONTINENTAL transportation, well established personal and competitive service. Multiples, one to three vehicles, comprehensive insurance, import export facilities, storage. Tel: MS Transport Services on 01-393 4715 (24 hour Ansafone). Telex 261507 ref 2016. (78949

DON'T FORGET Westford Trailers. Tel: 09057 (Droitwich) 3912. (73220

MOTORING LITERATURE bought, sold and exchanged. For a large selection of motoring handbooks, magazines and books, (both new and secondhand) please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, Yorkshire. Tel: Batley 470773. (78144

OUR LIST No. 812 of out of print and rare motoring, motorcycling and bicycling books and magazines now available price £2 UK, £3 overseas. Sales literature, manuals, handbooks, race programmes, roadtests, photographs and posters. Eric Thompson, Long Common House, Shamley Green, Guildford, Surrey. Tel: Guildford (0483) 892129. (82977

AUTOMOBILIA CATALOGUE 812 offers over 1,000 books, brochures, manuals, histories, profiles, magazines including special Ford 1903-76 section. Catalogue 813 will offer new items plus special Rolls-Royce Bentley section. Send £1 to Automobilia, 30 West Drive, Brighton, Sussex. (82470

CAR RECOVERY and delivery, local, national, continental, singles, doubles. Tel: Cartrek, Esher 62785 (Surrey). (82479

CHROME WIRES, Splined hubs, spinners, tyres new and secondhand for Jaguar Mkll, S Type, E-Type, Daimler Sovereign V8 250. Tel: 01-527 8041, 01-520 6775. (84378

KENSINGTON, Two spaces plus yard, 2,500 sq. ft., 1,200 sq. ft. and 4,000 sq. ft. respectively, available close to West End, rents £130, £90 and £130 p.w. plus rates. Box No. 6560. (83787

CAR TRANSPORTATION and recovery. Fully insured, RREC member. Ring for immediate quotation. Tel: 0455 392523 (day) 0455 632566 (evenings). Leicestershire. (85316

NORTHERN ENGLAND TRANSPORTATION. Reasonable rates. 2¾ tons capacity, fastidious IAM member. Tel: Harrowgate, Yorkshire 64274 (evenings). (85302

WANTED, Bound volumes Motor, Autocar, etc. Have loose ones for trade or will buy cash. Parker, 24 St. Michaels Road, London SW9. (84716

AFRICAN ADVENTURE, Collection of early motor books, circa 1920's, fascinating history. Many books with illustrated covers. £300 plus postage. Ray Roberts (Booksellers) or Tel: Whiston 078571 2232. (85894

ERIC THOMPSON buys old motoring books and magazines. Long Common House, Shamley Green, Guildford, Surrey. (87157

MOTOR SPORT Nov. 1966-Mar. 1975. Autosport Nov. 1966-Feb. 1970. £25 o.n.o. Tel: Beaconsfield 2221. (85740

THE WORLDS LARGEST collection of motoring and motor racing video tapes. Free list containing over 150 titles. R.A.L., 57 College Road, Bromley, Kent. Tel: 01-464 9600. (85416

BROCHURES, Over 1,400. Cheap. All must go. Write for lists. 10 The Uplands, Beccles, Suffolk NR34 7EJ. (85912

TECHNICAL TREATIES engineering text books. The Vincent Collection. Early 20th century motor engineering books, fascinating technical history of the motor car. £350. Ray Roberts (Booksellers) or Tel: Whiston 078571 2232. (85894

MISCELLANEOUS – continued

VICTORIAN STABLE lease available, beautifully restored site embracing reception, offices, workshops, garages and covered courtyard. Ideally suited for restoration, sales, race / rally preparation of modern or historic cars. Near M4 (West and airport), M3 (Southwest), North Circular Road (North via M1 and M6) and ten minutes from Chelsea. Tel: 01-352 1803. (87073

MODELS 1/43 SCALE Eighty formula and sports / racing cars for sale as collection. Tel: 01-352 1803. (87073

MAGAZINE COLLECTION Motorsport, Autosport, Autocourse, Motortrend, Speed Age, Road & Track, Sports Cars Illustrated / Car & Driver, Hot Rad, Rod & Custom, etc. Wanted: Easibinders and certain issues of above titles. Tel: 01-352 1803. (87073

HIGH TENSILE plated bolts and buts (BSF or UNF) in assorted packs. SAE please for leaflet, W. G. Platts, The Schoolroom, Thrumpton, Nottingham. (87009

VINTAGE XMAS cards in aid of 'BEN' superb designs at sensible prices. Colour leaflet from BEN Publicity Dept., Lynwood, Sunninghill, Ascot, Berks. Tel: 0990 20191. (86801

MOTORSPORT 63 copies, 1934-49, £140 lot. Cheap French Bugatti pedal car circa 1932. Proprietary item £250. Original Bugatti poster by Gedo, torn £150. 36" x 24" painting by Dion Pears of Moss / Shell Italian GP 1956, £90. Tel: 0564 823209 nr Bham. (87110

BOOKS AND CATALOGUES wanted, marque histories, motor racing, autocourse, early Autosport, Motor and Autocar road test books, profiles, car catalogues etc. Tel: Newbury (0635) 253484. (87090

EXCHANGES

DETACHED 3-BEDROOM house, garages for 3 cars, desireable area, value £42,500, exchange Ferrari, Rolls, Cobra + cash. Tel: Southport 0704 79052. (86815

1930 ALVIS 12/50 TJ tourer, offered for post-war classic, i.e. Alvis TA14, Aston DB 2/4, possibly modern, plus cash. Tel: Weston-super-Mare 812791. (86828

BENTLEY MK6 Brooklands green, 4¼-litre sports saloon, 1947, good original interior, sliding roof, lovely condition, drives beautifully. Much recent work carried out, 87,000 miles, taxed and tested, spare engine and gearbox included, £4,800 o.n.o. or exchange pre-war, unrestored, non-runner? Bentley, Talbot, Lagonda, Alvis, Sunbeam or similar. Tel: Darlington (0325) 58682. (86572

TWO PLUS cash for one, limited edition M-Reg., Lotus Elan, 130 / 5, JPS colours, one fastidious owner, many extras, MGB GT, mechanics and body above average, engine recond. just completed (Sept.) radio etc. Wanted low mileage Lotus Esprit, Mercer, Fourways Inn, St. Minver, N. Cornwall. Tel: 020 886 2384. (86938

JAGUAR XK150 DHC, 1959, very good condition, value circa £5,000. Exchange for interesting vintage car of similar value, or a restorable traction engine with good boiler. Tel: 077682 (Lochans) 348. (86888

VOLANTE ASTON MARTIN 1966. Recent respray, new wheels, tyres, hood, etc. Wish to exchange for late 280 or 350SL or would sell. Tel: Grossmark 0273 833282 (Sussex). (86306

FORTHCOMING EVENTS

THE 4th Bristol autojumble, Sunday 8th November. Bristol Exhibition Centre, largest indoor autojumble in the west, open 10.30 a.m.-5.30 p.m. Stalls £10. Car / Bike Mart from £5. Details, 7 Cambridge Park, Redland, Bristol. Tel: 312610. (86821

THE MID-KENT autojumble and collectors fair, Agricultural Hall, Maidstone Market, Kent. Saturday 24th October 1981, admission 20p, refreshments, car park, further details Tel: Maidstone 53783 or Boro' Green 883739. (82053

JAGUAR SPARES day, Oxpens Market, Oxford, Sunday 4th October. Don't miss the biggest Jag Swag Autojumble. 50p entry (OAPs, children, stallholders free). Numerous covered stalls with fixed benches and tables. Single £7, double £12. Small quantities reduced rates. Multistorey car park opposite for non-trade visitors. Stallholders requiring additional information contact Geoff Small, 36 Common Road, Chandlers Ford, Hampshire 04215 68008. N.B. Complete cars cannot be offered for sale. Organised by XK Register J.D.C. (83587

LONDON STOCKWELL swap meet for collectors of model cars, Dinky, Corgi, Solido, etc. Saturday 24th October 10.15 St. Michaels Church Hall, Stockwell Park Road, London SW9. Buy, sell, exchange. Tel: 01-733 9964. (84497

GRAND LONDON Autojumble, 25th October, Royal Horticultural Society's Old Hall, Vincent Square, SW1, 10 a.m. until 4.30 p.m. Stalls from £12. SAE to Priory Grange Garages Ltd., 2nd floor, 73 New Bond Street, London. Tel: 01-493 3321. (83786

SEE HISTORIC aeroplanes, ranging from Bleriot to Spitfire, in the air for the last time this year at the Shuttleworth Collection, Old Warden Aerodrome, off the A1 near Biggleswade, Beds. on Sunday 25th October. Entry: car including occupants £6; Pedestrian or cyclist, audult £1.50, child 50p. Gates open 11 a.m. Flying 1.30 p.m. Collection open for viewing throughout winter except Christmas week. (86031

CLUBS

AC OWNERS: if you own an AC or are interested, why not join our club. Monthly magazines, meetings, sprints, concours, dinner dance, filmshows, etc. Details from Membership Secretary, 4, Portsmouth Road, Camberley, Surrey TU15 1LA. (61278

MG CAR CLUB for all models 1924 to 1980, extensive activities from full race to local social, 10 centres cover UK, 59 associated overseas, technical support, advice and discounts, RAC affiliation, 50 years of experience, MGCC, 67 Wide Bargate, Boston, Lincs. Tel: 0205 64301 ansafone. (76740

MG OWNERS' Club. Over 27,000 members, super monthly magazines and year books, spares service, technical assistance, restoration and repair help and much much more. Overseas members welcome MG Owners' Club, 13 Church End, Over, Cambridgeshire CB4 5NH. Tel: 0954 31125 30061. (82114

MG OWNERS' Club Holland and Belgium. New branch supplying magazines, year books, manuals and parts lists and complete imported spares service. Branch Secretary: Mike Raysbrook, Preludeweg 534 Alphen A.D RIJN, ZUID, Holland 2402 LIR. Or contact Club office in England. (82114

MASERATI CLUB. Owners and enthusiasts, details from secretary, M. J. Miles, The Paddock, Old Salisbury Road, Abbots Ann, Andover, SP11 7NJ. Tel: 0264 71312. (82614

Lotus

New Lotus from £65 Per Week

For Business and Self Employed

Tel 0742 589383/4

All models on show

JEFF BATTLE

PART EXCHANGES WELCOME

London Rd, Sheffield

RAY ROBERTS

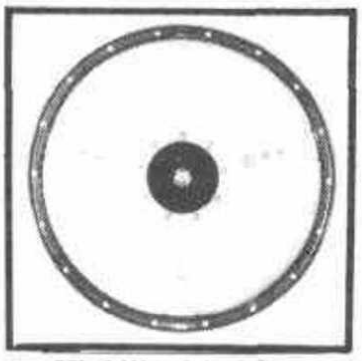
(BOOKSELLERS) of Whiston. Motoring list, 1,900 titles, £2 (£3.50 overseas). Aviation 400, £1 (£2 overseas), also Railway and Maritime lists, 50p each (£1 overseas). Many rare books, sales brochures, etc. Wanted: Sales brochures pre-1950, handbooks, please offer with details. (Note revised, lists).

Whiston Hall, Whiston, Nr. Penkridge, Staffs. Tel: 078 571 2232.

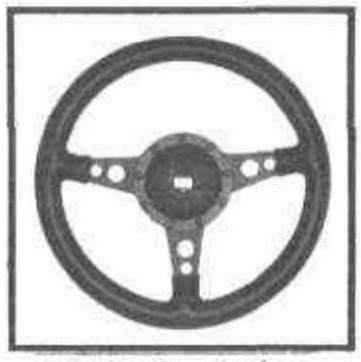
PERSONALISED V NECK SWEATERS

For you, your motor club, or company. Minimum Order 8. Top quality British garments at competitive prices, from the specialists.

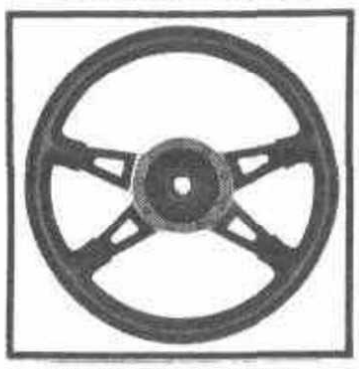
Logo Sports
7 Kintore Drive, Great Sankey, Warrington, Cheshire.
Tel: Penketh 3605.



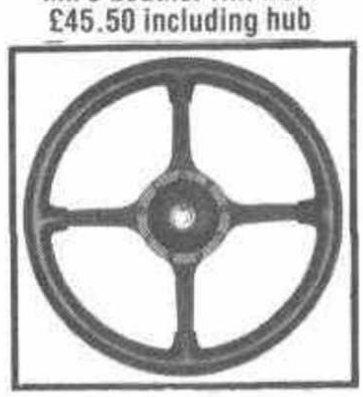
Mk 3 Woodrims from £45.00 including hub



Mk 4 Leather rim from £39.50 including hub



Mk 6 Leather rim from £45.50 including hub



Classic 4 Spoke from £50.00 including hub

MOTO-LITA

Hand made wood and leather rim steering wheels. Many styles and diameters to choose from, with hubs for most car models including Healeys, Jaguars, Rolls, MG TC/TD etc.

Send for our catalogue
Callers welcome. Prices + VAT.
Made in England by:—

Moto-Lita Ltd.

Dept MS
Thruxton Racing Circuit,
Nr. Andover, Hants.
SP11 8PW England.
Tel: Weyhill (026477) 2811
Telex 47178 Wheels G.



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

SIZZEY

MATRA RANCHO

81 Rancho 7-seat 7,000 miles	**£5,195**
80 Rancho radio/stereo	**£4,250**
78 (T) Rancho most extras	**£3,100**

Plus most used Peugeot models including the rare 504 and 304 Convertible.

Geoffrey Sizzey (Automobiles) Ltd
Wisborough Green (0403) 700661

REMEMBER THE BRM V16?

Christie's hope to sell the V16 cars for £100,000 each on October 26th at Motorfair, but I can sell you that famous book of the engine — "V16 — The Story of the BRM Engine" written by A. F. Rivers Fletcher in 1954, for just £20 including p&p. The book was almost as complicated as the engine with a series of transparent colour cutaways which meant you could dismantle the engine page by page a good deal more easily than the mechanics ever managed it! My current catalogue lists over 1,000 rare and out-of-print books on racing, vintage motoring, sales catalogues, early aviation — all the things that are collectable and enjoyable. If you have a special requirement why not enquire? Chances are I have a copy of that book that you loaned to someone years back, or the book you always meant to buy and now it's not around . . . I also stock all the other BRM books — the titles produced by the Company and the titles written about the team.

Drop by and peruse a sample of my enormous stock of rare books at Aitchems in the parade of shops behind Bell & Colvill, the Lotus, Saab and Alfa dealers on the A246 at East Horsley.

DIAL-A-RARE-BOOK. Phone me round-the-clock on 04865-3311 and tell my electronic assistant the books you are seeking. **Eoin Young, Motormedia Limited, PO Box 3, East Horsley, Surrey.**

DON'T BUY A SNOOPER BEFORE READING THIS



Not licensed for UK use

ONLY by purchasing SNOOPER RADAR DETECTORS DIRECT from the Service Department & Original Importers will YOUR SNOOPER be exhaustively tested on BOTH radar bands BEFORE DESPATCH by a qualified Boffin. ONLY THEN is it covered by an extended 2 YEAR WRITTEN GUARANTEE. Surface & hidden models from £79 to £139. Delivery ex-stock. Write or phone for full technical details, independent test reports, etc., from the Service dept.

Access facilities available

AUDAX INTERNATIONAL MARKETING,
Tel. 01-660 2896 (any time)
(Box 10) 45 Green Lane, Purley, Surrey. CR2 3PQ

WEST LONDON MOTORS

WE BUY

ALFA-ROMEO SPYDERS
1300 & 1600 GT JUNIORS · GTV Pre 1976

WEST LONDON MOTORS
220 Fulham Palace Road W6.
01-385 0066

LOTUS, PORSCHE AND FERRARI SPECIALISTS



HYPERFORMANCE INSURANCE

01-363 4966 01-366 7447 01-367 0878

BELLEVUE INSURANCE BROKERS LIMITED
66, SILVER STREET, ENFIELD, MIDDX.

Name ..... Address .....

Occupation ..... Age ..... Business/Pleasure Use
Full Prov. Licence for ..... Years Comp. Third Party T P&T cover
Owner only and wife Any driver Named driver, age .....
Make of car ..... model .....
C.C. ..... Value ..... Year ..... Car Garaged/Left in open
Present insurers ..... No claim bonus ..... years
Age of youngest driver ..... Quote for Annual/Quarterly policy
Details of all accidents and convictions should be enclosed, including those of additional drivers.

0-60 in 6-6 secs 125m.p.h.

SUNBEAM LOTUS



AVAILABLE IN BLACK OR MOONSTONE

Performance per £ You will find us unbeatable on this fantastic rally winner!

LEASING TERMS AVAILABLE FOR BUSINESS & SELF EMPLOYED

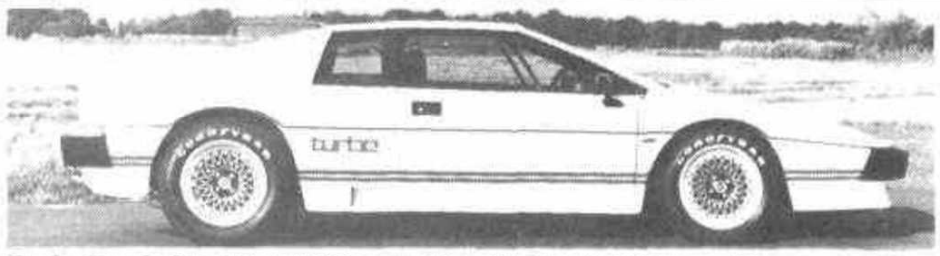
D.C.COOK

West St, Wath-on-Dearne
Nr Rotherham Tel Roth 874290

OPEN 7 DAYS A WEEK

Lotus

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



Turbo Esprit £16,900 ★ £350 monthly F3 Esprit £280 monthly

We take immense pleasure in offering two purchase plans, "exclusive" to the business buyer, one of which is **interest free** — they make buying a Lotus car not only easy but financially attractive.

All the prestige and driving pleasure of Lotus motoring can be yours in a way that will not only appeal to the motorist in you, but also the business man.

It's an offer you can't refuse

It's an offer you can't refuse ★ And we'll be pleased to part exchange your old Lotus for a price you won't believe.

★These monthly payments available to companies, partnerships and self-employed only.

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

county garage

coventry road, warwick. tel 0926 494001/491156

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

1980	**MG ANNIVERSARY MIDGET.** Black / black int., undersealed, one lady owner, 10,000 miles	£3,375
	TRIUMPH TR7. 18 months old, 'V'-Regd. 8,800 miles, five speed, radio, yellow. Saving £3,000	£3,750
1980	**(March) LOTUS SUNBEAM.** Black / silver, one owner, radio / stereo, etc., 5-speed	£4,850
1980	**MG MIDGET.** Blaze, one lady owner, 3,800 miles only, as new, undersealed, unique opportunity	£3,475
1980	**PANTHER LIMA.** One owner, 8,000 miles, black / red panels, chrome wire wheels, radio / stereo, superb	£4,995
1979	**ALFETTA 2000 GTV.** White, black int., 17,000 miles, alloy wheels, radio / stereo, Sundym	£3,380
1979	**MGB GT.** Black, 16,000 miles, overdrive, superb condition	£3,995
1979	**V LOTUS SUPER SEVEN.** Big valve, twin cam, definitely for the brave, British Racing Green, polished alloy body and wheels, 8,000 miles	£4,695
1979	**V-Regd. MG MIDGET.** White, one lady owner, 6,700 miles only	£3,175
1979	**V-Regd. LOTUS SUNBEAM.** 16 valve, 5-speed	£4,450
1978	**SAAB 900 TURBO 3-DOOR.** Black, red interior, sunroof, alloy wheels, immaculate	£4,275
1978	**TRIUMPH SPITFIRE.** Brooklands green, o/d, 33,000 miles	£2,575
1978	**MG MIDGET.** Brown, 21,000 miles, super	£2,495
1978	**LANCIA BETA 1600 HPE.** Two owners, sunroof, alloy wheels, 22,000 miles, white	£2,495
1978	**FIAT X1/9.** One owner, 7,000 miles, metallic blue	£3,275
1978	**T-Regd. MGB GT.** Vermilion, two owners, 23,000 miles, overdrive, sunroof	£3,495
1978	**MGB SPORTS.** Blaze, 27,000 miles, overdrive, one owner, excellent	£2,995
1978	**T-Regd. MGB GT.** Russet brown, orange striped interior, overdrive, sunroof, radio, one lady owner, 10,000 miles, superb	£3,875
1977	**TRIUMPH TR7.** Yellow, five speed, low mileage	£2,450
1977	**MGB GT.** Vermilion red, overdrive, one owner, 31,000 miles	£2,795
1977	**(Dec) S-Regd. TRIUMPH STAG.** White, matching hard top, soft top, auto, p.a.s., electric Sundym, alloy wheels, radio, stereo, 38,000	£4,600
1977	**JAGUAR XJ6 4.2 COUPE.** Auto., p.a.s., electric Sundym, air conditioned, low mileage, greensand, black vinyl roof	£3,995
1977	**(Dec) S-Regd. FORD CAPRI 3000 GHIA AUTO.** P.A.S., metallic red, one owner, 29,000 miles	£2,995
1976	**MGB GT V8.** White, black interior and vinyl roof, o/d, chrome wheels, 38,000 miles	£3,195
1976	**RELIANT SCIMITAR GTE.** P.A.S., manual, overdrive, radio, electric windows, low mileage, mint	£3,150
1976	**(Dec) TRIUMPH TR7.** White, black vinyl roof, sunroof, five speed, radio	£2,150
1974	**TRIUMPH STAG.** Hard and soft tops, auto., p.a.s., alloy wheels, recent extensive engine rebuild	£2,695
1970	**MARCOS 3-LITRE V6.** Overdrive, mag. wheels, record engine, suspension and steering, new tyres and exhaust in last year	£2,650

FOR SALE



1973 Ford purpose-built 3 car transporter. 36 ft. long, large luxury cab, 12 months M.o.T., privately taxed. Would easily convert for a variety of other purposes. Further details contact: **Bob Salisbury Racing,** 1 Woodhouse Rd., Ouorn, Leics. Tel: (0509) 42178 or (0332) 812767.

TVR IN DEVON — CORNWALL — DORSET — SOMERSET

Main Dealers

SALES ● SERVICE ● SPARES

New TVR Tasmin Series II. Omega gold, caviar trim. **List**

1981 TVR Tasmin Convertible. Italian Red, caviar trim. **£10,950**

1978 T-Reg. TVR 3000S Convertible. Brown/black, special engine conversion, stereo/radio/cassette, burglar alarm, 10,000 miles, service history, one owner. **£5,850**

1979 Datsun 280 ZX 2+2. Metallic black, beige trim, 5-speed, PAS, 6,000 miles only, one private owner, as new. **£6,695**

DEVONSHIRE CAR SPECIALISTS

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

12 months interest free finance

on the new Lotus range

Ring us for details of the new exciting Lotus Esprit S3, new Elite 2.2 and Eclat 2.2 also available.

New Lotus Sunbeam 2.2 finished in black silver with silver cloth upholstery. **List Price**

1980 Lotus Esprit finished in white with champagne leather upholstery, one owner, supplied and serviced by ourselves.

1980 Lotus Esprit finished in silver with black leather upholstery, one owner, supplied and serviced by ourselves.

1980 Lotus Eclat 2.2 finished in metallic brown, brown interior, full stereo radio cassette, one owner, low mileage.

1980 Lotus Eclat 2.2 finished in red with black leather upholstery, full stereo radio cassette, low mileage.

1979 Lotus Eclat 521 finished in red with cloth upholstery, one owner.

1977 Lotus Eclat 521 finished in yellow, cloth upholstery, many extras, a very fine example offered for sale.

1978 Lotus Eclat 522 finished in black with black upholstery, air cond., one owner.

1981 Audi Quattro finished in red, black upholstery, delivery mileage. **List Price**

1979 Datsun 2+2 280ZX finished in metallic brown with cloth upholstery, a fine example.

1978 Ford Granada 2.8i Ghia (manual) finished in gold with brown upholstery, air cond., radio/cassette, low mileage.

1980 (W) Triumph TR7 Convertible, finished in white with blue upholstery, one owner.



For further details contact WILLIAM NIGEL-JONES OR TREVOR HARTLAND

We are buyers of good quality used Lotus and specialist cars

Demonstration anytime, anywhere in UK within 24 hours.

Lotus HAND PICKED DEALER

Goldblatt (Specialist Cars) Ltd.

WOOD STREET, CARDIFF. Tel (0222) 493530/371609

The Chequered Flag

London's Leading Sports Car Specialists

PORSCHE 924 LUX. Unmarked Grand Prix White with black cloth, 5 speeds, steel sunroof, elec. tints and mirrors, alloys, radio / tape, Low mileage. 1980. **£8,895**

MERCEDES 450SL ROADSTER. Silver with Blue trim, hard and soft tops, Auto., alloy-wheels, p.a.s., elec. tints, PDM, radio / tape, etc. 'S'-Reg. Service records. **£10,985**

VOLVO 1800ES. Rare one owner 1973 example. Pale metallic blue with black leather trim, Auto, radio, etc. **£2,985**

MGB GT. Four carefully selected overdrive models in stock. Various colours and specs. 1978 / 81./ From **£3,685**

TRIUMPH TR7 CONVERTIBLES. Choice of 3. Red or Green with Beige cloth or Silver with Blue cloth, 5-speeds, radio, etc., 1980. Low mileage by sole owners. **£4,895**

LANCIA GAMMA 1980 FARINA 2.5 GT COUPE. Metallic Blue with Beige cloth, elec. steel-sunroof, tints, mirror, aerial; air-cond., alloys, etc. Service History shows 5,000 miles by sole owner. **£6,485**

JAGUAR E-TYPE V12 ROADSTER. Excellent example of this classic car. Glacier White with Red leather trim, Auto. Radio, chrome-wheels. **£7,865**

FIAT X19 1500. Delivery mileage only on this 1981 example, metallic Light Blue with contrasting trim, 5-speeds, radio, alloy-wheels. **£5,185**

TRIUMPH TR7. Probably the best value-for-money sports cars on the road. Choice of 6 inc. one Auto, Rest 4 / 5 speeds, sunroof, etc. 1977 / 80. From **£2,785**

LANCIA HPE. Choice of 2 of these High-Performance Estates, 1600 or 2000 both in Lancia Blue. 1978 / 9. From **£2,985**

MG MIDGET. Choice of 4 1978 / 80 models in Yellow, Blue, Red or Brown From **£2,685**

LANCIA STRATOS. Pristine example of this most striking coupé, Rosso Corsa with Beige trim, V6 Ferrari unit with 5-speed, alloys, spoilers, limited private road use by sole owner. **£12,985**

DATSUN 260Z. Excellent 5 speed 2+2 Coupé in Red with Black trim and spoilers, alloy-wheels, tints, radio / tape, 1979. **£4,985**

JAGUAR XJS COUPÉ. Beautiful in Black with Biscuit leather & matchng coachlines, usual refinements, air-cond., elec. tints, radio / tape, Auto., Aerial, PAS, Centre-Locking, Alloy-wheels, etc. **£9,985**

MASERATI KHAMSIN. Superb Bertone Coupé coachwork on this V8 chassis, Dark Metallic Red with Beige Leather, Auto., PAS, Elec. tints, air-cond., alloy wheels, radio / tape, etc. **£10,985**

PORSCHE 911 SC SPORTS TARGA. Beautiful 1979 example in Guards Red with cloth trim, 3lec. tinted windows, aerial and mirror, radio / tape, alloy-wheels, large wing, etc. Full service history. **£14,365**

TVR TAIMAR. Most attractive in Brown with Oatmeal trim, model band; Fitted sunroof, alloy-wheels, radio, etc. 'S' Reg'd. **£4,485**

CORVETTE STINGRAY. Superb split-roof 350 Coupé in Ice White with Beige trim, Auto., PAS, tints, radio / tape, wide-alloys, etc. **£5,985**

BMW 3231. Striking in Black with Grey trim, steel-sunroof, alloy-wheels, Radio / tape, etc. 1979 car with Cherished number & service history. **£6,485**

LANCIA MONTE CARLO. Choice of 3 of these striking mid-engined Coupés: Gold or Silver fixed-heads and a Red Spyder. 1977 / 78. From **£3,985**

ROVER 3500 SDI. Metallic blue with contrasting cloth; Auto., PAS, elec. tints; steel-sunroof, alloy-wheels, Radio / tape, etc. 'V' Reg'd. **£5,985**

FORD CAPRI. Choice of 3 of these deservedly popular cars, a 2.05, a 1600 GL and a Ghia, various specs. From **£1,985**

FERRARI DINO 246 GT. Excellent example in Metallic Red with Black cloth, alloy-wheels, elec. windows, elec. aerial, radio, etc. 1973. **£8,985**

SCIMITAR GTE. Choice of 6 O / Drive or Auto models in Russet-Red, Ivory-Beige, Celtic-Brown, Yellow, White or Blue. Various specs and extras. 1977 / 80. From **£3,985**

LANCIA BETA 2000 ES. Top of the range example of this sports-saloon in Gold with Beige cloth, Auto., steel-sunroof, radio / elec. aerial, alloy-wheels, etc. **£3,285**

TRIUMPH SPITFIRE 1500. We currently have a selection of 6 of these economical sports cars in various colours and specifications. 1978 / 80. From **£2,695**

SCIMITAR CONVERTIBLE. Trafalgar Blue with Blue velour, Auto., PAS, radio / tape / elec. aerial, elec. tints, alloy-wheels, new — unreg'd. **Special Price**

BMW 320 / 6. Turmalin Green with Beige cloth, steel-sunroof, radio / tape, tints, etc. 'S'-Reg'd with service record. **£4,385**

SALOONS. Selection of part exchange bargains. Mini Clubman, Escorts, Honda Civic, Fiestas, Strada, etc., etc. All at very reasonable prices.

TVR TASMIN 2+2. Silver with Blue Cloth, 2.8 Injection V6, Auto, Elec. tints, radio / tape, alloy-wheels, etc. New & unreg'd at a **very special price.**

DAIMLER DOUBLE-SIX. Silver with Blue leather & vinyl roof, Auto, PAS, air-cond, elec tints, radio / tape, chrome wheels, etc. A one-owner car with service history. **£5,695**

LANCIA GAMMA. Superb 1980 2.5 Sports Saloon in Gold with Brown cloth, 5-speeds with alloy-wheels, elec. tints, etc. Service History shows low mileage by sole owner. Real value at **£3,985**

MGB GT V8. Excellent 1974 example of these sought-after Coupés, white with Beige cloth, overdrive, alloys, radio, tints. **£3,285**

BMW 633 CSIA COUPÉ. Fiord Metallic Blue with matching leather, Auto, elec. sunroof, tints and mirror, plus alarm, alloys, etc. A one-owner 1978 car with full service history. **£9,985**

TVR TASMIN CONVERTIBLE. Red with Beige cloth & black model bands; radio / tape / auto elec. aerial, elec tints, alloy-wheels, etc. New & Unreg'd at a **special price.**

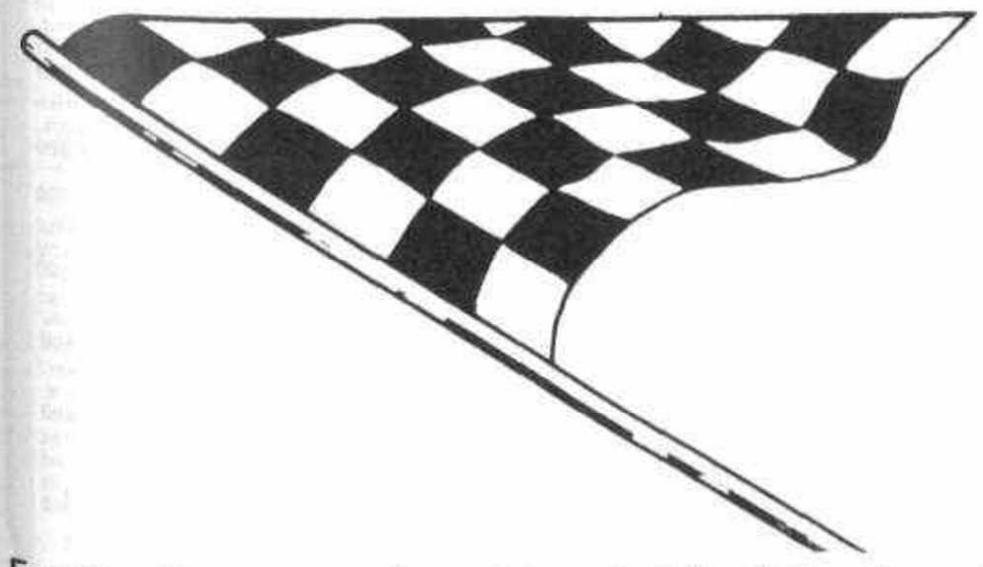
MGB. Currently six hand-picked Roadsters in stock. All with overdrive, various colours and extras. 1978 / 81. From **£2,785**

FIAT X19 1500. Choice of 4, Metallic Blue, Gold or Red, all radio, alloy-wheels, low mileages by sole owners. From **£3,985**

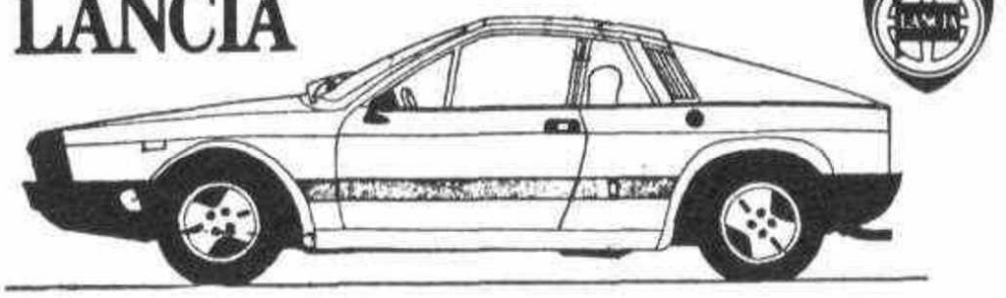
LANCIA BETA COUPÉS. Choice of six of these delightful cars, all 1981 registered with delivery mileage only. 1300, 1600 and 2000 versions. Fantastic value from only **£3,785**

FERRARI 308 GTB. Highly Desirable in Gleaming Black with Biscuit leather, air-cond, wide-wheels, Deep Spoiler, radio / tape, elec tints, etc. 1980, Service History shows low mileage by sole owner. **£14,985**

WANTED — Sports & GT Cars — Best Cash prices paid



LANCIA



THE CHEQUERED FLAG — THE BEST NAME FOR LANCIA. FULL DELTA, BETA, MONTE CARLO & TREVI RANGE AT ABSOLUTELY UNBEATABLE PRICES.

Chiswick High Road London W4

Scimitar and TVR at 548-560 High Road W4
Lancia Solus Dealers at 512-518 High Road W4
Sales: 01 995 0022
Service & Parts: 01 995 0102/4

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

mazda

Richard Knight Cars Ltd



NEW MAZDA RX7 SERIES 2

England's largest Mazda RX7 dealer announce the new Series 2 Mazda RX7 from only £8,699 ex works, with the sensational 140 mph Elford TURBO version available fromm £10,995.
Full range of Mazda 323, 626, 929 and Commercial Vehicles available ex stock from England's most progressive Mazda dealer

THE WORLD CHAMPION'S WITH US — WHY AREN'T YOU?

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

LONDON

PORSCHE

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

JCT600 Apperley Lane, Yeadon, Leeds LS19 7BZ. Tel: (0532) 502231.

HIGH PERFORMANCE
LOW PROFILE TYRES
Pirelli P7's — the lowest prices
supplied at enormous discounts
HAMPSTEAD TYRES LTD
31-35 Fortune Green Road,
London NW6
Tel: 01-435 8988/4992

AUTO SERVICE GARAGE

1977 Alfa Alfetta 1.6 Saloon. Finished in ivory with cloth trim, vinyl roof, radio. 35,000 miles, a very attractive car. £1,795
1979 Alfa Sud 1500 Sprint — White with cloth trim, black vinyl roof and coachlines, 19,000 miles, one owner. £3,595
1981 Alfa Sud 1.5 Super. Metallic green with bronze customised paintwork, under 5,000 miles. £4,195
1980 (W) Volvo 244 GLE. Metallic green, beige leather trim, sunroof, tinted glass, o drive, elec. front windows, demon. model having covered only 9,000m £7,795

Mudeford, Christchurch, Dorset Tel: Highcliffe 5351

JEM MARSH Marcos

JEM MARSH, FOUNDER OF MARCOS offers a selection of personally vetted cars which have been through his restoration workshops:
1969 Tangerine 3-litre Ford. Sunroof, radio.
1970 Green 3-litre Ford. Glass roof, mag wheels, etc.
1971 Tangerine 2.5 Triumph. Genuine 9,000 miles, totally restored.
1968 White 1600. Sunroof, radio, mag wheels.

Telephone Chris Marsh personally on Westbury (0373) 864097
COMPREHENSIVE RANGE OF SPARES AND TECHNICAL SERVICE
Hours of opening: 9 a.m.-5 p.m. Monday to Friday Saturday and Sunday **by Appointment only.**
To avoid disappointment please phone Chris Marsh personally before calling.
WE ARE NOW SERVICING AND REPAIRING ALL MODELS OF SCIMITARS
WANTED FOR CASH
MARCOS CARS, ALL YEARS, ALL MODELS

Jem Marsh, 153 West Wilts Trading Estate, Westbury, Wilts.
Tel: (0373) 864097)

MOTOR INSURANCE

Premiums payable annually or quarterly

Why pay inflated premiums when we can offer secure cover at low rates? Competitive quotations given for any make of car and drivers of all ages, including those with adverse accident or conviction records. Immediate cover can be arranged.

TERMINUS INSURANCE BROKERS LTD.

224 RAILTON RD., LONDON SE24 0JR
Tel.: 01-274 4962

Hours: 9.30 to 6.00: Sat. 9.30 to 1.00

A quotation can be obtained by telephoning the above number or posting this coupon.

Name ..... Address .....

Occupation ..... Age ..... Business / Pleasure Use

Full / Prov. Licence for ..... years. Comp. / Third Party / T.P.F. & T. cover.

Owner only / and wife / any driver / named driver, age .....

Make of car ..... Model .....

C.C. ..... Value ..... Year ..... Car Garaged / Left in open.

Present insurers ..... No claim bonus ..... years.

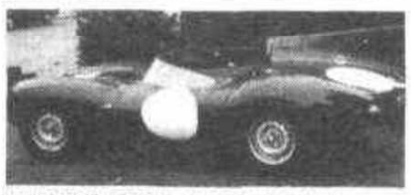
Age of youngest driver ..... Quote for Annual / Quarterly policy.

Details of all accidents and convictions should be enclosed, including those of additional drivers. MS30

Straight Six

Peravale House
48 High St, Edgware, Middlesex
viewing by appointment only
01-951 0188 Telex 21698 Aldena G
world wide shipping service available

International dealers in fine cars





WINGFIELD DEE TYPE REPLICA. Long nose with fin, full width screen, built in roll over bar (inside tail and fin for added safety). Fire extinguisher system, built new in 1980 and delivered in July. The car has a new engine from Forward Engineering and she has covered 1,000 miles since new. The car was built for a tall driver of over 6 foot. She is finished in BRG with green leather. A full tonneau is provided. A most excellent car. **£19,950**

XK 150 DROPHEAD COUPÉ 1959. Manual with overdrive, in pristine condition, an excellent car in body and trim. Finished in Old English White with red leather. Recent new black duck hood, wire wheels. A very good car with an excellent pedigree. **£9,250**

XK 150 FIXED HEAD COUPÉ. In mint condition suitable for road or race having been completely overhauled during the last three years. Rebuilt full race engine with big valve head, polished and ported, 45 DCOE Webers, 6 branch exhaust manifold, fully lightened and balanced yet completely road tractable. Brakes and steering overhauled, new rear springs, new adjustable shock abosorbers, interior finished in Connolly hide, tinted screen, sunshine roof. The whole finished in Jaguar signal red. Available with either Wolfrace centre lock wheels or wires. A superb car to own and drive. **£10,000**

XK150 DROPHEAD COUPÉ automatic in excellent driving condition finished in British Racing Green. Rebuilt some years ago and bills for thousands of pounds of work. Green leather interior. **£10,500**

XK 150 FHC 3.8-litre. BRG with red leather. Overdrive and wire wheels. New clutch. **£4,750**

XK 140 FIXED HEAD COUPÉ 1956. Overdrive, BRG. Excellent interior with beautiful woodwork which is highly polished. A very good car to drive. Last owner for many years was a keen JDC club member who treasured this car. Not expensive. **£6,500**

XK 120 ROADSTER. Fully restored this year to mint condition. An early 1950's car being No. 136 off the production line. Finished in metallic silver with red Connolly hide. Rebuilt engine, new clutch etc., etc. An absolutely stunning car. **£12,500**

XK 120 DHC. In excellent condition throughout, finished in ivory with new red leather, wire wheels. Fitted 'C'-type cylinder head. These dropheads are quite rare in r.h.d. form having been of a short production run. A beautiful car to drive. **£7,500**

FORD CAPRI 3-litre GHIA with X Pack new in November 1979. £2,600 of extras including triple Webers, limited slip differential, Wolfrace wheels, P7 tyres, lowered suspension with Bilstein shocks, single leaf rear springs. Fabulous looking car in metallic blue with sunroof. Blue interior, tinted glass, radio, stereo. **£4,950**

We are now able to sell XK Jaguars on a sale or return basis.

VAUXHALL/OPEL TUNING CENTRE

The complete service for the Vauxhall and Opel enthusiast from servicing and bodywork to engine overhauls and restorations. A large selection of performance parts at DIY prices also available.

Contact: **Doug Wood**
W88 Racing Ltd.,
Station Works, Shepreth,
Nr. Royston, Herts. SG8 6PZ.
Tel.: 0763 60757

LOTUS SPARES

"Over £40,000 worth of new Lotus Spares for all models 1966-80; mail order and export enquiries welcome. Access and Barclaycard/Visa accepted. Specialist servicing and overhauls at competitive prices"

Open Weekdays 9 a.m.—6 p.m.
Saturdays 9.15 a.m.—1 p.m.
Mike Spence (Reading) Ltd.,
School Green, Shinfield,
Reading RG2 9ED
Tel. 0734/883312
(5 minutes from Junction 11 of M4)

JP EXHAUSTS

HEAD OFFICE UNIT 2
SCHOOL ST. INDUSTRIAL ESTATE
HAZEL GROVE
CHESHIRE
061-456 7333



- The U.K.'s Leading Stainless Steel Exhaust Specialist.
- Life Time Guarantee on all Complete Stainless Systems.
- Designed and Fabricated to High Specifications to fit all High Performance Motor Cars.
- All systems stocked from Minis to Rolls Royce, inc. continentals.

DEPOTS AT HAZEL GROVE, MANCHESTER, HALIFAX AND DUNDEE.

NORMAN CARR
THE CLASSIC
280 SL
SPECIALIST

280SL Expertise can only be gained by time!
If you haven't got the time, consult the specialist.



IF IT'S A 280SL WE WILL SUPPLY, BUY, OR SIMPLY RESTORE.

(098 54) 510 Heytesbury Warminster Wilts

Williams & Warrener LTD

LLYS IFOR · CANAL ROAD
NEWTOWN · POWYS · MID-WALES
(0686) 28816 or 27944

"BUY BRITISH AND ARRIVE IN STYLE"

We have for sale the following fine motor cars at a price which compares very favourably with new "LUXURY" cars such as Rover, Jaguar, Ford, etc.
They, however, have infinitely more style and investment potential.

1958 BENTLEY CONTINENTAL 2 DOOR BY PARK WARD. Automatic with PAS. Sable with red leather. Excellent well maintained condition with much recent work at a cost in excess of £7,000. **Value at £15,950**

1960 BENTLEY CONTINENTAL 4 DOOR BY JAMES YOUNG. Light green over dark green. A beautifully cared for car with much recent service history. **Value at £13,950**

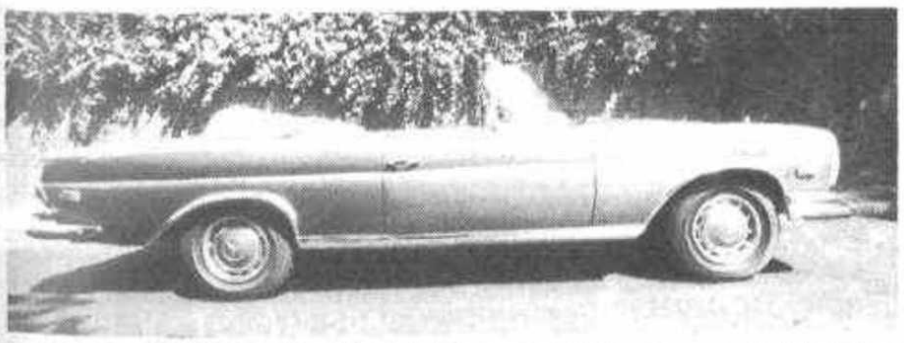
1957 BRISTOL 405. Four door Sports Saloon with unique style and charm. Restored three years ago at a cost of £11,000. Truly the finest available. **Value at £9,950**

1967 BRISTOL 409. Two door Sports Saloon. Dark green with red leather. Concours winning car — surely the best ever. As fast as an Aston and as quiet as a Bentley. **Value at £10,500**

1968 BRISTOL 410. Two door Sports Saloon. Mid blue with black leather. Excellent condition and a great performer. Recent restoration. **Value at £6,500**

Phone IAN WARRENER for further details
H.P. and Part Exchanges arranged

HEXAGON



MERCEDES 3.5 CONVERTIBLE 1970. 47,000 miles, metallic blue, mint.



1964 'C' SPEC. DART. 36,000 miles, black and beautiful. **£5,995.**

Cars similar to these bought for cash

Hexagon of Highgate, 26 North Hill, London N6
01-348 5151

MOTOR INSURANCE

LOW RATES
YOUNG AND CONVICTED DRIVERS
AMERICAN CARS
PERFORMANCE CARS
MONTHLY PAYMENTS

Telephone now for instant quote.

Grosvenor Manx Biddlecombe Ltd., Suite 45, Broad Street Avenue, 11/12 Blomfield Street, London EC2M 1RE.

01-638 9281/2/3/4

PRICES ARE HARD TO BEAT AT CAVENDISH

Test on our Comparators

Britains Leading In Car Entertainment Specialists



Blaupunkt Paris

Superb quality Stereo Car Cassette player/radio with M/L/FM Stereo radio, auto reverse, Dolby noise reduction, loudness facility, fast forward/ fast rewind, an output of 9W per channel.



Hitachi 303X

Superb MW/LW/FM Stereo car cassette player with Auto-Sound Level control which adjusts sound as you drive. The model also has full auto stop and fast forward/rewind.



Amstrad 9060

In-dash 3 band M/L/FM Stereo Radio fast forward, with 20W per amp sections, FM and tape run beacons. Complete with shelf or door mounted speakers.

Stereo Playback	
Amstrad 9010	36.95
Amstrad 9090	24.95
Clarion 838 (Dolby)	112.95
Hitachi CS800	44.95
Panasonic CX1000	41.95
National CX5000/7000	POA
Pye 2276	24.95
Sanyo 406	49.95
Sharp RG2800	39.95
Car Hi-Fi Compo	
Clarion GA501 System	224.95
Pioneer KP787G/KP777G	POA
National CX1 System	POA
Sanyo FT 010	71.95

Stereo & Stereo Radio			
Manual		**Push Button**	
Blaupunkt Paris	114.95	Audioline 421	89.95
Blaupunkt Manheim	103.95	Clarion 754	114.95
Clarion PE 685A	109.95	Hitachi CSK 333	109.95
Hitachi CSK 413D	119.95	Panasonic 663	POA
Hitachi CSK 313	69.95	Philips AC 799	67.95
Panasonic 663	89.95	Philips AC 880	99.95
Pioneer KP3800	POA	Pioneer KE 1300	POA
Pioneer KP4800	POA	Radiomobile 431	137.95
Sharp 5800	59.95	Pioneer KEX23	POA
Sharp 5850	65.95	Sanyo FT 4607	96.95
		Sanyo FT 4647	112.95

SPECIAL OFFER
Pioneer KP 5800 Push Button £99.95

Stereo & Radio	
Amstrad 9400	32.95
Blaupunkt Templehof II	69.95
Hitachi CSW 301	57.95
Pioneer 6400	POA
Roadstar 2650	52.95
Sanyo FT 4405	49.95
Sharp 5804	58.95
Car Radio	
Bl'punkt Hamburg	38.95
Philips 783	50.95
Amstrad CR901	34.95
Philips AN391	31.95
Philips AC491	74.95



Sharp 5800

L/MW/FM Stereo Radio/Stereo Car cassette Player with auto-stop, auto eject, auto-noise suppressor system. 16W (MPO) of dynamic power.



Philips AC 799

LW/MW and FM – Stereo Reception automatic toning central on FM for easy quick Selection of FM Stations. Stereo-auto reverse cassette player. Lockable fast forward and rewind facilities, with automatic switchover to cassette player at the end of tape.



Pioneer KE-4300

Magnificent cassette car stereo with LW/MW/FM electronic tuner for 15 station pre-set, auto reverse, auto tape slack canceller, loudness contour, new small DIN size to fit any instrument panel.

Cavendish Sales CASSETTE CENTRE

279/283 WHITECHAPEL RD, LONDON E1.
TEL: 01-247 3453/5
OPEN 9.15am-6pm, Mon-Sat.
Right next door to Whitechapel Underground Station.
Access, Barclaycard & Diners Card accepted with pleasure

ADD £2·50 p+p

PRICES AND AVAILABILITY CORRECT ON: 24·6·81

MOTOR & MOTORCYCLE ACCESSORIES

100 PAGE CATALOGUE



Packed with exciting accessories and clothing. £1 from any branch or send £1 + 50p post to JBW, Wedgnock Lane, WARWICK ☎496131, Bradford ☎393774, Bristol ☎779316, Birmingham ☎778-3467, Cardiff ☎373474, Croydon ☎686-6931, Donington ☎Derby 812353, Edinburgh ☎337-6133, Glasgow ☎334-4504, London NW6 ☎328-6413, Manchester ☎273-3507, Romford ☎590-6466, Southampton ☎37972, Sleaford ☎832362

£1

JBW
JOHN BROWN WHEELS

WHEELS

WIRE & EASY CLEAN
SPECIALIST REPAIRERS
WHEEL STOVE ENAMELLING

The Best Car Co. Ltd.,
5, Lancaster Road, Wimbledon, S.W.19. 01-946 6316.

Witter. You can't buy a better towing bracket

Send for the price list and name of your nearest Witter stockist, or find him in Yellow Pages.
For information or advice:
C.P. Witter Ltd., Chester 18.
Tel. 0244 41166

WITTER TOWING BRACKETS

SE SPECIALISED ENGINES

Manorway Industrial Estate. Grays. Essex. Phone: 0375-78606.

FORD only Exchange Reconditioned Units. 12 Month/12,000 Mile Guarantee. If you own an AC, Gilbern, Ginetta, Lotus Seven, Marcos, Morgan, Scimitar, Trident, TVR, Capri, Cortina, Escort, Granada, Transit, Zephyr/Zodiac Mk. 4 or **TRIUMPH STAG CONVERSION** we can supply a Standard unit from: Examples: 1200. £112. O.H. Cams. £187. V4's £208. V6's £239.

But why not have a more **EFFICIENT** Tuned Unit, with new parts. Built for Road use to give more **POWER** and **ECONOMY** whilst remaining **TRACTABLE.** We prefer you to see the engine built.

TUNED ENGINES from	STAGE 1	2.	3.
105E to 1500	£203	£251	—
ALL X FLOWS	£223	£284	£317
ALL O.H. CAMS	£281	£360	£462
ALL V4's	£298	£361	£473
ALL V6's	£351	£417	£567

We also do Big Ones For Small.
1500 for 1200 £145
2000 for 1700 V4. £238
3000 for 2.5 £275
TRIUMPH STAG V6 CONVERSIONS. FROM £1275.

Tuned 2.3-2.8 V6's and all Fiesta's Prices on application.
Carbs. Cross Drilled Cranks. Balanced and Overbored, etc. Machining. Exchange Heads £23. Exchange Crankshafts. 3 Hour Reboring Service By Appointment. Try our Tuned Cars: Triumph Stag Stage 1 V6. Capri Stage 2. AC Stage 3. One day fitting. S.A.E. for details. All Prices subject to VAT.

LOWEST RATES WITH INSTALMENTS

Lloyd's & B.I.A. Companies only

YOUNG DRIVERS | COMMERCIAL VEHICLES | SPORT & GT CARS
MOTOR CYCLES | SELF DRIVE HIRE | MATURE DRIVERS

Name ..... Age .....
Address .....
.....
Occupation ..... Period of Residence in U.K. .....years
Full/Provisional licence for .....years
Comp/TP, F & T/TP Only. Excess £ .....
MAKE ..... MODEL ..... YEAR ..... c.c. .....
Value £ .....Garaged YES/NO O.O.D/ANY DRIVER/NAME
DRIVERS .....Anybody to drive under 21
YES/NO, under 25 years YES/NO. Business/Pleasure Use. I am
entitled to ..... years NCB with ..... Ins. Co.
Please advise full particulars of Additional Drivers, accidents
and convictions .....IF NOT ENTITLED TO NCB please advise how experience gained as FURTHER DISCOUNTS MAY BE ARRANGED.

Tel: 01-906 1544 | **Motts Godwin Insurance Brokers** 561-3 Watford Way, Mill Hill NW7 4RT

NO RUBBING DOWN · NO PRIMER · NO PREPARATION!

HOW Brush-On HAMMERITE

STOPS RUST! ADDS YRS. TO CAR LIFE AIR DRY 15 MINS.

HIGH GLOSS METALLIC HAMMERED ENAMEL 8 COLOURS







CHIP-RESISTING FINISH for LARGE VEHICLES



HM GOV'T TEST REPORT: 'Does all makers claim' Perfect UNDERBODY SEAL & Anti-Corrosive

BRUSH ON ROLLER or SPRAY on car sills, under wings, vehicle chassis, even rusted areas. Tough, RESILIENT SILICONISED ENAMEL. Saves a fortune, costs so little. Keeps engine housing clean and rust free. **SAVES TAIL PIPE RENEWAL.** Produces smooth wipe clean, **fully protected surface. AIR DRY 15 MIN.** Definitely outlasts conventional underbody seals many times. Quick hose-down shifts surface film, speeds up heavy transport MoT inspection, no hard work! No undercoats on old paint, bare metal. No brush marks. No waste **A QUICK, ONE COAT. JOB!** Easily applied anytime. Cures damp walls, floors. **SUPERB METALLIC COLS.** Silver-Grey, Bronze, Lt. Green, Mid Green, Deep Green, Lt. Blue, Deep Blue, Black. **1 litre** covers 80 sq. ft. **£6.50.** 2.5 litre **£11.50.** 5 litre (1.1 gall.) **£16.90.** 20 litre PAIL **£59.50. Bulk reductions. USUALLY PER RETURN DESPATCH.**

"NEW LOOK" HIGH GLOSS COLOUR FINISH on CARS, M'CYCLES, VANS etc

Using same Hammerite paint & Fireproof Thinners. FAR TOUGHER than Mfr's original! 8 COLOURS (above). USERS REPORT: Quality of finish most amazing." "Best finish ever had." "Wonderful! All the ad. says." A SUPER UNUSUAL FINISH ON LARGEST CAR — 60 MIN. Makes car bodywork, m'cycles like NEW! Min. preparation. No u/coat. Covers scratches: fibre-glass. No rain spots. EASY with spray-gun (not supplied). Absolutely superb finish! Dries smooth, even gloss. Send for SPRAY KIT 2.5 litres (5.5 gall) HAMMERITE & 2.5 litres (.55 gall). Special **FIREPROOF** thinners incl. full instns. Only **£18.45** carr free. Please state colour. **USUALLY PER RETURN DESPATCH.**

PROTECTS ANY SURFACE MACHINERY · ENGINES HEATERS (STANDS 300°F)

"PROVED EVERY BIT AS GOOD AS CLAIMED" *Car Conversions.* **"METALLIC FINISH TOUGH AND GLOSSY"** *Autocar.* HAMMERED ENAMEL protects against oil, acid, water. Surface finish acts like a non-stick pan. Simple wipe clean renews gloss of tough metallic finish. **One brushing** protects heaters (stands 300F) engines, all machinery, timber, boat trailers (resist sea water & abuse). **Use on any surface. TRIAL OFFER:** 250 ml. (.44 pint) TIN incl. HAND BRUSHED col. samples! Full info. (does car wheels or complete m'cycle). State colour **£1.95** post free. Pay by Access/Barclay Trust Card (No Charge). Quote No. use 24 hr. ph. answer service. Call personally 9 to 4.30 Mon. to Fri. **USUALLY PER RETURN DESPATCH.**

TRIAL OFFER

POST COUPON NOW!

Quan.	Descript'n	Col.	Price

Rush my order as shown
Encl. CHQ./M.O./P.O./Cash £.....
Name .....
PRINT CAPS
Address .....
..... Code.....

FINNIGANS LTD. (MS) Eltringham Wks, PRUDHOE, Northumberland. Ph. 0661-32411. Regd. Office No. 354 180 (London)

LOTUS EXHAUSTS

ELAN, L / CORTINA, ESCORT, LOTUS 7 manifolds at **£56.95** incl. VAT, P.P.
ELAN SILENCERS full range from £28
SCIMITAR; all V6; KIT CARS; MORGAN.
Manifolds, cams, heads, silencers, etc.
SAE list — state car, engine.
Open to 7 p.m. near Brands Hatch

HOWE EXHAUSTS
Rear Hollyville Cafe, Main Road A20
West Kingsdown, Kent. Tel.: 2347

COIL SPRINGS

	Front	Rear
Elan/Plus 2/Europa	£20	£24
Gilbern/Scimitar/Ginetta	£34	£34
Healey/Alpine/Tiger V8	£36	£36
Piper/Marcos/TVR/Clan	£30	£30
Aston/Bristol/Alvis	£44	£44
Jensen/Lagonda/AC	£46	£46
Jaguar/Daimler	£56	£30
Alfa/Lancia/Fiat	£40	£40
MG-TD/TF/ZA/ZB/A/B/GT V8	£23	—

PLUS Race/Rally Specials — Any car
Sheffield 754779/583569

TRAIN & RACE WITH JIM RUSSELL



RACING DRIVERS SCHOOL

Silverstone Circuit, Northants.
NN12 8TN. Tel: Silverstone 857572
Send now for full details and free colour brochure

Jim Russell USES AND RECOMMENDS Esso

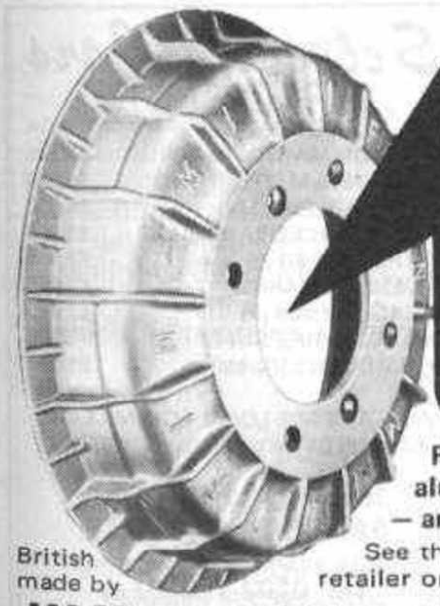
EUROPEAN MOTOR INSURANCE



01-363 4966 **01-366 7447** **01-367 0878**

Motor Insurance Policies for Europe now available at very competitive rates for all types of cars. Green Cards ranging 1 month to 1 year. Underwritten by a leading British Insurer.

Bellevue Insurance Brokers Limited
66 Silver Street, Enfield, Middlesex, England.



HAVE YOU FITTED MINIFINS YET?

For cool super smooth braking fit Minifin aluminium alloy brake drums to your Mini — and brake fade becomes a thing of the past.
See them now at your local parts and accessory retailer or ring us for details of your local stockist.

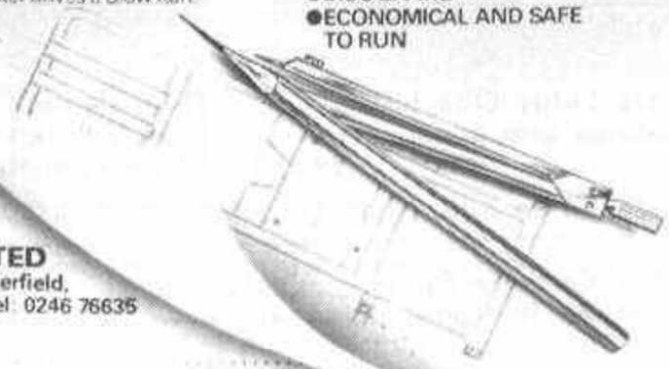
British made by
J.V. Murcott & Sons Ltd. Aluminium Pressure Diecasters Aston, Birmingham. 021-327 2671.

The Blow Kart
Designed for children with parents in mind



The sensational new Blow Kart, not a toy but a real petrol driven fun kart, to bring the thrills and skills of motor sport to every youngster. Sold ready to drive. Every parent is a sure fire winner when their youngster drives a Blow Kart.

- EASY TO DRIVE TWO PEDAL CONTROL
- 150 cc HONDA 4 STROKE ENGINE
- ADJUSTABLE SEAT
- DISC BRAKE
- ECONOMICAL AND SAFE TO RUN



Blow

Send for our illustrated full colour brochure to:
J. J. BLOW LIMITED
Oldfield Works, Chesterfield, Derbyshire S40 2DJ Tel: 0246 76635

Name .....
Address .....

MS 10/81 PLEASE USE BLOCK CAPITALS

Silence your car with an Acoustikit

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

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

WHY ARE ACOUSTIKITS THE BEST BUY?
A typical Super Acoustikit consists of no less than four different materials, each specially selected as the most suitable for insulating a particular part of your car. Acoustikits offer you the most comprehensive insulation system. Other kits may attempt to prevent noise penetrating the passenger compartment by concentrating on treatment of the floor and bulkhead. Acoustikits go a stage further and in addition thoroughly insulate the engine and boot compartments to kill noise at source before it can penetrate the passenger compartment.
TWO TYPES TO CHOOSE FROM. Acoustikits are supplied in two types:
1 SUPER ACOUSTIKITS. These insulate the entire car, give you the ultimate in sound insulation.
2 UNDERBONNET ACOUSTIKITS. To insulate the engine compartment only. (We can also supply basic materials, which can be cut to fit any model not included in the standard range.)
EASY-TO-FIT. Acoustikits are ready-cut and specially designed for the ordinary motorist. Simple to fit. Complete, easy-to-follow instructions provided.
MONEY-BACK ASSURANCE.
Acoustikit, Hammond Ave., Stockport, SK4 1PQ.

LOOK HERE FOR YOUR CAR. IF YOUR CAR IS NOT LISTED, WRITE OR TELEPHONE.
Prices: Underbonnet Acoustikits are shown first in heavy type. Super Acoustikits are shown second. **Please add part carriage of £2.25 for Underbonnet Acoustikits and £3.20 for Super Acoustikits** (mainland charges, others subject to quotation).

Alfa Romeo		
Alfasud SM Sal	£10.25	£31.00
Arna	£10.25	£31.00
Audi		
80 Sal Est (upto '78)	£10.50	£39.00
100 Sal Est (upto '78)	£10.50	£42.00
Mk I & II		
Bedford Vauxhall		
Mini Sal Club Sal	£9.75	£26.00
Mini Est Club Est	£9.75	£35.00
Mini Pick-up	£9.75	£15.00
Mini Van	£9.75	£35.00
1100-1300	£10.25	£35.00
Marl	£10.25	£39.00
Allegro Sal Est	£10.50	£35.00
Marina Sal Est	£10.25	£39.00
Marina Van		
(Double door)	£10.25	£60.00
Sal Sal	£10.25	£35.00
M.G. Midget		
MGB GT	£10.25	£35.00
Princess II	£10.25	£39.00
Sherpa Van		
(Double door)	£10.25	£60.00
Land Rover SWB	£10.50	£60.00
Range Rover	£10.50	£60.00
Chrysler/Talbot		
Avenger Sal Est	£10.25	£39.00
Hunter 67on	£10.25	£39.00
Alpine 75-77	£10.25	£39.00
Sunbeam	£10.25	£35.00
Horizon	£10.25	£35.00
Solara	£10.25	£39.00
Citroen		
2CV6	£10.25	£35.00
Ami 8	£10.25	£35.00
Visa	£10.25	£35.00
G.S. Club		
Sal Est	£10.25	£39.00
Dyane 6	£10.25	£35.00
Colt		
1400 GLX	£10.25	£35.00
Galant		
Sal Est '78on	£10.25	£35.00
Celeste '78on	£10.25	£39.00
Sigma '78on	£10.25	£39.00
Datsun		
1980 Cherry	£10.25	£35.00
Cherry 100A	£10.25	£35.00
811 Sal Est/Est	£10.25	£35.00
120Y	£10.25	£35.00
140 160J I II	£10.25	£40.00
160 180B		
Sal Est Mk I & II	£10.25	£40.00
Fiat		
124 127	£10.25	£39.00
126	£10.50	£35.00
128 128 3P	£10.25	£35.00
131 Sal Est	£10.25	£39.00
Strada	£10.25	£39.00
Ford		
Fiesta all models	£10.25	£31.00
Escort		
1100 Ghia Est	£10.25	£40.00
Escort Van	£10.25	£40.00
Capri I II III	£10.25	£40.00
Cortina I II III		
Sal Est	£10.50	£40.00
Granada Mk I II		
Sal Est Ghia	£10.50	£40.00
Lada Sal Est	£10.25	£35.00
Honda		
Civic	£10.25	£35.00

Accord Hill & up		
Sal	£10.25	£35.00
Prelude	£10.25	£35.00
Opel Manta		
Mk I Sal	£10.25	£35.00
Kadett Sal Est		
(Estate	£10.25	£35.00
Mazda 1800 '78on		
1300 Hatchback	£10.25	£35.00
808 Sal Est Est	£10.25	£35.00
323	£10.25	£35.00
616	£10.25	£35.00
929 Sal Est Est	£10.25	£35.00
Marcos		
Sal Est	£10.25	£40.00
Peugeot		
104 Sal Htb	£10.25	£40.00
304 Sal Htb	£10.25	£40.00
305 Sal	£10.25	£40.00
504		
Sal Est Mk I II	£10.25	£40.00
604 Sal	£10.25	£40.00
Polski Fiat		
125P Sal Est	£10.25	£40.00
Renault		
4 5 6	£10.25	£35.00
12 14	£10.25	£40.00
15 16 17		
18 20 30	£10.50	£40.00
Saab		
95 96 99	£10.25	£40.00
Simca		
1000 1100	£10.25	£31.00
1301 1501		
Sal Est	£10.25	£35.00
Subaru 1600		
Sal Est Est	£10.25	£40.00
Toyota		
Corolla Hatchback		
Only		£40.00
30 Sal Est		
Est HB*	£10.25	£26.00
Carina Sal Est*	£10.25	£26.00
Celica*	£10.25	£26.00
Corolla*	£10.25	£26.00
Triumph		
Dol Sal 1500	£10.25	£35.00
Toledo	£10.25	£35.00
2000 Mk I II	£10.25	£40.00
Sprint Mk III IV	£10.25	£35.00
GT6 Mk I & II	£10.25	£35.00
TR7	£10.25	£31.00
Vauxhall		
Astra	£10.25	£35.00
Chev Sal Est HB	£10.25	£31.00
Viva HA HC HB		
Sal Est	£10.25	£40.00
Victor FE FD		
Sal Est	£10.25	£40.00
Cav Sal Est	£10.25	£40.00
Bedford HA Van	£10.25	£40.00
Volvo/DAF		
33 44 66	£10.25	£35.00
343 66	£10.25	£40.00
140 240 Sal Est	£10.25	£40.00
V W		
Golf*	£10.25	£15.00
Polo*	£10.25	£15.00
Derby*	£10.25	£15.00
Pass Sal S dr Est	£10.25	£40.00
Scirocco*	£10.25	£15.00
Jetta*	£10.25	£15.00

*Not Rear & Bonnet only

TO: ACOUSTIKIT. DEPT. MS 26
Hammond Avenue, Whitehill Industrial Estate, Stockport SK4 1PQ. Tel: 061 480 3791.

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

ACCESS/BARCLAYCARD orders please phone 061 480 3791

Experts in Ferrari, Porsche, Jaguar and Aston Martin.

D. K. ENGINEERING

Service and repairs undertaken speedily and at realistic cost.

Motor Agents Association

FERRARI 308 GT4 1978. Pino Verde, sunroof, wide wheels, 34,000 miles, air conditioning. **£8,500**
AC ACE 1959. Bristol engine and overdrive gearbox, met. blue, completely overhauled. **£10,500**
LAMBORGHINI MIURA SV. Silver, right hand drive, very low mileage. **P.O.A.**
ALFA ROMEO MONTREAL 1976. Low mileage, one of the last built, red with black interior, really outstanding condition. **£6,500**



PART EXCHANGE POSSIBLE AND SIMILAR CARS PURCHASED
For further details or workshop bookings, telephone David Cottingham on Northwood 21399/27012 or 25435 evenings and weekends

ROLA

ROLA SHIPPING LTD
INTERNATIONAL CAR SHIPPERS
offer their usual fast, efficient service at extremely competitive rates. Immediate quotations given.
4a Deodar Rd., London SW15. Tel: 01-789 7205 74[illegible] Tx 8812320

TR5, TR6/2.5 PI SPECIALISTS
We provide comprehensive servicing facilities for these cars backed-up with a full range of parts.
THE LONDON FUEL INJECTION CENTRE

LUCAS BOSCH KUGELFISCHER



LUCAS		BOSCH		K'FISCHER	
Metering units	£58.07	Distributor Blocks (6-cyl. only)	£138.00	Metering Units	£184.00
Pumps	£52.32	Pumps	£57.58		
Injectors	£8.52				
Relief Valves	£17.25				

Exchange units.
Electronic analysis & tuning from £13.80 (the above prices include VAT)

PARADIGM ENGINEERING Ltd. 01-960 2722
open 8.30 a.m.-6.30 p.m. Mon.-Fri. 11 a.m.-2 p.m. Sat. (sales only) or later by arrangement
27 STABLE WAY, LATIMER RD, LONDON W10

FREE NAME OR SLOGAN ! & Matching Fixing Screws
VALET
Multi-line Engraved SILVER on BLACK (LEGAL ON PRE 1973 CARS)
Black Letters on WHITE/YELLOW (LEGAL ON ALL CARS)
Multi-line Engraved GOLD on BLACK (NOT STREET LEGAL)
SINGLE OR MOTOR CYCLE PLATES ONLY £5.50 *
DESPATCH SAME WEEK !
EASI-CLEAN PERSPEX NUMBER PLATES
Only £9.95 PAIR INC. VAT and P/P
Send cheque or P.O. stating type and sizes to
Unit 20 VALE AUTOMATICS Vale Road · Rhyl · Clwyd TEL 0745 3403

Selected Cars

ROLLS DONINGTON	POA
ASTON MARTIN V8	£7,985
TVR 3000 M (T)	£5,850
DATSUN 260Z (78)	£4,350
TOYOTA CELICA 2000 L/B	£3,595
TR7 5-SPEED 78	£2,995
JENSEN MARK III	£2,995
JAGUAR XJ6 (P)	£2,995
ANGLIA 105E SUPER	£995
VAUXHALL VX/490	£1,295

ALL CARS ARE LOCAL LOW MILEAGE EXAMPLES WITH KNOWN HISTORY

36 PANORAMA ROAD, SANDBANKS, POOLE, DORSET.
Tel: 0202-709407 or 0202-700200 evenings

WHAT CAR INSURANCE IS BEST FOR YOU?
The answer supplied on 01-733 1114/5102

Or, for details and a GUARANTEED QUOTATION, without obligation, send the coupon to:
TAYLOR PRICE & CO.,
5 BLOOMSBURY PLACE, LONDON, WC1A 2QA

CONFIDENTIAL

Mr/Mrs/Miss ..... Age .....
Address .....
Occupation ..... Full Prov Licence ..... yrs
Make & Model .....
Year ..... cc ..... Value £ ..... No Claims Bonus ..... yrs

Please tick as appropriate
Comprehensive ☐ Third Party Fire & Theft ☐ Third Party Only ☐
Owner Only Driver ☐ And Spouse ☐ Any Driver ☐
The car will be garaged ☐ off the road ☐ on the road ☐
The car will be used for: social, domestic & pleasure only ☐ and commuting ☐ and business ☐

*** ask for mechanical repair insurance ***

PLEASE ENCLOSE FULL DETAILS OF ANY ACCIDENTS OR CONVICTIONS

MS26

KINGSLEY AUTOMOTIVES
113/115 Codicote Road, Welwyn, Herts.
Tel.: Stevenage (0438) 820926 (4 lines)



1971 Bentley Corniche. One titled owner, Caribbean blue, grey leather trim, exceptional condition. **£11,750**



1973 Rolls Royce. Red, black vinyl roof, Burgundy trim, superb car. **£12,750**



1976 Lotus Elite 501. White, oatmeal trim, superb car. **£4,250**



1979 Camaro Ralley Sport. Black over red with black trim, 18,000 kilometres. **£2,995**

1976 R-Reg. XJS. White, blue leather trim, taxed. **£4,950**

1977 Corvette Stingray. Orange, black trim, T-roof, electric windows, fantastic looking car. **£5,950**

1974 911 Porsche. Green, oatmeal trim, low mileage, an exceptional looking car. **£5,350**

Fibresports

SEBRING SPORTS CAR HARDTOPS

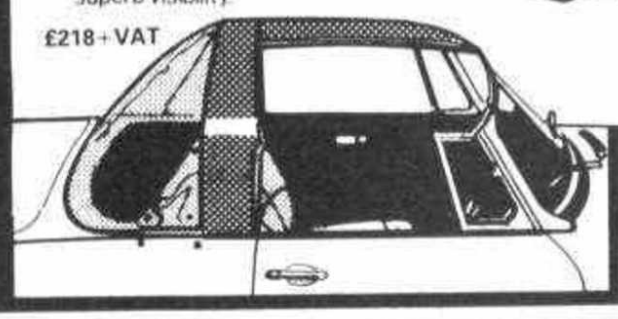
Direct from the Factory

MGB Targa Top

Truly a hardtop for all seasons

- ★ Two detachable roof panels - easily stored behind the seats or in the boot.
- ★ Leathergrained finish inside and out.
- ★ Rear hoop section - with large wraparound rear screen - superb visibility.

£218 + VAT



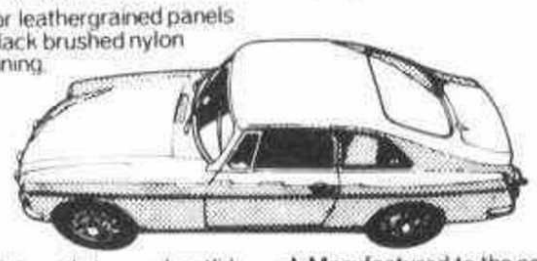
Fast Back Range

More sleek and luxurious than a GT — but not a permanent fixture.

Available for Spitfire Mk. 1-3, Mk. 4, MGB, and Spridget from **£205 + VAT**



- ★ Interior leathergrained panels and black brushed nylon headlining.



- ★ Complete with its own bootlid and parcels shelf moulding.
- ★ Manufactured to the colour of your car.

Also available:-
A range of short-style hard tops for MGB, Spitfire 1-3 & 4, Spridget, Herald/Vitesse and TR4-6 from **£140 + VAT** Please send SAE (stating model of car) for full details.

34-36 Bowlers Croft
Cranes Industrial Estate
Basildon ESSEX SS14 3ED
Tel. Basildon (0268) 282723/27331

Fibresports

HEADLIGHT STONEGUARDS

Triple chrome plated, woven wire, complete with full mountings and instructions, fits all standard 7" round headlights (MG, Morgan, TR, Healey, Mini Escort). No drilling, unclips for cleaning.

Special offer!

£8.95pr + 35p p&p

Europak Marketing
Unicorn House, Lake Street, Leighton Buzzard, Beds



S-Reg. TVR 3000M

Met. burgundy. Maintained regardless of cost, m/director's w/e car. £2,500 spent on it in last 9 months. Alloy wheels, 5 new tyres, TVR glass sun roof, Pioneer stereo worth £200. 12 months M.o.T., 29,000 miles, genuine.
Excellent value at £5,100 o.n.o.

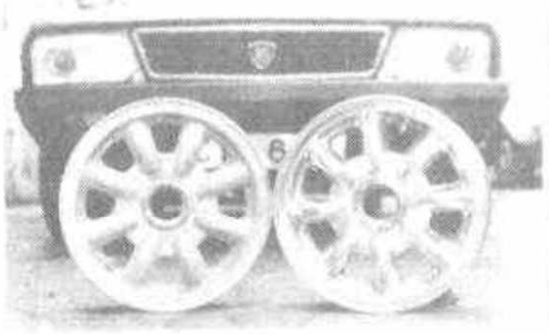
Ring: D. G. Becker
061-236 8201 (daytime)
061-440 9159 (evening)

JIM'S

UNITS 17/18 Rear of
917 FINCHLEY RD
GOLDERS GREEN
LONDON NW11
Tel: 01-455 9888

Our service is now available in Northampton.
Tel: (0604) 28830.
After 6 p.m. and at weekends.

ALLOY WHEELS POLISHING SERVICE
Just bring your car



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

Merryfields Performance Centre

ROMFORD BRANCH 161 MAWNEY ROAD, ROMFORD, ESSEX ROMFORD 22717

Situated on the main A12



E-TYPE V12 ROADSTER M-REG. Azure blue, light biscuit interior, chrome wire wheels, new Whitewall tyres. Hard & soft tops, history, warranted 25,000 miles. *(Similar to photo)* **£9,950**

SELLING YOUR CAR

OUR EXPERIENCED SALES STAFF WILL UNDERTAKE TO SELL YOUR CAR QUICKLY ON A COMMISSION BASIS THEREBY RETURNING YOU THE HIGHEST POSSIBLE PRICE FOR YOUR CAR. NO SALE, NO CHARGE (OR OUTRIGHT CASH PURCHASE). 95% OF THE CARS WE ACCEPT ARE SOLD WITHIN TWO WEEKS (RING FOR DETAILS).



LOTUS ELITE V-REG. Met. gold, beige leather interior, one owner, full service history **£7,750**

Please enquire regarding vehicles not advertised as we are constantly changing stock

LOTUS ELITE 503 T-REG. White, p.a.s., air cond., one owner with history **£6,950**
LOTUS ESPRITS. Choice of three 77-78's from **£5,700**
BMW 728 T-REG. Manual, metallic green, tints, central locking, Mag wheels, full service history, mint **£5,950**
TRIUMPH STAG 1977. Tahiti blue, beige interior, auto., p.a.s. **£4,450**
VOLVO ES SPORTS ESTATE. White, tan leather, sun roof **£2,250**
TR7 V-REG. White, 5-speed, one owner, full history **£3,450**
TR7 T-REG. Green, tartan interior, low mileage **£2,495**
FIAT X19S. Choice of three, various colours including a black Lido from **£2,500**
DATSUN 1976 2+2. Met. gold, tan vinyl interior, low mileage **£2,750**
MGB ROADSTER S-REG. Sandglow, 17,000 miles, Rostyles and overdrive **£2,995**
JAGUAR XJ6 COUPE 1976. White coachwork, dark navy leather, tinted e/windows, elec. sunroof, chrome wheels, Vanden Plas chrome strips **£3,500**
BMW 633 C81 T-REG. Automatic, power steering, one owner, full service history, metallic gold, black leather interior, e.s.r. **£9,950**
BMW 633 CSi T-REG. Automatic, power steering, one owner, full service history, reseda green, cream leather interior, e.s.r., nice colour combination **£8,995**

FREE AA INSPECTION INCLUDED WITH ALL VEHICLES UNDER 5 YEARS OLD. ALSO A TWO YEAR OPTIONAL AA PARTS AND LABOUR WARRANTY

BMW 633 CSi 1977. Automatic, power steering, air cond., e.s.r., 38,000 miles, full service history, metallic silver, blue leather upholstery with velour inserts, outstanding condition **£7,950**
BMW 633 CSi 1977. Manual, metallic bronze, leather upholstery with velour inserts, low mileage, e.s.r., radio/cassette **£7,450**
TRIUMPH STAG 1976. Yellow, black interior, automatic, hard & soft tops, genuine 37,000 miles, superb mechanically **£3,950**
LOTUS ECLAT 523. First registered April 78, yellow with beige cloth interior, power steering, 5-speed, air cond. **£4,995**
FERRARI 308 GTB 1977. Black leather interior, air cond., 34,000 miles with service history, superb condition **£9,750**
STINGRAY 1978. Ivory with beige leather interior, air cond., cruise control, genuine 21,000 miles **£6,750**
SCIMITAR GTE S-REG. White with blue cloth interior, manual, electric windows, p.a.s., Mag wheels **£3,950**
JENSEN HEALEY M-REG. Primrose yellow, black interior, very clean example **£1,595**
MGB ROADSTER P-REG. Black with matching interior, Rostyle wheels and o/d **£2,295**
BMW 728 T-REG. Manual, metallic green, tints, central locking, Mag wheels, full service history **£5,450**
TRIUMPH STAG 1977. Tahiti blue, beige interior, auto., p.a.s. **£4,450**

IF YOU WISH TO P/X YOUR SPORTS CAR FOR A FAMILY SALOON WE ALSO HAVE 40 SALOON CARS IN STOCK AT OUR DAGENHAM BRANCH

LEASING CAN BE ARRANGED ON ALL CARS UNDER 5 YEARS OLD. ONLY AVAILABLE TO BUSINESSES AND SELF EMPLOYED.
EXCELLENT PART EXCHANGE ALLOWANCES.
SPORTS CARS DESPERATELY REQUIRED. HIGHEST CASH PRICES PAID.

Straight EIGHT



Bentley R-Type Automatic, Dec. 1953. Beautiful sand and sable with beige hide interior, fabulous condition. **£8,750**



Rolls Royce Silver Shadow L.W.B. In blue mink with Everflex roof and tan hide interior, very well maintained example, must be seen. **£10,950**



Bentley TII S-Reg. Magnificent mason's black with black hide / white piping, all usual Series II refinements, fantastic value. **£17,950**



Triumph TR7 Convertible, 1980. 1 owner, gold / check trim, 5-speed, radio / stereo, etc, Supercover. **£4,650**



Mercedes 450 SL S-Reg. Gleaming silver / blue hide, head restraints, air conditioning, alloy wheels, radio / stereo, 1973 model. **£7,950.** *Also:* **350 SL 1978.** Gorgeous peach with tan check trim, radio / stereo, hard / soft tops, etc. **£11,350.** And another **350 SL, 1972,** but in amazing condition for year, deep met. blue / beige trim. **£6,950**



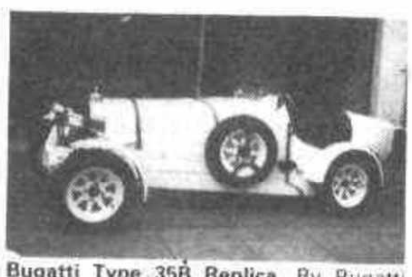
Ferrari 308 GT4, 1978. Attractive yellow / black hide, air conditioned, 27,000 miles, radio / stereo, etc. **£9,650**



BMW 635 CSi Coupe, 1979 model. Striking henna red with magnolia velour trim, electric sunroof, Mahle wheels, radio, etc. As new appearance. **£10,950.** *Also:* **633 CSi 1977,** met. red / grey velour, comprehensive service history, excellent value. **£6,950**



Rolls Royce Silver Cloud III. Conversion, 1964, shell over tudor grey, p.a.s., electric windows, etc. **£6,450**



Bugatti Type 35B Replica. By Bugatti Cars Limited. Finished in white with black trim, very appealing practical fun! **£5,750**

Also in stock

Ferrari Daytona Spyder. Concours condition in black with red hide, L.H.D. **p.o.a.**

Ferrari 275 GTB, 1965. Red / Black hide, chrome Borrani wires, Le Mans tank and filler cap, etc. **p.o.a.**

Jensen Interceptor Series III. Aubergine / black hide, radio / stereo, electric windows, etc. **£3,795**

Chevrolet Camaro, 1979. Auto, p.a.s., cassette player, electric windows, cloth trim, 'W' reg, bronze / tan trim. **£3,695**

Rolls Royce Silver Shadow, L.H.D., Nov 1979, '80 model. Black with magnolia hide, 1 owner, 3,000 miles only, must be seen. **£26,950**

Bentley Mark VI Mulliner. 4-door saloon, absolutely pristine throughout, winner of many concours events. **p.o.a.**

Rolls Royce Phantom I Coupe. Coachwork by Menese of Paris. Very attractive and extremely rare example. **p.o.a.**

Morris 10, 1938. Beige with black wings, re-trimmed. **£795**

Cadillac Eldorado Convertible, 1974. Beautiful signal red / white hide interior and hood, automatic everything. **£3,995**

La Salle Straight Eight Sedan, 1935. R.H.D., black / beige trim, original warranty, logbook, etc. **p.o.a.**

The above is a small selection of our current stock. Please enquire for further details. We look forward to meeting our past and future friends and clients at the Motor Fair from 21-31 October on Stand Number 12.

158-160 GOLDHAWK ROAD, SHEPHERDS BUSH.
LONDON W12
01-743 6201 or 01-743 9679

JOHN FAIRFAX & CO.



1961 Ferrari 250 GT. S.W.B. all steel Berlinetta Chassis No. 3037. Red with black interior, probably only six imported in r.h.d form. One of the most desirable models from one of the world's greatest makers. A rare opportunity to purchase an all time classic. **£34,500**

Martin Johnson. Tel: 0448 31676 or write to Low Graythwaite Hall, Newby Bridge, Cumbria LA12 8AZ.

Allard Turbochargers

THE SPECIALISTS FOR OVER 20 YEARS

Kits

Metro	£582.00
Escort XR3	£685.00
R5 Gordini	£685.00
Ford V6	£685.00
Range Rover	£760.00
Rover V8 (Twin Turbo)	£1,220.00

(all prices plus 15% VAT)

TURBOCHARGERS: (matched to suit your engine)
HOLSET I.H.I.
SCHWITZER ROTOMASTER
RAJAY AIRESEARCH

COMPONENTS: to build your own system.

SERVICES: Turbochargers part exchanged, repaired and reconditioned.

Send s.a.e. for details stating your exact requirements.

Unit 5, Alton Road Industrial Estate
Ross-on-Wye, Herefordshire HR9 5NB
Telephone: (0989) 3963

Village Garage
OF HARROW

4 Pinner Road, Harrow, Middlesex
Telephone 01-863 1166/01-863 7732



BMW 735i Auto 1980. Light green metallic, electric sunroof, electric tinted windows, alloy wheels, central locking, radio / cassette, BMW dealer owned and serviced from new, cost over £19,000, tremendous saving at **£12,495**

Vauxhall Royale Coupe 1980. Auto, metallic blue, blue velour trim, factory tilting sunroof, electric windows, central locking, radio / cassette, power steering, a £13,000 car for only **£6,495**

MGB Roadster 1981 W. Black, chrome wire wheels, radio / cassette, fully rust protected, 5,000 miles, excellent condition **£5,995**

Ford Granada 2.8i GLS 1979 V. White, electric windows, sunroof, radio, electric aerial, alloy wheels, low profile tyres, excellent condition **£4,995**

Vauxhall Carlton 2000 Auto. 1980 V. Orange with beige cloth interior, sunroof, radio / cassette, sports wheels, excellent condition **£4,595**

Peugeot 505 STI Auto 1979 V. Copper bronze, electric windows, electric sunroof, radio, one owner, only 19,000 miles, just fully serviced by Peugeot dealer **£4,495**

Alfa Romeo GTV 1980. Powder blue, electric sunroof, electric windows, radio / cassette, electric aerial, one owner, with only 12,000 miles, excellent condition **£4,195**

Lancia Monte Carlo 1978. White, red interior, radio / cassette, only 25,000 miles, must be seen at **£3,795**

Lancia Gamma 1980. Met. blue / silver roof, radio, one owner. This car would cost new over £8,000. Terrific value at **£3,595**

Lancia Beta 2000 Coupe 1980. Black, electric windows, sunroof, radio / cassette, a one owner car, in excellent condition **£3,495**

Triumph TR7 1978. Red with red check interior, vinyl sunroof, radio / cassette, one owner, only 28,000 miles, excellent condition **£2,995**

WANTED URGENTLY
Well cared for sports cars

1914 GRAND PRIX MERCEDES . . .

are just one of the subjects in Motor Racing Milestones Calendar that conveys the feeling of those vintage racing days when drivers such as Renault, Lancia and Lautenschlager were proving themselves in such famous marques as Renault, Fiat and Mercedes. Our calendar is unique in that we have taken original, period photographs, enlarged them and superbly reproduced them in a 15" × 12" format. To enhance the quality each photograph is on a separate page in a sepia tint on art paper with a title and detailed caption. The calendar is then wire-bound so you can flip over the pages and at the year end you have a set of 12 prints ideal for framing. Other subjects featured include Panhard, Napiers, Peugeot, Mors, Benz and a host more. At just **£2.25 ea** (+45p p&p) or **£3.95 for two** (+80p p&p) you can afford to spoil yourself and give one for Christmas. (Overseas customers please add 30p inside Europe or £2.50 outside Europe for air mail post).
All calendars despatched in card envelopes.



Stocks are limited so send now to:—

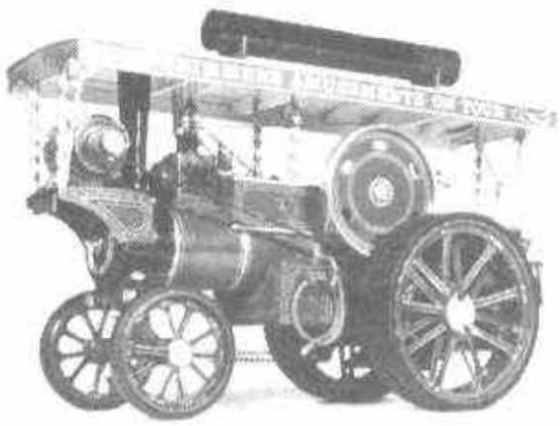
Falcon Publications Ltd(T), 6 Newton Way, Tongham, Surrey GU10 1BY

THE BEST IN CLASSIC MOTOR RACING CALENDARS

NEW SHOWMANS ENGINE — SUPERBLY DETAILED

⅜" to 1' metal model

A really fine kit which can be built to give a museum quality model. Brass name plates and fittings, lettering and lining transfers. "Rubber" tyres and a host of finely-cast detailed fittings strongly boxed with full instructions for assembly.



unretouched photo of model

£49.45 inc. VAT, POST FREE

Send 20p stamp for details including range of model car kits in metal ½4th scale. Plus Foden

Wills Finecast, Lower Road, Forest Row, Sussex, RH18 5HE.

SCIMITAR

Service Repairs including bodywork, alloy or fibreglass carried out on all classic and sports cars.
New Scimitar GTE + GTC. Ring for specifications.

NEW SCIMITAR GTE 3-LITRE. Auto. Mulberry. £10,295.
1977 SCIMITAR GTE. Auto. £3,995.
1980 SCIMITAR GTC (hard top), o/drive. £9,995.
1972 (3) JENSEN INTERCEPTOR. Excellent condition. £4,650.
1974 ISO LELE. £4,995.
1957 AUSTIN HEALEY 100 / 6. £3,995.
1966 ASTON MARTIN DB6. £6,495.
1978 LOTUS ELITE 502. £6,995.
1965 TVR GRIFFITHS V8. £4,995.
1975 DAIMLER DOUBLE SIX. £2,650.
1970 GILBERN INVADER MKI. £1,750.
1932 LANCHESTER 10 SPORTS. £5,750.
1937 4¼-LITRE BENTLEY. Sports Saloon. by Rippon Brothers. Alloy body. P.O.A.

QUEENSBERRY ROAD GARAGE

SABRE AND SCIMITAR SPARES. Don't forget we have the largest stocks of parts in the world.

JENSEN
SALES, SPARES AND REPAIRS

KETTERING, NORTHANTS. TEL. (0536) 513351

Frederick Charles (Cars) Ltd.

SCIMITAR TVR mazda

NEW TVR TASMIN CONVERTIBLE in cosmos blue metallic with blue trim **£12,744**
NEW MAZDA RX7 Mk.II SPORTS in Renaissance red, black interior **£8,699**
NEW TRIUMPH TR7 CONVERTIBLE in flame red with tan interior **£5,995**
1981 TVR TASMIN CONVERTIBLE in white with blue cloth trim, demonstration use, only 1,500 miles, as new **£9,995**
1981 TRIUMPH TR7 in metallic silver grey, matching interior, stereo cassette, sun roof, 8,000 miles **£4,995**
1980V TRIUMPH TR7 in Inca yellow with green interior, 5 speed, radio, Rustproofed, 11,000 miles **£4,495**
1979 V TRIUMPH DOLOMITE SPRINT in B.R.G. with black cloth trim, overdrive, radio, rustproofed, 22,000 miles **£3,295**
1979 T TVR TAIMAR in silver with black coachband and interior, stereo cassette, 29,000 miles **£5,995**
1978 T RELIANT SCIMITAR GTE in April yellow with tan interior, overdrive, power steering, sunroof, 39,000 miles **£4,995**
1978 S TRIUMPH TR7 in Java green with matching tartan trim, 5 speed, radio, undersealed, 33,000 miles **£2,995**
1977 S TVR TAIMAR in white with brown coachband and interior, radio, supplied and maintained by ourselves, 31,000 miles **£4,495**
1975 N MGB GT in citrus with black interior, overdrive, radio, 39,000 miles, well above average **£2,295**
1974 N LOTUS ELITE in Sable with oatmeal trim, 22,000 miles only, truly immaculate throughout **£4,500**

EXECUTIVE CAR PURCHASE PLAN

In association with one of the leading finance houses we can offer a purchase scheme for companies, partnerships or self employed. Deposits from 10% and repayment periods of up to 48 months. There is no V.A.T. involved and the interest rates are most competitive.

Coventry Road, Dunchurch, Rugby
Tel: 0788 811218

DVM S. YORKS

TVR



SCIMITAR

According to all the figures available, August is the second-best month ever for new car registrations. Even in South Yorkshire — a sort of 'black hole' where unemployment is concerned — the business climate has improved and things are generally brighter. We've seen a lot of our stock disappear to 'foreign' parts and the enquiries are coming in from all corners of the land! In spite of this action (by dint of great effort and perseverance), we have still managed to preserve a tempting and interesting selection of cars for those of you at the back of the queue to browse through. GET YOURSELF A DIFFERENT CAR FROM DVM

NEW SCIMITAR GTC. Manual / overdrive, electric windows, mohair hood. Special October offer.
NEW TVR TASMIN. Look and feel exotic for a modest price. Special October offer.
PORSCHE 924 T-Reg. 1978. Metallic blue, s/roof, electric mirrors, sidestripes. Immaculate at 43,000 miles. Recent tyres and exhaust **£6,750**
PORSCHE 911T. 2.4-litre (carburettor) engine. Magic windows and sunroof. Really outstanding condition (see the others!!) Sportomatic, Oct. 1972 **£4,700**
TVR 3000M 1980. Met. blue with "black look" trim. Special spec. car with walnut dash, Wilton carpet, Compo, wheels, P7's. Sunroof, 13,000 miles and immaculate **£6,850**
RELIANT SCIMITAR GTE 1978. Manual / o.d., Wolfrace alloys, new tyres, excellent condition throughout **£4,650**
MARCOS 3-LITRE VOLVO. Black, Cosmic wheels, sunroof. Concours prepared and a regular award winner **£4,300**
TRIUMPH SPITFIRE 1977 S-Reg. Yellow, hardtop model, low mileage **£2,150**
1977 HONDA F4 Motorcycle. Very good condition throughout, 400 c.c. four **£550**
MG8 ROADSTER 1979 V-Reg., 19,000 miles, red, excellent car **£3,600**
TVR VIXEN S3 1971. Rare and lively little Vixen 1600GT engine (to stage III), Kleber tyres, very economical and VERY fast — this car can seriously embarrass a 3-litre model!! **£1,850**
LOTUS ELAN - 2 130/5 M-Reg. Much expenditure makes this car mechanically A1. Cosmetic work still required hence **£2,300**
SCIMITAR GTE 1974. Beige, sunroof, leather interior, auto. gearbox **£2,250**
TRIUMPH STAG 1976. Emerald green, manual with overdrive, h/s tops, alloy wheels, an excellent performer, one for the fresh air fanatic! **£3,800**
DAIMLER JAGUAR V8 250 1966. 3 owners, unused 4 years, metallic grey, 34,000 miles, absolutely excellent condition. **£2,500**
LOTUS SEVEN SERIES II 1964. Twin cam engine, 200E gearbox, 3.9 diff., Cobra wheels. Weather equipment. Fitted with new water pump. Believed 3 owners from new, new M.o.T. New roll bar **£3,400**

SPARE PARTS — SCIMITAR/TVR — SERVICE
We service ANY specialist or late saloon cars

DEARNE VALLEY MOTORS LTD.
BOW BRIDGE, 95 SHEFFIELD ROAD
(0709) ROTHERHAM 2966

We are just 2 miles from M1 Motorway (junction 33 or 34) on A630 into Rotherham.

FLYING JACKETS

Individually tailored



RAF IRVIN sheepskin
£149.50

USAAF B3 sheepskin
£149.50

USAAF A2 leather
£79.35

Leather & sheepskin flying helmets £28.75
Original IRVIN hand enamelled lapel badge £2.30

Only available direct from the manufacturers
Callers welcome
Send for catalogue of hand tailored pilots' jackets

Aviation  **Leathercraft**

Dept. MS
Thruxton Racing Circuit, Nr. Andover, Hants,
SP11 8PW, England. Tel: Weyhill (026477) 2811
Telex 47178 Wheels G.

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

MR. Z
DATSUN 240Z/260Z SPECIALISTS
Z's FOR SALE AND WANTED (INCLUDING SALVAGE) S/H SPARES AVAILABLE
HORSHAM (0403) 67774 or 2809

MOTOR WHEEL SERVICE REPAIR CO. THE EXPERTS

REPAIRS—REBUILDS. We offer a full repair service including re-enamelling, and re-chroming of All Wire Wheels, including Borrani's. Our Staff have established an enviable reputation for their skill in re-furbishing VINTAGE and VETERAN WHEELS including the manufacture of those which are obsolete. We can offer an "ON THE SPOT" EXCHANGE WIRE WHEEL SERVICE for most British Sports Cars from 1950. Having the facilities to manufacture most Knock-on Wire Wheels in Chrome, we can offer for a Wide range of British and European Cars, the largest selection of Knock-on and Bolt-on Wire Wheels in the UK.
Along with our Wire wheels, we have a full renovation service for both alloy and steel wheels and offer an exchange service for STAGS, SPRINTS, JAGS & ASTONS ETC. Also available NEW ALLOYS for Ford range, Jag., Rovers etc. CONTACT US NOW FOR MORE INFORMATION

OFFICIAL DUNLOP DISTRIBUTOR & SERVICE AGENT
71 JEDDO ROAD, SHEPHERDS BUSH, LONDON W12 9ED 01-749 1391/743 3532

MG INTERNATIONAL
CARS, PARTS & SERVICE

OPEN 7 DAYS

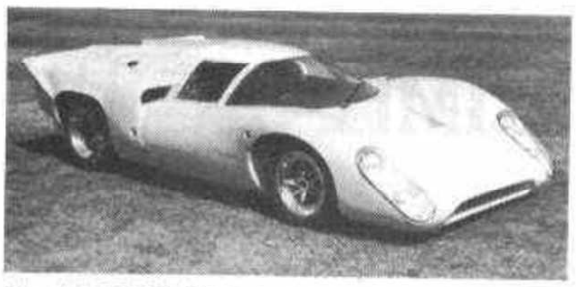
Very large stocks of new, reconditioned and used Spridget and MGB/C parts.

For example:-
New BL Spridget/A40 wishbones
£30 exchange inc. VAT.
Reconditioned
£15 exchange inc. VAT.
All work on post 1960 MG Sports undertaken. Excellent service facilities. Phone for details of 24 hour delivery service and mail order. SAE for price list.

BODY PANELS - full/part sections, tanks, door skins, F/glass wings & air dams.
SPRINGS & DAMPERS - reconditioned standard/uprated.
KING PINS - kits or ready bushed & reamed stubs.
EXHAUSTS - complete or sections.
BRAKES - discs, pads, shoes, cables.
TRIM - carpets, hoods, bumpers, seats & covers.
MISCELLANEOUS - petrol pumps, oil pumps, rads., w/wheels, alternators, clutches, rocker shaft assy., etc.

72/74 Church Rd., Higher Tranmere, Birkenhead.
Tel: 051-653 9888

DUNCAN HAMILTON & CO. LTD.



New Lola T70 Mk. IIIB. Finished in yellow and fitted with a Chevrolet 5.6-litre unit and LG 600 gearbox. This is an opportunity unlikely to be repeated to purchase this historic and classic GT car.

PROUDLY OFFER



FOR HIRE

We have available for hire throughout
1981 two 26 ft. Cobras

Sleeps six people. Equipment includes two air conditioning and refrigeration units, hot and cold running water and large refrigerator. Based on a Dodge chasis, these vehicles are very easy to drive and are fitted with automatic transmission, power steering and cruise control. No continental surcharge. The rental charge is £445 + VAT per week which breaks down to only £10.60 + VAT per head per night if there are six passengers on board. For the holiday of a lifetime please call us for reservations and further details.



Ferrari Daytona Spyder. One of only seven factory built cars. Beautifully finished in red with matching trim. Utterly unique and in Concours condition throughout.



1969 Jaguar E-Type 4.2 Roadster. Finished in sable with unmarked beige hide trim. 57,000 miles only, chrome wire wheels; 1 owner prior to this vehicle being in our own collection. Quite magnificent.



1980 W Porsche 3.3 Turbo. Metallic silver blue with dark blue cloth trim. 3,800 miles only, a totally unmarked and beautiful car.

AS SPECIALISTS IN JAGUAR AND CLASSIC MOTOR CARS FOR THE LAST 33 YEARS WE ARE ALWAYS INTERESTED IN PURCHASING DESIRABLE AND OUTSTANDING VEHICLES

FULL LEASING AND FINANCE FACILITIES AVAILABLE

THE SQUARE
TELEX 858334

BAGSHOT

SURREY
TEL.: BAGSHOT (0276) 71010

PARKER & PARKER LTD
OFFICIAL PORSCHE CENTRE

1938 MG TA. Red/red leather, fully restored example. Offers over **£5,500.**
1968 Ferrari 330 GTC. Rosso Chiaro/Grey leather, Borrani wire wheels. Offers over **£13,000.**

Longpool, Kendal, Cumbria
Tel: 0539 24331 — Ian Parker

1968 E-Type Series 1½ 4.2 Roadster

White with black interior, engine, clutch, gearbox, propshaft, rear suspension and final drive rebuilds just completed. New front and rear brake discs, recent new radiator, bodywork good, drives excellent. **£6,500.** Possible part exchange. 12 months M.o.T.

Gantspeed Engineering,
Chapel Lane, Mareham-le-Fen, Boston, Lincs.
Tel: (06583) 474 (workshop)
(06583) 202 (home)

maserati

From stock new/used parts for
A6/1500, A6G/2000, A6GCS, 3500, 3700, 4000, Sebring, Mistral.
RICHARD CRUMP ● GROOMS BARN ● BULLS CROSS RIDE ● WALTHAM CROSS ● HERTFORDSHIRE ● Tel: Waltham Cross 22121

DON HOODS
& Boat Canopies direct from the makers!



Specially designed roof window
Large welded rear window
All fasteners and fittings included
Choice of materials, over-welded stitched main seams
Edges welted in leathercloth
Draught valances standard
NOW EXPRESS DELIVERY C.O.D.

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

JOHN LEWIS
AMERICA'S CLASSIC CAR MAN IN LONDON

Unit 4
2-5 Heathman's Rd.
Parson's Green Lane
Fulham SW6

Telephone
01-731 3734

OFFERS



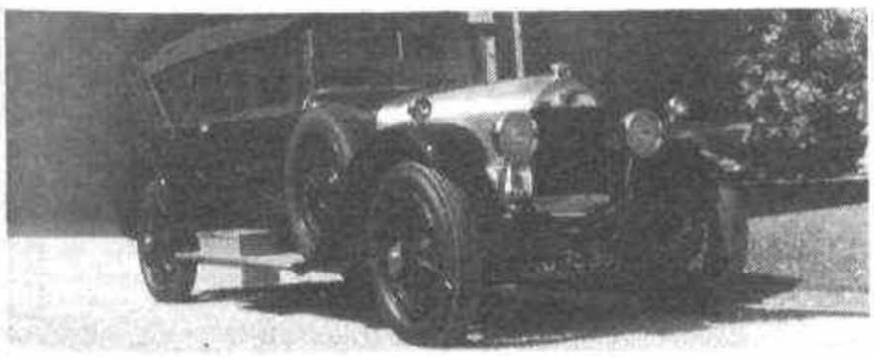
1970 MERCEDES 280SE 3.5 CONVERTIBLE. Finished in sand metallic with black hide interior and hood, automatic, power steering, electric windows, cassette stereo and factory air conditioning. 79,000 miles and full service history from main agents. This is an exceptional example of this sought after model.

1964 MASERATI 3500 GTI COUPE. For the serious collector of post-war classic Grand Touring cars, a left hand drive model in ivory with blue hide interior, 5-speed transmission and Borranis. The car is in first class condition and has a well known history at both the factory and in the UK. Please ring for more details.

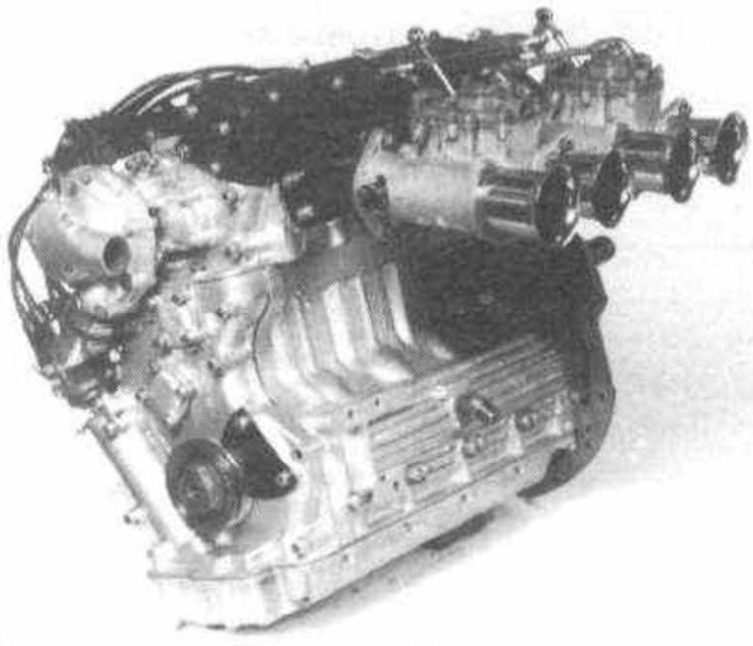


ALSO IN STOCK
1963 MERCEDES 220SE CONVERTIBLE. Silver metallic with blue hide interior, a beautiful fully restored example.
1971 MERCEDES 280SE 3.5 COUPE and **1966 250SE COUPE.**

Barry Simpson Engineering Ltd.
(established 1969)



1921 STAKER SQUIRE 24 / 90. Restored 1980-81



1959 COVENTRY CLIMAX 2½-litre Renovated 1981

Over the last 12 years we have restored, repaired and prepared Edwardian, Vintage, Post-Vintage and Classic Cars and Historic Racing Cars for customers all over the World. We took the plunge into this work in 1969, when the number of professional car restorers could be counted on one hand. Since then many others have joined the ranks.

If you are thinking of having work carried out on your own car you may feel that the following reasons will help you decide to place the car in our hands:—

1 We have a first class record of quality and service backed up by references from satisfied customers from the UK and all over the World.
2 Our staff are all carefully selected qualified engineers and craftsmen with many years experience of quality work, most of whom have been with us from 5 / 12 years. Because of this experience amongst our staff we are able to work on all types of cars. For this reason it has not been necessary for us to specialise in any particular make. Some of the cars at present in our workshop include a Bentley 4¼ James Young Saloon, a Lotus 15 Sports Racing Car, 2 Austin 7's and a 17/50cc Super-Charged Alfa Romeo.
3 Every type of car from Post-War Saloons to exotic historic racing cars receive the same enthusiastic attention.
4 Our charge rate compares favourably with most other restoration concerns and our monthly invoices provide you with detailed information on all the work carried out. If necessary we will adjust the amount of work monthly to suit your own budget.
5 The racing staff have years of professional experience from preparing Grand Prix cars to Enthusiast's Club Racing Cars.
6 Staff and Management are all professional enthusiasts.
7 Our transport service is available to all parts of the country and the continent, at cost to restoration customers.
8 Our range of equipment and plant makes us almost self-sufficient to help keep down costs.
9 We keep a photographic record of our restoration work from beginning to end and this service is made available to all our customers free of charge.

If you are considering having your car repaired or restored why not write or call in and look around our extensive workshops where there is always up to 20 cars of all types, in various stages of renovation.

The Cider Works, Abbotskerswell, Newton Abbot, Devon, TQ12 5NF England
Telephone: Newton Abbot (0626) 3815 Brixham (08045) 3001 — Evenings

PADDONS of Knightsbridge

ROLLS ROYCE & BENTLEY SPECIALISTS SINCE 1907



1959 Silver Shadow I, magnificent and completely original. Silver / Tudor grey, grey hide, must be seen to be appreciated. Genuine 82,000 miles. **£11,500**

IN ASSOCIATION WITH

GERALD CAPPS OF TORQUAY

WE EXPORT TO ALL PARTS OF THE WORLD
OVERSEAS ENQUIRIES WELCOME

SPECIALIST SERVICE FOR SILVER GHOST TO SILVER SPIRIT

1959 Silver Cloud I. Shell grey / Caribbean blue, blue / grey interior, extensively renovated and in exceptional overall condition. **£11,500**
1962 Silver Cloud II. Burgundy, beige hide, superbly maintained with genuine 57,800 miles. **£14,950**

WANTED
Low mileage Rolls Royce & Bentley — Silver Cloud I to Silver Shadow II



1952 Bentley Mk. VI. Black, tan hide, just restored and in particularly nice condition.

CHEVAL PLACE SW7 01-589 9477

R. S. WILLIAMS

ASTON MARTIN SPECIALISTS OFFER THE FOLLOWING USED CARS.

DB6 1967. One owner, 9,000 miles (nine thousand miles), white with green interior. **£10,250.**
AM V8. 'N'-Reg. Blue with beige interior, manual gearbox, electric roof. Two owners, full service history. **£8,500.**
DB6 MK1 Volante. Blue with black interior, recent reconditioned engine, new wheels, exhaust, bumpers, hood etc. **£14,000.**
DBS Six. Kingfisher blue with black interior. Service history at A/M and ourselves. Auto gearbox. Air conditioning. **£6,000.**
DB6 MK2. Automatic gearbox, Vantage engine, air conditioning, 56,000 miles. Service history. **£6,850.**

The above cars are covered by a 4 months parts & labour guarantee

31–35 PADFIELD ROAD, S.E.5
Tel: 01-733 1062

REDUNDANT STOCKS FOR SALE

Austin Healey 100-6 -3000 I disc pads	£3.00
Special Offer take 10 sets for	£15.00
Ford Consul I Front brake shoes.	£4.00
Ford Zephyr 6-Zodiac III rear brake shoes.	£4.00
Jaguar E-Type 1969 on F or R disc pads	£6.50
Jensen front disc pads with censor wire.	£7.50
Lotus Elan hand brake pads.	£7.50
Lotus Seven front brake shoes	£4.00
Triumph Spitfire front shocker with coil spring.	£8.50
Triumph TR3A-4-5-6 rear brake shoes.	£4.00
Triumph TR3 to chassis TS151331 disc pads	£4.75
Triumph TR7 8" rear brake shoes	£4.00
Lamborghini-Maserati front disc pads	£10.00
Sunbeam Alpine 1,592 c.c. sump gaskets.	.75
Take 10 sump gaskets for	£5.00

Pads & shoes sets of 4. Prices include

MORTON MOTOR SPARES

69 HAYDN ROAD, SHERWOOD, NOTTINGHAM NG5 2LA
Tel. 0602 623086 **Closed Wednesday**

LAMBERT LEY STREET LTD (MODELS)

309 LEY STREET, ILFORD, ESSEX
01-478 5659 Telex 21120 Ref. 285

AMR ¼3rd kit

Ferrari 250 SWB LM 61 'Moss'	£13.50
Ferrari 250 SWB TT 61 'Moss'	£13.50
Renault R5 Turbo TDF 80	£11.95
Porsche 911 LM '72	£11.95
Porsche 911 SEB '72	£11.95
Fittipaldi F8 '80 F1	£10.06
Ferrari T5 '80 F1 Monaco	£10.06
Ferrari 250 GTO TT 63	£15.45
Ferrari 250 GTO TT 62	£15.45
Ferrari 250 GTO LM 62	£15.45
Ferrari 250 GTO T.D.F. 64	£15.45
Renault RS Turbo M/C 81	£11.95
Maserati Tipo 151 L.M. 62	£13.95

Tenariv ¼3rd kit

ATS F1 '80	£10.06
Fittipaldi F8 F1 '80	£10.06
Osella 'Denim' F1 '80	£10.00
Fittipaldi F8C F1 81	£10.06
Arrows A3 F1 '81	£10.06
Tyrrell 010 F1 '81	£10.06
Renault RE20B F1 81	£10.06
Alfa 179C F1 81	£10.06

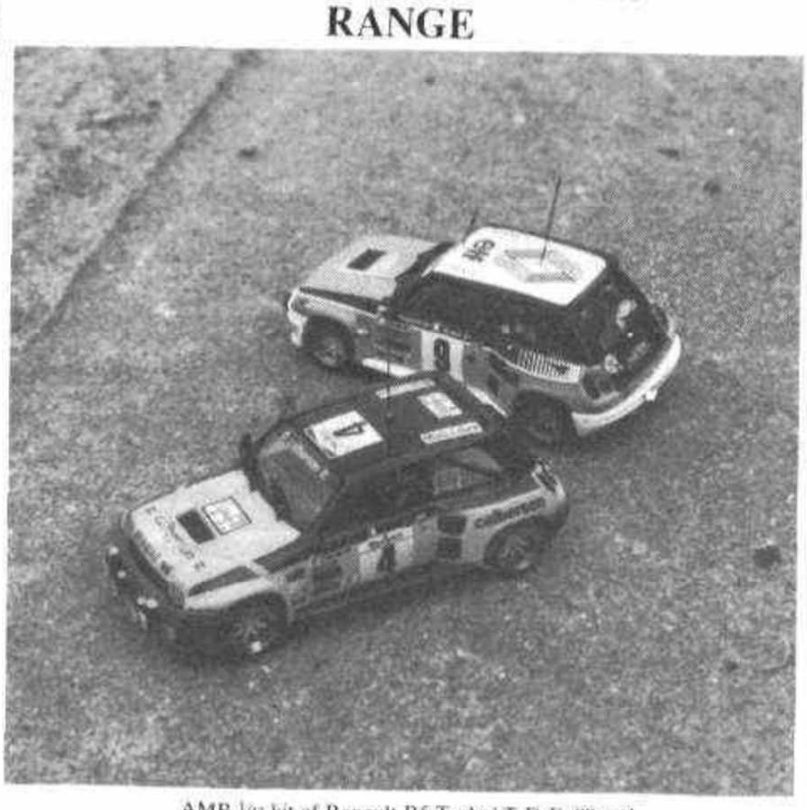
Bam X ¼3rd kit

Lancia Beta FOL LM 80	£12.95
Porsche 935 'Sachs' LM 80	£12.95
Porsche 935 'Apple LM 80	£12.95
Ferrari 250 LM 65	£12.75
Audi Quattro GM M/C 80	£12.50
BMW M1 Marlboro (Solido)	£5.95
BMW M1 Map of France (Solido)	£5.95

Record ¼3rd Resin kit

Ford GT40 LM 68	£9.95
BMW M1 Marlboro	£9.95
BMW M1 Map of France	£9.95
Porsche 935 B2 Pescarolo '80	£9.95
Porsche 935 Vegla 'Nurb' 80	£9.95
BMW M1 Denim 80	£9.95
Porsche 935 K3 Gozzi Japan	£9.95

EXCLUSIVE UK STOCKIST OF THE 'MASTER' AMR RANGE



AMR ¼3 kit of Renault R5 Turbo' T.D.F. 80 and Monte Carlo '81 winner £11.95 +50p p&p UK £2.00 airmail overseas.

Post and packing: ¼3 50p UK. Overseas airmail £2.00
Open 10.00 am-6.00 pm Mon to Sat. closed all day Thursday

Mini Racing ¼3rd kit

Porsche 911 SC Yacco LM 80	£10.50
Chevron B36 Yacco LM 79	£10.50
Chevron ROC B36 Yacco LM 80	£10.50
Simca Rallye 2 SRT '78	£10.50
Ford Mirage M10 LM 79	£10.50

FDS ¼3rd kits

Ferrari 308 GTB Olio Fiat '80	£7.75
Ferrari 246 GT LM '72	£7.75
Fittipaldi F7 F1 '80	£6.00
Ferrari 126C Turbo F1 '80	£6.00
Brabham BT49 F1 '80	£6.00
Porsche RSR Turbo '74 LM	£7.75
Tyrrell 010 F1 81	£6.00
Arrows A3 Ragno F1 81	£6.00
Alfa Romeo 179 C F1 81	£6.00
Porsche Carrera Turbo 77 Daytona	£7.75

Western ¼24th

Maserati 250 F kit	£37.95
Maserati 250 F built	£69.00

P&P UK £1.10 overseas £5.75

Western ¼3rd

Lotus 81 F 80 kit	£10.35
Lotus 81 F 80 built	£19.85
Jaguar 'D' Type kit	£10.35
Jaguar 'D' Type built	£19.85

Exclusive UK Stockist of J.H. ¼24 figures

JH1 Gfangio JH2 N. Piquet JH3 G. Hill
JH4 A. Jones JH5 C. Reutemann JH6 J. Watson

Plus many more in pipeline, these figures are **hand carved** out of solid lead, beautifully hand painted, each is on a wooden plinth and every one is numbered. Please allow 6 weeks delivery.
Prices JH1 £20.00 JH2/6 £30.00 each post free UK £2.00 Airmail overseas.

Buy with Access

BARCLAYCARD

Wheelers of London W1

SPECIALISTS IN ROLLS-ROYCE, BENTLEY AND OTHER FINE CARS

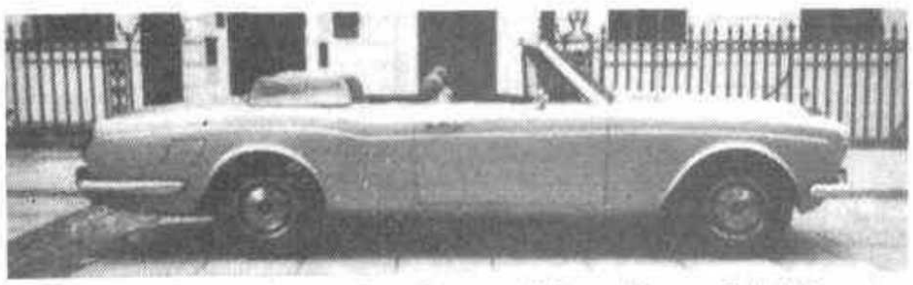
We are proud to offer a selection from our comprehensive stock:

1979 Bentley T2. Shell grey over surf blue, with leather interior, 2 owners and 46,000 miles, mint condition throughout. **£21,750**

1977 Silver Shadow II. Choice of three. **from £17,650**

1972 Rolls Royce Silver Shadow. In peacock blue over caribbean blue, 34,000 miles only. With cherished number, immaculate condition. **£11,750**

Arriving in Stock Shortly
1972 Corniche Convertible.
1959 Phantom V needing restoration the only one in the world!



1976 Rolls Royce Corniche Convertible. mileage 31,300 only, finished in silver chalise, with grey leather and grey hood, full service history from new, impeccable condition. **£28,950**

Telephone:
(Office hours) 01-387 9540
(Eves/weekends) 0273 731212

1952 Stafford Renato classic 2-seater, 2-door sports roadster, 200 miles since full restoration. Based on *redesigned Bentley* Mk. VI chassis and mechanics which include, engine and transmission moved back, redesigned rear suspension, radiator lowered etc., etc. Fitted new handbuilt open fabric 2-seater coachwork in the classic style of the 30's, which includes fold flat windscreen, P100 headlamps with full sized sealed beam units. Interior trimmed with best quality Connolly leather. Hood, tonneau and many other special fittings (engine is finished to show condition). As these cars are handbuilt by craftsmen they combine the best of both worlds with unique easy to obtain spares, low maintenance costs, reliability and the ease of handling of a modern expensive sports car, plus the classical looks and the detailed finish of a quality sports car of the 1930's. These unique Stafford Renatos are considered better examples of this type of car, but are priced at many thousands of pounds cheaper than similar models by other companies. **£12,750.**
Also body kits, redesigned chassis, Mk. VI spares available.



David D. Daley, 24 Bullsland Gdns., Chorleywood, Herts. (nr. Heathrow)
Tel: Chorleywood 4413.

WOOD & KRAILING LTD.

offer

1956 Chevrolet Corvette



Probably the finest example outside the United States. Finished in bright red, H&S tops. A very beautiful and striking collectors item. Peronalised Reg. No. **£5,950**

Tel: Theydon Bois 3831 (Essex)
High Road, Theydon Bois, Essex

NOSTALGIA

BACK TO BUSINESS!

August was quiet enough to allow me a short stay in Devon, with typically the only cloudy days seen in a month of unbroken sunshine! More recently, things have become rather active. Firstly watch out for **the face of "NOSTALGIA" plus BENTLEY** *(below)* on Thames TV's "WHEELS" to be networked throughout the U.K. at the beginning of October. The **Lola T160 CAN-AM** is due, I believe, to grace the front cover of, and be featured in an accompanying article, in a contemporary publication shortly; and every effort is being made to have **'COB 1' my ultimate 7-litre COBRA ready for unveiling at THE CLASSIC CAR SHOW ON OCT. 31st at THE METROPOLE HOTEL, BRIGHTON.** I can assure you that absolutely nothing can compare with this third & final '427' Cobra to bear this apt Registration Number, reason enough to visit the Show! But if you can't, you'll be seeing a lot more of the car soon!

SWOPS CONSIDERED. SALE ON COMMISSION A SPECIALITY

Many other cars, from 1920-1980, not advertised here, are available through me; if you think I can help, please telephone or write.

N.B. 'THE GOAT' — HERTFORD HEATH — OCT. 3rd
BRANDS HATCH — HISTORICS — OCT. 4th
BRIGHTON — CLASSIC CAR SHOW — OCT. 31st

1924 BENTLEY 3-LITRE BOAT-TAIL 3-str. — PP 1793; **certainly among the finest and prettiest '3-litres' anywhere!** 1,500 miles since bare-chassis restoration, this unique car retains its orginal chassis, engine and all running gear, clothed by Tony Townshend in a painstakingly exact replica body of the famous Nagle 'one-off' Mulliner bodied Boat-Tail; the finished result is to 'Kensington Gardens' standards throughout. Splendid performance too.



FOR THE SUPERSPORTS/WILLHIRE SERIES ETC. LOLA T160 CAN-AM Chassis SL 160/9; ex Chuck Parsons, 9th overall '68 Can-Am Champ; fuel inj. Chevy 332 c.i. (5.4-litres) race engine, plus 327 c.i. road/race engine plus chest of new spares etc. included; genuinely immaculate ('Concours' awards winner); lighter, more powerful and cheaper than a T70 III B, & therefore **a front-row contender for the very exciting and prestigious 1982 prospects now being formulated; road taxed & used too! (See Top of Ad.)**



1971 FERRARI DAYTONA SPYDER — RHD-XYF 152; Autokraft, who are making this their seventh, and possibly final Spyder conversion, have promised me that it will be completed by October 5th (though they didn't say which year!) Hopefully, as you read this however, it will be ready to 'show off'; the subject was a warranted 25,000m. Coupé, totally rustfree and with documented history from new, and the result is a *totally authentic, to factory original,* conversion, but better finished (magnificent Ferrari sapphire (dark) blue with blue/black trim), and with a 'Concours' prepared engine compt. etc; air cond., fitted; just as rare as a RHD Factory Spyder, but nowhere near as expensive; the most beautiful 'production' Ferrari ever, and the fastest (174 mph) front-engined sportscar of all time.

FOR THE VARLEY HISTORIC FJ CHAMP. ETC. — LOLA Mk. 5/5A — Chassis BRJ 49; believed ex-MRP, the actual '63 Monaco International winner and now the ultimate contender for the above Championship; total restoration to best-in-the-world standards; full Holbay-Ford all-steel, dry sump engine; already track tested; being a converted F2, probably also eligible for International Historic Events in 1982/3; **the cheapest possible way to go Historic Single seater racing, and in a most beautiful machine! For sale well below cost.**



1950 JAGUAR XK120 ROADSTER — KDF 425; Winner 'Best XK120' International XK Day and chosen to represent Jaguar by carrying 'Lofty' England in the British Grand Prix Historic Parade, both in 1979 (hardly used since); totally original, including log book, 'semaphores', engine, trim etc., 39,000 miles, with recorded history from new; **one of the finest and most original XK's in the world.**



1959 BMW 503 DHC — BMW IC; 1 of only 6 RHD examples made; all-alloy full 2+2 body; electric mohair hood and windows; 3.2-litre V8 (as '507') gives 125 m.p.h.; these plus many other advanced features (cost new £5,000) make this superb sports-coupé **a better, rarer car than the '507' at a fraction of the price (which includes the Reg. No.)**



ROD LEACH
TEL.: HERTFORD (0992) 58891
9 a.m. - 10 p.m. 7 days per week
Write: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RT.
VISITS BY APPOINTMENT ONLY

11-13 Atherstone Mews
South Kensington
London SW7 5BX

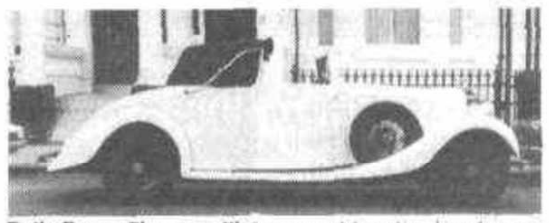
Gerry Porter (London) Limited

Behind Vanderbilt Hotel at crossroads of Gloucester Road and Cromwell Road

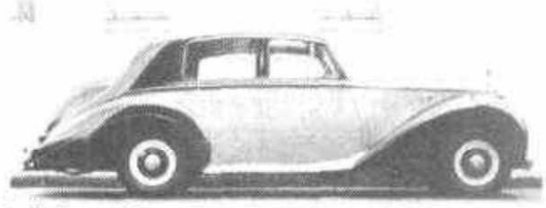
Telephone 01-584 7458
Telex 8952387
'Memorable'



Bentley SIII Continental, 1963. Rare and extremely handsome two-door coachwork by H. J. Mulliner, in Shell Grey over Dawn Blue, with grey hide interior. Many bills available for extensive recent work; photo shows similarly styled car.



Rolls-Royce Phantom III three-position drophead; most attractive replica Henley tourer coachwork, in Old English White, with blue mohair hood and matching blue leather interior. P100 headlights, twin side mounted spare wheels.



Rolls-Royce Silver Dawn; a fine example of this most usable of Rolls-Royce models, and one which has just been the subject of very thorough attention to cosmetics, including repainting in black over Shell Grey; new carpets, headlining, and all the wood cappings have been repolished to a superb standard.

Our present stock also includes vintage Bentleys (4½ and 8-Litre cars); Rolls-Royce Silver Dawn standard steel saloon in lovely refurbished condition; MG PA sports, completely restored two years ago, and in excellent order; Rolls-Royce Silver Wraith Empress line limousine by Hooper, with P.100 lights; Mercedes 300SL Roadster, in silver with tan leather interior; Mercedes 300SL Gullwing coupé, silver with blue leather interior; Rolls-Royce Silver Cloud I, very sound car and priced to sell. Since space does not allow for a complete stocklist, please telephone for up-to-date details.
WE HAVE CUSTOMERS URGENTLY SEEKING A PRE-WAR ROLLS-ROYCE TOURER OR CABRIOLET IN RESTORED OR VERY GOOD ORIGINAL CONDITION, ALSO A BENTLEY R-TYPE IN SIMILAR ORDER.

MICHAEL CANE LTD.

Jaguar Sports Car Specialists

We can undertake all body and mechanical work to Jaguar E-Type, XJ6 and XJS. Everything from a service to an engine rebuild or a complete restoration

BEAD BLASTING — suitable process for preparation of most under bonnet components, cylinder head and valves etc.

Mill Lane, Godalming, Surrey (04868) 22303

VALUE

Send now for our fully illustrated catalogue of competitively priced old vehicle accessories — over 1,200 different parts always in stock . . .
COMPARE OUR PRICES!
Catalogue:— UK 50p, Europe £1.50, elsewhere $4.00 (US).

THE COMPLETE AUTOMOBILIST LIMITED

39 MAIN STREET, BASTON, PETERBOROUGH, ENGLAND.
TELEPHONE: 07786 312.

Nigel Dawes

Birtsmorton Court
Telephone 068 481 525



JACKSON v.c.c. dated 1907. Grey with black wings / red. Two-seater with all brass fittings. De Dion engine. Wood wheels, very rare. **Offers.**



SALMSON TYPE GRAND PRIX 1929. Completely restored from chassis upwards. Re-fabriced in blue / blue wings / polished bonnet. New red Connolly hide. Concours throughout. **£6,750.**



HWM ALTA JAGUAR. Ch. No. GP1003. Ex-Jo Kelly car. Ideal for historic racing, hillclimbs, or road use. In outstanding condition. **POA.**



ALFA ROMEO 2000 SPYDER, 1975. Alfa red. In fine condition throughout.



LOTUS XI GULLWING GT SERIES 2. Costin built. Manufactured by De Havilland Corps. Under 500 miles from new. Polished body / Pigskin. Concours. **£9,750.**



ASTON MARTIN DB1. Reg. No. THX 231. First DB Aston sold to the public. Only 15 made. Outstanding. **£12,950** o.n.o.

Also available:
Bristol 400, 404, 405. (Choice of two); **Austin 7 Opel; Jensen GT; Jaguar Series 2 'E'-Type Roaster.**

Birtsmorton Court Nr. Malvern Worcestershire

PARTS FROM KIMBLE

NEW	1500 c.c. Midget Mk. IV aluminium rocker cover, rib top, polished	£18.00
ALSO	Aluminium rocker covers for:—	
	Midget Mk. I, II & III	£10.50
	MGA	£19.00
	MGB	£19.00
	TB/TC/TD/TF flip top	£22.50
	Ford 1600 c.c. cross flow	£13.50
MGA PARTS	Fuel tank cap	£4.25
	Interior rear view mirrors	£4.00
	Side screen sockets, brass/chrome	£1.35
	Side screen knobs, brass/chrome	£1.25
	Headlamp rubber gasket, MGA & TF	£1.40
	3-piece front bumpers	£35.00
	Rear bumper	£36.00
	Steering wheel	£33.00
	3-piece boot badge (MGB also)	£3.00
	Wheel discs (chrome)	£3.60
MISCELLANEOUS	TD/F bumpers	£18.00
	Knock-offs, 2/3 eared	Best prices
	Union Jack badges	£2.10
	Aero screens	£18.00
	Door locks, P & T type	£8.50
	Coffee mugs, MG logo, brown/cream, high class	£1.60

HOW TO ORDER: Add to these prices VAT for British Isles and 10% mailing. For export add 15% mailing only.

KIMBLE ENGINEERING LTD

33 Highfield Road, Birmingham B28 0EV England
Telephone: 021 777 2011

How to gain up to £600 Bonus

in difference between 'Ordinary' and Dealers' top 'Book' price condition for 3yr. old car on trade-in

Whilst still enjoying lively car in remarkable trim



Ah! That smile on your face as you slide into the driving seat of your brand new car! A dream of a car. Breath-taking! (So is the price!) But if your traded-in pride and joy is Waxoyl-proofed, that's something else to make you glad. For, with every pound you gain in Dealer's top 'Book' price over 'average' 3 yr-old condition price, helps cut what your new car's cost you. Could be quite a bonus. Up to £600 in fact. Which should please you greatly! (Perhaps you might care to check comparitive car prices?) **Built-in lubricant,** yet another Waxoyl bonus! Livens up old car. Engines 'pull' better as sprayed plugs and distributor dispels water. 'Tired' electrical insulation revives!

How Waxoyl holds 'Showroom' Condition

'Showroom' condition means simply, that (barring accidents) your car stays equal to proud display on top-class Dealers' sales floor. Possesses quite remarkable road worthiness. Promises all round driving pleasure. *And passes rust scrutiny test with flying colours!* Waxoyl holds key to 'Showroom' condition. Kills dead existing rust rot. No car age limit so long as metal polarises to Waxoyl. Makes safe load-bearing chassis members, suspension, jacking points, shock absorbers, *every rust trap in entire vehicle system.* Future rust attack no longer a problem.

Up to £85 plus VAT at Rustproofing Centres

Professionals charge mostly for labour. Do-it-Yourself at **ONE TENTH** of cost (or petrol tank fill-up) with 'all-in-one-go' Waxoyl 'Jumbo' applicator works **FOUR TIMES FASTER** than any other known design. Easy as syringing your roses! Order 'Jumbo' with your Waxoyl.

Waxoyl 'Know-How'

To find out *why* even most expensive motor cars succumb to rust rot, Finnigan's stripped down both new and used cars. Found clues leading right back to body shell stage. Hence Waxoyl Spray Plan covers every rust hazard from relentless production line assembly to fierce road conditions. Anticipates metal rusting behind paint cracks in prefab units suffering from chattering rivets, bolts, screws.

'Tadpole' Molecules

Most up-to-date Waxoyl Rust Inhibitor contains naturally charged electrical properties, sets Waxoyl apart from rival systems. Micro Inhibitor molecules resemble tadpoles. 'Tails' cut through dirt, grease, oil with magnetic speed. Chase out air moisture rust from metal pores never to return. 'Heads' lock-in, seal-off surfaces with water repellent skin. Amazingly high tenacity even on damp surfaces. Never cracks, or peels off as do chemically active types which, as you may have seen, often oxydise and disintegrate; expose metal to devilish air moisture rust attack. Nor does Waxoyl exhaust itself with time. In fact, benefits existing seals! Magnetic molecules fill broken gaps. "Creep" across bared metal, reknit skin torn by flying grit etc., Be more than happy with clean, transparent Waxoyl. Quality controlled at every stage. Not a bought-in product marketed under another name.



HOLD CAR IN 'PROUD OWNER' Condition
ALL WAXOYL PROOFED AND RUST FREE!

AA REPORTS after FOUR WINTERS
"No rust on visible WAXOYL treated areas"

NORTH SEA OIL — **LAING** off-shore's largest Rig uses WAXOYL on sea-washed equipment

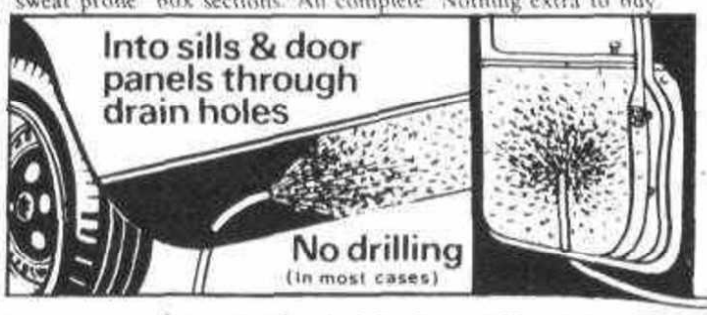
One of world's biggest OIL COMPANIES says: "Of all rustproofers tested, ONLY WAXOYL KILLS existing rust"

ICI recommend WAXOYL for brine circulation pipes

WAXOYL DO-IT-YOURSELF RUSTPROOFING

Easy and Fun to do!
With Finnigan SUPER 'JUMBO' Applicator

Min preparation. No need to crawl under car (in most cases). Suction end of Super 'JUMBO' Applicator feeds direct from Waxoyl can. Pull trigger to load up. Let fly! Hardly any contact with fluid. (Soft and smooth to hands anyway.) Adjustable, wide-to-concentrated spray nozzle plus cranked extension speeds job at awkward access points. 5ft Nylon extension includes 360° spray nozzle end of 5mm dia. probe for "sweat prone" box sections. All complete. Nothing extra to buy.



Extension PROBE sprays ends & sides all round. No bare patches. ◀ Full 360° from 5mm dia. nozzle.

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



"BEST BUY" A.A. "DRIVE" MAGAZINE May 81'

Rust Knaws Upwards

Inescapable air moisture spews rust spores on metal deep in-below chassis and car body. Spores grow, multiply fast. Metal feeds its own erosion! Treachery spreads. Underframe rots. Box section condensation sprouts ghastly rust 'bubblex' on wings, doors, bonnet, boot lid. Brush-on rust killer? Useless. There's ten times more of the infernal stuff on UNDERside. Hidden! It's the very problem Waxoyl is designed specifically to solve! Low viscosity, and magnetic 'pull' seeps Waxoyl into every rust trap **in entire vehicle system.** Result? Waxoyl holds 'Showroom' condition. Virtually for entire car life.

Salt & Water Spray Tests

This sorts out rustproofers like nothing else. Swiss Gov't. Labs. put Waxoyl-coated metal strips along with those of other leading makes into withering spray tests in corrosive atmospheres. Raise temps to 40°C for two hours twice daily. Salt sprays for five minutes every hour. *Continuously* until rustproofers break down.

Finnigan's derive modest satisfaction from Swiss report. As rival makes disintegrate, Waxoyl proves **'Metal unchanged'.** Waxoyl rust Inhibitor CHASES OUT moisture from ferrous oxide rusting. Rival Inhibitors COMBINE with oxygen and water. Strength weakens. Activator becomes exhausted (leeches out) like chewing gum eventually losing taste. Metal breaks down unless rustproofer renews treatment. Hence usual (charged for) follow-up check. But no further attention with Waxoyl apart for Autumn Wheelarch "look-see". Like big world users, you too, can always trust Waxoyl.

Waxoyl holds 'Showroom' condition'

Why Big World Users Trust Waxoyl

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

If Considering Other Makes

Please realise that some rustproofers give short-lived results using thin cheap oils. Those with harmful acids need washing off (otherwise acids eat metal!) Zinc compounds eventually fail. But please, watch out! Others (even with ads. that look like Waxoyl ads.) may try to charm you into buying something that seems to be Waxoyl. But salt and water spray tests prove it can't be.

Year After Year Protection

Ignore pounding grit, slush, vicious road salt(!) in rust-loaded Winter conditions. Be indifferent to wet, sticky, Summer days' condensation rust moisture dripping onto raw metal edges within box sections, sills, door panels; all sweat-prone areas.

Waxoyl Users Find Other Uses

Almost invisible Waxoyl spray suffices to waterproof and protect Leatherware. Super for Work Boots! (Says Scottish user) Metal Guttering, Boat Trailers, Washing Machine Casing. Preserves wood attached to metal (nothing else protects both at same time) Boat Trailers, Lengthens battery life in Car, Fork Lift Truck. Incredible protection for Oil Tanks on bases otherwise impossible to rustproof, Protects exterior Electrical Switches & Light Sockets, Farm Machinery, Prevents & Kills Wooly Aphis (spray Apple Trees before buds open) Corrugated Iron, Gates, Hinges, Padlocks, Bolts. Anything & everything vulnerable to damp.

TRIAL OFFER: 500 ml. (.88 Pt.) TIN for your oil can test behind chrome strips or brush on door edges, free brake linkages. See Waxoyl chase water off metal. Amazing ..... **£ 1.96**
7 oz Waxoyl Aerosol. Send ..... **£ 1.61**
JUMBO SPRAYER Complete. ... **£ 4.50**
SMALL CAR 5 Litre (1.1 Gal.) .... **£ 8.20**
BIG CAR 10 Litre (2.2 Gal.) ... **£13.75**
DRUMS: 20 Litre **£23.90** 60 Lit . **£64.40**
200 Litre **£199 Prices incl. carr. & VAT**

SPECIAL KIT OFFER
SAVE **£1** Waxoyl (10 Litre) with 'JUMBO' including all attachments complete **£17.25**

Send to FINNIGAN'S LTD. (**MSW**) Eltringham Wks. Prudhoe, Northum
Enc. Chq/MO/PO/Cash £ .....
Rush my order (please tick box)
☐ Trial ☐ 5 Litre ☐ 60 Litre
☐ Aerosol ☐ 10 Litre ☐ 45 Gal
☐ Jumbo ☐ 20 Litre ☐ Kit
☐ Access/Barclay/Trust Card
No/ .....
or 24 Hr. Phone Order 0661 32411
Name .....
PRINT CAPS
Address .....
.....
.....
Regd Office 354180 (Eng)

Pay by Access/Barclay/Trust Card. No charge (Quote No.) 24 Hr. Ph. Service. Personal callers welcome. 9 am-4.30 pm Mon. to Fri.
USUALLY PER RETURN DISPATCH. FINNIGAN'S LTD., (MSW) Prudhoe NE42 6LP. Telephone 0661 32411

Chris Drake Collectors Cars Ltd

Specialists in the sale of Vintage & Historic Competition cars



1957 Lotus Eleven Le Mans 1,098 c.c. FWA Climax Series II. Chassis up restoration with new alloy panel work, blue with black interior, mint condition, ready to race.



1977 Lamborghini Silhouette P3000 Spyder. Barcelona Motor Show Car. 1,300 kilometres, l.h.d., red with cream interior, mint condition.



1978 Aston Martin V8 manual, l.h.d., electric roof, windows, long range tank, radio/cassette, black with magnolia interior, 12,500 miles, excellent condition.

ALSO IN STOCK

1961 Jaguar 3.8 Mk. 2 by Coombs.

1973 Lancia Fulvia S2. Silver.

Viewing by appointment at Deeves Hall Cottage, Earls Lane, Near Potters Bar, Herts. *(14 miles from Central London)*
Telephone: Potters Bar 51974.

MOTOR HERITAGE

Racing, Sports & Classic Cars

PO Box 7, Horley, Surrey, England. Rusper (Sx.) 541.

FOR SALE

Jameson-Merlin 27-litre. "The world's most powerful road car". (Guinness book of records).





Rolls-Royce 27,000 c.c. V12 Merlin aero engine, 1,760 b.h.p., two stage, two speed supercharged, 6-wheel twin rear axle drive, even M.o.T. & tax!
Offers over **$50,000–£25,000.**

Also for Sale

Merlyn Mk. 6 1964 Sports Racing. 185 b.h.p. **£4,000**
Lotus XI Le Mans 1958. In bits **£2,500**
GSM Delta 1960. Unrestored **£450**
Lotus 61 F/Ford. Restored to original **£1,800**
Nomad F/Ford 1973. Rolling chassis **£375**



CAR PULLOVERS AND SWEATSHIRTS

Superb V-Neck Acrylan pullover or sweatshirt individually embroidered in Gold with your choice of car marque.

Popular examples include— Triumph, Jaguar, Porsche, Alfa Romeo, Morgan, Lotus, BMW, Golf GTi, MG, XR3 etc., etc.

We will embroider to your exact requirements (i.e. Christian names etc.).

EXCELLENT VALUE £8.99

inc. P&P. Overseas add £3.00

State choice of Car, Colour of Pullover or sweatshirt (Black, Blue or Red) and Size required

Cheques, PO's:-

Mr. S. R. Taylor, 295 Bennett Street, Long Eaton, Notts.
Tel: Burton (0283) 221873

RACING TEAMS, COMPANY, CLUB & TRADE ENQUIRIES WELCOME

E-TYPE OWNERS

AN INVITATION

It is quite impossible for this advert to convey our standards of workmanship beyond doubt, only a visit to our workshops can do that. We believe they are our best advert and so we invite serious prospective customers to visit our workshops — by appointment — we are certain you will be impressed. Please note however that we are not the cheapest, but we do believe we are the best.

MPA NEWS

- The Company has been appointed the first and only *BL Heritage Approved Restorer* of E-types.
- We have just completed a combination test bed to enable us to test and "run-in" our rebuilt engines, gearboxes, drive shafts and final drive units as a complete power train prior to installation in rebuilt cars, or for customers to install.
- We have fully automatic mig, argon arc and water cooled pneumatic spot welding plant.
- We now have a further modern workshop for the final fitting up of painted cars.
- The first and famous revolving monocoque jig continues to prove invaluable.
- We are currently rebuilding fixed head chassis *Number ONE.*
- The Company is the only one in the area that is not only working a five day week, but overtime, with a gradually expanding workforce.
- Over half of our customers live or work overseas.

THE NUMBER ONE E-TYPE RESTORATION COMPANY

MCR PHOENIX AUTOMOTIVE LTD.

Office address only — 1-5 Carver Street, Birmingham B1 3DF.
Telephone: 021 236 2854

SLASHED PRICES!

DOOR SKINS **FROM £9.00.**
Rear Arch Panel **£7.70.**
Bottom Rear Quarter Panel **£13.75.**
Front Floor Panels **£13.20.**
Rear Floor Panels **£9.90.**
Inner Sills **£13.20.**

All Panels in stock for rebuilds & all proven in our associated workshops.

Steering Wheels — Brake Pipes — Hose Sets
"A" Post Seals **£4.10 each** — All Bonnets **£450.00.**

THE MOST COMPREHENSIVE STOCK OF E-TYPE PARTS IN THE WORLD. WHY NOT BUY FROM THE COMPANY THAT CAN SUPPLY ALL YOUR NEEDS?

Send SAE for details of our DISCOUNT CLUB: BL HERITAGE APPROVED SUPPLIER,

PHOENIX ENGINEERING INTERNATIONAL LTD.,
Rawcliffe Bridge, Goole, England.
Tel: Goole (0405) 83339. Telex 51311.

1955 JAGUAR XK 140 DHC

We are embarking upon the total restoration of another of these models to the very highest standards. The car has been completely dismantled and every aspect of it will be overhauled or renewed as necessary.

At this stage, we can offer free choice of final colour and trim and in addition we can offer options up to to full Special Equipment specification (i.e. C-type engine, wire wheels, dual exhaust system, fog lamps, etc.).

A very similar project is now nearing completion in our workshop which for the purposes of comparison may be viewed by serious prospective purchasers of the above car.

For further information please telephone:—

ASTON WENHAM & CO

Burgess Hill (Sussex) 45593 (during business hours)
or Brighton 813211 / 694213 (evenings).

Firestone



Size shown: 475/500-19, 475/500-20, 450/475-21

and other VINTAGE & CLASSIC TYRES

A wide range of sizes in stock at realistic prices

Many other sizes available on request

WHITE SIDEWALL TYRES A SPECIALITY

Please phone or write for illustrated catalogue and your nearest stockist. Overseas enquiries welcome. Shipping no problem.

BEST PRICES ANYWHERE

Lambrook Tyres

Lambrook Farm, Farway, Colyton, Devon
Tel: Farway (0404 87) 282. Open until 9.30 p.m.

Additional Agents: Malcolm Elder — Steeple Aston 40606 (Oxfordshire) Mike Hirst — Gt. Longstone 227 (Derbyshire)

SPARES AND SERVICES UPHOLSTERY AND TRIM REPAIRS AND RESTORATION



Parts Catalogues
as shown £1.00 (inland)
$4 (overseas airmail) each

send for your copy today (state model)

We offer an ever increasing range of parts largely produced by our own engineer.

NTG SERVICES

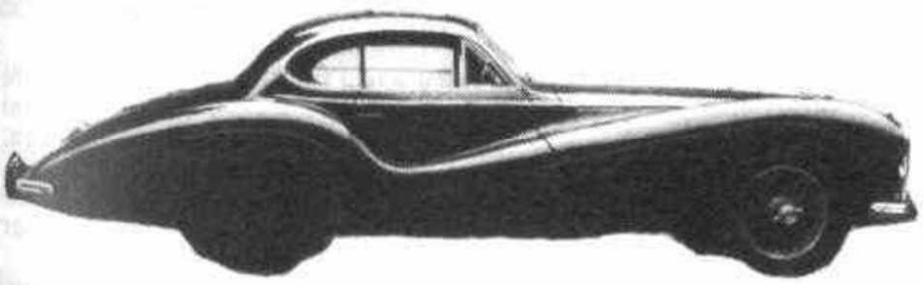
NTG SERVICES LTD

Dept. M. 21 ST MARGARETS GREEN,
IPSWICH, SUFFOLK,
ENGLAND 1P4 2BN
Telephone: Ipswich (0473) 211240

BL Heritage Ltd APPROVED SUPPLIER

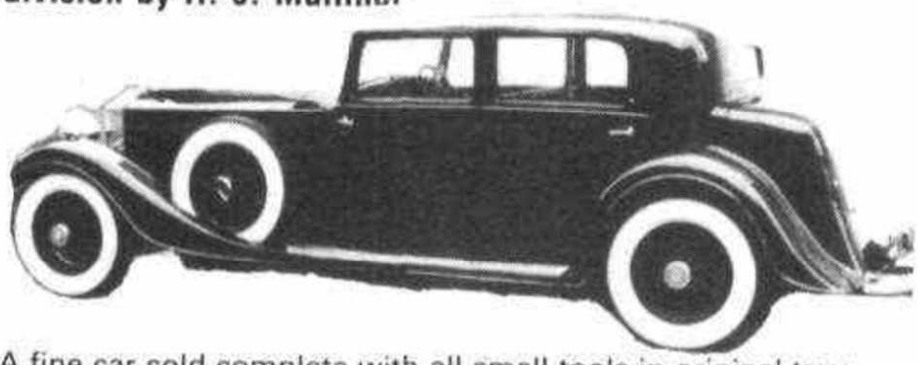
C.A.R. HOWARD LTD.

1950 Talbot-Lago 2 Door 2 Seater Coupé by Saoutchik



A really exotic, very fast 4½-litre car with a sleek black body. The luxurious turquoise leather interior features His and Hers compartments in the doors.

1934 Rolls-Royce Phantom II Sports Saloon with division by H. J. Mulliner



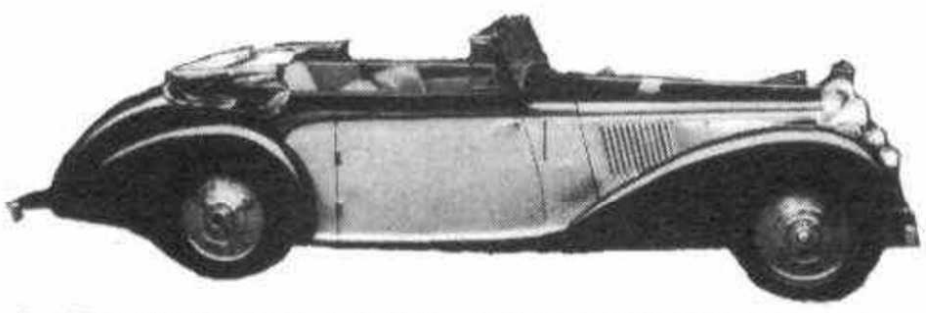
A fine car sold complete with all small tools in original tray. Mechanically excellent and well worth a little tidying.

1935 Bentley 3½-litre 2 Door 4 Seat Coupé by Vesters & Neirinck



One of the only two cars ever built in this acme of Thirties Continental High Style. Black paint, green leather interior. Mechanically sound.

1938 Alvis Speed 25 Drop Head Coupé

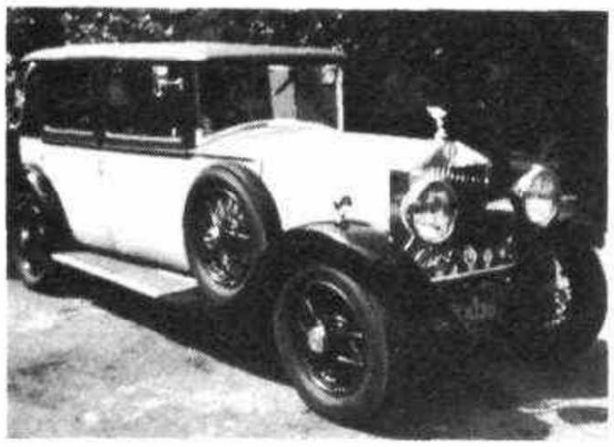


An English classic of the late thirties, with big P100 lamps, leather interior, beautiful woodwork and elaborate instrument panel. In need of work but sound, with great potential.

16 QUEENS GATE PLACE MEWS LONDON SW7

Telephone London 584 6552/6553 Telex 28604 Mono Ref. 1765

1930 ROLLS-ROYCE 20/25 (GTR 8 Chassis)

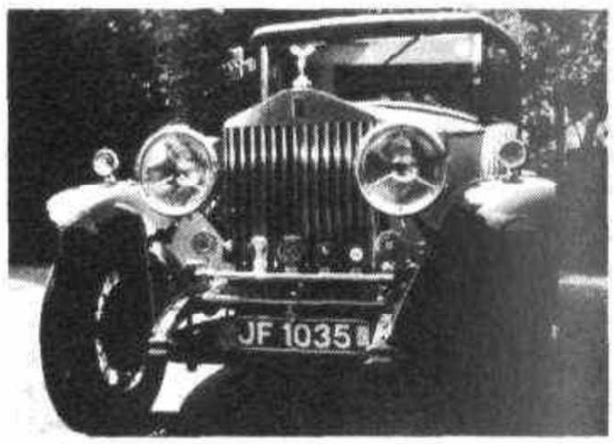


Sports Saloon
H. J. Mulliner

This very pretty early 20/25 has been in the ownership of 2 R-R enthusiasts for 20 years. Totally restored and prize winner at many rallies. All new tyres and new alum. cylinder head.

Serious offers invited for this outstanding motor car which is being very reluctantly sold due to school fee commitment

Full details available and all known history from new.



John Eastwood

22 Park Rd., Alrewas, Burton-on-Trent, Staffs. Tel: 0283 790442 (evenings).

VEHICLE SHIPPING

We ship to the USA as well as Canada, Australia, Middle East and other world wide destinations. Personal effects and spares expertly handled. For lowest rates plus an efficient service contact the professionals . . .

economyfreight

12 Arnold Drive, Colchester, Essex.
Telephone (0206) 861018

B. M. Ellis
Huddersfield Ltd.

"ELLIS HOUSE"
HONLEY Nr. HUDDERSFIELD
TELEPHONE 0484 661101
AFTER HOURS 0484 31426

1937 Rolls-Royce 25/30. H. J. Mulliner Sedanca De Ville, black/maroon, beige interior rear, black front, fully restored.
1963 Rolls-Royce Silver Cloud III. Pine Green, refrigeration, 3 owners, 69,000 miles.
1954 Rolls Royce Silver Dawn. Tudor grey with grey interior, 49,000 miles from new.
1961 Bentley SII. Sage and smoke green, red interior, 79,000 miles from new.
1949 Bentley James Young. 4-door coachbuilt saloon. Dawn blue with beige int. Rec. mileage 64,000. Fully restored.
1961 Vanden Plas 3-litre. Black over blue/grey, 50,000 miles.
1971 K Mercedes Benz 250 CE Coupé. Metallic whisky, white trim, PAS, electric sunroof, manual gearbox, genuine mileage 50,000, absolutely superb.

LEWIS OLDIES

1981 CATALOGUE NOW READY

BUGATTIS — JAGUARS — MORGANS — ROLLS-ROYCE — BENTLEYS — MG'S — TR'S — OLD RACERS — MERCEDES — FORDS — AMERICAN — F.1 — ERA — COMMERCIALS — BEDFORD etc.

Models ready made and in kit form, to 1/43, 1/24, 1/8th scale. All in White Metal and manufactured by K & R Western's, Somerville, Brooklin. D.G. Superscale. Auto Replica, Anbrico, Highway, Motorkit Pocher, ABS.

We also stock a varied selection of classic cars from 1900-1960's including Record Cars & Commercial Vehicles, Transfers & Dinky spares always in stock.

LARGE SAE

207 ALBERT ROAD, SOUTHSEA, HAMPSHIRE, ENGLAND PO4 0JP

Telephone
Daytime: 01-958 3789
Evenings: Radlett 09276 5612
Callers welcome. Open all week. Closed Saturdays, open Sunday mornings.

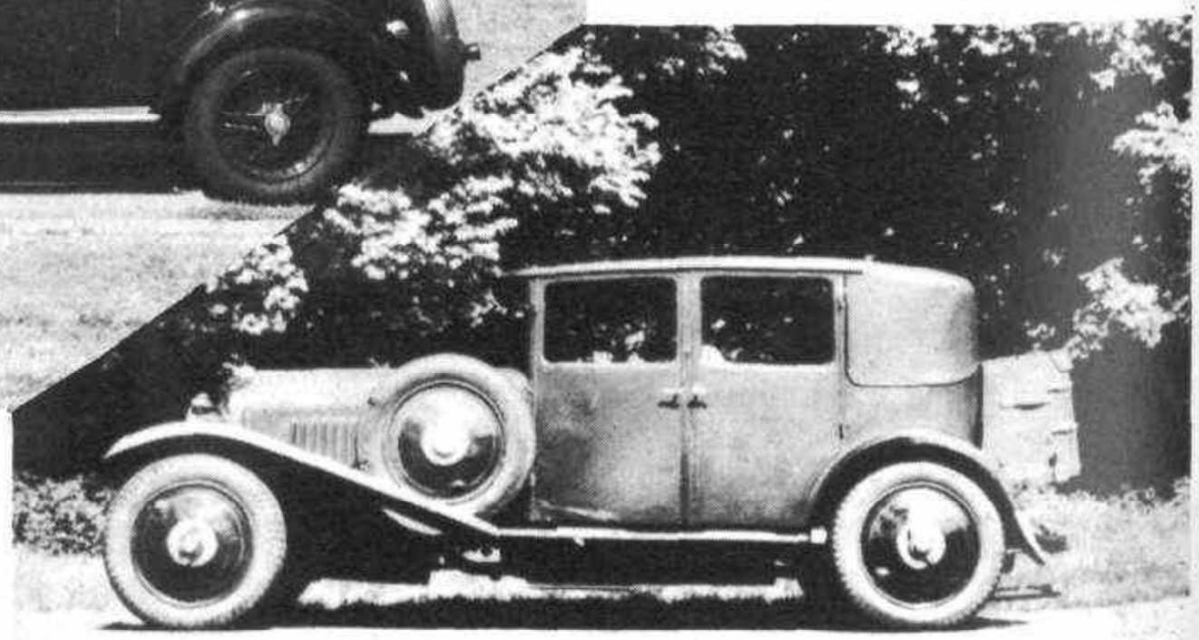
STANLEY MANN

VINTAGE AND CLASSIC CARS
ESPECIALLY THE VINTAGE BENTLEY

The Garage, Rear of 23, Edgwarebury Lane, Edgware, Middx. 30 minutes from Central London, nearest tube station — Edgware.



1928 BENTLEY 4½-LITRE SPORTS SALOON BY GURNEY NUTTING. Fabric body, original leather, colour green body, black wings, good mechanics, all original, sloper carbs, D-type racing gearbox, trunk with fitted luggage, full history from new, a two owner car in exceptional condition.
PRICE £27,500. ***(illus below)***



1929 BENTLEY 4½-LITRE OPEN TOURER BY PARK WARD. In excellent condition, recently repainted in Brewster green/black wings, a full four-seater open tourer with boot space, perfect for long continental travel, perfect mechanics. **PRICE £26,000** ***(illus above)***

MANY MORE VINTAGE BENTLEYS IN STOCK

Over the past few months we seem to have been successful in selling most of our stock of fine cars.

We therefore urgently require any car of quality and importance in the £25,000 and upwards bracket.

We especially require any supercharged pre-war sports car, any W.O. Bentley, any open pre war Rolls-Royce, the more exotic the bodywork the better, and any competition car of any era.

BRIAN CLASSIC LTD. Bucklow Hill (0565) 830423 (Cheshire).

Headlinings, leathercloths, Duck and Mohair hoodings, moquettes, carpets, Bedford Cords, and felts. Draught excluders, wing pipings, window channels, trimmings, rubber and sponge sections, leather helmets, accessories and leather renovation kits.

ALL THIS IS AVAILABLE for Vintage and Classic cars at keen prices from the **WOOLIES CATALOGUE**. Send 55p for the NEW edition, UK post paid. (Overseas: Europe 65p; USA $2.00, bills please, airpost paid).

BY RETURN MAIL ORDER and over the counter sales. Open Monday to Friday 9-5 (lunch 1-2). Other times by appointment.
Ian and Caroline Woolstenholmes are "WOOLIES MS", off Blenheim Way, Northfields Industrial Estate, Market Deeping, Nr Peterborough PE6 8LD. Tel: Market Deeping (0778) 347347.

RESTORATION SERVICE

Mechanical and Bodywork. Resprays. One-off manufacturing. Pattern making. Castings. Vintage cars supplied. Survey, advice and valuation service. Repairs and service to all vintage, veteran and collectors cars. M.o.T. testing service.
Bugatti, M.G., Bullnose Morris, Rolls-Royce '20' and 20/25 and Park Ward Specialists.
1914-1937 Morris bodies made, complete range, some ex-stock.

The Cooke Group

Head Office
WEST AVENUE, WIGSTON, LEICESTER LE8 2FB
Tel.: (0533) 881234

MORNTANE ENGINEERING LTD.

1-8 COLLEGE YARD, HIGHGATE ROAD
LONDON N.W.5 Tel: 01-485 2376

Exclusively for pre-war Aston Martins. Renovations, spares and race preparation.

Le Mans / Standard 4-door Saloon. Very attractive car, original condition with interesting history.

Long Chassis Mk. 2 Tourer. Completely restored.

International 2/4-seater Tourer.

Other cars in process of restoration.

ROBBINS OF PUTNEY LIMITED

The Family Business You Can Trust
Established 1920

We have disposed of our showrooms at Putney. Until further notice sales will continue in Rolls-Royce, Bentley and quality cars under the direction of Sidney Robbins and Brian Blowers. Future enquiries should be addressed to:

S. T. Robbins
Eden Lodge,
29 The Cliff
Roedean,
Sussex BN2 5RF
Tel: Brighton (0273) 605594

B. Blowers
"Buckholt",
Green Lane,
Churt,
Nr. Farnham, Surrey.
Tel: Hindhead (042873) 5375

Service facilities will be as before under F. Parry at Woodlands Way, Putney, London SW15. **Tel: 01-870 4845.**

It will be our firm endeavour to maintain the long traditions of the Company in handling fine cars.



BRIGHTON METROPOLE HOTEL

October 31-November 1 1981

The two-day exhibition which boasts the largest collection of classic cars ever brought together...

Rolls Royce	Bentley	Rover
Piper	Porsche	Cooper
Maserati	M.G.	Marcos
Bugatti	Lotus	Alvis
Morgan	Mercedes-Benz	Elva
Jensen	B.M.W.	Triumph
Allard	Alta	Salmson

... and many others!

Come along and see them –
the same weekend as the
London-Brighton Veteran Car Run

Saturday, October 31 : 10.00 a.m.-6.00 p.m.
Sunday, November 1 : 10.00 a.m.-6.00 p.m.

ADMISSION: £2.00
(children under 16 : £1.00)

WESTFORD TRAILERS, DROITWICH, WORCS

Car transportation service. Trailer capacity 2 tons. Continental assignments undertaken. Trailers for sale or hire.

Telephone Christine
0905 773912 0905 772081
½ mile from M5, Junction 5

•CHROME PLATING•
SPECIALIST RESTORING AND REPLATING SERVICE
ONE-OFF or MASS PRODUCTION
•BEAD BLASTING•
Baker Polishing & Plating Works, Unit 11, Paramount Ind. Est., Sandown Road, Watford, Herts.
•WATFORD 29309•

D&L Coach Works
Cage Pond Garage, Pound Lane, Shenley, Herts. Radlett 7561
12 miles central London
Proprietor
Len Channer

Paintwork and body restorations on antique, vintage and collectors' cars. As used by London's leading purveyors
Silver Cloud & Bentley 1, 2, 3, & Mk. 6 & R Type Bentley are our speciality.

VETERAN & VINTAGE CAR PARTS
CAN WE MAKE IT FOR YOU?
PATTERNS — CASTINGS — MACHINING — ARGON ARC
(Sorry — no bodywork)
MATHER ENG. LTD.
73 River Road, Barking, Essex
01-594 6411

ROY CREECH
COACHTRIMMING
Ex-James Young Craftsmen. Specialists in Rolls-Royce, Bentley & Vintage cars. Complete re-trims, hoods, seats, repairs, polish work, body repair.
Roy Creech
3 Wheathill Rd, Anerley, London SE20.
Tel: 01-778 7296

Simon J. Robinson (SPECIALIST – CARS · SPARES · RESTORATIONS)



M.G.A. Centre,
Cleveland Street,
Darlington DL1 2UL
Telephone Darlington
(0325) 281343/4

All our body panels, wings, door pillar assemblies, repair panels and petrol tanks are manufactured on the premises. Other parts available ie: engine, suspension, trim, chrome etc. Virtually everything you would need to rebuild an MGA.
We now stock most spares for MGB GTs, Roadsters and Midgets.

WE STOCK A WIDE RANGE OF MGAs TO DRIVE AWAY OR TO RESTORE
Stock list available
WE ALSO STOCK MGBs AND MIDGETS:— Send for our current stock list.



Send £1 for our MGA spares catalogue. Mail order sent worldwide. For further information call us any time between 9 a.m.-5 p.m. Monday to Saturday and we will be happy to help you with any queries.

REGISTRATION NUMBERS

AUTOPLATES

TO BUY OR SELL A NUMBER
QUICK ANSWER — COMPUTER SERVICE
PHONE: PRESTEIGNE (054 44) 7992/7993
or write
AUTOPLATES (DEPT 9), PRESTEIGNE, POWYS, LD8 2NH.
(MEMBER OF C.N.D.A.)

NEW PARTS FOR OLD FORDS

NEWFORD PARTS LTD.,
ABBEY MILL, ABBEY VILLAGE,
CHORLEY PR6 8DN
LANCS
Telephone: 0254 - 830343
Most parts in stock for Models 1950 - 1968
NEW AND REBUILT ENGINES & GEARBOXES

R. F. FUGGLE LTD ESTD. 1906

Bristol 406. Under 4,000 miles from new, one owner.	**£14,650**
Rolls-Royce Silver Wraith. James Young sports sln, 43,000 miles.	**£13,850**
Bristol 410 one of the nicer examples.	**£4,850**
Bentley R Type Continental. Automatic	**£22,650**
Bristol 411's Mks I, II, IV and V. Upwards of.	**£5,000**

BUSHEY HEATH, HERTS. TEL.: 01-950 1685/6

ASHTON KEYNES VINTAGE RESTORATIONS LIMITED
Ashton Keynes, Swindon, Wilts.

Coach builders and restorers of vintage and classic cars. Rolls-Royce, Bentley etc. Ash frames, panel work, wings, repainting, coach finishing, upholstery.
Chassis and mechanical rebuilds.

Coachbuilders award 1979

Tel: Cirencester (0285 861) 288

VAST STOCKS
of
ROLLS-ROYCE & BENTLEY
SPARE PARTS
CONTACT US FOR AN IMMEDIATE QUOTATION.

EXPORTS PARTS AGENCY,
HEATHMANS ROAD,
PARSONS GREEN,
LONDON SW6.

TEL: 01-736 4495.

BEWLEY HOUSE GARAGE
BITTAFORD, NEAR IVYBRIDGE, DEVON Telephone 07554 2437

MOTOR AGENTS ASSOCIATION MAA

A SELECTION FROM OVER 80 CLASSIC, COLLECTORS & INTERESTING CARS



1984 Jaguar E-Type Series I. FHC. *(illus.)* **£3,650**





1960 Bedford Fire Engine. Immaculate and complete with ladders, hoses, pumps, helmets etc. *(illus.)* **£1,950**

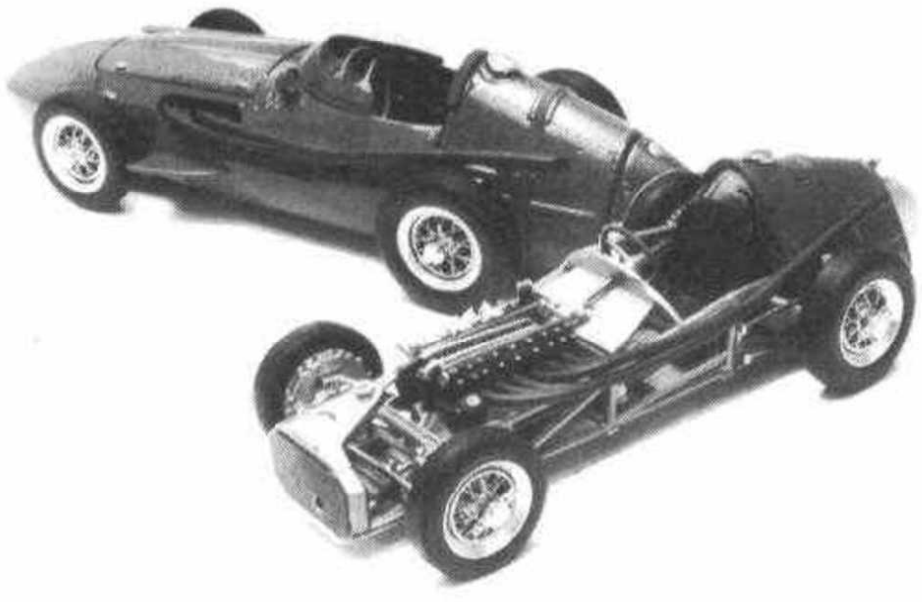


1964 Bristol 408. Ready for use. *(illus.)* **£3,550**

1942 Dennis Merryweather Fire Rescue Vehicle. 100 ft. turntable ladder, ex-Blitz. In working order but requires restoration.	**£2,750**
Several Mk. 6 Bentleys. From	**£3,000**
1972 BMW 3 CSi. Absolutely immaculate.	**£3,250**
1971 Austin 3-litre Ambulance. Estate car.	**£695**
1949 Allard Saloon.	**£3,950**
1962 Aston Martin DB4.	**£4,500**
1965 Aston Martin DB5.	**£4,500**
1969 Austin Healey 3000. Many extras.	**£3,650**
1973 Chevrolet Caprice. Power hood convertible.	**£3,250**
1977 Mercury Cougar. Black and chrome.	**£3,850**
1963 Daimler Majestic Major Limousine.	**£1,500**
1970 Daimler Limousine. Current model.	**£3,250**
1962 Daimler Dart. Hardtop.	**£2,950**
1949 Ford Pilot. Magnificent condition.	**£3,000**
1955 Lagonda 3-litre 4-door Saloon. Mint.	**£3,250**
1974 MGB GT V8. Chrome bumper.	**£2,650**
1955 Sunbeam Talbot 90. Lovely order.	**£2,000**
Two Sunbeam Alpines. From	**£950**
1960 Triumph Tiger M/Cycle.	**£350**
Two VW Karmann Ghia Convertibles. LHD From	**£1,000**
Imported LHD VW Beetle Convertible X-Reg. Mint.	**£2,250**

Plus many more.
Open 9 a.m. to 7 p.m. every day.
Tel: 07554-2437 (anytime).

EXQUISITELY YOURS



EXQUISITE BIG-SCALE METAL MODELS WITH SUPERB DETAIL
* *Maserati 250 F Grand Prix hand built & painted with full engine detail, fine wire wheels, instantly displayable (enviable) £69.00*
* *The same model as a challenging kit for you to make £37.95*
* *Auto Union Grand Prix 1937, ready painted kit £66.19*
* *Alfa Romeo P3 Grand Prix, ready painted kit £44.59*
* *Mercedes W163 Grand Prix, ready painted kit £64.89*
* *Rolls-Royce 1907 Silver Ghost "40/50" kit £32.35*
* *MG TD Midget, detailed by easy to build kit £16.18*
* *Austin 7 1925, detailed easy to make kit £16.18*
* *Bentley 4½ litre, fine detail, finely cast kit £32.35*
* *Jaguar SS100, detailed, easy to build kit £32.35*

....postage £1 each on orders under £40....over £40 FREE to ANYWHERE IN THE WORLD, free big kit leaflet with S.A.E.



EXQUISITE HAND-BUILT PRESENTATION MINIATURES
...all are hand-built metal models, hand-painted & detailed to a standard second to none in the world....the best....from the best.....

Rolls-Royce Silver Spirit	**£19.84**	**Jaguar XK120 roadster**	**£16.39**
Jaguar SS1 1936	**£19.84**	**'31 Hudson Boat-tail**	**£16.45**
Bentley Mulsanne '80	**£19.84**	**'56 Lincoln Continental**	**£16.45**
"Barnato" Blue Train Bentley	**£19.84**	**'34 Chrysler Airflow**	**£16.45**
		'30 Ford A Coupe	**£16.45**
'36 Bentley Mulliner saloon	**£19.84**	**'37 Chevrolet Coupe**	**£16.45**
Jaguar D Le Mans '55-Hawthorn	**£19.84**	**1955 MGA Le Mans**	**£20.75**
		1979 MG Midget	**£20.75**
Rolls Royce Phantom '33 D'head	**£23.29**	**'46/'49 MG TC**	**£21.15**
		'30 MG high speed van	**£28.50**
Alfa Romeo 8C2900 spyder	**£19.84**	**Lotus Esprit Turbo**	**£19.84**
Morgan Plus 4 roadster	**£16.39**	**Jaguar XJS coupe**	**£19.84**
MG TF Midget	**£16.39**		

BRIAN HARVEY'S
GRAND PRIX MODELS
173/175 Watling St. (A5 road)
Radlett, Herts, UK
Tel.: Radlett (09276) 7898

GRAND PRIX MODELS

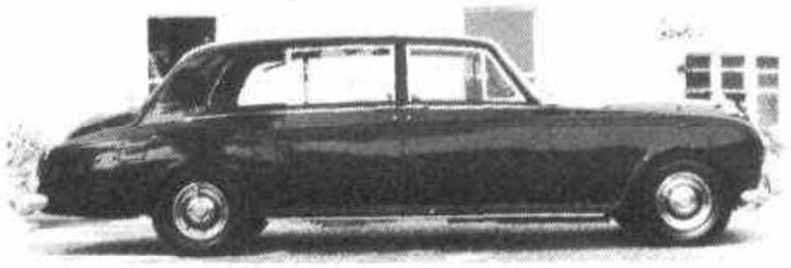
BARCLAYCARD welcome here

Tuesday to Friday – Open to callers by appointment.
Saturdays to everyone – 10 am to 5.30 pm.

Mail order dept. open 5 days each week – by phone.

Laurence Kayne (Ascot) Ltd

The Rolls-Royce Limousine Specialists offer



Rolls-Royce Phantom VI, excellent service history — **£19,950**



Rolls-Royce Silver Cloud III, by James Young (SCT 100 design) — **£17,500**



Rolls-Royce Phantom V, full limousine by James Young — **£19,500**

Our usual stock of high class motor cars are now available for viewing in London.

Tel: Winkfield Row (03447) 4919 Nr. Windsor

PARKS & HAMILTON LTD.

VINTAGE AND CLASSIC CAR RESTORATION AND MAINTENANCE

Enquiries to

WEDGLEN ESTATE,
BEPTON ROAD, MIDHURST,
SUSSEX GU29 9RE
Tel: Midhurst 6311

CHROME/SILVER & NICKEL REPLATING SERVICE METAL POLISHING

Write, phone or call:—

Dorsetware Ltd.
(Metalfinishers)
Units 1 & 2, Dawkins Road,
Blandford Road, Poole, Dorset.
Tel: 02013 77939/77666.

M.G. HOODS
BY POST
IN BLACK DOUBLE DUCK

All "T" Model Hoods, Tonneaux Screens to bolt to your frames
M.G. A Hoods and Tonneaux in Vynide

A. C. WINMILL
49 TONSTALL RD., MITCHAM
01-648 6981

UPHOLSTERY IS OUR BUSINESS

Specialists in Vintage & Classic Car trimming.
Also authentic leather motoring coats & helmets.
Coats made to measure from £175. Write or phone for details & measurement chart.
Helmets: Biggles style in black or brown leather/chamois lined. Small, medium or large, please state hat size when ordering. £18.40 post paid UK.
Skinflair, 33-35 High Street, Long Buckby, Northants. Phone Long Buckby 842819.

CAR-SHIPMENT

AA Recommended — RAC Recommended

with the

DANIEL HUSTINGS GROUP

Specialists in World Wide Car Shipment
Vehicle storage – steam cleaning – marine insurance cover

INTERNATIONAL

Car Collection & Delivery
Contact:
DANIEL HUSTINGS LTD.
63 North Acton Road, London NW10 6PJ.
Tel.: 01-961 1000 & 01-961 1335. Telex: 23563.
Cables: Danhus London.

SERVICE
01-449 3208

MIKE R. BERRY (LONDON)

ROLLS ROYCE & BENTLEY SPECIALIST

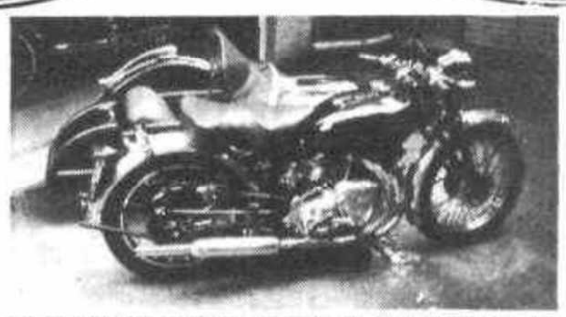
RESTORATIONS AND REPAIRS

55, LEICESTER RD., BARNET, HERTS

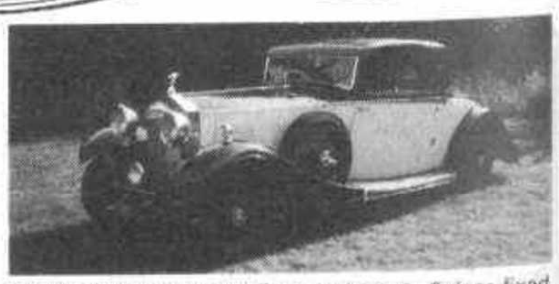
SALES
01-449 2954
(evening)
01-445 1869



1932 Rolls-Royce 20-25. Classic styled D-Backed Formal, owner driver with attractive 4-light coachwork by Park Ward, side mounted spare and fold down rear luggage rack, finished in French blue over black, with fabric top and large sliding sun roof, excellent blue hide trim, mechanically very good, excellent tyres etc.



1949 HRD Rapide. Series C 1000 c.c. V-twin, fitted with period single seater Steib sports sidecar, known history, well maintained, entire outfit in first class running order.



1934 Rolls-Royce 20-25. Rare and exotic 2-door fixed head sportsman Coupé with dicky, elegantly styled coachwork by Watson with twin side mounted spares, finished in Embassy black over ivory with recently retrimmed beige hide interior new carpet and headliner, mechanically very good, just fully serviced.



1963 Bentley S3 standard 4-door sports saloon sedately finished in smoke and sage green with matching green hide trim, electric windows, just fully serviced, excellent history, a really first class all round example in every respect.



1978 Saab 99 GLE, combi estate (5-door) sliding sunroof, tinted glass, automatic, fuel injected, heated seating, radio, stereo, recorded only 26,000 miles, owned and serviced by ourselves, finished in metallic bronze with beige trim, realistically offered.



1978 Rolls-Royce Silver Shadow II standard 4-door saloon, recorded only 33,000 miles, agent maintained, finished in nutmeg with beige Everflex top and beige hide trim piped in brown. A first class well maintained example.

CLASSIC, VINTAGE CARS AND MOTORCYCLES URGENTLY WANTED. SALES AND SERVICE: 55, Leicester Road, New Barnet, Herts.

CHRISTIE'S

In association with Lord Montagu of Beaulieu

SALE OF

COLLECTORS' CARS

WHICH WILL TAKE PLACE AT

INTERNATIONAL MOTORFAIR
EARLS COURT, LONDON

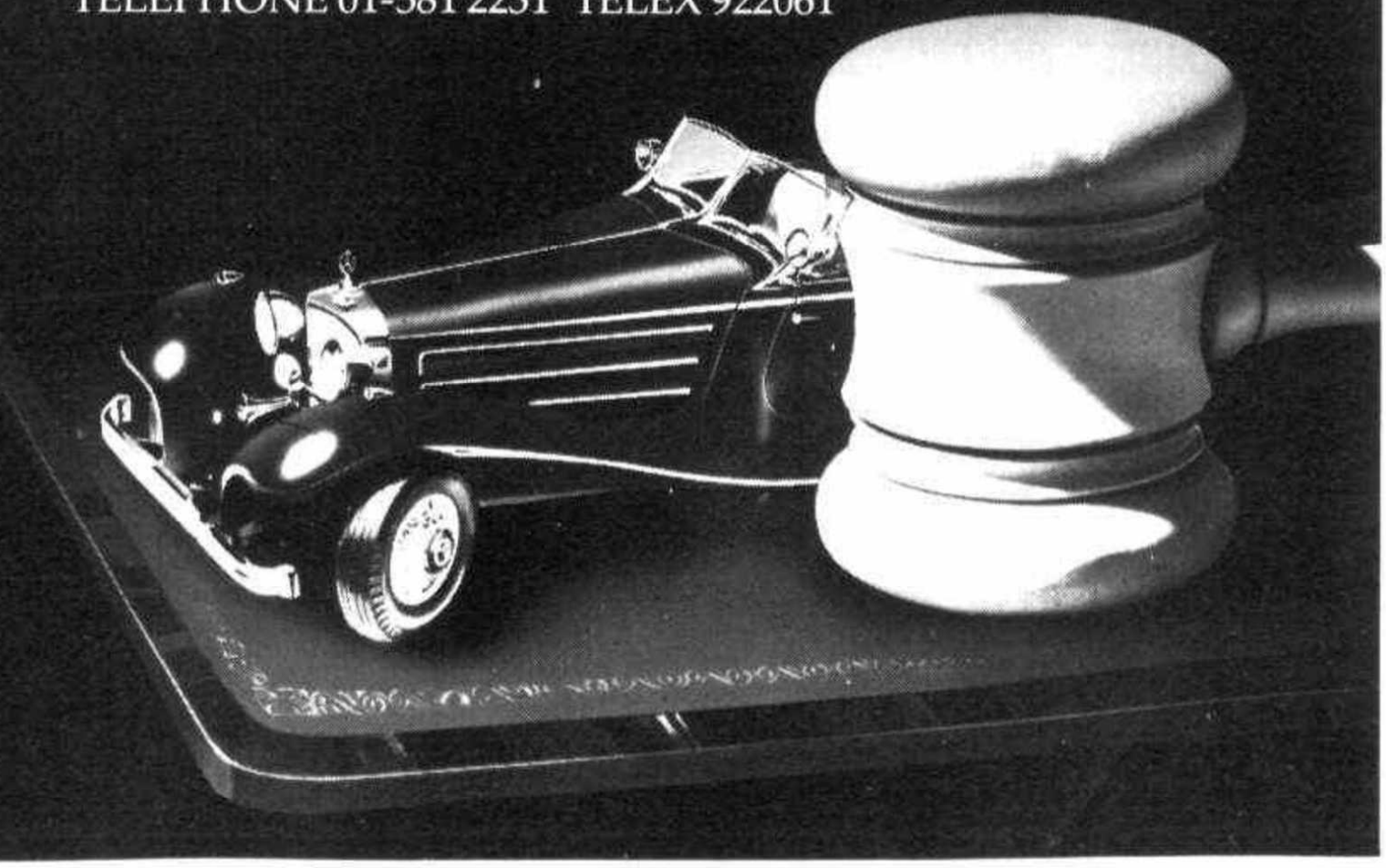
On Thursday, October 29th

Entry Forms and details from:

Robert Brooks
AUTOMOBILE DEPARTMENT

Christie's
South Kensington

83 OLD BROMPTON ROAD, LONDON SW7 3JS
TELEPHONE 01-581 2231 TELEX 922061



HAVAS PACKING & SHIPPING LTD.

The name with more than 25 years experience behind it.
The company who **Think cars, Talk cars and SHIP CARS.**
Shipment of personal effects and household removals, also our speciality.
Competitive rates and unbeatable service.

P.O. Box 31, East Grinstead RH19 4RF
Telephone: 0342 23155
(24 hour personal service)
Cables: HAVAS EASTGRINSTEAD
Telex: 957161 HAVAS G



Est. 1928
MOST SIZES IN STOCK
Veteran — Vintage
TYRES
E. H. HAMILTON & SON (M.S.),
22-24 VICARAGE STREET,
YEOVIL, SOM.
Tel.: 23927. After 6 p.m. 5945.

POST VINTAGE ENGINEERS
146, Leeds Road,
Barwick-in-Elmet, Leeds
Restoration, repairs and MoT to your thoroughbred and vintage motor car, in particular Aston Martin, Lagonda, MG, Riley, Jaguar etc. A personal service of high quality workmanship.
Tel: Harrogate 61888

GASKETS
Head manifold etc. made specially to pattern. Any make, age, or quantity. Manufacturers sets also available. S.A.E. with enquiries. C.O.D. Postal Service.
LIPSCOMBE and HESSEY,
Marine Engineers
11, Victoria Road,
Eton Wick, Windsor.
Telephone 64413

HAPPINESS is having an MG 7 MC
TOULMIN
HAPPINESS is having an MG 7 MC
"Leaders in the world of MG parts."
(T type through A B/C V8 & Midget)
Samples of our comprehensive stock.

MGA front discs. £9.98.
MGB brake discs. £16.50.
MGC brake shoes. £2.25 piece.
MGA-B-C-Midget pads. £5.86.
MGA brake drums. New. £7.
Twin cam h/brake pads. £2.50 set.
MG TF/A headlamps. £15 each.
Midget suspension pans. New. £27.
Repair panels. A, B & C or complete.
Steering rack/pinion including C LHD-RHD. Oil seal, bushes.
Trim panels & seats made to patterns. PVC or leather. Hoods, carpets.
MGC exchange oil pumps. Exchange wire wheels, all models. Chrome Bolt on wires.
Manuals TD/F, MGA/B/C Midget.
Luggage racks chrome T-types on.
Trunnion links TD/F 'A' malleable cast iron. £12.95 each. Swivel pin £9.95.

SPECIALIST SERVICE MG
TOULMIN MOTORS (1962) LTD
103 Windmill Road Brentford, Middlesex, England.
Tel: 01-560 1722/2228
SAE or international response coupons (overseas)

1920 STUTZ "Bulldog"



Low mileage, Concours winning example of the fabulous and rare "Bulldog", STUTZ most expensive model. Full history from new. Tools, handbooks and accessories included. Ready to go Peking to Paris, or where you like. Powerful 6-litre T-head engine. A beautiful car of highest quality. **Contact: K. Olsson, Box 84, 51201 Sweden. Tel: 0325 10503 (eve.) after Sept. 8th.**

CHATEAU DE FONTAINEBLEAU
OCTOBER 18th 1981
AUTOMOBILES OF COLLECTION
PUBLIC AUCTION

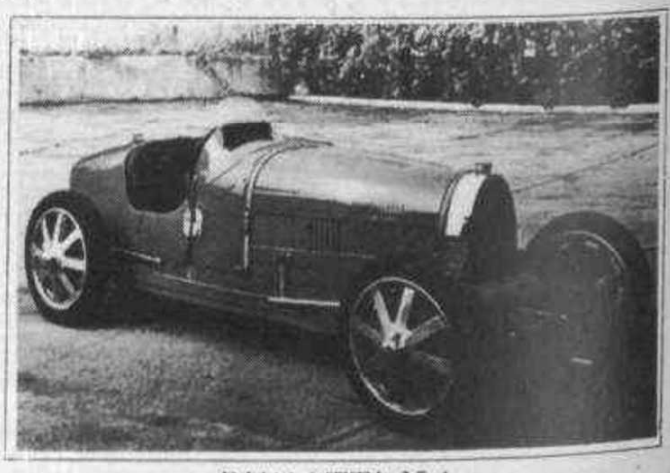


DELAHAYE 1896
Maître Jean-Pierre OSENAT
Auctioneer
14, rue des Pins
77300 FONTAINEBLEAU
FRANCE
Tel: (6) 422-27-62

including a collection of Antique Cars from the Chateau de St R . . .

NO RESERVE

FRENCH CARS



BUGATTI 35A
Christian HUET
Expert
64, rue du faubourg Poissonniere
75010 PARIS
FRANCE
Tel: (1) 824-71-40

FRANCE

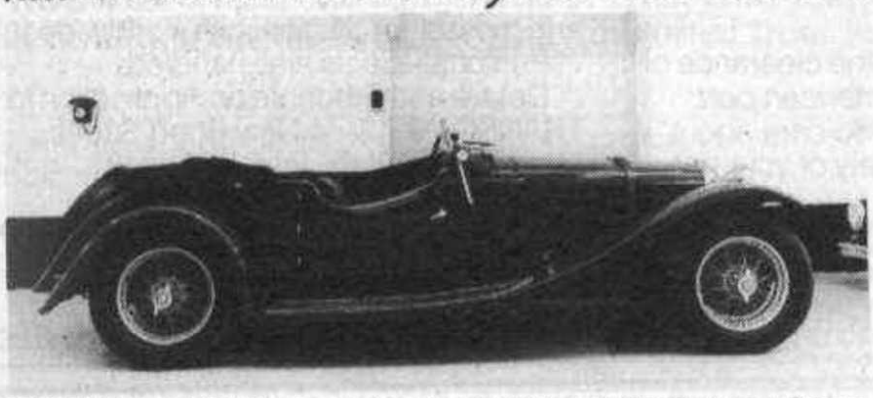
Delage D6 1931 — Talbot G.P. 1938 — Delahaye G.P. 1946 — Rochet-Schneider — Delage D1 — Cottin-Desgouttes — Delage D6, 3-litres — Delahaye 135 MS — Delage DE — Rollan-Pilain — Delage Olympic — Delage D4 — Voisin — Talbot Pacific . . .

CATALOGUE CAN BE ACQUIRED AT EXPERT'S ADDRESS

The world famous **Paradise Garage**

01-736 2302/3/4.
Telex 917 927

London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



1933 Alvis Speed 20 SA. Super open tourer by Vanden Plas in British Racing Green with a red interior.



1963 Aston Martin DB4 Convertible. A tremendously exciting car to drive. Finished in black with red interior. Superb throughout.



1961 Bentley S II Flying Spur. Finished in midnight blue with beige interior. Excellent order throughout.



1928 Austin 7 Chummy. Totally restored throughout. Yellow and black.



1949 HRG 1500 Sports. Excellent example of the marque finished in silver with red interior.



1968 Jaguar E-Type Roadster LHD. One of the finest examples available. Very low mileage, superb throughout. Metallic blue with black interior, hard/soft tops, manual.



1964 Rolls-Royce SC III Continental by Mulliner Park Ward. Finished in sand with beige interior. Superb condition, electric tinted windows and sunroof.



1923 Ford Model T Open Tourer. In totally restored condition.

"Other Cars in Stock"

1931 Alvis 12/51 Tourer.
1936 Alvis Speed 25 Charlesworth Sports Saloon.
1938 Austin Saloon.
1956 Austin Healey 100/4.
1964 Austin Healey.
Austin 7 Gordon England.
1956 Aston Martin DB2/4 Mk. II.
1968 Aston Martin DB6 Vantage.
1969 Aston Martin DB6 Mk. II.
1963 Aston Martin DB4 Vantage.
1953 Bentley R-Type.
1936 Bentley 3½-litre — pillarless saloon.
1954 Bentley R-Type.
1964 Bugatti Replica.
1931 Buick Straight 8.
1948 Delahaye 135M Model — convertible.
1922 Ford Model T Racing Car.
1957 Thunderbird.

SEE YOU AT

motorfair

EARLS COURT
OCTOBER 21-31 1981

1946 HRG 1100.
1907 Hupmobile.
1960 Jaguar XK150 Fixed Head — restored.
1934 Lagonda Rapier.
1939 Lagonda LG6 — drophead.
1953 MG TF.
1934 MG PA.
Morris 1000 — convertible.
Morris 8.
1925 Panhard et Levassor 14.20 h.p.
1934 Riley Lynx Four Door Tourer.
1931 Rolls-Royce Phantom II Estate Car.
1964 Silver Cloud III Flying Spur.
1932 Rolls-Royce P II Saloon by Brewster, LHD.
1929 Rolls-Royce 20 h.p. Doctors Coupé by Park Ward.
Talbot 105.
1923 Vauxhall 23/60 Sedanca Landaulette.

10 minutes from central London, 150 yds. from Parsons Green tube

Transcar ship more personal export cars home from Europe than all of our competitors put together–here's why.

Low prices and terms which we guarantee cannot be matched - given on the telephone.

Our own offices and receiving centres throughout Britain and the Continent of Europe.

Our own offices in New York and Los Angeles to help speed the clearance of your car through *any American port*.

A large skilled staff who care about your needs and the safety of your car.

Largest and most experienced network of clearing agents throughout Australia and most other destinations worldwide.

Personal effects also handled.

Details and Brochure on Application to: TRANSCAR, 43-44 New Bond Street, London W1Y 9HB. Tel. 01-491 4121.

transcar

GENEVA Tel: 96 55 11 • LIVERPOOL Tel: 227 1926 • ZURICH Tel: 740 1068 • and at: FRANKFURT • NEW YORK • LOS ANGELES • ROME • MUNICH • PARIS and BEIRUT.



1947 Allard. 'M'-Type. Drop head coupé. V8-engine. **Also: P-Type Saloon.**



1970 4.2 Jaguar E-Type Coupé. Sun roof, stereo, new engine, clutch, U/J's, brakes, wheels etc. M.o.T., taxed.



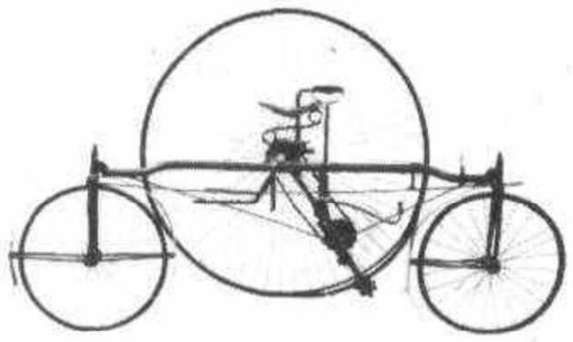
Mallalieu Bentley Barchetta. Built 1975. 21,000 miles, stainless exhaust, new hood, continental axle, just repainted. **£11,350.**



1925 BSA V twin combination 9.86 h.p. This very original flat tank motorcycle and sidecar is complete with original and comprehensive documentation, original transfers, spares and tools. One owner to 1979.

David A. C. Royle, VMCR, The Old School, Staindrop, nr Darlington, Co. Durham Tel: Staindrop (0833) 60452 or 60630

Auction Wednesday, 21st October



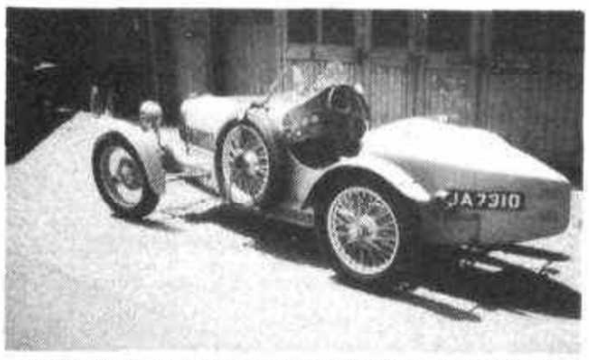
Including a small collection of 19th Century cycles, comprising an Ordinary "penny-farthing", a Singer Coventry treadle tricycle, the centre-drive tricycle illustrated and two others. To be sold without reserve.

Catalogues and Details from:

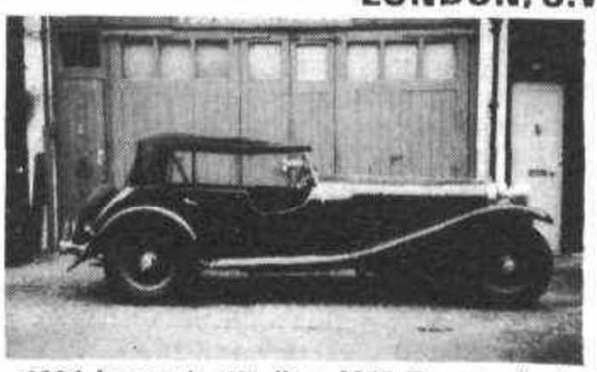
Mr. Piers Mackenzie
Butterfield & Butterfield,
1244 Sutter Street, San Francisco, California 94123.
Telephone (415) 673 1362.

DAN MARGULIES

12 QUEEN'S GATE PLACE MEWS Off Cromwell Road
LONDON, S.W.7 01-584 7332/01-584 7472



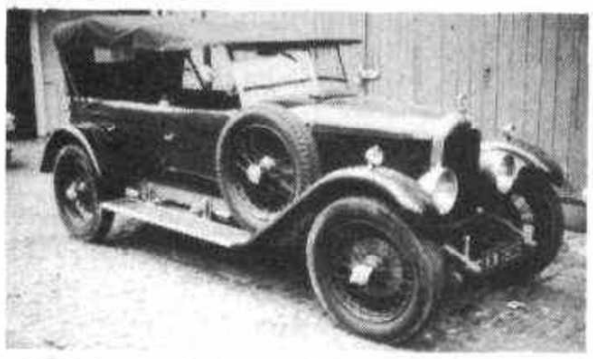
1928 Bugatti Type 37 1½-litre 4-cylinder GP, two-seater, well known car in excellent condition.



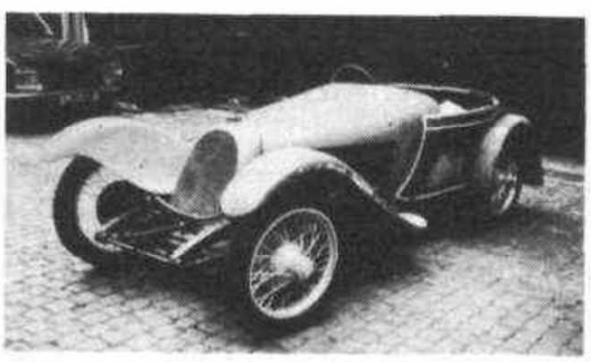
1934 Lagonda 4½-litre M45 Tourer, first class example, finished in green with green leather interior.



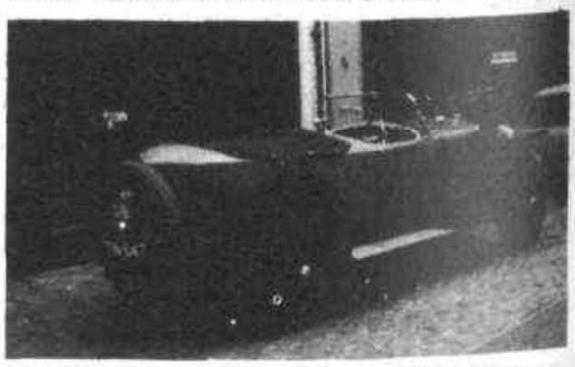
1953 Ferrari "375" "America" 4½-litre Pininfarina coupé. Low mileage example. Now repainted and undergoing retrim.



1926 Lagonda 14/60 2-litre high chassis tourer. Full weather equipment. Excellent example.



1928 BNC "Armenonville" Cabriolet roadster, unique coachwork, partly restored.



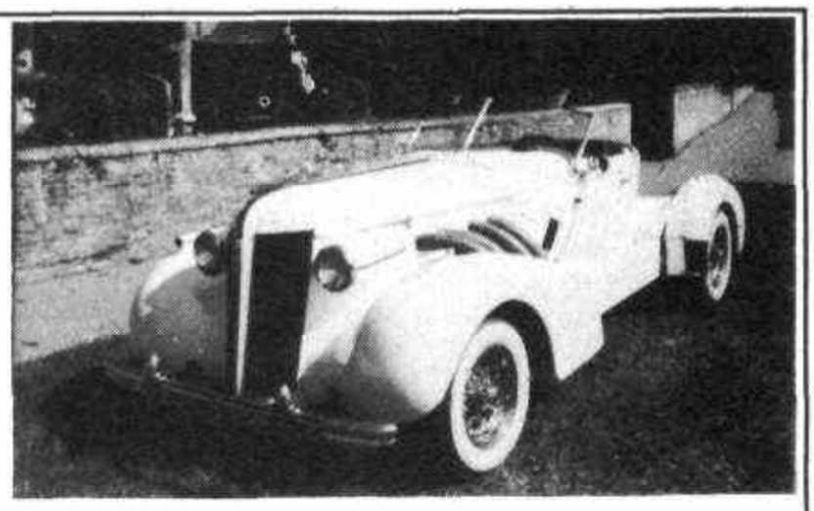
1925 Ballot 2LT "Torpedo" Tourer, interesting vintage car, now being repainted.

1925 Bugatti Type 35 2-litre, 8-cylinder Grand Prix car, undergoing restoration.
1933 Rolls-Royce Phantom II, Continental sports saloon.
Maserati 250F Grand Prix car, details on request.

1926 Bentley 3-litre, speed model tourer.
1935 Bentley 3½-litre, James Young Drophead Coupé, undergoing restoration.

HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

FOR SALE



1938 BUICK BOAT TAILED SPEEDSTER. Only one other example of this most rare American Classic is thought to exist. **£16,750** *(illustrated).*

1920 ROLLS-ROYCE SILVER GHOST. Dual cowl touring car. Good overall condition for the year. Recently imported from India. **£22,500.**

Should you need high quality restoration work carried out on your car at the most reasonable rate of £7 per hour please contact us at:

ANTIQUE AUTOMOBILES LTD.

35-39 MAIN ST., BASTON, PETERBOROUGH **Telephone: Greatford (07786) 288/488**

DAVID HOWARD CARS

RANVILLES FARM, ROMSEY, HAMPSHIRE. **Tel: Ower (042136) 481**

1909 Charron two-seater with park bench dickey. Concours condition. **£11,750**

1926 Clyno 10.4 Royal Tourer, maroon, new M.o.T. **£4,250**

1927 Talbot 14/45 A.D. Doctor's Coupe. **£4,950**

1933 A.C. Drophead Coupe, interesting history, stored since 1939. **£5,500**

1937 Riley 12/4 Lynx Tourer, dark green, original red leather, beautiful condition. *(illus).* **£6,250**

1937 Rolls Royce 25/30 Sports Saloon by Hooper. Indicated 40,000 miles believed correct. **£11,500**

1962 Austin Healey 3000 MkII, fully restored, ice blue/cream. **£4,500**

1966 Aston Martin DB6 Volante s.w.b., one of 37 built, Vantage engine, good original example. Registered MOO 127. Dark blue. **£9,750**



The Bargain Barn contains:-

1954 Triumph TR2 taxed and M.o.T.'d. **£925**

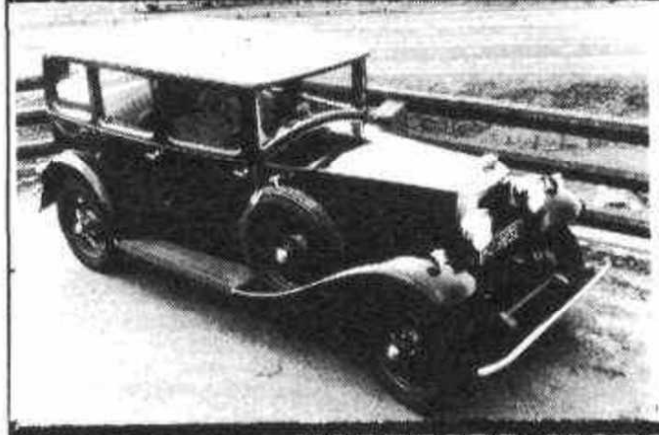
1978 BMW 2002, mit hole in der block. **£275**

Vintage Vauxhall radiator 23/60. **£120**

1938 Rover bonnet, complete. **£20**

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

RESTORATION



WITH CARE
BY THE EXPERTS
For complete or partial restoration to all types of vehicle. Shotblasting and beadblasting.

1929 Vauxhall 20/60. Total restoration.

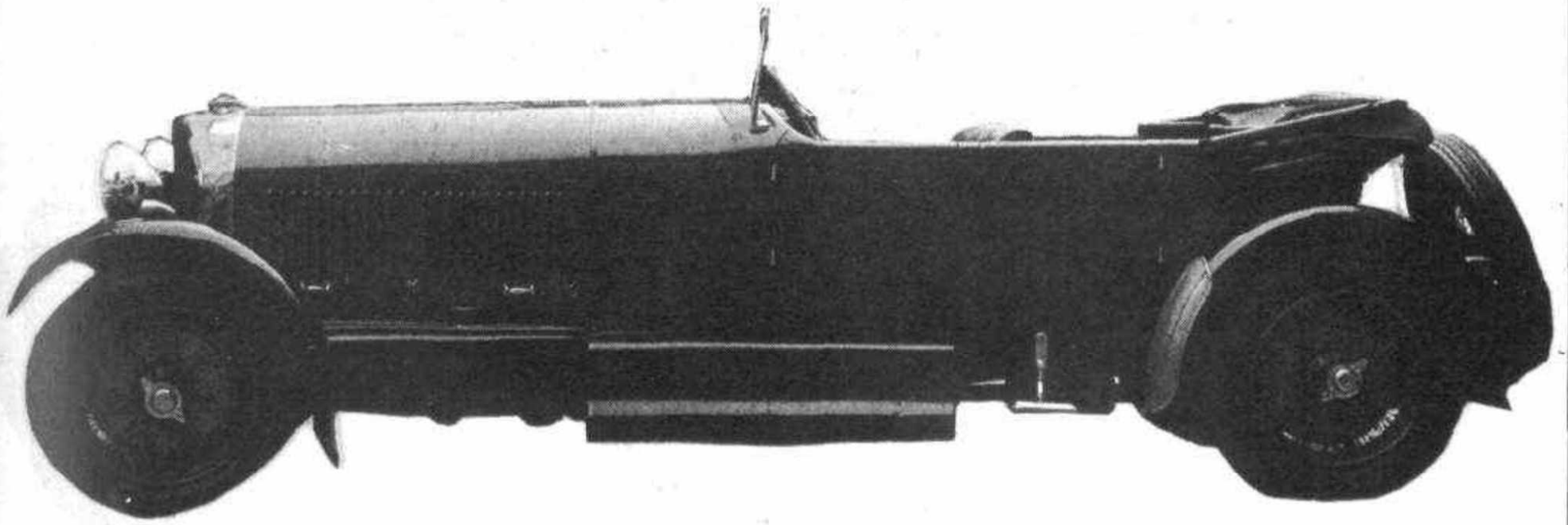
HARTFORD MOTORS
West Way, Oxford **Tel: (0865) 49966**

OPEN FROM
9.30 TO 6.00
WEEKDAYS
SATURDAYS &
SUNDAYS
BY APPOINTMENT

COYS
OF KENSINGTON

SPECIALISTS IN FINE HISTORIC AUTOMOBILES

WE WILL TRAVEL
ANYWHERE IN
THE WORLD
TO OBTAIN A
CLASSIC MOTOR
CAR



We are pleased to offer for sale this magnificent 1927 W. O. Bentley 6½-litre with 4-seater touring car coachwork by Vanden Plas. In original condition. A superb motor car for vintage motoring.

Please contact us for our latest stock list

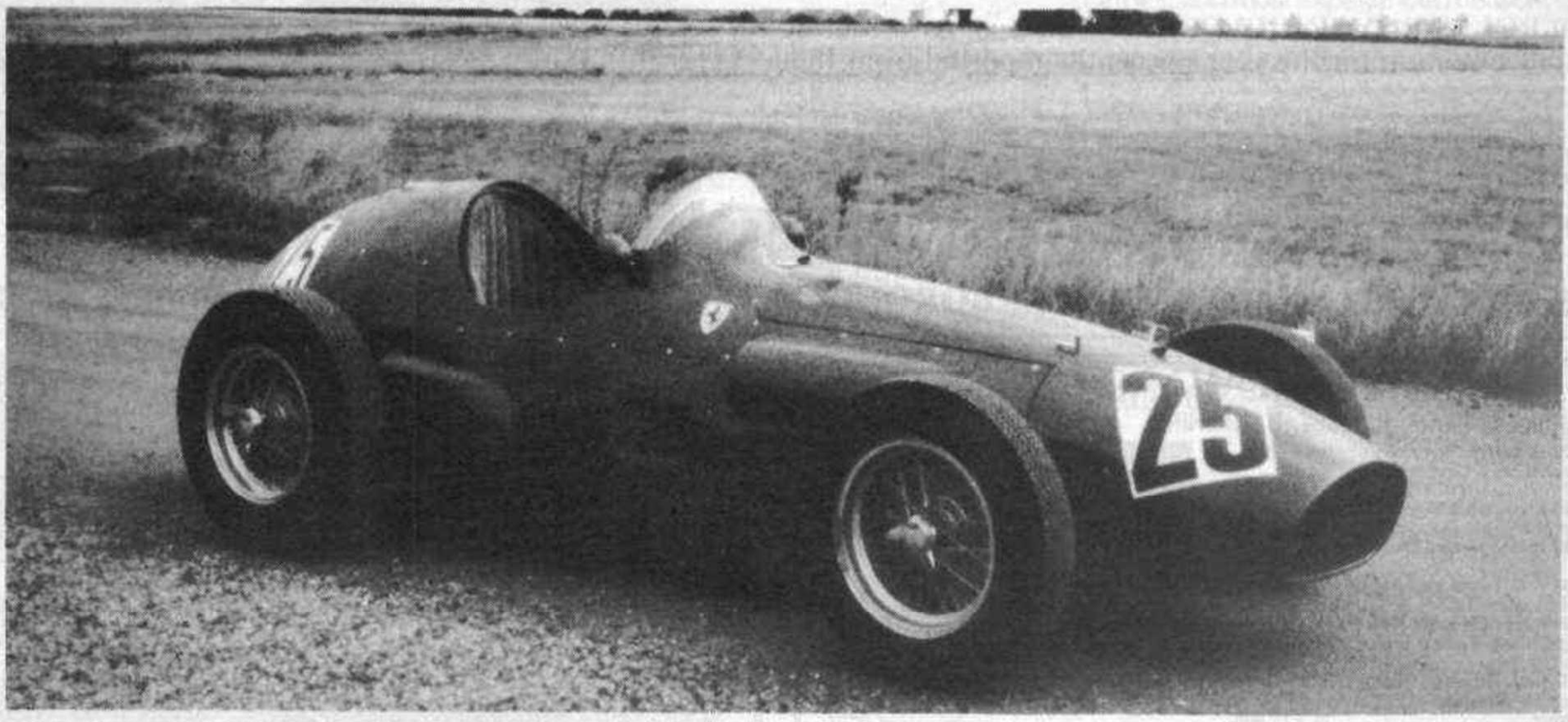
COYS OF KENSINGTON (SALES) LIMITED 2-31 QUEENS GATE MEWS
LONDON SW7 ENGLAND — TELEPHONE 01-584 7444 — TELEX 261701 COYKEN G

Roland Duce Ltd.

VINTAGE AND SPECIALIST CARS

MARKET OVERTON, Nr. OAKHAM, RUTLAND, LEICESTERSHIRE.
Tel., Thistleton (057283) 261/2 and 232.

Hours of business: 9.30 a.m. to 5.30 p.m. Monday to Saturday. Sundays—appointments only.



1955 Ferrari 625A

Rolls Royce Cars for Sale Include:
1923 Rolls Royce Silver Ghost, Pall Mall Tourer
1929 Rolls Royce Phantom II Saloon
1930 Rolls Royce Phantom II 4 seat tourer
1924 Rolls Royce Silver Ghost Piccadilly Roadster



1924 Bentley Red Label Speed Model Original VDP



1936 Alvis 4.3 Body by Offord & Sons



1928 Humber, Winder Special

1959	AC Ace 2-litre	£7,850
1936	Alfa Romeo 6c 2300	
1934	Alvis SP20 SB Tourer	£11,000
1961	Alvis TD 21 D/H	£2,950
1931	Austin 7 open 2 seat	£2,650
1965	Aston Martin DB5	£3,850
1966	Aston Martin DB6 sand	£5,750
1971	Aston Martin DBS 6	£4,850
1971	Aston Martin V8	£3,850
1961	Bentley S2	
1962	Bentley S2 Continental	
1963	Bristol 407	£2,750
1916	Buick 2 seat	£9,750
1928	Chevrolet Saloon	£4,750

1924	Crossley 4 seat tourer	£9,250
1929	De Soto Model K	£9,500
1928	Essex Saloon	£4,250
1965	Facel Vega II red	£7,250
1965	Facel Vega II blue	£8,750
1916	Ford Model T	£5,300
1925	Ford Model T Coachbuilt	
1925	Ford Model T 2 seat	£5,750
1951	Jaguar XK120 roadster	£9,000
1955	Jaguar XK140 F/H	
1966	Jaguar E Type F/H	£5,850
1968	Jaguar D Type Rep.	£11,000
1969	Jaguar 420G	£1,700
1973	Jaguar V12 Roadster	£8,800

1973	Jaguar V12 F/H	£5,800
1927	Lagonda 2-litre tourer	£13,750
1931	Lagonda 2-litre tourer	£12,750
1969	Mercedes 300 SEL 6.3	£4,650
1910	Nagant 4 passenger touring car	
1924	Overland Tourer	£4,800
1934	Railton 10hp saloon	£2,750
1930	Sunbeam Tourer	£6,450
1936	Riley Sports	£11,750
1933	Riley Lynx	£6,450
1923	Cotton Single port JAP engine	
1930	Cotton twin port Blackburne engine	
1932	Cotton 350 JAP engine	



Lotus Elan 2+2 £3,250



1966 Aston Martin DB6 Vantage Manual £6,250



1951 Bristol 401 £4,850

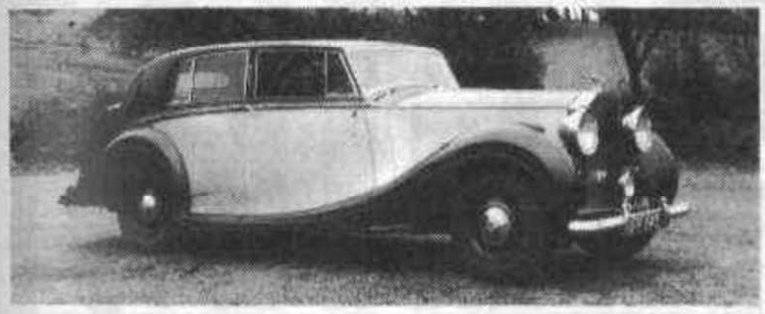
Finance available on cars over £5,000

Customers will be met at Peterborough Station, King's Cross 50 minutes.

Part Exchange. **MINT DESIRABLE CARS REQUIRED** **Motoring book stockists.**

DAVID SCOTT-MONCRIEFF & SON LIMITED

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927



1950 Silver Wraith short razor edged touring saloon by H. J. Mulliner. Superb original condition with mileage of less than 100,000. Finished in deep blue with shell grey sidepanels. **£9,750.**

1975 Silver Shadow with mileage of only 56,000, owned by an offical of the R.R.E.C. Concours condition. Registration No. 888 JW. **£14,750.**



Showroom & Offices: **2 Macclesfield Road, Leek, Staffs. ST13 8LA. Tel: 0538384300.**
Cables: Buntycars, Leek, Staffs.
Workshops: **West Street, Leek, Staffs., Tel: 0538384020**

ESTIMATES GIVEN FOR ROLLS-ROYCE AND BENTLEY REPAIRS, SERVICING OR COMPLETE RESTORATIONS
SEND FOR FREE STOCK LIST. We are open all week and until 1.00 p.m. Saturdays

---

MALCOLM C. ELDER

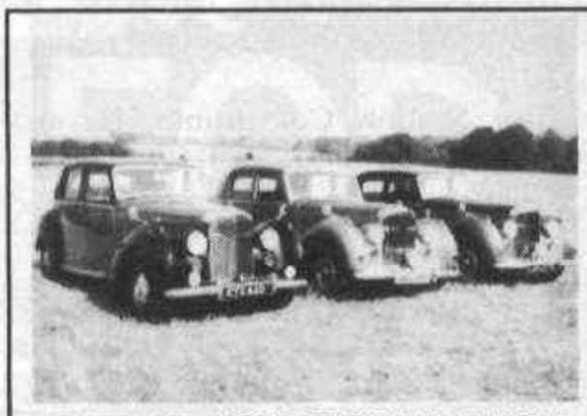
office: Enstone (060 872) 238
home: Steeple Aston (0869) 40606
UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP.
Part exchanges considered. Callers preferably by appointment.





1924 **BAYLISS THOMAS** Super Sports.	£4,500	1935 **SUNBEAM** Dawn saloon.	£3,475
1924 **MORRIS** Bullnose. Kit form.	£1,600	1936 **ALVIS** Spd.20 Charlesworth sln.	£6,950
1928 **HUMBER 9/20** fabric saloon.	£2,895	1951 **JAGUAR XK120** roadster *(Photo)*.	£8,000
1930 **DELAGE D8** by Chapron *(Photo)*.	£26,500	1954 **ALVIS TC21** saloon.	£2,175
1930 **FIAT 514** Weymann saloon.	£3,250	1967 **DAIMLER** 2½-litre V8.	£975
1930 **MORGAN** Family Four tricycle.	£3,850	1969 **DAIMLER** Sovereign 420.	£2,500
1934 **AUSTIN 7** sports 2-seater.	£2,850	1972 **LANCIA** Fulvia 1600 Zagato.	£1,500
1934 **ARMSTRONG SIDDELEY** Special.	£9,975	1975 **VOLKSWAGEN** Golf L.	£1,400
1934 **FORD** Popular model Y.	£2,350	**NEW TYRES** stocked, most sizes, competitive prices. Enquiries welcome.	
1935 **STANDARD 9** Avon sports.	£3,500		

Wanted: nice examples of interesting cars and motorcycles, vintage, PVT or classic.



BENTLEY Mk. VI AND "R" TYPE SPECIALISTS
Large stock of used parts
Particularly interested in Rolls-Royces, Hispano Suiza, Vauxhall 30/98 and Vintage Motor Cycles

1928 Rolls-Royce 20 h.p. Weymann Saloon. Chassis No. GBM 63, in very nice condition, originally supplied to Malcolm Campbell. **£11,000**
1949 Bentley MkVI 4¼ Saloon by H. J. Mulliner, finished in Blue with good Grey leather interior. **£3,150**
1951 Bentley MkVI Saloon. In very poor condition, suitable for rebuilding into a Sports Car. **£750**
1954 Bentley "R" Type Automatic Saloon. Finished in Shell and Tudor Grey with nice Grey leather, a very smart example. **£3,500**
1956 Jaguar XK140 F.H.C. Finished in Black with Beige leather, fitted chrome wire wheels and overdrive, a lovely example. **£4,250**
1951 Bentley MkVI 4½. Finished in Black over Blue, very sound condition, several recent European trips. **£2,550**

LIDDELL & HORNER (Tel. 0264 3643)

WESTOVER FARM, GOODWORTH CLATFORD, ANDOVER SP11 7LF

P&A Wood

Great Bardfield, Braintree, Essex.
Tel: Great Dunmow (0371) 810604



Bentley S1 Continental 1959 Flying Spur by H. J. Mulliner. (4 light version). Finished in velvet green with tan upholstery. Maintained by ourselves for the past eight years. This car is an outstandingly good original example of this comparatively rare and attractive model.

SPECIALISTS SOLELY IN ROLLS-ROYCE AND BENTLEY SALES, SERVICE AND REPAIRS.

Classic Automobiles
P.J. FISCHER

Specialist in low mileage, classic Rolls Royce & Bentley cars.



1958 Continental Drophead Coupé S1 by Park Ward. One owner since 1961 and R-R distributor maintained from new. Superb vehicle in very fine mechanical order and Concours coachwork. Finished in light walnut over Old English beige with beige interior and hood.

ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS

1957 S1 Bentley 48,000 miles, sand/sable, beige int., **1957 Silver Cloud I** black with tan interior, **1959 Bentley S1** black pearl with tan interior, **1965 Bentley S3** burgundy with beige interior, **1965 Silver Cloud III** black with brown interior, **1965 Silver Cloud III** garnet/dusk-grey, red int., **1962 Silver Cloud II** burgundy with beige interior, **1970 LWB Shadow** as new, dawn blue, **1950 Mk. 6** black with blue int., **1975 Shadow** Med. blue with beige interior, **1964 Bentley Continental** J.Y. S3 black/beige int.

WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS OF THE TYPE WE SELL

Established 9 years — After Sales Service — Restoration Chrome Plating and Coachtrimming a speciality.

Please telephone or send SAE for free stocklist.

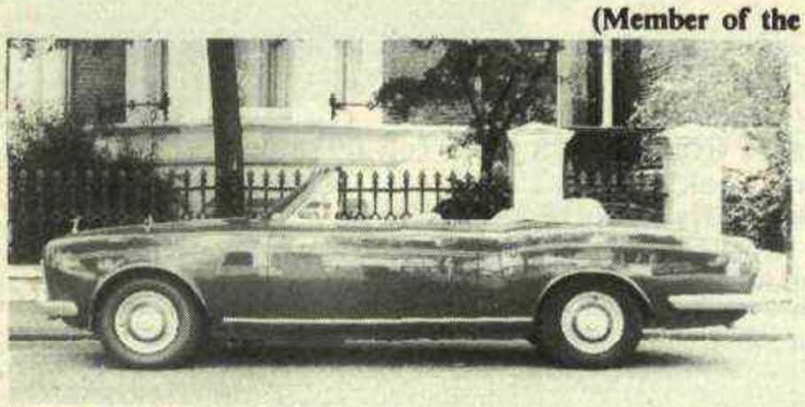
STEEL TRANSPOSITIONS LTD, EMPERORS GATE,
14 OSTEN MEWS, LONDON SW7 TEL. 01-373 2296

TELEPHONE:
01-385 9724/5/6.

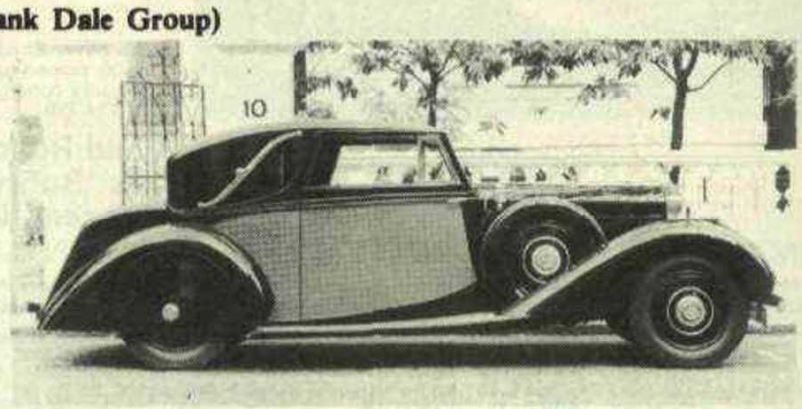
FRANK DALE & STEPSONS

TELEX: 885983
EFDALE G

(Member of the Frank Dale Group)



1968 Rolls Royce Silver Shadow Convertible. Havana brown with beige. Full service history.



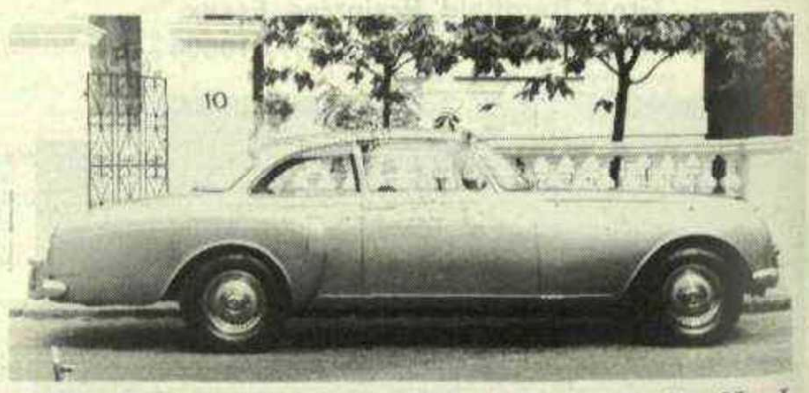
1938 Rolls Royce 25/30 coupé by Freestone and Webb. Restored with many attractive features.



1954 Rolls Royce Silver Wraith LWB Hooper Empress line touring limousine. Automatic. Excellent service history and in excellent condition.



1952 Bentley 4½ litre Mark VI saloon by H. J. Mulliner. Beautifully original with service history since 1962.



1961 Bentley S2 Continental LHD coupé by H. J. Mulliner. Very rare and beautifully maintained.

The above is a selection of our Rolls-Royce and Bentley cars in restored condition on view in our Showroom and workshops. We can help in arranging leasing or finance and are happy to discuss part exchanges.

Opening hours 9 a.m.-6 p.m.: Saturdays until midday

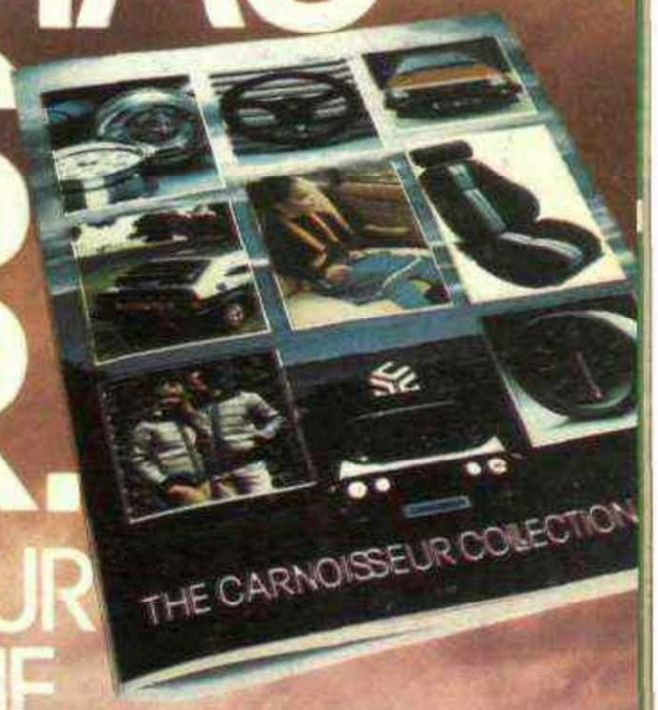
We have a 24-hour message-recording service for the benefit of those who call out of business hours. If calling from overseas please authorise us to telephone "collect"

101 FARM LANE, FULHAM, LONDON SW6 1QH

E. & O.E

Printed by Tee & Whiten (The Lincoln's Inn Press Ltd.) for the Publishers: Motor Sport Magazine Ltd., Standard House, Bonhill Street, London, EC2A 4DA.

WHAT THE MOTOR ENTHUSIAST HAS SPENT YEARS WAITING FOR.



MAIL ORDER ACCESSORIES FROM OUR FREE FULL COLOUR 1982 CATALOGUE

The Carnoisseur Collection is a completely new Mail Order Catalogue that has been produced exclusively for the person who wishes to purchase Superior Motor Accessories in the comfort of their own home. The catalogue contains clear, concise pages in Full Colour covering a huge range of top quality accessories at very competitive prices from In-Car Entertainment to individually tailored mats and seat covers, Sophisticated electronic equipment to Alloy wheels, Replacement sports seats to Aerodynamic spoilers, in fact virtually everything for the discerning motorist.

Along with the catalogue, the Carnoisseur Collection offer a customer enquiry service which enables you to telephone for further information on any of their products. You can also take advantage of their 24 hour telephone answering facility for orders and enquiries around the clock.

To obtain your FREE copy of the Carnoisseur Collection Catalogue simply complete the coupon below and post it to:
The Carnoisseur Collection, Dept. A,
31 Alma Street, Luton, Beds. LU1 2PL.
Telephone: (0582) 429092.







See us on stand no. 64 at the 1981 Motortair Exhibition, Earls Court 21st-31st October.

THE CARNOISSEUR COLLECTION.

Accessories sold include products from: Acculux Alexander Armadillo Autopias Autosafe Bosch Britax B.&C. Clarion Command Corbeau Easiorder Econocruise Evershure E.E.& CO. Helia Intersport J.P.L. Karobes Kenlowe Kitz Koni Kumfikar Maypole National Panasonic Pioneer Radiomobile Richard Grant Rud Sedan Smiths Sparkrite Trico Wase Weevers Wolfrace Woodhead Wood & Pickett etc.

VISA

To: The Carnoisseur Collection, Dept. A, 31 Alma Street, Luton, Beds. LU1 2PL.
Please send me my FREE Carnoisseur Collection Catalogue.
Name
Address
Post Code
M1

New

Marlboro 100's
Tall red pack
Smooth flavour too.
Extra long
so you can stay
longer in
Marlboro Country.



EXTRA LONG 100's

LOW TO MIDDLE TAR As defined by H.M. Govt. DANGER. H.M. Govt. Health Depts.'
WARNING: THINK FIRST - MOST DOCTORS DON'T SMOKE