

September 1985

Founded in 1924

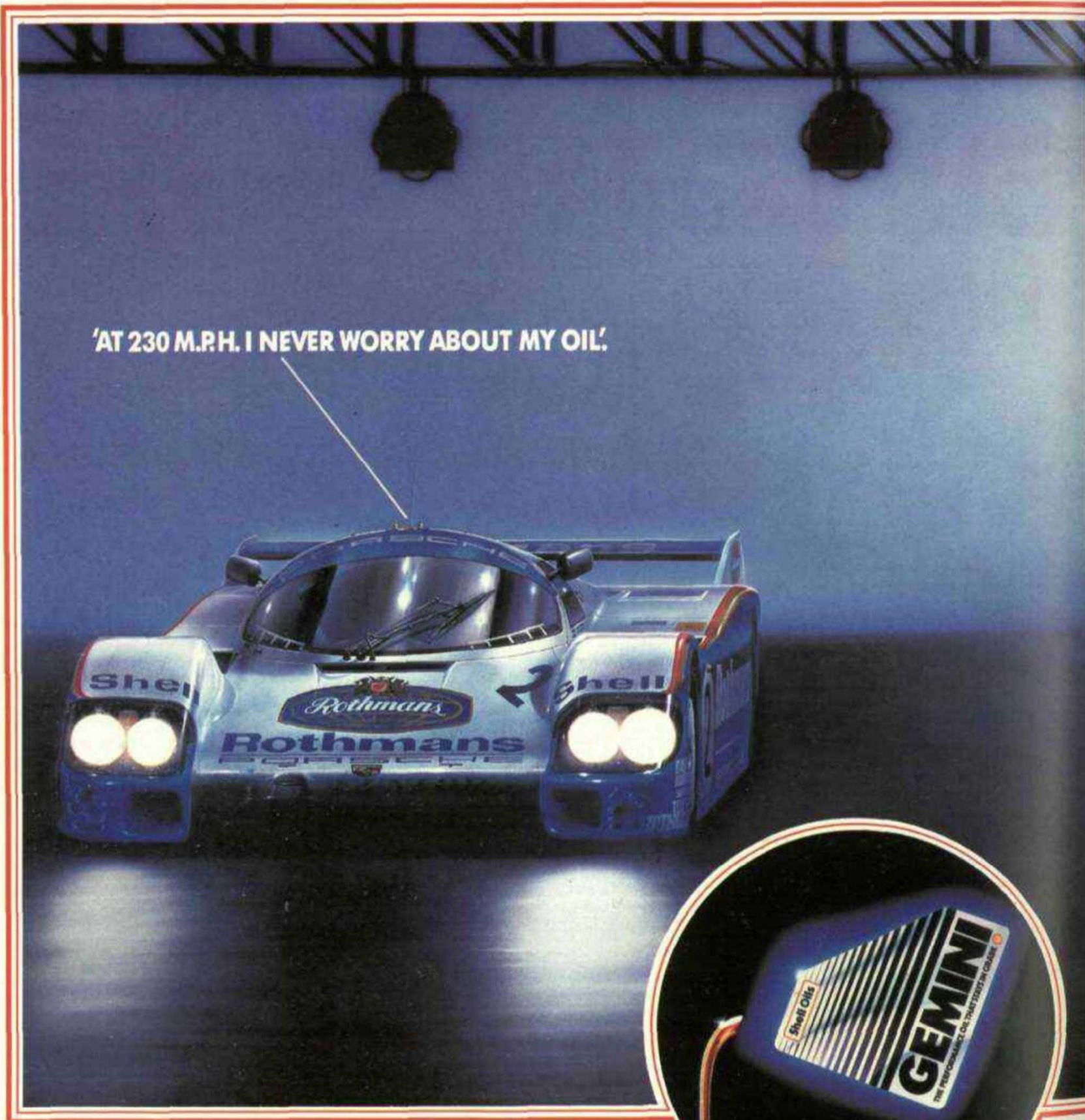
Eighty Pence

DIAMOND JUBILEE
See Centre Spread
September issue 1956-70

MOTOR SPORT

The Magazine that gave its name to the Sport





'AT 230 M.P.H. I NEVER WORRY ABOUT MY OIL.'

"During a race I'm only concerned about the guy in front, if there is one. Or the guy behind if there isn't.

And the only time I worry about oil, is when it's on the track. But off the track, I care about everything that keeps my Rothman's Porsche 956 competitive.

That's why I rely on Shell oil to keep things running smoothly in the engine department.

The oil in my racing engine uses exactly the same XHVI technology as Gemini, the oil you can put in your car.

Gemini is the latest and most advanced oil from Shell. Unlike conventional multigrades it does not break down and lose its protective properties, even when driven to extremes.

Because Gemini provides the same protection for every car engine, wherever and however it is being driven. So next time you change the oil in your car, make it a complete change to Gemini (you'll find it at Shell Garages everywhere). Then you too will know your engine is perfectly protected however hard you drive.

And if you drive your car as hard as I do, I'll see you around.

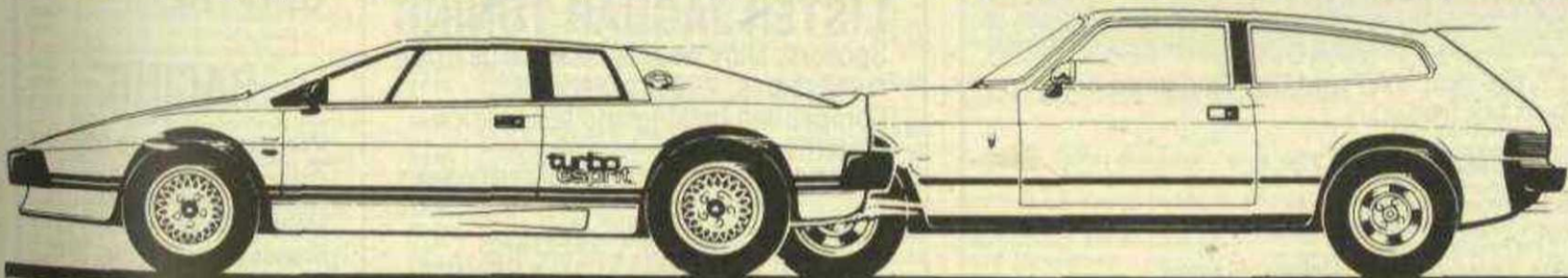
Shell Oils
Technology you can trust

Derek Bell

DEREK BELL
3 TIMES WINNER
LE MANS



EXPERIENCE THE LOTUS POSITION AT THE MIDLANDS LOTUS CENTRE



NEW LOTUS

FOR IMMEDIATE DELIVERY

| | |
|---|------------------|
| Esprit Turbo Finished in Essex blue and trimmed with magnolia hide, complete with air conditioning and factory targa roof, quite stunning | OLD PRICE |
| Esprit Turbo Finished in Black and trimmed in champagne hide, complete with air conditioning, factory sunroof and hi-fi system | LIST |
| Esprit Turbo Finished in silver metallic and trimmed in red hide, complete with air conditioning, factory sunroof and hi-fi system | LIST |
| Esprit S4 Finished in pearlescent metallic and trimmed in blue hide, the nicest possible combination of colours | LIST |
| Esprit S3 Finished in Essex blue and trimmed in gold half hide, last old price Esprit and showing considerable saving | OLD PRICE |
| Excel Finished in red and trimmed in gold half hide complete with eagle wheels and tyres | LIST |

NEW SCIMITAR

FOR IMMEDIATE DELIVERY

| | |
|---|-------------|
| GTE Finished in metallic black and trimmed in black hide complete with electric sunroof, alloys and hi-fi system. Manual with overdrive | LIST |
| SS1 1600 Finished in Brecon gold with grey velour, piped in red | LIST |

| | |
|---|-------------|
| SS1 1600 Finished in silver metallic with grey velour, piped in red | LIST |
| SS1 1600 Finished in Racing green with grey velour, piped in red | LIST |
| SS1 1300 Finished in White with grey velour, alloy wheels | LIST |
| SS1 1300 Finished in Istrian blue with grey velour, alloy wheels | LIST |

USED LOTUS

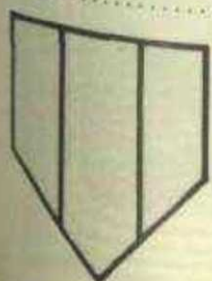
| | |
|--|----------------|
| 1985 Esprit Turbo Glacier blue / blue hide, sunroof, ACU, radio and cassette, 5,000 miles only, as new | £21,000 |
| 1983 Esprit Turbo Jupiter red / champagne hide, ACU, radio / cassette, one owner | £16,450 |
| 1984 Lotus Excel White / Blue half hide, air conditioning, power steering, etc. Supplied and serviced by ourselves | £14,150 |
| 1983 Esprit S3 White / black half hide, BBS wheels, radio / stereo, one owner, 12,000 miles | £14,750 |
| 1983 Esprit S3 Red with gold half hide, BBS wheels, radio / stereo, 10,000 miles only, mint condition | £13,950 |
| 1982 "Y" Lotus Excel Metallic red / champagne half hide, power steering, radio / cassette, 1 owner, 15,000 miles, supplied and serviced by ourselves | £11,500 |
| 1982 Eclat Riviera Ice blue, blue half hide, targa roof, radio cassette, one owner, 27,000 miles | £9,850 |
| 1974 "N" Lotus Elan+2S 130/5 Lotus yellow / oatmeal interior, 29,000 miles only, just an investment | £4,995 |

USED SCIMITAR

| | |
|---|---------------|
| 1985 "B" SS1 1600 Red / grey velour, alloy wheels, electric windows, radio / stereo, 4,000 miles, good saving | £7,850 |
| 1982 "Y" Scimitar GTC Olympic Blue / blue hide interior, 1 owner, 25,000 miles, hard and soft tops | £7,995 |
| 1980 "W" GTE Scimitar Buckskin / tan velour interior, sunroof, power steering, electric windows, alloys, 2.8 engine | £5,995 |

OTHERS

| | |
|--|----------------|
| 1979 Rolls Royce Silver Shadow Ivory with orange hide piped magnolia, FSH, 40,000 miles, superb colour | £19,750 |
| 1984 Jaguar XJ6 4.2 Rhodium silver with red hide, 5,000 miles only and as new | £14,995 |
| 1985 TVR 280i Convertible Mist blue with blue interior, one owner | £11,995 |
| 1982 "Y" Porsche 924 Finished in silver metallic, fitted sunroof, PDM, radio / cassette, 30,000 miles only | £9,395 |
| 1984 Audi Avant Estate Metallic grey / grey trim, one owner, 12,000 miles, full history | £7,850 |
| 1980 "W" Range Rover White / tan cloth trim, two owners, 30,000 miles | £7,650 |
| 1984 Scirocco GTI White / blue trim, one owner, 9,000 miles, second year warranty, as new | £6,850 |
| 1983 "A" Ford Sierra XR4i Silver / grey interior, one owner from new | £6,495 |
| 1973 MG Midget One owner from new in blaze with blue interior, low mileage | £2,795 |



Peter Smith Sports Cars Ltd.

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



CATERHAM CARS

Manufacturer of the original Super 7



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

Selection of used 7's

- 1984 Super 7 Sprint. Long cockpit, sprayed red, all extras.
- 1983 Super 7 1600 Sprint. Long cockpit, sprayed BRG, all extras.
- 1968 Lotus Super 7 1600 GT. 1 owner, low mileage.
- 1982 Avon Super 7 1600 Sprint. Sprayed green and yellow, all extras.
- 1983 Super 7 1600 GT. Dry sumped, blue / aluminium, all extras.

Used Super 7's purchased for cash.

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

B.L.E. Automotive Ltd.

780 KINGSBURY ROAD, ERDINGTON,
BIRMINGHAM B24 9PS



THE XJS CENTRE

LISTER JAGUAR TUNING

Spoilers, alloy wheels. Manual gearbox conversions. 440 bhp engines. Competition braking and suspension systems.

SERVICING— TVR, JAGUAR, ROVER, MG.

RESTORATION— ALL JAGUARS.
RACE PREPARATION SERVICE
ROLLING ROAD FACILITY

RACING

We race: E-Type Mkl, XJ12C, XJS.
Come and see us at:
Mallory Park Aug 11th
Brands Hatch Aug 24th
Donington Park Aug 31st/
1st Sept

CONTACT: TIM EXETER 021 384 8565



Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

- 1981 MGB GT. Unique, 1,000 miles only, one owner, o.d, tinted glass, radio/cassette, rustproofed, as new in Black. **£7,750**
- 1978 MGB GT, T-Reg. 38,000 miles, overdrive, radio, tinted glass, Damask Red. **£3,795**
- 1974 MGB GT, N-Reg. One owner, 21,000 miles, full service history, overdrive, chrome Rostyle wheels, radio. Absolutely mint chrome bumper series in Tundra. **£4,995**
- 1977 MGB ROADSTER, S-Reg. Low mileage, overdrive, radio/cassette, tonneau cover, distinctive in Black. **£3,295**
- 1979 MG MIDGET 1500. Low mileage, service history, radio/cassette, tonneau cover, sold by us to the previous owner, superb in Brown/Tan interior. **£2,995**
- 1982 TRIUMPH TR7 CONVERTIBLE, Y-Reg. One owner, 28,000 miles, service history, 5-speed, radio cassette, White. **£5,295**
- 1982 TRIUMPH TR7 CONVERTIBLE, Y-Reg. 17,000 miles only, 5-speed, radio, outstanding example in Beige. **£5,495**
- 1972 TRIUMPH TR6. Low mileage, overdrive, radio/cassette, exceptionally nice example in White. **£3,995**
- 1982 TRIUMPH SPITFIRE 1500. Overdrive, hard and soft tops, chrome wire wheels, radio, tonneau cover, 7,000 miles only, one owner, one of the last registered. Pristine in White. **£4,995**

- 1974 JAGUAR V12 E-TYPE ROADSTER. Low mileage, automatic, power steering, chrome wheels, radio/cassette. Desirable in red with Black leather. **£14,250**
- 1973 JAGUAR V12 E-TYPE ROADSTER, M-Reg. 32,000 miles, manual gearbox, power steering, chrome wheels, radio tape, superb in Turquoise. **£13,995**
- 1972 JAGUAR V12 E-TYPE ROADSTER. Low mileage, history, automatic, power steering, chrome wheels with Whitewall tyres, radio/cassette, distinctive reg. no., White with Black leather trim. Fast appreciating **£12,995**
- 1969 LOTUS ELAN S4 S.E. DROPHEAD. 49,000 miles, service history, extensively rebuilt, superb in Blue. **£6,295**
- 1972 MERCEDES 350SL. Automatic, power steering, hard & soft tops, alloy wheels, radio cassette. Metallic Red. **£8,495**
- 1982 ALFA GIULIETTA 2.0 LITRE. 17,000 miles, one owner, service history, rustproof warranty, electric sunroof, alloy wheels, radio/cassette, rear belts. Unmarked in Red. **£3,995**
- 1981 ALFA ALFETTA 2000 GTV, X-Reg. One owner, 25,000 miles, 5-speed gearbox, alloy wheels, very good looking 4-seater sports coupé in Brown Tan cloth trim. **£3,495**
- 1983 A TALBOT SAMBA CABRIOLET, 16,000 miles, one owner, 5-sp box, e windows, alloys, r.c, Met. Blue. **£4,995**
- 1981 JAGUAR XJ12. Auto., P.A.S., air cond., alloy wheels, etc, metallic Bronze/Tan leather interior, absolute bargain. **£4,995**

INSURANCE FACILITIES

EXCHANGES

OPEN UNTIL 6.00 P.M.

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

Open until 6.00 p.m. Monday to Sunday

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

CONNOISSEUR CARBOOKS

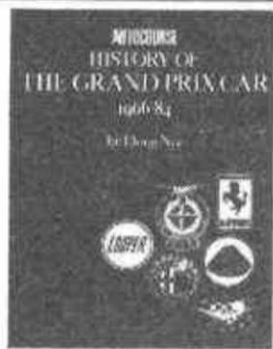
MARQUE/MODEL BOOKS. Note: this is only a selection from our full range. Please ask for our complete free catalogue.

| | |
|---|--------|
| ABARTH | |
| A074. Abarth Guide. Cosentino. 432 pgs. | £65.00 |
| AC | |
| A091. AC Owners' Club Annual Review '84 | £2.00 |
| A003. AC Cobra 1962-1969 | £5.95 |
| A095. Cobras & Replicas 1962-1981 | £5.95 |
| A004. AC Ace & Aceca 1953-1983 | £5.95 |
| A005. AC & Cobra. McLellan. 315 illus. | £14.95 |
| ALFA ROMEO | |
| A096. Great Marques Alfa Romeo | £5.95 |
| A012. Alfa Romeo Spiders AutoHistory | £7.95 |
| A017. Alfa Romeo Spyder 1966-1981 | £5.95 |
| A011. Illustrated Alfa Romeo Buyer's Gde | £8.95 |
| A019. Alfa Romeo: All The Cars From 1910 | £24.95 |
| A016. Road & Track On Alfa Romeo 77-84 | £5.95 |
| A084. Road & Track/Alfa 71-76 | £5.95 |
| A083. Road & Track/Alfa 64-70 | £5.95 |
| A082. Road & Track/Alfa 49-63 | £5.95 |
| A015. Alfa Romeo Giulietta. Wilson | £11.95 |
| A079. Alfa Romeo Giulia Coupes 63-76 | £5.95 |
| A080. Alfa Romeo History Museum. 243 illus. | £24.50 |
| ASTON MARTIN | |
| A027. 6-Cyl. DB's Collectors Guide | £8.95 |
| A085. Aston Martin V8. Bowler | £11.95 |
| A029. Road & Track/Aston Martin 62-84 | £5.95 |
| A028. Aston Martin V8. McComb | £7.95 |
| A030. Aston Martin & Lagonda. Harvey | £14.95 |
| AUSTIN | |
| A090. Austin Seven. Harvey. 320 illus. | £14.95 |
| A048. Austin Seven 1922-1982 | £5.95 |
| A045. Austin Seven Companion | £8.00 |
| A046. The Austin Seven. Wyatt | £10.95 |
| A086. A30 & A35 Super Profile | £4.95 |
| A001. Austin A30 & A35 1951-1962 | £5.95 |
| AUSTIN HEALEY | |
| A056. Big Healeys Collector's Guide | £8.95 |
| A056. Sprites/Midgets Collector's Guide | £8.95 |
| A057. Illustrated A-H Buyer's Guide | £8.95 |
| A059. Healey The Handsome Brute. 210 illus. | £14.95 |
| A061. Midget/Sprite Super Profile | £4.95 |
| A060. Froggie Sprite Super Profile | £4.95 |
| A058. Guide To Purchase & Restoration Of MG Midget & Austin-Healey Sprite | £9.95 |
| BUGATTI | |
| B021. Great Marques Bugatti. Conway | £4.95 |
| B019. Grand Prix Bugatti. Conway | £19.95 |
| B022. Bugatti: Le Pur-Sang des Automobiles | £9.95 |
| B033. Type 57-57S Maintenance Manual | £10.95 |
| B025. The Amazing Bugattis | £5.00 |
| CITROEN | |
| C029. 2CV Collector's Guide | £8.95 |
| C030. Life & Times Of The 2CV | £7.95 |
| C032. Citroen 2CV 1948-82 | £5.95 |
| C033. Traction Avant 1934-1957 | £5.95 |
| COBRA | |
| C037. Cobra Legate. 256 pgs. | £34.95 |
| C039. AC (Shelby) Cobra AutoHistory | £7.95 |
| C041. AC/Ford/Shelby Cobra Super Profile | £4.95 |
| C042. Road & Track on Shelby Cobra & GT40 1962-83 | £5.95 |
| CORVETTE | |
| C052. Corvettes '53-84 Collector's Gde | £8.95 |
| C053. Illustrated Corvette Buyer's Gde | £8.95 |
| C075. Car & Driver on Corvette 78-82 | £5.95 |
| C074. Car & Driver/Corvette 68-77 | £5.95 |
| C073. Car & Driver/Corvette 56-67 | £5.95 |
| DE LOREAN | |
| D010. De Lorean. Stainless Steel Illusion | £15.95 |
| DE TOMASO | |
| D013. De Tomaso Pantera AutoHistory | £7.95 |
| D014. Panteras For The Road | £19.95 |
| D018. Pantera 1970-73 | £4.50 |
| ERA | |
| E001. ERA: The History Of English Racing Automobiles Ltd. 288 pgs, 471 illus. | £45.00 |
| FERRARI | |
| F184. La Legende Ferrari 250GT Competition | £32.95 |
| F177. Ferrariissima 2. 128 pgs | £22.50 |
| F130. Cabriolets & Spydres AutoHistory | £7.95 |
| F021. 250 GT AutoHistory | £7.95 |
| F022. 308 & Mondial AutoHistory | £7.95 |
| F023. Ferrari 4-Seaters AutoHistory | £7.95 |
| F024. Berlinetta Boxer AutoHistory | £7.95 |
| F025. 275GTB & GTS AutoHistory | £7.95 |
| F026. 206GT, 246GT & GTS AutoHistory | £7.95 |
| F135. Ferrari 'P' Series. 36 pgs | £3.50 |
| F128. Car & Driver/Ferrari 1976-83 | £5.95 |
| F127. Car & Driver/Ferrari 1963-75 | £5.95 |
| F126. Car & Driver/Ferrari 1955-62 | £5.95 |
| F027. Ferrari: The Grand Prix Cars | £15.95 |
| F029. Complete Guide To Ferrari 308 | £14.95 |
| F028. Illustrated Ferrari Buyer's Guide | £8.95 |
| F030. Ferrari 365GTB/4 Daytona | £8.95 |
| F038. Ferraris Of The 70s: A Source Book | £10.95 |
| F060. 410 Superamerica Series III | £20.95 |
| FORD | |
| F111. GT40 Super Profile | £4.95 |
| F102. Ford GT40. Hodges | £11.95 |
| F083. Ford vs. Ferrari. Battle For Le Mans | £12.95 |
| F149. Ford GT40 1964-68 | £4.50 |
| F149. GT40 Sports Cars. 36 pgs. | £3.50 |
| FORD CORTINA, ESCORT, CAPRI | |
| F002. Sporting Cortinas Collector's Gde | £8.95 |
| F003. Sporting Escorts. Collector's Gde | £8.95 |
| F004. Sporting Capris Collector's Gde | £8.95 |
| F009. Cortina Mk I AutoHistory | £7.95 |
| F010. Cortina 1600E Super Profile | £4.95 |
| D015. Lotus Cortina 1963-70 | £5.95 |
| F172. Escort Mk 1, 2 & 3: Development & Competition History. Walton | £14.95 |
| JAGUAR | |
| J016. E-Type End Of An Era | £14.95 |
| J004. Jaguar Complete Illustrated History | £14.95 |
| J004. XJ-Series Collector's Guide | £9.95 |
| J065. E-Type 4.2 Parts Catalogue | £19.95 |
| J066. E-Type 3.8/4.2 Official Manual | £19.95 |
| J069. Jaguar The Definitive History | £14.95 |
| J071. XJ6 & XJ12 Series III 79-85 | £5.95 |
| J072. Road & Track/Jaguar 61-68 | £5.95 |
| J073. Road & Track/Jaguar 50-60 | £5.95 |
| J091. E-Type Collector's Guide | £8.95 |
| J092. XKs Collector's Guide | £8.95 |
| J095. D-Type & XKSS AutoHistory | £7.95 |
| J006. E-Type AutoHistory | £7.95 |
| J013. Jaguar Sports Cars. Skilleter | £16.95 |
| J014. Jaguar Saloon Cars. Skilleter | £24.00 |
| J018. Jaguar XJS. Fitcher | £8.95 |
| J012. Illustrated Jag. Buyer's Guide | £8.95 |

| | |
|--|--------|
| J003. Classic Jag. Saloons Collector's Gde | £8.95 |
| J068. Jaguar A Tradition Of Sportscars | £27.50 |
| JENSEN | |
| J058. Jensen Interceptor. Taylor | £8.95 |
| J061. Interceptor 1966-76 | £5.95 |
| J060. Jensen Healey 1972-76 | £5.95 |
| LAMBORGHINI | |
| L058. Lamb. Countach LP400, 500S | £9.95 |
| L059. Espada & 4-Seaters AutoHistory | £7.95 |
| L001. Countach AutoHistory | £7.95 |
| L002. Urraco AutoHistory | £7.95 |
| L003. Lamb. Collector's Guide | £8.95 |
| L005. Illustrated Lamb. Buyer's Guide | £8.95 |
| L008. Road & Track/Lamborghini 64-82 | £5.95 |
| LANCIA | |
| L015. Stratos Super Profile | £4.95 |
| L016. La Lancia. 303 pgs | £12.95 |
| L013. Fulvia/Flavia Collector's Gde | £8.95 |
| L020. Lancia Flavia & 2000 | £4.25 |
| LOTUS | |
| L026. Eian/Europa Collector's Guide | £8.95 |
| L029. Eian AutoHistory | £7.95 |
| L028. Esprit AutoHistory | £7.95 |
| L064. Talbot Sunbeam Lotus | £4.95 |
| L027. Elite/Eclat/Esprit/Excel Collector's Gde | £8.95 |
| L039. Original Lotus Elite | £12.95 |
| L031. Legend Of The Lotus 7 | £11.95 |
| L032. Road & Track/Lotus 1972-83 | £5.95 |
| L030. Lotus Elite/Eian/Europa. Harvey | £14.95 |
| L040. Eian Super Profile | £4.95 |
| L041. Lotus 7 Super Profile | £4.95 |
| L045. Lotus Eian 1962-73 | £5.95 |
| L048. Lotus Europa 1966-75 | £5.95 |
| L053. Lotus Esprit 1975-81 | £5.95 |
| L052. Elite & Eclat 1974-81 | £5.95 |
| L036. Eian & Plus Two Buyer's Guide | £3.95 |
| MASERATI | |
| M011. Illustrated Maserati Buyer's Guide | £8.95 |
| M014. Bora & Merak AutoHistory | £7.95 |
| M017. Road & Track/Maserati 75-83 | £5.95 |
| M018. Road & Track/Maserati 62-74 | £5.95 |
| M013. Maserati The Complete History | £19.95 |
| MERCEDES-BENZ | |
| M030. M-Benz Grand Prix Racing 1934-1955 | £29.95 |
| M128. M-Benz Collector's Guide | |
| Vol. 1. 1940s & 1950s | £9.95 |
| M129. Volume 2. The 1960s | £9.95 |
| M132. 230/250/280SL 1963-71 | £5.95 |
| M133. 350/450SL & SL 1971-80 | £5.95 |
| M130. Mercedes-Benz S-Class | £8.95 |
| M031. M-Benz. The First 100 Years | £9.95 |
| M027. 300SL AutoHistory | £7.95 |
| M028. M-B Roadsters AutoHistory | £7.95 |
| M029. M-B V8s AutoHistory | £7.95 |
| MG | |
| M001. MGB Guide to Purchase & D-I-Y Restoration | £9.95 |
| M002. MGA/B/C Collector's Guide | £8.95 |
| M138. Road & Track/MG 1949-61 | £5.95 |
| M139. Road & Track/MG 1962-80 | £5.95 |
| M054. T-Series Collector's Guide | £8.95 |
| M057. MGTF Super Profile | £4.95 |
| M055. MGA AutoHistory | £7.95 |
| M056. MGB AutoHistory | £7.95 |
| M063. MG The Immortal T Series | £14.95 |
| M062. MG The A, B & C | £14.95 |
| M061. MG By McComb | £11.95 |
| M060. MG The Art Of Abingdon | £15.95 |
| M080. MG Midget 1961-1980 | £5.95 |
| M081. MG MGB 1962-1970 | £5.95 |
| M078. MG MGB 1970-1980 | £5.95 |
| MINI/MINI-COOPER | |
| M106. Mini-Cooper & S AutoHistory | £7.95 |
| M107. M-Cooper & S Super Profile | £4.95 |
| M010. Mini-Cooper 1961-1971 | £5.95 |
| M009. Mini Muscle Cars 1961-79 | £5.95 |
| M006. Mini. Golding | £9.95 |
| M104. Amazing Mini. Filby | £10.95 |
| M003. Mini-Cooper Restoration. (Prac. Classics) | £4.50 |
| MORGAN | |
| M112. Morgan 75 Years On The Road | £10.95 |
| M113. Morgan Plus 8 AutoHistory | £7.95 |
| M110. Moggie: Purchase, Maintenance & Enjoyment Of Morgan Sports Cars | £9.95 |
| M111. 4-Wheel Morgan Vol. 2. Cowled Radiator Models | £7.95 |
| M117. Morgan Cars 1969-1979 | £5.95 |
| M118. Morgan Cars 1960-1970 | £5.95 |
| MORRIS MINOR | |
| M007. Morris Minor. Skilleter | £9.95 |
| M121. Morris Minor Super Profile | £4.95 |
| M122. Minor Series MM Super Profile | £4.95 |
| M119. Morris Minor. (Autocar) | £7.95 |
| M008. Morris Minor Restoration. (Practical Classics) | £5.95 |
| PORSCHE | |
| P095. 911 Source Book 1974-84 | £10.95 |
| P090. Porsche At Le Mans | £18.95 |
| P091. Porsche Story. Weimann | £19.95 |
| P092. Road & Track/Porsche 51-67 | £5.95 |
| P044. Road & Track/Porsche 68-71 | £5.95 |
| P043. Road & Track/Porsche 72-75 | £5.95 |
| P042. Road & Track/Porsche 75-78 | £5.95 |
| P041. Road & Track/Porsche 79-82 | £5.95 |
| P028. Illustrated Porsche Buyers Guide | £8.95 |
| P029. From Chain-Drive To Turbocharger. The A.F.N. Story. Jenkinson | £19.95 |
| P031. Porsche A Tradition Of Greatness | £9.95 |
| P035. Porsche 911. Harvey | £14.95 |
| P034. 911 Turbo AutoHistory | £7.95 |
| P033. Porsche 356 AutoHistory | £7.95 |
| P038. Porsche Past & Present | £10.95 |
| P045. 911/912 A Source Book | £10.95 |
| P052. 924/928/944. The New Generation | £9.95 |
| P027. Porsche Excellence was Expected | £35.00 |
| P093. Porsche 935. 36 pgs | £3.50 |
| P094. Porsche 908. 36 pgs | £3.50 |
| P096. Porsche 944. MacNamara | £8.95 |
| RILEY | |
| R008. As Old As The Industry. Riley 1898-1969 | £24.95 |
| R009. Riley Production & Competition History. Pre-1939 | £8.50 |
| ROLLS-ROYCE & BENTLEY | |
| R012. Rolls-Royce & Bentley Collector's Guide Vol. 1. Standard Production Models 1945-65 | £9.95 |
| R013. Vol. 2. Coachbuilt Models 1945-85 | £9.95 |
| R072. Vol. 3. Shadow, Corniche, Camargue 1965-85 | £9.95 |
| R020. Illustrated RR/Bentley Buyers's Guide | £8.95 |
| R019. The Rolls-Royce Motor Car | £25.00 |

MORE COMPETITION BOOKS - a fine selection of recent titles on cars, personalities and events.

| | |
|--|------------|
| 2153. GOODWOOD: A PRIVATE VIEW. Read. Pictorial book with 100 original photos of cars and drivers at Goodwood between 1949 and 1956. A genuinely "new" book, recommended to all who enjoyed this period and remember it. 96 large pages. | £9.95 |
| F182. THE FORD THAT BEAT FERRARI. Allen & Jones. Magnificent new book depicting all GT40s raced at Le Mans. Packed with detail, a lasting reference source and a visual feast. 464 large pages, 700 b/w illus., 240 colour plates. | £40.00 |
| 2154. Behind The Scenes. Louis Stanley. Recollections and opinions of people, events, controversies and crises in F1 racing over the last 25 years. 288 pages, 115 illus. | £10.95 |
| 2126. Brabham: The Grand Prix Cars. Comprehensive history, from Jack Brabham's entry into Grand Prix racing up to the present time. Vivid race reports. Fascinating behind-the-scenes material on design, engineering and team organisation. 283 pages, 175 illus., 28 colour. | £14.95 |
| 2150. Roy Salvadori: Racing Driver. Salvadori & Pritchard. Memories of motor racing by a driver who drove numerous great cars and numbered many now-legendary drivers among his friends and competitors. 248 pages, 100 illus. | £12.95 |
| 1043. Engineer To Win. Carroll Smith's lucid and authoritative guide to race car materials technology. The best book of its type. 272 large pages, 300 illus. | £12.95 |
| 1042. The Anatomy & Development Of The Formula One Racing Car From 1975. Incandela. Updated edition, 1984. Written by a practising F1 mechanic and filled with information on design and technicalities. 250 large pages, 178 illus. | £14.95 |
| OSPREY RESTORATION GUIDES. Recommended practical aids for anyone restoring a postwar car. Each 128 pages, approx. 120 illus. Titles: | |
| 0535. Classic Car Engines. | NEW! £6.95 |
| 0536. Upholstery. | NEW! £6.95 |
| 0500. Car Interiors. | £6.95 |
| 0501. Electrical & Ignition Systems. | £6.95 |
| 0502. Fibreglass Bodywork. | £6.95 |
| 0503. Paintwork. | £6.95 |
| 0504. Wooden Body Framing. | £6.95 |
| 0505. Sheet Metal Bodywork. | £6.95 |
| 0510. THE CAR BODYWORK REPAIR MANUAL. Porter. The best single book on general repair/restoration tasks. Covers all components and projects in helpful detail. Illustrated with almost 1,000 step-by-step pictures. 292 large pages. | £9.95 |
| "THOROUGHbred & CLASSIC CARS" GUIDES. For publication October '85 - first 2 titles in a new series of restoration books. Each 80 large pages, approx. 120 b/w illus., 12 colour. Titles: | |
| 0537. Guide To Engine Restoration. | £5.95 |
| 0538. Guide To Bodywork Restoration. | £5.95 |
| NEW "GENERAL INTEREST" TITLES | |
| 0192. John Montagu Of Beaulieu. Motoring Pioneer & Prophet. Tritton. 291 pages, 67 illus. | £9.50 |
| 0187. British Family Cars Of The Fifties. Allen. 188 pages, 199 illus., 63 colour. | £14.95 |
| 0180. World Cars 1985. 440 large pages, 1100 illus., about 100 colour. | £26.50 |
| 0165. Canadian Cars 1946-1984. Zavitz. 160 pages, 87 illus. | £13.95 |
| NEW ALL-COLOUR SERIES | |
| Four marque histories, illustrated in full colour throughout. Each 64 pages, approx. 80 colour plates. | |
| B036. BMW. Bladon | £2.25 |
| F186. Ferrari. Laban | £2.25 |
| M146. Mercedes-Benz. Bladon | £2.25 |
| P104. Porsche. Harvey | £2.25 |
| R018. Bentley 50 Years Of The Marque. | £19.95 |
| R050. Silver Shadow 1965-80. | £5.95 |
| R051. Silver Cloud 1955-65 | £5.95 |
| R074. Road & Track/Rolls-Royce & Bentley 50-65. | £5.95 |
| R075. Road & Track/RR & Bentley 66-84. | £5.95 |
| R014. Those Elegant Rolls-Royce | £19.95 |
| R015. Coachwork On Rolls-Royce 1906-39 | £19.95 |
| ROVER/LAND-ROVER/RANGE ROVER | |
| R054. Land-Rover 1948-84 Collector's Gde | £8.95 |
| R056. Classic Rovers 1934-77 Collector's Gde | £8.95 |
| R055. Range Rover Companion | £8.95 |
| R070. Land-Rover 1958-83 | £5.95 |
| R069. Range Rover 1970-81 | £5.95 |
| R076. Land-Rover, Unbeatable 4 x 4 | £12.95 |
| TRIUMPH | |
| T001. Triumph TRs Collector's Guide | £8.95 |
| T013. TR For Triumph. Harvey | £14.95 |
| T002. TR5/250 & TR6 Companion | £8.95 |
| T018. Spitfire & GT6. Robson | £9.95 |
| T019. The Triumph Spitfire. Cook | £6.95 |
| T014. Illustrated Triumph Buyer's Gde. | £8.95 |
| T015. Road & Track/Triumph Sports Cars 74-82 | £5.95 |
| T016. Road & Track/Triumph 67-74 | £5.95 |
| T017. Road & Track/Triumph 53-67 | £5.95 |
| T003. Complete Guide To TR7 & TR8 | £8.95 |
| T020. Triumph Stag Super Profile | £4.95 |
| T005. Triumph Stag 1970-80 | £5.95 |
| TVR | |
| T027. TVRs Collector's Guide. | £8.95 |
| T010. TVR 1960-1980 | £5.95 |
| VANWALL | |
| V005. Vanwall. Jenkinson & Posthumus | £6.95 |
| VOLKSWAGEN | |
| V001. VW Beetle Collector's Guide | £8.95 |
| V024. Beetle Collection 1. 1970-1982 | £4.50 |
| V026. Karmann-Ghia Collection 1. 56-73 | £4.50 |
| V021. Petersen's Complete Book Of VW | £3.95 |
| VOLVO | |
| V028. Volvo 1800 & Family AutoHistory | £7.95 |
| V027. Complete Guide To 1800 Series | £8.95 |



Nick Faure

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



PORSCHE

| | |
|---|---------|
| 1984 911 Sport Cabriolet. White, 10,000 miles, cherished no 5423 MG | £27,450 |
| 1984 A 911 Sport Cabriolet. Gold, 19,000 miles, brown hood, leather int | £24,995 |
| 1983 911 Targa Sports. Guards red, black/white pasha, 29,000 miles | £20,995 |
| 1983 model 911 Sport Targa. Ruby red, grey/beige pasha, 33,000 miles | £19,995 |
| 1982 model 911 Sport Coupé. G. P/white, 29,000 miles, pdm | £18,750 |
| 1981 911 Targa. Zinc, 40,000 miles, colour coded wheels, full history | £16,450 |
| 1981 911 Sport Targa. White, 45,000 miles, pdm, stereo | £14,995 |
| 1980 V 911 Sport Coupé. Minerva blue, 37,000 miles, full sports spec | £13,950 |
| 1979 911 Coupé. Gold, brown beige pinstripe, 49,000 miles | £13,950 |
| 1979 911 Coupé. Minerva blue, 45,000 miles | £14,995 |
| 1982 X 911 Sport Coupé. Silver, black int, 38,000 miles | £13,995 |
| 1980 911 Targa. Olive green, fitted spoilers, 47,000 miles | £9,450 |
| 1978 911 Coupé. Silver, sunroof, 60,000 miles | £7,995 |
| 1973 911 E 2.4. LHD, Sepia brown, brown cloth int, 25,000 miles, full history, pristine example | £16,650 |
| 1981 928 S. Auto, rosewood met, tan hide/Berber int, pdm, 29,000 miles | £13,995 |
| 1980 928. Manual, white, sunroof, brown leather int, 42,000 miles | £17,995 |
| 1981 X 928 S. Auto, white, black/white check int, colour coded wheels, 45,000 miles | £16,995 |
| 1980 (81 model) W 928 S. Manual, black, black leather, sunroof, 25,000 miles | £15,995 |
| 1984 944. Manual, black, black int, 9,000 miles, pdm, side lettering | £11,995 |
| 1983 Y 924 Lux. Met black, black int, sunroof, 19,000 miles | £10,995 |
| 1982 model 924 Turbo. Claret met, brown Berber int, glass sunroof, 28,000 miles | £7,995 |
| 1981 924 Lux. Havana brown, Berber cloth, 28,000 miles | £19,995 |
| 1981 W 924 Turbo. Guards red, black pinstripe int, pdm, 24,000 miles | £8,995 |
| 1959 356 A Coupé. Powder blue, red int, 44,000 miles | |

Crossways, Witley, Surrey

THERE'S THE MAZDA RX7



AND THERE'S A RICHARD KNIGHT MAZDA RX7



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

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

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

RICHARD KNIGHT CARS Ltd

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



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

MAZDA

Prancing Horse (GARAGES) LIMITED

YORKSHIRE'S SOLE LOTUS DISTRIBUTOR

Early Delivery on all 1985 specification models

| | |
|---|------|
| ESPRIT S3. Jupiter red metallic, full magnolia leather. | LIST |
| ESPRIT S3. Glacier blue metallic, 1/2 blue leather. | LIST |
| EXCEL. Essex blue, p.a.s., 1/2 leather/silver interior. | LIST |
| EXCEL. Red, champagne 1/2 leather, p.a.s. | LIST |

DEMONSTRATION MODELS AVAILABLE AT HUGE SAVINGS ON LIST

| | |
|--|---------|
| ESPRIT TURBO, FEB '85. White, 1/2 leather/red, air cond, sunroof, stereo radio/cassette, new on the road price £25,500. Our price. | £20,995 |
| EXCEL, Feb '85. Glacier blue metallic, full leather magnolia, p.a.s., stereo radio/cassette, new on the road price £19,000. Our price. | £15,995 |

SPECIALISTS IN SALES AND SERVICE TO THE FERRARI OWNER

| | |
|---|---------|
| FERRARI 400i, 1980. Manual, celeste blue metallic, magnolia hide, one owner, f.s.h. | £17,995 |
| MASERATI MERAK SS 1983 'A'. Metallic blue, dark blue trim, air conditioning, electric windows, under 1,000 miles, AS NEW. | £17,995 |
| LOTUS ESPRIT S3, 1982 'Y'. Red with black interior, 18,000 miles, f.s.h., fantastic example. | £11,995 |
| LOTUS ELITE, 'V' Reg. Red and black/black leather, 30,000 miles, two owners. | £6,995 |
| JAGUAR V12 E-TYPE FHC, 1972. Carmen red, beige trim, 42,000 miles. A fine example of this famous marque. | £7,995 |
| AUSTIN HEALEY 3000 MARK II, 1962. Two-tone brown/cream, fully restored. | £7,995 |
| MGB ROADSTER, 1974. 41,000 miles, two owners, damask red, pristine condition. | £4,450 |

WE ARE ANXIOUS TO PURCHASE CARBURETTOR FERRARIS

OPEN: MON-FRI 9-5.30 pm SAT 10-4 pm SUN 10-12 noon



THE LOTUS LEADERS
KIRKBURTON, HUDDERSFIELD.
(0484) 606087



CRONK BMW

Quality without question

| | |
|---|---------|
| '84 (B) 316 Auto. Bronze, s/roof, pas | £8,750 |
| '84 (B) 316. Black, sunroof, o/d, stereo | £7,995 |
| '83 (Y) 316. Black, o/drive | £5,750 |
| '82 (Y) 316. Alpine, o/drive, s/roof | £4,995 |
| '84 (B) 318i. 4 door, Henna, s/roof, pas | £8,750 |
| '82 (X) 320. Brazil, s/roof, alloys | £6,250 |
| '85 (B) 323i C1 Alpina. Black, full spec, body kit, stereo, 3,000 miles | £14,995 |
| '83 (Y) 320i Auto. Burgundy, s/roof, pas | £8,495 |
| '84 (B) 520i. Polaris, s/roof, c/locking, stereo | £9,995 |
| '84 (B) 525 ETA. Lapis, s/roof, c/locking, alloys | £11,495 |
| '84 (B) 528i SE. Carmine, e/roof, stereo | £14,995 |
| '83 (A) 518. Arctic, s/roof, o/drive | £6,750 |
| '84 (A) 635 CSi Auto. Opal, pearl leather | £21,995 |
| '82 (X) 635 CSi Auto. Opal, pearl leather, ABS | £15,495 |
| '85 (B) 735i Auto. Executive, bronze, Buffalo lthr | £23,995 |
| '83 (W) VW Golf GTi. Mars red, s/roof | £5,595 |
| '73 Rover 2000 TC. Cardinal red, 1 owner, 35,000 miles, absolutely immaculate | £1,995 |



Approved
Used Cars

BELL STREET, REIGATE, SURREY
Tel: (07372) 22223/21231
OUTWOOD LANE, CHIPSTEAD, SURREY
Tel: (07375) 56221

From Early August
Brighton Road, Salfords, Redhill, Surrey
(0293) 772000



FULL RANGE OF MODELS ALWAYS IN STOCK

Selection of secondhand vehicles available:

| | | | |
|--|---------|--|----------------------|
| 1984 (A) Lotus Esprit S3. Black, 9,000 miles, one owner. | £14,995 | 1981 (X) Alfasud Ti. 34,000 miles, 3-door | £2,595 |
| 1983 (Y) Lotus Excel. Blue, 1/2 leather, 20,000 miles. | £11,995 | 1981 (X) Lotus Esprit S2, red, 40,000 miles, radio | £8,995 |
| 1985 (B) Lotus Excel. White, half red leather, PAS | £16,996 | 1977 MG Midget Goldseal engine, immaculate | £1,995 |
| 1984 (A) VW Scirocco. 4,000 miles, automatic, silver pink metallic | £6,245 | 1982 (X) Marcos Mantula. Metallic blue, fully restored, Rover 3.5 engine. Full history and specification upon request. | Price on application |
| 1984 (A) Alfa Giulietta 1.8, brown, 16,000 miles | £5,295 | | |

SPORTS LEASE

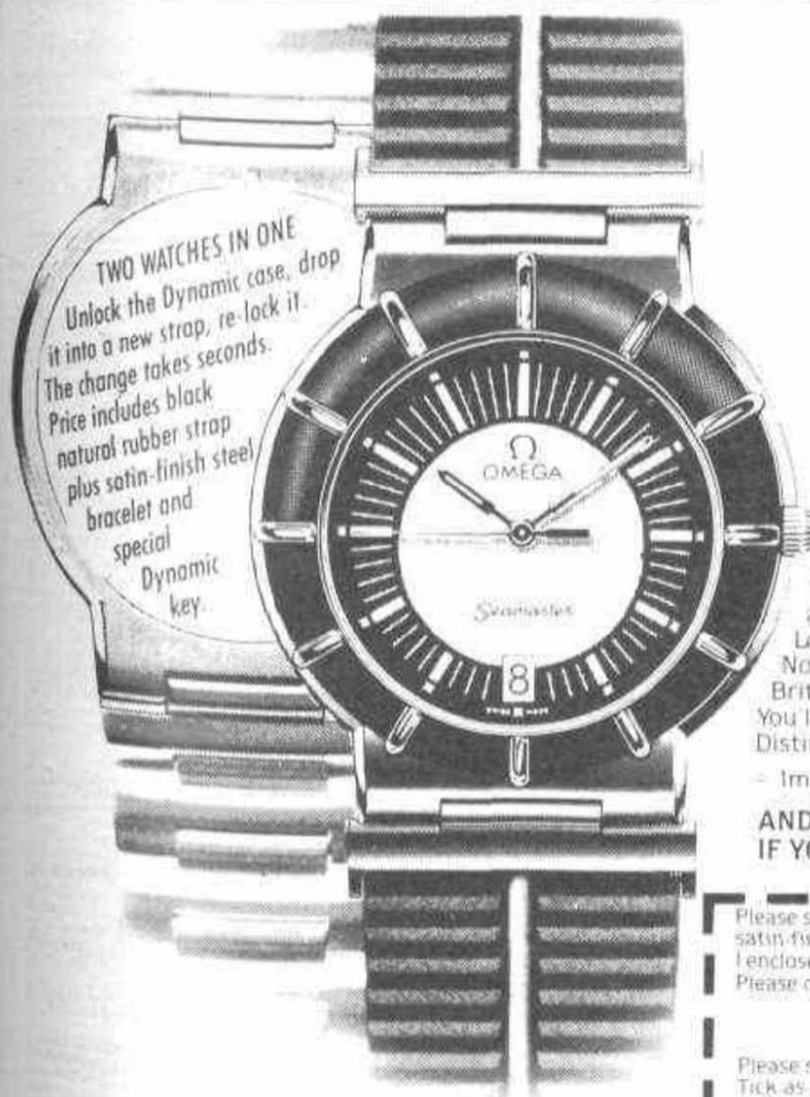
Any other make of family or sports car supplied at the same highly competitive rates. One or two year agreements also arranged. Immediate delivery on all models. Lease purchase available.

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

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

BRIDGE MOTORS (BOCKING) LTD

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



Alexanders for

OMEGA DYNAMIC

The Seamaster Dynamic is a watch like no other. Innovated by Omega, it has a pedigree recognised and trusted worldwide. The latest representative of Omega reliability, tested and applauded in situations as diverse as NASA space missions and timekeeping the Los Angeles Olympics. Now the Omega Dynamic is available in Great Britain. You'll find it's a watch for a new age. Distinctive. Stylish. Uncompromising in quality. - Immediately responsive to your lifestyle with its

quick action interchangeable bracelets in satin steel and natural rubber
 - Tempered mineral glass face
 - Uniquely angled dial for easy viewing
 - Top quality Swiss Quartz precision movement
 - Water resistant to 30 metres.
 - Automatic date display
 - Styled for men and women
 Telephone Orders - (0483) 62357 24 hour answer phone. You pay the recommended retail price (£245.00) only Over 12 months, interest free. Delivery guaranteed within 21 days. Money back guarantee if not fully satisfied.

AND AVAILABLE NOW WITH INTEREST FREE CREDIT AT JUST £4.22 WEEKLY * IF YOU MAIL THE COUPON TODAY (PAID IN 12, MONTHLY INSTALMENTS)

* No hidden charges.

Please send me an Omega Seamaster Dynamic in black chromed steel / satin-finished steel / gold coloured steel / grey coloured steel for men / women
 I enclose cheque / P. Order crossed and payable to Alexanders Ltd. Value £26 (balance to be paid over 12 months interest free).
 Please debit my credit card for deposit / full payment. Card No

Tick applicable

Please send me free full colour Omega Dynamic brochure and details of interest free credit. Tick as applicable. Allow 14-21 days for delivery. Subject to status.

Mr / Mrs / Miss
 (Block capitals please)

Address

Post Code

To order by phone Ring (0483) 62357 24 hour answer phone
 Please send to: Alexanders The Jewellers Ltd., 23 Tunsgate, Guildford, Surrey GU1 3QS
 Tel: (0483) 62357. Reg. in England 521312.



DYNAMIC STYLE

Case available in black chromed steel (illustrated), satin-finished steel, grey or gold coloured steel.

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

MOTOR BOOKS

33 (MS) ST. MARTIN'S COURT, LONDON WC2N 4AL. PHONE: 01-836 5376 or 6728

- NEW BOOKS**
- Jaguar — History of a Great British Car £12.95
 - Manmoth Trucks — Modern Day Heavy Haulage £6.95
 - Jeep M151 to 4x4 Operators Manual £7.95
 - The Maestro's Little Spec Book (Porsche 356/912) £9.95
 - The Car Bodywork Repair Manual (New Ed.) £9.95
 - Pierce-Arrow The Golden Years (Ltd Ed.) £31.50
 - Hi-Per Parts for 350/406/427/428 CID Eng. £15.00
 - Porsche (Neko) £13.95
 - So You Want To Go Racing? £9.95
 - Breaks Handbook £12.95
 - How To Run a Successful Racing Business £9.95
 - Turbochargers Theory Installation Maintenance & Repair £11.95
 - Ferrari 40 Years £17.95
 - Vintage Volkswagens £8.95
 - Roy Bakardory — Racing Driver £12.95
 - Collection Schlumpf Una Felie Superbe £26.95
 - Pickfords — Trucks in Britain £8.95
 - The Ford That Beat Ferrari — A Racing History Of The GT40 £40.00
 - Model and Toy Road Vehicles £19.95
 - AG Vol. 231 Sheslay FN Lamborghini IMSA Prototypes 90s Forde/Abarth £15.95
 - R&T On Alfa Romeo 1984-1970 £5.95
 - R&T On Alfa Romeo 1948-1963 £5.95
 - Road & Track on MG Sports Cars 1949-1961 £9.95
 - MG Midget 1961-1980 £8.95
 - XR — The Performance Years £10.95
 - Cameros A To Z 1967-1985 (Vol. 2) £4.95
 - Auto Restoration Tips & Techniques £9.95
 - 1985 BSA Yearbook £12.95
 - World Cars 1985 £28.50
 - Teeth Tips & Tricks For Harley Davidson £8.95
 - Goodwood — A Private View — Photos 1949-56 £9.95
 - Speedy Indy Car Racing £31.50
 - Ploughing Engines In Focus £9.95
 - Steam On The Road £8.95
 - Boys — The Bill Stroppe Story £13.95
 - Austin Seven £14.95
 - British Family Cars Of The Fifties £14.95
 - Behind The Scenes £10.95
 - Jowett 1921-1953 (Road Test Collection) £7.95
 - Car & Driver On Ferrari 1955-1962 £5.95
 - Car & Driver On Ferrari 1963-1975 £5.95
 - Car & Driver On Ferrari 1976-1983 £5.95
 - Car & Driver On Corvette 1956-1967 £5.95
 - Car & Driver On Corvette 1968-1977 £5.95
 - Car & Driver On Corvette 1978-1982 £5.95
 - Jaguar XJ6 & XJ12 Series III 1975-1985 £9.95
 - MGB GT 1965-1980 £5.95
 - Mercedes 350/450 SL & SLC 1971-1980 £5.95
 - Road & Track on MG Sports Cars 1962-1980 £5.95
 - Off Road Jeeps 1944-1971 £5.95
 - How To Restore Upholstery £8.95
 - How To Restore Classic Car Engines £8.95
 - How To Rebuild Your Big Block Chevy £9.95
 - Historic Car Racing £21.95
 - Alfa Romeo — Great Marques £8.95
 - The Alfa Romeo (Collector's Guide) £9.95
 - The Porsche 911 & Derivatives Incl. 958 £9.95
 - Auto & Design 31 — Lancia Y10 £7.50
 - Autodetail — 388 Technical Data £28.75
 - Autoplate Carburator Manual 1985 £31.25
 - Exotic Cars £8.95
 - Lamborghini Countach £29.95
 - Jeep 1940-45 £8.95
 - Discovering Old Motor Cycles £1.25
 - The Country Garage £1.25
 - Menx Norton (Super Profile) £8.95
 - Dennhauer's World Modelcar Book '95 £4.95
 - Catalogue Alfa Romeo Museum £17.95
 - La Grandi Automobili 12 £8.95
 - Jim Clark Remembered — 2nd Ed. £9.95
 - All-Colour Directory of Metal Toys £9.95
 - Collecting The Tin Toy Car 1950-70 £15.00
 - Dinky Toys Et Dinky Supertoy's Francaise £24.95
 - Alpine — Le Legend de L'Automobile £25.95
 - Jeep Jeep Jeep £8.95
 - Motor Museums of Europe £12.95
 - Wettigold-Fahrzeuge 1888 Bis Heute £26.95
 - La Mans 1984 £12.95
 - 24 Heures Du Mans 1984 (English) £19.95
 - Mille Miglia 1984 £37.50
 - Grand Prix Vol. 3 (1974-90) £14.95
 - Cooper Cars £20.00
 - Brabham Story Of A Racing Team £9.95
 - Brabham — The Grand Prix Cars £14.95
 - Gordini Sorcier Une Equipe £44.95
 - My Two Lives — Race Driver To Restaurateur £15.95
 - Chrome & Glamour Cars Of The Fifties £9.95
 - Mercedes-Benz GP Racing 1934-55 £29.95
 - Villing 1500 s — Vortorettes 1931-40 £24.00
 - Kake — An Autobiography £8.95
 - Villeneuve £18.00
 - The Certain Sound 30 Years Of Motor Racing By John Waver £17.50
 - The Anatomy & Development Of The Formula One Racing Car From 1975 £14.95
 - The Automotive Art Of Bertone £14.95
 - Touring Superleggera (English) £39.95
 - Austin A30 & A35 (Super Profile) £9.95
 - The Austin 7 £10.95
 - Austin Sevens 1922-57 £5.95
 - Extraordinary Automobiles £24.00
 - Ultimate Automobiles £24.00
 - British Sports Cars Road Tests £8.95
 - The British Cars (Colour) £9.95
 - Morris Minor 1948-83 (Motor/T&CC) £5.95
 - Morris Minor from Autocar £7.95
 - Morris Minor Series MM-Super Profile £9.95
 - Morris Minor (SP) £5.95
 - Morris Minor — The World's Supreme Small Car £9.95
 - The Morris Motor Car 1913-1983 £14.95
 - ERA History In D. Woggin £48.00
 - Ford vs Ferrari/Battle For Le Mans £19.95
 - Legion Acrot Speedway 1920-30's £25.00
 - Dirt Tracks To Glory — Early Days Of Stock Car Racing £17.90
 - When The Collapsor Roared 1945-48 £16.50
 - The Solar Midget Story £10.00
 - Audi Quattro (Rally Library) £4.95
 - Talbot Sunbeam — Lotus-Rally Lib. £4.95
 - Audi Quattro £14.95
 - Vauxhall Chevette (Rally Library) £4.95
 - Sunbeam Alpine And Tiger 1957-67 £5.95
 - The Lda & Times Of The 2CV £7.95
 - Der 2CV Des Grosse Entenbuch £11.95
 - Alles Über Den Citroën 2CV £9.50
 - La Grand Livre De La Traction Avant £25.95
 - Alvis Story Of The Red Triangle £12.95
 - Alpine The Classic Sunbeam £9.95
 - Mini Cooper & Cooper S (Super Profile) £9.95
 - Mini (New Ed.) £9.95
 - Pract. Classic Mini Cooper Restoration £4.50
 - Mini Cooper/Cooper S £7.95
 - The Classic ACs — 2-Litre to Cobra £9.95
 - AC Ace & Aceca 1953-1982 £5.95
 - AC Ford/Shelby/Cobra (Super Profile) £5.95
 - AC Cobra — 260-389-427 £11.95
 - AC Shelby Cobra 1962-67 (Auto-Hell) £7.95
 - Cobra £34.95
 - Cobra Into Classics 1962-83 £5.95
 - AC & Cobra £14.50
 - Racing Cobra £9.95
 - AC Cobra 1962-69 £5.95
 - Aston Martin V8 £11.95
 - R&T On Porsche 1951-1967 £5.95
 - R&T Cobra Shelby & Ford GT40 1962-83 £9.95
 - The Aston Martin & Lagonda Vol. 1-6 Cyl. D8 Modelle £8.95
 - Aston Martin In America — Operating Adaptions For The Colonies £39.95
 - Austin Healey Trojans/ Sprites 34-61 £4.50
 - Illustrated BMW Buyers Guide £8.95
 - BMW 6 Series £8.95
 - BMW Six Cylinder Coupes 1968-1975 £5.95
 - R&T On BMW Cars 1975-78 £5.95
 - R&T On BMW Cars 1979-83 £5.95
 - All The Fists £24.95
 - Fazi/Car Graphic Abarth Guide £68.00
 - Lancia Fulvia & Flavia (Coll. Guide) £8.95
 - Lancia Stratos Super Profile £8.95
 - Land Rover 1958-1983 £5.95
 - R&T On Jaguar 1950-1960 £5.95
 - R&T On Jaguar 1961-1968 £5.95
 - Lamborghini Car. Raisonne 1963-84 £34.95
 - Illustrated Lamborghini Buyer's Guide £8.95
 - Lamborghini Countach 1971-82 £5.95
 - Lamborghini Miura £8.95
 - Lamborghini Countach £7.95
 - Mercedes-Benz G-Class £8.95
 - 1984 Dayton 500 Yearbook £17.50
 - Alfa Romeo Giulietta 1962/76 £9.95
 - R&T On Alfa Romeo 1971-75 £5.95
 - R&T On Alfa Romeo 1977-84 £5.95
 - Illustrated Alfa Romeo Buyer's Guide £8.95
 - Alfa Romeo Giulietta 1994-95 £11.95
 - Alfa Romeo Spyder £7.95
 - Alfa Romeo Spiders 1966-61 £5.95
 - The Land Rover 1948-84 (Coll. Guide) £8.95
 - The Rover Story £11.95
 - Rover 2 and 2.5-Litre 1967-73 £5.95
 - Rover 1970/81 £5.95
 - Bugatti Great Marques £4.95
 - Bugatti By Conway/Graissamer £29.50
 - Bugatti Les pur-sang des Automobiles £9.95
 - Triumph TR7 1975-81 £5.95
 - Triumph Spitfire £8.95
 - The Triumph TR's £8.95
 - Triumph Vitesse & Herald 1959-1971 £5.95
 - Daimler Dart & V8 250 1959-69 £5.95
 - Ferrari P Series — Supercars In Profile £3.50
 - Ferrari Cabriolets & Spyders £7.95
 - Ferrari Tipo 156 £15.95
 - Ferrari Au Mans £16.50
 - Ferrarisima 1 £22.50
 - Ferrari For The Road £12.95
 - Ferrari 1966-78 (Motor/T&CC) £5.95
 - Ferrari 1978-84 (Motor/T&CC) £5.95
 - Dino (Ferrari-Fiat/Lancia) £11.95
 - GTO Ferrari (Dossier Auto) £3.50
 - Ferrari (60th Edition) £39.95
 - The Classic Ferrari — Ferrari Days £25.95
 - Ferrari Of The 70's — A Source Book £9.95
 - Ferrari Daytona — Supercars II £8.95
 - Ferrari The Grand Prix Cars £14.95
 - Ferrari 250 LM £14.95
 - Ferrari 250 GTO 1962-64 £8.95
 - Ferrari — The Man £9.50
 - Ferrari — Sports Racing & Prototype Competition Cars £19.95
 - Ferrari — Sports Racing & Road Cars £7.95
 - Il Logo GTO Ferrari £12.95
 - Ferrari 308 & Mondial £7.95
 - Ferrari Turbo £9.95
 - Boxer Ferraris £14.95
 - Ferrari 375 GTO £7.95
 - Ferrari 1977/81 £5.95
 - Ferrari Berlina/Boxer 365 and 512 £7.95
 - Dino The Little Ferrari £13.95
 - R&T On Ferrari 1956-1962 £3.95
 - Ferrari Dino 208 GT, 246GT, GT5 £7.95
 - Maserati 1926-82 £29.50
 - Maserati Catalogue Raisonne 1926-84 £79.50
 - Illustrated Maserati Buyer's Guide £8.95
 - R&T On Porsche 1951-1967 £5.95
 - Porsche 356 1962-1965 £5.95
 - Porsche 908 — Supercars In Profile £3.50
 - Porsche Story £19.95
 - Porsche Year 1983/84 £15.95
 - Porsche 944 £8.95
 - R&T On Porsche 1968-1971 £5.95
 - Porsche 911 Story £12.95
 - Porsche (by Clausen) £19.95
 - The Porsche Book (2nd Edition) £22.50
 - Illustrated Porsche Buyers Guide £8.95
 - Porsche Past & Present (Links) £10.95
 - Porsche 911 Collection No 2 1974/81 £4.50
 - Porsche 924, 928, 944 £9.95
 - Porsche 911 Turbo £7.95
 - Porsche Racing Cars of the 70s £9.95
 - The Porsche 911 — Chris Harvey £17.95
 - Porsche 928 1977-81 £5.50
 - Porsche 911 and Derivatives £8.95
 - Porsche Owners Companion — Preservation, Theft Protection £12.75
 - Porsches For The Road £12.95
 - British 250 Road Car £4.95
 - Classic Motorcycle Race Tests £8.95
 - Brough Superior — The R-R Of Motorcycles £7.95
 - Classic British Motorcycles — The Final Years £7.95
 - Italian Motorcycles £8.95
 - Matchless G3L & G80 (SP) £8.95
 - Vincent Twins (SP) £5.95
 - Military Motorcycles of World War 2 £8.95
 - Ducati Singles £8.95
 - J.A.P. — The Vintage Years £12.95
 - Guide To Italian Motor Cycles £4.95
 - Guide To Pre-war British Motor Cycles £4.95
 - Ducati Motorcycles £11.95
 - A Twist of the Wrist Motorcycle Road Races Handbook £14.95
 - Ariel Square Four (Super Profile) £5.95
 - Classic British Bikes (Pre 1965) £8.95
 - Motorcycle Chassis Design £8.95
 - Brough Superior SS100 (Super Profile) £5.95
 - British Cars of the Early 30's £6.95
 - British Cars of the Early 40's £6.95
 - British Cars of the Early 50's £6.95
 - British Cars of the Early 60's £6.95
 - British Cars of the Late 60's £6.95
 - Chrysler — A History From 1911 £22.50
 - Corvettes For The Road — Survivors £24.95
 - Corvette — The Complete Story £12.50
 - Corvette — America's Star Spangled Sports Car £10.95
 - Illustrated Camaro Buyers Guide £8.95
 - How To Restore Your Camaro £12.95
 - From Here to Obscurity/Mod. I Ford £22.50
 - Model 'A' Henry's Lady £22.50
 - Model T Ford Service Shop Manual £5.55
 - '32 Ford — The Deuce '32 £11.95
 - Mustang — The Performance Years Vol. 2 £7.50
 - Glinets — The Illustrated History £9.95
 - AH Froggy Sprites (SP) £5.95
 - Big Healers — Collector's guide £8.95
 - Healey — The Handmade Brute £17.95
 - R&T on Austin Healey 1953-70 £9.95
 - Illustrated Austin-Healey Buyers Guide £8.95
 - Jensen Interceptor £6.78
 - Jensen Interceptor 66/78 £5.95
 - Jensen Healey 1972-1978 £5.95
 - Lagonda — History of the Marque £15.00
 - Lotus 1978-83 (Motor/T&CC) £5.95
 - Lotus Seven (Super Profile) £5.95
 - Road & Track On Lotus (1972-83) £5.95
 - Lotus Pocket History £2.50
 - Lotuses — Elite Eclat Esprit Excel — The Third Generation £8.95
 - Lotus Elva 1967-64 £5.50
 - Lotus Elan/Plus 2 Buyers Guide £3.95
 - Lotus Esprit Buyers Guide £3.95
 - Lotus Elita/Elita 1974/81 £5.95
 - Lotus Esprit £7.95
 - Lotus Esprit 1975/81 £5.95
 - The Legend of the Lotus Seven £11.95
 - Lotus Elan 1962/73 £5.95
 - Lotus Seven 1957-60 £5.95
 - The Lotus Elan and Europe £7.95
 - MG TF (Super Profile) £4.95
 - MG by McComb (New Ed.) £11.95
 - Illustrated MG Buyer's Guide £7.95
 - MG TC 1945-1949 £5.95
 - MG TD 1949-1953 £5.95
 - MG TD 1953-1955 £5.95
 - MGTA £8.95
 - MG The Sports Car Supreme £16.25
 - MG & Austin Healey Speedsters £14.95
 - The Spitfires and Midgets £8.95
 - MG The Immortal T Series £14.95
 - MG MGTA 1955-62 £8.95
 - MG MGB 1978-1980 £5.95
 - MGTA MGB/MGC £8.95
 - Art of Abingdon (MG) £15.95
 - The MG ABC Chris Harvey £14.95
 - MG Midget A H Sprite Super Profile £5.95
 - MG Midget 1961/78 £5.95
 - MG MGB 1962/76 £8.95
 - MG MGB GT 1965-1980 £8.95
 - Practical Classics On MGB Restoration £9.95
 - MG T Series Collectors Guide £8.95
 - Jaguar — A Tradition of Sports Cars £27.50
 - Jaguar XJ Collectors Guide £9.95
 - Jaguar — The Complete Illustrated History £14.95
 - Jaguar XK E — A Source Book £10.50
 - Illustrated Jaguar Buyers Guide £8.95
 - R&T on Jaguar 1969/74 £5.95
 - Jaguar E-Type (Super Profile) £5.95
 - Jaguar XJS 1955-57 £4.50
 - Jaguar (Classic Cars) £8.95
 - Jaguar E-Type (Deputy) £7.95
 - Jaguar E-Type — Collectors Guide £8.95
 - E-Type — End Of An Era (Revised Edition) £14.95
 - The Jaguar XK £15.00
 - Jaguar XKE 1961/74 £4.50
 - Jaguar E-Type 1961/66 £5.95
 - Jaguar E-Type 1966/71 £5.95
 - Jaguar E-Type 1971/75 £5.95
 - Jaguar Saloon Cars £24.00
 - Morgan Plus 8 £7.95
 - Moggy — The Purchase, Maintenance and Enjoyment of Morgan Cars £9.95
 - Rolland Scimitar 1954-57 £9.95
 - Twenty Years Of Crew Bentleys 1946-65 £8.50
 - Restoring Speed Six G3666 £5.95
 - The Rolls-Royce & Bentley V12 Shadow Corniche Corniche 1965-85 £8.95
 - Postwar Rolls-Royce And Bentley. A Concise Buyers Guide £18.95
 - Rolls-Royce/Bentley Buyers Guide £8.95
 - Rolls-Royce & Bentley V12 Standard Production models 1945-1965 £9.95
 - The Rolls-Royce & Bentley V12 Coachbuilt Models 1945-1985 £9.95
 - The Rolls-Royce Motor Car (New Ed.) £29.00
 - Rolls-Royce Corniche (Super Profile) £8.95
 - Rolls-Royce Silver Cloud 1955-1965 £5.95
 - Rolls-Royce Silver Shadow 1965/70 £7.95
 - Rolls-Royce Silver Cloud £5.95
 - Rolls-Royce (Autocar) £5.95
 - Rolls-Royce Silver Shadow £7.95
 - R & T On Rolls-Royce & Bentley 1950/55 £5.95
 - The Classic Rovers — Collectors Guide £8.95
 - Escort Performance-Practical Guide to Tuning for Road & Comp £8.95
 - High Performance Escorts Mk1 1968/74 £5.95
 - High Performance Escorts Mk2 1975/80 £5.95
 - Ford 100E (Super Profile) £5.95
 - Ford Popular & The Small Sidevalves Sporting Fords Capris £8.95
 - Consult/Supry/Zodiac Big Fives Fords Sporting Fords — Cortinas £8.95
 - Sporting Fords — Escorts £8.95
 - Ford RS Escort 1968/80 £5.95
 - Ford Escort RS £8.95
 - The Works Escorts (2nd edition) £12.50
 - The Ford GT40 (Anglo American Competition) £11.95
 - Illustrated Triumph Buyers Guide £8.95
 - Triumph Stag Coll. 11/1970-84 £5.95
 - R&T On Triumph Sports Cars 1967/74 £5.95
 - Triumph TR6 Coll. 11/1969-82 £4.50
 - TR For Triumph £14.95
 - Triumph Stag Super Profile £5.95
 - Triumph Vitesse/Herald £19.71 £5.95
 - Triumph Stag 1970/80 £8.95
 - Triumph Spitfire Coll. 11/1962-82 £5.95
 - Triumph TRS-250 & TR6 Companion £8.95
 - R&T On Triumph Sports Cars 74-82 £5.95
 - Triumph 2000-2.5-2600 1967-77 £5.95
 - TVR 1960-1980 £5.95
 - The TVR's Grants to Tamin £8.95
 - Volkswagen Bug — The People's Car £8.95
 - Volkswagen — From The 20s To 80s £24.95
 - Metal Fabricators Handbook Race & Custom £7.95
 - Car Interior Restoration — 3rd Ed. £5.95
 - Turbocharging & Supercharging £9.95
 - Four Stroke Tuning £8.50
 - Weber Carburetors £8.95
 - Formula Car Technology £7.95
 - Engineer To Win £12.95
 - The Complete Book Of Formula Ford £1.95
 - How to Modify Your Mini £7.95
 - Tuning B1 & A-Series Engine £14.95
 - How To Restore Your Collector Car £1.95
 - How To Restore Fibreglass Bodywork £5.95
 - How To Restore Paintwork £8.95
 - How To Restore Sheet Metal Bodywork £5.95
 - How To Restore Wooden Body Framing £5.95
 - Paint And Bodywork Handbook £5.95
 - Chevy Performance 1 (Small Block) £1.95
 - How to Modify Ford SOHC Engines £7.95
 - The Power to Win — Cosworth DFV DFV and DFV V8 Engines £12.95
 - Racing Engine Preparation £9.95
 - Road Vehicle Aerodynamics (2nd Ed.) £7.95
 - Turbocharging — Complete Guide £4.95
 - Street Supercharging & Handling £5.95
 - Dirt Track Chassis Technology £11.95

POST UK £1.50 FREE OVER £45 ABROAD £2.50 UP TO 5 KILOS. Personal shoppers welcome
Access (Eurocard, Mastercard & Interbank) & Barclaycards (Visa) welcome. Phone your card number for immediate despatch.

Millar Brothers
Kenilworth Ltd

MAIN DEALERS FOR WARWICKSHIRE

TEST DRIVE THE REVOLUTIONARY LANCIA Y10. ALL CURRENT NEW LANCIAS HAVE A 3 YEAR MANUFACTURER'S WARRANTY
ALFA 90 IN STOCK AND 1 ALFA 33 4 x 4 ESTATE CAR

| | |
|---|--------|
| 1985 LANCIA DELTA TURBO. Red, 3,900 miles, Recaro seats, e windows, s roof, c locking doors, radio, stereo, 130 bhp For | £6,750 |
| 1985 LANCIA DELTA 1600 GT. Five door, red, 3,500 miles, alloys, sunroof, e windows, c locking, radio, stereo, as new | £6,450 |
| 1985 ALFA ROMEO GIULIETTA. 2-Litre, Black, c-l, EFW, alloys, R.S. 5,900 miles as new | £6,450 |
| 1984 B-Reg LANCIA GAMMA COUPE. Metallic azure blue, blue, alloys, electric windows pas, Auto, 5,000 miles, save £5,000 | £7,500 |
| 1984 B-Reg ALFA 33 FIVE DOOR 1.5. Green Cloverleaf, red, sunroof, central locking electric windows, radio, stereo, 10,000 miles | £5,750 |
| 1984 B-Reg ALFA ROMEO GIULIETTA 1.6. Red, c-l R.S. 1,000 miles as new | £5,250 |
| 1984 A-Reg ALFA ROMEO 33. Gold Cloverleaf, radio, stereo, one owner, 7,000 miles, metallic green | £4,995 |
| 1984 B-Reg LANCIA BETA VOLUMEX COUPE. White, tinted e windows, pas, alloys, sunroof, radio, stereo, 9,000 miles, cost £9,000 new. The ultimate supercharged coupe | £5,995 |
| 1983 A-Reg ALFASUD 1.5. Green Cloverleaf, Black, 10,000 miles only | £4,150 |
| 1983 A-Reg MG MAESTRO. Black, sunroof, tinted glass, radio, stereo, 19,000 miles, mint | £4,475 |
| 1983 A-Reg ALFA ROMEO 1.3 SPRINT. Red, two seat trim, sunroof, alloy wheels, radio, stereo | £4,550 |
| 1983 A-Reg LANCIA HPE 1E. Antibus blue, r.s, efw, sunroof, alloys, 19,600 miles | £4,950 |
| 1983 LANCIA DELTA 1500 5-Door. Black, one private owner, service records, radio, stereo, 15,000 miles | £3,450 |
| 1982 Y-Reg ALFASUD SPRINT VELOCE 1.5 FHC. Brown, one owner, 27,000 miles, radio, stereo | £3,995 |
| 1982 ALFA ROMEO 1.5 SPRINT VELOCE TROFED. Silver, one elderly owner, 6,000 miles, radio, stereo, sunroof, alloy wheels, mint, and unique | £4,150 |
| 1983 LANCIA MONTE CARLO SPYDER CONVERTIBLE. Black, one owner, 17,000 miles only, radio, stereo, e windows, alloys | £6,200 |
| 1982 Y-Reg ALFASUD 1.5. Cloverleaf 5 Door, Mesina green, radio, stereo, 28,000 miles, one private owner | £3,150 |
| 1981 DATSUN PATROL 4WD 5-Door LWB 7-seater. Orange, radio, 31,000 miles, outstanding example | £4,750 |
| 1980 W-Reg LANCIA 2000 BETA SPYDER CONVERTIBLE. Silver, radio, stereo, rust proofed, alloys | £2,995 |
| 1982 LANCIA 2000 COUPE HIFI LIMITED EDITION. Metallic blue, electric windows, sunroof, radio, stereo, alloys | £2,995 |
| 1982 LANCIA BETA 2000 COUPE. Dark blue, one owner, radio, stereo, sunroof, service history, 30,000 miles | £2,950 |
| 1981 X-Reg ALFA ROMEO 1.5 SPRINT VELOCE. Low mileage, Moroccan brown | £2,850 |

Opening Hours: Monday-Friday 8.30 a.m. to 6.00 p.m.
Saturday 9.00 a.m. to 5.30 p.m.

Station Road, Kenilworth. Tel: (0926) 59118/9
We are the best cash buyers of Lancia and Alfa Romeos

EXCLUSIVE SPORTS CAR IN THE NORTH WEST

In addition to the specialist work we carry out on

ROLLS-ROYCE, BENTLEY & JAGUAR

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

We can offer the following new cars at list prices for immediate delivery:

- TVR 390i Convertible — white / red leather — demonstrator discount available.
- TVR 350i Convertible — red / tan leather
- TVR 350i Convertible — silver / blue leather
- TVR 280i Fixed Head — met green / tan

A selection of our other cars available are:

- Rolls-Royce Silver Shadow I, 1972. 11,574 genuine miles, garnet / beige leather. £18,500
- Rolls-Royce Silver Shadow II, 1978. Chestnut over willow gold, tan leather. £17,950
- Panther J72 1978. White, extremely low mileage, lhd. £17,950
- Jaguar C-Type Replica, 300+ bhp, currently being built by ourselves. £19,950

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

Dedicated to the care of thoroughbred motor cars.

Contact our Sales and Service Director HAROLD BURGESS

K.R.S. SERVICE LIMITED

Keams-Richards Service Limited
Atlantic St., Broadhead
Atrincham, Cheshire
Telephone: 061-928 285
Telex: 66780

KONI RANGE ROVER KITS

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

Load-a-Juster kit, 2 fronts, 2 rears **285.00**
 212.40

KONI CONVERSION KITS LEVER TO TELESCOPIC

Kits available for —
Front Suspension
 Austin ASO, A60, MG Magnette, Morris Oxford, J4, Wolseley 1660, Healey 3000, Morris Marina Mk1, Mk2, Morris Minor 1000, Riley 1500
Rear Suspension
 Austin Healey Sprite, MG Midget 1275, MG Midget 1600, MG TD, TF, MGA, MGB, MGB GT, MGC, Ford Anglia, Classic, Capri, Morris Minor 1000, Riley 1500
85.00
123.85
 Delivery by Securicor £4.00

"From Renault to Rover-

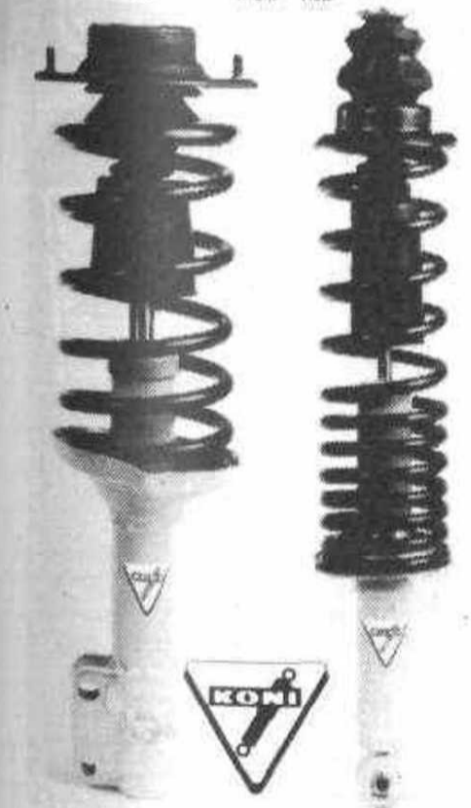
KONI SUSPENSION KITS

Sports suspension kits are available for the following vehicles individually designed for maximum performance and comfort. Each kit contains front and rear shock absorbers complete with front and rear coil springs. All kits lower car approx. 2 1/2 cms

BMW 316/318/320i **295.00**
 323i-1978/1984 **295.00**
FORD Fiesta 1984/1985, Escort XR3, Sierra saloon 1983/1985, Sierra XR4i 1982/1985 **295.00**

MERCEDES 190/190E **295.00**
TOYOTA Corolla GT, TC16 coupe **295.00**
VW Golf Mk1 & 1.1, GTi, Mk1 & 1.1 Scirocco **295.00**

If your vehicle is not listed please contact us for advice for suitable shock absorbers and springs. "Make your car handle" we have the experience to recommend the correct suspension parts for your needs. Demon Tweaks are the Trimoco British Saloon Car Champions 1983/84 contested in a VW Golf driven by Alan Minshaw Mk1 Golf and Scirocco



KONI ROVER SDI KITS

Consisting of 2 heavy duty shock absorbers complete with 2 heavy duty coil springs
 Koni adjustable **139.85**
 Towing kits — 2 heavy duty spring shock absorbers complete with 2 heavy-duty coil springs Koni load-adjustable **184.25**

KONI TOWING SHOCKS from 49.50 each

KONI Load-a-Justers use the existing rear dampers and provide firm road holding and improved steering with any permissible load. Where do you need them?
 Load-a-Justers are the ideal solution for motorcars and station cars which are regularly heavily loaded, cars that tow caravans, trailers or boat trailers, cars (old and new) with the rear suspension in poor condition

KONI STEERING DAMPERS from 42.29

KONI TELESCOPIC APPLICATIONS

| | Front each | Rear each |
|--|------------|-----------|
| ALFA ROMEO | | |
| Alfasud inc. Sprint | 74.70 | 44.10 |
| Athina, all models inc. GTV, Giulietta 1.3, 1.6, 2.0 | 38.50 | 35.70 |
| Giulia 1300, 1600 Spider | 34.40 | 34.40 |
| Giulietta 2000 GT, GTV | 38.50 | 35.70 |
| GTV6 Coupe | 44.80 | 39.90 |
| AUDI | | |
| 100S, LS, GL | 45.10 | 35.70 |
| 100, 1600, 2000, 2200 Avant | 57.90 | 38.50 |
| 200, 2200 SE | 57.90 | 38.50 |
| Quattro inc. 80 | 61.10 | 68.40 |
| AUSTIN ROVER | | |
| Mini Clubman 1275, Cooper S inc. Estate | 34.40 | 34.40 |
| Triumph Herald, Vitessa, Spitfire & GT6 | 40.60 | 37.10 |
| Toledo 1500 & TC, Dolomite & Sprint | 40.60 | 40.60 |
| TR7 & TR8 | 55.40 | 37.10 |
| Rover 3 Litre, 35 Litre, P5 Model | 34.40 | 34.40 |
| Rover 50, 75, 80, 90, 95, 100, 105 P4 | 38.50 | 38.50 |
| Rover 2000 Type, 3500 V8 P6 | 35.70 | 34.40 |
| Rover SDi | 55.40 | nil |
| BMW | | |
| 316, 318, 320, 323i, 820n | 55.40 | 37.10 |
| 518, 520, 525, 528i | 55.40 | 55.40 |
| 630CS, 633CSi, 835CSi, 728i, 732i, 735i | 55.40 | 55.40 |
| 2500, 2.8L, 805, 3.0Si, 3.0L, 3.0Li | 55.40 | 55.40 |
| DATSUN/NISSAN | | |
| Cherry 100A, F1, F11 | 54.10 | 36.30 |
| Sunny, Violet, Bluebird | 55.40 | 35.70 |
| 240Z, 260Z, 280Z | 55.40 | 55.40 |
| FERRARI | | |
| 275, 330, 206, 246, GT, B, C-5 | 55.40 | 55.40 |
| Dino 308, GTB, GTB, GT4, GT5, Spider 2+2 | 55.40 | 55.40 |
| 364, GT, GT4, GTC, Daytona 2+2, 512, 400GT Auto | 61.10 | 61.10 |
| FIAT | | |
| 131, Mirafiori | 61.10 | 34.40 |
| 132, 133 | 37.10 | 37.10 |
| X19 | 59.30 | 59.30 |
| FORD | | |
| XR2 | 57.90 | 57.90 |
| Capri All inc. 2.8, Rears only | 57.90 | 37.10 |
| Cortina MkII, II inc. Lotus, Corsair MkI & II | 49.00 | 37.10 |
| Cortina MkIII, IV, V Saloon & Estate | 38.50 | 34.40 |
| Corsair, Granada Saloon & Estate | 44.80 | 43.30 |
| Escort MkI 1300, 1300 Saloon & Estate | 55.40 | 34.40 |
| Escort MkII Mexico, RS2000, RS1600 | 61.10 | 41.20 |
| Escort MkIII 1100, 1300, 1600 Sport Saloon & Estate | 49.00 | 34.40 |
| Escort MkIII RS2000, Mexico RS1800 | 61.10 | 41.20 |
| Escort MkIII 1100, 1300, 1600 | 57.90 | 57.90 |
| XR3i | 61.10 | 61.10 |
| Sierra | 51.90 | 37.10 |
| HONDA | | |
| Honda Civic All | 55.40 | 55.40 |
| Accord All | 52.80 | 52.80 |
| Prelude - 83 | 49.00 | 49.00 |
| S800, S800 | 36.30 | 41.20 |
| JAGUAR | | |
| 2.4, 3.4, 3.8 MkII | 46.30 | 46.30 |
| MkX 3.6, 4.2, S Type 3.4, 3.8, 4.20G, E Type | 46.30 | 41.20 |
| XJ6, XJ12, XJS | 43.30 | 51.20 |
| Daimler Sovereign 2.8, 4.2, V6 Double 6, V12 | 43.30 | 51.20 |
| JENSEN | | |
| Interceptor | 47.00 | 47.00 |
| Healey | 42.60 | 42.60 |
| LANCIA | | |
| Gamma | 55.40 | 55.40 |
| Beta inc. Coupe | 74.70 | 74.70 |
| Monte Carlo | 74.70 | 74.70 |
| LOTUS | | |
| Lotus Seven Series 2/3/4 | 55.10 | 53.60 |
| Elan, Elan +2 | 64.00 | 57.90 |
| Erital 520, 521, 522, 523, 524, Elite 501, 502, 503, 504 | 61.10 | 61.10 |
| Europa Series 2 inc. T/Cam | 55.10 | 52.10 |
| Esprit inc. Turbo | 49.00 | 80.70 |
| MAZDA | | |
| 323 Saloon & Estate, RX3 | 49.00 | 42.30 |
| RX7, Savanna, 626, Montrose | 55.40 | 41.60 |
| MASERATI | | |
| Bora, Mexico, Ghibli | 45.70 | 42.40 |
| MERCEDES | | |
| 200, 200D, 220, 230, 240 (Types W115) | 52.90 | 52.90 |
| 200D, 230E, 240D, 280, 300D (Types W123) | 52.90 | 52.90 |
| MITSUBISHI | | |
| Colt, Lancer, Celeste, Galant, GLX, Sigma | 49.00 | 35.70 |
| OPEL | | |
| Kadett D inc. GTE | 44.30 | 34.40 |
| Manita A + B, Ascona - 82 | 37.10 | 37.10 |
| Ascona 82 on | 44.30 | 34.40 |
| Rekord A + B + C, Commodore | 37.10 | 37.10 |
| Senator, Monza | 55.40 | 37.10 |
| PEUGEOT | | |
| 104 | 55.10 | 55.10 |
| 204, 304 | 57.90 | 55.10 |
| 305 | 57.90 | 68.40 |
| 404, 504, 604 | 57.90 | 35.70 |
| PORSCHE | | |
| 911 | 57.90 | 49.00 |
| 924, 924 Turbo, 944 | 55.40 | 39.80 |
| 928 | 68.40 | 68.40 |
| RELIANT | | |
| Scimitar GTE, SE5 & SE6 | 55.10 | 55.10 |
| RENAULT | | |
| R4, R5, R6 & 16 | 42.30 | 42.30 |
| R12, R14, R5, R18 | 48.50 | 28.50 |
| R20, R30 | 48.50 | 57.90 |
| Fuego | 48.50 | 36.50 |
| SAAB | | |
| 95, 96, V4 | 37.10 | 37.10 |
| 99, 900 All inc. Turbo | 37.10 | 34.40 |
| TALBOT | | |
| Hillman Imp All | 41.20 | 37.10 |
| Minx, Hunter, Sceptre & Avenger | 55.40 | 37.10 |
| Sunbeam 1.0, 1.3, 1.6 inc. Lotus | 55.40 | 34.40 |
| Solara, Horizon & Alpine | 34.40 | 35.70 |
| Samba | 59.30 | 54.10 |
| TOYOTA | | |
| Ceica GT, LS, ST, Carina, Corona, 1200 | 57.90 | 34.40 |
| 1300 inc. 1600, Cressida, Supra, 2000XT | 35.70 | 37.10 |
| Crown 2.0, 2.2, 2.6, 2.8, Corona | | |
| TVR | | |
| Griffin 200/400 Series, Vixen S1/S2, Tuscan V8 | 52.10 | 52.10 |
| 2500M, Vixen 2500, 3000M, 3000SE, Taima | 52.10 | 52.10 |
| Vauxhall | | |
| Astra, Cavalier FWD, Carlton Royale | 55.40 | 37.10 |
| Viva/HA, HB, HC, Victor, VX490, Firenza, Magnum | 34.40 | 37.10 |
| Chevette Cavalier - 82 | 37.10 | 34.40 |
| VOLKSWAGEN | | |
| Derby Polo, Golf, Scirocco, Jetta | 44.30 | 39.20 |
| Golf, Scirocco, Jetta, GTi only | 49.00 | 45.70 |
| Golf MkII GTi, Jetta 84 on | 49.00 | 45.70 |

All prices each Special price set of 4

KONI RACING DAMPERS

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

RACING SPRINGS

2" INTERNAL DIAMETER
 3 1/2" free length. Rates 500 lbs to 5000 lbs (each) **10.95 to 29.95**
 4" free length. Rates 250 lbs to 6000 lbs (each) **10.95 to 31.95**
 5" free length. Rates 100 lbs to 4500 lbs (each) **10.95 to 31.95**
 6" free length. Rates 100 lbs to 4000 lbs (each) **10.95 to 31.95**
 7" free length. Rates 40 lbs to 3500 lbs (each) **10.95 to 36.95**
 8" free length. Rates 100 lbs to 1800 lbs (each) **11.95 to 26.95**
 9" free length. Rates 80 lbs to 1600 lbs (each) **12.95 to 25.95**
 9 1/2" free length. Rates 130 lbs to 1800 lbs (each) **12.95 to 13.95**

Other rates available on request

-DT stock Koni for the lot."

You're on a winner with Demon Tweaks and Koni

Andy Rouse

Andy Rouse
 Three times British saloon car champion

demon tweaks

Access, BICard, Diners Club or American Express orders taken by telephone. Cheques, postal orders, money orders or bank drafts made payable to Demon Tweaks. Goods can be despatched by parcel post, 48 hr. or 24 hr. Securicor (please telephone for rates). Prices shown are subject to alteration without notice. **IMPORTANT. 15% VAT must be added to carriage and advertised prices.**

Dept 6 High Street, Tattenhall, Nr. Chester, Cheshire. CH3 9PX Tel: (0829) 70625 24hrs
 Telex 61496 Map ref. 117/474602
 Open Mon-Sat 9-5, Sun 11-1
 P&P £2.00 Securicor £4.00 FULL TRADE TERMS AVAILABLE

Porsche

Colin Gr

ARRIVING SOON



1983 Y Ferrari 512 BBI. Red/cream leather. 15,000 miles F.S.H. POA
1982 Lamborghini. Countach LP400. Silver/blue leather. 8,000 miles. POA



81X 911 Turbo ice blue with dark blue and cream hide FSH. £23,950



85 911 Carrera Sport Targa. Guards red. Low mileage as new. POA
911 Sport Targa silver 36T FSH. £15,950



1984A 944. Ice blue. Manual sun roof. beige sports seats. PDM 1 owner. full service history. £15,450



83A XJS HE Cranbury with doe skin. 34,000 miles. 1 owner. FSA. £13,950
85 XJSHE 3.6 Cabriolet regent grey. low mileage. POA



1983 (A) Mercedes Benz 380SL. petrol blue/grey check. alloy wheels. rear seat. Becker Mexico EW. w/wipe. 7,000 miles only. 1 owner. £19,950



83A BMW 635. Met bronze. low mileage. full spec. £17,950
83A BMW 320 Opel met. auto. lux pack. PAS. £9,500

THE HIGH PERFORMANCE CAR SPECIALIST

PORSCHE

FOR NEW & USED

Consult The Official Sales Centre for Yorkshire & N. Humberside

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

JCT600

ASTON MARTIN

HYDE VALE GARAGE LIMITED
Official Service and Spares Agents for London

We carry the most comprehensive stock of Aston Martin parts in the South of England, including panels.

London SE10
Tel: 01-692 2822/8122. Telex: 895 6023 HYDVAL

MAY WE HELP YOU FIND THAT RARE AND ELUSIVE MOTOR CAR YOU'VE ALWAYS PROMISED YOURSELF?

DUNCAN HAMILTON & Co. Ltd.
BAGSHOT (0276) 71010

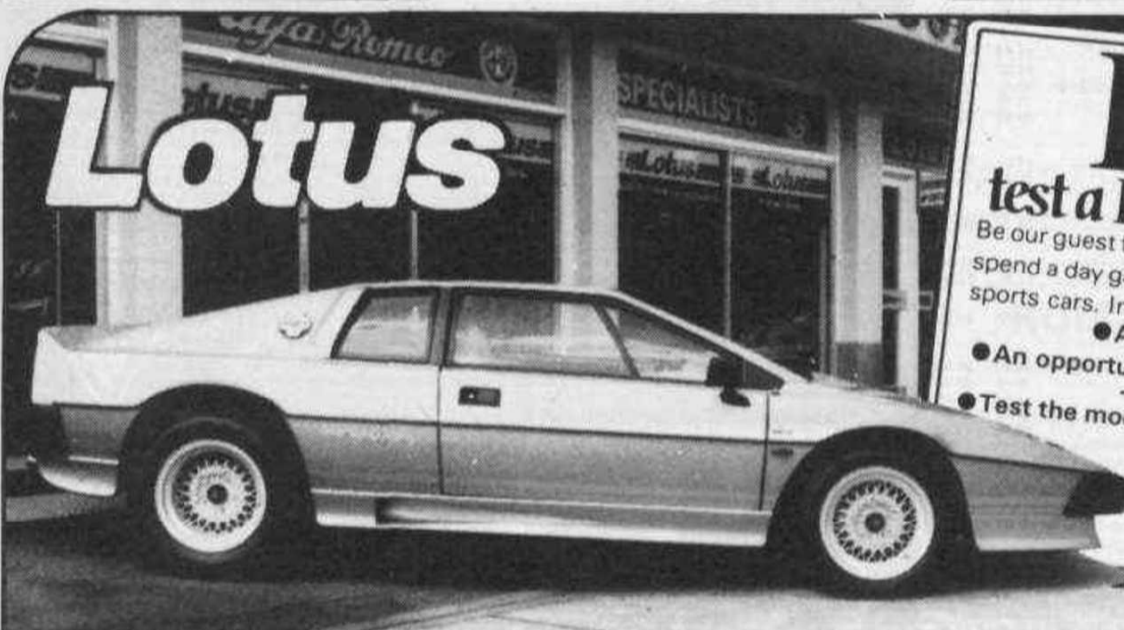
WITPER

TOWING BRACKETS

Towbars Approved by the A.A.

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

SEE YELLOW PAGES FOR LOCAL SPECIALIST FITTER OR STOCKIST
C. P. Witter Ltd. Chester 18
Tel: 0244 41166 Tlx: 81623 EURBAR G.



Lotus

Invitation

test a Lotus where Lotus test them!

Be our guest for a day! PROSPECTIVE PURCHASERS are invited to spend a day gaining a unique insight into these hand-built prestige British sports cars. Including:

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

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

Phone now! (0603) 407766

NEW EXCEL III * £299 NEW ESPRIT III * £325 NEW ESPRIT TURBO * £435

| USED VEHICLE SELECTION | | OTHER SPORTING CARS | |
|--|---------------|---|---------------|
| 1985 C ESPRIT TURBO, Essex, blue hide, s/roof, 1,000m. | *£465 £22,500 | 1984 A EXCEL II, ice, hide, pas, air, 9,000m. | *£330 £13,950 |
| 1985 B ESPRIT TURBO, white, red hide, s/roof, 3,000m. | *£456 £21,500 | 1983 A EXCEL I, red, hide, pas, 10,000m. | *£270 £12,450 |
| 1984 B ESPRIT TURBO, red, hide, air, 6,000m. | *£432 £19,950 | 1983 A EXCEL I, red, hide, alloys, pas, 13,000m. | *£270 £12,450 |
| 1984 A ESPRIT TURBO, red, hide, BBS, 9,000m. | *£410 £17,950 | 1983 Y EXCEL I, met. ice blue, hide, pas, 5,000m. | *£270 £12,450 |
| 1983 A ESPRIT TURBO, red, hide, air, 14,000m. | *£385 £16,950 | 1983 A EXCEL I, blue hide, alloys, pas, 17,000m. | *£260 £11,950 |
| 1983 Y ESPRIT TURBO, red, hide, air. | *£375 £16,450 | 1983 Y EXCEL I, blue, hide, pas, r/c, 14,000m. | *£260 £11,950 |
| 1983 Y ESPRIT TURBO, black, hide, BBS, 21,000m. | *£375 £15,950 | | |
| 1982 Y ESPRIT TURBO, red, hide, BBS, 30,000m. | *£340 £13,950 | | |
| 1985 B ESPRIT III, red, hide, BBS, 12,000m. | *£360 £14,750 | | |
| 1984 A ESPRIT III, red, hide, 15,000m. | *£336 £13,950 | | |
| 1983 Y ESPRIT III, silver, hide, BBS, 7,000m. | *£285 £12,950 | | |
| 1982 Y ESPRIT III, ice, hide, BBS, 11,000m. | *£270 £11,950 | | |
| 1982 Y ESPRIT III, blue, hide, BBS, 25,000m. | *£270 £11,950 | | |
| 1982 X ESPRIT III, (Srs.) yellow, BBS, 39,000m. | *£260 £11,450 | | |
| 1985 B EXCEL III, white, hide, pas, 4,000m. | *£385 £15,950 | | |
| 1985 B EXCEL III, (Srs.) blue, hide, Eagles, 15,000m. | *£330 £14,500 | | |
| 1985 B EXCEL III, white, pas, Eagles, 10,000m. | *£335 £14,950 | | |
| 1985 B EXCEL II, Jupiter, hide, pas, r/cass., 4,000m. | *£320 £13,950 | | |
| 1984 B EXCEL II, silver, hide, pas, 4,800m. | *£330 £13,950 | | |

* SPECIAL MONTHLY PURCHASE PAYMENTS AVAILABLE TO BUSINESS USERS *

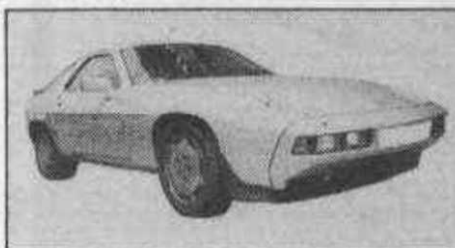
Norfolk Motor Company 242/254 SPROWSTON ROAD NORWICH (0603) 407766



1983 924 Lux, pewter, manual, sun roof, 1 owner, full history. £8,750
1984 in red, black interior, sun roof. £9,950



1985 (June) Porsche 911 Carrera, sport Cabrio. Guards red/full CAN CAN, leather interior, high spec., delivery mileage. £29,950



1983 A reg, Porsche 928S, man, slate blue/black leather, 10,000 miles. LHD. £19,950
1982 928S auto, chisson, green leather, e/s/r, 38,000. £16,950



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



82 500 SEC fire engine red, AMG styling, 27,000 miles, 2 owners. £26,950
83A 380 SEC white, blue veour int, low mileage, FSH. £25,950



80 Sport Coupe, Guards red, black and white int, low mileage FSH. £14,950
83 Sport Coupe, slate blue, 28,000 miles, full history. £19,950

COLLECTORS CORNER



1971 (Private Plate) Aston Martin DB6 Mk II Vantage 5-speed, finished in white with black leather, 21,000 miles FSH, 1 owner from new. POA



1971 Jaguar V12 E Type, 2 + 2 man, black with beige leather. Electric steel sun roof. Extensive history. £8,950

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

MORGAN AGENTS

ALLON WHITE & SON
(CRANFIELD) LTD.
Cranfield, Beds.

Phone: Bedford 750205.

SALES SERVICE SPARES
by Morgan enthusiasts

Used Morgans purchased and supplied.

S&H MOTORSPORT

r/o 14 Hallowell Road, Northwood, Middx, HA6 1DW
Tel: Northwood (092 74) 27012/28287

Service, repair and restoration of high-performance sports cars, including Aston Martin, De Tomaso, Ferrari and Lamborghini.

All the above at highly competitive rates.

NUMBER PLATES

Smooth quality perspex plates. Choose from: bright silver on black (pre-1973), bright gold on black (show) or black on white/yellow. Phone order any time for Access, Visa or CoD or send cheque/PO. £12.95 pair, £7.55 single. Free name or inscription on plates if required.

Vale Automatics, Unit 20, Vale Road, Rhyl, N. Wales. Tel: 0745 2403 (works), 0745 590363 (home)

SPEEDOS

REV COUNTERS
CLOCKS ETC. Most makes service exchanged or repaired. Large stocks of replacement flexible drives.

Auto Tempo Instrumentation Ltd.
140 Kings Cross Road, London WC1X 9DS. Tel: 01-837 0633



AUTOFRAM

PORSCHE SPECIALISTS

5 Hill Avenue, Amersham, Bucks, HP6 5BD

Phone Amersham (02403) 21112

New direct stores line.

Tel: Amersham (02403) 2 8196

PERFORMANCE PORSCHE



3.3 Turbo 'Production Sports Car'. Our L.H.D. ex-Group B Endurance race car will hopefully by now be fully road legal as well as fully race sorted. 380+ bhp with a very exotic spec. and International history, this is easily our most potent road car to date!

Unique 924 Turbo, road legal 'shopping Racer'. Built on new R.H.D. bodyshell. Very comprehensively updated and lightened — see last month's ad. for details. White and red, personalised reg., mechanically excellent. On 9j and 11j x 15" + big P7. Enormous unexplored potential! £11,750

that screws onto the back of the steering wheel boss, moving the wheel out from the dash. Fitting this spacer is straightforward, but it requires a correspondingly longer steering column shaft, installation of which is a bit more time consuming. 30 mm spacer kit, complete £86.25
Installation £57.50
Prices include V.A.T.

You will need correspondingly longer fingers to reach the steering column switches. However, as using a standard steering wheel, yours truly has accidentally knocked these switches on all too many times whilst applying full opposite in panic, this extra distance is anything but a problem!



1973 CARRERA RS

Chassis No. 9113600421. Identical to above. Now back from a somewhat delayed final spray in Grand Prix White with blue. Full Touring spec. with E.S.R., inertia belts, 7j and 8j rims + 80 series tyres, L.S.D., etc.

Original mileage, 66,527. We have just completed a total rebuild, from a virtually bare shell, to the highest standards, including full engine/transmission/running gear rebuild.

Concours, and the nearest to a new RS we suspect we're ever likely to be able to offer for sale.

TIP OF THE MONTH

For the long, the short and the tall. Seat height and steering wheel position adjustments for all 1974-on 911/930.

Seat Height. A very simple spacer kits available for all standard equipment seats, designed to fit between the seat frame and its runners. Spacers are 13 mm high, and are so designed that they can be doubled up.

13 mm kit £17.25
26 mm kit £34.50

Fitting is very straightforward.
Steering Wheel. A 30 mm deep spacer is available

MARKET FORCES



The Giroflex Porsche Production Race Series, apart from being enormous fun, has served to publicly confirm what we always knew, namely that a 10+ year old 911 can more than hold its own against as many more civilised and economical counterparts. Inevitably this is making the market more aware of the potential of these earlier cars, and in particular the specific models that are currently being success-

fully campaigned. However, before certain models get too inflated in value, it's perhaps worth considering what other models, as yet not fully exploited, have theoretical class-winning potential.

REMEMBER. Both the spirit and the letter of the series requires only that your car complies with the original specification of the model you enter it as, i.e. the more mundane models can be updated in the course of their 'Race Preparation' overhaul to a more potent model specification.

Our Stores and Workshops specialise in providing the necessary parts, service and information you'd need to overhaul and/or update any Porsche, be it for race or just the pleasure of fast road use.

Class A, over 280 bhp
3.3 Turbo, '73 Carrera RS. The current wear, with the RS (original or converted 2.4 911!) the obvious Club Racer's favourite, the 3.3 for the less impecunious. '75-'77 3.0 Turbo. Fast proving its theoretical poten-

tial. Very much a front runner.
938S. A lot of car, both literally and financially, but remarkably competitive, and still we suspect with more to come.

924 Carrera GT. No-one's seriously tried yet, but we suspect the potential isn't quite there. We're willing to be proved wrong!

'84 3.2 Carrera. A bit new for us. However, its specification suggests it should be able to more than hold its own.

'74-'75 2.7 Carrera. In our opinion the most cost effective bet. No-one's yet committed one to a full season, but theoretically they should run with the best of the '73 RS, and even have the odd advantage. 944 Turbo. 230 bhp, who'll conjecture? 'Fraid we're 911 people at heart!

Classes B, C, D. We'll pass opinions on another month.

CARS FOR SALE



1983 June 3.0 911 SC Sport. Guards red, black Berber trim sports seats, pdm. One owner, F.S.H. 39,000 miles. £21,000

1981 3.0 911SC Sport Coupé, Arrow Blue with Black trim, 43,000 miles with F.S.H. and recent clutch, P.D.M. and cruise control. £16,250

1979 model 3.0 911 SC. Light Blue metallic, Tan interior, 64,000 miles, F.S.H. Fitted Sport Spoilers, P.D.M. £11,250

1977 model Carrera 3.0 Sport Targa. Engine rebuilt by us at 52,000 to 3.2 litre high comp. spec. + 'free-flow' Sport exhaust. Now 77,000 with F.S.H. White, Black look, black interior. We're currently re-spraying, hence will be superb, with stunning performance. £12,000

1977 924 LHD. 'V' Reg. U.S. spec. Silver, Black trim. Alloys. Sunroof. 80,000 miles. Recent top-end overhaul. 'Big-throat' throttle conversion. Rear spoiler. In exceptionally clean condition. £3,650



'Kremer' bodied 911 SC. L.H.D. 1978 car in Grand Prix White with Red Flash. Black interior. 7 & 8j x 15" wheels + P7. Circa 70,000 miles. Not yet UK Reg'd. In excellent condition. "Visually stunning" is an understatement! As is on 'Q' plates. £14,500

As is less engine/box, non-runner no guarantee. £8,000

We also have a 3.3 Turbo engine, suspension and brakes that could be installed.



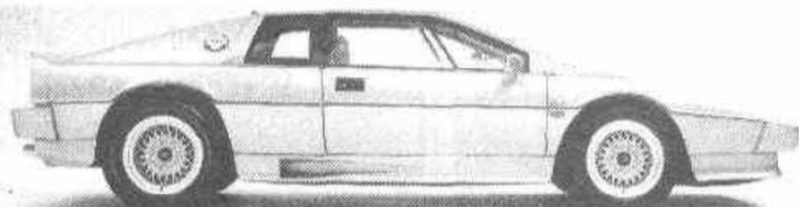
1973 Carrera RS Touring. Chassis No. 9113601340. Bodywork fully restored by us in 1984 in its original Grand Prix White with Blue. Engine rebuilt by us in 1981 at 53,000. Now 88,000. 3 Owners, full history. In magnificent original order. £19,500

LHD 1973 Carrera RS Touring. Chassis No 9113260 0949. Grand Prix, white with blue, restored in Germany in 1984, in Ex. original order throughout. £18,500

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

Roadies

SPECIALIST CAR CENTRE



ESPRIT/EXCEL/TURBO
AVAILABLE, READY AND
WILLING



ESPRIT TURBO. Green metallic, 1/2 gold leather, air cond., sunroof.
ESPRIT TURBO. Pearlescent paint, 1/2 red leather, sunroof.
ESPRIT TURBO. Glacier white, 1/2 grey leather, sunroof.
ESPRIT S4. Calypso red, 1/2 gold leather, sunroof.
EXCEL. White, 1/2 red leather, pas. Eagles.
EXCEL. Red, 1/2 gold leather, pas. Eagles.

LOW RATE FINANCE PACKAGES
AVAILABLE IN EXCESS OF 1,000.
SCHEMES IN OPERATION TO SUIT
YOUR INDIVIDUAL SITUATION.

WE **GUARANTEE** to better any
legitimate quotation. Definitely the best
deal in the country.

RING NOW
0782 48361

SCIMITAR SSI



Available for immediate delivery.
Anything taken in Part Exchange.
1300 cc from £6,995
1600 cc from £7,795
RING NOW FOR THE BEST DEAL



Mombasa Rhino 4x4
Special Edition available.
Now from £4,086 + VAT.
SUZUKI MAIN DEALER

SELECTED PREVIOUSLY OWNED VEHICLES

| | |
|---|---------|
| 1985 LOTUS ESPRIT TURBO. Glacier blue, 1/2 grey leather, sunroof, radio/cassette, our managing director's car. | £23,250 |
| 1982 (Y) MERCEDES 280SL SPORT. In red, hard and soft tops, rear seat, radio/cassette, two owners, full history, 34,000 miles. | £17,995 |
| 1982 (Y) LOTUS ESPRIT TURBO. In black, 1/2 red leather, air cond., radio/cassette, one owner, full history, 19,000 miles. | £14,995 |
| 1980 TVR TASMINE. In oyster gold, tan trim, local car, three owners, history. | £6,995 |
| 1984 FORD ESCORT XR3i. In white, side stripes, sunroof, spots, electric windows, 15,000 miles, one owner. | £6,295 |
| 1980 SCIMITAR GTC CONVERTIBLE. In red, overdrive, tan leather trim, radio/cassette, one local owner, full history. | £5,995 |
| 1979 LOTUS ELITE 503. Championship gold, full leather, p.a.s., air cond., radio/cassette, full history. | £5,995 |
| 1985 SUZUKI XJ413 JX RHINO 5-SPEED. Silver grey, 2,000 miles, our demonstrator. | £5,995 |
| 1982 MAZDA RX7 SPORTS. Metallic red, sunroof, 29,000 miles. | £5,995 |
| 1982 LANCIA MONTE CARLO CONVERTIBLE. In red, one lady owner, air cond., 30,000 miles, full history. | £6,295 |
| 1977 (S) MG MIDGET 1500. In ochre, tan trim, tonneau, very nice car. | £1,795 |
| 1984 SUZUKI SWIFT GL. Choice of two, low mileage, one owner, from | £3,495 |
| 1982-84 SUZUKI ALTO. Choice of three, from | £2,295 |
| 1981 SUZUKI LJ 80Q. In red, with hard top, 29,000 miles, one owner. | £2,495 |
| 1982 SUZUKI LJ 80Q. In brown, 20,000 miles | £2,995 |
| 1981 VOLVO 245 GL ESTATE. Overdrive, metallic maroon, two owners, 40,000 miles. | £4,495 |

CAMPBELL ROAD, STOKE ON TRENT, STAFFS.

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

ALL MAIN CREDIT CARDS ACCEPTED

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

JOHN BUTT AUTOMOBILES

MERCEDES

81W 280 SLC. Signal red, black cloth, auto, sunroof, alloys, e/windows, c/locking, stereo, full service history. £16,995 or £442 pm (PI)

83Y 200T. Orient red, maroon cloth, divided and rear facing seats, s/roof, auto, 25,000 miles, fsh. £10,995 or £286 pm (SI)

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

83Y 230 E. Auto, signal red, cream cloth, cruise, HLWW, alloys, c/locking, stereo, one owner. £9,795 or £254 pm (SI)

82X (Ser) 500 SEL. Met. silver blue, blue velour, e/sunroof, air cond., cruise, ABS, alloys, stereo, 42,000 miles, fsh. £18,995 or £494 pm (PI)

82X 200. Deep blue, blue cloth, sunroof, manual gearbox, c/locking, tinted glass, pas, stereo, 32,000 miles, fsh. £7,995 or £207 pm (SI)

83Y 230 E. Light ivory, tan cloth, automatic, e/sunroof, e/windows, a/rest, c/locking, stereo, only 3,000 miles, fsh. £11,495 or £298 pm (PI)

83Y (Ser) 380 SL. Met. thistle green with tan cloth, cruise, r/seat, alloys, HLWW, e/windows, stereo, 16,000 miles, fsh. £21,495 or £560 pm (SI)

81X 230 TE. Signal red, black cloth, automatic, sunroof, alloys, tints, stereo, 32,000 miles, fsh. £9,995 or £259 pm (PI)

84B 500 SEC. Met. silver, blue velour, air cond., ABS, e/s/roof, HLWW, elec. seats, head restraints, alloys, 5,000 miles, fsh. £34,495 or £897 pm (SI)

83A 280 CE. Met. thistle green, tan velour, auto, cruise, elec. sunroof, alloys, ABS, stereo, 14,000 miles, fsh. £16,495 or £439 pm (PI)

84A 280 SL. Met. champagne gold, tan MBtex, ABS, cruise, e/windows, orthopedic seats, stereo, 7,000 miles, fsh. £21,495 or £559 pm (SI)

84B 280 SE. Met. champagne gold, tan cloth, elec. sunroof, elec. windows, Pioneer stereo system, 10,300 miles, fsh. £18,495 or £481 pm (PI)

79V 80 TE. Thistle green, brown cloth, rear facing seat, alloy wheels, e/windows, s/roof, stereo, 48,000 miles, fsh. £7,995 or £208 pm (SI)

83Y 380 SL. Silver with anthracite, hard top and bluth cloth, ABS, air cond., alloys, HLW, e/windows, Blaupunkt stereo, 7,000 miles, fsh. £22,995 or £598 pm (PI)

84B 230 GE. Lapis blue, blue cloth, alloys with wheel arch extensions and wide tyres, 5-speed manual, HLWW, rear seats, Becker stereo, 6,000 miles, fsh. £13,995 or £364 pm (PI)

81W 500 SL. Classic white, brown cloth, automatic, alloys, cruise control, stereo, 29,000 miles, fsh. £18,995 or £494 pm (PI)

HONDA

85C Accord 3-door Executive. Astral blue, blue velour, 5-speed, e/s/roof, e/w, pas, alloys, HLWW, c/locking, R/belts stereo, 2,000 miles, fsh. £7,495 or £195 pm (PI)

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

85B Accord 4-door EXR. Misty beige, beige velour, automatic, e/sunroof, e/windows, air cond., cruise, anti-lock brakes, HLWW, stereo, 5,000 miles, fsh. £9,495 or £247 pm (PI)

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

83Y Prelude Executive. Arctic silver, grey cloth, 5-speed, e/sunroof, e/windows, pas, alloys, r/spoiler, stereo, 13,000 miles, fsh. £7,495 or £195 pm (PI)

84B Civic Shuttle 5-door. Copper bronze, beige cloth, 5-speed, tinted glass, side stripe, rear wash wipe, radio, 9,000 miles, fsh. £5,295 or £148 pm (SI)

84A Accord 3-door Executive. Arctic silver, grey velour, 5-speed, e/sunroof, pas, e/windows, HLWW, stereo, 13,000 miles, fsh. £6,995 or £181 pm (SI)

82X Accord 3 EXM. Met. silver, grey velour, e/sunroof, pas, rear seat belts, stereo system, 36,000 miles, fsh. £4,695 or £117 pm (SI)

PRELUDE SPECIAL EQUIPMENT

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

83Y Prelude. Met. champagne gold, beige velour, auto, e/s/roof, alloys, radio and elec. aerial, tinted glass, 28,000 miles, fsh. £4,995 or £130 pm (SI)

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

PRE-OWNED

83Y (Ser) Austin Mini Mayfair. Met. silver, with blue velour, all Mayfair refinements, plus radio, 17,000 miles. £2,995 or £78 pm (SI)

83Y Jaguar XJS HE. Indigo blue, doe skin hide, 25,000 miles, fsh. £14,995 or £390 pm (PI)

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

80W BMW 835 CSiA. Met. silver, blue leather, automatic, e/sunroof, e/windows, Mahle wheels, HLWW, stereo, 38,000 miles, fsh. £10,995 or £285 pm (PI)

84B Lotus Esprit Turbo. White with red full leather interior, air cond., BBS wheels, stereo, 8,000 miles, fsh. £18,995 or £494 pm (SI)

83Y (Ser) Porsche 944. Met. black, grey barber trim, 5-speed, alloys, sunroof, e/windows, stereo, PDM, 16,000 miles, fsh. £15,495 or £403 pm (PI)

82X BMW 528i A. Met. bronze, auto, s/roof, pas, e/windows, alloys, stereo, c/locking, 29,000 miles, fsh. £8,995 or £234 pm (SI)

80V Golf GLI Cabriolet. Met. bronze, beige velour, 5-speed, alloys, stereo, 43,000 miles, fsh. £5,295 or £138 pm (PI)

85B (Ser) BMW 318i 4-door. Met. graphite, beige cloth, 5-speed, s/roof, r heads, c/locking, r/spoiler, 1,000 miles only. £9,695 or £252 pm (SI)

83Y (new shape) BMW 316. Polaris cloth, 5-speed, rear spoiler, BBS alloys, 15,000 miles, fsh. £7,495 or £195 pm (PI)

83Y VW Golf GLI Convertible. Met. blue-green, grey velour, 5-speed, tints, alloys, stereo, 18,000 miles, fsh. £6,995 or £182 pm (SI)

84B (85 model) BMW 320i 4-door. Red, anthracite cloth, 5-speed, s/roof, c/locking, alloys, stereo, 9,000 miles, fsh. £10,295 or £268 pm (PI)

72 Rolls-Royce Corniche Mulliner Park Ward. Willow gold with olive Connolly hide, R-R history, magnificent car. £20,000 (SI)

82Y BMW 320. Thistle green, beige cloth, automatic, sunroof, pas, r/belts, stereo, 16,000 miles, fsh. £6,995 or £182 pm (PI)

80V BMW 323i. Light met. green, green velour, auto, power steering, stereo, alloys, tints, elec. aerial, only 9,000 miles, fsh. £6,495 or £169 pm (SI)

84B BMW 320i. Henna red, grey velour, sunroof, 5-speed, c/locking, alloys, stereo, 8,000 miles, fsh. £10,295 or £268 pm (PI)

83Y Volkswagen Scirocco GTI. Met. beige, beige velour, 5-speed, sunroof, HLWW, alloys, only 14,000 miles, fsh. £6,995 or £182 pm (SI)

84A Jaguar XJS HE. Cobalt blue, doe skin hide, all HE refinements, inc. air cond., trip computer, cruise, etc., only 10,000 miles, fsh. £18,995 or £494 pm (SI)

81Y Audi 80 GLS. Mid-green, beige velour, 5-speed, tints, rear seat belts, stereo, 33,000 miles, fsh. £3,995 or £104 pm (SI)

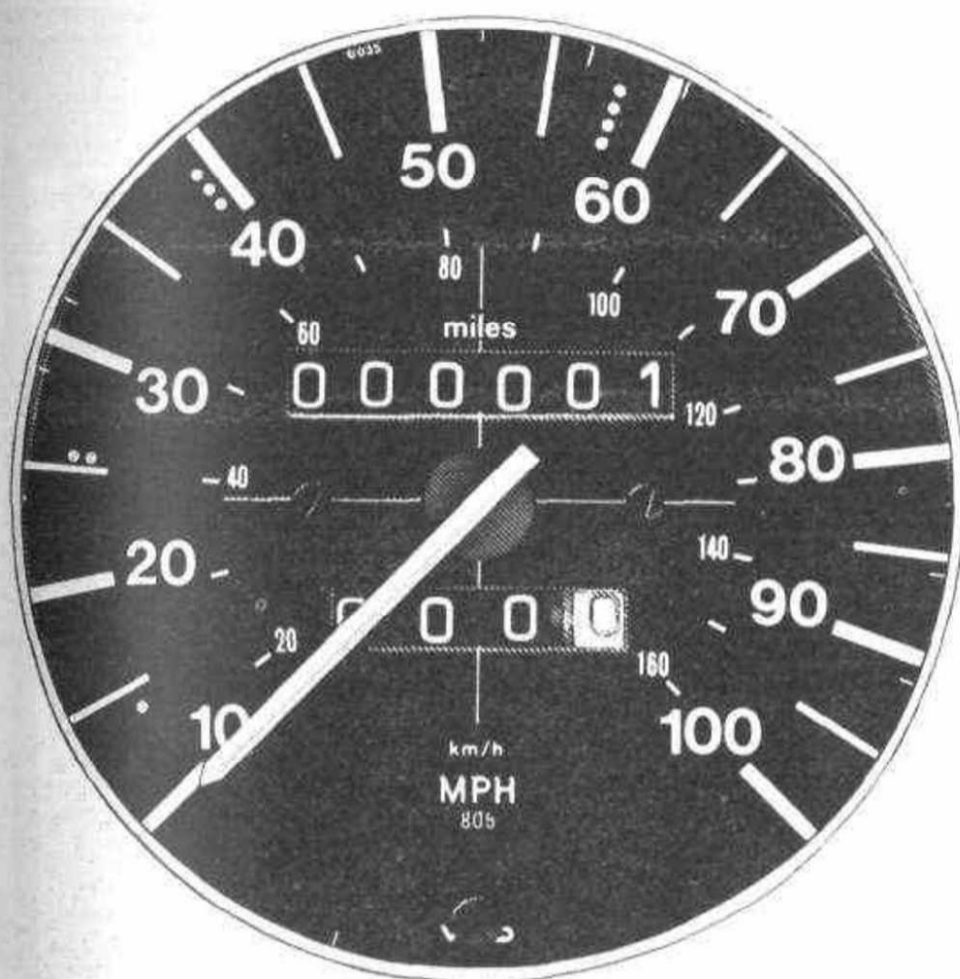
JOHN BUTT AUTOMOBILES

WE DEAL NATIONWIDE

the place for car

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

OPEN
7 DAYS



HOW LONG DOES IT TAKE TO DISCOVER THE DOVERCOURT DIFFERENCE?

Quite simply, it's a matter of minutes, and lasts a lifetime.

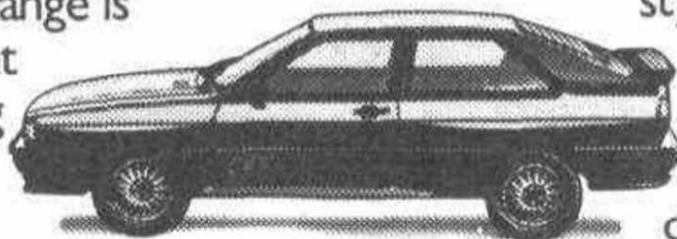
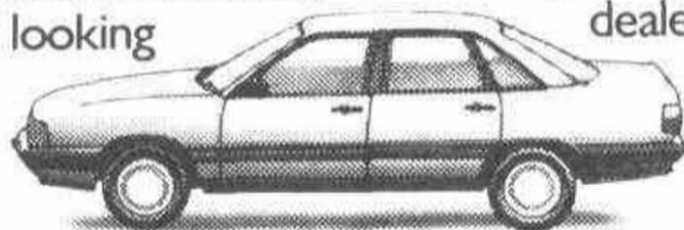
As soon as you walk into a Dovercourt showroom, whether you're looking for a brand new car or a good used model, the difference is there.

For a start, our Audi range is impressive. (The magnificent Audi 100s or rather dashing Audi Quattros are perfect examples).

All at competitive prices. Backed by a reliable after-sales service.

Our staff are friendly and helpful.

And we offer some very special extras. Like our Gold Card facility for used cars.



(Ask about it when you visit our showroom). You'll find you can rely on Dovercourt to offer you a good deal more than other dealerships.

Taking the hassle out of choosing a car.

So, whatever age or style of car you're looking for, choose a dealer equipped to advise you.

One who won their dealership through pure professionalism. Call in and discover the Dovercourt difference for yourself.

We promise it won't take long.


Dovercourt
discover the difference

ST. JOHN'S WOOD: 30-34 ST. JOHN'S WOOD RD., NW8. TEL: 01-286 8000. PLAISTOW: 259 PLAISTOW RD., E15. TEL: 01-534 7661
BATTERSEA: 100 YORK RD., BATTERSEA SW11. TEL: 01-228 6444. WEST HULL: 1/13 BOOTHFERRY RD., HESSLE. TEL: 0482 649124.
EAST HULL: WILLIAMSON ST., HEDON RD. TEL. 0482 225116.



Lotus Morgan SCIMITAR SPECIALIST USED CARS

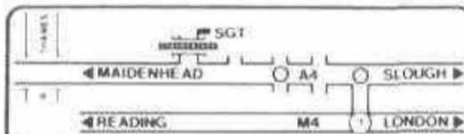
| | |
|---|---------|
| 1983 PORSCHE 911 SC. Red, 25,000 miles. | £19,950 |
| 1982 STARION 2000 TURBO. Black/grey leather trim, 27,000 miles. | £8,995 |
| 1980 MORGAN PLUS 8. Jaguar racing green, green leather, 28,000 miles. | £8,995 |
| 1984 (July) ALFA ROMEO 33, 1.3. Red, tan int., radio/stereo, sunroof. | £4,295 |
| 1985 ALFA ROMEO 33 GOLD CLOVER LEAF. Silver. | £5,495 |
| 1982 ALFA SPRINT 1.5 VELOCE. Brown, stereo. | £3,395 |
| 1984 (Nov.) ALFA ROMEO ARNA. White, sunroof. | £4,295 |
| 1982 ALFA ROMEO SUD 1.5 4 dr. Metallic silver, 19,000 miles. | £2,995 |
| 1983 ALFA ROMEO SUD 1.3. Beige, stereo, 1 owner, low mileage. | £3,395 |
| 1982 ALFA SUD TIX. Silver, sunroof, radio/stereo, 10,000 miles. | £3,495 |
| 1984 ALFA ROMEO GTV6. Gunmetal, radio/stereo, sunroof, 12,000 miles. | £7,795 |
| 1981 ALFA ROMEO GTV6. Red, sunroof, radio/stereo, 1 owner. | £4,795 |
| 1985 (B) VW Golf 1.3 C. Beige, 4,400 miles. | £4,795 |
| 1980 COLT 1400 GLX 5 dr. Blue. | £2,500 |
| 1972 LOTUS PLUS 2S 130. Left hand drive. Regency red, black interior, 1 owner, low mileage. | £4,995 |
| 1983 SCIMITAR GTE 2.8 Manual. Overdrive, metallic green. | £8,995 |
| 1985 METRO CITY. Red sunroof, radio/stereo, 1,800 miles only. | £3,495 |
| 1981 METRO 1.0L. Silver, radio/stereo. | £2,650 |
| 1983 MG METRO. Black, grey interior. | £3,995 |
| 1983 ESCORT 1.3L 5dr. White. | £3,695 |
| 1982 ESCORT XR3. Metallic blue, sunroof, radio/stereo. | £4,795 |
| 1982 ESCORT 1.3 5 door. Gold, radio, 17,000 miles. | £3,495 |

MOST NEW CARS IN STOCK FOR IMMEDIATE DELIVERY. DEMONSTRATORS AVAILABLE

**MITSUBISHI
COLT**

Station Garage
Station Road Taplow
Maidenhead Berks
Tel: Burnham
(06286) 5353/64044
SALES DIRECT LINE 4866

Alfa Romeo



OPEN 8.30-6.00 MON-SAT

WYKEHAMS THE LONDON GOLF CENTRE

WYKEHAM HOUSE : 8-12 BRAMBER ROAD
FULHAM : LONDON W14 9PB : TEL 01-381 3131

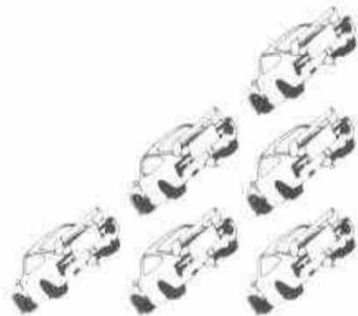


THE STATE OF THE ART SPORTS SALOON
SPECIALISTS IN THE SUPPLY OF NEW AND 'PREOWNED'
GT's, ZENDER BODYWORK, BILSTEIN SUSPENSION, GTI
ENGINEERING CONVERSIONS, REGULAR SERVICING
AND GOLF ACCESSORIES

LONDON CENTRE FOR

**TURBO
TECHNICS**
**VDO
INSTRUMENTS**

STOCKIST AND FITTING CENTRE



David Boatwright

Specialist cars and Finance



1983 A Toyota Supra. One owner, 12,500 miles, a/c, sunroof, P.A.S., alloys, power windows, etc. Finished in met. blue with blue trim. £7,450



1985 BMW 320i Cabriolet, 4,500 miles, my own personal car (not an import), alloys, h/w, radio/cassette. Finished in bronze with natural cloth trim. £13,950

| | |
|--|---------|
| 1983 Lotus Excel, 20,000 miles, two owners, 1984 spec. Finished in ice blue with silver half leather trim | £11,750 |
| 1984 Ford Escort 1600 XR3i. One owner, 18,000 miles, alloys, radio/cassette. Finished in gunmetal with blue trim | £5,995 |
| 1983 Mazda RX7. Two owners, 26,000 miles. Finished in red with maroon trim | £6,995 |
| 1984 Ford Capri 2.8i Special, 13,000 miles, one owner | £6,995 |
| 1983 Alfa 1.5 Ti Green Cloverleaf. One owner, 14,000 miles, £2,000 spent on engine and suspension mods. Must be seen. Finished in Alfa red with black cloth trim | £4,495 |
| 1979 BMW 635 CSI. Auto. Reg number MRP3. One owner, 40,000 miles, full history, fitted with every conceivable extra. Finished in red with black trim | £9,995 |
| 1983 Mercedes 280 SL Sports, 14,000 miles, two owners, alloys, rear seat, c/c, h/w, radio/cassette, finished in red with tan trim | £18,750 |
| 1980 Mercedes 280 CE. One owner, 40,000 miles, sunroof, metallic blue with cream leather, full history | £7,950 |
| 1982 Triumph TR7 Convertible. Two owners, 39,000 miles, finished in tan trim | £3,995 |
| 1978 Mercedes 280 SE. Reg number 6294 BP. Sunroof, alloys, 61,000 miles, white, blue velour trim | £5,495 |
| 1982 (Model) Mercedes. "G" wagon, lwb, 4 door, 2 owners, 35,000 miles, finished in beige | £8,750 |

Any make of new vehicle supplied
Demonstrations anywhere in the UK for genuine clients
SUDBURY, SUFFOLK (0787) 29498



Modena

Official Ferrari Dealers.



We are dedicated solely to Ferrari

| | | |
|--------------------------------|--|----------|
| 1983 (Y) 512 BBi | Rosso Rubino with Magnolia hide, piped in red, red dashboard and carpets, air conditioning, stereo, 9,000 miles, full history. | £47,995 |
| 1982 (X) 512 BBi | Racing Red with Black hide, red cloth inserts and red carpets, air conditioning, stereo, 22,900 miles with full history. | £41,995 |
| 1985 B (May) Mondial Cabriolet | Metallic Burgundy with Magnolia hide, red carpet, air conditioning, stereo, 2,640 miles, as new. | £36,995 |
| 1983 A 400i Automatic | Silver with Black hide, red carpets, air conditioning, stereo, 15,700 miles, full history. | £34,995 |
| 1984 (A) 308GTS QV | Racing Red, Magnolia hide, piped red, red carpets, air conditioning, deep spoiler, rear aerofoil, stereo, 8,800 miles, full history. | £30,995 |
| 1984 A Mondial QV | Racing Red with Tan hide, electric sunroof, stereo, 9,700 miles. | £28,495 |
| 1983 Y 308GTS QV | Blue chiaro, tan hide, blue carpets, air conditioning, deep spoiler, stereo, 19,200 miles, full history. | £26,495 |
| 1981 X 308GTSi | Blue sera, Magnolia hide, blue carpets, air conditioning, deep spoiler, Alpine stereo, 18,000 miles, full service history. | £23,995 |
| 1979 (T) 308 GT4 | Racing Red, Black hide, air conditioning, wide wheels, stereo, 39,000 miles, two owners, full history. | £12,995 |
| CLASSIC CARS | | |
| 1972 365GTS/4 (Daytona Spyder) | Original RHD, chassis number GT54A 15963. Metallic Blue, Dark Blue hood, Blue hide, air conditioning, 13,000 miles, full history. | £155,000 |
| 1968 F 275 GTB/4 | Blue metallic, Black hide, 57,000 miles, fully restored. | £69,995 |

Mon-Sat 9-6 pm, or by appointment

Station Garage, East Horsley, Surrey
04865-4663

YOUR FIRST CHOICE FOR MOTORING BOOKS

LATEST & FORTHCOMING TITLES



GETTING STARTED IN MOTORSPORT by Stuart Turner & Tony Mason
 "For the first time in one book, the history of motorsport is recounted and each type of competition is explained in detail. Explained, too, is the organisation and administration of the sport, and the complicated rules governing vehicle groups and homologation."
THE CERTAIN SOUND — 30 YEARS OF MOTOR RACING — John Wyrer £14.95
POWER TO WIN — Ford Cosworth — J. Blunsden £12.95
THE HOT SEAT — GUIDE TO RALLY NAVIGATION — S. Fellows £7.95
ENGINEER TO WIN — GUIDE TO RACING CAR MATERIALS TECHNOLOGY — C. Smith £12.95
PORSCHE STORY — J. Weilmann (Revised) £19.95
ALFA ROMEO MUSEUM CATALOGUE £17.95
HOW TO BUY & IMPORT A CAR FROM EUROPE £14.95
TUNING BL 'A' SERIES ENGINES — D. Vizard £14.95
CAR BODYWORK REPAIR MANUAL — L. Porter (New Edition) £9.95

ASTON MARTIN V8 — M. Bowler £11.95
OSPREY AUTOHISTORIES — LATEST TITLES £7.95 each

Alfa Romeo Alfaetta GT — all 4 cyl & V6 Coupes — D. Owen
 Ferrari 250GT SWB — The Definitive Road Race Car — K. Gross
 Rolls-Royce Silver Spirit (Plus Silver Spur, Bentley B, Mulsanne & Turbo) — G. Robson
GOODWOOD — A PRIVATE VIEW
 A unique photographic record made in the paddock of the Goodwood motor racing circuit between 1949 and 1956. 96 large pages. 100 illus. £9.95

TRIUMPH HERALD & VITESSE — G. Robson £11.95 (Due Oct.)
 A long awaited history of one of the most popular series of cars to emerge in the postwar period.

GHIA — FORDS CARROZZERIA — D. Burgess-Wise £12.95 (Due Oct.)
 A sensational look at this old Italian coachworks from which have appeared some of the World's most exciting one-off designs of show car. 192 pages. 220 b&w photos.

B-SERIES ENGINE DATA — L. Porter £14.95 (Due Oct.)
 Full specs and plenty of "How To" maintenance & restoration information. 192 pages. 150 b&w illus.

AUTOCOURSE HISTORY OF THE GRAND PRIX CAR — 1966-84 — Doug Nye £17.95 (Due Oct.)
 The first in an Autocourse format series of "Specials" Top quality material for the motor racing expert! 192 pages. 50 colour & 100 b&w photos.

LAND SPEED RECORD — C. Postumus & D. Tremayne £17.95 (Due Oct.)
 A beautiful book showing man's strive to go faster on land, illustrated with 32 pages in colour showing the major contenders. An important reference work unavailable elsewhere. 272 pages. 32 in colour. 200 b&w illus.

Austin Seven — Harvey £14.95
 Escort Mk 1, 2 & 3 — The Development &



NEW COLLECTOR'S GUIDES £9.95 each
THE ALFASUD: A Collector's Guide. Owen. The first book on this unique Alfa model. Documents all versions in detail including history, specs, performance figures and other vital data. 128 pages. 140 illus.
THE PORSCHE 911 AND DERIVATIVES: A Collector's Guide. Cotton. 2nd edition, revised, expanded and updated. Filled with concise and accurate data on the 911 range — the recommended book for owners, buyers and enthusiasts. 144 pages. approx 150 illus.

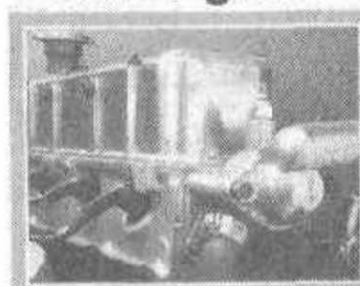
Competition History £14.95
 British Family Cars of the Fifties £14.95
 Jaguar — A Tradition of Sporting Cars — Viard & Cognet £27.50
 XR — The Performance Fords — J. Walton £10.95

E-Type End of an Era (New Edition) — Harvey. 252 pages. 197 illus. 35 colour. £15.00
 Lamborghini — The Complete Catalogue £32.50
 Jaguar — The Definitive History of a Great British Car — A. Wyte £12.95
 Porsches At Le Mans — Pascal (English Edition) £18.95

Roy Salvadori — Racing Driver — Salvadori & Pritchard £12.95
THE FORD THAT BEAT FERRARI. Allen & Jones. This magnificent new book depicts all works-entered GT40s plus privately entered cars, race reports, specs for all cars, chassis numbers, driver listings. 700 b&w photos, and 240 colour plates. 464 large pages. £40.00

Leatherbound edition of this book, numbered and signed by both authors. Limited to 100 copies only. Don't delay. £75.00

HOW TO RESTORE Classic Car Engines



LATEST OSPREY RESTORATION GUIDES £6.95 each
 7 How To Restore Upholstery — T. Fairweather (Due Nov.)
 8 How To Restore Classic Car Engines — R. Berry (Due Nov.)
 9 How To Restore Chassis & Monocoque Bodywork (Due Oct.) — A. Sandham
 10 How To Restore Braking Systems (Due Oct.) — J. Joslyn

Titles currently available in the series so far:
 How To Restore Electrical And Ignition Systems (1) — Peter Wallage
 How To Restore Car Interiors (2) — Peter Wallage
 How To Restore Fibreglass Bodywork (3) — Miles Wilkins
 How To Restore Paintwork (4) — Miles Wilkins
 How To Restore Wooden Body Framing (5) — Alan Alderwick
 How To Restore Sheet Metal Bodywork (6) — Bob Smith

FERRARI 40 ANNI — 40 YEARS — Orsini £17.95

MG PAST & PRESENT



RIVERS FLETCHER
New Edition
MG PAST & PRESENT 2nd EDITION by Rivers Fletcher — New Edition £12.95
 In this, the second edition, Rivers Fletcher brings the story up to date, with the demise of the "real" MG factory at Abingdon and with the introduction of the Metro, Maestro and Montego variants which are now honoured with the MG badge. 256 pages. 220 b&w illustrations.
FERRARISSIMA 2. 128 large pages, many colour illus. £22.50
KEKE — An Autobiography — K. Rosberg & K. Botsford £8.95
BRABHAM — THE GRAND PRIX CARS — A. Henry £14.95
ALLARD TO ZODIAC — BRITISH PRODUCTION CARS OF THE SIXTIES — B. Jewell £15.00
LE MANS 1984 £12.95



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



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

CROPREDY BRIDGE GARAGE

£300,000 WORTH OF JENSEN PARTS

 JENSEN SERVICE, REPAIRS AND REBUILDS

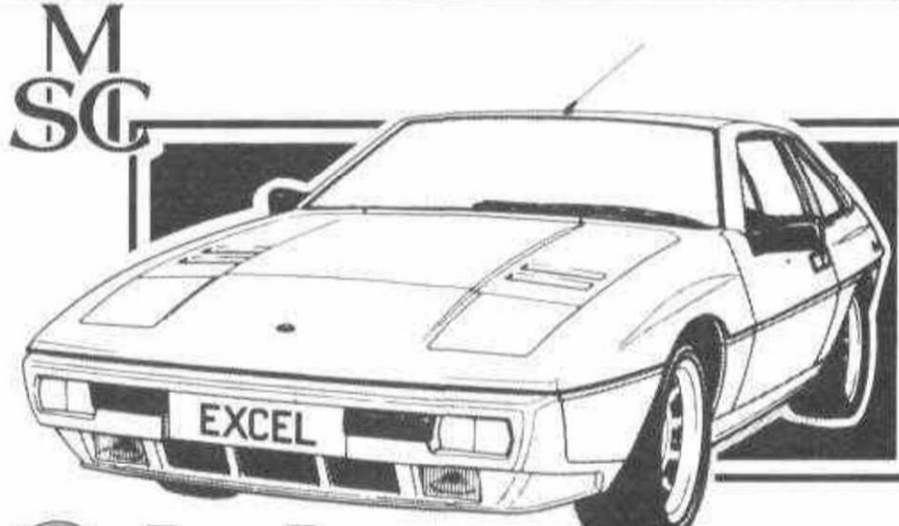
 GROUND UP RESTORATIONS AND CRASH REPAIRS

- 1974 Jensen Interceptor Convertible in metallic brown, tan roof, tan trim. Service history £12,500
 - 1974 Interceptor III in silver metallic. 72,000 miles. History. Private reg. £4,250
 - 1976 Jensen GT in aruba black roof and beige leather trim. 45,000+ miles. £3,500
 - 1972 Interceptor III in red/dark, red interior. Private plate. £3,250
 - 1971 Jensen FF II in silver metallic/red interior 68,000. £6,500
 - 1974 Jensen Interceptor III in dark metallic blue with blue interior. £4,500
 - 1973 Interceptor in cerise red with beige interior. Recon engine, gearbox, new cooling system, new air conditioning system and total body restoration plus stainless steel exhaust all in last 5,000 miles. £9,000
 - 1972 Jensen FF III the last one ever built. In choice of colour. £12,500
 - 1971 Jensen FF III in saturn gold, black interior. Exceptionally fine car. £9,500
 - 1956 541 De Luxe in dark blue with red interior. Very sound condition £3,000
 - 1975 Jensen GT in blue with tan leather trim. £2,400
 - 1969 Interceptor Mk1 in silver with Magnolia trim. £1,250
 - 1972 Jensen Interceptor III in red. MOT £1,650
 - 1975 Interceptor III in cerise with tan roof, tan trim. Full history. 36,000 miles. Stainless exhaust. £1,650
- Jensen FF bodyshell (2nd hand) Offers.



EXCLUSIVELY JENSEN

CROPREDY BRIDGE GARAGE, RIVERSIDE WORKS, CROPREDY, BANBURY, OXON OX17 1PQ
 Tel: (0295) 75 266/629 Telex: 837230LIL OK



Lotus Selected Dealer in Kent

New Lotus available for early delivery

- ESPRIT TURBO. ACU, s/roof, stereo, 1/2 gold hide, JPS black. LIST
- ESPRIT TURBO. ACU, s/roof, stereo, 1/2 red hide, Monaco White. LIST
- ESPRIT S3. 1/2 gold hide, stereo, calypso red. LIST
- EXCEL. PAS, Eagles, r/belt, stereo, 1/2 blue hide, Monaco white. LIST
- EXCEL. PAS, ACU, Eagles, r/belt, stereo, 1/2 gold hide, met BRG. LIST

- Selected pre-owned Lotus models**
- EXCEL 1985 (B). PAS, ACU, 1/2 blue hide, Eagles, rear belts, stereo, 6,000 miles, met silver. £16,995
 - ESPRIT TURBO 1982 (X). One owner, ACU, stereo 1/2 leather, only 14,000 miles, f.s.h., Martini green. £14,995
 - ECLAT RIVIERA 2.2 1982. S/roof, stereo, 1/2 blue leather, 29,000 miles, f.s.h., met ice blue. £9,995

MGB Roadster 1981. Only 3,800 miles, o/d, Tonneau, wire wheels, PB radio, finished in met copper. £6,995

Motorway Sports Cars Ltd

224-232 The Street, Boughton, Faversham, Kent ME13 9AL
 Tel: Sales/Service (0227) 751223/751475 Parts (0227) 751528

COMPETITIVE RATES FOR ALL CLASSES OF MOTOR INSURANCE

HAS YOUR RENEWAL PREMIUM INCREASED THIS YEAR? FOR A FREE NO OBLIGATION COMPARISON CONTACT OUR OFFICE FOR A QUOTATION

Mature & Young Drivers, American, Sports & Classic Cars, Annual Green Card Cover available for E.E.C. Countries.

Instalment Schemes Available
Immediate telephone cover available
by Access or Visa

MITCHELL & PARTNERS
15 ARCHWAY ROAD, LONDON N19 3TX.
01-272 7661

Office Hours:
Mon-Thurs: 09.30-17.30
Friday: 09.30-19.30
Saturday: 09.30-16.00



**White Tree
Garage**



quattro
BRISTOL'S EXCLUSIVE
QUATTRO CENTRE

Northumbria Drive, Henleaze BRISTOL (0272) 738758

Kent

High Performance

Cars

Ferrari 308 GTS, 1980, 25,000 miles, red, a/c, black hide interior. **£22,000**
Ferrari 365 GT 2+2, 1969, LHD, 70,000 km, light metallic blue, black hide interior a/c, wire wheels. **£18,000**
Ferrari 308 GTB, 1979, 32,000 miles, red, parchment hide interior, a/c, w/w, deep spoiler. **£15,450**

Ferrari 308 GT4 1978, 49,000 miles light metallic blue, parchment interior with blue cloth inserts, a/c, w/w **£12,500**
Ferrari 308 GT4, 1976, 35,500 miles metallic silver, beige hide interior **£11,250**

ALL CARS COVERED BY MECHANICAL FAILURE INSURANCE

Cars can also be sold on a commission basis.
Specialising in SALES & SERVICING of Ferrari and Porsche, within 3 miles of the end of M20 on A274. Open Sunday (am)
Unit 4, Collingwood Industrial Centre, Sutton Valence, Kent.
Tel: Maidstone (0622) 843926 eves 0580 80329



Alexanders for

ROLEX

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

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

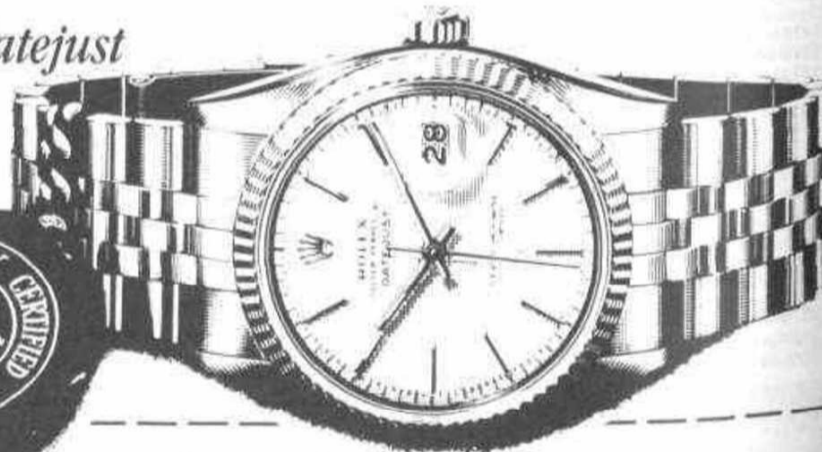
- ★ Datejust Oyster Perpetual Chronometer in steel. Red Seal guaranteed for pin-point accuracy.
- ★ Robust Jubilee stainless steel bracelet.
- ★ Special Oyster case 100% waterproof to 100 metres.
- ★ Tested and passed by the Chronometer Testing Institute of Switzerland.
- ★ To ensure the greatest precision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

Telephone order: 0483-62357 24 Hours answerphone service

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

No hidden charges. You pay the recommended retail price (£11,000) only.

Alexanders The Jewellers Ltd., 25 Tunsgate, Guildford, Surrey.



Please send me a Datejust Oyster Perpetual Chronometer (16014). I enclose cheque/P. Order crossed and payable to Alexanders Ltd. Value £27.00 (balance to be paid over 12 months interest free). Subject to credit status. Please debit my credit card for deposit/full payment.

Card No.

Tick as applicable

Allow 14-21 days for delivery.

Please send me free, full colour Rolex brochure and details of interest free credit.

Tick as applicable

Mr/Mrs/Miss
(Block capitals please)

Address

Post Code

To order by phone Ring (0483) 62357 24 hour answerphone

Please send to Alexanders The Jewellers Ltd., 25 Tunsgate, Guildford, Surrey GU1 3QS.
Tel: (0483) 62357. Reg. in England 521312

Where in the World can you find genuine pre 1955 Rolls-Royce and Bentley parts?



Appleyard of Leeds, England!

Appleyard of Leeds are the officially factory appointed concessionaire supplying genuine pre 1955 Rolls-Royce and Bentley parts.

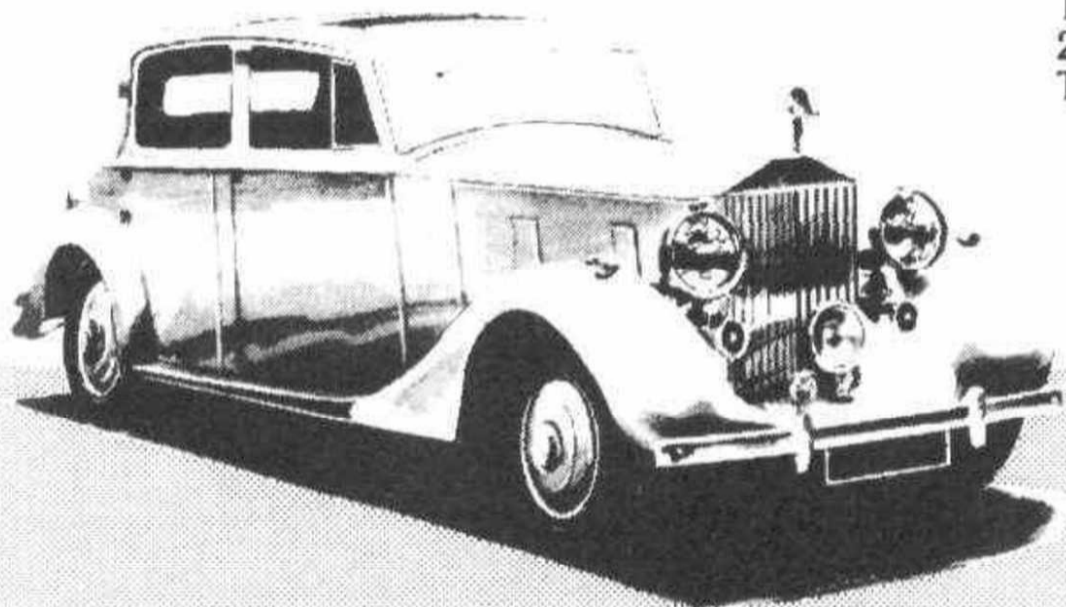
Appleyard are enthusiasts themselves and their expert and knowledgeable staff have many years experience in shipping parts all over the World – even providing many discontinued parts.

As a major factory appointed distributor of Rolls-Royce and Bentley motor cars in Great Britain, Appleyard can now of course supply parts for post 1955 cars.

A lifetimes experience awaits you – phone, telex or write to Appleyard of Leeds. All major credit cards welcome.



Appleyard of Leeds
Roseville Road, Leeds LS8 5QP
West Yorkshire, England
Tel: 0532 432731
24 hour answering service
Tel: 0532 445005
Telex: 556111



American Express

Visa

Access

Appleyard of Leeds

-Injected with Enthusiasm



Three thousand five hundred and twenty eight cubic centimetres of Rover V8 engine give the driver of our fuel-injected Plus 8 an enthusiastic approach to the sportier aspects of motoring. This 5-speed, front disc-braked, P6-shod masterpiece is hand-built in small numbers for those enthusiasts who number excitement amongst their requirements. It is recommended that those who aspire to a unique experience such as this car provides, and who are capable of controlling a quick vehicle, should inject a deposit at their nearest Morgan dealer, without delay.

Morgan Sports Cars are currently available from £9,300 to £13,995.*

Allon White & Son
(Cranfield) Ltd.

The Garage, High Street, Cranfield,
Beds, MK43 0BT. (0234) 750205

Otley Motors Ltd.,

Cross Green, Otley,
West Yorkshire. LS21 1HE
(0943) 465222

John Britten Garages Ltd.,

Barnet Road, Arkley, Barnet,
Herts. 01-449 1144

I. & J. Macdonald Ltd.,

Maiden Law Garage, Lanchester,
Co. Durham. (0207) 520916

Malvern Sports Car Company,

2A Howesell Road, Malvern,
Worcs. WR14 1TH
(06845) 63767

Burlen Services,

Greencroft Garage,
The Greencroft, Salisbury,
Wilts. SP1 1JD
(0722) 2177718

John Dangerfield Garages,

115 Staple Hill Road, Fishponds,
Bristol. BS16 5AD (0272) 566525

F. H. Douglass,

1A South Ealing Road, Ealing,
London. W5 4QT 01-567 0570

Packer Duncan,

Waterloo Garage,
153 Hagley Road, Stourbridge,
West Midlands.

(0384) 395186

Robin Kay (Motors),

Marine Road,
Eastbourne, Sussex.
(0323) 26462

Lifes Motors Ltd.,

32-36 West Street, Southport,
Lancs. PR8 1QN.
(0704) 31375

Parker Bros. (Stepps) Ltd.,

63 Cumbernauld Road, Stepps,
Glasgow. G33 6LS.
041-779 2271

Phoenix Motors,

The Green, Woodbury, Exeter,
Devon. EX5 1LT. (0395) 32255

Cliffsea Car Sales,

Bridge Garage, Ness Road,
Shoeburyness, Essex. SS3 9PG.
(03708) 5323

Mike Spence (Reading) Ltd.,

School Green, Shinfield, Reading,
Berks. (0734) 883312

Sports Motors (Manchester) Ltd.,

214/216 Ashley Road,
Hale, Altrincham, Cheshire.
061-928 8143

Morris Stapleton Motors,

6 Kendrick Place, Reece Mews,
London. SW7.
01-589 6894

Station Garage, Station Road,

Taplow, Nr Maidenhead,
Berks. SL6 0NT.
(06286) 5353

SERVICE AGENT

Libra Motive Services Ltd.,

8/10 Rosemont Road,
Hampstead, London. NW3 6NE.
01-435 8159

*Includes Car Tax, VAT.

Special equipment/colours extra.

'The Real Sports Car'
Morgan

Morgan Motor Co. Ltd., Malvern Link, Worcestershire, England. Telephone: Malvern 3104/5

MOTOR SPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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

STANDARD HOUSE,
BONHILL STREET,
LONDON, EC2A 4DA

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

CONTENTS

| | Page |
|--|------|
| Matters of Moment | 945 |
| Fixtures & Club News | 946 |
| British Grand Prix | 947 |
| German Grand Prix | 951 |
| Mosport WEC 1000 Kms | 956 |
| Rally Review | 959 |
| Buckler | 961 |
| Looking Back On David Purley, GM | 967 |
| VSCC Prescott | 971 |
| Book Reviews | 972 |
| VSCC Shelsley Walsh | 974 |
| Veteran-Edwardian-Vintage | 975 |
| Readers' Letters | 1040 |
| COLOUR SECTION | |
| Spa ETC 24 Hour Race | 980 |
| Mosport 1000 kms/VSCC Prescott | 985 |
| Austrian Grand Prix | 989 |
| Road Test: Caterham Seven 1700 | 990 |
| Super Sprint | 998 |
| German Grand Prix | 998 |
| British Grand Prix | 1004 |

FRONT COVER PICTURE: The works TWR Rovers lead the 55-strong field at the start of the Spa 24 Hour race. It was, however, to be BMW's day.

USA (Airfreight) per annum \$39.00. All enquiries to: MOTOR SPORT, Box 567, Gleneagles Drive, New Vernon, New Jersey 07976, USA Telephone (201) 267-5612.

ANNUAL SUBSCRIPTION RATES

| | |
|----------------------|-----------------------------|
| SURFACE MAIL: | Home £14.50 |
| | Overseas £15.00 |
| AIR MAIL: | Europe £23.00 |
| | Middle East £27.50 |
| | Australasia £37.25 |
| | *All other Countries £34.00 |

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

MATTERS OF MOMENT

■ Jaguar Returns

Elsewhere in this issue we report on the début of the new Jaguar XJR-6 Group C car in the Mosport 1000 kms. Given the professional nature of all forms of international racing it would have been a near miracle had the cars won on their first appearance but the fact that one led for the opening laps and its sister finished third behind two works Rothmans-Porsches must be judged to be extremely promising.

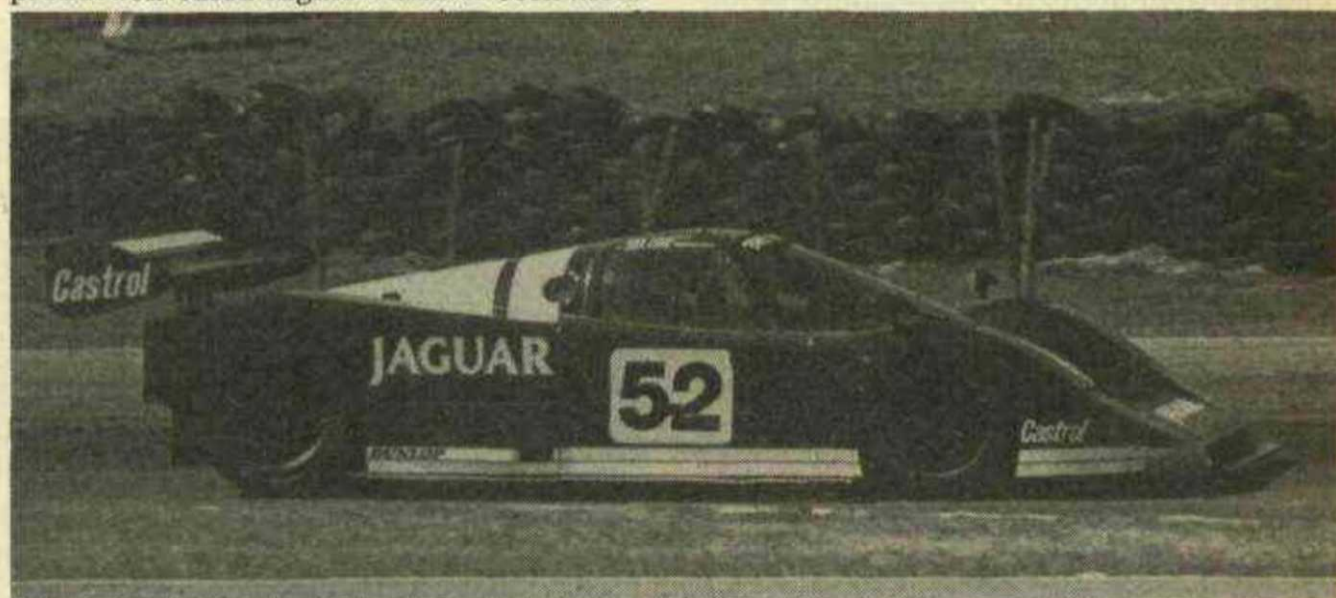
Group C was a category which promised much but has become rather dull, partly due to stifling fuel economy regulations and partly due to the fact that so far only Porsche has managed to build cars capable of winning fully-supported races. The arrival of a competitive new team must be good for this branch of the sport.

Jaguar, however, is not *any* new team. It is a company which has a peculiar glamour founded on its great Le Mans success of the Fifties. We have recently seen the mere presence of works Jaguars add new fire to ETC racing and greatly increase its popularity. Jaguar is one of an *elite* handful of makers which can stir the blood of enthusiasts.

What is particularly pleasing about the return of Jaguar to international long distance sports car racing is that the move seems to fit in perfectly with changes which have recently been taking place within the company. Not so long ago, Jaguar was in trouble, its products were suffering from unreliability and poor quality control and its sales were falling accordingly. It seemed that a once-great name was heading for obscurity.

Then a new management team led by John Egan began to put the company on a fresh footing. Productivity increased, quality improved and sales once again soared. Before he died in February of this year, Sir William Lyons the company's founder had seen Jaguar once again become an independent company and its 1984 output break all the firm's previous sales records. All at Jaguar deserve the highest praise for this remarkable turn around in fortune.

For a company to expose itself in international competition requires a degree of confidence and it is good to see that Jaguar is again in a position to have that confidence. It is also pleasing to note that, in the best traditions of the "C" and "D" Types, the engine which powers the XJR-6 is basically the same V12 unit which is offered in its road cars. If the new cars take the chequered flag, victory will in our view be all the more meritorious for the fact that a production-based engine will have been used.



Win or lose, it's great to see Jaguar back and it will be even better when, next year, the cars turn out at Le Mans. We can only wish the company every success in its racing programme and continued success with its production cars. The British racing public will have the opportunity to see the cars take on the Martini-Lancias and all the major Porsche teams at Brands Hatch on September 22nd.

Motor Sport Fixture List for September

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

C = Closed Event, C/I = Closed Invitation Event, R = Restricted Event, N = National, INT = International

| DATE | ORGANISER | VENUE | EVENT | TIME |
|---------------------|---------------------------------------|---|--|-------|
| September 1st | BARC | Snetterton Circuit, Attleborough, Norfolk | Race Meeting R | 14.00 |
| September 1st | BARC | Silverstone Circuit, Towcester, Northants | Race Meeting N R | 15.00 |
| September 1st | Royal Automobile Club de Spa | Spa Francorchamps, Belgium | World Endurance Championship European Formula 3 (INT) | — |
| September 1st-2nd | UAB Conseil Departmental | Hebros | Rally Hebros (European Rally Championship) (INT) | — |
| September 5th-8th | ADAC Saarland e.V. | Germany | Rally Saarland Deutschland (European Rally Championship) (INT) | — |
| September 6th-8th | Motor Union Charleroi ASBL | Belgium | Bianchi Rally (European Rally Championship) (INT) | — |
| September 7th | Tynemouth & District Motorsports Club | Newcastle | Newcastle Moat House, Laidislarne Rally | — |
| September 7th | BARC | Oulton Park Circuit, Nr Tarporley, Cheshire | Race Meeting R | 13.30 |
| September 7th-8th | BRDC | Silverstone Circuit, Towcester, Northants | RAC International Tourist Trophy (European Touring Car Championship) (INT R) | — |
| September 8th | AC Milano | Monza, Italy | Italian Grand Prix (World Championship Round) (INT) | — |
| September 8th | BRSCC | Snetterton Circuit, Attleborough, Norfolk | Race Meeting R | — |
| September 8th | MGCC | Brands Hatch Circuit, Dartford, Fawkham, Kent | Race Meeting R | — |
| Sept 12th-14th | Manx AS | Douglas, Isle of Man | Manx International Rally (INT) | 09.00 |
| Sept 14th-15th | ASA Armagnac Bigorre | Nogaro, France | European F3 Championship (INT) | — |
| September 14th | BRSCC | Castle Combe Circuit, Chippenham, Wilts | Race Meeting R | — |
| September 14th | Brighton and Hove MC | Brighton Madeira Drive | Brighton Speed Trials | — |
| September 14th-15th | AMOC | Oulton Park Circuit, Nr Tarporley, Cheshire | Race Meeting R | — |
| Sept 15th | Royal Automobile Club de Belgium | Spa Francorchamps, Belgium | Belgian Grand Prix (World Championship Round) (INT) | — |
| September 15th | BARC | Thruxton Circuit, Nr Andover, Hants | Race Meeting Thundersaloon N R | 14.00 |
| September 15th | BARC | North Weald, Nr Epping, Essex | Sprint Meeting R | — |
| Sept 20th-22nd | Cyprus Automobile Association | Cyprus | Cyprus Rally (European Rally Championship) (INT) | — |
| Sept 20th-22nd | Real Automovil club de Asturias | Spain | Rally Principe de Asturias (European Rally Championship) (INT) | — |
| Sept 20th-22nd | Pohjois Hameen Urheilutoimijat | Yugoslavia | Yu Rally (European Rally Championship) (INT) | — |
| Sept 21st-22nd | BRSCC | Brands Hatch Circuit, Fawkham, Dartford, Kent | 1000 Kms WEC (INT) | — |
| September 22nd | 750MC | Mallory Park Circuit, Castle Mallory, Leics | Race Meeting R | — |
| September 22nd | DRC | Donington Park Circuit, Derby | European F3000 Championship round (INT) | — |
| Sept 25th-29th | Rally International du Valais | Switzerland | Rally International du Valais (European Rally Championship) (INT) | — |
| September 28th | 750MC | Castle Combe Circuit, Nr Chippenham, Wilts | Race Meeting R | — |
| September 29th | DRC | Donington Park Circuit, Nr Derby | Race Meeting N R | — |
| September 29th | VZW Terlaemen BRAVO Liège | Zolder, Belgium | European Touring Car Championship (INT) | — |
| September 29th | BRSCC | Mallory Park Circuit, Leics | Race Meeting R | — |
| September 29th | BRSCC | Cadwell Park, Louth, Lincs | Race Meeting R | — |
| September 29th | BARC | Lydden Hill Circuit, Dover, Kent | Race Meeting R | 14.30 |
| Sept 30th-Oct 5th | AC San Remo | San Remo | San Remo Rally (World Rally Championship Round) (INT) | — |
| October 6th | RACMSA | Brands Hatch Circuit, Fawkham, Dartford, Kent | European Grand Prix (World Championship Round) (INT) | — |

CLUB NEWS

AMONGST a full calendar published in *Rev Counter*, the bi-monthly magazine of the **Austin Healey Club**, are a Healey Weekend in Holland (details from Ron Van Der Neut, Landweer 20, 5932XD Tegelen, Holland) and advance warning of the Inter-Club 4-hour Relay race at Oulton Park on September 28th, as well as the dates of the various Club race series that the club organises. With separate Registers for Healeys from Sprite to 3,000, and room for rarer Healeys too, the club can be contacted in the person of Mrs C. Waters, The Laurels, Blind Lane, Tanworth-in-Arden, Solihull, West Midlands.

Following the disappointing news that the **Ulster Automobile Club's** Dundrod Retrospective event has been postponed for a year, we have received the News Letter of the **Thoroughbred Sportscar Club of Northern Ireland**, which gathers together British sports cars of all makes, rather than concentrating on one as seems to be the prevailing pattern on this side of the water. They run a varied programme of racing, autotests, and of course social occasions, and the Hon. Sec. is David Penprage, 76 Millbay Road, Islandmagee, BT 40 3RT.

Now that the Matra Murena has been dropped from the Talbot / Chrysler line-up, owners of these very attractive three-seaters are going to be thrown on their own devices

as regards long-term preservation, so it may be useful to know that there is a **Club Matra** for these and the previous Bagheera. The club are holding a rally on September 22nd at Pallington Lakes, Tincleton, Dorset, and the organiser is R. L. Davis, 5 Marlborough Road, West Cliff, Bournemouth, Dorset. Tel 0202 767509. Continuing the French connection, the **Renault Owners Club** will hold their AGM on September 29th at Pullexhill, Bedfordshire. Details from Mel Gent, 22 Diamond Drive, Pine Trees Village, Irthlingborough, Northamptonshire NN9 5PT.

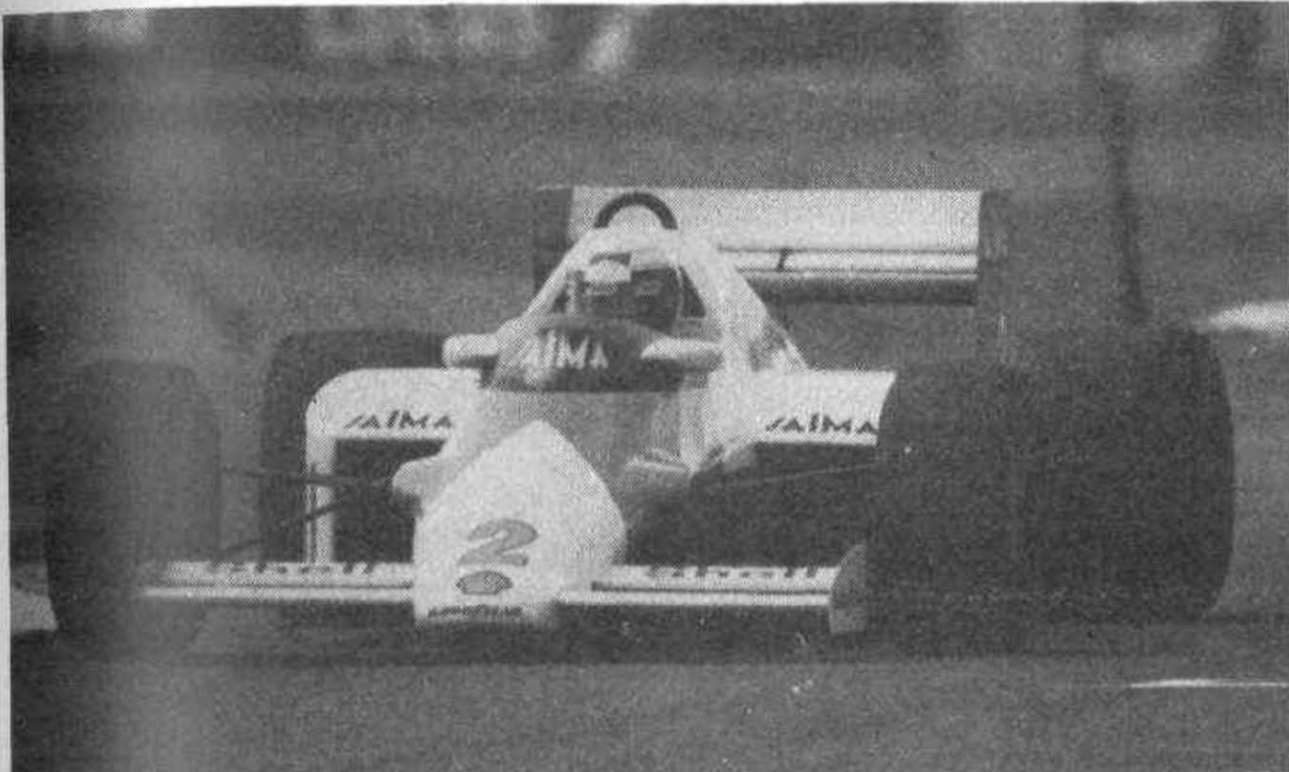
The town of Angoulême in western France is host to the *Circuit des Remparts* on September 21st and 22nd. This two-day gathering of "Vintage" cars (the term is rather looser on the Continent than over here) includes a rally, exhibitions and inter-

club competitions, and the *Circuit* itself following the one-time racing circuit around the ramparts of this important fortified town. Formula One cars of the Fifties will be represented, there will be a collection of Ferraris, and the highlight will be the Renault Martin European Challenge Concours, the winner receiving his weight in cognac. While entries have closed, it would make a splendid weekend's viewing; full details from Martin Jobard, Infoplan, 2 Rue de Baume, 75008 Paris.

Over 100 Saabs turned up at the recent **Saab Owners Club** National event at Weston Park, including two Sonnetts and a Saab 91 aeroplane, and Anthony Reid and Maurizio Sala, the Saab Scan-Sport drivers, brought one of the team cars and presented prizes. The club Secretary is J. Warner, 3a Broad Street, Eye, Suffolk.



ALAN JONES testing the Beatrice Lola Hart THL1 which is due to make its race debut at Monza on September 13th.



ALAIN PROST drove to a well-judged victory at Silverstone from third place on the grid. He gave notice of his intentions on race day morning when he was easily the quickest driver in the warm up session which is conducted in racing trim.

The British Grand Prix

A bit farcical

Silverstone, July 21st
THE WHOLE affair started off badly when the Friday morning practice session was delayed by the most appalling weather. It wasn't that nobody wanted to go out in the rain, but international rules state clearly that official practice cannot start until full medical services are ready and waiting, and these include a rescue helicopter. With the clouds down on the deck all flying around the Silverstone area was off, and the military helicopter that was going to standby officially could not take off from its base nearby, and if it had it could not have got into Silverstone, so no helicopter, no practice.

Everyone kicked their heels all morning and a fairly large crowd of paying customers

sat in the Woodcote Grandstands and waited very patiently. About 1 pm there was a break in the clouds, the sun burst through and within minutes the sky turned almost to summer. Racing engines started, the helicopter hove into view and within minutes a very abbreviated "test-session" began, to sort out tyres, aerodynamics, gear ratios and suspension settings all in a mad rush. The vast programme of events planned for the day was now three hours behind schedule and nobody envied the job of the clerk of the course who had to re-schedule everything and try and make the best of the situation. Something like 20 minutes was allowed for testing, then there was a 10 minute break and then the Friday one hour of qualifying. The short test-session was enough for Patrese's Alfa Romeo to expire in a cloud of smoke as a turbocharger failed and for the Lotus team to disintegrate into a right old shambles. Senna's 97T Lotus went wrong in its Renault engine department, and the spare car was set up ready for the afternoon

qualifying, so there was a mad rush to get it ready for him to use for tyre testing etc. By the time he went out on "wet" tyres the track had dried so he was straight back in again. Nobody was really organised or under control during this hurried 20 minutes, but they all made the best they could, paused for 10 minutes and then we were away on marked tyres to qualify for grid positions.

The rain held off and the track was reasonably dry so some fast motoring began. As always the fast cars and drivers were up the front and the slow cars and drivers were at the back. If we started a qualifying session with no prior practice or testing it probably would give the same answer, apart from obvious trouble. Early in the year it was

| ENTRY AND PRACTICE | | | | | | |
|--------------------|--------------------|------|-----------------------------------|--------------------|-------------------|----------------------|
| No. | Driver | Nat. | Car-Engine | Friday Practice | Saturday Practice | Remarks |
| 1 | Niki Lauda | AUT | McLaren MP4/2B-Porsche V6 t/c | 1.07.743 | 1.09.001 | 1984 World Champion |
| 2 | Alain Prost | FR | McLaren MP4/2B-Porsche V6 t/c | 1.06.308 | 1.08.532 | |
| 3 | Martin Brundle | GB | Tyrrell 014-Renault V6 t/c | 1.10.718 | 1.09.242 | |
| 4 | Stefan Bellof | D | Tyrrell 012-Cosworth V8 | 1.17.009 | 1.16.596 | |
| 5 | Nigel Mansell | GB | Williams FW10-Honda V6 t/c | 1.09.080 | 1.06.675 | New car |
| 6 | Keijo Rosberg | FIN | Williams FW10-Honda V6 t/c | 1.05.107(T) | 1.05.591 | Pole position |
| 7 | Nelson Piquet | BRA | Brabham BT54-BMW 4 cyl t/c | 1.08.933(T) | 1.06.249(T) | Winner French GP '85 |
| 8 | Marc Surer | CH | Brabham BT54-BMW 4 cyl t/c | 1.09.572 | 1.08.587(T) | |
| 9 | Manfred Winkelhock | D | RAM03-Hart 4 cyl t/c | 1.10.299 | 1.09.114 | New car |
| 10 | Philippe Alliot | FR | RAM03-Hart 4 cyl t/c | 1.11.162 | 1.09.609 | |
| 11 | Elio de Angelis | ITAL | Lotus 97T-Renault V6 t/c | 1.07.581 | 1.07.696 | |
| 12 | Ayrton Senna | BRA | Lotus 97T-Renault V6 t/c | 1.06.324 | 1.06.794 | |
| 13 | Patrick Tambay | FR | Renault RE60B-Renault V6 t/c | 1.09.989 | 1.08.240 | |
| 14 | Derek Warwick | GB | Renault RE60B-Renault V6 t/c | 1.08.238 | 1.08.604(T) | New car |
| 15 | Gerhard Berger | AUT | Arrows A8-BMW 4 cyl t/c | 1.09.870 | 1.08.672 | |
| 16 | Thierry Boutsen | B | Arrows A8-BMW 4 cyl t/c | 1.09.413 | 1.09.131 | |
| 17 | Teo Fabi | ITAL | Toleman TG185-Hart 4 cyl t/c | 1.07.678 | 1.07.871 | |
| 18 | | | NO ENTRY | | | |
| 19 | Riccardo Patrese | ITAL | Alfa Romeo 185T-Alfa Romeo V8 t/c | 1.08.384 | 1.10.110 | |
| 20 | Eddie Cheever | USA | Alfa Romeo 185T-Alfa Romeo V8 t/c | 1.11.072 | 1.10.345 | |
| 21 | Piercarlo Ghinzani | ITAL | Osella FA1G-Alfa Romeo V8 t/c | 1.16.400 | no practice | |
| 22 | Andrea de Cesaris | ITAL | Ligier JS25-Renault V6 t/c | 1.11.082 | 1.07.448 | |
| 23 | Jacques Laffite | FR | Ligier JS25-Renault V6 t/c | 1.10.756 | 1.08.656 | |
| 24 | Michele Alboreto | ITAL | Ferrari 156/85-Ferrari V6 t/c | 1.06.793 | 1.07.427 | |
| 25 | Stefan Johansson | SWE | Ferrari 156/85-Ferrari V6 t/c | 1.08.169 | 1.07.887 | |
| 26 | Pierluigi Martini | ITAL | Minardi M185-Modeni V6 t/c | 1.13.645 | 1.15.363 | |
| 27 | Jonathan Palmer | GB | Zakspeed ZAK841-Zakspeed 4 t/c | 1.17.856 | 1.13.713 | |

STARTING GRID

| | |
|----|---|
| 6 | K. Rosberg (Williams-Honda V6 t/c) 1 min 05.591 sec (T) 13 (1 min 12.914 sec) |
| 7 | N. Piquet (Brabham-BMW 4-cyl t/c) 1 min 06.249 sec (T) 43 (1 min 11.837 sec) |
| 2 | A. Prost (McLaren-Porsche V6 t/c) 1 min 06.308 sec (T) 43 (1 min 09.886 sec) |
| 12 | A. Senna (Lotus-Renault V6 t/c) 1 min 06.324 sec 48 (1 min 10.032 sec) |
| 5 | N. Mansell (Williams-Honda V6 t/c) 1 min 06.675 sec 16 (1 min 13.532 sec) |
| 27 | M. Alboreto (Ferrari V6 t/c) 1 min 06.793 sec 56 (1 min 11.290 sec) |
| 25 | A. de Cesaris (Ligier-Renault V6 t/c) 1 min 07.448 sec 36 (1 min 12.089 sec) |
| 11 | E. de Angelis (Lotus-Renault V6 t/c) 1 min 07.581 sec 18 (1 min 12.068 sec) |
| 19 | T. Fabi (Toleman-Hart 4-cyl t/c) 1 min 07.678 sec 4 (1 min 18.250 sec) |
| 1 | N. Lauda (McLaren-Porsche V6 t/c) 1 min 07.743 sec 40 (1 min 10.905 sec) |
| 28 | S. Johansson (Ferrari V6 t/c) 1 min 07.887 sec 1 (2 min 31.135 sec) |
| 16 | D. Warwick (Renault V6 t/c) 1 min 08.238 sec 51 (1 min 12.383 sec) |
| 15 | P. Tambay (Renault V6 t/c) 1 min 08.240 sec (—) |
| 22 | R. Patrese (Alfa Romeo V8 t/c) 1m 08.384 sec 47 (1 min 13.11 sec) |
| 8 | M. Surer (Brabham-BMW 4-cyl t/c) 1 min 08.587 sec (T) 41 (1 min 12.135 sec) |
| 26 | J. Laffite (Ligier-Renault V6 t/c) 1 min 08.656 sec 48 (1 min 11.649 sec) |
| 17 | G. Berger (Arrows-BMW 4-cyl t/c) 1 min 08.672 38 (1 min 12.765 sec) |
| 9 | M. Winkelhock (RAM-Hart 4-cyl t/c) 1 min 09.114 sec 26 (1 min 14.486 sec) |
| 3 | *M. Brundle (Tyrrell-Renault V6 t/c) 1 min 09.242 sec 49 (1 min 12.432 sec) |
| 10 | P. Alliot (RAM-Hart 4-cyl t/c) 1 min 09.609 sec (—) |
| 23 | E. Cheever (Alfa Romeo V8 t/c) 1 min 10.345 sec 17 (1 min 15.055 sec) |
| 29 | P. Martini (Minardi-Modeni V6 t/c) 1 min 13.645 sec 24 (1 min 17.486 sec) |
| 30 | J. Palmer (Zakspeed 4-cyl t/c) 1 min 13.713 sec 5 (1 min 17.499 sec) |
| 4 | S. Bellof (Tyrrell-Cosworth V8) 1 min 16.596 sec 52 (1 min 17.854 sec) |

*Started from back of grid.
(T) denotes spare car for practice time or race.
N.B. Time in brackets is best lap in race.
Number in bold is lap on which recorded.



THANK HEAVENS for the spirit of racing mechanics! These two Lotus men kept the wet and increasingly dispirited spectators amused with an impromptu "race" in their Lotus-developed Sinclair C5s when proceedings were delayed on the Friday. It was much appreciated by all who saw it.

estimated that the fast laps would be in the region of 155 mph average, bearing in mind that the Formula One cars have not raced at Silverstone since 1983, but then in pre-race tyre testing a few weeks before the meeting laps of 157 mph were recorded so that this first qualifying session started with 160 mph as the target figure, a time of just under 1 min 06 sec for the three mile circuit, and that figure is quite a good one for club racing on the short circuit!

For nearly half-a-hour Rosberg, Prost, Alboreto and de Angelis were trying for pole position and the average passed 157 mph, then passed 158 mph and Rosberg and Prost were in with 159 mph. At this point Senna was not even on the score-board, a Renault engine had gone wrong again, this time in the tweaked-up T-car and the shambles continued as everyone worked frantically to get his race-car set up for one-lap dash. Meanwhile the young Brazilian stood by impassively, then got in the car and waited patiently, and with qualifying half-way through he went out, first of all on race-tyres to see if all was well, and immediately moved up to ninth on the grid. Then he jumped to fourth, and after a change to soft qualifying tyres he was third with a 159 mph lap, to join Rosberg and Prost at the top of the list. Their times were Rosberg with the Williams-Honda 1.06.107, Prost with the McLaren-Porsche 1.06.308 and Senna with the Lotus-Renault in 1.06.324. Rosberg had changed to the Williams T-car as his own had clutch trouble, and in the dying minutes snatched FTD in a heroic drive that was right on the limit all the way round. His time gave an average speed of 159.668 mph; so near and yet so far.

Others merely had trouble. Mansell's clutch expired (Williams-Honda was using

modified clutches to cope with the Honda power, as well as a single plenum chamber on top of the engine intakes) and he came to rest in a cloud of smoke opposite the pits. Brundle made a cloud of smoke by the pits as well, but it was tyre smoke as he spun. The Tyrrell Renault turbo stayed in the middle of the track, Brundle kept the engine running, caught the car at the end of its 360-degree gyration and carried on. In spite of the mad haste in which everything had to be done, the qualifying hour went off remarkably well and says a lot for the way the various teams work and are able to improvise and adapt to varying conditions. British industry could learn a thing or two from Formula One teams.

On Saturday things returned to normal, the weather was pretty good and the whole schedule of events ran well to time. There was a pause during the morning test-session while the Minardi was collected from where

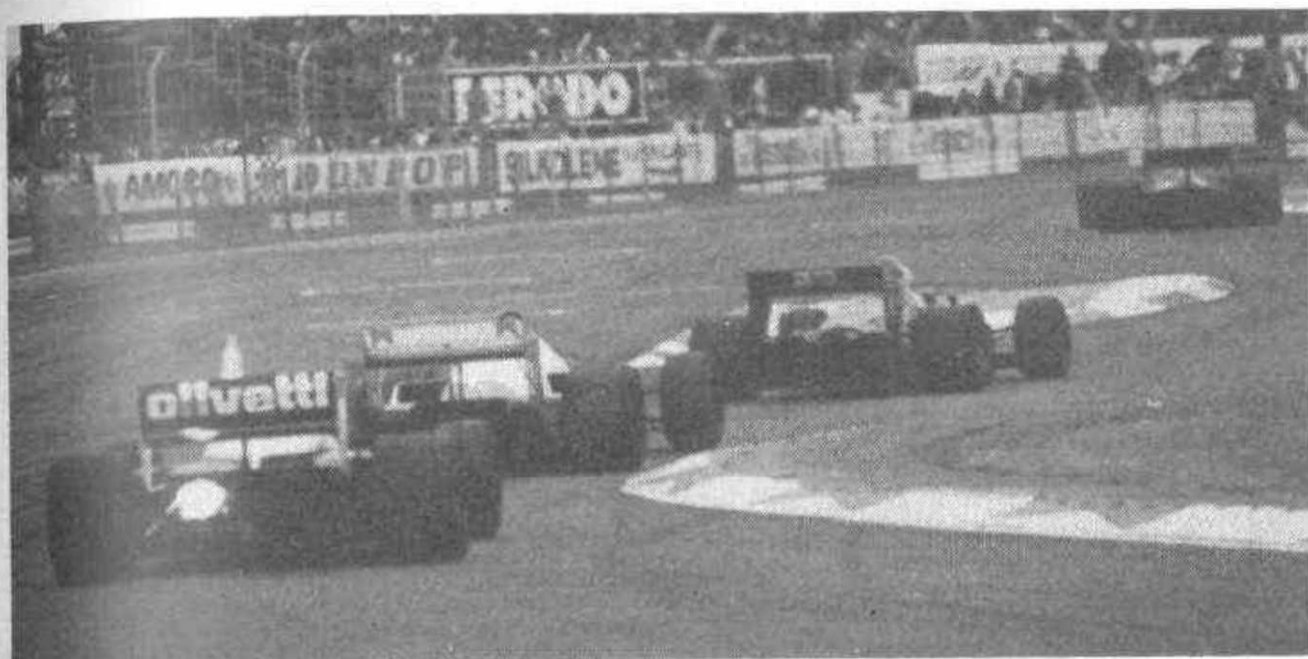


IN 1962, Jim Clark set a new F1 lap record at 109.31 mph with the Lotus 24 V8 Coventry Climax on the left. Despite the addition of the Woodcote chicane, during qualifying Keke Rosberg managed a lap at 160.925 mph on his Williams-Honda.

it had come to rest, in a dodgy spot, and RAM was gathered up at the same time. Testing continued until 11.30 am during which time everyone tried to decide on the best combination of variables for the afternoon qualifying, and also the best combination for the actual race, especially for opening laps when fuel tanks are full to the brim.

It was dry and windy when the track was officially open at 2 pm for qualifying and most of the fast runners were soon having their first go, as the sky was anything but stable and a rain-shower could ruin everything. Lauda did a quick lap, then Piquet, then de Cesaris followed by Johansson and Mansell, and the times kept coming down, but not as low as expected probably due to the wind. It was getting almost like Indianapolis qualifying, drivers made individual runs with just an odd one or two "rabbits" scattered around the circuit. So far 1 min 7 sec and a bit was the order of the day, but then Senna went out and did 1 min 06.794 sec. Prost did 1 min 8 sec, Brundle did 1 min 9 sec, Piquet had done a 1 min 7 sec and then Rosberg went out. Spectacular is a simple word to use, and if you weren't there to see it it is a great pity. 1 min 5.967 sec as near as damn it, 160 mph average round the converted field! All this was just the first qualifying runs, they all had a second set of tyres to use, but the weather gods decided enough was enough and the pocket-sized shower sprinkled its way across the Silverstone fields. That seemed to be the end of it, but with 25 minutes still left the sun burst through again and everyone was ready to have another go, even though there were damp patches at Becketts and Stowe.

There was a real flurry of high speed driving in the dying minutes of the hour as Senna, Prost, Piquet, Mansell, Alboreto, Cesaris, de Angelis and Fabi were all having a real go, but almost as the session finished the incredible Keijo Rosberg was out on more and stood the speed world on its ears with a lap in 1 min 5.591 sec, an average of 160.925 mph. It was the perfect end to



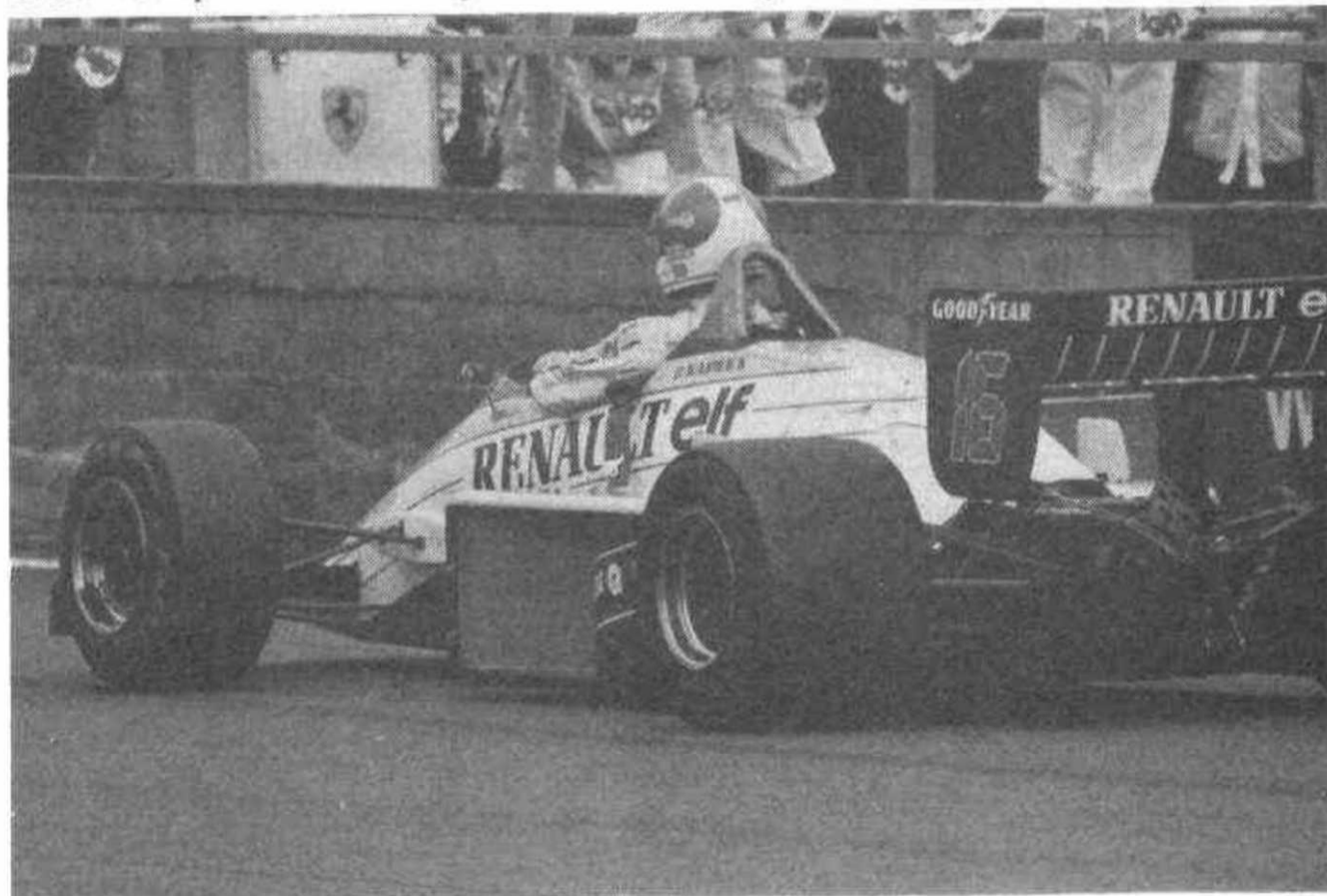
WHEN THE Woodcote chicane was introduced, it was thought that the days of ultra-high speed at Silverstone were gone for ever, but note just how stable Alboreto, Prost and Piquet are through it. Not a wheel is out of shape yet all three are travelling at around 125 mph.

splendid session of Formula One in action, and even some hardened cynics who don't think much of Formula One were heard to say "Phew! Quick, aren't they?" Piquet did 159.326 mph, well back on form in spite of Pirelli tyres, Prost did 159.184 mph, in spite of McLaren International saying how they don't allow themselves to get embroiled in qualifying battles, Senna did 159.146 mph, in spite of a demon Renault engine that misfired at the top end, and the rest were "slow" — a mere 158 mph, or even as slow as 156 mph average for the 3 mile lap! Last of the 26 runners was Bellof with the Tyrrell-Cosworth V8 with a paltry 137.804 mph! Remember the great days of the past when we saw the first 100 mph lap at Silverstone, and then the progress though 120 mph, 125 mph and the approach of 150 mph laps? Now we had seen 160 mph and even Rosberg admitted that such average speeds made Silverstone seem a tiny little circuit with no straights at all. For those of us who were there and saw it happen it was a memorable occasion. At the 1983 British GP René Arnoux in a Ferrari set pole with a time of 1.09.462, which would have got him into 21st position on this year's grid! The healthy part of this year's qualifying was that there were four very different engines powering the cars in the first four places; Honda V6, BMW 4 cyl., Porsche V6 and Renault V6, all 1½-litres capacity with turbochargers forcing the air into the cylinders at anything up to 45 psi or even 50 psi and the power output? Formula One is serious these days so no engine design team is going to reveal any real figures, but 900 bhp must be coming into view. Some idea of the "grunt" pushed out by these engines is shown by Rosberg's speed over the finish line, just before the pit wall, being 161 mph, after leaving the chicane at about 125 mph, and reaching 185 mph, even 190 mph before the braking point for Copse Corner. That sort of high-speed acceleration is beyond the imagination of ordinary mortals like you and me.

After an afternoon like that there didn't seem to be much point in returning on Sunday, but nevertheless a huge crowd did return and a very full day of activity was presented by the RACMSA and all its voluntary helpers. It all started at 6.30 am with coach trips round the circuit, and went through "walk about" in the pit lane, Formula 3 racing, Historic racing, air displays, truck displays, parachutes, flag parades, saloon car racing, helicopter displays, music, food and drink which went on officially until 6 pm and unofficially until long after dark. Somewhere amidst all the fun and games the British Grand Prix took place, supposedly over 66 laps of the circuit and lasting all of 1 hour 20 minutes. My friend A.H. and I have a saying, which says "Don't go to the toilet when the green light is about to come on to start the Grand Prix, or by the time you come out it will all be over." Compared to Saturday afternoon

qualifying the race was a bit of a farce, with a fastest lap at a mere 151 mph and an average speed for the race of 146 mph, but worst of all was the man with the chequered flag who stopped the race at the end of lap 65 instead of at the end of lap 66. The organisers put it down to "human error" which really is a nice "circus" touch in this electronic, micro-chip, computer age, where Formula One cars are a mass of high-technology in order to balance power output against fuel consumption, relative to lap times, in order to complete the scheduled 66 laps, plus the opening parade lap, on the 220 litres of fuel permitted by the regulations. Through all this "high-tech" and electronic time-keeping to 1000th of a second, a man with a flag decides when the race has finished, and he makes "a human error". It does put it all into perspective, doesn't it?

As a motor race there were some super highlights, as well as some low ones, and we saw both within the first half-mile. Ayrton Senna did the sort of start, from his fourth place on the grid, of which Gilles Villeneuve would have been proud. It was perfection and he took the lead as he turned into Copse Corner, leading Rosberg, Mansell and Prost. In midfield Patrick Tambay made a complete nonsense, and spun his Renault RE60B, collecting Johansson's Ferrari and the chain reaction eliminated Alliot and Ghinzani. From the opening lap it was a two-car race Senna (Lotus) and Rosberg (Williams) running away from the rest of them. Rosberg soon settled for second place, rather than risk wearing his tyres out or using too much fuel. He was in the Williams T-car, having switched just before the start, and with only a third of the race run there was a cloud of smoke from the engine compartment and that was that. His team-



LIKE Jacques Laffite, Derek Warwick benefited by the unintentionally shortened race and was getting out of his dry car at the moment when he should have been on his last lap. The official's mistake cost Piquet second place, and, possibly, Surer fourth, Brundle fifth and Berger sixth.



ANDREA DE CESARIS had a very encouraging weekend with his Ligier JS25. He qualified seventh, was third quickest in the race warm up and was lying third when his clutch went on lap 42.

mate, Mansell, had gone out with another clutch failure, while Prost had already worked his way by both Williams cars into second place.

A race-long duel ensued between Senna, always in front, and Prost shadowing him, both drivers steeling themselves to keep the turbo boost pressure and conserve fuel on this economy run. Senna was complete master of the situation, even when they came up to lap some fast runners like Alboreto (Ferrari) and Piquet (Brabham). It seemed a case of "stalemate" until on lap 60 the Renault engine in the Lotus suddenly cut out; Prost flashed by into the lead, the Renault engine came on song again and Senna shot back into the lead, but as they started lap 61 it was all over, the Renault engine died completely, out of fuel, and Prost was long gone, carefully reading his fuel gauge to ensure he didn't use his quota on the next five laps. With the flag being shown at 65 laps he was safely home, but he kept on going for another lap, preferring to believe what the McLaren pit were telling him, and came home a worthy victor after a

very determined and calculating drive. His team-mate Lauda succumbed to an electronic fault somewhere in his McLaren-Porsche, when he had climbed up to second place, and de Cesaris had retired his Ligier-Renault with clutch trouble after putting on a good race by any standards. Jacques Laffite in the second Ligier had a good race, profiting by other drivers' troubles and actually caught and passed Piquet's Brabham-BMW, which was being kept down on power and speed in order to finish. The Ligier actually ran out of fuel on the 66th lap, as did Warwick's new Renault RE60B, but by then the RACMSA had decided the race finished on lap 65.

So that was it, we had seen a lap at 160 mph in qualifying, a new race lap record of over 151 mph, heroes of the meeting were Prost, Rosberg and Senna. Lucky drivers were Alboreto (second with an ill-handling Ferrari) and Laffite and unlucky ones were Johansson, Ghinzani and Alliot who were put out through no fault of their own, or their teams. Now that we have seen just how fast Silverstone can be, somebody has found

out, so that before Formula One returns there will probably be some sharp corners before the Woodcote chicane, and before Stowe Corner, so real speed at Silverstone is all over. We might just as well fall all up and put it all back to arable farming as it was before "the beetle men" arrived. T. H. White put it when Silverstone track first disturbed his hawks. Or we could turn it into a huge housing estate for BRAC members only, with the occasional "street race" where we would know there would be no complaints. Or it could be developed into a huge motoring "leisure centre". On the other hand, we wept salt tears when the Woodcote chicane was built, not so many years ago, to curb speeds, and here we have with a 160 mph lap. Give the Formula One world a free hand for 10 years and we probably get a 165 mph lap on the proposed revised circuit. You can't keep good men down, and Formula One has a lot of good men in its ranks, be they drivers, mechanics, designers, managers, sponsors whatever. Formula One for Grand Prix racing is very strong. — D.S.J.

Silverstone Snippets

Martin Brundle raced the Renault-powered Tyrrell once more, but when it came to late leaving the "dummy-grid" he was forced by rules to start from the back of the 26 car field. He drove a good race to finish seventh.

Elio de Angelis had a funny old day. An accident in the morning warm-up session meant a lot of hurried work for the Lotus mechanics and then in the race the Renault engine died. Coasting into the pits the Italian decided his race was over but after failing to find anything wrong his mechanic decided to see if the engine would start. It fired-up and ran perfectly so the driver was sent for and put back in the race — 28 laps behind the leader.

Teo Fabi's race with the Toleman-Honda was short-lived, from a healthy grid position in the top ten. The final drive oil filter specification had been changed by the outside manufacturer, unbeknown to the team, which caused the oil to run too hot and the crown wheel and pinion suffered.

Thierry Boutsen had an unfortunate accident out of Becketts Corner when the throttles stuck open on the BMW engine of his Arrows. He was unhurt.

Stefan Johansson's Ferrari withstood a collision with Tambay's Renault far better than the French car. An oil radiator was split on the Ferrari, which caused its retirement, but the Renault lost the right front wheel, hub, brake and upright, which snapped off the wishbones like a carrot.

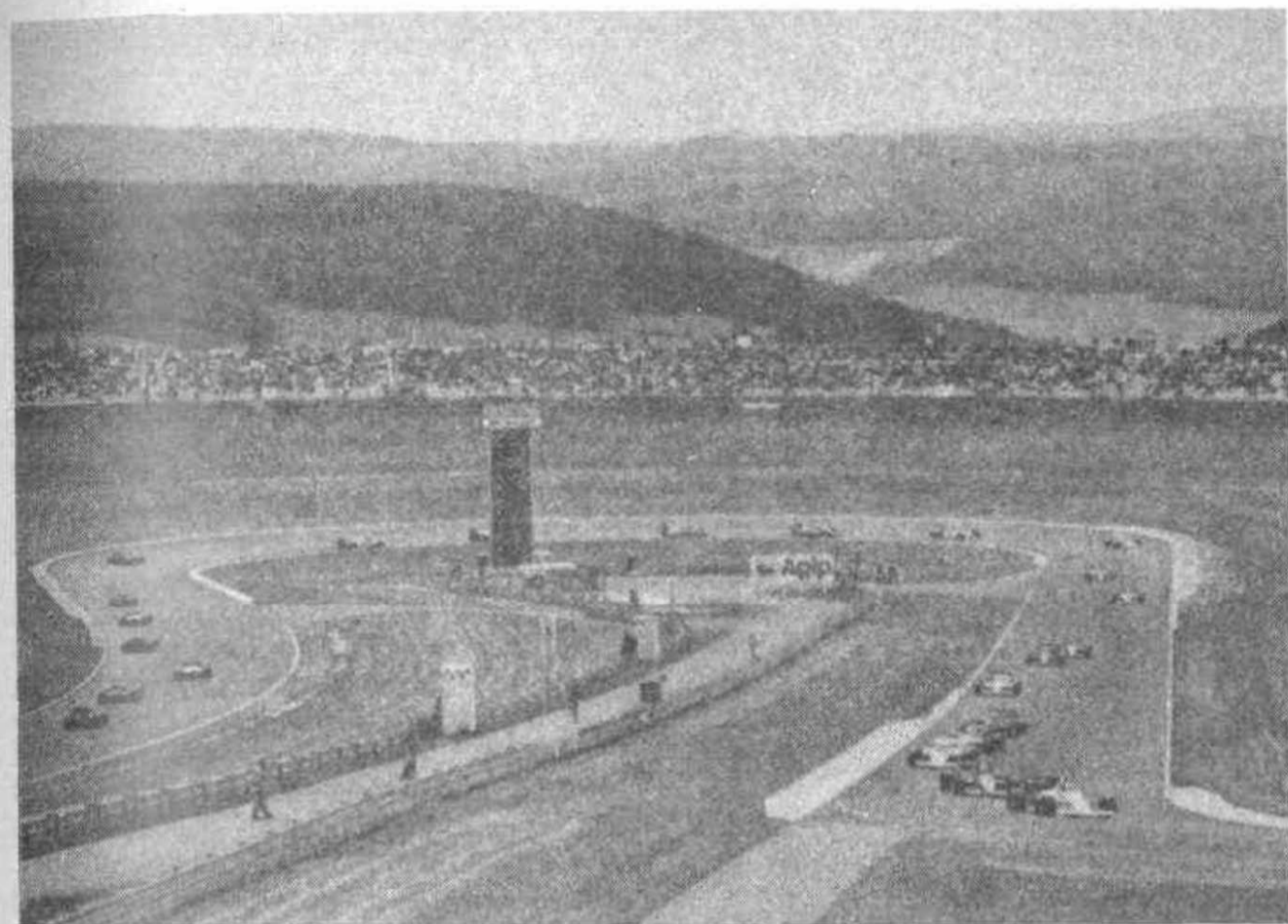
RESULTS

BRITISH GRAND PRIX — Formula One — 65 laps — Silverstone — 4.71 kilometres — 306.708 kilometres — cool and grey
(Race stopped one lap early by error)

| | | | |
|------|----------------------|-----------------------|--|
| 1st | : Alain Prost | (McLaren MP4/2B-2) | 1 hr 18 min 10.436 sec — 235.404 kph (146.274 mph) |
| 2nd | : Michele Alboreto | (Ferrari 156/85-081) | 1 lap behind |
| 3rd | : Jacques Laffite | (Ligier JS25/05) | 1 lap behind |
| 4th | : Nelson Piquet | (Brabham BT54/6) | 1 lap behind — out of fuel |
| 5th | : Derek Warwick | (Renault RE60B/07) | 1 lap behind — out of fuel |
| 6th | : Marc Surer | (Brabham BT54/3) | 2 laps behind |
| 7th | : Martin Brundle | (Tyrrell 014/1) | 2 laps behind |
| 8th | : Gerhard Berger | (Arrows A8/4) | 2 laps behind |
| 9th | : Riccardo Patrese | (Alfa Romeo 185T/02) | 3 laps behind |
| 10th | : Ayrton Senna | (Lotus 97T/4) | retired on lap 61 — out of fuel |
| 11th | : Stefan Bellof | (Tyrrell 012/7) | 6 laps behind |
| 12th | : Niki Lauda | (McLaren MP4/2B-4) | retired on lap 58 — electronics |
| 13th | : Thierry Boutsen | (Arrows A8/3) | retired on lap 42 — clutch failure |
| 14th | : Andrea de Cesaris | (Ligier JS25/04) | retired on lap 39 — suspension failure |
| 15th | : Pierluigi Martini | (Minardi M185/02) | retired on lap 7 — engine failure |
| 16th | : Elio de Angelis | (Lotus 97T/3) | 28 laps behind — still running |
| 17th | : Manfred Winkelhock | (RAM 03/04) | retired on lap 29 — engine trouble |
| 18th | : Keijo Rosberg | (Williams FW10/3) (T) | retired on lap 22 — engine failure |
| 19th | : Nigel Mansell | (Williams FW10/6) | retired on lap 18 — clutch failure |
| 20th | : Eddie Cheever | (Alfa Romeo 184T/B1) | retired on lap 18 — engine trouble |
| 21st | : Jonathan Palmer | (Zakspeed 841/02) | retired on lap 7 — engine failure |
| 22nd | : Teo Fabi | (Toleman TG185/2) (T) | retired on lap 5 — clutch trouble |
| 23rd | : Stefan Johansson | (Ferrari 156/85-079) | retired on lap 2 — collision damage |
| 24th | : Patrick Tambay | (Renault RE60B/06) | retired on lap 1 — collision damage |
| 25th | : Piercarlo Ghinzani | (Osella FA1G/02) | retired on lap 1 — collision damage |
| 26th | : Philippe Alliot | (RAM 03/02) | retired on lap 1 — collision damage |

Fastest Lap: Alain Prost (McLaren MP4/2B-2) on lap 43 in 1 min 09.886 sec — 243.067 kph (151.035 mph)

26 starters — 11 finishers



THIS shot of the field on its warm-up lap before the race shows what a wilderness the new "Nürburgring" is. For the spectator it is viewing at a distance.

Hesnault. Tambay and Warrick had the new RE60 B cars and one of the earlier RE60 cars had been rebuilt to as near B-spec as possible and was the T-car. Hesnault's car was fitted with a compact TV camera behind the cockpit and the idea was that there would be a direct transmission relayed up to a helicopter, piloted by the old Formula One driver Henri Pescarolo, and then beamed down to the normal television channel. It was all good "high tech" stuff backed by ELF in conjunction with Thompson. For this camera Hesnault had one of the earlier RE60 cars, and the "testing" team of mechanics looked after it.

After trouble at Silverstone with the modified AP-Lockheed clutches on the Honda engines the Williams team now had new and stonger clutches to cope with the obvious power increase of the new Honda engines. The Toleman team was under the control of Pat Simmonds, as designer Rory Byrne was laid low with a bout of 'flu, and Alfa Romeo by Euroracing had taken a big step backwards! Patrese and Cheever were to drive modified 1984 cars, called 184TB and a lone 1985 car was acting as the T-car. Ferrari were back to square one, running normal 1985 cars for Alboreto and Johansson and not the ones with the new front suspension that had appeared at the French Grand Prix. Like McLaren, Lotus, Arrows and Ligier, the Zakspeed team had to blank out its cigarette advertising to conform with German laws.

With a lot of stopping and starting on the new short circuit, brakes were a vital factor and much attention was being paid to cooling and heat dissipation during the first test session. Fortunately the weather was cool, which helped, though the skies were sunny and bright. Just how cool and humid the mountain air was could be seen by the condensation streamers flowing off the corners of the rear aerofoils on some of the cars. As the morning progressed the skies became clouded and rain was not far off, so the afternoon qualifying saw most people trying to get out promptly while the track was dry. It almost goes without saying this year that Ayrton Senna set the pace early on with a Lotus-Renault, but the surprise of the afternoon was that Teo Fabi whirled the Toleman-Hart round indecently quickly and improved on Senna's time by more than a second. It was not as the result of some sudden magic produced by Rory Byrne on the Toleman part, or Brian Hart discovering a whole lot more power from his 4-cylinder engine, nor was it some magical qualifying tyres produced by Pirelli. The Toleman-Hart was very close to the front runners at the end of last season, and the team did not restart until late into 1985, so has had a lot of ground to make up. This it has done steadily and it got a good average across all the variables, with no weak points, which gave

The German Grand Prix — A shadow

The New Nürburgring, August 4th

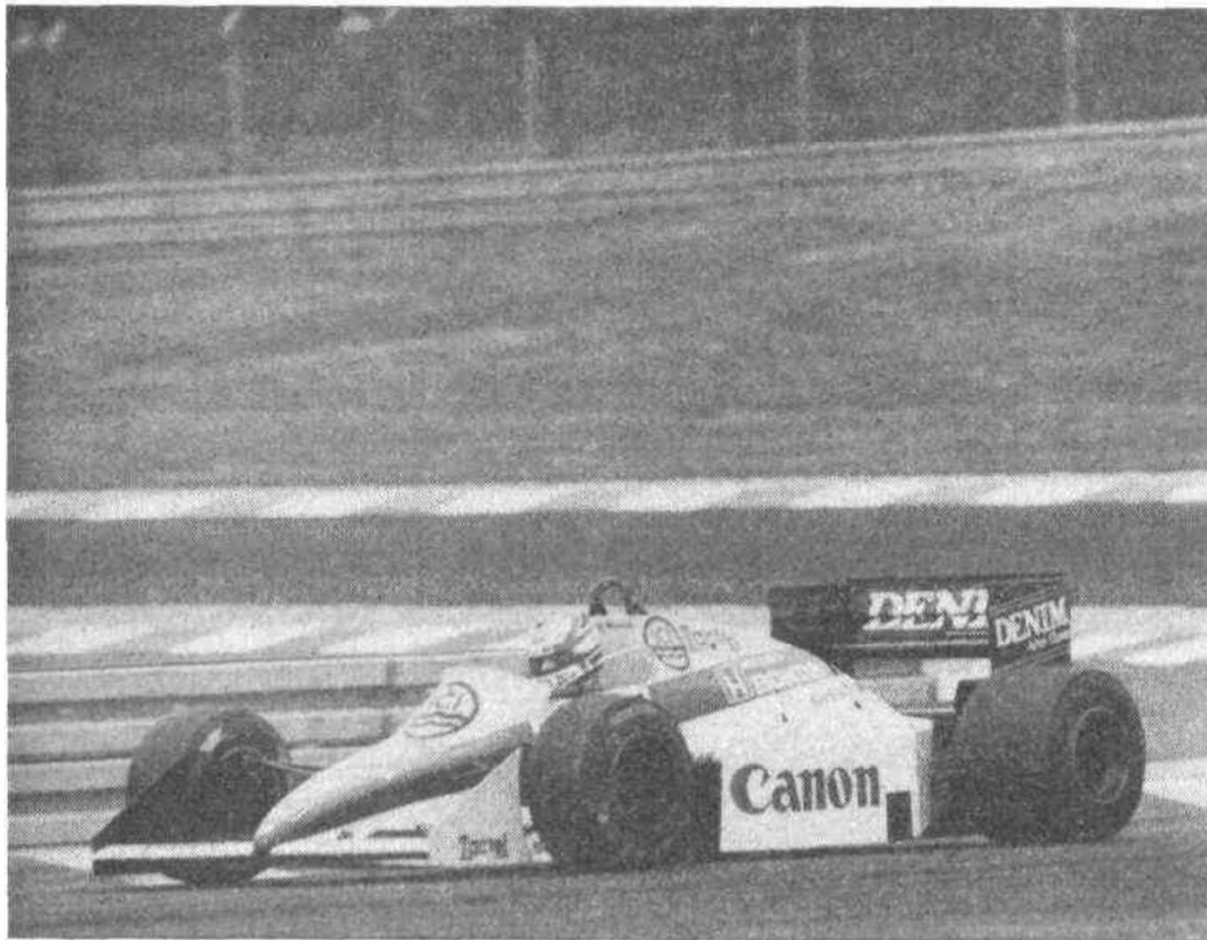
WHEN we went to the first Formula One race on the new Nürburgring last October it was to see the European Grand Prix, an extra event slipped into the calendar for "administrative" purposes, so it was not necessary to take it very seriously as an event, though it did score points for the Manufacturers' and Drivers' Championships. This year the visit to the Eifel Mountains was much more serious, for it was for the German Grand Prix, the first "Grosser Preis von Deutschland" to be held in the Eifel since 1976. If the British Grand Prix was held on the Silverstone Club circuit, instead of the 3 mile outer circuit, or at Brands Hatch on the club circuit within the stadium, instead of the exciting bit out to Hawthorn's and Westfield. I don't think there would be much enthusiasm among the followers of the Grand Prix of Great Britain. The new Nürburgring seems to have the same effect on the Germans and 67,000 spectators turned up to watch the German Grand Prix, a mere shadow of its former self. In the past there have been some memorable "Grosser Preis von Deutschland" on the mighty Nürburgring but the best we are going to get on the new (Mickey Mouse) Nürburgring are going to be "forgettable".

Formula One today is such a slick and highly organised travelling circus, prepared to erect its "big top" anywhere where the money is good, that everyone would be assembled and organised on our village green if the money was right. It would only be on Friday morning at the scheduled 10 am when practice was due to start that someone would say "here, wait a minute, we can't race on grass". One thing that the new

Nürburgring does have is good facilities, spacious pit lane, large workshops, vast paddock area, hospitality suites above the pits, heat, light and sound in the garages and obviously ease of entry into the Formula One sanctum judging by the number of children in the pit lane.

There were numerous changes to the pit lane scene. Enzo Osella, who has been financing his little single-car team for Ghinzani, has reached the end of the financial road. Piercarlo Ghinzani has been driving for the fun of it, with no money being involved, but now Enzo has been forced to ask him to stand down and make way for a driver with financial backing that he can put into the team. This is the amiable Dutchman Huub Rothengatter, so car number 24 was in new hands. Being quite fair and straightforward Ken Tyrrell nominated Stefan Bellof to drive the lone Tyrrell-Renault turbo, as Brundle had driven it in the British GP, so it was only right and proper that Bellof should drive it in the German GP. As one car is a Tyrrell-Renault and the other, which Brundle was to drive, a Tyrrell-Cosworth they are considered to be two different makes and this transgresses some obscure rule in the Concorde agreement. Officialdom said if the drivers changed numbers all would be well, so Bellof became No 3 and Brundle No 4. Nobody really understood what it was about, but officialdom was happy and that was the important thing. Both Tyrrell drivers had a spare car at their disposal, but as yet there is not a surfeit of Renault engines, or any 1985 engines for the boys in blue.

The works Renault team was surpassing itself, entering a third car for Francois



Fabi a very healthy 1 min 17.429 sec. Some of the serious opposition was in trouble, stemming from the morning test session, Piquet, for example, having to use his race-car as the special T-car had broken its engine and a new one was being installed. Prost had been plagued by brake trouble all morning, which had delayed his tyre selection and chassis tuning, so he was using the qualifying hour as an extended test-session. Mansell was also in brake trouble in the morning and this fed over into the afternoon so that he did not get out until near the end of the qualifying hour, and Rosberg had spent the morning experimenting with variables to suit the circuit and was not really ready for the afternoon qualifying, and neither were the two Ferrari drivers, Alboreto and Johansson. The pace at the front of Grand Prix racing today is so fast and furious that there is no room for anyone

who is not absolutely ready and needle-sharp. While others were floundering about the Toleman team was right on the ball, and little Teo Fabi made the most of it.

After doing one flying lap, in a time of 1 min 18.792 sec, at the beginning of the hour, Senna was content to sit quietly in his cockpit, watching a VDU of the times, while his front tyres were in the back of the garage wrapped up in electric blankets. He was totally confident that he could reclaim pole position any time he wanted so sat and waited until 1.45 pm when the warmed-up front tyres were fitted, the Renault engine was started up and he was ready to go. But then the engine died! The Renault engine men fiddled about but it still would not start and then after undoing various pipes and checking fuel flow it started but would only run on near full-throttle and even then it popped and banged. Time was running out

NIGEL MANSELL's Williams-Honda sports large sideplates on its front wing during practice, idea being to deflect air into the front brake scoops.

for Senna so he elected to give it a try even though there was obviously something wrong. He went away down the pit lane for the choice of 9,000 rpm or nothing and did one lap and straight back into the pits. It was impossible. More fiddling about by the Renault mechanics but there was no improvement and in the final minutes Senna tried again, but it still wasn't worth even attempting a flying lap, so his earlier time had to stand. It later transpired that a rubber sealing washer had disintegrated and bits had got into the fuel pressure pump.

Meanwhile, Piquet, Prost and Rosberg had their final fling but none of them could dislodge Fabi from his position at the top, nor could Alboreto and Johansson, so the qualifying hour ended with the Toleman-Honda team grinning broadly for they had really put the cat among the pigeons, and nobody's grin was broader than little Teo Fabi. Alboreto, Johansson, Prost and Rosberg all improved on Senna's single flying lap but the Toleman was 1.2 sec ahead of the best of them, which meant they were all going to have to improve by nearly two seconds in the Saturday qualifying session if honour was to be retrieved. Fabi was very happy and said he thought it would be quite nice if it rained on Saturday. It wasn't a very popular suggestion.

Among the "also-rans", and these days the word tends to include the Regie Renault works team, while Lotus-Renault and Ligier-Renault are ahead of them, there were all the usual troubles. Warwick had a "moment" when something broke in the rear suspension and he spun in the middle of the track without hitting anything, but it was a lucky spin. Lotus shambles was added to by de Angelis pulling off onto the grass verge in the T-car when a driveshaft joint broke. The trouble-ridden Minardi team which seemed to start off quite well back at Imola was in total chaos. One car broke its engine and Pierluigi Martini wrecked the other one during the morning testing, so he had nothing to use for the qualifying period. Teams like RAM-Hart, Zakspeed, Arrows, Romeo and Osella just don't seem to be making any visible progress, while Ligier and Arrows have flashes of brilliance that are not sustained.

As the scheduled hour of 10 o'clock arrived on Saturday morning to herald the start of another test-session, the rain started and that was that. It was obviously set in for the day so all hopes of any improvement on Friday's qualifying times were gone. The only thing to do was to try and prepare for the race-day being wet. Although the rain stopped now and then there was never any hope of a dry track and the morning session was well summed up by dear old Jacques Laffite making the fastest lap. The qualifying hour from 1 pm to 2 pm was no better and at times got worse, and those who did venture out were on heavily treaded "rain-

| ENTRY AND PRACTICE | | | | | | |
|--------------------|--------------------|------|-------------------------------------|-----------------|-------------------|--|
| No. | Driver | Nat. | Car-Engine | Friday Practice | Saturday Practice | Remarks |
| 1 | Niki Lauda | AUT | McLaren MP4-2B-Porsche V6 t.c. | 1 19.652 | 1 44.330 | 1984 World Champion |
| 2 | Alain Prost | FR | McLaren MP4-2B-Porsche V6 t.c. | 1 18.725 | 1 43.088 | Winner British GP. 85 change of number |
| 3 | Stefan Bellof | D | Tyrrell 014-Renault V6 | 1 21.219 | no time | change of number |
| 4 | Martin Brundle | GB | Tyrrell 012-Cosworth V8 t.c. | 1 19.621(T) | 1 47.820 | change of number |
| 5 | Nigel Mansell | GB | Williams FW18-Honda V6 t.c. | 1 19.475 | 1 42.050 | |
| 6 | Keijo Rosberg | FIN | Williams FW18-Honda V6 t.c. | 1 18.781 | 1 39.547 | |
| 7 | Nelson Piquet | BRA | Brabham BT54-BMW 4 cyl t.c. | 1 18.802(T) | 1 49.347 | (T) In spare car |
| 8 | Marc Surer | CH | Brabham BT54-BMW 4 cyl t.c. | 1 19.558 | 1 38.330 | |
| 9 | Manfred Winkelhock | D | RAM03-Hart 4 cyl t.c. | 1 22.607 | 1 51.109 | |
| 10 | Philippe Alliot | FR | RAM03-Hart 4 cyl t.c. | 1 22.017 | no practice | |
| 11 | Elio de Angelis | ITAL | Lotus 97T-Renault V6 t.c. | 1 19.120 | 1 29.714 | |
| 12 | Ayrton Senna | BRA | Lotus 97T-Renault V6 t.c. | 1 18.792 | 1 36.471 | |
| 15 | Patrick Tambay | FR | Renault RE60B-Renault V6 t.c. | 1 19.917 | 1 33.373 | |
| 16 | Derek Warwick | GB | Renault RE60B-Renault V6 t.c. | 1 21.237 | 1 46.473 | |
| 17 | Gerhard Berger | AUT | Arrows A8-BMW 4 cyl t.c. | 1 20.666 | 1 41.131 | |
| 18 | Thierry Boutsen | B | Arrows A8-BMW 4 cyl t.c. | 1 19.781 | 1 54.674 | |
| 19 | Teo Fabi | ITAL | Toleman TG185-Hart 4 cyl t.c. | 1 17.429 | no time | Pole position |
| 20 | | | NO ENTRY | | | |
| 22 | Riccardo Patrese | ITAL | Alfa Romeo 184TB-Alfa Romeo V8 t.c. | 1 19.338 | no practice | |
| 23 | Eddie Cheever | USA | Alfa Romeo 184TB-Alfa Romeo V8 t.c. | 1 21.074 | 1 32.376 | |
| 24 | Huib Rothengatter | ITAL | Osella FA1G-Alfa Romeo V8 t.c. | 1 26.478 | no practice | Replacing Ghinzani |
| 25 | Andrea de Cesaris | ITAL | Ligier JS25-Renault V6 t.c. | 1 19.738 | 1 39.623 | |
| 26 | Jacques Laffite | FR | Ligier JS25-Renault V6 t.c. | 1 19.656 | no practice | |
| 27 | Michele Alboreto | ITAL | Ferrari 156-85-Ferrari V6 t.c. | 1 19.194 | 1 41.490 | |
| 28 | Stefan Johansson | SWE | Ferrari 156-85-Ferrari V6 t.c. | 1 18.616 | 1 45.919 | |
| 29 | Pierluigi Martini | ITAL | Minardi M185-Modena V6 t.c. | no practice | 1 40.506 | |
| 30 | Jonathan Palmer | GB | Zakspeed ZAK841-Zakspeed 4 t.c. | 1 24.217 | 1 51.833 | |
| 14 | Francois Hesnault | FR | Renault RE60-Renault V6 t.c. | 1 23.161 | no practice | Renault camera car |

MOTORSPORT

CALENDAR 1986

Twelve topical
photographs exclusively
selected from this
years motoring
events by
L.A.T. photographic.

Already in production
and to be available
from mid-September
onwards,
direct from us.

Printed in full
colour on best
quality art
paper.

Picture size 11½ x 10½.

Full size 16½" x 11¼"

Despatched flat in stiff board envelope.

Featured on each page is the calendar of the current month
with the immediately preceding and succeeding months.

Also a list of important sporting events.

Cheque or P.O. payable to

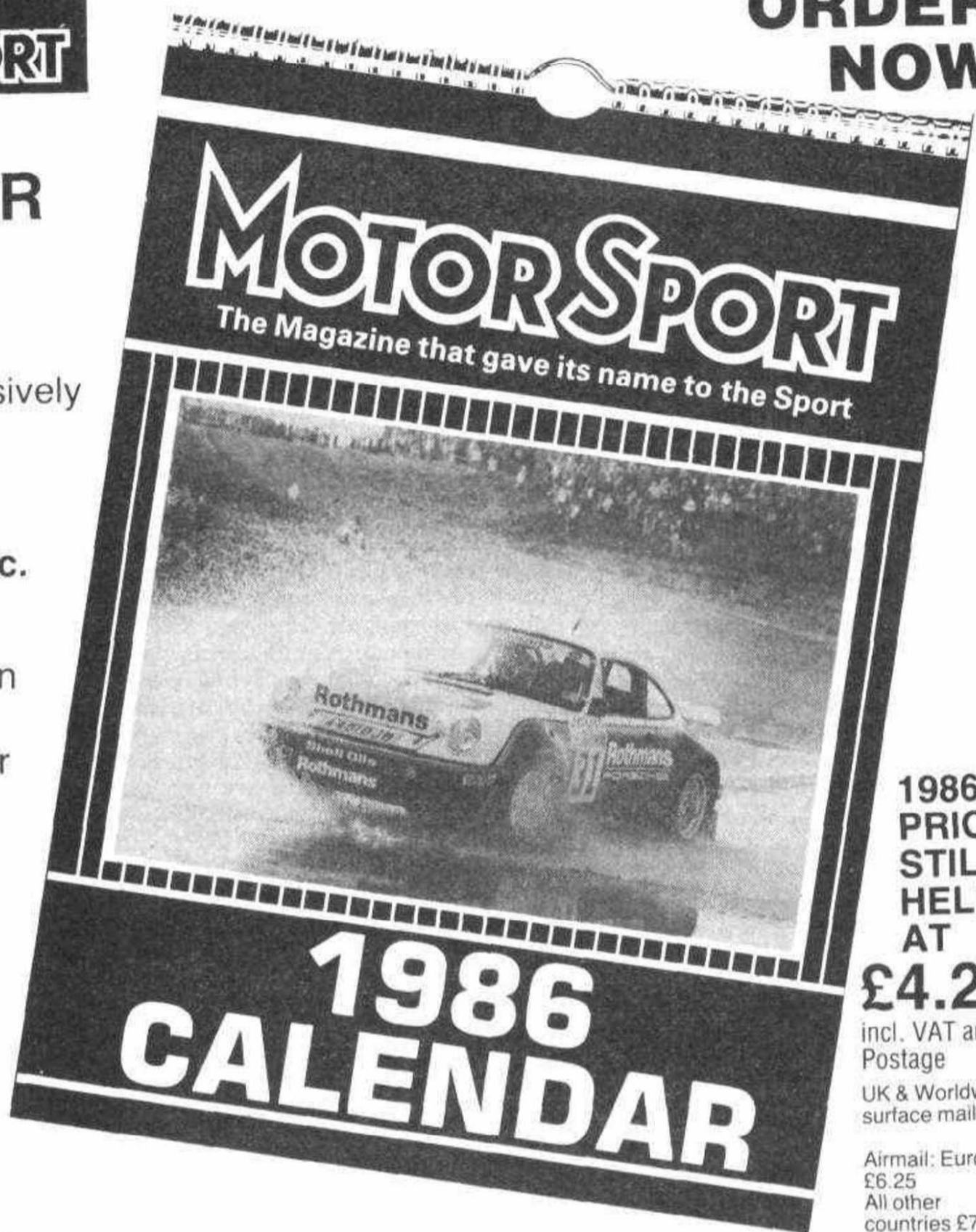
Motor Sport Magazine

P.O. Box 35, Standard House, Bonhill Street, London EC2A 4DA.

Available in USA direct from R. Eric Waiter, MOTOR SPORT, Box 567 Gleneagles Drive, New Vernon, New Jersey
07976 USA.

Price: \$6.50 plus \$1.50 delivery charge.

ORDER NOW



**1986
PRICE
STILL
HELD
AT**

£4.25

incl. VAT and
Postage

UK & Worldwide
surface mail.

Airmail: Europe
£6.25
All other
countries £7.25

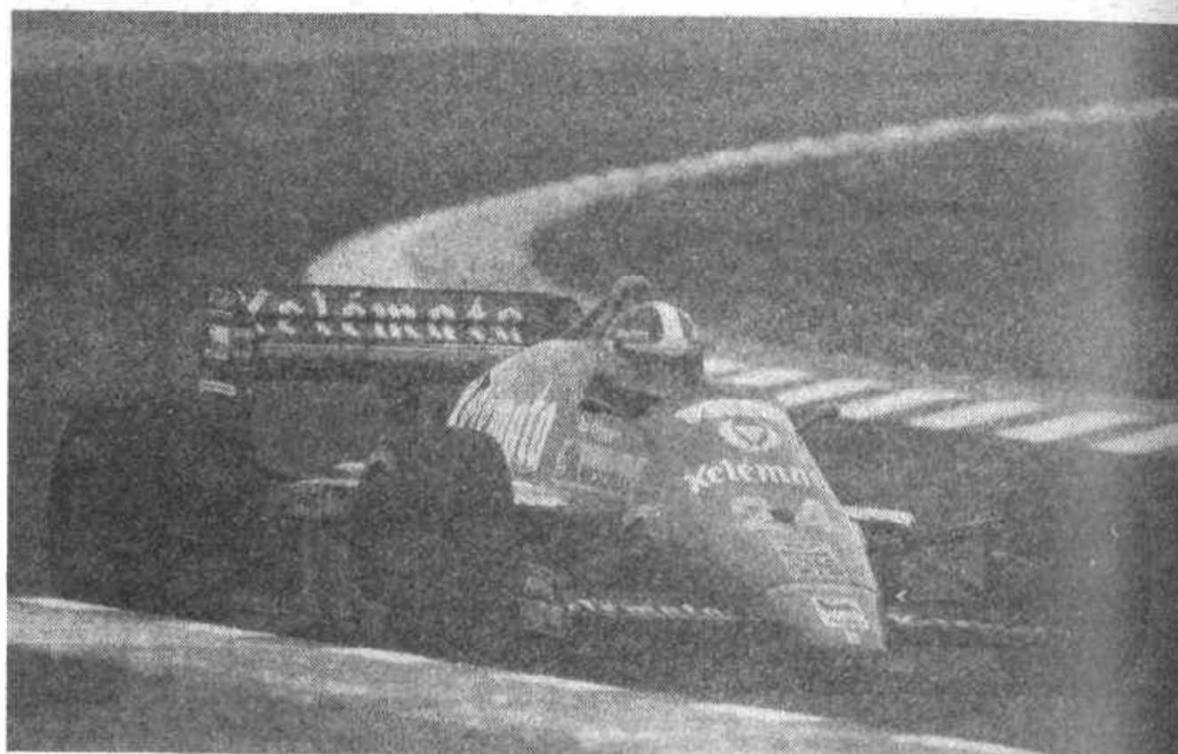
Send cash
with order
— Now

Due to unprecedented demand the 1985 Motor Sport
Calendar sold out.
ORDER EARLY

FINANCIAL considerations saw Huub Rothengatter replace Piercarlo Ghinzani in the Osella FA1G-02. Ghinzani was not unemployed for long and with Pirelli's post-race decision to supply a second Toleman with tyres, he quickly became Teo Fabi's team-mate.

tyres. Gordon Murray had just explained that he wasn't letting Piquet go out in the foul conditions as all he could do was to risk "losing it" on the slippery track and wrecking the Brabham, when Fabi "lost" the Toleman T-car on the pit straight as he changed gear and rammed the guardrail, destroying the front.

It seemed as if the rain might stay for race day so most drivers had a few laps in the



STARTING GRID

| ↑ | |
|----|---|
| 19 | T. Fabi (Toleman-Hart 4 t/c) 1 min 17.429 sec 25 (1 min 24.354 sec) |
| 28 | S. Johansson (Ferrari V6 t/c) 1 min 18.616 sec 16 (1 min 24.185 sec) |
| 2 | A. Prost (McLaren-Porsche V6 t/c) 1 min 18.725 sec 51 (1 min 23.810 sec) |
| 6 | K. Rosberg (Williams-Honda V6 t/c) 1 min 18.781 sec 59 (1 min 23.481 sec) |
| 12 | A. Senna (Lotus-Renault V6 t/c) 1 min 18.792 sec 20 (1 min 24.270 sec) |
| 7 | N. Piquet (Brabham-BMW 4 t/c) 1 min 18.802 sec (T) 19 (1 min 25.132 sec) |
| 11 | E. de Angelis (Lotus-Renault V6 t/c) 1 min 19.120 sec 33 (1 min 24.515 sec) |
| 27 | M. Alboreto (Ferrari V6 t/c) 1 min 19.194 sec 57 (1 min 24.112 sec) |
| 22 | R. Patrese (Alfa Romeo V8 t/c) 1 min 19.339 sec 5 (1 min 25.854 sec) |
| 5 | N. Mansell (Williams-Honda V6 t/c) 1 min 19.475 sec 5 (1 min 24.486 sec) |
| 8 | M. Surer (Brabham-BMW 4 t/c) 1 min 19.558 sec 6 (1 min 26.204 sec) |
| 1 | N. Lauda (McLaren-Porsche V6 t/c) 1 min 19.652 sec 53 (1 min 22.806 sec) |
| 26 | J. Laffite (Ligier-Renault V6 t/c) 1 min 19.656 sec 36 (1 min 24.820 sec) |
| 25 | A. de Cesaris (Ligier-Renault V6 t/c) 1 min 19.738 sec (—) |
| 18 | T. Boutsen (Arrows-BMW 4 t/c) 1 min 19.781 sec 57 (1 min 23.652 sec) |
| 15 | P. Tambay (Renault V6 t/c) 1 min 19.917 sec 18 (1 min 25.502 sec) |
| 17 | G. Berger (Arrows-BMW 4 t/c) 1 min 20.666 sec 5 (1 min 25.555 sec) |
| 23 | E. Cheever (Alfa Romeo V8 t/c) 1 min 21.074 sec 39 (1 min 24.937 sec) |
| 3 | S. Bellof (Tyrrell-Renault V6 t/c) 1 min 21.219 sec 54 (1 min 24.476 sec) |
| 16 | D. Warwick (Renault V6 t/c) 1 min 21.237 sec 5 (1 min 26.496 sec) |
| 10 | P. Alliot (RAM-Hart 4 t/c) 1 min 22.017 sec 7 (1 min 28.424 sec) |
| 9 | M. Winkelhock (RAM-Hart 4 t/c) 1 min 22.607 sec 7 (1 min 26.691 sec) |
| 14 | F. Hesnault (Renault V6 t/c) 1 min 23.161 sec 6 (1 min 28.671 sec) |
| 30 | J. Palmer (Zakspeed 4 t/c) 1 min 24.217 sec 5 (1 min 30.543 sec) |
| 24 | H. Rottengatter (Osella-Alfa Romeo V8 t/c) 1 min 26.475 sec 31 (1 min 29.263 sec) |
| 4 | M. Brundle (Tyrrell-Cosworth V8) 1 min 27.621 sec (T) 63 (1 min 28.197 sec) |
| 29 | P. Martini (Minardi-Modena V6 t/c) 1 min 40.506 sec 38 (1 min 28.341 sec) |

(T) denotes spare car for practice time or the race
N.B. Time in brackets is best lap in race.
Number in bold is lap on which recorded.

rain, and when the rain stopped and the sun shone briefly there was a flurry of activity, but it was a waste of time as the rain returned and only de Angelis got below 1 min 30 sec, more than 10 sec off a poor qualifying time of Friday. It was now all over and Fabi was taking his first pole-position in Formula One. It was also the first time on pole position for Pirelli, Brian Hart's engine, the Toleman car and their sponsors Benetton. Behind the scenes in the paddock there was genuine pleasure all round for the Toleman-Hart team, from rival engine manufacturers, other teams and ex-Toleman drivers. The only sad bit was that Rory Byrne wasn't there to enjoy it all.

The Germans may have built a New Nürburgring, but it is still the same old weather in the Eifel mountains and nobody was very convinced that Sunday would stay dry, though surprisingly it did, even though heavy clouds filled the skies. In the morning warm-up session, where everyone was running in race-trim, the "heavies" like McLaren, Lotus, Brabham and Ferrari were looking more their normal selves, but even so Fabi was still in with them with the Toleman. The 67 lap race was due to start at 2.30 pm and at 2 pm the pit lane was opened to let everyone drive round the circuit to the "dummy grid", most drivers putting in more than one lap. With Teo Fabi on pole-position and Stefan Johansson in second place, these two comparative newcomers to the fore-front of Formula One must have been a little apprehensive knowing that they had behind them a pretty tough bunch of racers in Prost, Rosberg, Senna, Piquet, de Angelis, Alboreto, Patrese, Mansell and Lauda. In the back half of the grid was the sad sight of three works Renaults, mingling with RAMs, Arrows and Tyrrells.

The New Nürburgring starting grid is just after a slow corner so that though Fabi and Johansson took their places promptly at the front after the parade lap, it seemed an age before the back of the field was in position after creeping round the slow corner. The

Toleman clutch seemed to be dragging. Fabi held pole-position and Johansson got the jump on him as the green light came on. The Toleman then spun its rear wheel violently and was swamped by the charge from behind. In the rush to the first corner Senna made another "Villeneuve start" and was into the lead from Rosberg, while Alboreto locked his brakes and slid into his team-mate's right rear wheel, puncturing the tyre. Senna and Rosberg were away, but round that opening lap the Honda-powered Williams stormed past the Renault-powered Lotus and took the lead with remarkable ease. Poor Johansson, who had been looking forward to a really good race from the front had to limp round the opening lap arriving at the pits long after everyone had gone by with his right rear tyre in shreds. It was replaced and he rejoined the race as the leaders came up behind the paddock to finish their second lap. Of the 27 starters only 26 had gone by for Laffite had inadvertently punted his team-mate de Cesaris, off the track and into retirement in the first-corner fracas.

In no time at all Rosberg and Senna opened up a gap to their followers, led by Alboreto, with de Angelis, Prost, Piquet, Mansell, Fabi and Patrese following. The Toleman driver had had his moment of glory. A RAM retired almost at once, and seems inevitable, and the Renault team were so far back that they couldn't see who was in the lead of the race. Back in the race Johansson was lapping fractionally faster than the race leader, which made his first corner "shunt" all the more infuriating, and was galloping up on the tail-enders, but with little hope of getting in the top six, though it was not for want of trying. Patrese retired his Alfa Romeo in a cloud of smoke and the Zakspeed expired with engine trouble, and then the Renault "camera car" fizzled out with clutch trouble, thus putting an end to an expensive little TV experiment after only a few seconds transmission. The second RAM retired.



FOR years there has been talk of a "camera car" in F1. François Hesnault was brought into drive a third Renault with a camera mounted on the side but his race was over after eight laps.

By 10 laps a pattern had taken shape. Rosberg and Senna were well out in front, very evenly matched, with Alberto, de Angelis and Prost in close company with third place at stake. Then came Mansell leading a "train" of cars comprising the Brabham of Piquet, the Toleman, Boutsen's Arrows-BMW, Lauda's McLaren and "Jack Lafferty" in the Ligier. Cheever's Alfa Romeo was leading the rest, which included Tambay and Warwick in the factory Renaults. On lap 14 Senna decided he had followed the Williams-Honda for long enough and made a lunge through the inside at the hairpin at the far end of the circuit. Rosberg was unimpressed and "sat it out" with the young Brazilian, but on the next lap Senna was more forceful and was by and into the lead. There was still little to choose between the two of them and it looked as if "stalemate" was approaching, but on lap 27 fate stepped in with another cruel blow for the brilliant Brazilian driver. This time Renault were blameless, unlike at Silverstone, for the Lotus let him down in the shape of a broken drive-shaft universal joint. (Didn't one break on the T-car in practice?). How many times has Ayrton Senna retired while leading a race?

Tambay spun off into the sandy run-off area on the corner before the pits and got bogged down into retirement, and Warwick retired at the pits with electrical problems. Piquet went out in a cloud of flame and smoke as his turbo-charger blew up, and before half distance Cheever was out and also Fabi, the Toleman expiring onto the grass verge with no drive to its rear wheels. Rothengatter retired the Osella with a broken gearbox, de Angelis retired with Renault engine failure, and so it went on. Rosberg had seemed to be completely uncatchable but as lap 40 approached he began to lose ground and Alboreto and Prost closed up on him. As they ended lap 45 there was a bit of pushing and shoving as they braked for the last corner and Rosberg went into it in first place, but came out of it

in third place! The Williams brakes were behaving oddly and Rosberg had to let the other two go. A fair way behind him Mansell was still holding off his pursuers, but they were now down to Boutsen and Laffite, for Piquet had gone out spectacularly, as already mentioned and Lauda had gone into the pits with a nasty grating noise somewhere behind him. A piece of ducting had come loose and was chafing a tyre, so it was just as well that he stopped to have it removed, and he had new tyres while he was there. Boutsen's tyres were wearing badly and Laffite found a way by, into fifth place and began to close on Mansell. Throughout all these happenings Johansson had never eased up and was driving splendidly, now up into seventh place. With ten laps to go Rosberg was into the pits for a change of tyres, but it was to no avail as four laps later he was back to retire with brake trouble.

In the closing phase of the race the leading Ferrari began to smoke slightly as it accelerated out of the slow corners, and Prost must have smiled to himself, thinking it would only be a matter of time before he inherited the lead. However it did not work

out that way. At the end of lap 57 Rosberg was heading for the pits and a new set of tyres, and Mansell and Laffite went by, and at the end of the next lap Prost locked up his rear brakes into the last corner and spun off into the run-off area. He kept the Porsche engine running and was able to get back on the track without losing his second place, but now all hope of catching Alboreto was gone, and the smoke from the Ferrari was not getting any worse, so obviously it was not serious. As Alboreto cruised through the remaining laps, with Prost trailing some ten seconds behind, Laffite and Mansell were having a splendid "ding-dong." The Honda engine in the Williams was losing turbo-charger boost and subsequent power, while the Renault engine in the Ligier was very healthy and the two cars passed and re-passed, but with three laps to go the Honda sounded very rough and Laffite got away, while Boutsen caught and passed Mansell, and within sight of the finish Lauda caught and passed the sick Williams-Honda. Johansson's climb up through the field had suffered a setback at the end of lap 63 when erratic wearing brakes caught him out and he spun, letting Berger's Arrows get ahead again, and a lap later Bellof in the Tyrrell-Renault passed the Ferrari.

Martin Brundle's drive in the totally outclassed Tyrrell-Cosworth V8 was a classic example of "the right stuff". Although he was last, some four laps behind the leader, he never gave up driving hard and quite a few factory team drivers would do well to copy his example.

As a Formula One race it was not exactly enthralling and as the "Grosser Preis von Deutschland" it was a shadow of its former self. The new Nürburgring is what the Formula One establishment demanded under the guise of the great god "safety", and that is what they have got. I don't think very much adrenalin flowed either on the track or among the handful of spectators. D.S.J.

RESULTS

GERMAN GRAND PRIX — Formula One — 67 laps — New Nürburgring — 4.542 kilometres per lap — 304.314 kilometres — overcast, dry

| | | | |
|------|--------------------|----------------------|--|
| 1st | Michele Alboreto | (Ferrari 156/85-080) | 1 hr 35 min 31.337 sec — 191.147 kph |
| 2nd | Alain Prost | (McLaren MP4/2B-2) | 1 hr 35 min 42.998 sec |
| 3rd | Jacques Laffite | (Ligier JS25/5) | 1 hr 36 min 22.491 sec |
| 4th | Thierry Boutsen | (Arrows A8/3) | 1 hr 36 min 26.616 sec |
| 5th | Niki Lauda | (McLaren MP4/2B-1) | 1 hr 36 min 45.309 sec |
| 6th | Nigel Mansell | (Williams FW10/6) | 1 hr 36 min 48.157 sec |
| 7th | Gerhard Berger | (Arrows A8/4) | 1 lap behind |
| 8th | Stefan Bellof | (Tyrrell 014/1) | 1 lap behind |
| 9th | Stefan Johansson | (Ferrari 156/85-079) | 1 lap behind |
| 10th | Martin Brundle | (Tyrrell 012/5) | 4 laps behind |
| 11th | Pierluigi Martini | (Minardi M185/2) | retired on lap 63 — |
| 12th | Keiichi Rosberg | (Williams FW10/4) | retired on lap 62 — brake trouble |
| 13th | Eddie Cheever | (Alfa Romeo 184TB/4) | retired on lap 46 — turbocharger failure |
| 14th | Elio de Angelis | (Lotus 97T/3) | retired on lap 41 — engine failure |
| 15th | Huib Rothengatter | (Osella FA1G/02) | retired on lap 33 — gearbox failure |
| 16th | Teo Fabi | (Toleman TG185/03) | retired on lap 30 — transmission |
| 17th | Ayrton Senna | (Lotus 97T/4) | retired on lap 28 — driveshaft joint |
| 18th | Derek Warwick | (Renault RE60B/7) | retired on lap 26 — electrical trouble |
| 19th | Nelson Piquet | (Brabham BT54/6) | retired on lap 24 — turbocharger failure |
| 20th | Patrick Tambay | (Renault RE60B/6) | retired on lap 20 — spun off track |
| 21st | Marc Surer | (Brabham BT54/6) | retired on lap 16 — engine trouble |
| 22nd | Manfred Winkelhock | (RAM 03/4) | retired on lap 9 — turbocharger failure |
| 23rd | Riccardo Patrese | (Alfa Romeo 184TB/2) | retired on lap 9 — gearbox failure |
| 24th | François Hesnault | (Renault RE60/5) | retired on lap 9 — clutch failure |
| 25th | Philippe Alliot | (RAM 03/2) | retired on lap 9 — turbocharger failure |
| 26th | Jonathan Palmer | (Zakspeed 184/2) | retired on lap 8 — fuel pump drive |
| 27th | Andrea de Cesaris | (Ligier JS25/4) | retired on lap 1 — collision damage |

Fastest lap: Niki Lauda (McLaren MP4/2B) on lap 53 in 1 min 22.806 sec — 197.464 kph

27 starters — 10 finishers

WEC

Mosport 1,000 kms

Encouraging début for TWR Jaguars

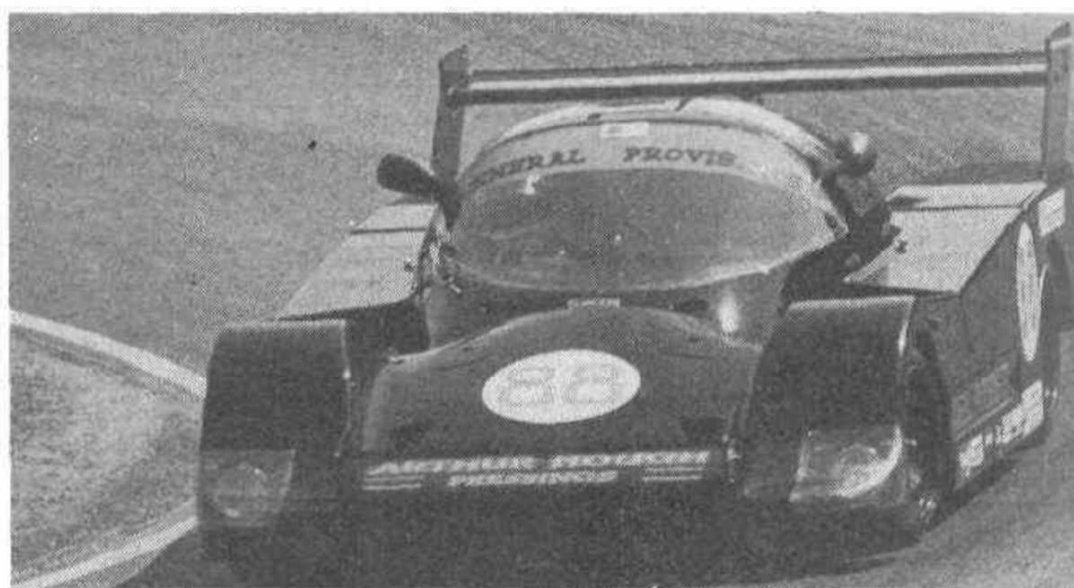
THE CANADIAN round of the 1985 World Endurance Championship is one that will be remembered with mixed emotions. The Rothmans-Porsches took a predictable 1-2 victory, Derek Bell and Hans Stuck leading home Jacky Ickx and Jochen Mass. Tom Walkinshaw's Jaguars made an extremely promising début, one of them leading the race for nine laps, the other finishing third. The event, however, was overshadowed by the tragic accident which claimed the life of popular Manfred Winkelhock, who collided almost head-on with a concrete retaining wall at the notorious Turn 2 and died 24 hours later after surgery.

Promoter Harvey Hudes, who worked closely with Oscar's Chris Parsons, was ill-rewarded for his faith in Group C cars by a poor entry from Europe, seven C1 cars and seven C2s crossing the Atlantic to take part. Numbers were made up by five IMSA cars from the American circuit, the only notable one being Uli Bieri's Sauber C7-Chevrolet which finished seventh.

When Oscar was formed earlier this year one of the main aims was to co-ordinate entries for races in far continents, guaranteeing a minimum of 20 cars from Europe. Lancia-Martini had never included Mosport, Fuji and Sandown Park, Australia, on its schedule, but the absence of the Reinhold Joest, Walter Brun, John Fitzpatrick and Richard Lloyd Porsche teams made a large dent in the potential entry. It would, in fact, have been cheaper for them to race in Canada than in some European rounds since the organisers bore the cost of flying the cars out, along with spare parts and two free air tickets, but it seems that unless sponsors made additional contributions the teams felt it wasn't worth their while going. It seems a funny way to run a racing team, which still carries overheads even when lying idle back at base, and the World Endurance Championship (or World Sportscar Championship, as it will be called next year), cannot be regarded very seriously until the entrants fulfil their obligation to the race organisers.

But for the début of the Jaguars the race would have been a bad advertisement for the WEC series, and crowd attendance was desperately poor. Hudes is unlikely to run the race next year unless a partner-circuit can be found to share the cost, with a twinned event . . . and no other North American promoter is likely to come forward unless an excellent entry can be guaranteed. IMSA racing, featuring leading American names, will continue to be more attractive, and less expensive too.

Having mentioned two works Porsches, two Kremer Porsches, two TWR Jaguars and Costas Los' March-Porsche, there's



THE GROUP C2 Cheekar-BDX driven by Max Payne and David Andrews ran reliably at the back of the field and the team's effort in making the race was rewarded with sufficient points to bring it up to third in the Group C2 Championship, level with current title holders, Carma-Alba.

nothing else to say about the C1 category. The C2 class did contain more variety, even though this is regarded as the province of the less wealthy entrants, and Gordon Spice's team was able to capitalise on its dominance, returning to Europe almost sure of capturing the C2 Championship.

Martino Finotto's Carma Alba team was out to defend the C2 title, and race sponsor Labatt's brewery was backing the Gebhardt which Canadian John Graham shared with Frank Jelinski. The Grifo team's Alba-DFL, John Bartlett's Chevron-DFL B62, Roy Baker's Tiga-Ford BDT and the Arthur Hough Pressings / Ark Racing Ceekar completed the serious entry list, which also included two ageing Porsche 911 RSR machines, a Chevrolet Camaro driven appallingly by two Americans, and a desperately slow Mazda RX7.

The Jaguars were not expected to be particularly competitive in qualifying, the 6-litre normally aspirated engines being no match for turbo engines which can be boosted to over 700 horsepower, but have fascinating prospects in race conditions. The two Tony Southgate-designed cars, with carbon-fibre monocoque chassis, were a little overweight at Mosport, having steel suspension components rather than titanium as an insurance on the bumpy track, and an extra water radiator. They were slightly under 900 kg, but should be on a more competitive 870 kg when they next race at Spa-Francorchamps on September 1st.

Walkinshaw will only say that the V12 engines give "over 600 bhp", though 620 bhp — the same as the Porsche, with 1.1 bar boost for the races — seems most likely. The 4-valve cylinder heads have been put aside for the time being since economy, rather than power, is the principal requirement, and TWR's own electronic engine management system can pre-determine the fuel flow, ignition timing and other characteristics to suit the circuit. No particular advantage is claimed against the Porsches so far as economy is concerned, since there is a relationship between engine output, lap times and fuel consumption. In

the end, engine efficiency, car aerodynamics and driver abilities decide the outcome.

One Jaguar had done a considerable amount of testing, though not a six-hour duration test, the other hadn't turned a wheel when it got to Canada. On Wednesday, in pre-practice, Mike Thackwell's best time was 1 min 14.8 sec around the scenic, undulating 3.9 kilometre Ontario track, and the car looked very purposeful. Martin Brundle was slightly quicker in the untimed session on Friday and it seemed that the Jaguar was somewhere near its limit, some way short of Bellof's qualifying time of 1 min 12.1 sec last year, but near enough to his lap record of 1 min 13.874 sec.

Brundle found something extra, though on Saturday morning when he was clocked at 1 min 12.602 sec, on intermediate compound race tyres! His lap on qualifying Dunlops was hampered by traffic, and was slower at 1 min 12.9 sec. At this point the Jaguars were equipped with "wings" mounted on the front splitters, but they were of dubious value and were taken off for the afternoon's session, and weren't used in the race. Talking to people who know about these things, the wings pioneered by the Canon team at Brands Hatch last year have been a blind alley, interrupting the car's inherent downforce, and can't work effectively unless mounted so high that the driver couldn't see out properly.

Hans Stuck was the star of qualifying, his pole position lap of 1 min 9.775 sec on qualifying tyres including a spectacular moment out of turn 10, in front of the pits, when the Rothmans-Porsche seemed doomed to hit the wall in front of the TWR line-up. Only Stuck could have got the car so sideways, recovered with aplomb, and still recorded a time 1.5 sec quicker than Jacky Ickx.

Marc Surer's time in the Barclay sponsored Kremer Porsche 962C was comparatively slow, at 1 min 13.71 sec. Manfred Winkelhock shared this car, but it was the Swiss who set the time in the car which had just been rebuilt after catching

GO-PHONE. What every new car is thinking about.

Order a Go-Phone to go with your new 'C' registration car and you'll always be in the driving seat when it comes to communications.

Even when you're on the road you're still very much in touch.

Go-Phone is marketed by Securicor who have over 20 years' experience in mobile communications and are co-owners of Cellnet, the fastest growing cellular mobile telephone system in the UK.

The model illustrated is just one of Securicor's range of cellular mobile phones. And the cost? Try us - you almost certainly won't find keener prices anywhere.

For more information or a free demonstration dial 100 and ask for Freefone Go-Phone. Or clip the coupon.

To: Securicor Communications, Ambassador House, Brigstock Road, Thornton Heath, Surrey CR4 8YL. MS 8/9 85

Name (Mr/Mrs/Ms) _____

Occupation _____

Address _____

Post Code _____ Tel No _____

Car Make _____ Model _____ Reg Year _____

Free Demonstration _____ More Information _____

GO-PHONE KEEP IN TOUCH

Securicor Communications, Ambassador House, Brigstock Road, Thornton Heath, Surrey CR4 8YL. Tel: 01-689 2144.



Securicor
Communications



JOHN BARTLETT Racing's Chevron B62 ran as high as 9th overall and third in Group C2 until a loss of oil pressure caused its retirement on lap 27. Robin Smith was therefore the only driver to have a turn at the wheel, Stanley Dickens and Max Cohen-Oliver being left redundant.

fire at Hockenheim, and he felt that the 962 wasn't capable of going any quicker without further testing and development. Jean-Louis Schlesser, driving the second TWR Jaguar for the first time, was fifth quickest at 1 min 14.782 sec while trying a different suspension set-up to cope with the bumps, and this proved not to be the answer, so the car was given the same settings as Brundle's.

In the C2 class Spice, Jelinski and Facetti were closely matched with excellent times, Spice's 1 min 18.98 sec being 3.5 sec quicker than last year's best qualifying time. The fact that half the circuit, including most corners, had been resurfaced last October was obviously a contributing factor.

Brundle announced Jaguar's arrival in the World Endurance Championship by out-accelerating Stuck on the run to turn 1, almost beating the starter's flag. Last year Bellof accelerated too soon and forced a restart, and Brundle's burst must have been touch-and-go too, but the red flag wasn't produced and the challenger was on its way, a glorious sight in British Racing Green.

Stuck and Ickx were treated to the sight of the Jaguar's booming exhaust pipes for nine laps before moving up, and after a dozen laps Brundle came to the pits, very late, with smoke pouring from the left-front corner. The wheel bearing had collapsed and the trip back to the pits had caused extensive damage to the upright and suspension, and the car was soon retired. Wider, taller tyres flown out to Canada on Friday might have provided an explanation: the understeer was under control, but the extra grip could have revealed a weakness.

Walkinshaw's mission was to secure a finish, and Schlesser was brought in early to have the front suspension checked carefully before Brundle and Thackwell took over the driving duties in the number two car. Their instructions were to take it easy, to forget about the works Porsches which were in a class of their own, and to drive just fast enough to secure third place if possible. Times slipped to around 1 min 18 sec, safe enough since Surer had been delayed nine laps due to a collision with the Camaro, and had needed to have the right-rear suspension

welded up.

In this race for third place, the second Kremer entry, the Pametex 956 of Kees Kroesemeijer, Ludwig Heimrath Senior and Ludwig Heimrath Junior, was within the range of the Jaguar, as was Costas Los' March 84G Porsche (with a 956 engine, as at Le Mans), which had started from the back of the grid following a fuel leak which spoiled its practice.

Winkelhock's accident at turn 2 was almost certainly caused by the sudden deflation of his front right tyre. The German was pressing on after the delay, and at turn 2, a very fast downhill left-hander, the 962C left the road and hit the retaining wall almost head-on. There were no skid marks, no other car was involved, the Porsche simply ran out of road at full speed and demolished the front of the car, 25 minutes elapsing before he could be removed from the wreckage. Winkelhock was unconscious, and failed to survive a three-hour operation the following day.

Just short of half-distance the pace cars peeled off, and now the two Rothmans-Porsches were five laps ahead of the Jaguar and the Pametex 956, eight laps ahead of the Spice-Tiga, nine ahead of the March-Porsche, and 11 ahead of the Jelinski / Graham Gebhardt and the Facetti / Finotto Carma Alba.

The Jaguar had a delay when brake fluid leaked from the front-left caliper, bringing Thackwell to the pits for 12 minutes while a new caliper was fitted. That dropped the Jaguar to fifth, but the Pametex Porsche was also delayed by loose bodywork, and the TWR car was able to make up ground before the end.

Meanwhile the two Rothmans-Porsches were having a ferocious duel for the lead,

needing no other opposition to spur drivers on. The World Championship Teams and Drivers are now virtually property of the works team, and Bell and Stuck were determined to extend their lead if possible; Ickx and Mass were equally determined to stop them. Stuck lowered the lap record to 1 min 12.915 sec (121.4 mph) during the pace-car interlude ensuring that there was fuel to spare in this race.

Mass forfeited his chances when he went wide out of turn 10, put two wheels over the kerb and slid out against the barrier, hitting the rear wheel hard enough to smash the suspension and break the top suspension link. He was certainly angry with himself, puzzled that the car should have got away like that, but only three laps were lost as the works mechanics excelled themselves in repairing the damage. Bell slowed so much in the hour that Ickx moved onto the same lap, inadvertently contributing to the Carma Alba's demise. Facetti, so experienced, failed to see Ickx following Bell through a corner into a spin and damaged the Italian car badly. He completed the last lap slowly, but was then disqualified for taking too long over the final lap (Bell and Surer were disqualified under the same rule as Mugello, when their Porsche ran out of fuel just before the end).

The resurfaced sections of track broke quite badly, though the work had been done 10 months before the race, and one wonders now what sort of construction is needed to withstand 600 bhp, ground effect cars in any weather. Jacky Ickx, former Spa circuit manager, believes that road-laying technology may be lagging behind, which is worrying since, at some time, all circuits need repaving. After Sandown Park last year, and Spa in June, it's easy to lay blame on the circuit owners, but perhaps unfairly well; maybe a new specification needs to be established, and laid down by FISA. It should be made clear that the track condition had no bearing on Winkelhock's accident, though a bump right on the apex and the location of the retaining wall were concerned all the professional drivers during practice. At another point, approaching turn 4, the cars plunge downhill, bearing under a bridge, and catch-fencing on the outside looked just strong enough to stop the cars from 190 mph to 189 mph... funny!

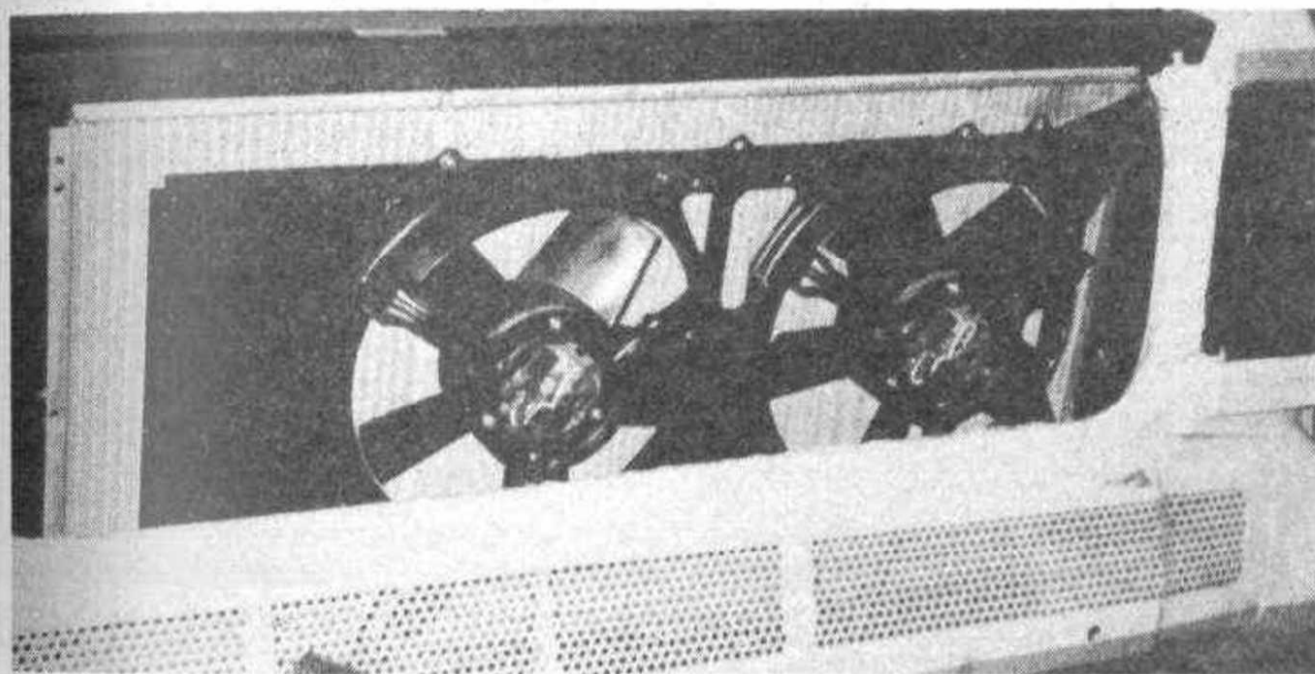
So ended a race with a poor entry, a poor crowd and a fatal accident to mar the proceedings. Only Rothmans-Porsche, TWR Jaguar and Spice-Tiga could find satisfaction in the outcome.

RESULTS
Mosport Budweiser 1,000 Kms, Canada, April 11th, 1985
253 laps. Weather — warm and sunny

| | | |
|------|--|-----------------------------------|
| 1st | D. Bell/H. Stuck (2.6 t/c Rothmans-Porsche 962C) | 5 hr 55 min 41.9 sec (104.96 mph) |
| 2nd | J. Ickx/J. Mass (2.6 t/c Rothmans-Porsche 962C) | 5 hr 57 min 06.5 sec |
| 3rd | J.-L. Schlesser/M. Brundle/M. Thackwell (6.0 TWR Jaguar XJR-6) | 234 |
| 4th | K. Kroesemeijer/L. Heimrath/L. Heimrath (2.6 t/c Pametex Kremer Porsche 956) | 231 |
| 5th | G. Spice/R. Bellm (3.3 Spice-Tiga DFL C2) | 225 |
| 6th | F. Jelinski/J. Graham (3.3 Gebhardt DFL C2) | 211 |
| 7th | Bieri/Fomfor/M. Gysler (6.0 Sauber C7 Chevrolet) | 203 |
| 8th | D. Andrews/M. Payne (2.0 Ceekar BDX C2) | 199 |
| 9th | G. English/J. Thompson (5.9 Chevrolet Camaro GTO) | 194 |
| 10th | S. Zwiren/R. Peters (2.3 Mazda RX7 GTU) | |

Fastest lap: Stuck, 1 min 12.915 sec (121.407 mph) — record.

RALLY REVIEW



A REAR VIEW of the heavily revised Audi Sport with oil and water radiators now in the boot, together with a hydraulically-driven alternator.

Argentina — Salonen's Fourth Win of the Year

THERE seems to be no stopping Peugeot. In the eight events of the current World Championship so far held (at time of writing) only twice have they failed to secure outright wins, and on one of those occasions they were second. Audi, on the other hand, has to be content with four seconds, two thirds and two no scores, the totals being such that no-one is going to blame Peugeot for starting to arrange its end-of-year championship victory celebrations.

Timo Salonen is having an equally notable string of successes, and the Argentine Rally provided him with his fourth win of the year, and the third in succession. He can still be overtaken by second man Stig Blomqvist, but again there are few who would risk a bet that the affable Finn, round of countenance and of spectacle, will not be World Champion this year.

When Peugeot began its regular outings with the 205 T16, it was Ari Vatanen who scored win after win, but after the first two events of 1985 those wins stopped dramatically. The infinitesimally fine line dividing outstanding success from total failure seemed to have been crossed.

Vatanen had four successive retirements prior to his second place in New Zealand, and some of them have been due to quite dramatic accidents. In Argentina he crashed again, this time very seriously indeed and both he and co-driver Terry Harryman were taken to hospital in the team's helicopter and later flown to Europe in a chartered casevac jet, Harryman to a hospital in Belfast and Vatanen to Helsinki.

Their Peugeot 205 T16 leapt into the air

after hitting a dip in the road awkwardly and at very high speed, landed on its nose and rolled over and over. Harryman suffered a fractured cervical vertebra, but with no spinal cord damage, and injuries to arm and forearm, whilst Vatanen broke several ribs, a lumbar vertebra, and both bones of his right leg just below the knee. We were pleased to learn that both are expected to recover, although it will be a long process.

Success in rallying has been very much a case of getting as close as possible to the absolute limit of adhesion without actually crossing it. This could be said of racing too, but it's much more difficult to judge that limit on dirt, gravel or mud, through dips and hairpins and over jumps than it is on a sterile racing circuit.

But with the new sophistication of rally cars have come huge increases in power and speed, better traction and grip, and more sensitivity. They have also become less forgiving, even though they may handle better than their forerunners, and their drivers need to use far more precision than before. On the rough and tumble of a special stage, with all manner of unexpected hazards possible at any time, that's not at all easy, and the distance between the winners' rostrum and the retirement list is often too small even to be measured.

One wonders whether design and performance optima have already been reached for cars subjected to such punishment, and whether further development will do no more than stretch the elastic band to breaking point.

When the Peugeot team had recomposed itself after Vatanen's accident, all got back to supporting Salonen, who promptly stayed calmly out in front to win. Stig Blomqvist's Audi Sport, helped by high gear ratios, was much faster than the Peugeot, but Salonen was able to make up on the twisty roads

what he was losing on the straights — and that was quite a lot considering that the difference in top speed claims for the two cars was all of 30 mph, reduced to half that figure when Blomqvist chose to change gearbox (and with it the ratios) after the first leg.

The first leg had covered the 590 miles between Buenos Aires and Cordoba during the Tuesday night, only four special stages making up just less than a fifth of that distance. Thereafter, the rally remained based at Cordoba for the remaining three legs, and finished there on the Saturday afternoon. Total distance was 1,625 miles, of which nearly 600 miles were made up by the 23 special stages, some twisty and interesting, some flat and featureless, with those tricky bumps always there to send the unwary skywards.

At the start of the second leg Salonen's lead over Blomqvist was just over two and a half minutes, but it nearly vanished when, having just driven past a Peugeot emergency service crew positioned in the middle of a long stage he became aware of a deflating front tyre and stopped to change the wheel, very quickly being joined by airborne mechanics who ran from their helicopter to take over the job.

The moment the work was completed, Salonen was waved on his way, but this was the precise moment that Blomqvist appeared on the scene at high speed, and the arriving Audi all but collided with the departing Peugeot, the Swedish driver deciding to drop back, despite the dust, rather than attempt to pass and risk side-swiping.

Not long after, Blomqvist, getting more accustomed by the minute to a car which differed substantially to the Audi Sport seen in previous events, all but knocked off a wing in a nudge with a bridge parapet which also smashed his lights on that side. But this was of little significance compared with oil pressure which first fluctuated, then dropped, then disappeared altogether.

He completed the stage in a cloud of blue smoke, whereupon mechanics descended upon the car. As they worked, a domestic difference of opinion developed within the Audi management, one man wanting the car withdrawn so that the cause of the failed oil pressure could be traced, and another wanting it to continue as long as the wheels could be made to turn.

The "no surrender" argument won, and even though it was giving out an ominous big end rattle, off went the car. Alas, it didn't get very far; there were even worse noises and the engine blew up very finally.

Here it's worth dealing a little with the considerable changes which had been made to the Audi. First of all, the battery and radiator have been moved from the front to the boot, the radiator being combined with the oil cooler which has been moved from the outside to the inside. A hydraulically-driven alternator has also been mounted in

the boot, away from the engine heat.

Not only did this lessen underbonnet congestion, allowing for modified inlet and exhaust manifold which improved the distribution of inlet gas to the cylinders and made exhaust gas flow more efficient (all of which improved both torque and throttle response) but it also changed the front / rear weight distribution. Previously, 60% was at the front, but with the new arrangement this was reduced to 51%.

Air ducting under the rear wing takes air, helped by two fans, to the combined oil / water radiator, whilst interior ventilation is improved by two fresh air ducts cunningly concealed in the exterior mirrors. An opening rear window provides access to the spare wheel, now mounted inside the car.

Aerodynamically, the car is also improved. New designs of front and rear spoilers provide additional down force, whilst another crib from the aviation industry (will they ever end?) is the use of aircraft quality electrical connectors so that the entire dashboard can be disconnected from the central electrical system simply by removing one plug from its socket.

It was a vastly improved machine, making its first World Championship appearance, and despite its retirement in Argentina the Audi people were confident of being more able to match Peugeot in the remaining rounds.

Blomqvist's retirement meant that Salonen could relax, for behind him the two Nissan 240RSs of Shekhar Mehta and Jayant Shah, privately entered and supported by mechanics from Kenya, were having bad trouble with contaminated fuel and were suffering an even greater power disadvantage than usual. Nevertheless they displayed typical East African tenacity and managed to finish fourth and seventh respectively.

One of the surprises of the rally was the way in which Austrian privateer Wilfried Wiedner managed to keep among the leaders in his Audi Quattro, although when Blomqvist went out the Audi turned their attentions to him and gave him full support. He finished a fine second — and it was his first World Championship event.

Carlos Reutemann was tempted out of retirement by the offer of a Peugeot 205 T16, a shrewd move by team manager Todt, for the local hero commands a vast following of fans and much of the consequent publicity, of which there was an enormous amount, rubbed off on the car. Even though he was not familiar with pace notes, and drove mostly without even listening to them, he finished third.

There were 40 finishers from 138 starters, that high degree of support coming largely from local competitors in locally built cars which FISA had agreed to allow into Group A. Had they been competing elsewhere, they would probably have fallen foul of the scrutineers. In any event, the retirement rate was very much on the high side.

Four events remain in the Drivers' Championship and three in that for makes, the next round (for both series) being Finland's Rally of the Thousand Lakes which will actually have taken place just before this

issue of MOTOR SPORT appears. After that will come the Sanremo Rally (both), Ivory Coast Rally (drivers only) and Britain's Lombard RAC Rally in November, based this year at Nottingham.

RESULTS

| | | | |
|------|--------------------------------|---------------------------|---------------------|
| 1st | : T. Salonen/S. Harjanne | (Peugeot 205 T16, GpB) | 10 hr 04 min 33 sec |
| 2nd | : W. Wiedner/F. Zehetner | (Audi Quattro, GpB) | 10 hr 18 min 29 sec |
| 3rd | : C. Reutemann/J.-F. Fauchille | (Peugeot 205 T16, GpB) | 10 hr 34 min 47 sec |
| 4th | : S. Mehta/Y. Mehta | (Nissan 240RS, GpB) | 11 hr 04 min 46 sec |
| 5th | : E. Soto/M. Christie | (Renault 18 GTX, GpA) | 11 hr 10 min 58 sec |
| 6th | : M. Stillo/D. Stillo | (Renault 12 TS, GpA) | 11 hr 49 min 42 sec |
| 7th | : J. Shah/L. Drews | (Nissan 240 RS, GpB) | 12 hr 02 min 16 sec |
| 8th | : S. Bordin/J. Tuca Cunha | (Chevrolet Chevette, GpA) | 12 hr 13 min 46 sec |
| 9th | : F. West/G. Assadourain | (Ford Escort, GpA) | 12 hr 31 min 15 sec |
| 10th | : L. Etchegoyen/L. Borallo | (Ford Escort, GpA) | 12 hr 37 min 00 sec |

138 starters, 40 finishers

WORLD RALLY CHAMPIONSHIP POSITIONS

DRIVERS (After 8 Rounds)

| | |
|---------------------|---------|
| Timo Salonen (SF) | 108 pts |
| Stig Blomqvist (S) | 60 pts |
| Ari Vatanen (SF) | 55 pts |
| Walter Rohrl (D) | 39 pts |
| Bruno Saby (F) | 23 pts |
| Juha Kankkunen (SF) | 20 pts |
| Jean Ragnotti (F) | 20 pts |

MAKES (After 8 Rounds)

| | |
|---------|---------|
| Peugeot | 130 pts |
| Audi | 92 pts |
| Nissan | 50 pts |
| Renault | 38 pts |
| Toyota | 28 pts |
| Porsche | 24 pts |

| | |
|----------------------|----|
| Shekhar Mehta (EAK) | 20 |
| Massimo Biasion (I) | 17 |
| Mike Kirkland (EAK) | 17 |
| Ingvar Carlsson (S) | 15 |
| Bjorn Waldegård (S) | 15 |
| Wilfried Wiedner (A) | 15 |

A total of 61 drivers have scored points

| | | | |
|------------|--------|------------|----|
| Lancia | 24 pts | Volkswagen | 10 |
| Ford | 21 pts | BMW | 9 |
| Subaru | 20 pts | Chevrolet | 9 |
| Mazda | 20 pts | Talbot | 8 |
| Opel | 16 pts | Citroen | 4 |
| Alfa Romeo | 14 pts | | |

ALTHOUGH some months have passed since the Amerathon, that enormous event which was to have traversed both the Americas, it is nevertheless worth recording that the event actually took place in June, but in a form much shorter than originally planned.

All of four years were taken up by the complexities of trying to run a major rally through no less than thirteen countries, and we imagine that the route planning must have been straightforward compared with the diplomatic negotiations, not to mention the logistical headaches presented by moving a convoy of competitors across so many borders and endeavouring to stick to some kind of timetable.

Entries were thin on the ground, due partly, we suspect, to postponements and partly to the high cost of competing in such a long event which was unsponsored and drew its organisational costs from entry fees.

After 19,400 miles spanning Canada, Mexico and the USA, the cavalcade was about to move off from Anaheim, California, to Miami, for shipment to Caracas, when a message from the Venezuelan authorities advised that the planned arrival by sea would result in a long delay, and that arrival via a land frontier would be preferable.

The Hong Kong-Peking Rally, born from the ashes of what was to have been the China Rally and now backed by 555 Cigarettes, seems to have benefited from the increasing western awareness evident in China, the odd situation of the leasehold colony, and the tremendous groundwork made by Wylton Dickson in his efforts to bring about the Peking to Paris Challenge; efforts which were scotched by FISA's Balestre who wanted to run it himself but has so far failed.

This 75 hour event is 1,500 km long, with 23 special stages, but it is by no means a straightforward rally. China has so many

restrictions on imports and internal trade that competitors have to make all manner of advance arrangements which they would expect on other events.

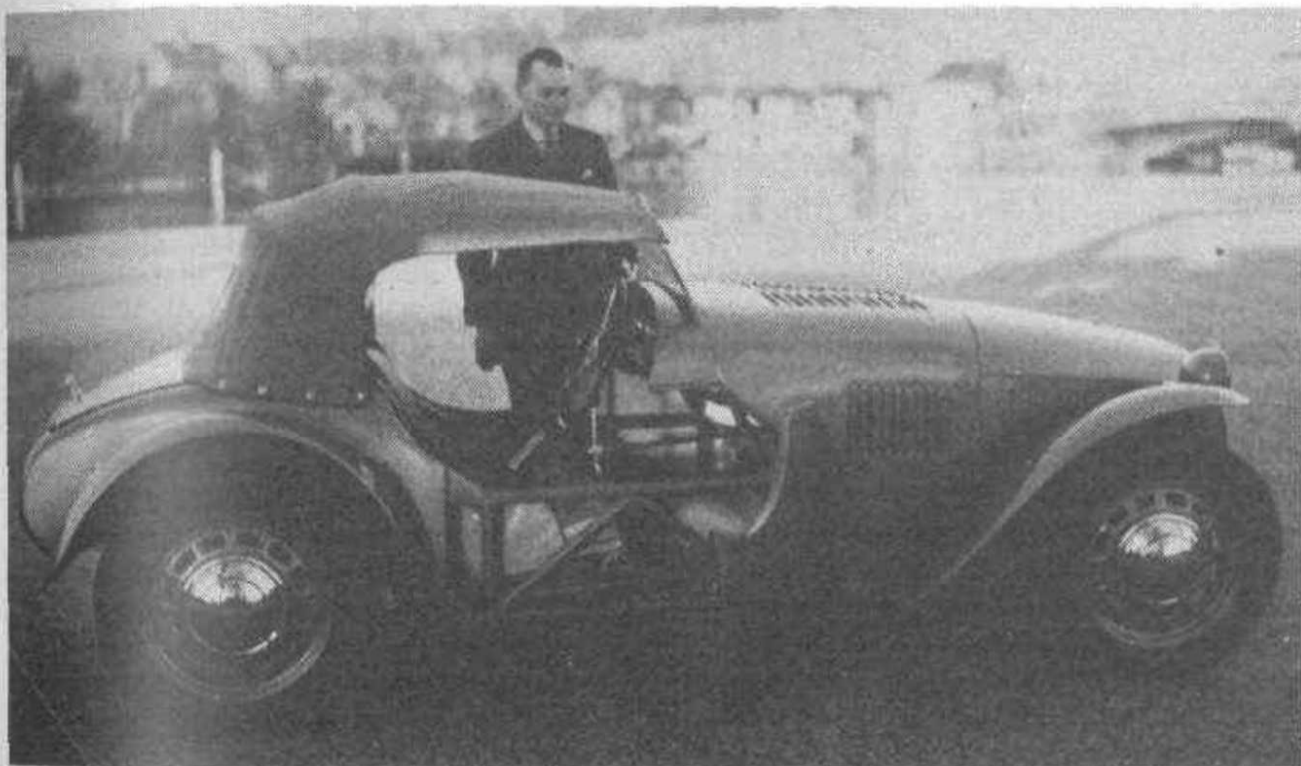
Practice is not allowed, naturally, but a video tape of the stage roads, made during the organisers' recce, has been made available to those taking part. Service cars and their crews have to be named and listed and payment made in advance for such things as meals and accommodation, visas and permits, temporary China Driving Licence (an IDP is not accepted there), tours, and flight from Peking back to Hong Kong.

It won't be an easy event. Although the organisers have presented a comprehensive information package, there is no substitute for seeing for yourself, and many factors will remain unknown until the rally actually starts.

Finally, the Oman Rally will be another to attract European competitors to mountainous terrain at the south-easterly tip of the Arabian Peninsula. This is no desert event, like others in the Middle East series, but something far more demanding than just pointing a car across a featureless plain. It will have 23 stages totalling 415 km, and because some stages are used twice, the distance to be covered by recce is just 250 km.

Previously used fast sections have been dropped in favour of more twisty roads which, although on dirt and gravel, are smooth and clearly defined — again unlike desert tracks.

The Omani people are friendly, hospitable and enthusiastic; English is widely spoken whilst Swahili is as common a national language as Arabic. The rally takes place during Thursday and Friday, September 26 and 27, and each of the three sections starts and finishes at Seeb, just outside Muscat.



DEREK BUCKLER stands besides the first production Mk V, ERD 96. Generally, only prototypes were fully assembled by the works.

my father felt he hadn't done it right and so set about designing his own. Having done that, it was a small step to designing a whole car.

"You call it a vision, and it probably was that, though he never used the word, but he did talk to me constantly about it. His idea was to put the possibility of competition driving within the reach of almost everyone prepared to put time and a little money into it. He was a great admirer of Henry Ford, we had lots of books on Ford in the house, and whereas Ford brought motoring to all, Dad wanted in his own smaller way to give the chance of competition motoring to all."

Derek Buckler was born in 1910 and left school at 14 to work for his father's motor engineering firm, Frank Butler Ltd, in London, before being articled to a firm of solicitors. Although Buckler had a good legal mind he left the law in 1932 to take up the position of Transport and Sales Director with another family business, Watford Dairies. Apparently he displayed a remarkable flair for organisation and became the company's Sales Organiser in 1938.

Derek's father died in 1938 and together with his brother, Murray, inherited Johnson Roberts Ltd, engineers to the motor trade. The dairy business closed during the war but the brothers had already bought a similar service engineering company, the Barkus Aircraft and Motor Manufacturing Company in Reading and, shortly afterwards, Welco Farm Implements, manufacturers of hammer mills for grinding corn, was added to the group. After working for the war effort, the brothers went their separate ways, Murray taking over Johnson Roberts Ltd, and Derek taking Barkus and Welco.

Hammer mills for grinding corn seem to have received a blow soon afterwards and Welco ceased trading. The Welco works, still owned by Derek's widow, became the

BUCKLER

WHEN I was a schoolboy and French lessons were devoted to designing 750 specials with a copy of the Club's regs close at hand, and the only serious point of difference between a like-minded pal and I was who was going to be World Champion first, then the small ads in *MOTOR SPORT* opened a world of possibilities. Those were the days when suppliers of bodies and components were part of the mainstream of activity: Falcon, Speedex, Aquaplane, Derrington, Cambridge, Ashley, Heron, Microplas, Rochdale, Dante, hosts of small companies offered bodies, alloy heads, front axle conversions, manifolds and wood-rimmed steering wheels.

Colin Chapman may have been the hero of the little group of wastrels to which I belonged but we knew that building a Lotus was light years away. These other firms, however, peddled more accessible dreams since the cars were based on Austin Sevens or Ford Tens and not only could these be bought for a tenner but most of us had held £10 in our hands and so knew that our dreams had a solid basis whereas the cost of a Lotus, for the foreseeable future at any rate, was the stuff of fantasy.

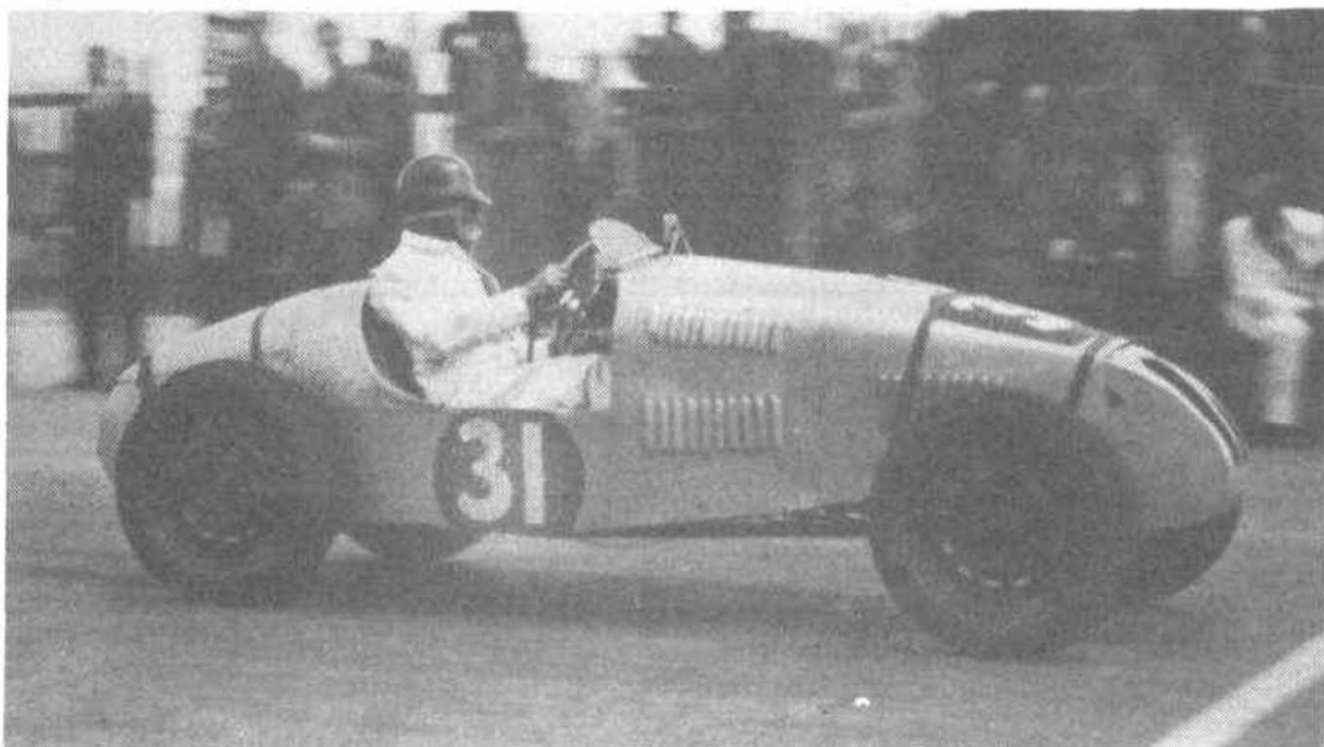
Between Lotus and these more immediately accessible companies was another, Buckler. Derek Buckler offered a range of good quality spaceframes and every possible component to make a Ford Ten into a sporting car. The late '50s, the time of which I write, was a time of an extraordinary growth in what we would now call the "kit car" market, and much of the credit for pioneering the trend belongs to Derek Buckler — I certainly cannot think of anyone who offered a kit car before him.

By the end of the '50s, however, Buckler Cars was in decline. As we will see, there were a number of fundamental reasons for this, but the obvious one was that the market became saturated as more and more hopefuls marketed their products, most of them pretty short-lived.

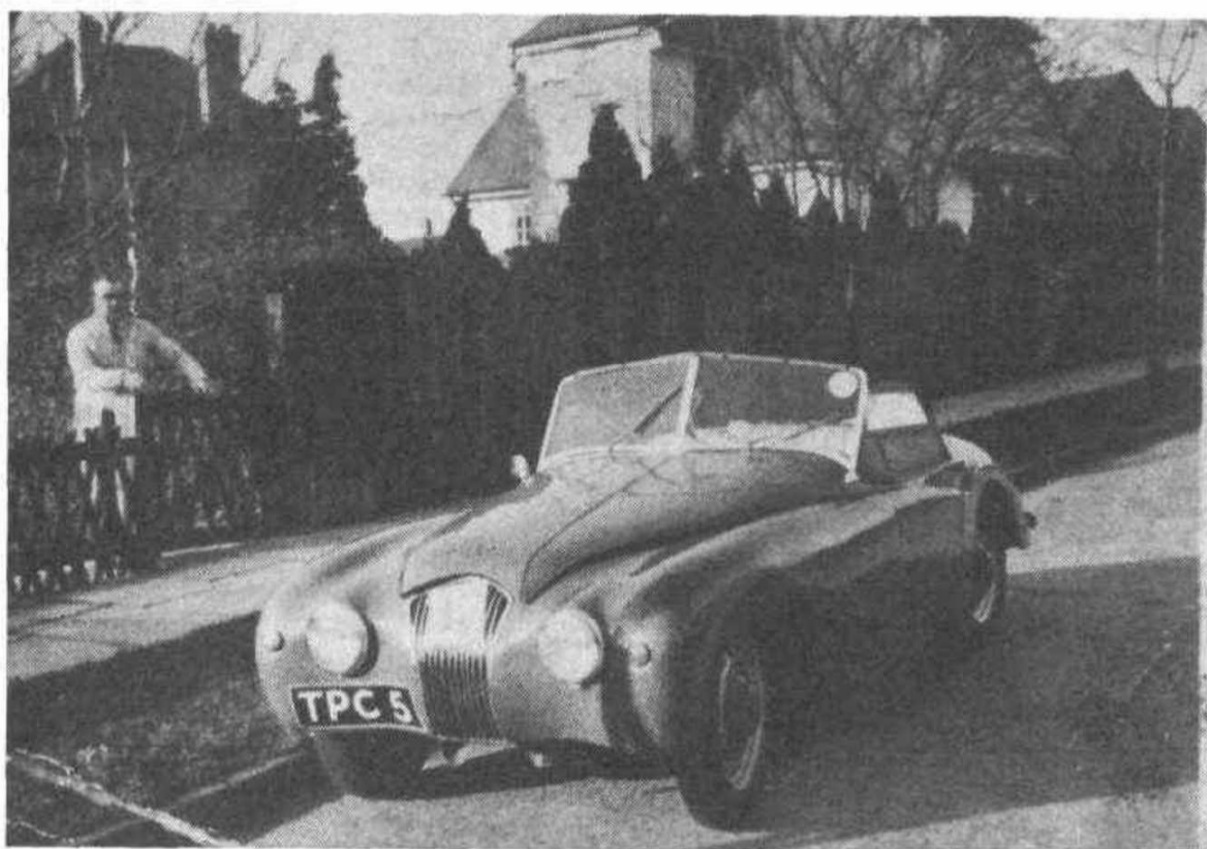
The unique position which Buckler Cars had occupied for so long was swamped by the newcomers, many of whom undercut the pioneer in price though, as many customers found out the hard way, they were frequently cheaper but not less expensive. On the other hand, the products of firms such as Elva and Lotus, both of which had begun by supplying components to special builders, were clearly superior for serious competition work.

Derek Buckler's motivation was neither commerce nor ultimate competition success. He was a man with a particular vision. I like to think that had he known of the schoolboy dreams of our little circle, even though they centred around winning the F750 Championship, he would have been pleased for, in a sense, Derek's pioneering work had made such dreams an outside possibility.

Chad Buckler, his eldest son, recalls: "Quite suddenly, around 1946/'47, my father was struck by the germ of an idea and I noticed that he started to drive his Ford Ten quicker than usual and to look for ways to improve it. L. M. Ballamy had produced a split axle ifs system for the Ford Ten but



DEREK BUCKLER taking part in a sprint in DDP 201, his versatile first special. This car enjoyed a varied and successful competition career for about seven years.



A THREE-seater Buckler Mk X with C. F. Taylor body pictured in the early Fifties. It was possible for an enthusiast to build such a car from all-new components for under £500.

location of Buckler Cars Ltd, which was established in 1947. The grandly named Barkus Aircraft and Motor Mfg Co became simply "Bucklers" in 1949 and continued to grind crankshafts, re-bore blocks and so on.

All Buckler cars had multi-tube chassis, and Derek was an early pioneer of the spaceframe as applied to cars. The principle had been long established in the aircraft industry and certainly Cisitalia had built space frame chassis before Buckler. Still, Buckler Cars was probably the first company to market them.

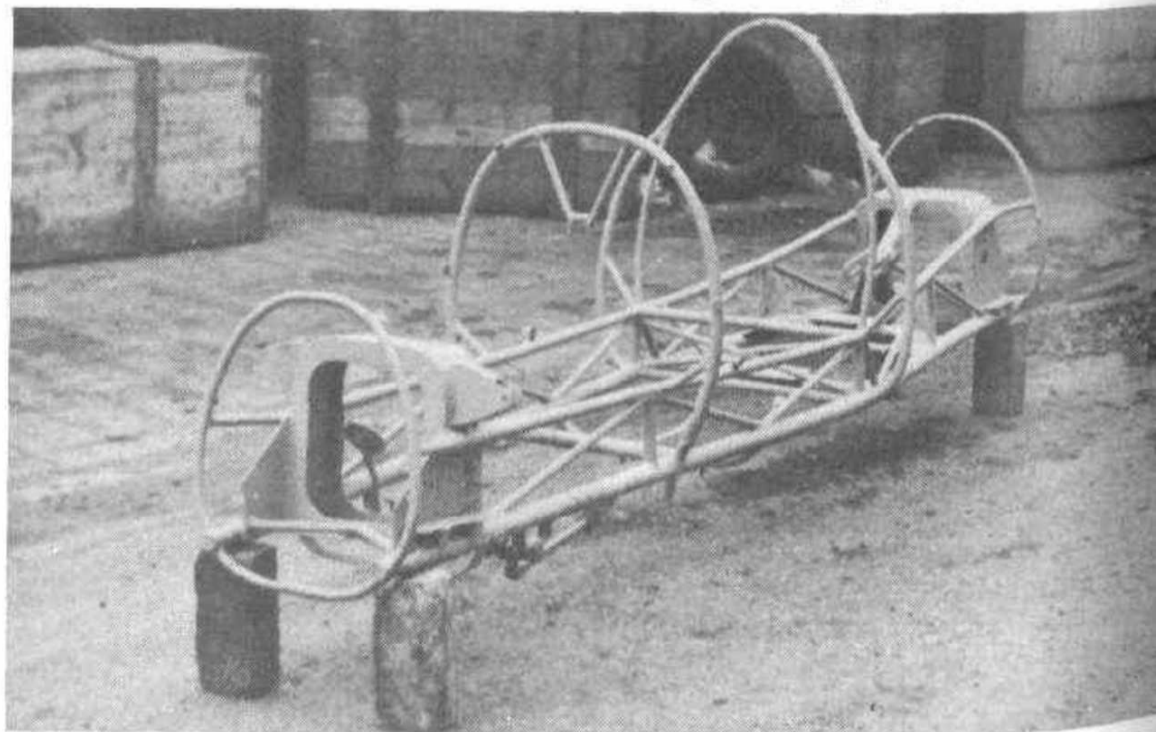
When his first car (reg DDP 201) was nearly complete, Derek spent some time testing it on the open road and his law background came in handy when he was frequently stopped by policemen who felt sure there must be some law against driving about in a bare chassis! Finally DDP 201 was fitted with a simple cycle-winged body.

Apart from low cost, Buckler's aims were to build a car with excellent handling characteristics, good acceleration and fuel economy. Maximum performance was not something he was unduly worried about for real performance is the time it takes to cover the ground from A to B and not some theoretical top speed. He reasoned that if you didn't keep having to slow for bends, you could achieve fast times without recourse to expensive and uneconomical engines.

Buckler identified his main performance areas as strength (his frames have weathered the years very well), light weight, and chassis rigidity and these features characterised all his designs. Later he became the first of the small British special builders to pay serious attention to achieving low drag. The simple shape of the Buckler Ninety was not only slippery but the attention paid to the small radiator orifice

pre-dated the designs Frank Costin did for Lotus. This work on aerodynamics came as a result of consultation with Charles Bulmer who, at the time, was Technical Editor of *The Motor*.

The earliest published reference to Buckler appears in C. A. N. Mays' book, "More Wheelspin" where DDP 201 is called the "Buckler-Colonial", though nobody seems to know why "Colonial". This car enjoyed an astonishingly varied and successful competition career in Derek's hands. It would be fitted with a supercharger and raced on a Saturday and next day, without a supercharger and with a different set of gear ratios, would be entered for a "mud-plugging" trial. Nobody could call it handsome, but it worked and with it Derek gained many of the 200 or so awards he won until heart trouble forced him to



BUCKLER built only one single-seater, this 500 cc F3 chassis for Ken Smith in 1950.

retire from the sport. Sadly the car was stolen and scrapped a few years ago. The Buckler enthusiasts, Peter Silverthorn and Stan Hibberd, whose help has been invaluable in preparing this article, were able to have the registration number transferred to another Buckler.

In 1949, Buckler began to sell ready-made chassis which he called the "Mk V" on the grounds that it sounded as though the car had been around for a little time and was a "fly by night" operation. The competition records were lost or destroyed some time after it changed hands around 1960 but it is possible that total production of the Mk V and Mk VI chassis (the V was based on Ford E93A components, while the VI, based on Ford E493A "Prefect" parts, had a longer wheelbase to accommodate the longer torque tube) reached 100. The production of all Buckler models seen to date is in the region of 400-500 but only around 90 are known to exist in any form, most in need of serious work and little more than a dozen are currently in full running trim in the UK.

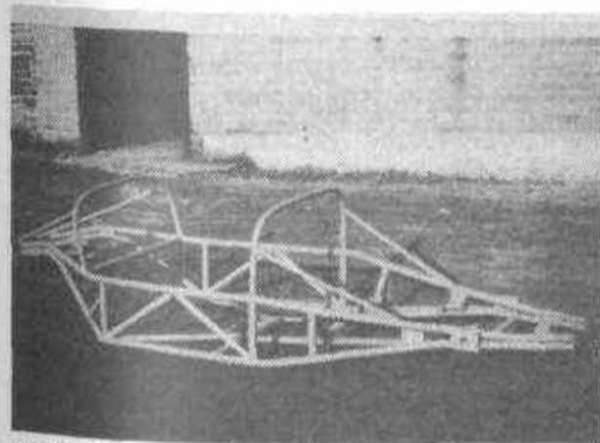
Throughout Buckler's advertising material one finds economy stressed, not only in terms of cost of construction but also in terms of performance. In 1951, a Buckler V built from wholly new parts and finished with a professionally made body, cost £475 but also in terms of performance, 40-50 mpg being claimed as an excellent reason for converting a secondhand DDP Ten into a sports car. These figures were outstanding for the day and underlying them they were not picked out of the air, Derek won the 1953 Cheltenham MC National Road Fuel Economy Contest at an average consumption of 91.023 mpg and returned 86.6 mpg the following year, winning outright again.

With his own skill and a successful engineering firm in harness, Buckler was soon able to offer a special builder a variety of essential and relatively inexpensive equipment, if conversion

close ratio gears, performance camshafts, remote gear controls, high compression gaskets and manifolds as well as more mundane items such as switches and seat squabs. The remarkable thing was that most components were made in-house.

Although almost everything could be bought from Buckler, there were two exceptions. The first omission was a hydraulic brake conversion, for Buckler felt that Ford's mechanical brakes were simple, light and effective when allied to his cars' light weight. This was not a view wholeheartedly shared by those who raced the cars in the middle to late Fifties.

The other main item which Derek never produced was a Buckler-made body. The frames were designed so that it was not difficult for a competent handyman to build his own shell and companies such as C. F. Taylor and Johnnie Offord (the present occupier of the Welco works) had an arrangement with Buckler to supply customers with bodies. Although all the Buckler Nineties looked the same, and the frame and panels were designed in conjunction with each other, Buckler



which went through the books as "kits". Some made more cars than were officially acknowledged. Not every chassis plate of the time was strictly accurate or even, in some cases, put on a car. One small manufacturer (now a most respected citizen) even managed to change all the plates on his car in the five minutes from seeing a man from Customs and Excise approach his workshop to the time that gentleman walked through the door on what was supposed to have been a surprise visit! The stories are legion. Had Buckler been as cavalier as some of his contemporaries, his company might have survived longer.

In taking the stand that he did, Buckler began to sow the seeds of his firm's eventual demise for since so many different bodies were fitted to his frames, many were not instantly identifiable as Bucklers. One might say that the company's products lacked corporate image.

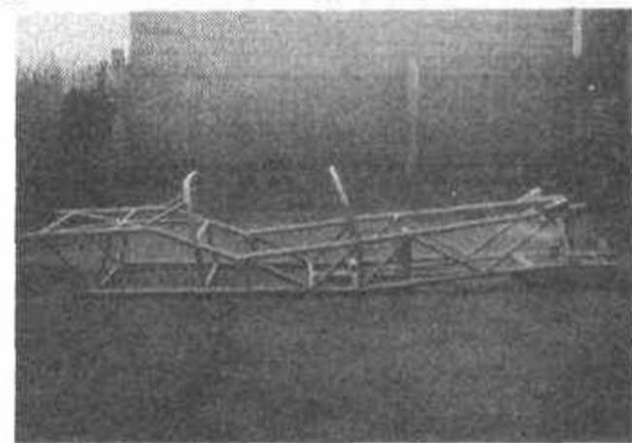
Some cars which were really Bucklers even went under other names. There was, for example, the "Burdmonk" (BU for Buckler, RD for Ford (gearbox), MO for Morris (engine) and NK for Nigel Kennedy,



special market even though the ingenuity of the frames should have associated it with the "specialist", rather than "special" builders.

Another reason for the company's decline was the fact that it never really got itself onto a sound financial footing and one reason for this was Derek's inability to refuse a challenge to his ingenuity. Mark Cook says that he tried to persuade Derek to keep the production of his cars on a rational basis, specialising in Ford-based cars. "The trouble was that someone would come along and say, 'I like the idea but I'd like to fit an MG engine.' Instead of telling the chap that he was sorry but he built a production chassis for Ford parts, Derek would go away and spend hours working on the problem until the customer basically got a bespoke chassis at an off-the-peg-price. Derek never understood just how expensive it was to make prototype frames and he refused to seek outside financing."

The result of Derek's approach was over two dozen distinctive Buckler frames. Nine types of production chassis were listed in the company's literature but an article published in 1960 emphasises that 14 were



DEREK BUCKLER designed and built an enormous number of types of spaceframe which, as these photographs show, were both rugged and very different in appearance. From left to right, a Mk VI frame adapted to take a 1 1/2-litre dohc Salmson engine; a Mk X, note the narrow side members to allow passenger access and the brackets ready in place to accept either a professional or an amateur body; and a Mk XV which was designed to take Morris Minor components.

steadfastly refused to build bodies though he listed Offord's and Taylor's bodies in his catalogues. Later, the New Zealand distributor sold Bucklers with a locally-made fibreglass body.

The reason for this refusal to provide a whole car is to be found jointly in Buckler's legal training and the law regarding purchase tax at the time. It will be remembered that purchase tax often added 50% or more to the cost of a new car but specials built for the maker's use were exempt. Buckler felt that building components which could be made into a complete car infringed the law. Other makers believed otherwise and Lotus, for example, continued supplying kits of all kinds of models for years. This purchase tax loophole was, for a while, a highly contentious one and it was certainly raised in Parliament on a number of occasions in the late Fifties. As first in the field, it is possible that Derek felt himself to be in a vulnerable position but it is more likely that he felt that the firms who exploited the tax loophole were simply not playing cricket.

As an aside, it must be said that some other companies did make complete cars

the car's builder). Not all Bucklers even had a Buckler badge. When the buyer of a chassis completed his car, if he took the car to Derek Buckler, or sent a photograph, and the finished vehicle passed muster, then Derek would present the owner with an enamel badge. The flip side of that was that some of the amateur efforts put onto Buckler frames were dreadful and did not enhance the company's reputation. Some customers were happy to pay around £60 for a frame but balked at paying £110 for a professional body (Mk V, 1951 prices).

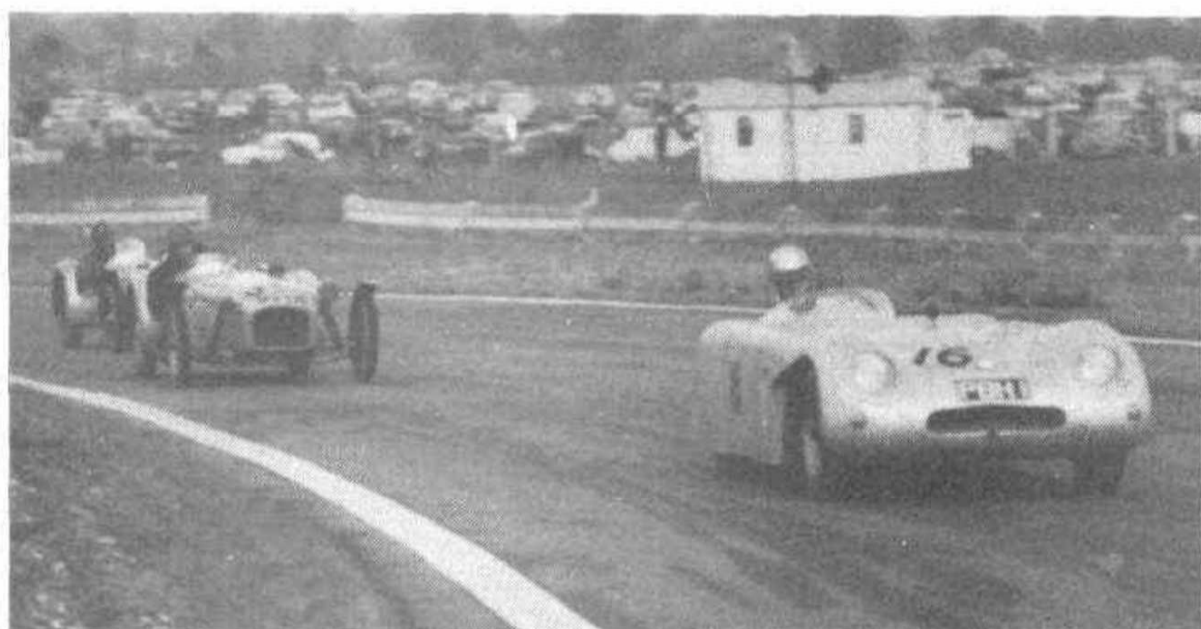
Of perhaps more than 400 Bucklers, few were built as complete cars by the works, all but six of them being exported, and the six which were built for use at home were all prototypes. Mark Cook, a director of Bucklers, argued that finished cars should be marketed along with the kits, but that went against Buckler's vision.

When cars like the Mini and Sprite became available, the special market took a nose-dive. Had Buckler Cars been as firmly entrenched in the sporting public's mind as, say, Lotus or Elva, the marque might have had a better chance of survival. As it was, it was too completely associated with the

then available, though this was a hypothetical figure since many on offer were one-offs waiting for a second order. A one-off 500 cc F3 frame (Buckler's only single-seater) was built for Ken Smith and it won, among other successes, a race at Silverstone for non-series production 500 cc cars. This chassis was advertised but found no other takers and so falls into the category "bespoke". One customer had a V12 Lincoln engine installed, another had a Jaguar engine (it was known as the "Jaguara" and was fairly famous in its day). Whatever the customer's problem, Derek worked into the night to solve it and this frantic activity undoubtedly contributed to his death, in 1964, from a stroke following a period of declining health.

Mark Cook remembers Derek as a man who had little time for anything outside his work, he had no other hobbies, though he was interested in politics and unsuccessfully stood for Reading Council as a Conservative in 1950. Malcolm Buckler remembers him as an excellent father, a man who was warm and friendly away from work, and a lover of good food and wine.

There was one other reason why the



THE most famous model Buckler built was probably the Ninety, a car which was aerodynamically advanced for its day and which enjoyed a successful career in club racing at home and abroad.

company began to tail off as the Fifties drew to an end and that was inherent in Derek's dream of making motor sport accessible to Everyman. When he started building his cars, an impecunious enthusiast really could make a practical road car which could be driven to a circuit, hill climb or sprint and indulge himself. As the Fifties drew on, however, every branch of the sport became more and more specialised and you could no longer use one vehicle for both circuit racing and trials as Derek had been able to with DPP 201. In attempting to build dual-purpose cars, Buckler had to make compromises. As road cars they left something to be desired, few having any luggage space or even crude weather protection. As competition cars, they were not sufficiently specialised to compete successfully after the mid-Fifties. Charles Bulmer urged Buckler to adopt wishbone front suspension and had he done so in 1953/5 it would have been well before Lotus which did not switch from swing axle ifs until 1957. The split axle, though, was mandatory for 1172 racing and anyway Derek believed it was adequate for the job. Split axle ifs with transverse leaf spring was usual on Bucklers throughout the company's history, though cars were also with Morris Minor, TR3 and MGA front suspension while the last production design, the DD2, had a split axle with coil springs.

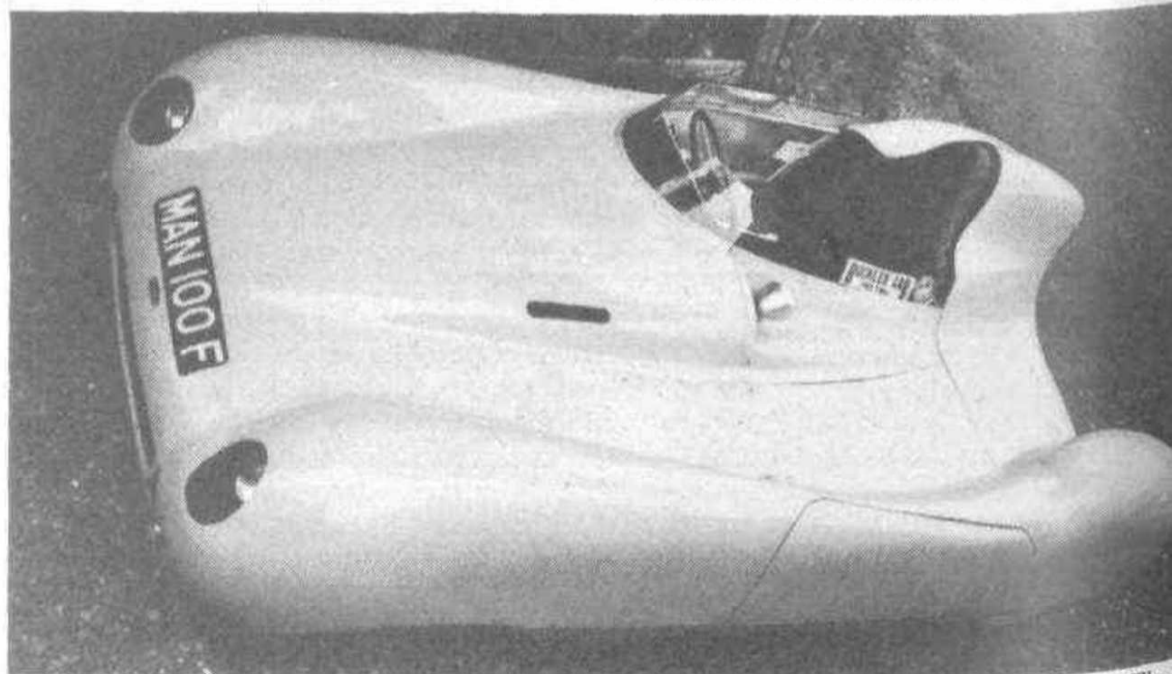
Buckler Cars was an idea for a time, and that time changed quickly. During their natural period, up to around 1955, they met a need and, in fact, Derek was both an inspiration for, and a prime mover of, the 1,172 cc racing formula. Although his successful period was a short one, Derek Buckler left a tangible legacy in that formula and a less tangible one in the way that he demonstrated that it was possible to set up in business as a sports car maker. That lead was followed by many, some of whom later ate into Buckler's market.

Soon after production of the Mk V and Mk VI models came the Mk X (Ford E93A-based) and the longer wheelbased Mk XI (using "Prefect" parts). In these cars the side tubes by the door openings were

narrowed to allow full occupant access. The main feature of this car was that it was a line-abreast three-seater.

Given the nature of Buckler cars, there was no standard version but Peter Silverthorne's Mk X, which is close to completion after a rebuild, can stand as being typical of what an owner might have made.

The C. F. Taylor body looks a little like a small and squashed Healey Abbott. Ballamys 15 in wheels are fitted in place of Ford's 16 in or 17 in wheels. There is a hood, but it is one of those jigsaw arrangements of tubes and canvas, where the frame has first to be assembled and then the hood stretch over it. There is a boot which would carry enough luggage for the three occupants to go away for a weekend. The car is powered by a Ford E93A engine fitted with a Ford Eight E04A head, to raise the compression ratio to 7.6:1 (an early Buckler ploy) and there are twin 1½ in SUs and Buckler manifolds. It's not the sort of car to make the pulse beat faster, but it's a decent, practical, little vehicle which could have happily been used for races, rallies and trials in 1950, when the model was announced, and which would



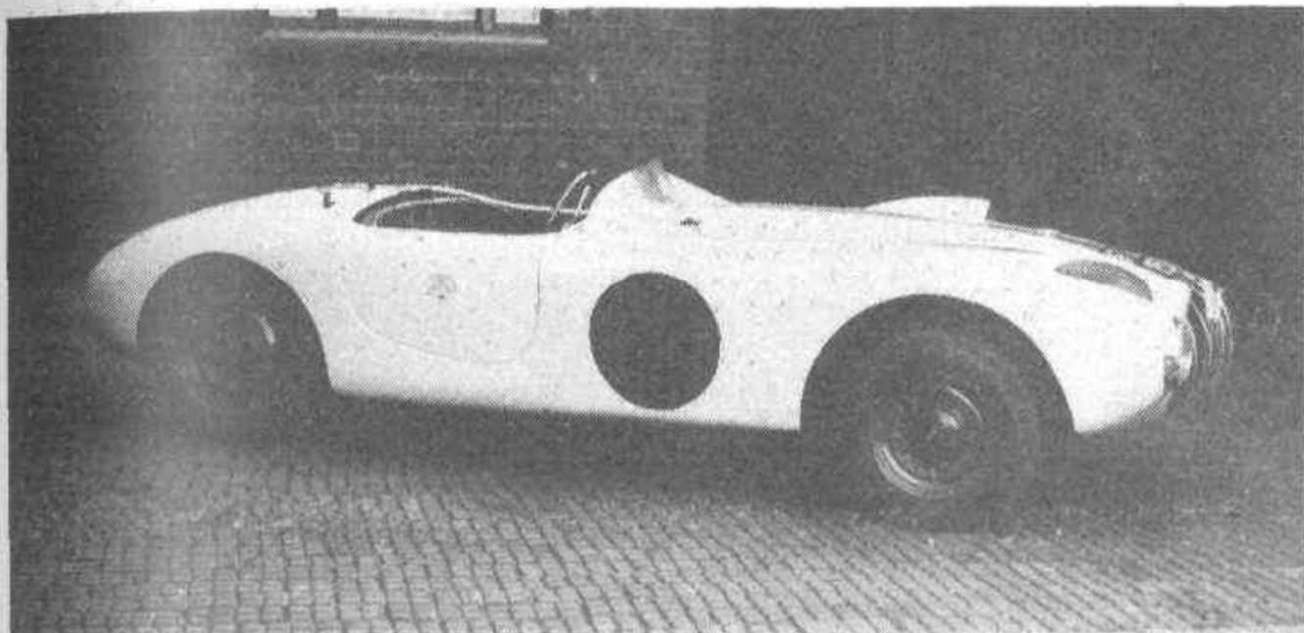
BUCKLER's last chassis innovation was a "backbone" spaceframe of which two examples were built. The above is owned by Malcolm Buckler, Derek's younger son.

have given an owner a lot of pride pleasure at relatively little outlay.

The Mk X was in production between 1950 and '53 and, though it was conceived as a sporting tourer, it had a share of Buckler's competition successes. One Mk X was built with a fibreglass body (by Galt-Glass in early 1953). A piece in *Autosport* (8.5.53) claims this was the first British-made fibreglass car body. Shortly afterwards the Mk V had a simple "resin-bonded fibreglass body" made by Versil Ltd of Liversley, Yorkshire.

Buckler's advertisements in the early Fifties proudly listed the competition successes, in a wide variety of events achieved by customers. After 1954 they began to tail off somewhat but, for a while, every new advertisement brought a tally of wins and places. To put these in context is difficult. A maker now would not nationally advertise a class win in a sprint or a race win in a Silverstone "clubbie" such as the SUNBAC Meeting. In the early Fifties, though, it was possible that the SUNBAC Meeting was the only race meeting of particular weekend and therefore had an importance which is difficult to translate into contemporary terms when we may have ten or a dozen meetings over a Bank Holiday weekend. Derek Buckler's dream of allowing Everyman to compete was, for a while, a reality. A Buckler advertisement (*Autosport*, 10.10.52) was able to list ten places, five seconds and two thirds gained by Bucklers in the previous two months.

By 1953, Buckler Cars was offering chassis bases for seven models, the Mk V & VI and Mk X & XI, the Mk XV & XVI and the Mk 53. The Mk XV was a low-built (28 in from the ground to the top of the scuttle) which was based on Morris Minor components. The Mk XVI which was higher and with a longer wheelbase combined Morris Minor front suspension with MG TC or TD components. Nobody can now say how many were supplied but the general consensus is "few".



SO many different styles of body were fitted to Buckler frames that identification is sometimes difficult though it seems that few cars were ever fitted with wire wheels. This is a 1953 Mk V fitted with a one-off alloy body which was quite successful in 1172 racing.

In 1953 Derek Buckler recognised that the sport was changing rapidly and so built his first specialised chassis, the Mk 53, which was designed specifically for Trials events. In the same year distributors were appointed in Canada and New Zealand and were shortly followed by one in Australia. A number of Bucklers still compete regularly in New Zealand. The size of New Zealand and the spread of the population means that motoring is essential yet, for a long time, spares were scarce so your yeoman Kiwi had to improvise. This is one reason why there are so many Kiwi mechanics in motor racing. The islands were prime Buckler country.

At the beginning of 1954 Derek launched the "Ninety" the one model which is instantly recognisable as a "Buckler". With a modified Ford Ten engine, a top speed of 90 mph was claimed with 0-60 mph in 12 seconds. Buckler stuck out for his modified Ford axle complete with transverse leaf spring but went to some trouble to tune the spring. Although this arrangement may appear old-fashioned alongside the idea of coil springs and wishbones, transverse leaf spring suspension was featured at the rear of the contemporary Maserati 250F, to give but one example. In some other respects it appeared to be behind the times, with cable operated brakes and Ford live axle mounted in typical Buckler fashion with parallel trailing arms and coil springs and dampers but it would be fairer to say that it was not complying to fashion rather than being outdated. Arthur Mallock has been proving for over a quarter of a century that a properly located live axle is an effective item of kit.

The car was low (29 in to the top of the scuttle, assisted by 13 in wheels), light (8¾ cwt) and had a frontal area of only 9¾ sq ft. By the standards of the day, it was an advanced design though shortly afterwards Colin Chapman unveiled his rather more sophisticated Lotus VIII with its Frank Costin body.

The Ninety was soon winning 1172 races both in Britain and in Canada and New

Zealand. George Brown managed to win the 1955 Ardmore (NZ) Handicap race in a Ninety setting joint fastest lap at 70.6 mph and his average speed was less than 10 mph slower than that of Bira whose Maserati won the New Zealand Grand Prix at the same meeting. Ray Wickson, probably the best driver to race a works Buckler is of the opinion that the Ninety was the finest handling car he'd used on the track, being completely predictable and controllable.

In fact it's hard to assess how good the cars were. Derek Buckler's philosophy attracted a particular type of driver, the enthusiastic clubman rather than the man who had his eyes set on a serious career in the sport. There appears to be no rising star of the day who drove both a Buckler and, say, a Lotus or Cooper, so it is not possible to obtain an opinion from someone who would have driven the Ninety and one or more of its rivals to the limit. Club drivers,

however, seemed to find all Bucklers to their liking, they tended to be cars which were on the side of their drivers. Although Bucklers appeared a couple of times in International class races held in Britain, they were essentially dual-purpose cars for the amateur driver.

In 1955 Buckler produced the DD1 (basically a Ninety with a de Dion rear axle) which was intended for Coventry Climax or MG engines. The frame had to be changed for the Climax engine would not fit into a Ninety. It was the discovery of this fact, incidentally, which prompted Air Commodore Geoffrey Tyndall-Carrill-Worsley, the Commandant of RAF Halton, to beg the components to build the Halton Tojeiro which has been the subject of some recent correspondence in MOTOR SPORT.

The introduction of inexpensive fibreglass bodies for special builders led Buckler to design frames to accommodate them. Buckler's last production car, the DD2, was designed with the Microplas Mistral body in mind but although a car with this body appeared in all the advertisements, cars were built with a wide variety of shells. Buckler had a modified DD2 frame for the Rochdale GT body, for example, while the now defunct magazine, *Cars Illustrated*, built a Buckler with a supercharged BMC Series B engine and very attractive AKS fibreglass body which bore more than a passing resemblance to a contemporary Alfa Romeo Spider. The Rochdale-based car, incidentally, was designed in conjunction with Mike Bendall (of Alexis) and used Lotus XI suspension and various other bits and pieces from other cars of the period. Two are known to survive, one of which sports an "Alexis" badge. There is some



THE last production Buckler was the DD2 which would accept a wide range of proprietary fibreglass bodies. The above example has a Microplas Mistral shell.

disagreement between the Buckler Register and the owner, Duncan Rabagliati, as to the car's pedigree.

In August 1956 Buckler advertised seven models: Ninety, DD1, DD2, Mk V, Mk XI, Mk XV and Mk XVI though thereafter all his advertisements concentrated on the DD2, though doubtless any frame could be ordered. This car would accept any engine up to 2-litres and estimated top speeds (calculated by Mark Cook) appeared in the company's literature, so 140 mph and 0-60 mph in 6 seconds was claimed with a 1.5-litre Coventry Climax engine.

Karting came to Britain in 1960 and it was a category tailor-made for Derek Buckler, being low cost motor racing using steel frames. Buckler designed karts for three of the four classes of the time, Class 1 (100 cc), Class 2 (two 100 cc engines but no gearbox) and Class 4 (200 cc with gearbox). These all had attractive spaceframes and while the smaller-engined karts were too heavy to be successful, Buckler's Class 4 machines were, for a time, very competitive indeed, especially when fitted with a Bultaco engine. In common with most kart makers of those pioneering years, Buckler made a fundamental error in creating a too-stiff frame. While everybody was doing so, it was fine but the advent of lighter and more flexible frames changed karting.

By 1961 Derek was in failing health and his natural market was declining. To continue, he needed an injection of finance and he refused to seek it. The car business was not only not making money, it was becoming a drain on Bucklers. He sold Buckler Cars while retaining Bucklers, the engineering firm. He remained a consultant to the new owners, a Mr Luff and a Mr Fletcher, who kept going until 1964 before



KARTING was a natural outlet for Buckler's philosophy and (above) Derek is seated in his Villiers-engined prototype circa 1960. Production models were low, sleek and handsome.

the firm was liquidated. These latter years are outside the scope of this article and, besides, the firm concentrated mainly on karting.

Derek did not live to see the failure of the company he founded for he suffered a stroke in 1964, went into hospital and slowly passed away. He was just 53 years old.

It's difficult to assess Derek as a designer because of the conscious limitations he put on his own work. He remained faithful to his vision of offering an opportunity for a large number of people to own cars which could be used for everyday motoring and entered into competitions at weekends. His early spaceframes were more advanced than

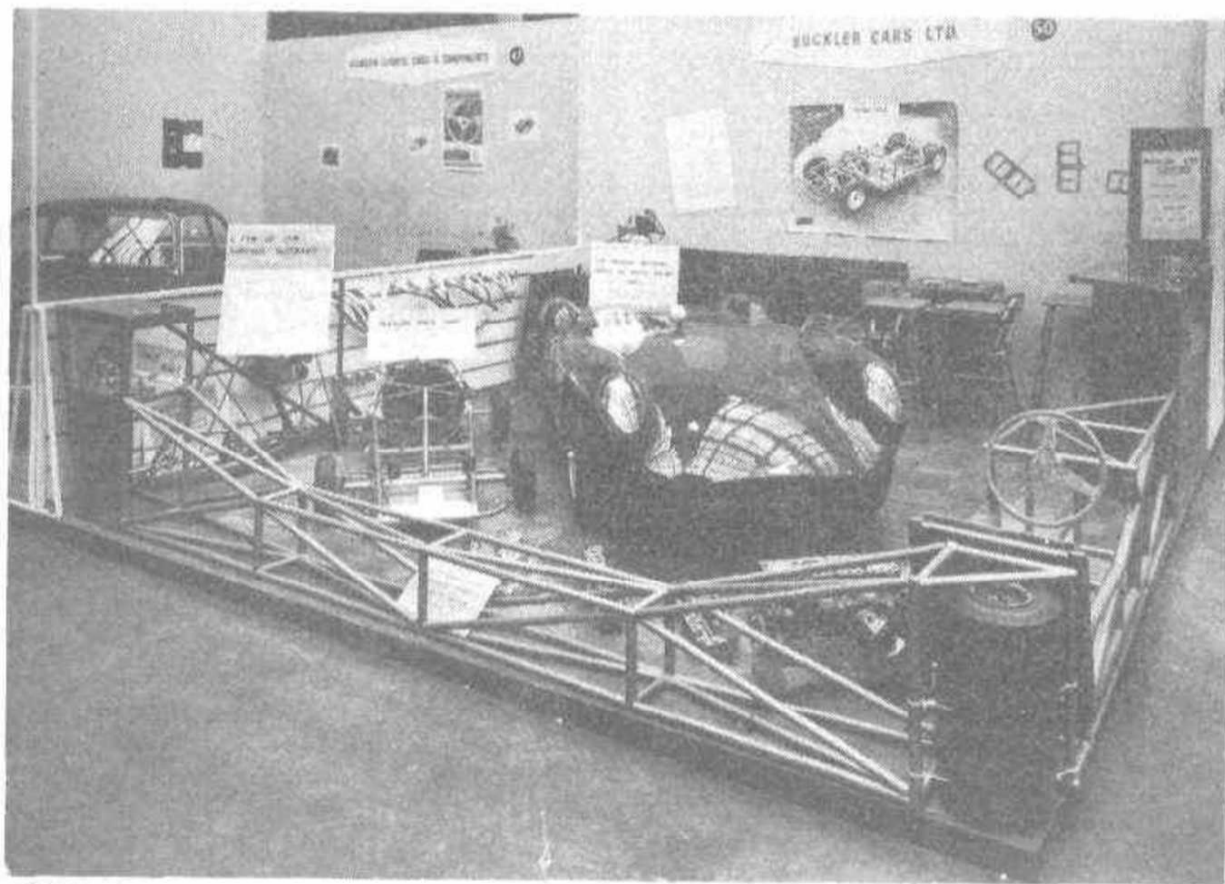
any other chassis on the market and his later products were overtaken by designs such as Colin Chapman, part of the reason was Buckler's insistence that his cars be dualpurpose and so he never went for the ultimate either in competition terms or in terms of making production sports cars.

Mark Cook believes that Buckler was Chapman's equal as a chassis designer. Mark does not look back on his Buckler days through rose-tinted glasses. For all his insistence on inexpensive Ford components Buckler was a man capable of innovation and his last design was a backbone motorcycle chassis (BB 100) in which Chapman took a great deal of interest when it was exhibited at the 1960 Racing Car Show. It was some time before the Lotus Elan. Such interest would not have flattered Buckler for he was slightly paranoid about Lotus stealing his ideas and for that reason all his blueprints were kept at home.

Although the BB100 was satisfactorily developed, after teething troubles with the rear cross frame flexing, only two were made, the new owners of Buckler Cars were pursuing the idea. The prototype car is now owned by Derek's younger son, Malcolm, who lives on the Isle of Man. Malcolm has a DD2 with which he occasionally takes part in competitions.

Buckler's real successes were not on the track, they were in the pride and pleasure of the owners who were able to realise a dream of owning a car with performance otherwise beyond their means. Part of his success, though, was in the fact that schoolboys, such as the writer, were able to reasonably dream of going racing.

Derek Buckler is so often ignored when viewing the growth of post-war British motor racing. I hope this article helps restore him to the position which is rightfully his. — M.L.



THE Buckler stand at the 1961 Racing Car Show with the backbone chassis in the foreground. The (incomplete) "Backbone" car had an aluminium body made by Johnnie Offord. Note how much the kart had developed.



Looking Back on David Purley, GM

WHEN David Purley's Pitts Special crashed into the sea off Bognor Regis on July 2nd, motor racing lost one of its most popular drivers. The widespread shock and grief experienced by so many was not because David Purley was a great driver, he was not though he was probably a better one than his results suggest, but because David embodied so many of the qualities which we like to think our sport represents.

Some bemoan the lack of "characters" in the sport these days yet Purley was as large a character as motor racing has known. When the news of his death came, so many of us began recalling our fund of "Purley stories" — grief had not hit us at first, none of us seriously thought he'd make old bones but all of us secretly felt he was indestructible. Remembering him through many hilarious anecdotes seemed natural, he was so full of life, he lived life so much to the full, that it was natural to recall him with his ready smile and mischievous giggle. He was the sort of man that most of us would like to have been.

David was born in 1946, the only son of Charlie and Joyce Purley. Charlie is a man of little formal education who began his business career by buying and selling crates of fish which he trundled around on his bicycle. Eventually he turned a back street electrical repair shop into the giant Lec Refrigeration business of which David eventually became a director.

A wealthy father is no handicap for a racing driver yet David rebelled against what could have been an easy path through the family business — he was too much a chip off the old block for that. In later years, David was to accept family help with his racing and was to join the company, but first he had to demonstrate his own independence.

When he was 16, he had his first unfortunate encounter with mechanical failure. He was at a mixed boarding school and twice his alarm clock failed to go off . . . When he

twice was discovered where he ought not to have been, he was expelled. He was not, anyway, cut out for the academic life.

At first he went to work for Lec, as the company pilot, but a blazing row with his father saw him leave after only nine months. Always one for an exciting life and possessed with a good head for heights, he joined a demolition gang as a "top man" working on tall buildings in London, a pretty dangerous job in winter when ice covered the bricks.

Eventually his gang broke up and he left. Driving home he was passing by an Army recruiting office, thought it seemed like a good idea, went in and signed for three years with the Coldstream Guards. His mother was not amused when she found out.

Although he was keen to see action as quickly as possible, he accepted a Commission and after two years at Sandhurst was posted to Aden with the First Parachute Battalion. During his training, he'd survived the first of a number of close shaves when his parachute became tangled with that of his instructor. For 90 seconds he descended to earth sitting on top of his instructor's chute, holding on to the air escape hole. "It was a heavy landing," he would say later.

Service in Aden was no picnic, it might have been a small trouble spot but it was a nasty one and Purley received his full quota of mortars, grenades and machine gun fire. "Under those circumstances, you've got to have a certain lack of imagination. It's no good being highly sensitive when you're firing or being fired on. There were times when I've never been so frightened in my life. What happened out there, what I did and what I saw, has never worried me, but it made me hard. I won't be pushed around by anyone." Purley rarely spoke of his periods in action, but he was certainly at the sharp end of things. When later he was hailed as a hero for his attempt to save the life of Roger

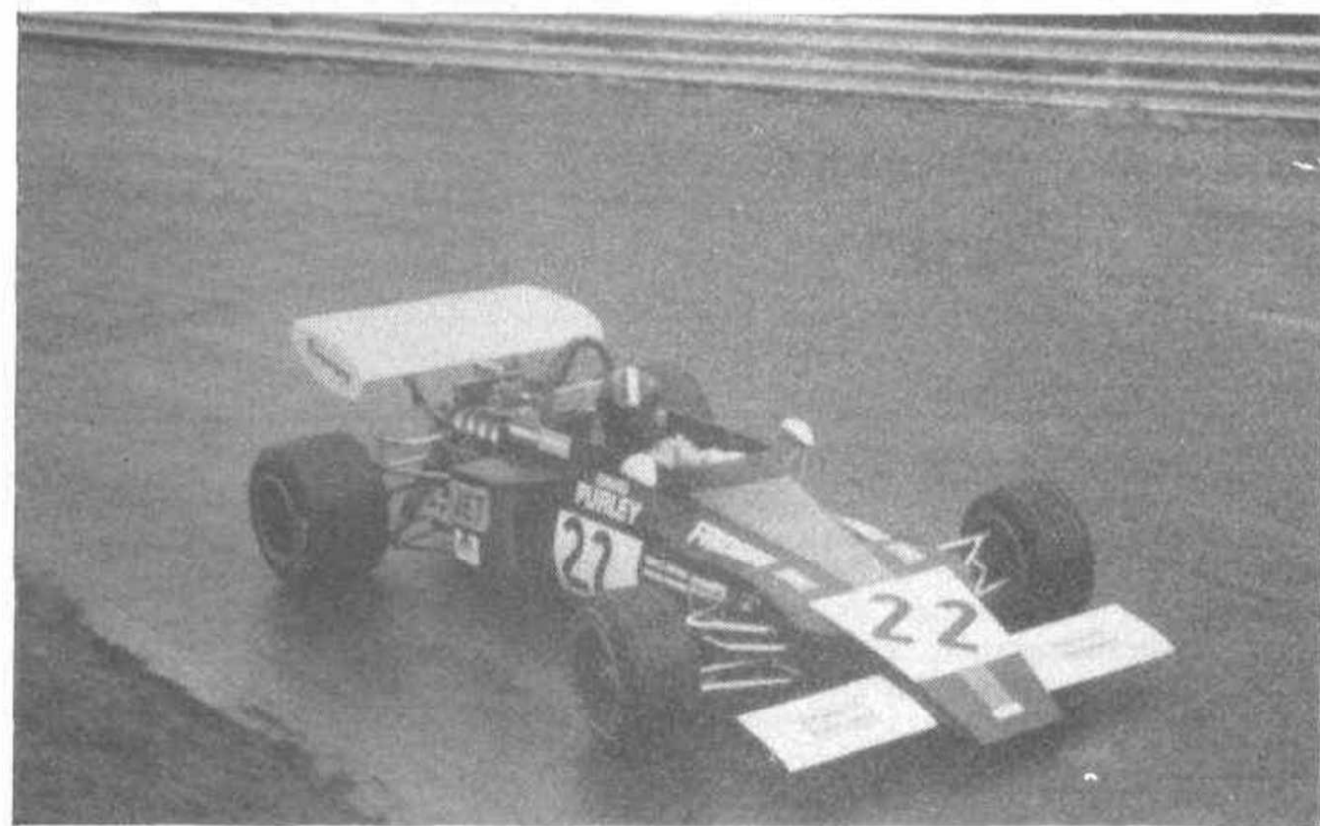
Williamson, his army days helped him keep his sense of perspective. He had his own ideas about heroism.

In 1968, while still in the army, David was introduced to motor racing by his neighbour, Derek Bell. With a cousin, Derek Ridler, he shared an AC Cobra but by his own admission was a very hairy driver and he eventually wrote off the car at Brands Hatch. Motor racing had got into his blood, however, and the following year he was out with a Chevron B8. Purley was quick, but unsympathetic to his machinery, and it was a year of blow-ups rather than results.

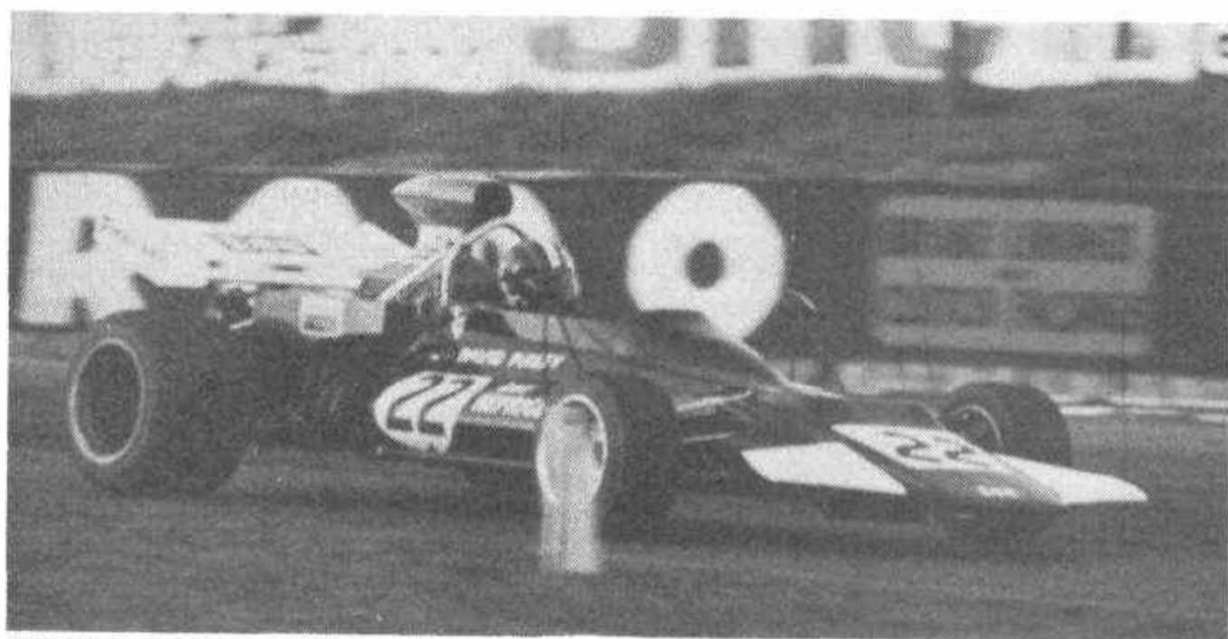
At the end of 1969 he left the army and set up his own F3 team with two mechanics. It was a time for learning and his results were uneven yet, starting in 1970, he scored a notable hat-trick of wins on the Chimay circuit in Belgium. David was not one of those drivers who are motivated by the thought of becoming World Champion, rather he sought personal challenges and responded to them and his attitude to Chimay indicates why, by comparison, he was often comparatively lacklustre on other circuits.

"Chimay was a very fast, dangerous, circuit which used to get my adrenalin going. Throughout my racing career, I always drove faster when I was slightly nervous: at Chimay, the Nürburgring, at Rouen. It gave an edge to my driving. For this reason I was never particularly quick in practice unless we'd had problems and I had to screw myself up to get a time in the last few minutes of a session."

The other side of this coin came at Oulton Park on Good Friday 1972. In his F2 debut, he claimed pole position though his race lasted only 200 yards before his throttle cable broke (the race was won by Niki Lauda in heavy rain). David might have been a better F2 driver had he had problems in qualifying but, by setting pole ahead of a



PURLEY'S F2 debut was with a private March 722 at Oulton Park on Good Friday, 1972. He set pole position (ahead of Lauda in a works March) but lasted only 200 yards in the race. It was to be the highlight of a confused season.



DAVID PURLEY made his first F1 appearance in the Connew PC1 at Brands Hatch in October 1972. He failed to complete the warm-up lap because a steering wheel-mounted cut-out switch came adrift. Ironically, such a switch might have saved him from serious injury in his Silverstone shunt five years later.

small and largely mediocre field, he felt he had cracked F2 on his first attempt and so the challenge was no longer there. His only creditable F2 finish that year was third place at Pau — but then that is a tricky circuit and it was raining hard. His other achievement that year was his third Chimay F3 win.

David began the season on pole but then floundered. He was lacking direction but a chance meeting with Mike Earle, another member of the Bognor Regis motor racing tribe, led to Mike becoming David's team manager. Mike was able to bring not only experience but also a strong personality — Purley hated sycophants — and the two men maintained not only an enduring professional relationship but also friendship.

For 1973, a March 73B was bought for an assault on the two major British Formula Atlantic Championships and a deal was made with March for an occasional rent-a-drive run in F1. Purley had a good season in Atlantic and by the time he began to drive in the occasional GP was leading both Championships. As it turned out, he finally finished runner-up to Colin Vandervell in the Yellow Pages series and retired while leading the final BP round, thus handing the title to John Nicholson.

His entry into F1 was hardly sensational but he managed to qualify for Monaco and, until he crashed his car and had to scratch, was the quickest March driver, with the exception of Hunt, during practice at Silverstone. The third Grand Prix he entered was the Zandvoort race.

In 1973 two British racing drivers, Mike Hailwood and David Purley, were awarded George Medals. Hailwood had gone to the aid of Clay Regazzoni in South Africa and Purley tried vainly to save Roger Williamson trapped under his burning March. The George Medal is a rare honour and both men earned it but the difference was that Purley's attempt was televised. Even before he received his honour David was dubbed a "hero" by the mass media while Hailwood's achievement received relatively little attention.

"To be honest," Purley was to say later, "I think it ruined my motor racing career because afterwards I was never the racing driver but always the chap who won the George Medal. I looked on it as a great honour but, remember, I'd been in the Army and half my brother officers and the men I'd been serving with had been decorated for gallantry. I'd daily rubbed shoulders with men who had received similar awards."

In my book David was a hero, but the depths of his courage did not emerge until later when he set himself the task of walking normally again after surviving the heaviest impact which any human being has ever survived. The incident at Zandvoort was a public example of his bravery and his instinctive caring for a fellow human being in trouble and, as such, demonstrates some of the qualities which made David Purley such an attractive personality. He showed bravery at Zandvoort but it was nothing



PURLEY'S attempt at rescuing David Williamson at Zandvoort was one demonstration of his courage, another was his drive in the following race at the Nürburgring. He was hopelessly off the pace in practice but back into the stride by the end when he brought his March 731 home 15th.

compared with the courage he was later to demonstrate privately over a long period of time.

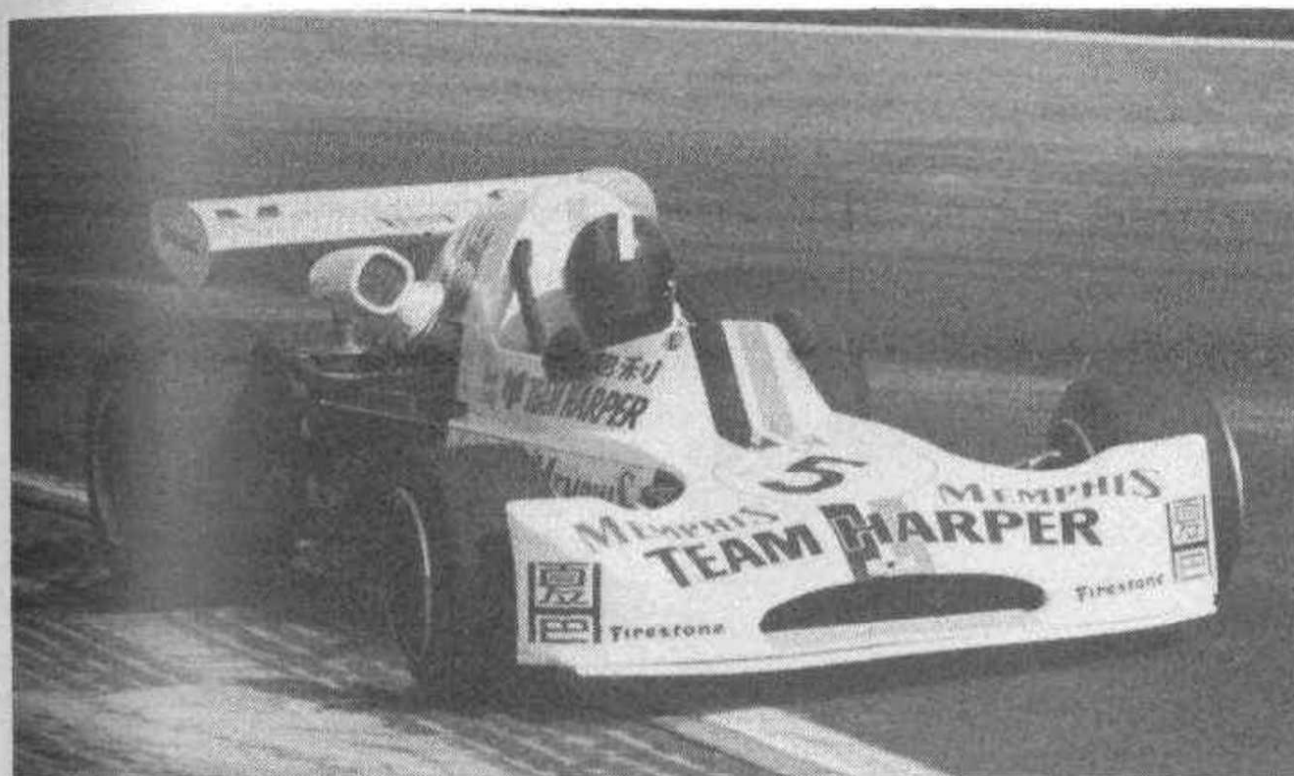
Just a week after Zandvoort came the German GP at the Nürburgring. David had to face both the pressure of publicity and coming to terms with himself as a driver. When he arrived at the circuit, the officials were at pains to drive him around to show him all the safety arrangements, particularly the fire-fighting arrangements. They meant well but had missed the point. Purley did not suddenly become a campaigner for circuit safety.

In practice for the race, Purley was extremely slow, nearly 30 sec slower than George Follmer's Shadow which was in penultimate place. Technically he could have been excluded under the 110% rule, but, unbeknown to him, all the other drivers had signed a petition which urged the organisers to allow him to start regardless of time. Each of them knew just how much they needed the race. Grand Prix drivers are often accused of selfishness but this was an example of them recognising the personal need of a fellow professional.

David began the race slowly but picked up quicker and quicker until he was back in rhythm. That performance was, in its own way, as equally brave as his rescue attempt at Zandvoort.

What was to be his last F1 race for the time being was at Monza where he managed to finish ninth.

1974 saw Purley racing March Chevrons in F2 for Bob Harper, under the team management of Mike Earle. The European F2 Championship had a class for that year including Depailler, Jabouille, Pryce, Stuck, Laffite and Tambay and with second places at Rouen, Salzburgring and Enna, Purley claimed fifth in the series. It wasn't a sensational season but it showed that he was on the right lines again.



1974 SAW Purley drive for Bob Harper's F2 team, a season which saw him take three seconds and fifth place in the final ranking.

There had been some discussion about Bob Harper moving into F1 for 1975 but when Harper decided it was not for him, Purley formed his own team to run in F5000 with a Chevron B30 powered by one of the Cosworth-developed 3.4-litre Ford V6 engines. The engine initially lacked reliability and Purley was never any great shakes as a test driver so the car remained well below its potential. David was not terribly interested in motor racing except as a personal challenge, he could never discipline himself enough to pound around a circuit systematically honing a car. That 1975 season produced two wins and fifth place in the Championship.

During the winter of 1975/76 while David was in Australia Mike Earle and the Lec team, greatly assisted by the development expertise of Derek Bell, set about transforming the Chevron. When David returned he found himself behind the wheel of a completely different motor car and proceeded to walk away with the 1976 ShellSport Gp 8 Championship taking six wins, a second, two fourths and a fifth. At last he was showing his true potential.

Midway through what was to be his last full season of racing, the decision was made to go into F1. Charlie Purley enthusiastically underwrote his son's plans and in return the car was named for him as the Lec CRP 1. Building his own car was typical of David for he could equally have bought his way into one of the lesser F1 teams. He had around him, though, a team he liked and trusted, one whose strength and loyalty had been proven — it was like being back in the army and leading a platoon where every man watched out for his comrades. Former BRM designer, Mike Pilbeam, was given the task of designing "a simple, straightforward car for simple straightforward people" and it was Mike's care in stressing the car which eventually saved David's life.

In F1 terms, the Lec team was run on a shoe-string but the car was always well

presented and Purley was driving well even if he was at the back of the grid. The early Grands Prix outside of Europe were given a miss and the team joined the F1 circus for the Spanish race for which Purley failed to qualify. He was so far off the pace that Monaco was given a miss but had, in the meantime, taken sixth in the Race of Champions. In Belgium he began to move up the grid, qualifying in 20th place and finishing 13th. In Sweden he was 19th on the grid and was classified 14th at the end. In the French GP he started in 21st slot but crashed on lap four. He had begun to find his position on the grid which all new drivers and teams have to, and if he was not giving Lotus and Ferrari sleepless nights, he was qualifying ahead of up to a dozen other runners. 1977 was a season when there was generally a surfeit of entries.

In the wet / dry race at Zolder, Purley actually led for half a lap before pitting for slick tyres and always later reckoned that he might have won had it kept raining. In truth, though, it was a freak moment of glory. Not knowing that Purley had led the

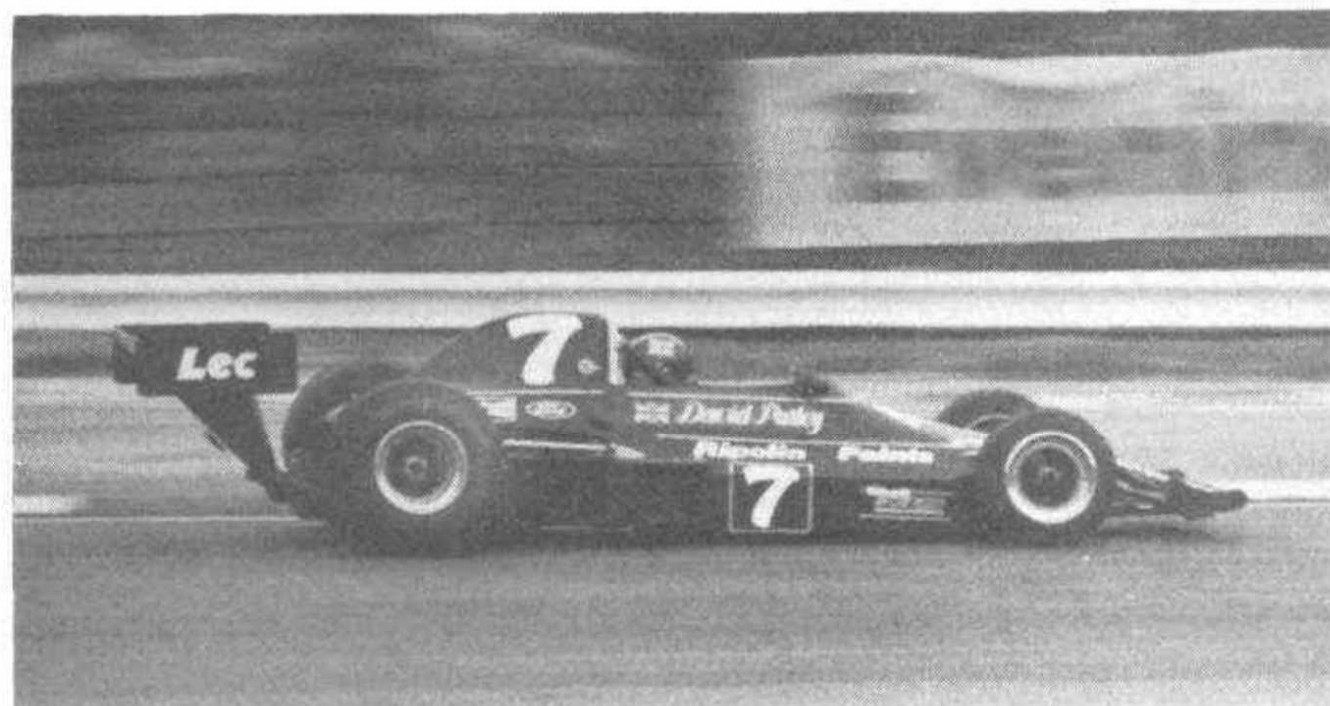
race, Nicki Lauda, who believed he had been impeded by him, stormed up at the end with a few choice comments about "rabbits" in F1. David's pithy response might be translated politely as "Hie thou hither, varlet" — and Niki did. At the next race the Lec appeared with a rabbit painted on the cockpit side.

Given Purley's previous proven ability to qualify his car, not to mention his performance at Zolder, it was odd that he was required to take part in a pre-qualification session for the British GP at Silverstone but one supposes the reasoning was that Lec was a private team so David had first to fight for right to officially practise.

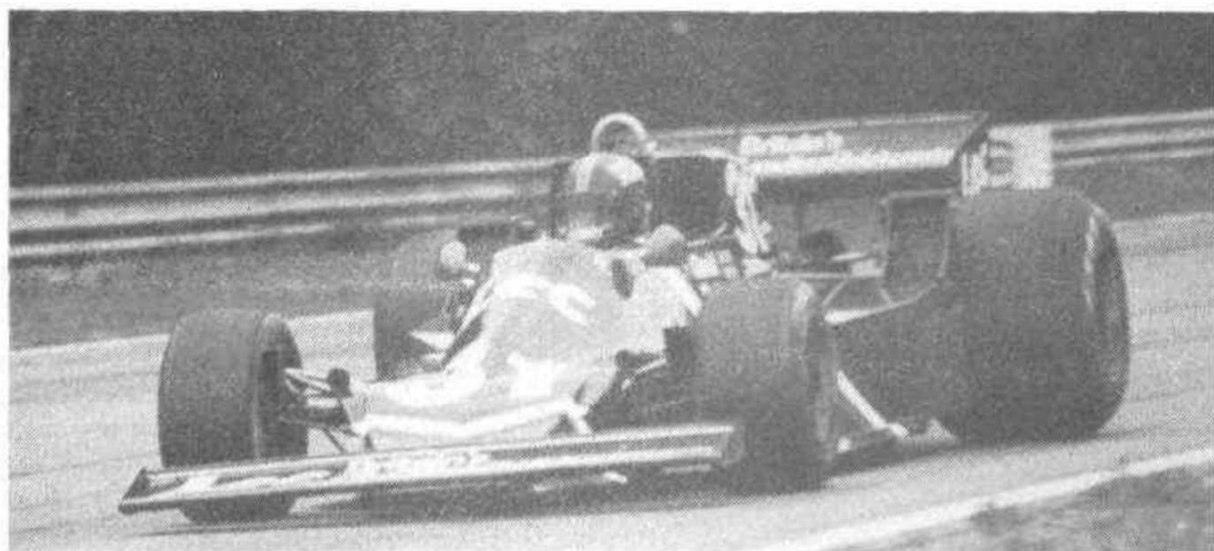
Mike Earle: "In the first session there'd been a small electrical fire which a marshal had promptly doused. By the time we got the car back to the pits, we had 55 minutes to prepare for the second pre-qualifying run.

"Had we had a larger budget he could have switched to a second car which was sitting 95% complete in our workshop. I ordered the team to change the engine but that would have eaten into the second session and David reckoned he needed the full session to set his time. Some extinguisher foam in the throttle slides jammed them open as he approached Becketts and he went straight on and into the barrier."

It has been calculated that Purley stopped from 110 mph in just 26 inches and suffered deceleration which briefly touched 170 g. The impact stopped his heart but prompt action by a doctor revived him. David was conscious when Mike arrived on the scene and, in shock, began to argue with his team manager about the cause of the accident, and the doctor encouraged Mike to keep him arguing, and therefore interested, while he was cut out of the car. The upshot of the argument was the team would have the second car ready for the next day if David was feeling up to driving but, in fact, he was not expected to survive the 20 mile drive by ambulance to Northampton General



DAVID PURLEY at the wheel of his Chevron BT30 powered by a 3.4-litre Cosworth V6 engine with which he dominated the 1976 Shell Sports Group 8 Championship.



FOR a heady few seconds, Purley and the Lec GRP 1 led the 1977 Belgian Grand Prix.

Hospital.

He did survive, though in constant all over pain for six months. During the next six months came a gradual easing of the pain and he undertook a couple of Porsche 924 races just to see if he could still do it. His performance suggested that he no longer could but that was not the way in which David Purley was prepared to leave motor racing.

In August 1979, I was privileged to be present at Goodwood when David climbed into his second Lec. It was the first time he'd sat in a single-seater in over two years, his left leg was one and a half inches shorter than his right and the damage to his ankles had been such that he would never be able to run again. Had he got within five seconds of his previous best time, it would have been a marvellous achievement. As it was, within 36 laps he had bettered his previous best time. As soon as he saw the pit board he braked and called the session to a halt. The handful of us watching could not believe it, but to David it was just another challenge successfully overcome.

Purley then raced the Lec and a Shadow DN10 four times in the Aurora Championship, picking up fourth place at Snetterton. For Mike Earle that was the most satisfying result of their long association: "He came back into the pits and the crowd broke into applause. He called for me to push him round the back and help him out. He was in agony but didn't want to show it."

David Purley never raced a single-seater again after the end of 1979 though quite recently was in negotiations to run with a team in a Gp A BMW. The family business was no longer prepared to sponsor him, and who can blame it? David tried to get sponsorship but his heart was not really in it, he was too much his own man to go cap in hand for money and had no time for all the bullshit and hype.

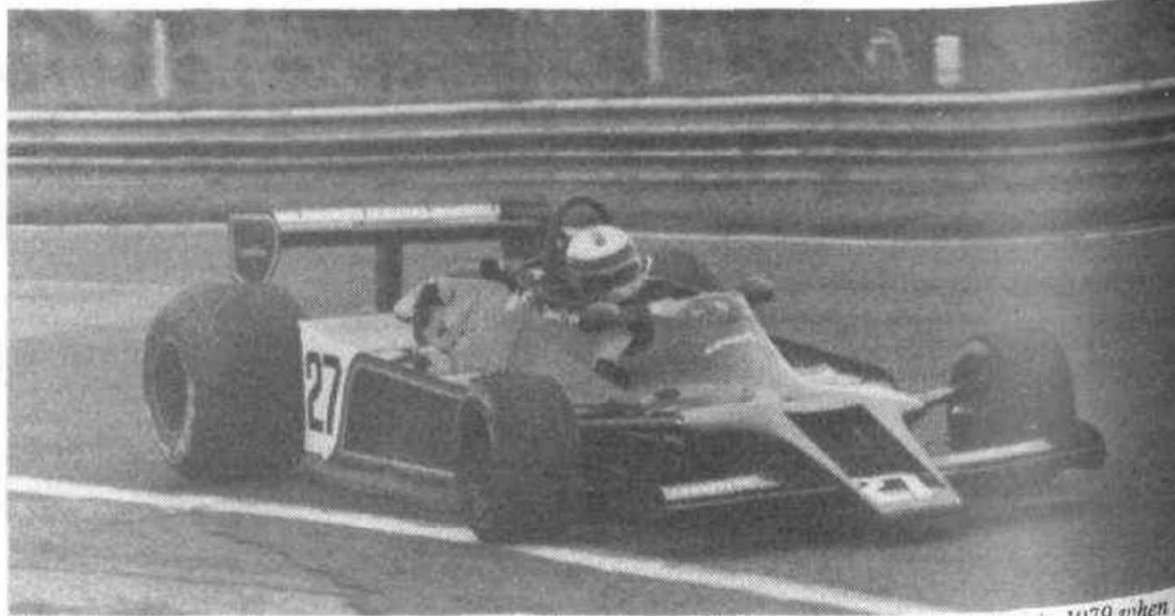
In his latter days he did take a greater interest in motor racing as a sport rather than as a personal challenge, he would appear as a judge at meetings and Lec has supported the Racing For Britain Campaign (subscribers can buy Lec products at staff discount rates). The real point is that when

he left motor racing, he left it on his own terms.

He was not satisfied by the fact that his left leg was shorter than his right and eventually tracked down a Belgian surgeon who was prepared to undertake an operation to break his left leg, stretch it by a millimetre a day, and then graft in bone to complete the operation. There were two snags, the pain would be greater than anything even Purley had known before, and the operation had never been previously performed on an adult. If it failed, it would leave him a permanent invalid.

David Purley had known the sort of pain which, mercifully, few of us ever experience and he had known it over a long period. He had also known the frustration of wheelchairs and crutches and had become an active supporter of his local PHAB (Physically Handicapped & Able-Bodied) group. For him to coolly take the decision to spend months in hospital in agony and perhaps never walk again takes a rare brand of courage for he knew what he was letting himself in for.

Months later he was walking again and not only walking but taking part in Enduro motorcycle races and piloting his own Pitts Special bi-plane (registered G-POKE — no comment). When he bought it in early 1981 he said he hoped to make the British aerobatics team but although he was a competent



PURLEY'S last single-seater race was a round of the Aurora F1 Championship at Snetterton in 1979 when he brought his Shadow DN10 home in fourth place. Soon afterwards he turned his attention to aerobatics.

pilot, capable of doing all the stunts we see at air displays and flying competitions, his routines were not tight and disciplined. "I can't be bothered about that envelope of safety you have to stay in to stand a chance of winning a competition," he told me. Ironically, he maintained that aerobatics was less dangerous than motor racing.

David Purley was a man of extraordinary courage and was probably a better driver than the record book suggests. Mike Earle is of the opinion that, had he not crashed at Silverstone he was driving so well that his Grand Prix career could have taken off and he might have become a driver in the Regazzoni mould.

He was also a man capable of great kindness, try to take advantage of him and you could be hard as nails but most people who met him simply liked him for his charm, his humour and thoughtfulness. When you were in his company, he made you feel like the most important person in the world.

He loved practical jokes and sometimes played them when being, say, interviewed on radio or just before going on the air in a television studio. I know, once I was in that position when presenting a radio programme, but there was never any malice behind his stunts, you laughed with him or at least tried to keep a straight face during the broadcast and then laughed afterwards.

In his final years he entered his second marriage and he and his wife Gail had a daughter. Although he had settled down and was taking his responsibilities seriously, he still enjoyed stunting his plane and was a familiar sight over the South coast. Not long ago, he twice survived crash landings but finally his luck ran out.

As a driver, David Purley was never an "ace" nor likely to be, for he was born at the wrong time to be successful with that approach. His attitude, talent, and flamboyance belonged to the Fifties. He did, however, embody so many of the qualities which are representative of motor racing at its best and whenever great characters of the sport are remembered, one of them will surely be David Purley. — M.L.

A Wet VSCC Prescott

THE appeal of vintage racing was endorsed on August 4th, when, in spite of torrential rain almost all day at the Prescott speed hill-climb, spectators turned up in their usual numbers. As well they might, for there were some very interesting cars running, out of 150 entries. Pride of place went to the Type 53 4.9-litre 4WD Bugatti which a delighted Uwe Hucke had managed to bring to England, after some help by the VSCC to overcome the objection France has for even temporary export of her historic cars. So here was this unique car in this country again for the first time since Jean Bugatti crashed it in practice at Shelsley Walsh in 1932. Barry Price made a grand task of driving it, on the wet course, where there was no doubt at all of its superior acceleration over other cars afforded by 4WD stability, as it left the start with all wheels spinning. To his credit, Barry managed second-in-class (52.57 sec) in this unusual 300 bhp car, in spite of taking things easily and the big tachometer (with warnings from 4,500 to 6,000 rpm) not functioning. (In fact, one would expect the engine to peak at about 4,000 rpm.)

Another interesting car was the 1929 white lhd 38/250 hp SSK Mercedes-Benz of Berthold Ruckwirth from Germany. He found conditions difficult, raising an arm in disgust as the wheels spun in the wet, the engine making its own protest with a puff of black exhaust smoke, but he had the blower howling between the corners, and was third in his class (56.9 sec). Then instead of the customary big Bentley, Tim Llewellyn produced a splendid special, said to have cost £750 to build, its 1929 Austin chassis having a flat transverse spring well below the tubular front axle, and a manifold carrying two SU carburettors, and a Scintilla Vertex magneto, protruding from the slim bonnet that conceals a 3½-litre Model A Ford engine. The bevel-box is in the cockpit, scarcely ahead of the seat, and final drive is by exposed side chains. Time=56.9 sec. Then P. R. Wigglesworth, who has remote connections with the person



SECOND IN CLASS proved the worth of the 4WD system on a day of pouring rain — Barry Price in the T53 Bugatti.

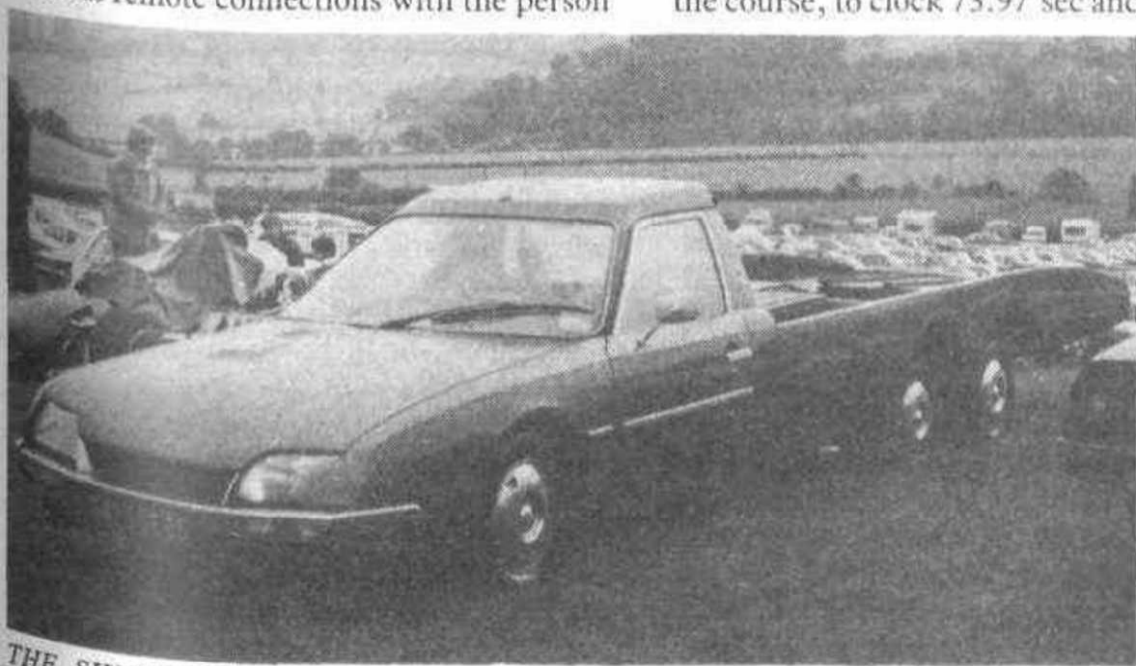
of that name who was in Count Zborowski's wild "Chitty-Bang-Bang" team years ago, had the blown MG Magnette-powered Richard Bolster GN Special out again for the first time since before the war, using slim-section twin rear tyres and clocking 57.91 sec.

Under the very difficult conditions it was left to Bruce Spollon in ERA R8C to make FTD, in 48.41 sec, Guy Smith's 3½-litre Alvis-Frazer Nash being just 0.03 sec slower. In the sports-car category the class-winners were: Lee's fabric-bodied Salmson (58.2 sec), Stretton's Frazer Nash Super Sports (55.22 sec), Rogers' Frazer Nash-AC (54.57 sec), and Parker's Bentley Special with P3 R-R power (57.07 sec on its only run), all these also winning the vintage sections, except in the last class, where this went to Walker in the 3¼-litre Ford-GN, in 53.45 sec. Eight Edwardians and Collings' irrepressible 1903 Mercedes 60 did battle in their own class, badly hampered by the rain, with Walker's 1908 GP Panhard-Levassor just beating Clutton in the 1908 GP Itala (59.59 sec to 60.75 sec) and the Mercedes, its ignition now by coil, clocking a magnificent 61.14 sec Harrison had driven the 1907 35/45 hp Renault some 120 miles to the course, to clock 73.97 sec and Hickling's

Dodge Four managed 72.11 sec, Blake's imposing Lancia Theta two-seater 74.66 sec, but the winner, on handicap, was Sally Collings in the 1912/13 4.7-litre Brixia-Zust.

In the racing-car classes the winners were: Gray, driving the demanding Hardy Special with skill (51.67 sec), vintage, Eyre's Rolt-Ulster A7 (55.01 sec); Summers' neat MG KN (48.68 sec), vintage, S. J. Smith's Frazer Nash Super Sports (51.61 sec); Spollon's ERA (48.41 sec), vintage, Footitt's AC/GN (48.68 sec) and Guy Smith in his Alvis-Frazer Nash (48.44 sec), vintage, Threlfall (McDowell-Ford) in 52.72 sec But all credit to Bruce Spollon for making FTD in the motor-boating conditions. Other attractions were Tony Brooke lending the Vauxhall-Villiers to Ghosh, who was beaten by 0.89s, by Templeton's replica TT Vauxhall, two 3-wheeler Morgans taking vintage seconds, Enticknap's Super Aero in 57.24 sec, Caroline's racer in 54.17 sec, while Felton's 1½-litre Maserati was 0.66 sec quicker than Stephens' ERA R12C (52.85 sec).

The marshals did very well to run off this very wet day's sport between 11.30 am and 5.45 pm, after which the star-of-meeting, the 4WD Bugatti, left on its very ingenious Citroën CX six-wheeled transporter. —W.B.



THE SIX-WHEELED CITROËN transporter which brought the 4WD Bugatti from Monte Carlo.



RUCKWARTH prepares to leave the line in his SSK Mercedes.

BOOK REVIEWS

"Roy Salvadori — Racing Driver" by Roy Salvadori / Anthony Pritchard. 249 pp. 9¾ in × 6½ in. (Patrick Stephens Ltd, Denington Estate, Wellingborough, Northants, NN8 2QD. £12.95).

How nice to have at last Roy Salvadori's contribution to the very many racing-driver autobiographies now in print! Because Roy not only drove very interesting cars in most of the important races but he was at it for a long time — 1946 to 1974 in fact — and he was one of the more colourful and spectacular drivers of that period. Now living in Monte Carlo and concentrating on sailing, Roy has written in detail of his racing days from an unsullied memory, aided by Anthony Pritchard, and the resultant story is not only fascinating but an important contribution to motor-racing archives. Salvadori came to Silerstone again during the British GP period, to sign copies of his book.

Roy takes the reader from his start with the ex-R. J. Symonds R-type MG Midget and on through the mercurial years of racing as a Connaught works driver, for Aston Martin and with Cooper, BRM, Vanwall and so many makes of car, MG, Alfa Romeo, Jaguar, Frazer Nash, Ferrari, ERA-Delage, Maserati (250F included), Lister-Bristol, Cobra, etc, earning £25,000 a year from racing in his peak. I do not propose to extract the juicy bits from Roy's book but those who buy it will get the inside picture of what it was like to drive those racing cars, for those teams, under some great racing managers, and to manage a team himself, of the Cooper-Maserati F1 cars, from 1965 to 1967.

The book is packed with interesting pictures, has a full list of Salvadori's racing successes, and the Foreword is by Sir Jack Brabham. Salvadori was in particular a very good long-distance racing driver, so sports-car followers will get their money's worth from this important addition to the motor-racing bookshelves. — W.B.

"XR — The Performance Fords" by Jeremy Walton. 128 pp. 10 in × 7½ in (Motor Racing Publications Ltd., Unit 6, The Pilton Estate, 46, Piltlake Road, Croydon, CR0 3RY. £10.95).

The intention of this book is to sort out the different XR Ford models and explain the purpose behind them. Who better to do this than Jeremy Walton, who has worked at Ford's and has raced and tested all the XR series, driving each for extensive mileages on the road? He divides the book into chapters on Escort XR3, Fiesta XR2, Escort

XR3i, Fiesta XR2 with CVH power and a fifth gear, the Sierra XR4i and the Sierra XR4×4. At first, useful as this is, I thought the book was more a resumé of XR development methods, problems and purpose than a lively discourse by Jeremy of the XR Fords he has enjoyed. Until the last chapter, when under "X-rated action" he covers this, in condensed form, together with service costs and tyre choice, together with listed mpg figures and other data for XR Fords he has experienced. I was also impressed that he had included fresh data on the Sierra XR4×4 in a book published before this interesting new Ford was really on the market, and I note that the development work was done on Uniroyal tyres, which makes me glad the example I am trying is thus equipped. With a wealth of pictures, this is a book of value and interest to all XR patrons. — W.B.

"Haynes — The First 25 Years" by Jeff Clew. 120 pp. 10 in × 8 in (Haynes Publishing Group, Sparkford, Yeovil, Somerset, BA22 7JJ. £9.95)

This 30,000-word book by Haynes staffman Jeff Clew celebrates the publishing Group's 25th Anniversary. As they are concerned with service manuals, and other motoring titles under the Old Foulis reprint etc the book, although in the main of more interest to those in the business world, has much of sporting motoring about it.

For instance, John Haynes wrote his first manual after building an A7 Special while still at school in 1954, and from those humble beginnings the present publishing empire has developed. Incidentally, he sold the A7 through a two-line advertisement in MOTOR SPORT that brought him over 150 replies, and after another ad. in MOTOR SPORT for his first booklet (about how to build an A7 Special) the entire first print-run (well, it was duplicated, actually) of 250 was sold out within ten days. The profit on the first year's trading was £843 16s 10d, and the early Haynes books were distributed in an MG-A.

John Haynes raced, and crashed, a Lotus 7, at Goodwood and over the years has been a keen collector of historic cars, which now form the basis of his new Sparkford Motor Museum, referred to elsewhere. Jeff Clew tells in one chapter what happened when the Haynes Group "went public" in 1980 and five million shares were floated, bringing in more than £18,000,000. The public now owns 25% of the Company but some of the funds went into buying vintage and other old cars and creating the aforesaid Sparkford Motor Museum, which is now a charitable trust — so this book is perhaps more for the financial entrepreneur. But there is much of a motoring flavour in text and picture and the books and manuals published by Haynes, of which there is a new one every two days, and the 254 Directors and staff of the Group, as at May this year, are listed in the Appendices. — W.B.

The 'Great Marques' series from Octopus Books (59 Grosvenor Street, London W1) has already established its good reputation for presentation and value. The latest volume, 'Alfa Romeo', can only reinforce this, because it is a really excellent and comprehensive outline of Alfa history. Author David Owen, who will be familiar to enthusiasts through other works such as "Alfissimo!", writes crisp, readable text dense with information, and Ian Dawson's numerous colour photographs are a delight combining with contemporary black and white pictures to cover all the essential models in this 75th Anniversary year of the marque. The book is almost up to date, that the new 90 is mentioned but not the and includes a brief reference to Alfa's current F1 efforts, although the much more successful career of their F3 engine on the Continent (and in recent weeks in Britain in the hands of Tim Davies), is not mentioned.

At £5.95 this book can be strongly recommended to all lovers of Italian motor cars. — G.C.

A big soft-cover book of reproductions from the motoring Press of Jowett motor cars has been compiled by G. I. Garside, covering the period 1921 to 1949, so that it constitutes a very broad canvas, taking in earlier post-war twin-cylinder Jowetts, flat-four 10 hp Jowetts from 1935, Jowett and Bradford commercial vehicles and the post-war Javelins and sports Jupiters. Many of the famous contemporary Jowett advertisements are also reproduced including the one commencing "The only thing that can beat a woman at her own game is the echo (how many lady customers did that lose?) and another about "Yorkshire Modesty" which praises brass bands, choirs, Yorkshire hams, cricket-teams, the Minster, the monastic ruin at Fountains Abbey before getting in a puff for Jowett cars. And I like yet another ad which reads: "The Doldrums — to our extreme disappointment we are compelled to announce that so far at the Show we have not signed any contracts running into millions of pounds. Other firms seem able to do it, but we can't. Can it be that our Sales Manager is always off our Stand when these anxious buyers are floating around? Never mind. We're working night and day and our 'Kestrels' are winning golden opinions wherever they go." — one always wonders about those million-pound fleet orders that were announced on the opening day of the Show! These able Jowett ads were penned by Gladney Haig.

This collection of Press articles about Jowett includes T. R. Nicholson's account of the three African journeys, ex-Publicity Manager John Baldwin's long story of his years with the Company, Jowett production methods in 1935 as described in *The Automobile Engineer*, many road-test reports, including those of the vans from *The Commercial Motor*, a very complete and

interesting story of Jowett by Maurice Smith, who worked there from 1921 to 1952, reproduced from the late lamented Lord Montagu's *Veteran & Vintage Magazine*, and the complicated story I wrote for MOTOR SPORT in 1953 about the Technical Development of the Javelin and Jupiter Flat-Four Engines — I can still recall the strain and headache of sorting all that out. Not every Jowett Press story has got into this 112-page 11 $\frac{3}{8}$ in \times 8 $\frac{1}{4}$ in book; I came on one in *The Autocar* of 1935 called "In The Hambledon Hills with a 7 hp Sports Tourer", for example. But Jowett fans who obtain a copy are in for lots of reading. The book is available from Mr G. I. Garside, 19 Well Grove, Brighouse, West Yorkshire, for £8.95 post-free; but it surprises me how generous are publishers over such reproductions, when they sell such books themselves. — W.B.

* * *

The latest from Brooklands Books is their "Mercedes-Benz 230/250/280SL, 1963-1971" book of road-test reports and other articles reproduced from various magazines. It includes MOTOR SPORT'S account of the 1965 230SL and costs £5.95 or £6.50 post-free from the publishers at Brooklands Book Distribution Ltd, Holmerise, Seven Hills Road, Cobham, Surrey. — W.B.

* * *

Those who remember Louis T. Stanley and his influence on a proper medical service at motor race meetings will be interested to know that "Big Loo" as he was sometimes affectionately called has written another book, "Behind The Scenes", recalling most of the leading racing drivers of his day and painting his recollections with his usual pungent pen. In this, his 63rd book, Louis Stanley quotes pithy and volatile anecdotes about great drivers, their women, and other famous personalities, illustrated with excellent photographs, and if this is to your liking you will enjoy this book very much. There is a great deal of death in it, but the BRM story as well . . . It is published by Queen Anne Press, Maxwell House, 74 Worship Street, London, EC2A 2EN, all 288 pages and 16 chapters of it, at £10.95. The Preface is by Prince Paul von Metternich, the Foreword by Walter Haynes. — W.B.

* * *

The fourth publication in the Historical Series issued by the Rolls-Royce Heritage Trust has now been published and uncommonly interesting it is. By Mike Evans, it is titled "In The Beginning" and covers the Manchester origins of the Rolls-Royce Company. It does this with unique material, presented as a formidable collection of early photographs and illustrations, with supporting text. Not only is there data about the beginnings of the Rolls-Royce Company but about Royce himself, from childhood onwards, and his pre-motor productions. Pictures of Sir Henry Royce's grandfather and parents and the houses where he was born and subsequently lived are included in this historical *tour de force* and fascinating detail there is aplenty, from Royce's childhood and early career up to the time of his historic meeting with the Hon C. S. Rolls, and subsequently. For instance, did you know that at the time of this meeting that was to have such a profound influence on Royce's future he was busy preparing a car for participation in the Automobile Club's "Sideslip Trials" in which he had entered a Royce fitted with Parsons Non-Skid Chains for this week-long 850-mile event? There is a great deal more of this kind in this fascinating book — how the first Royce was tested, with data from its log-book, the tools and manufacturing methods in use at the Manchester factory, and much earlier information, with illustrations, of Royce's electric motors, cranes, etc.

Even the bonnet dimensions of the two-cylinder 10 hp Royce and similar obscure can be deduced from this very readable 169-page soft-cover publication. It is available for £5.00 post free from Richard Haigh, Chief Librarian, Rolls-Royce Ltd, PO Box 11, Derby, DE2 8BJ, cheques payable to the Rolls-Royce Heritage Trust, or you can join the Trust as an Associate for £2 per annum and get a reduction on its valuable and entertaining books, in this case of one pound. — W.B.

MOTOR SPORT, SEPTEMBER 1985



S50W £21.95 (RRP)

Face the competition.

Competitor, spectator or official, the Casio S50W is the watch for you.

Its professional stopwatch lets you time any event to 1/100th of a second, right up to 10 hours' duration.

On the track, you'll find the split-screen stopwatch specially useful. Besides showing separate lap times for comparison, there's a 19 lap timer, making it ideal for cycle sport, motor and motor cycle racing.

The twin countdown alarms can be set from one to 60 minutes. Twin counter's serve as a digital scorekeeper.

If you're motor sports timing, the S50W will add tremendously to your enjoyment. And all for just £21.95.

For that you get not just the functions, but built-in reliability - Casio's reputation for quality and stamina.

Casio. The one to watch. **CASIO**

ARGENTINE: WELLS & WELLS LTD. AUSTRALIA: WELLS & WELLS LTD. BELGIUM: WELLS & WELLS LTD. CANADA: WELLS & WELLS LTD. DENMARK: WELLS & WELLS LTD. FINLAND: WELLS & WELLS LTD. FRANCE: WELLS & WELLS LTD. GERMANY: WELLS & WELLS LTD. GREECE: WELLS & WELLS LTD. HONG KONG: WELLS & WELLS LTD. INDIA: WELLS & WELLS LTD. ITALY: WELLS & WELLS LTD. JAPAN: WELLS & WELLS LTD. KOREA: WELLS & WELLS LTD. MALAYSIA: WELLS & WELLS LTD. MEXICO: WELLS & WELLS LTD. NETHERLANDS: WELLS & WELLS LTD. NEW ZEALAND: WELLS & WELLS LTD. NORWAY: WELLS & WELLS LTD. POLAND: WELLS & WELLS LTD. PORTUGAL: WELLS & WELLS LTD. ROMANIA: WELLS & WELLS LTD. SOUTH AFRICA: WELLS & WELLS LTD. SWEDEN: WELLS & WELLS LTD. SWITZERLAND: WELLS & WELLS LTD. THAILAND: WELLS & WELLS LTD. UNITED STATES: WELLS & WELLS LTD. UNITED KINGDOM: WELLS & WELLS LTD. U.S.A.: WELLS & WELLS LTD. WEST GERMANY: WELLS & WELLS LTD. YUGOSLAVIA: WELLS & WELLS LTD.

VSCC Shelsley Walsh

A WEEKEND of sun graced the Midland Automobile Club/Vintage Sports Car Club Newton Oils hillclimb meeting at Shelsley Walsh in July, when the Saturday saw a round of the MAC Midland Hillclimb Championship, while Sunday was reserved for the VSCC. Despite the strong sunshine, the shade of the trees kept the track fairly cool, and voices were heard to mutter that slick tyres would not get sufficiently warm to break any records. But three class records were broken, one of these and BTD falling to ladies: Gillian Fortescue-Thomas executed a splendid first run in her Anson SA4 which neither she nor anyone else had improved on at close of play, while Divina Galica's Lotus 23B lopped just under half a second off the record, set exactly one year before by a Crosslé, for pre-1965 Classic Cars, despite the recently-passed motion that such things do not exist.

Amongst the pre-1941 sports cars, Martin Stretton's Frazer Nash Super Sports topped the early runs in the 1½-litre division, but was topped by Ted Dunn who took his Riley Falcon Special for its first Shelsley event and shaved two-tenths off Stretton's best. Spollon's Bentley 4¼ was fastest on both runs amongst the larger engines, with a best of 42.09 sec, compared with 42.76 sec put up by Walker's GN Dragonfly. Upholding Milanese honour were the wife and son of the Pre-War Racing Car Record holder David Black, the former in the Alfa Romeo 8C Mille Miglia, the latter scooping the Handicap win in the RLSS Targa Florio. The Vintage award went to a Bugatti T37A, that driven by T. A. Roberts (45.23 sec), whose delightful Midland Manor Motor Museum provided an enjoyable diversion for MOTOR SPORT's reporter.

Freddie Giles provided plenty of spectacle on his way to taking the Vintage bracket in the 1½-litre Racing Cars (39.99 sec), but it was Richard Summers who showed the way with two very fast attempts in the MG KN Special, his best of 37.85 sec being almost a second and a half clear of Brian Gray in the GN-chassised Hardy Special with its supercharged JAP engine behind the driver. With Wildbostz's ERA R1A non-starting, Marsh's third place time in that class in R1B was soon beaten in the over-1,500 cc section by Bruce Spollon in R8C, who achieved a best-ever ERA time of 35.32 sec, setting a new record for pre-'41 Racing Cars, and beating after 31 years Ken Wharton's ERA "record" of 35.80 sec. These triumphs left first place and a new Vintage record to Julian Majzub (Bugatti T35B — 36.44 sec). After changing overnight one of the AC/GN's rockers, broken the day before at Silverstone, Ron Footitt was second, ahead of Rodney Felton's P3 Alfa Romeo.

It was disappointing not to see David Harrison campaign the 35/45 Racing



BUNTY SCOTT-MONCRIEFF accelerates away from the start-line in his 1924 Vauxhall 30/98, contender in the Pre-1941 Road Equipped Sports Car class which was won by Spollon's 4¼-litre Bentley.

Renault amongst the Edwardians and 2WBs class, but Colin Thomas had his recently-completed Wolseley 200-mile Race replica in action. Unfortunately, after a fail on its first run, the Wolseley seemed reluctant to take second gear before the first bend, and eventually rolled ignominiously back into the return road. It was left to the other 200-mile Race car, Benfield's Alvis, to take the honours, with the Edwardian award going to the splendid GP Panhard-Levassor in the hands of J. M. Walker. Only two Special Saloons started, Reg Phillips' Sunbeam being the faster, but there was an interesting assortment in the GT class including the

spectacular V8 turbo Esprit of Elv Ravenscroft which slithered into second with much wheelspin, behind the smooth driven AC 3000ME Turbo of Robin Rew.

Times began to tumble amongst the Racing Cars, Roger Willoughby (March 1984) bettering 30 sec, but four litres of Anson with Gill Fortescue-Thomas in control screeched up the hill in a mere 28.88 sec to establish BTD on her first run. Divina Galica's pre-'65 Classic Car record of 32.1 sec was narrowly improved on by Peter Speakman's Brabham BT18 but a commendable 32.88 sec only netted him second place on handicap. — G.C.

ROAD IMPRESSIONS —

The Volvo 760 Turbo Automatic

I DROVE to this year's very enjoyable Brooklands Society Reunion at the old Track in great comfort, having previously collected from the fine new premises Volvo is building in Reading opposite the Lex Brooklands garage, a 760 Turbo Automatic saloon. Volvo has built up a reputation for rugged reliability from its family of substantial motor cars and in the 760 Turbo Intercooler it has built-in high performance as well. Assembled in Belgium from many British components, this impressive car uses the four-cylinder 2.3-litre engine turbocharged to produce 177 DIN bhp at 5,700 rpm, which gives it a top pace of 124 mph and 0-60 mph pick-up in 8½ sec, all in commendable hush. There is no turbo-lag as speed builds effortlessly up, nor any sense of gear-shifting on the part of the four-speed automatic transmission of this top-model

Volvo. It is all very soothing, but lacking "character".

For cosseted comfort, however, this is a car unbeatable at the price. It comes with automatic "climate control", two-way electric sun-roof, independently-heated front seats, electric adjustment and heating of the door mirrors, central-locking headlamps washers, and many other very acceptable items of equipment, at the all-time price of £17,120. The leather-covered seats, the commanding view, the easy control and acceleration, make driving this Volvo 760 very easy, and although I had little opportunity to try its ABS anti-lock brakes on really slippery roads they are very powerful, for low pedal pressures. The gear selector worked a trifle harshly, the boot is commodious, with usefully divided partitions, for all except a couple of cabin trunks, and cornering quickly produced no roll. Fuel consumption appeared to be around 20 mpg and the tank holds 82 litres. I would have liked a longer spell for full assessment what the maker calls the "Total Car Experience" but what I saw of it was impressive. — W.B.

VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO
OLD CAR MATTERS



THE NEW SPARKFORD MOTOR MUSEUM with, from l to r, Rolls-Royce, Austin 7, Morris Six and 1905 Daimler cars in the foreground. Details of admission will be found on page 1012.

Fine French Vintage

WHEN I was of schoolboy age the great Bentley successes at Le Mans naturally caught my imagination, interspersed with the second place by the twin-cam three-litre Sunbeam of Chassagne and Sammy Davis in 1925. But there were other cars running at Le Mans at this time that much appealed to me. For example, there was the straight-eight four-litre Chenard-Walcker, which appeared in 1924. Admittedly it retired, but then the fastest cars in a race often do this and this big French sports-car, in the hands of Lagache, who had Léonard as his co-driver, had made the quickest lap, at just over 69 mph, before, soon after dusk had fallen, it caught fire coming out of Pontlieue hairpin while the latter was driving and was left to burn out. But while it was running it had been a strong challenger of the duelling Lorraines and the winning Duff/Clement Bentley, leading until the disaster, after which a 3.2-litre Aries, another impressive French car, took over that position until it blew its head gasket just before midnight.

In fact, Chenard-Walcker were great Le Mans exponents and the more successful entries were their overhead-camshaft three-litre cars that were first and second, in 1923, and the very effective 1,100 cc tank-like Chenards which took the *Biennial* and *Triennial* Cups in 1925, which was what Le Mans was really about in those days. The firm also ran 1¼-litre and two-litre cars,

but for me it was those aggressive four-litres that were the attraction. They were back again for the 1925 race, in the care of Lagache/Léonard and Pisard/Elgy, and although both retired, again Lagache made fastest lap, at 70.2 mph. Altogether, Chenard-Walcker entered a total of 15 cars for the Le Mans 24-hour marathon and won the Index of Performance in 1925 with one of the streamlined 1,100 cc cars, designed by M. Touté, who later went to Aries.

The 3.9-litre Chenards had cowled radiators for 1925 and a humped scuttle containing the extra water header-tank. The model had been shown for the first time at the 1923 Paris Salon and was, in effect, two of the two-litre engines used to form an in-line eight, the vertical drive for the overhead-camshaft being between the two cylinder blocks. The engine dimensions were 69.5 × 130 mm (3,945 cc) and the power output was given as 120 bhp and the top speed was said to be 100 mph. Two independent lighting sets were fitted and the back mudguards were hinged to the running boards at the forward end and attached at the rear by balls and sockets formed from the steering-gear of the small Chenard-Walcker, to try to obviate any breakage. The bodywork, of four-seater type, was of lightweight construction with a blue fabric covering and an undershield, which came in for some criticism, as not being of standard concept. On the cars of

this make there were large drums on the front wheels but none at the rear, servo actuation being obtained from the drum-type transmission brake, on the Hallot system. (Front-wheel brakes were then in vogue and all my Meccano chassis had to have them, formed of one-inch pulley-wheels behind the road wheels!) In practice Léonard's car struck a lorry while accelerating away from Pontlieue and was considerably crumpled, but able to run in the race. The specification of these 3.9 Chenard-Walckers included unit gearboxes and torque-tube transmission, which should have pleased Louis Coatalen! — see page 000.

In the race at Le Mans in 1925 Léonard was in third place behind the three-litre Sunbeam of Segrave and the three-litre Bentley of Kensington-Moir, Duff's high-g geared Bentley losing ground while its hood was up. Then mysterious overheating assailed the Chenard-Walcker and it retired, the cause later being found to be a split water hose. This trouble also beset the other big Chenard and thermo-syphon cooling did not help. It was decided to run it at a crawl until it had covered the requisite distance for replenishment of the radiator, and it eventually retired on the morning of the second day. Nevertheless, I would dearly have liked one as my personal road car! But although it was listed in this country in 1925, I do not think a price was ever quoted.

One cannot overlook the very successful Marius Barbaroux-designed Lorraine-Dietrich Le Mans entries, run at first as La Lorraines. In 3.4-litre form they finished second and third behind the victorious three-litre Bentley in 1924, came home first and third, making a sandwich of the three-litre Sunbeam in 1925, and filled the first three places at Le Mans at record speed in 1926, the Bloch/Rossignol car averaging over 66 mph. In the 1925 race this make secured the Index of Performance award, and as late as 1931 one of the old 3.5-litre cars came home in fourth place. The Le Mans cars were short-wheelbase versions of the standard cars, using the six-cylinder 75 × 130 mm (3,438 cc) engines with those light "knitting-needle" push-rods that seem to have inspired Georges Roesch when he came to plan the 14/45 Talbot. These thin push-rods were exposed, but the rocker-gear was cased in. The French liked coil ignition and two near-vertical distributors were driven from the front of the crankshaft, firing two plugs per cylinder. Oil coolers were incorporated on each side of the water radiator. Then there was that long-tailed three-litre Aries that so nearly snatched victory from the Benjafield/Davis three-litre Bentley at Le Mans in 1927, after the dramatic White House crash, until the French car, driven by Laly and Chassagne, finally gave up with engine trouble with less than an hour to go, and after it had fought a ding-dong battle with the crippled Bentley. Great days! — W.B.

A Fierce Debate W. O. Bentley v Louis Coatalen on the Worth of the Specialised Racing Car

BACK IN 1924 a very intriguing discussion broke out in the correspondence pages of *The Autocar* between Walter Bentley, who had raced and broken records with special DFP cars before the war, before designing his masterly three-litre Bentley, and Louis Coatalen, the celebrated Chief Engineer of the STD concern, who loved motor racing and would go to exceptional lengths to enable a Sunbeam to win a Grand Prix. It all began when W.O. wrote expressing the view, unwisely it may seem, that the well-worn sentiments that racing improves the breed and that the racing car of today was the touring car of tomorrow were both equally and utterly untrue, in the context of racing with specially-designed cars.

Quite what prompted W.O. to make these debatable statements is difficult to decide. It may have been that Sunbeam was able to advertise victory in the 1923 French GP and in the 1922 IoM TT a fairly standard Bentley had come home behind a twin-cam straight-racing Sunbeam. W.O. no doubt regarded the Sunbeam as a rival make for his three-litre Bentley, and about to take over, perhaps, that role from the ageing 30/98 Vauxhall. If this was so, he must have been aware that a new three-litre super-sports Sunbeam was on the stocks, which would use a racing-type six-cylinder engine. Could this have prompted him to write this now classic letter to our leading weekly motor journal; he could not have known that the new Sunbeam would not be ready for Le Mans in three months' time, nor make its debut at Kop hill-climb at about the time this letter was published — although in 1925 a three-litre Sunbeam was second in the Le Mans 24-hour race in which all the Bentleys retired. . . .

Whatever the reason, W.O. stirred up a hornet's nest. W.O. was careful to make it clear that he had nothing against the racing of special GP cars and he hoped Sunbeam would again win the Grand Prix but that to pretend such cars were directly useful to touring-car development was "simply ridiculous". Moreover, argued Mr Bentley, an unbeaten racing car is a magnificent, *if ephemeral*, form of advertisement . . . He really took the bull by the horns when he declared that if motoring history was properly read it would be apparent that all the things that might be credited to the specialised racing car, like high-speed engines, multiple valves, dual ignition, forced lubrication, etc, were introduced originally for conferring benefits on touring cars! Maybe W.O. was thinking of one touring chassis in particular when he wrote that (he never called his three-litre a sports car in the beginning), for he immediately called it a rather sweeping and controversial state-



W. O. BENTLEY taking his nearly standard Bentley to fourth place in the 1922 IoM TT Race.

ment and qualified it by naming front-wheel brakes, adopted first on touring cars, only later for racing. There was more in this vein, for W.O. described as a fallacy that did not exist for a single minute the idea that the racing car had contributed better steels and other materials to the touring car. He suggested that returning large batches of faulty material intended for a touring car had a better stimulus on the steel industry — does one read into this a plug for the careful checks made in the Bentley factory? W.O. then spilled much ink suggesting that special racing cars were built in separate factories from production models, by special personnel, and while granting "their technical interest and their prodigious fascination", he did not grant their utility, not even their indirect utility, and he stated that the only useful racing was that done with standard "production" cars.

Louis Coatalen, proud of the Sunbeam success in the previous year's Grand Prix and the long association of his name with racing successes, lost no time in replying. Coatalen in fact didn't mince matters. He said he strongly disagreed with Mr Bentley's views and was very much surprised that he should have started the argument. First, because W.O.'s firm was one of the youngest in the industry and therefore his experience of making racing cars to his own design must be somewhat limited, secondly, because the three-litre Bentley was practically a standardised form of special racing car as used in the 1914 TT (!). As all Mr Bentley's cars were very largely of racing type it was easy for him to have faith in racing only standard cars and Mr Coatalen suggested that on this score his judgement was too biased to carry much weight. After all, he added rather unkindly, one of the objects of a racing programme was to win races. . . .

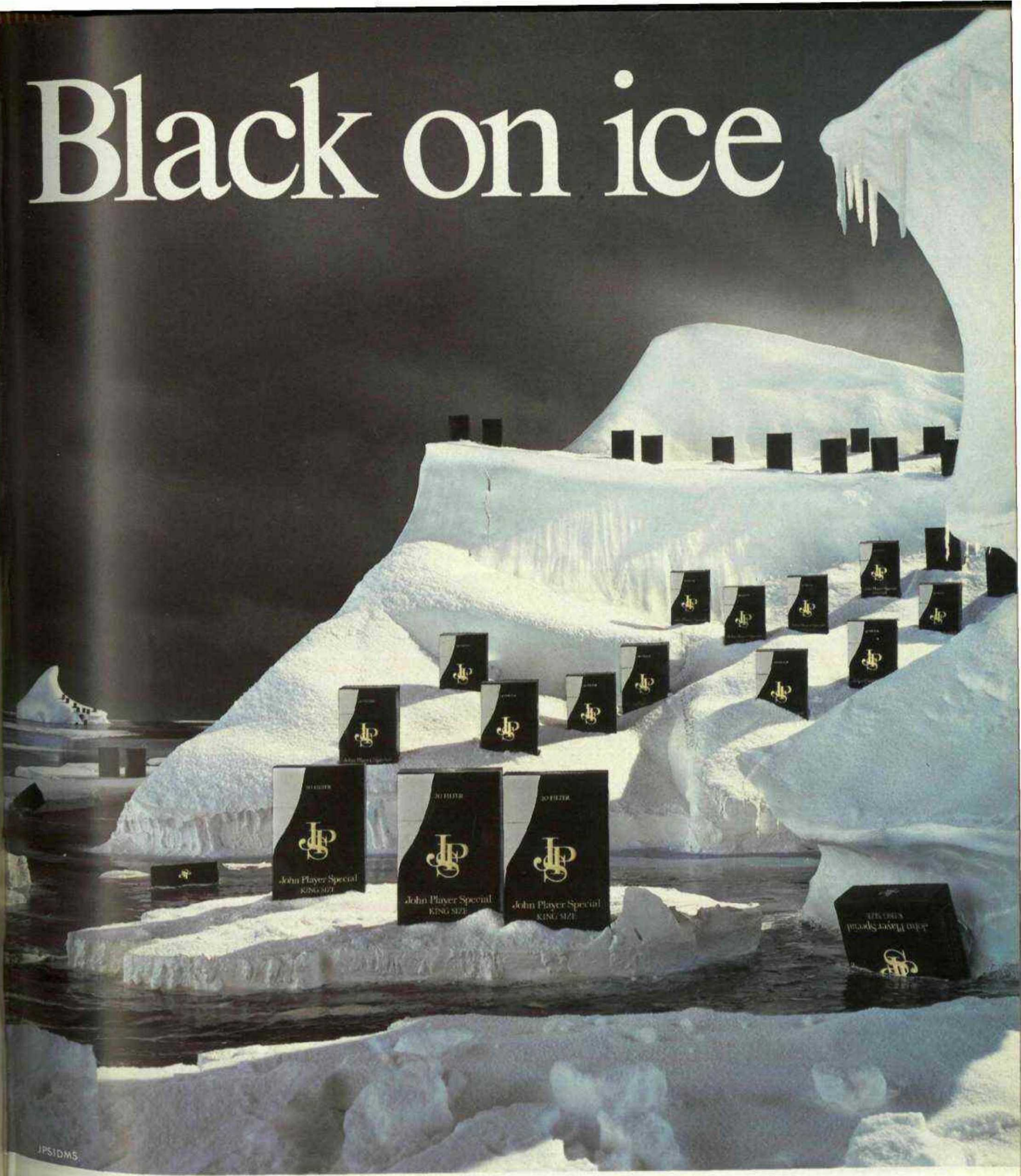
The legendary Louis went on to say that although W.O. posed as an authority on the history of automobile engineering he was

not quite prepared to accept his theory racing did not benefit the touring car in specialised fields named by the Bentley designer. These were mostly failures applied to touring chassis, and rendered practical by racing. Coatalen the side-valve Sunbeams that finished at Dieppe in 1912, their engines running at the then quite absurd speed of 2,700 rpm commonplace for ordinary cars in 1924. A high-speed engine was, said L.C., pure racing product, without which the most economical, reliable, efficient and light would be impossible of realisation (wondering of the 8 hp and 10/23 hp Talbot). He went on to say he thought he was correct in thinking W.O. used a dry-lubrication system and a nickel-chromium crankshaft, both developed by Sunbeam (the latter through Vickers) for their racing engines. (Here, surprisingly, Coatalen was wrong, for W.O. had abandoned the sump, although using this system for an experimental engine of 1919), and he questioned special valve steels and six-cylinder engines (with smoother torque and freedom from vibration — a nasty crack, because the three-litre Bentley was a "four", Coatalen's forthcoming 3-litre sports car a "six"). He asked if the combustion chamber with four valves-per-cylinder of the Bentley original for touring or was first exploited on a racing car!

Coatalen then forced home his message saying that as a result of racing experience he had abandoned the Hotchkiss drive in favour of the torque-tube and the separate gearbox for a unit gearbox and he felt that if Mr Bentley had built special racing cars he would have done the same, for sporting cars. But, said L.C., "His own cars today almost exactly the same as it was in 1912. No wonder he cannot see the advantage of research by means of special racing cars; he had no experience of it. Coatalen

Continued on page

Black on ice

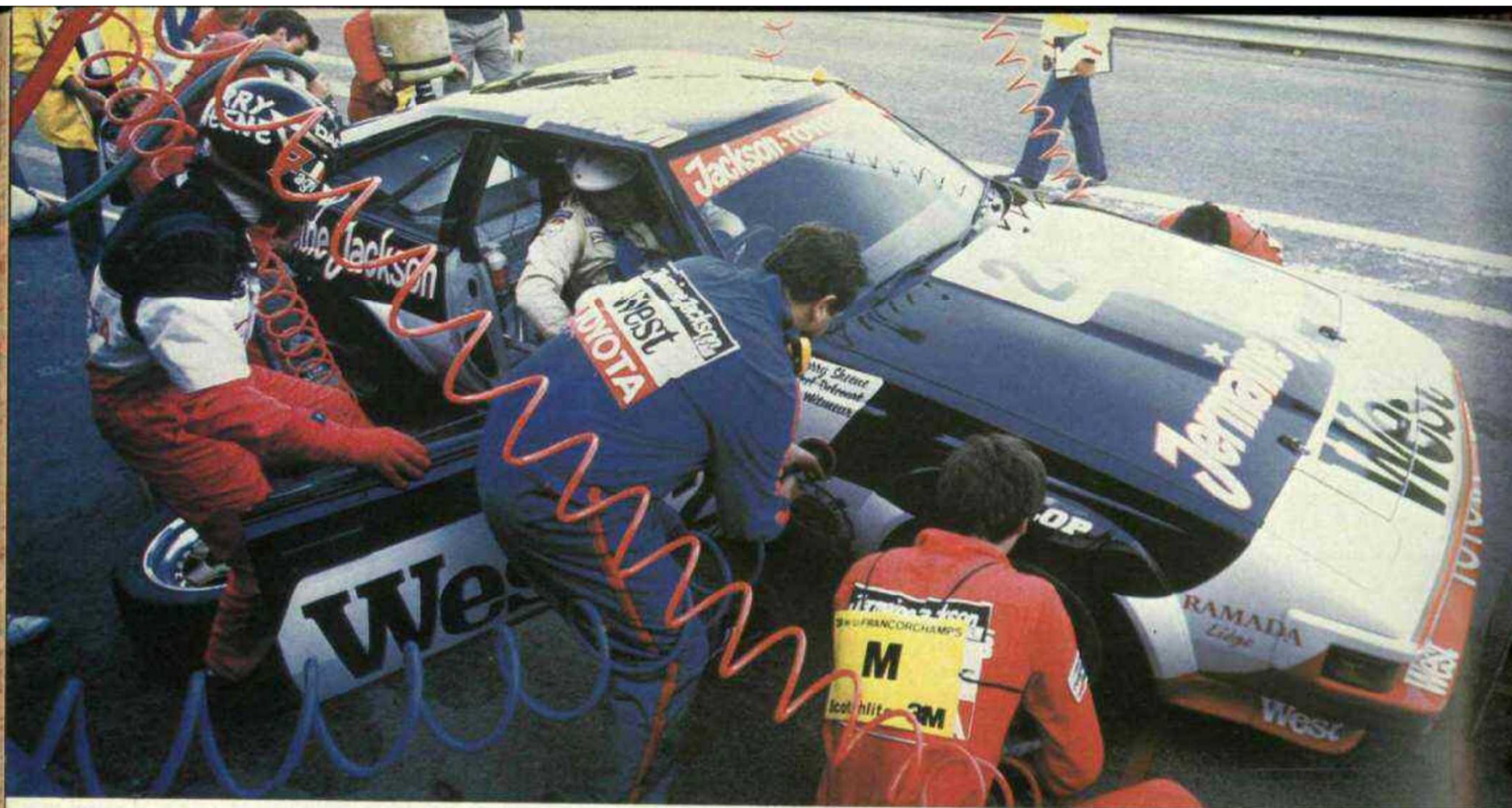


JPS1DMS

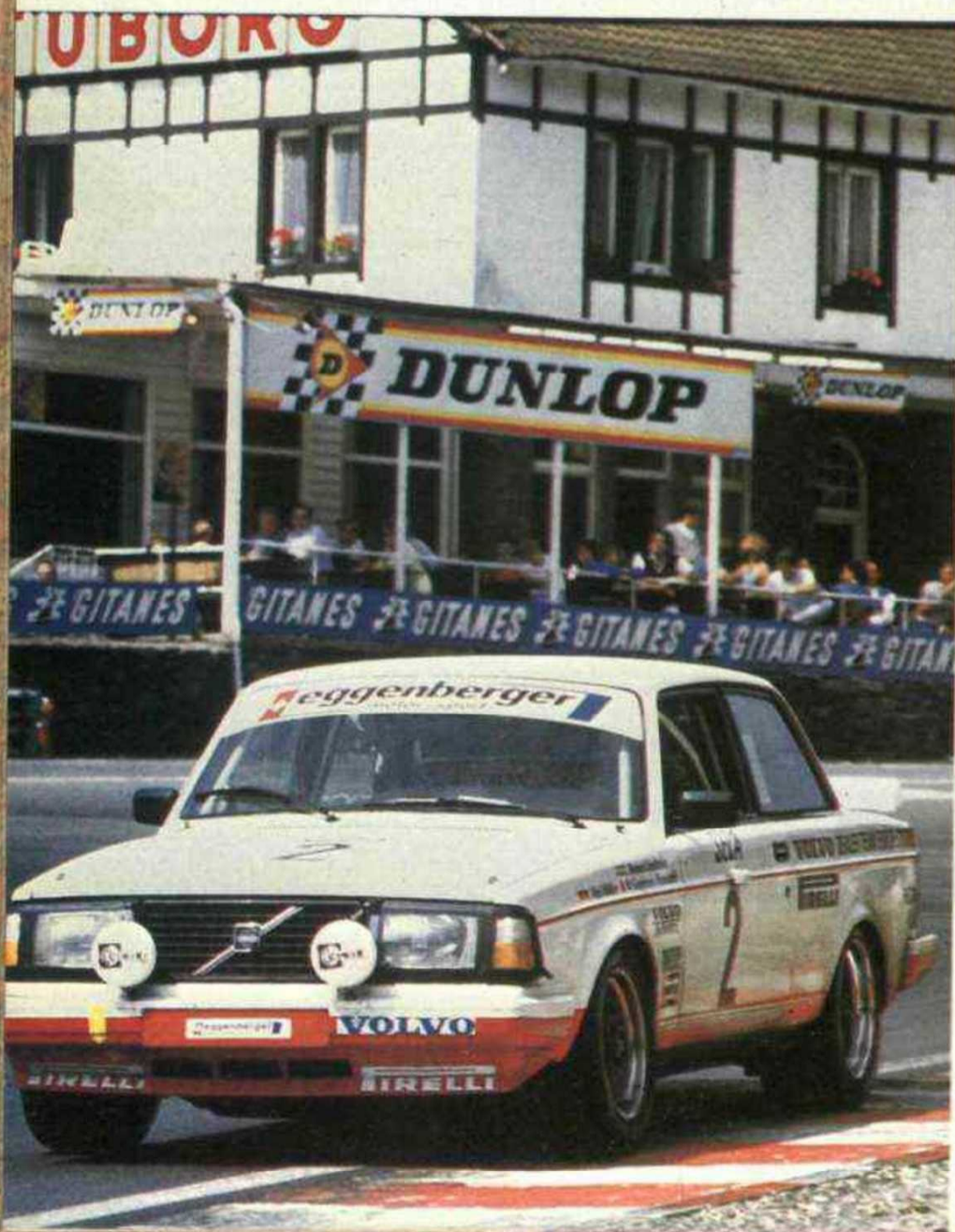
MIDDLE TAR As defined by H. M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

LOW TAR As defined by H.M. Government **DANGER: Government Health WARNING**

G: CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



Spa 24 Hours BMW scored a one-two ETC victory after the leading Rovers all succumbed to a small electrical fault at the demanding Ardennes circuit. Rain in the last hours did not affect the winning 635 CSi (right) of Surer/Ravaglia/Berger, and the Germans were followed in third by the Lindstrom/Brancatelli/Muller Volvo 240T (below). Only other make in the top ten was Alfa's GTV6, ninth, below right, although Barry Sheene's Toyota Supra looked promising before valve trouble intervened. Seen at top, Michel Delcourt climbs out of the car, before Sheene takes over.





REDISCOVER THE MAGIC OF MOTORING

There are a lot of very practical cars around today. But none with the magic of an Alfa Romeo.

Driving an Alfa 33 is all motoring should be. Practical, but with that dash of Italian magic.

And now Alfa Romeo have gone even further.

With the Alfa 33 Estate which has an updated



THE NEW 4 WHEEL DRIVE ESTATE

*Prices exclude delivery and number plates. (Main illustration: 1.5 Green Cloverleaf)

95bhp engine and four wheel drive.

So you can go practically anywhere, in any weather.

The already elegant lines of the Alfa 33 have been skilfully blended by Pininfarina into what must be one of the most stylish estates on - or off - the road.

Of course, should a spacious four wheel drive estate be a little too practical for you, there's always the rest of the stylish Alfa 33 range to choose from.

There's the Green Cloverleaf, for example. With a 105bhp Alfa boxer engine driving through a slick five speed gearbox.

The performance is all you'd expect from a technically advanced car with Alfa's sporting pedigree.

Like reaching 60mph from rest in 9.7 seconds and being capable of 116 miles per hour.

And naturally, the Alfa 33 range has the handling that makes driving an Alfa Romeo what it has always been.

Pure magic.

ALFA 33
Models from £5430*

Alfa Romeo 
THE ART OF TECHNOLOGY



AS DAVID LLEWELLIN HAS PROVED, YOU C

A couple of years ago, not many people outside South Wales had heard of David Llewelin.

At Pirelli, we only knew about him through Corby Tyres, his local dealers.

Corby's powers of salesmanship obviously don't end with tyres, since their enthusiasm for the young driver persuaded us to sponsor him.

Our faith was soon rewarded.

In 1983, using a Ford Escort RS and his newly-acquired Pirellis, David came fourth in the Autosport National Rally Championship.

In 1984, however, it seemed that even if we were on his side, Lady Luck most certainly wasn't.

In the course of the season, David was forced to change his car almost as often as he changed gear.

Starting in an Escort, he switched to an Ascona, then to yet another Escort before finishing up in a Nissan.

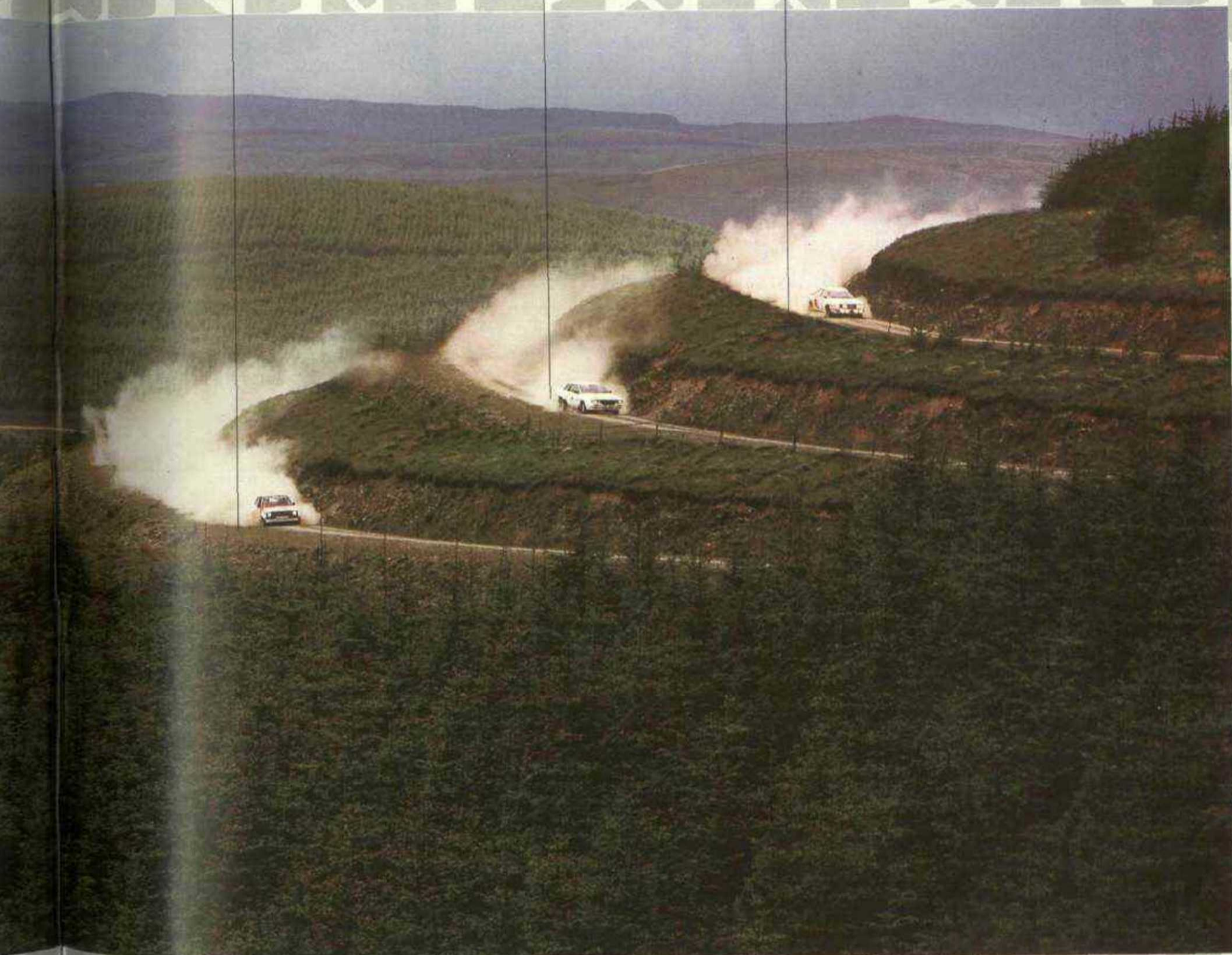
Fortunately, his talent and his tyres proved rather more consistent than his supply of vehicles.

Despite all the problems, he kept getting good results. And when it came

1983-INDEPENDENT
RALLY CONTESTANT

1984-NATIONAL
RALLY CHAMPION

1985-JOINS
AUDI UK TEAM



CAN GO A LONG WAY VERY QUICKLY ON PIRELLIS.

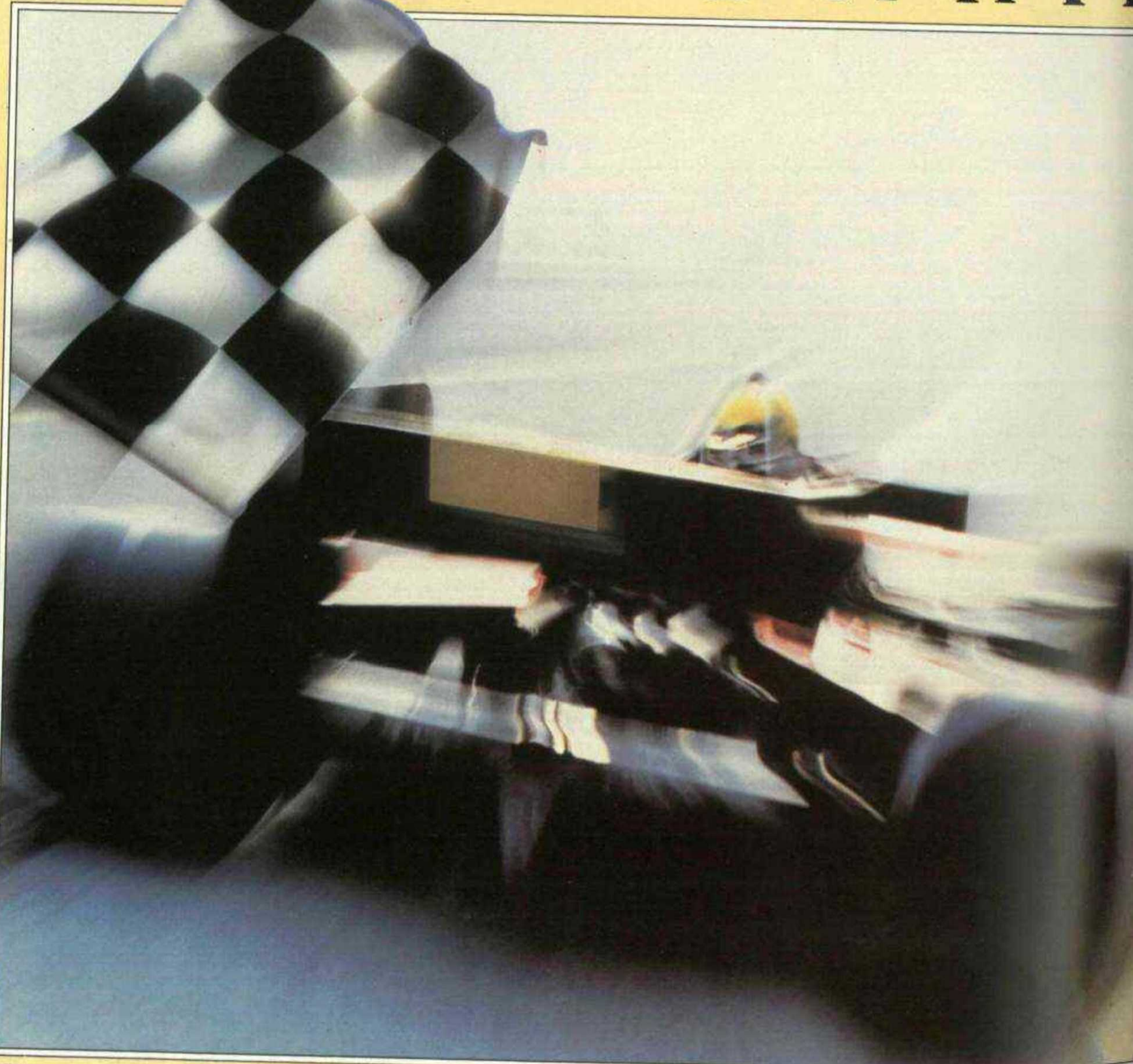
to the final rally of the championship, at Aberystwyth, he clinched the title ahead of Phil Collins and Louise Aitken.

Which led to David being offered the seat left vacant by Hannu Mikkola on the Audi UK team.

And leads us to the conclusion that, however many times you change your car, to get the best performance you should never swap your Pirellis.

GRIPPING STUFF 

WE · WERE · IN AT THE · START



OUR ADVANCED TECHNOLOGY HAS HELPED US GAIN SOME VERY IMPRESSIVE RESULTS. IN FACT, DURING THE PAST DECADE CHAMPION HAVE WON CONSIDERABLY MORE FORMULA ONE WORLD CHAMPIONSHIP RACES THAN ANY OTHER MAKE OF PLUG. THAT RACING EXPERIENCE IS BUILT INTO THE CHAMPION + PLUGS MADE FOR YOUR CAR. PLUGS WITH WIDER BASED, LONGER NOSED INSULATORS AND NEW COPPER CORES.

SO WHEN YOU FIT A SET OF CHAMPIONS, YOU CAN BE CERTAIN OF ONE THING. YOU'LL START AS YOU MEAN TO GO ON. YOU · CAN'T · BEAT · A · CHAMPION



N
T



Mosport / Prescott (ABOVE) The new Jaguar XJR-6 Group C cars enjoyed a very promising début in the Mosport 1000 kms. In practice the TWR team fitted a front wing to the Tony Southgate designed car but, as the photograph shows, there was some problem in keeping it on. Martin Brundle, shown at the wheel, headed the field for the first nine laps before a wheel bearing broke, then he and Mike Thackwell took over the second car to bring it home in third place behind the works Rothmans-Porsches. (Below) The umbrellas tell the story. John Walker's 12.8-litre 1908 GP Panhard was the quickest Edwardian up Prescott during the VSCC meeting on August 4th but the class was run on a handicap basis and victory went to Sally Collings' 1912/13 4.7-litre Brixia-Zust.



 THE MERCEDES-BENZ 190-SERIES



You'll find its pedigree in the record books.

On August 12th 1983 a high performance version of the standard Mercedes-Benz 190E pictured here was taken for a test drive around the Nardo circuit in southern Italy.

Nearly 8½ days later, it had covered 50,000 kms, averaging 154 mph.

Without breaking anything - except 3 world records.

Of course, entering the record books is not a rare event for Mercedes-Benz. Typically, it's a Mercedes-Benz that claims the record for durability: a 180D with 1,184,000 miles on its clock.

These standards of engineering excellence were achieved by following our founder's maxim, 'The best or nothing.'

Likewise, the 190-series sacrifices no Mercedes-Benz principles. It combines the agility of a sporty compact car with the legendary smoothness of the Mercedes-Benz ride.

A unique rear suspension system enables the 190 to round the sharpest corners with precision and unflappable ease.

While its smooth engine gives an eager response, just when you need it.

And with a drag-coefficient of only 0.33, the 190 moves like the wind. With interior noise levels at barely a whisper.

Its heating system allows temperatures to be adjusted separately for each side of the car. While its single blade wiper clears the rain from a record 86% of the screen, more than any other wiper in the world.

Choose from the 190, the fuel-injected 190E or the quiet diesel-engined 190D.

All built to standards of engineering with a proven track record.



Mercedes-Benz

Engineered like no other car in the world.

THE 190-SERIES OFFERS THREE ENGINE OPTIONS: THE FUEL-INJECTED 121MPH 190E, THE 115MPH 190 AND THE 100MPH DIESEL 190D.



WE'RE COMING INTO THE PICTURE.

Our tyres have been racing in Europe now, for just 5 years. And we've had our successes.

Which is not surprising considering we're the fourth largest tyre company in the world.

We're into rallying too and in fact our tyres came first and second in the 1985 Paris-Dakar rally.

We're convinced that our commitment to motor sport in Europe is right for us.

And we've developed advanced tyres specially for the new Formula 3000.

So the others had better make room, because at Bridgestone we aim for success.

Our commitment to racing also means that the experience we gain keeps us in the forefront of tyre technology.

This enables us to develop and produce steel radials that are ideal for the pressures of today's high performance motoring.



BRIDGESTONE
RACING TO SUCCESS

FOR FURTHER INFORMATION, BRIDGESTONE TYRE UK LTD, OLD WALSALL RD, GREAT BARR, BIRMINGHAM B42 1EA TEL: 021 358 5921



The Austrian Grand Prix — Not exciting

Österreichring, August 18th

AUSTRIA was enjoying some perfect summer weather when the Formula One circus assembled in the huge paddock at the Österreichring and everything was set fair for some spectacular high speed motoring up the hills and down the swoops of one of the better Grand Prix circuits. There is no way you can class the Österreichring as an Autodrome or Stadium; along with Francorchamps it is pure Grand Prix, not even Formula One.

In the pit lane there was a sadness at the loss of Manfred Winkelhock, killed in a sports car race in Canada the previous weekend and John Macdonald had been forced to do some quick regrouping within the RAM team. Philippe Alliot took over car number 9 and Kenny Acheson was brought in to drive car number 10. After Teo Fabi's pole position on Pirelli tyres at the German GP the Italian tyre company decided they could produce enough tyres for the Toleman team to run a second car, so the amiable Piercarlo Ghinzani was entered with the second TG185. With everyone present and correct it meant there were 27 drivers for practice and qualifying and as the rules limit

the number of starters to 26 it meant that somebody was going to get left out. You did not need to know much about Formula One to know that it was going to be Martin Brundle with the lone 3-litre Cosworth-powered Tyrrell, no matter how well he drove, except that it only wanted a slight falter on the part of the tail end runners and Brundle would be in 26th place, for he was ready to drive the Tyrrell 012 just as hard as it would go.

The Brabham team had a brand new BT54 for Marc Surer and the FISA scrutineers objected to the cockpit controlled vane that could change the direction of the air flow inside the left-hand side pod, to alter the flow through the coolers. This device had been used in the German GP to vary the temperature messages being sent to the electronic engine management system, in the interests of fuel consumption, but now FISA had declared it to be a "movable aerodynamic device" and as such it was illegal, so was removed from all three cars. Renault had a brand new RE60B car as the team spare and in spite of being in the wilderness of technical progress they still found time to start the Friday

Prost and Rosberg pulled out an immediate advantage over Lauda who, in turn, pulled clear of the rest of the field. The great Austrian driver announced his impending retirement during the meeting but hopes of a farewell win in front of his home crowd were dashed when his Porsche engine failed while he was in the lead.

morning test-session with a ciné camera mounted on the nose of one of their cars, though they were not attempting any more direct television stunts with an extra car, as they had done in Germany. Lotus had decided that Senna's drive-shaft joint failure in Germany had been caused by a new design of rear upright, so an even newer one was being tried.

Friday morning was superb as everyone juggled with tyres, aerodynamics, fore and aft loadings, brakes and engine power to arrive at a good compromise for race conditions and the maximum of everything for the afternoon qualifying session. As always happens trouble intervened to upset the best laid plans and it could be seen at both ends of the pit lane. At the top end Alboreto's Ferrari blew up in a big way and caught fire briefly and at the bottom end Alliot's RAM was all in bits having broken its gearbox. In between Tambay had abandoned his Renault out on the circuit

Continued on page 992



Road Test: Caterham Seven 1700 Super Sprint

IT IS astonishing to recall that the car we now call the Caterham Seven has been with us for nearly 30 years. As the Lotus Seven, it first saw the light of day two years before the Mini and was being readied for its launch at about the same time that Fangio won the 1957 German GP in his Maserati 250F. Over the years it has changed in detail but has remained essentially the same animal: a lightweight sports car with little in the way of creature comforts but which offers extraordinary performance at the price.

Lotus made four distinct types of Seven, the Series IV having a rather boxy fibreglass body which was generally felt to be less attractive than its predecessors. Lotus Components, the company which marketed the car along with Lotus' production racing cars, began to lose interest around 1967, at which point it became heavily involved in the production of FF1600 cars, but continued to supply kits to Caterham Cars on an irregular basis for the next few years, Caterham having been the country's first Lotus dealer. When the Lotus group of companies moved from Cheshunt, Herts, to Hethel, Norfolk, it underwent a re-organisation

FILTERS for the two twin Webers protrude through the bonnet, right; simple fascia, far right, works surprisingly well with essential controls near at hand.

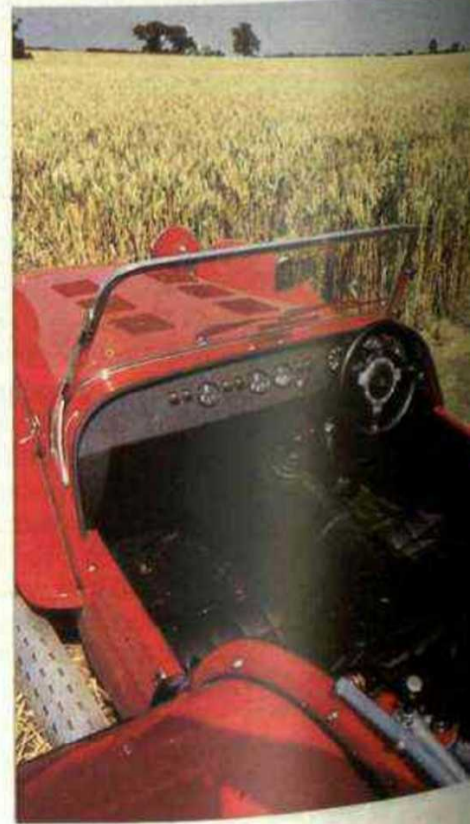
which saw the shedding of the production racing car business and a concentration on more up-market road cars. In 1973, Caterham Cars purchased the plans, jigs, shape and goodwill of the Seven, but not the Lotus name, and thereafter the company has produced what is effectively a Lotus Super-Seven Series III.

The date of the purchase was not ideal for it more or less coincided with the three day week, the imposition of VAT on kit and

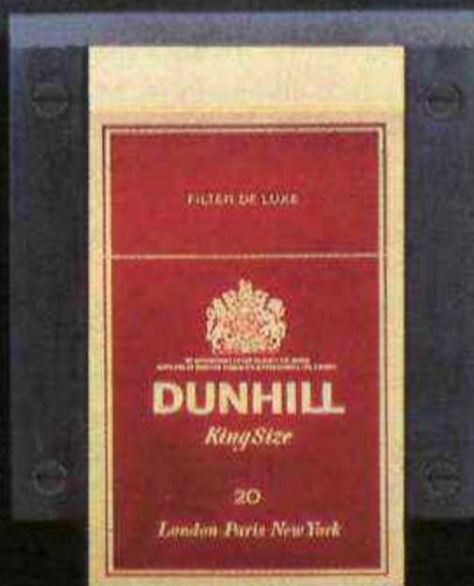
component cars, and the 1974 oil crisis. Still, the model has survived and 1,000 Caterham Sevens have been produced with production currently running around 200 p.a. with half exported as assembled cars mainly to Germany, Sweden and Japan.

In the UK the Seven is marketed either as a kit or as a component car. This is a distinction and it is the main one.

Continued on



Dunhill King Size.



LOW TO MIDDLE TAR As defined by H.M. Government

DANGER: Government Health WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH



AUSTRIAN GRAND PRIX

— continued from page 989

and Senna's Lotus had devoured one of the turbo-charger units on its Renault engine. In the Williams pits there seemed to be more Honda people than Williams people, and since the introduction of the completely revised V6 engine at mid-season the Honda element has grown dramatically and become a very powerful force on the scene.

It was still very hot as the qualifying hour of 1 pm approached and the spectators had been pouring in from all directions to fill the car parks and camp-sites, but when the track was announced open for qualifying there was a total reluctance to be first out, everyone hanging back for a slight drop in the temperature. After some minutes Brundle set the ball rolling in the Tyrrell-Cosworth, his best time of 1 min 39.247 sec proving to be slowest time of the day! Other tail-enders came out and then there was a big cheer from the Italian element in the crowd as the first of the really fast runners appeared, in the form of Stefan Johansson in the works Ferrari number 28. Then the pace hotted up as Mansell, Senna, Rosberg, Fabi and Alboreto appeared to make their first qualifying runs, some on soft qualifying tyres that were barely good enough for one high-speed lap, others on soft race-tyres which would stand the pace for a lap or two. Alboreto was in the T-car as his own Ferrari was still being worked on following its morning disaster, and he didn't complete a lap before the engine broke! Alain Prost timed his appearance perfectly, with a clear track ahead of him and made the most of it

with a smooth and unruffled 1 min 25.490 sec to be in a class of his own. Rosberg held second place for a long time, but then the wily Lauda slipped in a perfect lap to move into second place. Senna was not at all happy with the feel of his Lotus 97T and Team Lotus was beginning to wonder if it had made a mistake by not doing any pre-race testing on the high-speed Austrian circuit. Warwick was getting nowhere with his Renault, the V6 engine suffering continual misfiring, and as the spare car was set up with a race engine in it, he was put into Tambay's car, the Frenchman having qualified in eighth place. The driving styles of the two Renault drivers is very different, as are the detail characteristics of their cars, and Warwick found to Tambay's cost that the car was very "nervous" under braking. On his fast lap the rear wheels locked under braking for the *chicane* at the top of the steep hill after the start and the Renault went into an enormous spin and bounced off the guard rails, wrecking the front suspension. Warwick was completely unhurt, but a little embarrassed at having to walk back and tell his team-mate he had crashed his car. There were similar problems in the Ferrari team, with a shortage of cars and Alboreto borrowed Johansson's car to set a time, but at least he didn't crash it.

Speeds were very high, with Prost averaging 250.2 kph (155.4 mph) on his pole position lap, with the Ferrari and Piquet's Brabham clocking over 189 mph across the timing line and nudging 200 mph as they stormed up the steep hill to the *chicane*. On the top straight, which isn't really straight,

The "fireworks" are the result of a car by Patrick Tambay leads Riccardo Patrese, Stefan Johansson and Nigel Mansell.

the faster cars were clocking over 200 mph on the approach to the daunting Bosch Kurve. Poor Martin Brundle's Cosworth-powered Tyrrell could not record 155 mph across the finish line, he lost speed when it hit the steep hill. However, although he was slowest here he got up in 25th place because Martini crashed Minardi on his first lap and never recorded a time and Acheson only got in a single lap when the chequered flag came out, so he did not record a time. It had been a busy hour.

STARTING GRID

| | | | |
|----|---|----|---|
| 2 | A. Prost (McLaren-Porsche V6 t/c) (T) 1 min 25.490 sec 39 (1 min 29.241 sec) | 5 | N. Mansell (Williams-Honda) 1 min 26.052 sec 22 (1 min 31.83 sec) |
| 1 | N. Lauda (McLaren-Porsche V6 t/c) 1 min 26.250 sec 38 (1 min 30.052 sec) | 6 | K. Rosberg (Williams-Honda) 1 min 26.333 sec 3 (1 min 31.66 sec) |
| 7 | N. Piquet (Brabham-BMW 4 t/c) 1 min 26.404 sec 22 (1 min 31.816 sec) | 19 | T. Fabi (Toleman-Hart) 1 min 26.664 sec 26 (1 min 31.06 sec) |
| 11 | E. de Angelis (Lotus-Renault V6 t/c) (T) 1 min 26.799 sec 40 (1 min 30.949 sec) | 15 | P. Tambay (Renault V6) 1 min 27.502 sec 45 (1 min 31.52 sec) |
| 27 | M. Alboreto (Ferrari V6 t/c) (T) 1 min 27.516 sec 40 (1 min 31.536 sec) | 22 | R. Patrese (Alfa Romeo V6) 1 min 27.851 sec 24 (1 min 34.25 sec) |
| 8 | M. Surer (Brabham-BMW 4 t/c) 1 min 27.954 sec 16 (1 min 32.935 sec) | 28 | S. Johansson (Ferrari V6) 1 min 27.961 sec 45 (1 min 31.50 sec) |
| 16 | D. Warwick (Renault V6 t/c) 1 min 28.006 sec 22 (1 min 33.677 sec) | 12 | A. Senna (Lotus-Renault) 1 min 28.123 sec 36 (1 min 31.66 sec) |
| 26 | J. Laffite (Ligier-Renault V6 t/c) 1 min 28.249 sec 23 (1 min 33.708 sec) | 18 | T. Boutsis (Arrows-BMW) 1 min 28.262 sec 34 (1 min 32.75 sec) |
| 17 | G. Berger (Arrows-BMW 4 t/c) 1 min 28.566 sec 33 (1 min 33.663 sec) | 25 | A. de Cesaris (Ligier-Renault) 1 min 28.666 sec 13 (1 min 33.88 sec) |
| 9 | P. Alliot (RAM-Hart 4 t/c) 1 min 29.827 sec 10 (1 min 34.010 sec) | 23 | E. Cheever (Alfa Romeo V6) 1 min 29.031 sec 3 (1 min 35.52 sec) |
| 10 | K. Acheson (RAM-Hart 4 t/c) 1 min 35.072 sec 17 (1 min 36.491 sec) | 3 | S. Bellof (Tyrrell-Renault) 1 min 30.514 sec 29 (1 min 34.21 sec) |
| 30 | J. Palmer (Zakspeed 4 t/c) 1 min 35.787 sec 13 (1 min 35.792 sec) | 24 | H. Rothengatter (Osella-Alfa Romeo) 1 min 35.329 sec 21 (1 min 38.33 sec) |
| | | 29 | P. Martinelli (Minardi-Modena) 1 min 36.765 sec 27 (1 min 38.72 sec) |

(T) denotes spare car.
* 20 P. Ghinzani (Toleman-Hart 4 t/c) 1 min 28.85 sec
Non-starter.
Did not qualify: 4 M. Brundle (Tyrrell-Cosworth) 1 min 37.317 sec.
N.B. Times in brackets are best laps in race.
Number in bold is lap on which recorded.

cars blowing up or crashing and Rosberg had a tense moment when his rear aerofoil collapsed internally and it all sagged down to the left, but when he stopped the outer skin pulled it all straight and it looked alright, except that it had no internal strength to withstand aerodynamic loads at high speed.

Saturday was still very warm and, before the test session began, Niki Lauda announced officially that he was retiring at the end of the year and leaving the McLaren team, and everyone was very appreciative of the straightforward way he did it this time, unlike the underhand way he had retired in 1979. There were a lot of drivers whose minds were on the forthcoming vacant seat in the McLaren team, rather than on what they were supposed to be doing! As if to press home his point about retiring while at the top Lauda recorded the fastest lap during the morning, but it was not really significant for everyone was busy trying things out and not bothering about ultimate lap times.

Morning testing ended at 11.30 am and qualifying began at 1 pm, and during that hour and a half ominous clouds appeared over the mountains to the south, so that when the track was announced as being open for qualifying there was a mad rush to get out and put in a quick lap before the rain came. Surprisingly, 15 drivers improved on their Friday times, Martini and Acheson both recording a time which qualified them ahead of Brundle, even though the Tyrrell driver improved his own time by nearly two

As Alain Prost took the chequered flag he moved into joint leadership, with Alboreto, of the World Championship.

seconds, and upped his finish line speed to 161 mph. Up at the front Mansell jumped up into second place, but Senna did not get in a flying lap, his Renault engine going on the "blink" just as he got going. At ten minutes past one the first rain spots fell, and they wore big ones, a few minutes later the heavens opened and real 1985 poured down. Suddenly the whole scene was deserted as teams huddled in their garages and spectators left the open stands and looked for shelter. When the rain eased off, Eddie Cheever started up his Alfa Romeo and splashed off down the pit lane on heavily treaded rain tyres. He was soon winging his lonely way round the deserted circuit, followed by an enormous cloud of spray. He went round and round, obviously enjoying himself, lapping in just over 1 min 50 sec and clocking 165 mph past the pits. One or two more drivers joined him but in reality qualifying was all over. Before the end of the afternoon the sun came out and dried things sufficiently for a supporting Formula 3000 race to be run, but as evening approached thunder and lightning came banging and flashing across the mountains and it rained and rained.

Early morning mist suddenly lifted and by 10 am there was blue sky and warm sunshine, but the whole *Osterreichring* area was very wet and soggy, so much so that many official car parks had to be abandoned and cars re-directed onto the muddy foundations of a nearby motorway that was under construction, with fleets of minibuses to take people to strategic points. The morning warm-up saw some wet patches on parts of the circuit so everyone went pretty

carefully, though Surer managed to spin off onto the wet grass without damage and Prost had an excursion into a run-off area when his throttles stuck open.

By 2 pm when the cars left the pit lane the sky was a mixture of white clouds and blue background. Ayrton Senna, from his lowly 14th place on the grid was a bit concerned at the closeness of the cars all round him and the narrowness of the track between the pit wall and the grandstands. As the 26 cars lined up on the dummy grid there was a panic over Prost's car as it was thought that a driveshaft joint might be a bit suspect, and there was a move to put him into the T-car, but it did not materialise. Shortly before 2.30 pm Prost led the field round on the parade lap and as the cars lined up on the grid Fabi's Hart engine was sounding very peculiar. When the green light came on the Toleman did not surge forward and could not have done so anyway as Mansell's Honda engine "bogged down" as he snatched second gear and Rosberg nearly ran into him. There was a lot of dodging about in mid-field and much tyre banging and bumping and a right old jam-up from which Fabi's Toleman, Alboreto's Ferrari and Berger's Arrows lay derelict after everyone had jostled their way through. As the leaders came round the Rindt Curve to finish the opening lap the start-line was a sea of waving yellow flags and among them the red flag to announce that the race was stopped. Fortunately no one had been hurt in the mêlée so it was just a matter of clearing the wreckage away and getting out spare cars to replace the damaged ones.

Continued on page 1000



CATERHAM SEVEN — *Continued*

MOTOR SPORT uses when deciding whether to accept a particular car for testing. A component car is one made from new parts and which is loosely assembled in such a way that a buyer of even limited mechanical ability can put on the road a vehicle which meets the minimum specification conceived by the manufacturer. A kit car is one which requires the customer to buy in many major components, possibly using a donor vehicle. We do not test kit cars for the simple reason that we cannot guarantee that the average home assembler can achieve anywhere near the standard of the demonstration car supplied by the maker.

In kit form, Caterham Seven prices start at £1,985 for a body/chassis unit complete with brake pipes, wiring, instruments and windscreen wipers and motor. Using secondhand or reconditioned components, it would be possible to put such a car on the road for under £5,000. Part of the attraction of taking this route is that the owner can uprate the car's specification as and when finances permit as well as making some saving in labour charges. The Seven's pedigree ensures healthy secondhand values in contrast to some other kit cars and, indeed, looking at the asking prices of secondhand Sevens, it is apparent that the car is one of the select few, along with the likes of the Morgan range, which will maintain their purchase price, or something close to it, for several years.

Over the years, the car has been refined and developed, the spaceframe has been stiffened, a long cockpit option is available as is a de Dion rear suspension set-up which is likely to become a standard feature sometime in the future. Currently, four engine options are available: three with the Ford "Kent" engine in various states of tune (84 bhp, 110 bhp and 135 bhp) and the 150 bhp Ford RS 1600 BDR. Last October, Caterham introduced the 1700 Super Sprint which uses an enlarged (1,700 cc) version of the "Kent" engine which, with its two twin-choke Webers, gives very nearly the performance of the twin cam but with a saving of over £1,800 in price and easier maintenance. It was with this car that I recently lived for around 2,000 exhilarating miles. Drive is through a four speed Escort Sport gearbox to a strengthened Morris Ital live axle.

The basic cost of this model is £8,142.00, inclusive of taxes, but the one I drove had over £1,700 worth of extras: a limited slip differential, heater, seat belts, roll-over bar, leather, adjustable seats, a Mota-Lita steering wheel, long cockpit configuration, alloy wheels and a paint job on the otherwise natural aluminium — the fibreglass wings and nose cone come in a choice of six colours.

Now the foregoing is a calm, rational, description of the car and its pedigree. But this is not a car to treat calmly and rationally. It is a car which has an



extraordinary effect on everyone who comes into contact with it. Children would whoop and wave, friends begged for a quick drive, enthusiasts would smile and give a "thumbs up" and, as for myself, I jumped at every possible excuse to drive it — and managed to find the longest possible route between two points.

Yet as I eased away from Caterham Cars, and towards lowering clouds with the hood down, I began to have my doubts. Was I getting too old for this sort of thing? How long before I'd need an osteopath? Leaving behind my trusty Golf GTi, I felt like someone who had just exchanged a comfortable house for a sleeping bag and billy can.

Within 24 hours, however, I had covered nearly 400 miles and was getting to grips with the beast. The steering, which at first appeared so heavy, had become the only steering to have — quick, precise and free of vice. Used to servo-assisted brakes, it took a little time to adjust to the heavy pedal but, within a short time, I was in harmony with it, revelling in the feel which the Caterham's system (9 inch discs, ex-Mk VI Spitfire at the front, with Ital drums at the rear) provides. "Harmony" is perhaps the word which best sums up the Seven: it's noisy to be sure, it vibrates, the ride is hard (but not harsh) but all its characteristics combine to present a unity of style. Indeed, one reason why Caterham has not pursued its experiments with turbo engines is that the quiet power of a turbo was at odds with the character of the car.

I had been advised that driving with the sidescreens in place would prevent buffeting which was sound advice as we discovered when we tried running without them, and besides, they are impossible to store in the car. Since the external mirrors are mounted on the sidescreens, I thought that vibration would render them useless, but found them perfectly adequate. The top of the screen, however, interfered badly with my

sightlines making tight right hand and the negotiation of roundabouts an anxious time.

Another doubt which was soon dispelled was the layout of the control switches are either tumbler or rocker switches scattered around the dashboard apparently at random, yet it was soon clear that most frequently used controls were within finger reach and one could switch lights, indicate, operate the horn and without taking one's hands from the steering wheel. Even the fact that the direction indicators are not self-cancelling seemed to enhance one's pleasure, one a sense of being at one with the vehicle. It is as perfect a layout as one could imagine.

There are no doors, of course, and the hood is up this presents some difficulties. One is blessed with a fuller figure. I found a dignified way of entry or exit and insist that a passenger took his, or her, Given the contortions involved, had a lady already in the passenger seat, the decent thing would be to have married. I must say I rather took against the hood theory it is quite easy to put up, with the hood in frame and a separate covering was fixed with studs, after you have removed the spare wheel which sits back. In practice it takes several minutes to erect single-handedly and I used it to protect the seats when the car was outside overnight. I never could get the heater to keep the windscreens transparent panels clear of condensation on a humid day and then preferred to dress accordingly and drive with the hood down. The condensation so affected visibility that it made driving the car positively dangerous.

Another thing which I took against was the petrol tank. With a capacity of just 10 gallons and an average economy (excluding performance testing) of 21 mpg, the theoretical range is just 168 miles.

Continued on



Rothmans

KING SIZE



THE BEST TOBACCO
MONEY CAN BUY

MIDDLE TAR As defined by H.M. Government

DANGER: Government Health WARNING:

CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

bends
uts an

spelled
s which
witches
arently
all the
within
on the
d so on
ne tiny
at the
ncelling
giving
vehicle.
agine.
d when
culty if
und no
had to
r, turn.
I had a
ne only
d her. I
ood. In
a built-
hich is
e first
on the
utes to
ainly to
parked
get the
a and
tion in
rred to
e hood
ffected
e car

st was
t eight
luding
e car's
out on
p 1009

R 1985

One of only 200 four wheel drive, 205 Turbo 16's in existence
Around £27,000, if you can get your hands on one.

Rally bred.



Peugeot Talbot.
A new sensation on the road.

PEUGEOT 205 GTI // 118 MPH. 0-60 MPH - 9.2 SECONDS (MANUFACTURER'S FIGURES) // 105 BHP // 5 SPEED GEARBOX // LOW PROFILE TYRES ON SPORTS ALLOY WHEELS

PRICES EXCLUDE NUMBER PLATES, ROAD TAX AND DELIVERY, AND ARE CORRECT AT TIME OF GOING TO PRESS. UK DOMESTIC SALES ONLY.

The 1.6 litre 118 mph fuel injected 205 GTI.
Just £6,945 gets your hands on one.

Less bread.



PEUGEOT 205 GTI

TINTED GLASS // FULL INSTRUMENTATION INC. OIL TEMP. AND PRESSURE GAUGES // 4 SPKR. RADIO/STEREO CASSETTE // ELECTRIC FRONT WINDOWS AND CENTRAL LOCKING AN OPTIONAL EXTRA.

FOR A COMPREHENSIVE INFORMATION PACK ON THE 205 RANGE, PHONE 0272 217205, OR WRITE TO: PEUGEOT TALBOT INFORMATION SERVICE, DEPT. MS. 7 M, HENDON ROAD, SUNDERLAND SR9 9XZ



GERMAN GRAND PRIX MICHELE ALBORETO'S Ferrari 156/85 outlasted its opposition to win the Grand Prix at the new Nurburgring autodrome on August 4th, the Italian demonstrating commendable reliability which paid off as its faster rivals fell by the wayside. Below, Ayrton Senna's Lotus 97T leads the field into the first corner of Rosberg's Williams FW10, Stefan Johansson's Ferrari and the winner. Behind, Francois Hesnault handled a third Renault entry equipped with on-board camera.





(above)
German
lian car
ll by the
er ahead
low left,
levision



TEO FABI's Toleman TG185-Hart put in an impressive practice performance (left) to take pole position. Above de Angelis's smoking Lotus keeps ahead of second placeman Prost's McLaren just before the 97T expired with a broken engine. Below, Mansell's Williams battles with Laffite's Ligier with Bellof's Tyrrell-Renault 014 working hard to stay in touch.



AUSTRIAN GRAND PRIX

— continued from page 993

Prost took this opportunity to change to the spare McLaren and de Angelis took the spare Lotus as his own car had suffered a bent rear suspension member in the fracas. Ghinzani's Toleman was found to have damaged its engine in the single lap, and with Fabi in the spare car, there was nothing to do but wheel it off the grid. It was 3.10 pm when they tried again and this time everyone got away all right, the race to be over 52 laps. Mansell made another hesitant start and Rosberg was by and after Prost, who had shot into the lead. Senna picked up four places in the space of the opening lap and was in behind Alboreto's Ferrari, but Prost and Rosberg were running away from everyone. Lauda was comfortably in third place, ahead of Piquet, de Angelis, Mansell, Tambay, Fabi, Alboreto and Senna. The Williams-Honda challenge only lasted for three laps for, on the fourth, Rosberg dropped away and came free-wheeling into the pit lane. All the oil pressure had gone and for an engine turning at 11,000 rpm and pushing out 700 bhp that spells disaster.

As a race it was now all over for Prost was way ahead of Lauda and one thing the little Frenchman can be guaranteed to do is to cruise round at a comfortable pace without using too much fuel or straining the machinery, yet stay well ahead of any possible opposition. It's a long time since we have seen McLaren-Porsche domination like this and the white and red cars had first and second places all sewn up. While there was no actual passing going on behind the two McLarens, third place was in the balance between Piquet's Brabham-BMW, the Lotus-Renault of de Angelis and Mansell's Williams-Honda, with Tambay, Fabi, Alboreto and Senna following. Warwick was doing his best to keep Johansson at bay and the Ligiers of de Cesaris and Laffite were following. Down at the back Palmer actually had the Zakspeed ahead of the Alfa Romeo of Patrese, as well as Rothengatter, Martini, Acheson and Alliot, the two RAMs sounding as rough as the proverbial bear's backside. At the end of lap 9 Tambay was seen heading for the pit lane, the Renault waving its right front wheel in the air as the car was sitting lopsided, running on a flat left rear tyre. No damage was done and a new set of Goodyears soon had him back into the race, but now well down the field.

The McLaren demonstration continued unabated, while others dropped by the wayside, Palmer with engine failure in the Zakspeed, de Cesaris in the father-and-mother of crashes as he got his Ligier's rear wheels on the grass and the car then rolled and bounced its way along to a stop, luckily the right way up and the young Italian stepped out unscathed. Fabi disappeared into the pits with his engine running badly, Mansell went out when his Honda engine blew up and Piquet retired his Brabham with a broken exhaust losing him turbo



pressure. As half distance approached Prost decided to ease his pace a bit, assuming that Lauda would ease up as well, but the wily "Rat" had other ideas and began to close up on the leader, so Prost opened up again! At half distance Prost was heading for the pits and a new set of Goodyears, and Lauda went by into the lead, but once back in the race on new tyres Prost soon began to eat up Lauda's lead. With the numerous retirements Senna had now moved up into third place, having passed Alboreto and de Angelis, but it was a very poor and uncompetitive third place. A cloud of smoke saw Warwick coast over the hill after the pits with Renault failure, and de Angelis stopped for new tyres, as did Boutsen.

Prost was closing on Lauda pretty rapidly and would clearly be overtaking the World Champion, which wasn't going to make him very popular with the Austrian crowd; he was already unpopular with the Italian crowd as he had led the two Ferraris from the start. Before the decision had to be made about passing Lauda, Porsche stepped in and Lauda's engine suddenly cut out as he finished lap 40 and he coasted to a stop at the

Kenny Acheson returned to the RAM team to the late Manfred Winkelhock. He retired with trouble after 29 laps.

end of the pits, his race over; the trouble given as "turbocharger" by his team but the way that the Porsche engineers were investigating it rather suggested an intake breakage. The small spark of interest had flared briefly was now gone and ticked off the remaining laps with clock precision, to unobtrusively win yet another Grand Prix. Senna came home in a uninspiring second place, at least that neither Lotus nor Renault had let down this time, and Alboreto and Johansson brought their Ferraris in behind the leader. In fifth place was de Angelis, on the lap as the leader, and sixth was Marc Gené in a rather sick-sounding Brabham. Ayrton Senna was within sight of the end of the race when the Renault failed and blew oil over his tyres, putting him off onto the grass at the end of the race. Rothengatter's Osella suffered engine trouble, but he managed to keep it running to the finish on fewer cylinders, and Bellof's Tyrrell Renault ran out of fuel at the finish.

Results

AUSTRIAN GRAND PRIX — FORMULA ONE — 52 laps — Österreichring — 5.942 kilometres per lap — 308.984 kilometres Sunday and cloudy

| | | | |
|------|---------------------|----------------------------|---|
| 1st | : Alain Prost | (McLaren MP4/2B-3) (T) | 1 hr 20 min 12.583 sec — 231.132 kph |
| 2nd | : Ayrton Senna | (Lotus 97T/4) | 1 hr 20 min 42.585 sec |
| 3rd | : Michele Alboreto | (Ferrari 156/85 — 080) (T) | 1 hr 20 min 46.939 sec |
| 4th | : Stefan Johansson | (Ferrari 156/85-079) | 1 hr 20 min 51.656 sec |
| 5th | : Elio de Angelis | (Lotus 97T/2) (T) | 1 hr 21 min 34.675 sec |
| 6th | : Marc Surer | (Brabham BT54/8) | 1 lap behind |
| 7th | : Stefan Bellof | (Tyrrell 014/1) | 3 laps behind — out of fuel |
| 8th | : Thierry Boutsen | (Arrows A8/3) | 3 laps behind — after stop for tyres |
| 9th | : Huub Rothengatter | (Osella FA1G/02) | 4 laps behind — sick engine |
| 10th | : Patrick Tambay | (Renault RE60B/6) | Retired on lap 47 — engine failure |
| 11th | : Jacques Laffite | (Ligier JS25/5) | Retired on lap 44 — |
| 12th | : Pierluigi Martini | (Minardi M185/02) | Retired on lap 41 — |
| 13th | : Niki Lauda | (McLaren MP4/2B-4) | Retired on lap 40 — engine failure |
| 14th | : Gerhard Berger | (Arrows A8/2) (T) | Retired on lap 34 — |
| 15th | : Teo Fabi | (Toleman TG185/04) (T) | Retired on lap 32 — engine trouble |
| 16th | : Derek Warwick | (Renault RE60B/7) | Retired on lap 30 — engine failure |
| 17th | : Kenny Acheson | (RAM 03/3) | Retired on lap 29 — engine related problems |
| 18th | : Nelson Piquet | (Brabham BT54/6) | Retired on lap 27 — broken exhaust system |
| 19th | : Nigel Mansell | (Williams FW10/6) | Retired on lap 26 — engine failure |
| 20th | : Riccardo Patrese | (Alfa Romeo 184TB/2) | Retired on lap 26 — |
| 21st | : Jonathan Palmer | (Zakspeed ZAK 184/2) | Retired on lap 18 — engine failure |
| 22nd | : Philippe Alliot | (RAM 03/4) | Retired on lap 17 — engine related problems |
| 23rd | : Andrea de Cesaris | (Ligier JS25/4) | Retired on lap 14 — crashed |
| 24th | : Eddie Cheever | (Alfa Romeo 184TB/4) | Retired on lap 7 — turbo failure |
| 25th | : Keijo Rosberg | (Williams FW10/4) | Retired on lap 5 — engine failure |

Fastest lap: Alain Prost (McLaren MP4/B — 3) (T) on lap 39 in 1 min 29.241 sec — 239.701 kph
25 starters — 9 finishers

NB: 20 Piercarlo Ghinzani (Toleman TG185) did not take restart — engine failure.

AC

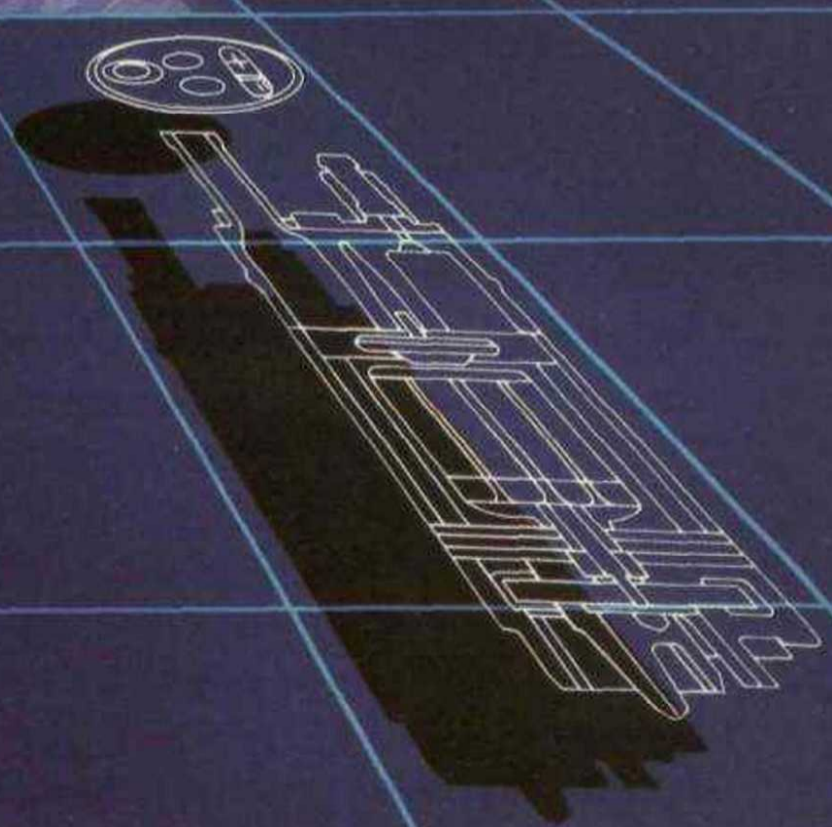
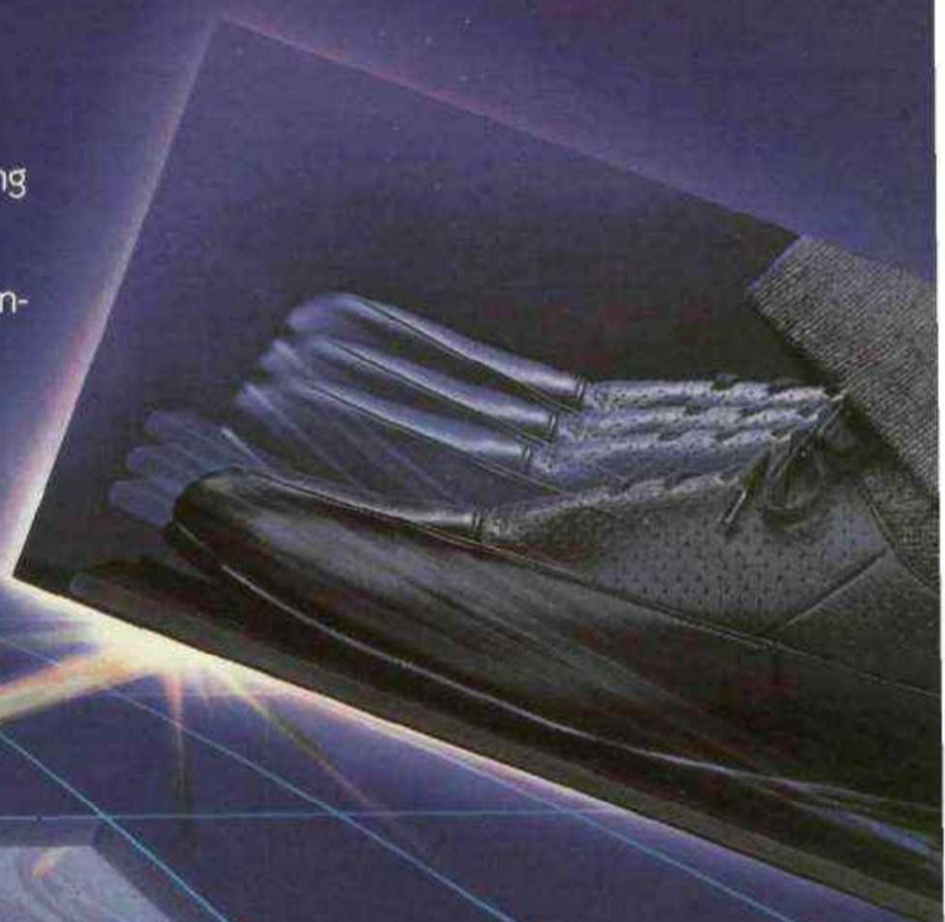
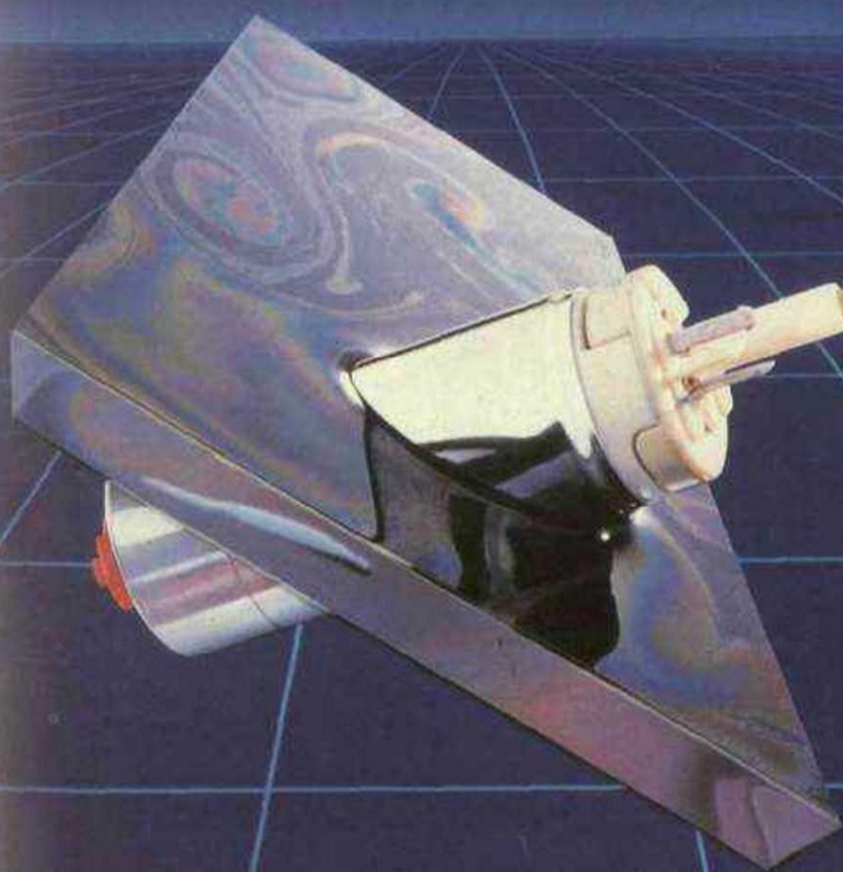
ELECTRIC IN-TANK ROLLER VANE FUEL PUMP

The AC Roller Vane Fuel Pump is an integral component of today's most advanced and sophisticated fuel injection systems. It's engineered to meet the exacting high-pressure fuel flow requirements and precise fuel metering specifications for multiport fuel injection systems.

For fuel injection systems with world standards of improving engine performance, simultaneously maximizing fuel economy, minimizing exhaust emissions, and delivering responsive performance, the AC Roller Vane Fuel Pump has accelerated fuel pump technology a step ahead.

So if you're looking for someone who knows electric in-tank fuel pumps inside and out, talk to us.

We're a step ahead.



**AC makes more parts
for more vehicles than any
other company in the world.**



AC SPARK PLUG OVERSEAS CORPORATION
P.O. BOX 336, SENTRY HOUSE
500 AVEBURY BOULEVARD
CENTRAL MILTON KEYNES
MILTON KEYNES MK9 2NH

SEATS FOUR LEAVES THE R



It's not every day four adults can travel together in a luxury car capable of over 130 mph.

But then, this is no every day car.

The new Monza GSE is an altogether rarer beast; a modern Grand Tourer.

As such a title implies, the lusty 3-litre, fuel-injected, 180 bhp engine doesn't pull any punches.

From rest, 60 mph can be attained in a mere 8.2 seconds.

Coping with acceleration like this calls for

proper road-hugging, ultra low profile

In poor conditions, it also calls for a limited slip differential to improve traction.

Equally advanced is our optional anti-lock braking system.

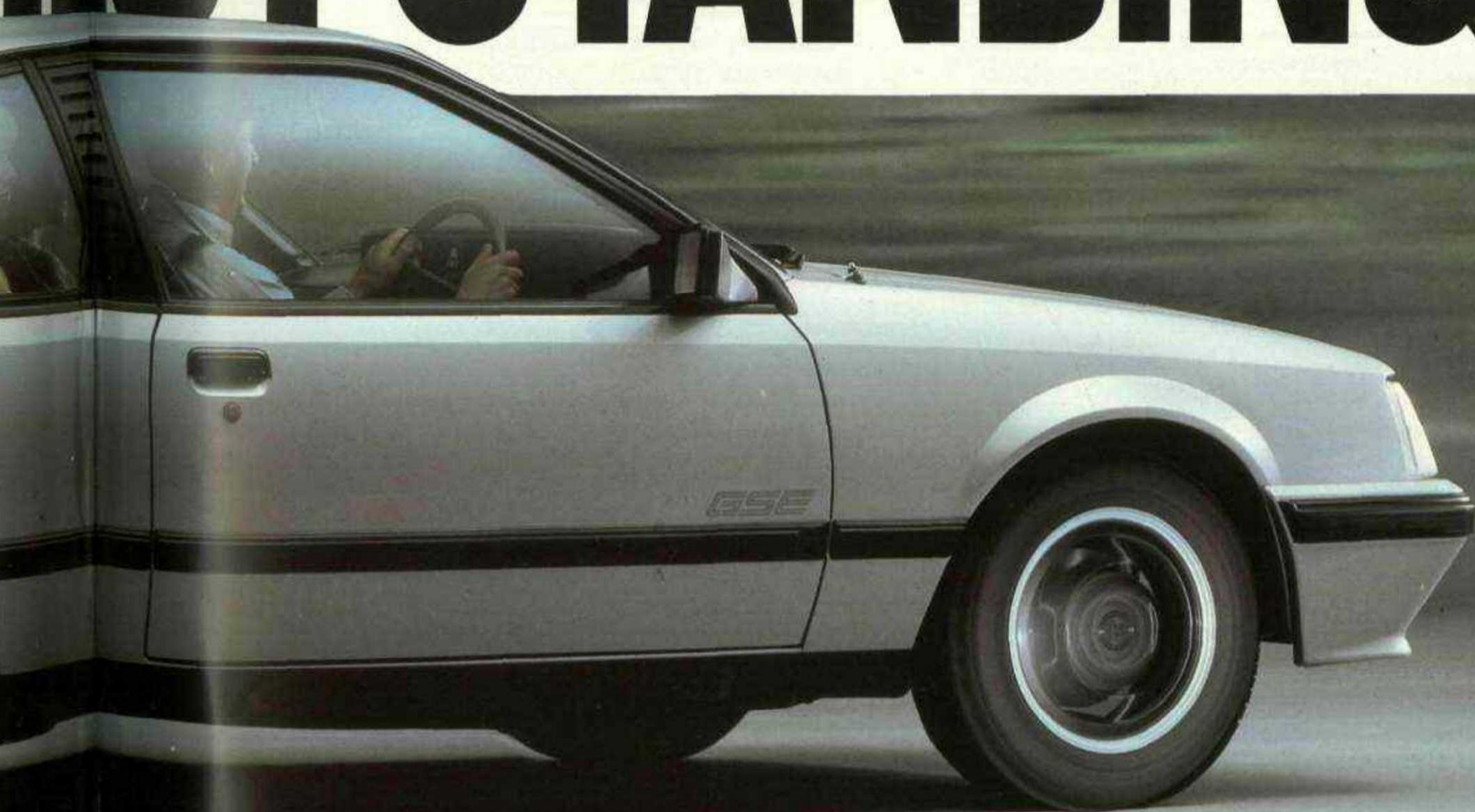
It ensures you'll stay on the straight narrow even under the severest braking.

The Monza GSE is also well-served in the gearbox department.

Our 5-speed manual transmission is as responsive as any you could wish for.

PERFORMANCE FIGURES FOR 5-SPEED MANUAL FROM MOTOR MAGAZINE. PRICE CORRECT AT TIME OF GOING TO PRESS, INCLUDES CAR TAX AND VAT. DELIVERY AND NUMBER PLATES ARE EXTRA. ABS IS OPTIONAL AT EXTRA COST.

RIN COMFORT. BEST STANDING.



While the new 4-speed automatic now enjoys improved acceleration in the lower gears and an additional overdrive gear for more economical high speed cruising.

For an out and out performance car, the interior of the Monza also leaves nothing to be desired.

Up front there are plush Recaro seats. Beyond them, an impressive LCD instrument panel and 7 function trip computer.

And above, a sliding, tiltable sunroof.

The windows and mirrors are electrically operated. Power steering and central locking are also at your command.

At speed, wind and engine noise are notable only by their absence.

The cost of travelling in such grace and refinement on the Queen's highway? £14,364. Hardly a King's ransom, all things considered.



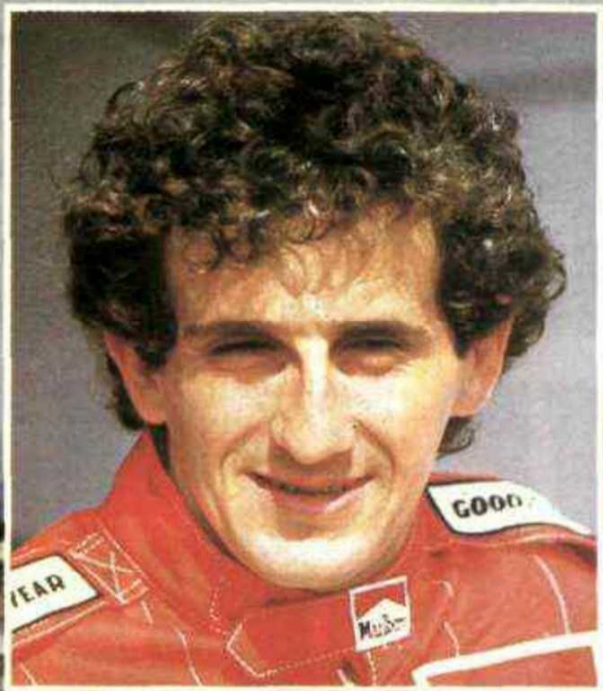
BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS

MONZA GSE.

Better. By Design.

A COST. 4-SPEED

OPTIONAL TRANSMISSION AVAILABLE AT NO EXTRA COST. DOT FUEL CONSUMPTION TESTS MPG (LITRES/100 KM) FOR 3.0i COUPÉ GSE (4-SPEED AUTOMATIC); CONSTANT 56 MPH 39.2 (7.2), URBAN CYCLE 19.3 (14.6), CONSTANT 75 MPH 30.7 (9.2).



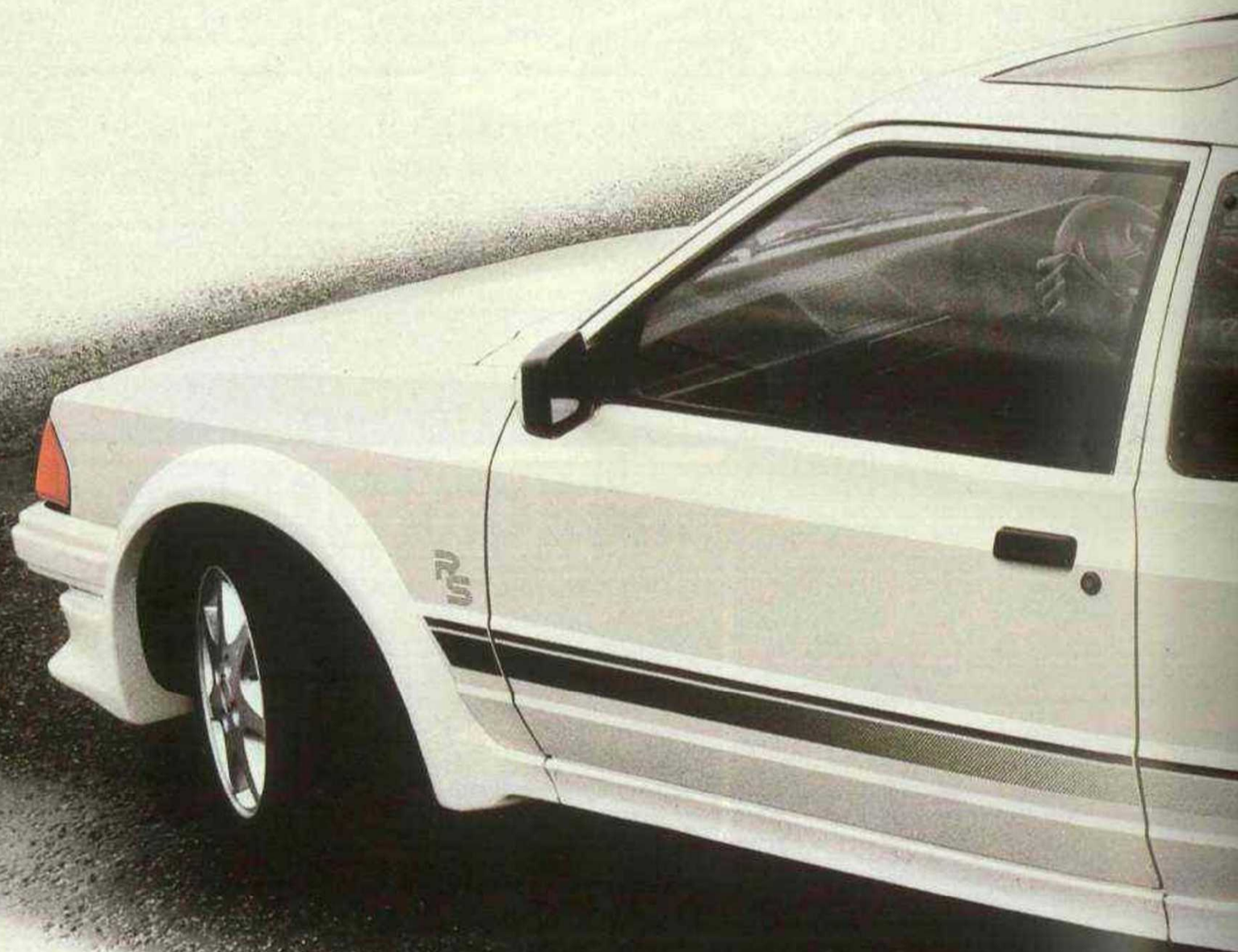
British Grand Prix ALAIN PROST's Silverstone victory came at the expense of Ayrton Senna, whose lead was gradually whittled away by Prost and ended with fuel troubles six laps from the flag. Prost (above) went through to claim his nineteenth GP victory and another triumph for the TAG-engined McLaren. Keke Rosberg settled into second place behind Senna's

Lotus-Renault (far right), but the Williams' Honda engine expired lap 22, not long after Nigel Mansell's clutch failed, dropping the second Williams from a points position (right). The Ligiers showed well in practice (above right), Lafitte finally taking third place, while of the Tyrrells (below) Martin Brundle's Renault-engined 014 (no. 1) was seventh but Bellof's Cosworth car finished far back.





**The new Escort RS Turbo.
Developed for the road
by the Rallye Sport people.**



This is the new Escort RS Turbo. Developed by Ford's Special Vehicle engineers, it's another Ford road car with racing in its blood.

At the heart of this car is a 1600cc

fuel-injected Ford engine complete with intercooled Garrett T3 turbocharger.

It generates 132 PS which is transmitted to the front wheels by a close ratio 5-speed gearbox and limited slip

differential. As a result, the RS Turbo accelerates from 0 to 60 in 8.2 seconds with a maximum speed of 125 mph.

To handle this performance the brakes are upgraded, the suspension



both stiffened and lowered, and the wide alloy wheels get ultra-low-profile tyres. Yet despite all this competitive spirit, the RS Turbo is no stripped-out racer. In fact, it's extremely comfortable and well

equipped and even has Recaro sports seats fitted as standard. What's more, being a Ford it has the back-up of Ford's national chain of Rallye Sport dealers.

Whether you're heading for the social circuit or the racing circuit, the RS Turbo will give you plenty of excitement.

[†]Ford computed figures.

Ford cares about quality.



executive

A Breakthrough.
The Heuer Executive.
Elegant and Refined.
Distinctively Sleek.
A New Dimension
in Sports Watches.



“IT’S WORTH GOING TO THE REAL JEWELLER”

The Executive range features a unique bezel action, exclusive to Heuer, which greatly reduces the thickness of these professional sports watches. All models are water resistant to 200 metres and each watch fitted with sapphire glass and a locking crown. Prices from £440 to £700.

Buying such a superbly designed timepiece is no everyday decision.

So it makes sense to go to the right jeweller. Somewhere you can feel confident in making the right decision.

That’s why it’s worth going to a member of The Goldsmiths Group. We’re the most distinguished county jewellers in the country and include members with origins dating back to 1778.

Our list of achievements is endless – we invented electro silver plating in 1845; we hold a U.K. timekeeping record with a watch made in our own workshops;

we supplied the Rugby League, and the F.A. Cup 1911; and we manufactured the marine chronometer used by Ernest Shackleton. Every branch has a link with tradition, so when you visit us you know you’ve found someone who can offer you experience and expertise second to none.

Naturally, as the U.K.’s largest group of quality jewellers we can offer you the best selection of quality pieces and probably the widest choice of watches. We’re one of the largest stockists of all the leading watch names, including Cartier, Ebel, Heuer, Omega and Rolex. What’s more, with members like ours, we can offer you better after-sales service and advice than anyone else.

So remember, if you’re choosing quality jewellery, there is only one choice.

Just look for a member of The Goldsmiths Group.

**THE
GOLDSMITHS
GROUP**

"IT'S WORTH GOING TO THE REAL JEWELLER"

- ALTRINCHAM Walker & Hall, 35 George St. 061 941 3632 *
- BATH Alfred Chilcott & Co., 1 Milson St. 0225 64721 *
- BASILDON Walker & Hall, Allders of Basildon
- BERWICK-UPON-TWEED Walker & Hall, 72-74 Marygate. 0289 302688
- BOLTON Walker & Hall, 23 Victoria Square. 0204 20033
- BOURNEMOUTH W. Wright Ltd., 17 The Arcade. 0202 23824
- BRADFORD Fattorini & Sons, 2 Tyrell St. 0274 721122 *
- BRIGHTON Walker Bull, 57 Ship St. 0273 25257
- BRISTOL Alfred Chilcott & Co., 47 Park St. 0272 22916 *
- BROMLEY Walker & Hall, Allders of Bromley High Street
- BURY ST EDMUNDS Walker & Hall, 33 The Butchermarket. 0284 68214
- CAMBRIDGE Munsey & Co., 17 Market Hill. 0223 353889 *
- CANTERBURY Walker & Hall, Ricamans (Canterbury) Ltd., St. Georges Lane. 0227 66489
- CARDIFF Walker & Hall, 16-18 Cathedral Walk, St. Davids Centre. 0222 29478 *
- CARMARTHEN Walker & Hall, 4 Red St. 0267 232241
- CHELTFHAM Alfred Chilcott & Co., 200 High St. 0242 512232
- CROYDON Walker & Hall, Allders Ltd., North End. 01-681 2517 *
- DARLINGTON Northern Goldsmiths Ltd., 9/10 Blackwellgate. 0325 465827 *
- DEWBURY F. Dins Ltd., 21 Market Place. 0974 464700
- DONCASTER Walker & Hall, 7 West Mall, Arndale Ctr. 0302 22033
- EASTBOURNE Walker & Hall, 114 Terminus Rd. 0323 22462 *
- FARNHAM Biggs, Lion & Lamb House, West St. 0252 715078
- GREENOCK Walker & Hall, 46 Hamilton Way. 0475 83614
- GRIMSBY Harris Jewellers, 32 Freeman St. 0472 54952
- GUILDFORD Nina Phillips, 138 High St. 0483 67788
- HARROGATE Oddy Wilson, 4 Kings Rd. 0423 503169
- HANLEY Walker & Hall, 15 Lamb St. 0782 265300
- HENLEY ON THAMES Bracher & Sydenham, 6 Bell St. 0491 574485
- HUDDESFIELD Walker & Hall, 68 New St. 0484 41364
- HULL Conleys Jewellers, 64 Jameson St. 0482 27377
- Canvey Jewellers, 36 The Prospect Centre. 0482 224067
- Walker & Hall, 46 King Edward St. 0482 24683 *
- IPSWICH J. A. Haskell, 42 Tavern St. 0473 52838
- LEEDS Greenwoods Jewellers, 92/93 Briggate. 0532 438734 *
- LEER W. F. Goldstraw, 23-25 Derby St. 0538 383182
- LEICESTER Walker & Hall, 15 Horsefair St. 0533 554097 *
- LIVERPOOL Walker & Hall, 27/28 Dawson Way, St. John's Precinct. 051 708 0624
- LLANDUDNO Brooks Jewellers Ltd., 93 Moslyn St. 0492 77926 *
- LONDON Asenboroughs, 193 Fleet St. EC4 01-405 1696
- Walker & Hall, 84 The Mall, Stratford Centre. E15 01-555 5243
- MANCHESTER Conleys Jewellers, Knightsbridge Mall, Arndale Centre. 061 832 4432
- Walker & Hall, Lewis's Ltd., Market St. 061 238 3200
- MIDDLESBROUGH Walker & Hall, 62 Linthorpe Rd. 0642 247578
- NEWCASTLE UPON TYNE Northern Goldsmiths Ltd., 1 Blackett St. 0632 322264 *
- Northern Goldsmiths Ltd., 85 Westgate Rd. 0632 322996
- Red & Sons Ltd., 23 Blackett St. 0632 321366 *
- Red & Sons Ltd., 126 Granger St. 0632 320673
- Walker & Hall, 34 High Friars, Eldon Sq. 0632 324417
- NORTH SHIELDS Walker & Hall, 45 Bedford St. 0632 595128
- NORWICH Walker & Hall, 17 Castle St. 0603 620901
- Hovells Jewellers, 22-23 Royal Arcade. 0603 627210
- NOTTINGHAM Walker & Hall, 159/160 Victoria Centre. 0602 41154 *
- Wilkinson May, 17 Clumber St. 0602 474907
- OSWESTRY Northern Goldsmiths Ltd., 11 Church St. 0691 552072
- OXFORD Walker & Hall, Selfridges Oxford Ltd., 27 Westgate. 0865 244991 *
- PAIGNTON Alfred Chilcott & Co., 26 Torquay Rd. 0803 550952
- PENRITH Simpson Yeates, 7 Devonshire St. 0769 62228
- PINNER Owen Faulkner, 108 Marsh Rd. 01-866 1698
- Owen Faulkner, 3 Red Lion Parade. 01-868 5603
- PONTYPRIDD Walker & Hall, 110 Tall St. 0443 404015
- PORTSMOUTH W. Wright, 122 Commercial Rd. 0705 826959
- PORT TALBOT Walker & Hall, 19 The Aberfan Centre. 0639 881955
- READING Bracher & Sydenham, 24 Queen Victoria St. 0734 53724 *
- RHYL Crossley's Jewellers, 13-15 High St. 0745 50722 *
- RUGBY Walker & Hall, 1 Market Mall, Rugby Centre. 0788 61224
- St. Albans Walker & Hall, 14 Market Place. 0727 52249
- SCARBOROUGH Walker & Hall, 118 Westborough. 0723 361130
- SHEFFIELD Fattorini & Sons, 12/14 Barkers Pool. 0742 77391
- SHIPLEY F. K. Perkins Ltd., 8/10 Westgate & Market Hill. 0274 586712
- SIDDUP F. W. Newton, 19 High St. 01-300 7986 *
- SOUTHAMPTON W. Wright Ltd., 186 Above Bar. 0703 227355
- SOUTHEND-ON-SEA Walker & Hall, Keddies Dept. Store. 0702 62426 *
- SOUTHSEA W. Wright Ltd., 70 Palmerston Rd. 0705 823824
- STALING Walker & Hall, 38/42 Thistle Centre. 0786 70700
- STOCKTON Northern Goldsmiths Ltd., 1 Lindsay House, High St. 0642 676275
- STOURBRIDGE Walker & Hall, 6 Ryemarket. 0384 378294
- SUNDERLAND Northern Goldsmiths Ltd., 18 Fawcett St. 0783 75130 *
- Walker & Hall, 102 High Street West. 0783 673114
- TAMWORTH Walker & Hall, Unit 9, Ankerside Precinct. 0827 58672
- TORQUAY Nottingham & Walsh, 2 Victoria Parade. 0803 22514 *
- TOWNBRIDGE Alfred Chilcott & Co., 15 Fore St. 02214 5173
- TUNBRIDGE WELLS Geo. Farrer Ltd., 19 High St. 0892 25740
- WAREFIELD F. K. Perkins Ltd., 1 Cross Square. 0924 373314
- WALSALL Walker & Hall, 32 Bradford Centre, Saddlers Centre. 0922 647040
- WESTON-SUPER-MARE The House of Dossor, 81 High St. 0934 26847 *
- WIDAN Sokris Jewel Casket, The Market Place. 0942 42057
- Widman Jewellers, 26 The Wigan Centre. 0942 43170
- WORTHING Walker Bull, 12 South St. 0903 30043 *
- Wright Ltd., 54 South St. 0903 201219
- WREXHAM Walker & Hall, 2 Regent St. 0978 266484
- YEOVIL Walker & Hall, 15 Middle St. 0935 24169

Only those branches marked with an * are HEUER stockists.

THE GOLDSMITHS GROUP

CATERHAM SEVEN — continued

"my" car the fuel gauge was such that it was prudent to call in for fuel every 140 miles or so. Once on the forecourt, unless you hold the pump nozzle just right, you can spend a long, long time trickling petrol into the tank for it is incredibly easy to get four star all over the back of the car. The combination of short range and slow fuelling (it takes at least twice as long as on the average car) is frustrating in the extreme and plays havoc with one's average speed on a long journey.

Luggage space is minimal. Enough basic clothing for two for a weekend can be stored at the back and in the passenger's footwell, providing it is packed in soft, slim, bags and if you don't mind the creases. The point is, though, that we are dealing with what is essentially a vehicle designed solely for driving pleasure. You have to forget practicalities, forget the crude heater and go with the car. When you do so, the rewards are immense.

Top speed is a claimed 112 mph, for the Seven has the aerodynamics of a breeze-block, and on the two mile straight at Bruntingthorpe we achieved this exactly with the hood up, recording a best one way run of 116.5 mph. Other cars claim much higher figures but the Seven achieves its maximum under the conditions which most of us can manage (ie without pounding around a banked test track or finding a stretch of deserted autobahn). With the hood down the average of two runs was 109.6 mph. Top speed is not anyway the area from which the driver extracts his pleasure from the Seven, unless you enjoy having every sense assaulted. It is the phenomenal acceleration, the sure-footed handling, the precision of the steering and the overall sense of harmony which gives so much pleasure.

The engine rasps under power, but we are not worried here about noise of any

description. I feared it might bog down in town traffic but it happily coped with London traffic in the rush hour, though the hand brake, which is located under the scuttle on the passenger's side, was awkward to reach.

Acceleration is extraordinary, even if you do have to fight the car on a quick getaway. Caterham claim a 0-60 mph time of 5.8 sec but our best was six dead. We managed 0-30 mph in 2.6 sec, 30-50 mph in just 2.2 sec, 50-70 mph in 3.9 sec and 70-90 mph in 8.0 sec. This is acceleration for which you normally have to pay telephone numbers. In practice, on the road, it means that lines of slow moving traffic cease to exist and even short straights become safe places to pass.

While the combination of power and light weight gives outstanding acceleration, it can present problems. The car is distinctly twitchy in strong side winds while, in the wet, it has to be treated with the utmost respect. Nobody could call the rear end traction "limpet-like": it is fairly easy to spin the car in the dry (I hasten to add we were using a test pad) and very easy on wet surfaces. The test car was fitted with 13" HR-rated 185/70 Goodyear NCTs and we felt that slimmer tyres would be desirable for when the back end goes in the wet, it goes quickly indeed. We found that braking in the wet left something to be desired, the car is so light that the wheels lock up very easily. You soon learn to treat the throttle and brake pedals with delicacy.

The Caterham Seven is a car in the memorable class for it changes the man who drives it. I found a whetting of the appetite for driving which is something for one who averages over 1,000 miles per week, and I also found myself being a better, more sympathetic, driver as a result of my experience of the car. It has its faults but what it gives the enthusiast driver is something beyond price. M.L.

Car: Caterham Super Seven Series III 1700 Super Sprint (long cockpit variant).

Type: 2-seater convertible, no doors.

Construction: tubular steel spaceframe, aluminium body panels, fibreglass nose-cone and wings.

Maker (and sole supplier): Caterham Car Sales and Coachworks Ltd, Seven House, Town End, Caterham Hill, Surrey, CR3 5VG.

Basic Price: £8,142.00.

Price as tested: £9,869.27.

Engine: tuned Ford "Kent" bored out to 1,699 cc (83.27 mm x 77.62 mm). Max bhp 135 at 6,000 rpm. Max torque 122 lb/ft at 3,500 rpm. Four cylinders, pushrod ohv, mounted in line, two twin-choke Weber 40DCOE carburettors.

Transmission: 4-speed manual Ford Escort Sport. Ratios: 1st, 3.34:1; 2nd, 2.0:1; 3rd, 1.42:1; 4th, 1.0:1. 8 in mechanical clutch. Final drive: 3.64:1, limited slip differential.

Front suspension: coil spring and wishbones, telescopic dampers, anti-roll bar.

Rear suspension: live axle, coil springs, telescopic dampers, A-bracket and radius rods.

Brakes: non-servo 9 in discs front, 8 in drums rear. Twin circuits, split front/rear.

Steering: rack and pinion. 2¾ turns lock to lock. Turning circle, 33 ft.

Wheels and tyres: 6J x 13 in alloy "Revolution" wheels, 185/70HR 13 Goodyear NCT tyres.

Dimensions: Wheelbase: 88.5 in; front track: 50 in; rear track: 52 in; overall length: 133 in; overall width, 62 in; overall height:(hood up) 43 in, (hood down) 41 in; ground clearance: 4.3 in; luggage capacity: 2.7 cu ft; fuel capacity: 8 galls; kerb weight: 1,124 lb.

Maximum speed (after two miles): 112 mph mean, 116.5 mph best one-way run.

Acceleration: 0-60 mph, 6.0 seconds; 0-30 mph, 2.6 seconds; 30-50 mph, 2.2 seconds; 50-70 mph, 3.9 seconds; 70-90 mph, 8.0 seconds.

Economy (excluding performance testing): 21 mpg average. Max range: 168 miles.

Insurance: Group 7.

Delivery: approx three months for "kit", approx nine months for "component" car.

Comments: Impractical as a sole car but superb as a fun vehicle for the driver who wants to be involved in his driving. In terms of acceleration, it is marginally beaten only by a handful of exotic, and expensive, cars. Impeccable pedigree and excellent resale value.

VEV DEBATE —
continued from p. 976.

disposed of W.O.'s idea that Sunbeam racing cars were the products of separate factories and personnel. They were, he explained, under the control of the technical committee and allocated to the experimental department, which forms an integral part of the Sunbeam and allied factories. There was more, giving Sunbeam's a nice boost, but one feels sorry for W.O., who was undoubtedly thinking of how the 1914 TT Sunbeam was a Peugeot crib and how Coatalen had obtained the services of the great Fiat engineer to design the 1923 GP-winning Sunbeam and the new 3-litre sports model, and how, since the STD amalgamation, L.C. had the use of factories



COATALEN'S design skills were proved in the 1922 IoM TT when Chassagne won.

at Suresnes, Wolverhampton and Acton and allowed his special cars to race as Sunbeams, Talbots or Talbot-Darracqs, as expedient . . .

Coatalen ended his letter by saying that if W.O. wanted to race standard cars, that was his own affair, which he had no intention of attacking, but that he preferred a policy that gave dependable results rather more rapidly and effectively, the end justifying the means, and as a last prod he asked W.O. to think in terms of the 2-litre 14 hp Sunbeam GP engine, which was giving about 140 bhp with a mep hitherto unapproached, yet was not at all freakish — two valves and one plug per cylinder. Furthermore, what about six-cylinder engines? Has it not been abundantly shown by racing that the sporting car of the future must have at least six cylinders? (What a plug for the 3-litre twin-cam Sunbeam!)

Poor Mr Bentley, you might have said. But he fought back. First he complimented his famous adversary and made it clear that he had the highest respect for STD racing performances; in fact, by saying the argument as to whether the racing of GP-type cars was of any benefit to touring cars was purely academic rather weakened the

point of the very long letters that were appearing, early in 1924. It was for others to decide who was right, said W.O., who put his further case by saying he had no intention of designing a special racing car, that the fact that his firm was a young one showed how far it had got without assistance, and he challenged Mr Coatalen that the Bentley was "a standardised form of racing car"; they had made a few "speed models" but the bulk of Bentley output was chassis intended to carry *closed touring bodies*. In 1919 he had laid down a touring car that on occasion should be equal to racing work, an ideal way of ascertaining its weaknesses. W.O. refrained, perhaps foolishly he said, from using front brakes in the 1922 TT for one reason only, namely,

they were not standard fittings, which was at least consistent. They raced with a standard chassis that could be bought by the ordinary public, as a standard product.

As for Coatalen's 2,700 rpm in 1912, W.O. Bentley was racing a car with a standard sv engine that turned at 3,400 rpm, so he saw L.C.'s engine speed as "very moderate". (He did not say for how long his DFP ran at this rate, but the Sunbeams lasted the length of the Coupe de L'Auto race . . .). W.O. said multiple valves called for no special pleading and reminded L.C. that in one of his aero-engines he used six per cylinder but in his current GP engine only two. Why? queried W.O.; four would clearly be better. After a further "puff" for the Bentley's multiple valves, the merits of which were apparent without having to build a special racing engine, W.O. wrote similarly of his use of dual ignition, and he explained that he used a normal low-pressure lubrication system. As for nickel-steel crankshafts, they were excellent for aero-engines, where light weight counted, but "simply unnecessary" for cars; mild steel was better for the bearings, too. In fact, W.O. was not interested in the special steels about which Coatalen was so fond, saying

Bentleys had stainless steel valves, even the cars they raced, which never gave trouble", because we like small valves two of each. Did L.C. use these steels in his production cars? If not? And, asked W.O., did he not find "a little inclined to vary in quality?"

Having thus justified his rather out design, even to saying if he had to do motor-bus engine he would give it valves per cylinder, W.O. got in a severe crack at Coatalen by asking why as he emphasised the influence of racing design on aero-engines, and as previous the war "he had a unique racing experience", this should have enabled to produce "a predominant aircraft engine. Did it?, asked W.O., presumably this of some less-successful Sunbeam engine this kind! W.O. then disposed of details wire wheels and the Hotchkiss drive necessarily stemming from racing, the 1906 30/35 hp Hotchkiss had it a believed the 42 hp live-axle Daimler a time and De Dion and Renault produced even earlier.

If L. C. was so keen on the torque why had he not adopted it years before Ford and other American cars had shown the feasibility of this and unit construction and why did the 24/70 hp Sunbeam still use Hotchkiss drive, the most elaborate expensive in the Sunbeam range? Bentley had an open prop-shaft because it reduced prop-shaft length, reducing vibration. Bentley insisted on a high standard gearbox quietness and unit construction with a torque tube would have hampered this aim — presumably because a gearbox could not be changed expeditiously. (Coatalen might surely have remarked that quietness should be built a gearbox *before* it was fitted to the car that his 24/70 hp model was rather dated in 1924 and I feel he might have questioned W.O.'s assumption that torque-tube was cheaper — Ed.). Weight distribution was named by W.O. as favouring a set gearbox. Finally, W.O. again general praised the fine power of the GP Sunbeam but said he had no interest in building cars. Incidentally, in querying why L.C. his 140 bhp racing engine into a standard wheelbase chassis with half-elliptic springs all round surely W.O. was making it easier for Sunbeam's to introduce the cam 3-litre with its long wheelbase cantilever back springs?

By now other letter-writers were joining in the discussion, some siding with W.O. others with Coatalen, but nothing significant emerged. W.O. plucked the courage to remark that were he building special racing cars he "would try to get the best man from Fiat or Sunbeams and give him a free hand" (!). But he must be wincing when no less a person than Pope, writing from Cannes, said he had been very surprised to read in W.O.'s letter the statement that "I still maintain the

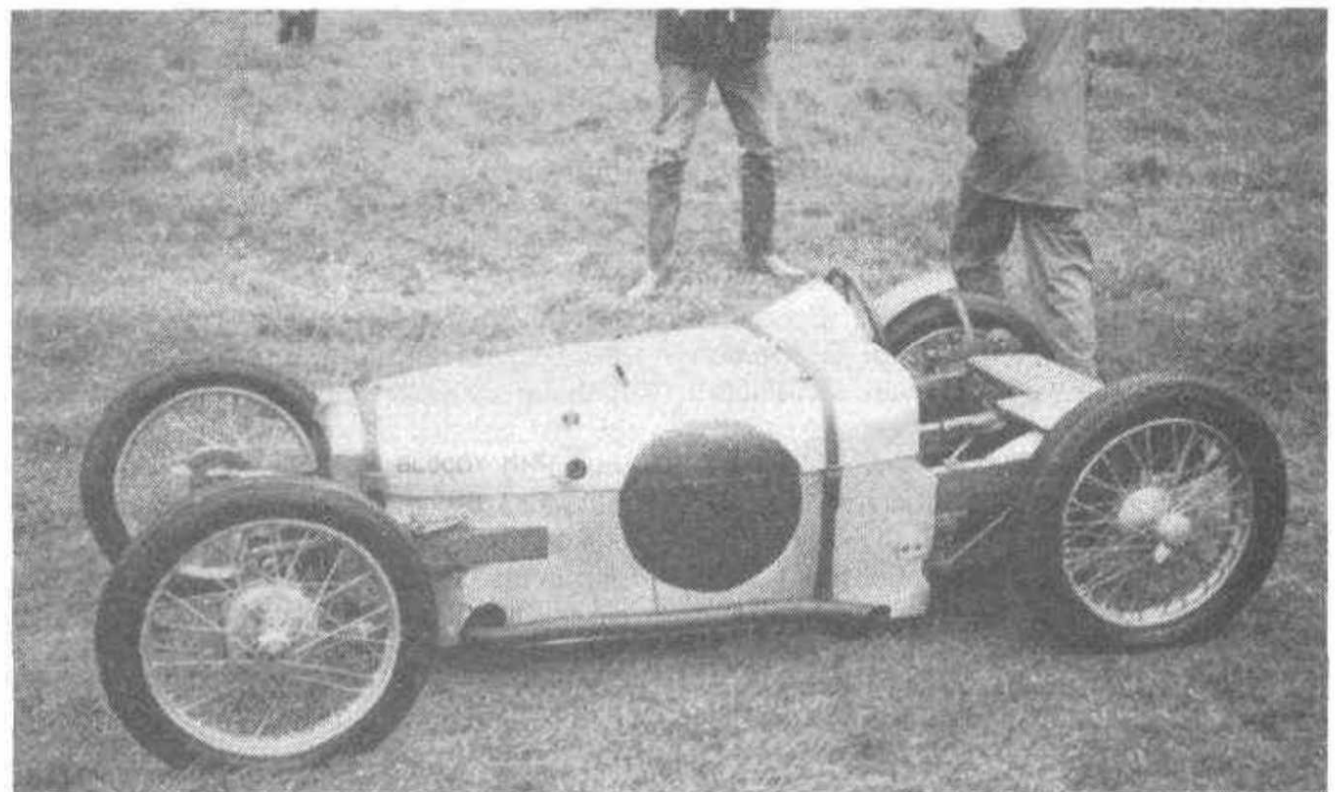
80 Years Of Shelsley Walsh

EIGHTY YEARS of the Midland AC's Shelsley Walsh hill-climb were commemorated at this famous venue during the British Hill Climb Championship there on August 11th, at a course where the record has gone from 77.6 sec in 1905 (Instone's Daimler) to 26.08 sec. in 1983 (Douglas-Osborn's Pilbeam). Apart from the potent modern cars striving for FTD over a wet course in the morning and a dry one after lunch, many well-known past Shelsley celebrities were present, and historic cars drove up the hill as fast as they could. Club officials greeted their guests at lunch but there were no speeches.

The speedy cavalcade included the impressive 4WD Bugatti handled well by Geoffrey St John, Sewell's Brescia Bugatti, Joseland in the supercharged Frazer Nash "Terror", the 1908 Napier, Bob Roberts in the Sunbeam "Tiger" and Ghosh in the Vauxhall-Villiers, the last-named going fast enough to clip the bank in the wet — 49.6 sec and 69 mph through the traps. Later historics included Fyle's Cooper-JAP 1100, Peskett's Cooper-Daimler, Richards' HWM-Jaguar and Tony Marsh who had lost none of his skill since he last drove the 4WD Marsh-BRM in anger in 1967. There was also a handicap class for historic Shelsley cars which gave us a taste of the BHD, the GN "Salome", Footitt's AC/GN that clocked 44.72 sec in the wet, Spollon's ERA R8C that earlier this year went faster here than any other pre-war car, doing 45.26 sec and going through the trap at 74 mph in the

A FIERCE debate continued.
pretend racing is directly useful in the development of the touring car of the immediate future is simply ridiculous" because on the first page of the instruction book that had come with a friend's Bentley (a car Pope's mechanic was decarbonising to obviate the necessity, implied in that book, for taking the car back to the works in England for this servicing to be carried out) he had just read: "The Bentley chassis contains many features which have hitherto been associated with racing cars in the minds of the average motorist"! W.O., it seems, did not read his own instruction books...

If the Bentley engine with its fixed head was difficult to decoke, another correspondent pointed out that he had found a separate gearbox to reduce repair charges by 10% to 15% over those for cars with unit gearboxes; this might be of interest even today, should anyone be investing in a vintage car he intends to keep long enough for major overhauls to eventually become due. Coatalen was allowed the last word in this battle with W.O. and he ingeniously pointed out that the Sunbeam that had won the 1922 TT had four-valves-per-cylinder, a separate gearbox, and the torque and thrust of the



"BLOODY MARY" — John Bolster's famous hillclimb special was a static exhibit.

wet, and runs against the clock by some of the demonstration cars.

In addition it was marvellous to have as static exhibits the immortal Bolster Special "Bloody Mary" from the National Motor Museum and the 35 hp 1905 Daimler from the Coventry Motor Museum, but where was the GN "Spider" with which Basil Davenport made FTD on seven consecutive occasions, breaking the record four times, between 1926 and 1929? To commemorate the fact that motorcycles ran at Shelsley there were suitable two-wheeler runs, D.S.J. riding his 650 cc Tribsa. Altogether a memorable day, which the heavy rain in the morning failed to dampen. W.B.

axle were taken through the springs but "we have learnt a great deal since then". Would Mr Bentley point out the difference between the special racing Sunbeam and the so-called "standard" Bentley? And to show he knew about a more refined form of multi-valve head, Coatalen told W.O. of the current Sunbeam Condor aero-engine in which the four valves were disposed symmetrically in a hemispherical combustion chamber, with their axes converging towards the axis of the cylinder, a layout too cumbersome for full advantage in racing engines to the 2-litre formula, but "very much better than four valves in two parallel pairs". Coatalen remarked that "just as the Bentley is a modification of accepted old-type racing practice, which merely by increasing the compression-ratio and fitting a different camshaft he can make into an out-of-date racing car", so "the new 3-litre Sunbeam is a modification of new-type racing practice". One feels apt to say again, "poor Mr Bentley".

I recall part of this aged argument not with the intention of taking sides for the Sunbeam or the Bentley, but in the hope that, as there is still rivalry between vintage models of these illustrious makes, it will provide some amusement to those not previously conversant with it. — W.B.

V-E-V Miscellany:- Anthony Heal puts his 1926 twin-cam 3-litre Sunbeam to good use. We saw it at the Brooklands Reunion and before that, after attending the Wolverhampton Centenary celebrations, Heal drove it up to Liverpool to mark the 40th anniversary of having bought it from J. Blake & Co in that town — see MOTOR SPORT for September 1981, page 1242. The plea for vintage cars to be used as course-vehicles at VSCC race meetings seems to have taken effect, because at Silverstone in July Johnson's 4½-litre ex-Fox & Nicholl Lagonda team car was so employed. The Trojan OC, which has a nice compact membership of around 76, nevertheless continues to be active and on September 8th will hold another rally at Syon Park, where last year 17 Trojans assembled. Then, on September 22nd, it is combining with the ABC OC to hold a rally at the old Trojan works at Ham, near Kingston-on-Thames, which will mark the 75th anniversary of ABC motorcycles and cars. Those who like the most off-beat events should note these dates. David Hales is in charge of the ABC part of the event and hopes to include all the vehicles made in the Kingston area of Surrey.

A reader who bought a red 1933 Singer Nine sports four-seater at auction, near Uttoxeter, is hoping to find some parts which were sold separately from the car, or else acquire these from some other source — the parts needed are the hood frame, seats, windscreen supports and badge, etc and the history of this Singer, OY 7369, is also sought. An American reader is trying to trace the history of his 12 hp Riley which is thought to have been built in 1936/37 for hill-climb and sprint work but not registered until 1937 and used by a well-known driver who graduated to a Brooklands-model Riley. The car has a pre-selector gearbox, shortened wheelbase, aluminium body and has been kept in beautiful condition. It was bought in Dorset after being stored for some

22 years. Letters can be forwarded. Harking back to this year's International Rally of the Jowett CC, the premier vintage award was won by D. Mitchell's "Short Two" Jowett that was placed fifth overall behind a Javelin, a Bradford van, a Jupiter and another Javelin in the *Concours d'Elegance* the pre-war awards in order of merit going to N. Smith's Ten/Four, E. Beecroft's "Focus", A. Benewith's 8 hp, B. Guille's Kestrel, and J. Ellis's 8 hp van. In Wales a Tipo Zero Fiat that was last taxed in 1924 and which had been used since 1930 to power a chaff-cutter, for which purpose three-quarters of the rear of the chassis was cut off and scrapped, is now being rebuilt by a member of the Fiat Register, who requires many parts in order to complete this formidable task.

An idea of how the old-car movement operates in Wales was gleaned from a visit to the exhibition put on by the Rhayader MC, for the 21st time, at the Royal Welsh Show. Post-vintage and classic cars out-numbered vintage in the ratio of nine to five, and post-vintage motorcycles by 11 to four. Of the vintage cars J. Carter showed his fine 1903 12 hp Sunbeam rear-entrance tonneau, Reg Worthing a Model-T Ford racer and there were two A7s but, alas, the editorial Calthorpe defaulted because of a baffling malady, starting but refusing to open-up, in spite of much effort to cure it. Among the post-vintage contingent a partly-restored 1932 3-litre Lagonda saloon, sans instruments and with the baffling item of two exhaust tail-pipes of vastly differing dimensions, stood beside Lane's 1932 Model-B Ford Fordor saloon which was so immaculate it might have just emerged from the showroom. Sports cars were represented by Fazakerley's 1935 Riley pre-selector special and an AC triple-carburettor 1928 Frazer Nash. The well-known Jaguar XK140 coupé was there again, as was an immaculate Austin Ten Cambridge saloon, a Standard 8 tourer and a Standard Ten saloon — could Welsh rain have anything to do with a predominance of closed exhibits? Coming right up to modern times, well almost, BL Heritage had put in the 1964 Mini Cooper S with which Makinen won the 1965 Monte Carlo Rally. Motorcycles were well represented, from a 1916 Douglas to a 1955 Ariel Red Hunter bought in 1964 for £40, used daily up to 1975, but now reserved for rallies only. Particularly interesting was Oakley's 1923 four-stroke Quadrant found in delapidated condition in 1970 and beautifully restored, and Fazakerley's 1928 flat-tank Sunbeam with ohv non-production engine. Which reminds me that a census of new motorcycles registered in Radnorshire between 1923 and 1930 inclusive shows 124 BSAs, 109 Raleighs, 100 Triumphs but only 54 each of AJS and Royal-Enfield and 31 of Ariel, down to one each for Barr and Stroud, Beardmore, Brough-Superior, Calthorpe, Cedros, Cyclotracteur, Cotton, Diamond, Henderson, Indian, Levis, Martinsyde,

NSU, OK Supreme, P&M, Quadrant, Rex-Acme, SOS, Velocette and Webb. The statistics for new vehicles *other than motorcycles*, registered in Radnorshire between 1923 and 1930 inclusive show 186 for Morris, 149 for Austin, 87 for Ford, 53 for Overland and 34 for Standard. If you see lots of Morris cars in the Oxford area over the weekend of September 14th / 15th it will be because the Bullnose Morris Club is holding its Oxford Rally, hopefully with a return to the factory where the original bullnose radiator was made. Admission charges to the new Sparkford Motor Museum, described last month, are £1.50 for adults, £1.00 for children and OAPs, £5.00 for a family group and it is open from 10 am to 6 pm every day *except Mondays*.

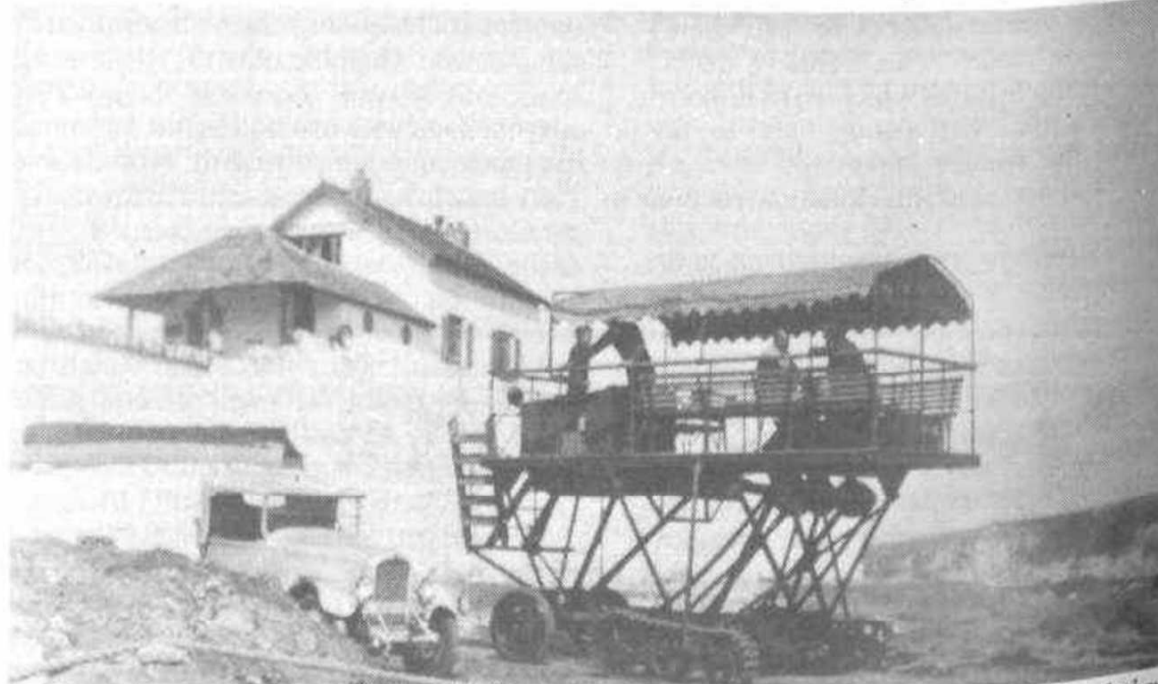
We were very sorry to learn that Walter Gibbs died while asleep, at the age of 68, at the end of July. Taking early retirement from his post as a Water Board official Walter enjoyed driving his Alfasud and took an active interest in pre-war motor racing, which he had enthused over as a young man. He was active within the Brooklands Society and archivist to the Midland AC in respect of Shelsley Walsh history, where his loss will be keenly felt. He was also a collector of old licence discs. Our deep sympathy to his always hospitable wife and family.

The Crossley Register has begun to issue six-monthly Newsletters, the first of which relates to the six-cylinder models. It showed that 35 15.7 hp Crossleys, four 18/50s, and 26 20.9 hp cars are known to the Register. The Newsletter contains much additional information; the Registrar is: Malcolm Jenner, 244, Odessa Road, Forest Gate, London, E7. The June issue of the *Singer Owner* (75p to non-members of the Singer OC) contained a useful article on the Singer Junior.

The Historic Vehicle Clubs Committee is one of those unseen bodies working in the background for the good of the old-vehicle movement, and much good has resulted, so that all enthusiasts for the older vehicles

should be indebted to the HVCC. I intends to come out more into the offering the clubs the facilities it has dealing with problems relating to Customs, licencing and other re matters. Members are encourage approach the HVCC either individual through their Clubs. The Chairman is Grossmark, Danny Court, New Way Hurstpierpoint, Sussex, BN6 9BA. A sends a pc from Munich to say that interested in the article "To The Nor our July Diamond Jubilee supple about driving a 1938 4¼-litre Bentley London to John O' Groats, which mig compared to a run just made in a Renault Fuego 44 years later, Birmingham to Munich, via Harwich-I the running average being 67 mph over identical distance (the Bentley did mph) at 37½ mpg (Bentley = 17½ mpg using no oil or water (the Bentley n five quarts of oil and "perhaps half-a-g of water"), and the Renault's tyres "never given a thought" (the Bentley destroyed its Indias). Well, times changed. . . . — W.B.

V-E-V Odds & Ends.—Some referenc the recently-found Young Special pr Brooklands car which we illustrated month suggest that its four-cylinder Ho Thomas engine came from one of "flat-iron" Thomas Specials of 1926/27 this cannot be so, because both these Thomas-designed racing cars had straight-eight 1½-litre engines and four-cylinder engine which Munday p one of these chassis in later times w Perkins diesel. The variously-quoted obtained at auction for the ex-Woolf Bar 6½-litre "Blue Train" coupé is explain the fact that £246,000 was bid for it but to this has to be added the buyer's premium, bringing the total to £270. This is, of course, the famous Bentley which Barnato raced and beat the Train from Cannes to London, as depi in Cuneo's famous painting, although in



VINTAGE TRANSPORT — Reader Mr Potter sends us this photograph of one method of crossing the bay number of these "charabancs on stilts" operated between the wars — do any still exist?

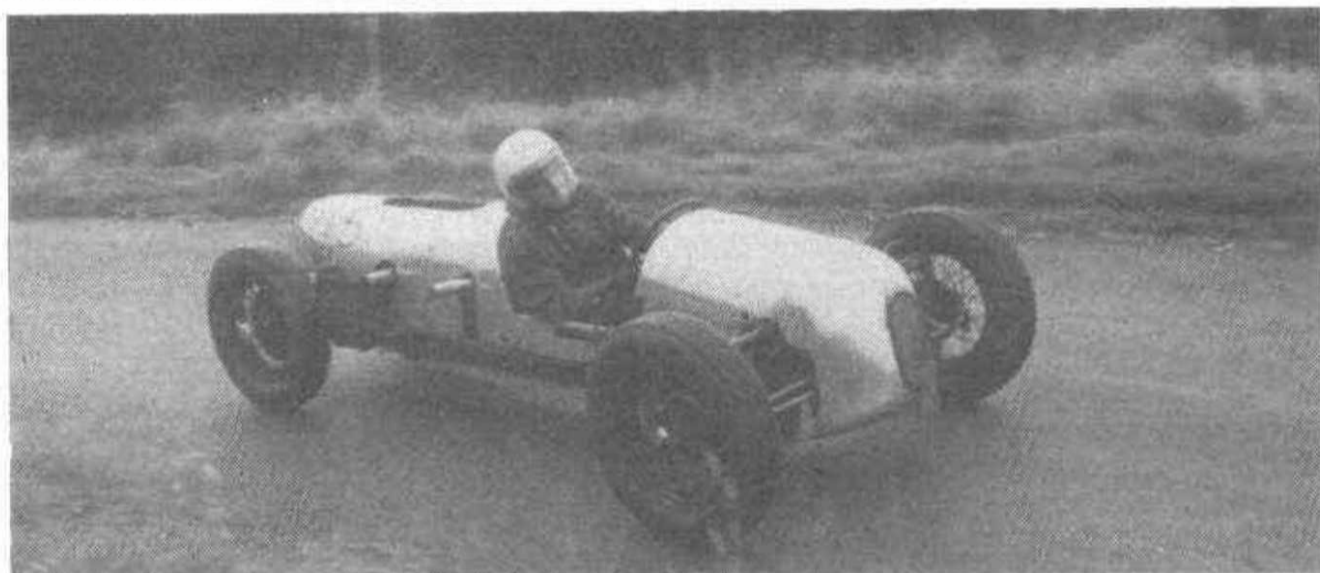
the high-speed run was made in darkness and train and car never raced side-by-side. Poetic licence if you like, although in my book you might as well depict Blieriot landing in Hyde Park after his first cross-Channel flight! Incidentally, any fear that having gone to America this Bentley might not be used again is dispelled by a news item which tells of its new owner, Bob Cole, pitting it against the Southern Pacific Peninsula commuter train from San Francisco to Burlingame last May, when the 1931 Bentley beat the twin-engine, four-carriage train by over two minutes in a run lasting 23 min 23 sec. The Bentley was also entered for the Hillsborough *Concours d'Elegance*.

We hear that the ex-Birkin 1927 Essex MC Six-Hour Race Bentley, Reg No YE 6029, has been found in Scotland. Two motor club anniversaries were celebrated recently. To commemorate the 82nd year of the Bury & West of England AC, M. J. Lightfoot and R. B. Ashton drove a 1902 8 hp De Dion Bouton from the Cornhill in the middle of Bury to Higham, where exactly 82 years earlier the Club had held its first meet at the Station Hotel, now a private house, several local motorists going there to greet the De Dion's arrival, this car being similar to one that took part in the original evening run. The Club was formed on June 29th, 1903 at a meeting in the Angel Hotel, Bury, and lasted until 1911. Then to mark the fact that 95-year-old Mrs Miller-Barstow, as 15-year-old Miss Evelyne Jackson-Barlow, was taken by her father to the first meet of the Somerset AC at Ston Easton Park in his Argyll, Reg No Y49, she was driven there again, exactly 80 years to the day, in an old Daimler. Incidentally, Mrs Miller-Barstow was still driving up to last year. Her father was a co-founder of the Somerset AC (of which his daughter remains a member) with Comdr Baynton-Hippisley, and besides the Argyll he owned a Daimler, Reg No Y50. The Club was formed at the Comdr's family home, Ston Easton House, now a luxury hotel, and today's members held a tea party there to celebrate the first meeting, at which 13 autocars took part.

In India a supercharged straight-eight six-seater Mercedes-Benz tourer, with the seats in three rows within the white open body, has been found stored behind piles of tea-chests in a house said to have been the summer residence of the German Ambassador, before he left in a hurry in 1939. Because of the new Heritage Protection Law the car cannot be exported but our Mercedes-Benz DC seeks information about it. A reader who used to own a Standard Nine Teignmouth saloon writes to say he is enjoying the Owen John item ("Motoring As It Was"), this gentleman having been known to his parents. It seems that Owen John Llewellyn was the brother-in-law of the late Major Vernon Tickell Hill who lived at Mendip Lodge, Langford where Toplady wrote

the hymn "Rock of Ages" and Mrs Henry-Wood her novel "Eastlyn". They owned a Star which frequently broke down, our correspondent says, before going over to Armstrong Siddeleys, having moved to Weston-Super-Mare. Their son played cricket for Somerset and his son sold our reader, who has had more than 80 different cars in 45 years, his first Austin-Healey. Another reader reports that a vintage Laffly fire-engine is standing in a public place in Tunis, apparently unused. Incidentally, his father was the head coachwork designer at the Riley factory in Foleshill, Coventry, responsible to Stanley Riley and he himself joined the Company as assistant to the works chemist in 1936.

We learn with sadness of the death at the end of July, aged 94, peacefully after a heart,



GRAY in the supercharged Hardy Special at Prescott where he won his class.

VINTAGE POSTBAG

Vintage Tyres

Sir,

We have noted Mr Threlfall's letter in your July issue and trust that some comments from ourselves, as the manufacturers of Dunlop Vintage and Veteran tyres, may be of interest to your readers using these tyres on their cars for racing or road use.

We, of course, live with the manufacture of tyres on a day to day basis and it must be difficult for an interested layman to absorb the detail in the course of a short visit. Certainly Mr Threlfall has visited our manufacturing facility more than once, but I must point out that tyres are not made by gluing components together. A tyre is an assembly of unvulcanised components which is then inflated in a heated mould to "cure" the components into an integrated structure. Indeed all tyres, including beaded edge, do have their casing plies wrapped around the bead during assembly, as could be seen by the examination of a cut tyre section.

We fully appreciate the need to use more modern tyres when racing early vintage cars

attack, of Harry Varley, who left Vauxhall Motors to assist W. O. Bentley with the design of the 3-litre Bentley, before going on to Boulton & Paul on aeroplane work, and then re-joining Vauxhall Motors before employment with Rolls-Royce Motors, as described in the interview with him published in *MOTOR SPORT* last February. Before he died Mr Varley heard that the replacement 2.8-litre twin-cam engine he had designed for vintage 3-litre Bentleys had run successfully on the test-bench, reaching 4,500 rpm, or 1,000 more rpm than the original power unit, and this engine is likely to be revealed at the NMM at Beaulieu in the near future, we understand.

The Bean CC's Harvest Tour is due to happen on September 29th. — W.B.

on modern high grip road surfaces whilst the original drivers of these cars had no alternative. The beaded edge type of construction was superseded in the early 1920s as its inherent design deficiencies were not up to the performance of the cars at that time, even when used with the side forces then developed on the contemporary road surfaces (ie water bound).

In recent years we have of course continued to make beaded edge tyres, whilst taking full advantage of more recent material development but, of necessity, preserving the original basic design principles in order to be able to fit tyres to the original wheel design.

Fort Dunlop, Birmingham
S. G. LEITCH,
Director Marketing Services
SP Tyres UK Ltd.

Old Racing Drivers

Sir,

With reference to the article "Was it True?", please tell Mr Boddy that the driver in question was Victor Hemery. He was 46-years-old in 1922, and the incident did take place, more or less, as Segrave describes. Vichy, France T. A. S. O. MATHIESON [What now! Hemery drove a Rolland-Pilain at Strasbourg but retired after 12 of the 60 laps with overheating problems, his veteran team-mates Wagner and Guyot having retired on lap two with engine trouble. — Ed.]

READERS' LETTERS

Opinions expressed are those of our correspondents, and are not necessarily those of MOTOR SPORT.

Brands Hatch Explanation

Sir,

With reference to Mr E. F. Riddles' letter "Brands Hatch Mystery", the explanation is quite simple.

We have been marketing the 1986 Shell Oils British Grand Prix since July, 1984 and resultantly filled the Main Grandstand some long time ago. When the 1985 Shell Oils Grand Prix of Europe came into prospect we wrote in advance to all 1986 patrons giving them first option to book for 1985 the same seats which they had reserved for 1986. Hence the early sell out of the Main Grandstand.

Brands Hatch
Director, Motor Circuit Developments

JOHN WEBB

The AA Replies

Sir,

I refer to Mr W. H. Fletcher's letter published in your August edition.

The "facts" as recorded in that letter do not strictly accord with those in relation to the case as they are known to the Automobile Association.

Space considerations restrict any attempt to reply to all the points which have been raised or to detail the Association's view in regard to the specific case, but your readers should know that the Association's Pre Sales Survey Scheme cannot be used by garages to repudiate warranty they offer with a second-hand car. Nor can it do more harm than good.

Under the scheme AA engineers inspect some 150 aspects of the secondhand vehicle's condition prior to the vehicle being placed on sale. Any safety related faults must be repaired prior to sale. Those of a general nature are recorded for the information of the vendor and the purchaser.

Copies of the AA report must be made available to purchasers on request to enable them to evaluate the general condition of the vehicle prior to purchase.

In the event of any minor problem arising following purchase, the garage's own warranty scheme — of which the purchaser should obviously make himself aware — applies. In the event of any disagreement about these faults between the parties the Association can become involved in arbitrating between the buyer and seller.

Last year 13,636 vehicles were surveyed by the AA prior to sale by garages. Only in one case, Mr Fletcher's, was a complaint about the condition of the vehicle or the AA scheme received. Up to the end of June this year 7,792 vehicles had been similarly

inspected and no complaints have been received from purchasers.

In Mr Fletcher's case the garage did offer to rectify the faults about which he had complained. A major difficulty, however, which had been presented to the Association throughout protracted correspondence with Mr Fletcher has been in verifying the conflicting information which he has presented in relation both to the original purchase of the vehicle and the alleged faults.

AA Pre Sales Surveys provide a valuable, independent assessment of vehicle condition upon which buyers of secondhand cars can safely rely Mr Fletcher's views notwithstanding.

Basingstoke
DAVID J. FILSELL
Manager, AA Public Relations

Advanced Motoring?

Sir,

Always wishing to improve my driving, I am grateful for any advice I can glean from the IAM, and am now enthusiastically following the logic of their view expressed in your August issue regarding "Heel and Toe". Not only have I discarded my practised expertise at changing gear while continuing to brake steadily, but in the interest of greater safety, have increased my braking distance still further by disconnecting the front brakes. This is of course not a new idea — I believe Sir Henry Royce thought of it first.

As the IAM state, the safety factor of this braking distance is most important, and if I continue to find mine to be too short I will encase my right leg in plaster, padlock the brake pedal to the steering wheel "Krooklok" fashion, or drain the fluid from those dratted hydraulic brakes, which are of course largely responsible for reducing the safety factor inherent in earlier cars.

You will not allow me sufficient space to pass on to your readers all the nuggets I have learned over the years from IAM publications or television programmes, but these two must surely bear repeating:

Emergency stops: If an emergency stop is necessary, "for example, if you hear a hub cap fall off, then press the brake and clutch. . ."

Superfluous signalling: "Do not use signals unnecessarily, ie when there is no one around to see them". Silly old me! I shall have to stop indicating my intentions at all times, just in case there is a black motorcycle (not motorcyclist!) without lights about to overtake me. To think of all the electricity and effort wasted when I

should have known that if I could see anyone, then there could not be anyone there to see my signals.

Readers interested in observing my driving skills should send a SAE for a copy of my itinerary for the next six months. I will then drive a safe distance ahead of me.
Alton, Hants
IDRIS FR

Accident Avoidance

Sir,

The statement by Mr N. L. Bailes in your August Readers' Letters — "Most accidents are caused by the slow drivers" — is nonsense. Most accidents are caused by people who don't leave themselves sufficient space or time in which to make a decision and act upon it. In short, the drivers who are too close to the vehicle in front are the worst offenders.

Some years ago I was ambling down a winding Cheshire country road at about 20 mph when a horse suddenly appeared from the left and trotted across the road. The incident involved some extremely close braking indeed.

If the like of Mr Bailes had been driving me I suppose I would have been demerit charged from the rear. My fault for driving slowly.

Mr Bailes mentions the Highway Code. I suggest he reads it.
Offerton
R. SAND

Maserati Misconceptions

Sir,

In your report of the VSCC Silverstone meeting it seems that we now have a garage for 250F Maseratis. You refer to Corbett's 250F as "very original" whereas in your report on the same clubs April meeting you described the same car as "original". Cannot the car be merely described as "original" exactly what it is, and the non-Maserati examples be explicitly described as replicas?

There really is no difference between the Corner car and the Anthony Bamford 250F. They are both "very original" put it another way the real item. The outward differences between 2528 and 250F represent a time span of almost two decades thus Corner's Maserati had a very long life in its time, while the Bamford was virtually a virgin until William G. took charge.

I cannot believe that Richard Thwaites credits his 250F as being 2520 the exact replica of Jones Maserati. While Thwaites' replica on the grid doubtless Giulio Dubbini is still fettling away on the real thing in Padua where he is restoring 2520, the car which seasons past was used by David Llewellyn. If you got your historical notes from the VSCC programme, take heart because you were wrong as well.

The Chris Mann 250F Maserati in blue, raced until recently by Amos Rothschild, could not be described as "original" on the day. Underneath the bonnet was the 2½-litre engine based upon an experimental magnesium/alloy block, taken out by the factory in their latter year

racing the 250F, and certainly not when Gilby Engineering owned 2507.

For the record, eight Maserati 250F lookalikes have been built in the UK, while all but one of the real cars survives albeit spread around the globe.

RICHARD CRUMP

Waltham Cross, Herts

[We hope to do a detailed survey of Maserati 250Fs in the near future. — Ed.]

First Climax

Sir,

I refer to the query posed by "M.L." in the July 1985 issue of MOTOR SPORT (page 733) about the competition debut of the FWA Coventry Climax engine.

Dick Steed's Lotus Mark Eight HUD 139 certainly had an FWA Climax from new; but as far as I am aware, its first competition appearance was at Castle Combe on August 28th, 1954. Although experience leads me not to be too dogmatic about these things, I don't see how Steed's Lotus Mark Eight could possibly have been competing prior to Le Mans in June 1954. I do not believe that any of the "customer" Mark Eights appeared until after the middle of 1954, and Steed's car was not even one of the first of the customer cars. So in my own mind, I am quite sure that the FWA Climax must have made its competition debut in the Kieft at Le Mans.

Steed's Lotus Mark Eight was however the first of many, many Lotuses to be fitted with a Climax engine. So in Lotus circles, that makes it quite a significant car in its own right. Incidentally this car still exists today, although it has neither the Climax nor the registration HUD 139. Steed transferred both the engine and the registration number to his Lotus Mark Nine in 1955 when he sold the Mark Eight to Lotus employee Dave Kelsey.

M. H. MARSDEN

Bristol
Car Registrar, Historic Lotus Register

Conversation Stopper

Sir,

As I read the very interesting article, titled North American Conversation Piece in your August issue, I was saddened to see the cruel way in which D.S.J. and A.H. treat the hard-trying and often unrecognised also-rans of F1 racing; in this case Andrea de Cesaris.

Firstly, how does one define a "proper Grand Prix driver". Surely one cannot imagine all drivers to assume the form of human machines such as Prost, Lauda or Piquet. Yes, I know de Cesaris has his faults and is still susceptible to the occasional "red mist" moment, but then what a place the world would be if everyone was perfect. To my mind, de Cesaris has improved tremendously in his years of F1 racing, maturing into a surer, more resilient driver, a gladiator in the face of adversity. As a fan of his, I admire his tenacity, determination and application, and for his ability to shake off the cruel tag of "de Crasheris" that was

stuck on him. Anyone who saw his responsible, fast and accurate drives at Kyalami in 1983, and more recently at Silverstone this year, will surely agree.

In saying that FISA should make de Cesaris pay for damage to Winkelhock's RAM at Montreal, D.S.J. should also apply this theory to Alliot's destruction of Brundle's hopes at Detroit and to numerous other examples of unfortunate lapses of concentration by drivers. Also, the cynical way in which A.H. attacks the idealistic, but not inconceivable, prospect of de Cesaris driving a Ferrari shows a distinct lack of fairness. Maybe a drive of this calibre is what he needs to achieve full maturity as a GP driver and may even go places. I seem to remember a similar sort of attitude when de Angelis "bought" his drive at Shadow. Now look at him with Lotus — a model of reliability!

Come on D.S.J. and A.H., you do a splendid job, but please show some fairness, compassion and encouragement for F1's hard triers, rather than snipe at them at every opportunity.

Wigmore

A. STEVENS

Power v Petrol

Sir,

In your August "Matters of Moment" you suggest that the present fuel-limitation rule in Formula One is aiming towards more efficient engines. Surely its main purpose is to limit power? Although this has not been followed by a reduction in speeds, as was hoped for, it has undoubtedly put a cap on race-available power. Why is this a bad thing? I have no desire to see 1,000 hp projectiles hurtling along straights with the corners just being in the way of the next "point and squirt". Isn't the positive attitude to cockpit boost controls that it is a bonus to be able to turn up the boost and not "Oh isn't it terrible having to turn them down".

I was interested to hear Rosberg say, in his pre-Silverstone TV interview, that fuel was not a problem for the race but that power might be, the inference being that the drivers *must* drive according to their engines' power / fuel consumption characteristics.

Of course there will be occasion when drivers run out because their fuel flow meters are unreliable but it will not be long before everybody has cracked this problem. McLaren seem to have already done so, and why not fill the car with micro-chips? Everything else is these days and this is progress, surely.

So I hope that your British GP report isn't going to be full of "Senna was robbed" phrases when in fact he just ran too much power for too long. If he had a 3½-litre Cosworth, in the "old days", instead of a 3-litre, no one would object to his exclusion even if he had dominated the race from beginning to end.

No, I am sorry to use such a cliché but "the rules are the same for everybody", and

in this case it has just given the driver, another knob to twiddle and if he can't twiddle it right then too bad.

Odiham

J. H. PRATT

Phoenix/Kieft

Sir,

Mike Lawrence's interesting articles on Phoenix and Kieft raise a number of questions regarding my Kieft sports car LDA 5.

You refer (August 1985) to the Turner engine, intended for the Phoenix, which was fitted to Berwyn Baxter's 1955 Le Mans Kieft. This was LDA 5, which had originally been built in 1953 and fitted with a Bristol 1,996 cc engine BS1-123. This is not one of the central-seater cars, but apparently a unique 2-seater (chassis No CK 201), with aluminium (not fibreglass — like the later 1,100 cc Climax cars) body. Incidentally the central-seaters (CK 100 series) were actually built by Jon Derisley in Farnborough, Hants and not in Bridgend or Wolverhampton.

The log book shows LDA 5 as fitted with Turner engine No 1504 (1,488 cc) by May 4th 1955 — some two months before the apparently scheduled appearance of the Phoenix, with this engine, at Rheims in July — strange . . .

Perhaps someone can explain this — and also throw light on the original construction and detailed history of LDA 5 both prior to 1955 and indeed between 1957 and 1962.

Wimbledon

DUNCAN RABAGLIATI

Tough Torque

Sir,

I am amazed at the seemingly total lack of reaction, either in editorial or correspondence columns, to the breaking upon the world of the news that the 1984 McLaren chassis employed the Gleason Torque Sensitive differential gear.

My own assessment of this ingenious and simple device is that it is an epoch-making advance in automotive engineering.

Am I the only person to think so, and have all other Formula One constructors failed to appreciate the advantages of copying McLaren?

Why is there no news about this?

Sevenoaks, Kent

P. C. BRITTON

Lamborghini as she is spoke

Sir,

In your article on the Lamborghini Jalpa you asked how the "Jalpa" should be pronounced. I can help you in this matter.

The correct pronunciation is "Hralpa". The Lamborghini trademark is a raging bull and the name Jalpa is the name of a famous Spanish bull which killed a bullfighter. The name Jalpa is Spanish and should be pronounced as that. Apart from that let me wish you luck and prosperity in your next 60 years.

J.-C. BRIAND DE CRÉVECOEUR

Humblebæk

Denmark

BELL & COLVILL

WEST HORSLEY, SURREY



Del. mileage 1985 Alfa Romeo 2000 Convertible, RHD Limited availability. £10,995

- 1984 Lotus Esprit Turbo. Essex blue met., glass factory roof, 1/2 leather trim, 8,000 miles only. £18,995
- 1984 Lotus Esprit Turbo. Jupiter Red, 1/2 champagne leather, air cond, 13,000 miles only. £18,995
- 1983 Lotus Esprit Turbo. Black, full leather interior, stereo, comprehensive alarm, 18,000 miles. £16,995
- 1984 A Lotus Esprit III. White, 1/2 leather trim, BBS wheels, 14,000 miles, supplied and serviced by us. £15,495
- 1983 A Lotus Esprit III. Essex blue, 1/2 leather trim, radio / cassette. £13,495
- 1984 Lotus Excel. Black/Silver, velour trim, pas. £11,995
- 1981 X Lotus Esprit III Red, 1 owner, supplied and serviced by us. £11,495
- 1982 Lotus Esprit III. Ice blue met., velour trim, ac, BBS wheels, immaculate, 45,000 miles, hence. £10,750
- 1977 (Reg) Lotus +2S 130. Met. blue, two owners, 26,000 miles only from new. £6,995
- 1982 Y Maserati Merak SS. Black, magnolia hide, 7,000 miles only. £15,995
- 1983 A Porsche 924 Lux. Guards red, one owner, 22,000 miles. £10,750
- 1984 Honda Prelude Executive. Silver, electric sunroof and windows, alloy wheels, radio cassette, anti lock braking. £8,495
- 1985 Honda Civic CRX. Red, elec. sunroof, stereo cassette, alloys, 6,000 miles, our own car. £6,795
- 1983 VW Scirocco GL. Met. green, beige trim, radio / cassette, one owner, 20,000 miles. £4,995
- 1983 Alfa Romeo Giulietta 2.0. Silver, alloys, clocking 12,000 miles only, supplied and serviced by us. £4,595
- 1983 Ford Escort XR3i. Silver, alloys, factory sunroof, stereo/cassette, spot and fog lamps, 18,000 miles, one owner. £5,995
- 1981 X VW Golf GTI Red, 5-speed gearbox, sunroof, alloy wheels, 14,000 miles, one owner. £4,795
- 1982 X Alfa Romeo Sprint Veloce. Copper, Limited Edition, one owner, supplied and serviced by us, 19,000 miles only. £3,995
- 1978 T Lancia Beta 1600 Coupe. Dark blue, grey cloth, genuine 4,000 miles and the condition of the car can only be described as new. £2,995

SPECIALISTS IN
THE SALES, SERVICE
& SPARES OF

ALFA ROMEO
SAAB
HONDA
LOTUS
Tel: (04865) 4671

CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

RATES 35p per word (maximum 80 words) £5.25 minimum charge.
BOX NOS. £4.10 extra per advertisement. Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London EC2A 4DA.
The above prices are inclusive of VAT at 15%

COPY DATE By first post on 18th, but earlier is advisable owing to postal delays. Advertisements held over will be inserted the following issue unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors.

Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, LONDON EC2A 4DA.** Telephone 01-628 4741 Ext 109 or 107 for information on small Display and Trade advertisements.

FOR SALE

- LOTUS SEVEN**, for details of models in stock please. Tel: 01-653 6742, 01-669 7386. (77595)
- BENTLEY** 1934, 3 1/2-litre, attractive open 4 seater. Car No. B-74-BL, best offer over £8,000 accepted, further information from L. G. Blackman, Tel: 0304 812349 (Dover). (86195)
- XK150 FH, 1958**, white, red leather, cww, o.d., professional restoration for £8,500, invoices to substantiate, 700 miles since, pristine condition, photos on application, £7,500, due to business commitments. Tel: 0491 37043 days, 023 587 696 eves. (87210)
- RILEY LYNX** 6 cylinder, 1934, 2 door, body, chassis and engine professionally rebuilt. Rest requires completion, all three and with some spares, £6,000. Tel: 0248-78-303. (87437)
- 1977 SCIMITAR GTE**, auto, superb order, above average, very well maintained, must be seen, £2,650. Tel: Macclesfield 33988 eves, Fairsforth 9008 days. (87868)
- BMW 323i X-Reg**, radio / cassette, alloy wheels, sun roof, electric mirrors, headrests all round, one owner, 36,000 miles, service history, used as second car, excellent all round condition, £5,600 ono. Tel: Ascot (0990) 24568 days. (87870)
- MGA 1500 ROADSTER**, monza red / black leather trim, an export car having spent most of its life abroad, restored in 1979, unused since then, mint condition, £4,750, will export. Tel: 021-745 4854. (87775)
- MAZDA RX7**, 1983, metallic misty blue, usual extras, under 8,000 miles, exceptional, director's second car, £7,300. Tel: 0562 752588 (day); 0562 746052 (evenings w/ends). (204479)
- PORSCHE 911 LUX**, 1976, immaculate sienna metallic, two owners, pedigree service record, all extras, £8,250. Tel: 01-759 3733 (day). (85984)
- RILEY RME 1 1/2** 1954 mechanicals good. Body rough, offers. Tel: 0780 62248 pm. (85985)
- 1969 DAIMLER 250 V8**, manual, BRG, new MoT, offers. Tel: Beaulieu Garage 0590 612444. (85986)
- MG M TYPE Midget 1930**, British Racing Green, immaculate condition, very original, registration MG 445, two owners, only £6,500 ono. Tel: business 0223 210222, home 04493 324. (85987)
- JAGUAR E-TYPE V12 1972** Roadster. Collectors car. Black coachwork and mohair hood. Red leather upholstery. Manual. New wire wheels. 640 miles since professional stripdown and rebuild. (Cadmium plated suspension etc). Private sale £11,950. Tel: 0494 711431 (O), 024029 273 (H), (S. Bucks). (85988)
- COSTIN 'PROTOS' F2**, 1967 HCP1. Ex-Rodriguez HSCC concours winner. In Donington collection. Ex-Hart Hockenheim record holder also available, suitable restoration spares. Tel: 0788 860540. (85989)
- TVR 350i FIXED HEAD**, B-Reg, 2,200 miles, black with red interior, immaculate and still under warranty. £14,000. Tel: Southport 76716 after 6pm. (84428)
- MORGAN 4/4**, 2 seater, X-reg, 6,500, wire wheels, alum body, immaculate, £8,500 ono. Tel: 0278 423044. (85918)
- 1938, FN/BMW**, 328, fitted Bristol 405 engine and 5 speed gearbox, 2,500 miles since expensive overhaul by Bristol. Complete with original engine and gearbox, both sound. Will not sell separately. Enquire 061 789 1180. (85943)
- JAGUAR 'E' TYPE FHC** 1962. White cww new exhausts, door skins not yet fitted. All original, needs restoring, £2,250 ono. Tel: Ferndown (0202) 874249. Ask for Paul (staff). (85948)

FOR SALE — continued

- FRAZER NASH TT Replica 1934** (kit of parts) serious enquiries and details. Tel: Sheffield 890518. (85944)
- FERRARI DINO 246GT**, red, 24,000 miles, history, regular f.o.c. concours entrant, £17,500. Tel: 01-391 1828. (85946)
- AUSTIN CHUMMY 1928** restored to a high standard, finished in yellow and black, 12 months MoT. For further details ring St Cross 347 (098 682) Suffolk. (85947)
- LOTUS EUROPA Special 1972**, big valve engine, pistaccio green, used as second car, 20,000 miles since 1978 by present owner, total 49,600 miles. New chassis. Respray by Ferrari specialist 1981, 5 tyres 1984. £3,950. Contact John Bridle on Weymouth 783220. (86056)
- PEUGEOT 205 GTI B-Reg**, White, 6,000 miles, fast road kit, Blueprinted engine, uprated suspension, roll cage, £7,650 ono. Tel: 041-956 1680 B, 041-942 2884 H. (86057)
- TR6**, 1973 B.R.G. Hard/soft tops, complete body and mechanical restoration by Classic Cars, Lilley 1984/85. Fastidiously maintained by enthusiast, full history. £3,495. Tel: 01-735 7753 evenings. (86060)
- MG B ROADSTER LE April 1981**, metallic bronze. One lady driver since new. Superb condition, 17,000 miles only. MoT, taxed, £5,500 ono. Tel: Bradbury, Nefyn (0758) 720130. (86061)
- MG TD 1953** Very original, red bodywork in excellent condition, new leather trim, carpets, chrome, hood and tonneau. Works Gold Seal XPAG engine, new brakes, steering and suspension by Naylor's. £6,200. For photograph and details Tel: 0200 41533. (86153)
- PORSCHE 6 CYL** sports racing car, original condition, Ex Loos team car, long distance racing spares available. A very good straight unmissed racing Porsche offers over \$100,000 required. C. Draper Skoln 71 Koniferenpfad 3, W. Germany (0221) 791147. (86154)
- AUSTIN SPORTS '65** 1934, aluminium works two seater, original and rare example, good hood. Fold and tilt screen. Rebuilt front suspension. Retrimsed seats in grey hide, chrome radiator with correct winged cap, wonderful summer motoring fun. £3,750 ono. Tel: 0895 55638 eves/weekends. (86157)
- ALFA ROMEO Sprint Veloce**, 1982 X. Red anti rust warranty, 27,000 RM, beautiful example £2,995. Tel: Bishops Cleeve 3361 Ext. 31 Day. Cheltenham 520599 evenings. (86158)
- DATSUN 260 Z**, T-Reg, 2-seater metallic blue, 71,000 miles, immaculate condition. Stereo, electric aerial, full service history. Taxed, long MoT, Superb example of a classic car. Pregnancy forces sale. £1,850. Tel: 01-431 0644 evenings. (86159)
- MORGAN 4/4** two-seater, 1980 W. Nut brown stone, leather interior, matching hood and screens. Aluminium body and wings. Wire wheels, 15,000 miles. £7,250. Tel: 0395 68357 (evenings). (86160)
- PANTHER LIMA 1978**, Red and black, genuine 10,000 miles, excellent condition with new MoT. £4,250. Tel: Clare (0787) 277453. (86161)
- HEALEY 3000 MKII BT72+2** Professional chassis-up restoration, near perfect condition, £8,000 ono. consider p/ex Tel: Leeds (0532) 738101. (86162)
- MORGAN 4/4 Reg. May 84**. Delivery mileage only (420), many extras. Silver metallic, blue hide interior. As new. £10,250 ovno. Tel: 0777 702096 day, 0777 700051 even. (86164)
- 1975 LANCIA BETA Spyder 1600 (S3)** excellent condition throughout, 12 months MoT, 6 months tax £1,000 ono. Tel: 061 439 3172 evenings, 0625 74609 days. (86165)

PAGE & MOY LTD

International
Motor-Racing
Tours 1988

SPA GETS SECOND CHANCE

BELGIAN GP

15 SEPTEMBER
4 NEW TOURS
ALL BY COACH FROM LO

- MR82
Fast & Cheap £31
No Accommodation
Depart Saturday afternoon
returning early Monday
morning.
- MR83
Budget Weekend — £49
1 night's Hotel Accommodation
in Brussels
Depart early Friday morning
returning early Monday
morning.
- MR84
Two nights in Brussels £65
See practice on Friday
Depart early Friday morning
returning early Monday
morning.
- MR85
Long weekend — £89
3 nights Brussels
Depart early Friday morning
returning Monday evening

Don't miss out — book now —
Linda on Leicester (0533) 5525
today.

Also book now for:-
Australian GP — Adelaide — 3
November
South African GP — Kyalami —
November

Details of Holidays to all the remaining For
Grands Prix are contained in our 1985 mo
brochure. Send for your copy now by comp
coupon below or by phoning Leicester
559855.

Please send me a copy of the 1988
Racing Tours brochure.

Name _____
Address _____

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

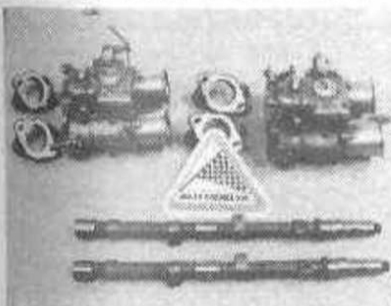
ATOL 133

ALFA ROMEO SPARES

at prices you CAN afford



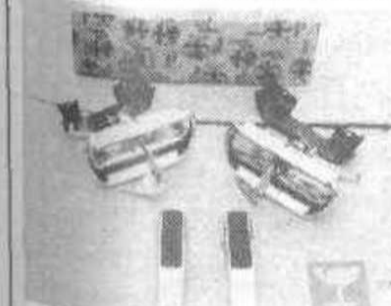
NEVER HAVE SO FEW CATERED FOR SO MANY SO CHEAPLY, that's what it's all about — PRICES. Alfa spares which you CAN afford. We always beg, implore, beseech — in fact we insist, that our new customers should try everyone else FIRST. We would never throw out that sort of challenge if we could not back it up. Sooner or later all Alfa owners come to us, why not save money by making it sooner rather than later!



Many Alfas have become faster since we first offered our AUTODELTA spec. camshafts — our conversions provide the ultimate in road performance with tractability. Photo shows Stage 2 conversion for 2000 cc engine. Don't buy reprofiled camshafts when you can buy the very best! We stock for 1600, 1.8, 2000 and 2.5 engines. Worldwide despatch.



Headlamp cowls for Spiders are now illegal on the Continent and will soon no longer be available. We still have a few pairs with fittings. Also available, high output headlamp conversion for Spiders, price only £17.00p PER PAIR of lenses (with bulbs) + VAT and Carriage.



Bertone GTV inner and outer door handles and window winders are still available. We also have a few front wings and rear panels for 72 onwards 1600's, 1750 & 2000's — this is your last chance!

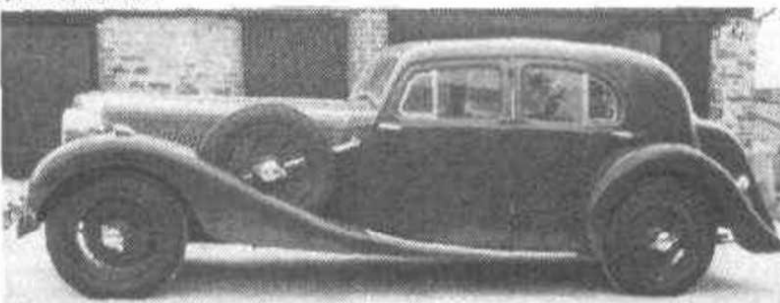
Plus, few sets of original Tipo 33 style Campagnolo wheels made especially for Autodelta's works racing Alfetta's, very wide and very beautiful!

Our main aim has always been (and always will be) to ensure that everyone/anyone can afford to enjoy Alfa Romeo motoring at its very best.

E. B. SPARES (The Italian Connection)
2 Washington Road, West Wilts Trading Estate, Westbury, Wiltshire.
Tel: Westbury 823856. Code 0373.
Telex: 444575



1953 Bentley R Type, shell grey with blue/grey leather, manual transmission, 48,000 miles, drives as new.



1938 MG WA saloon, Brooklands racing green. Extensively restored, only 370 built of this massive classic MG.



1937 Delage D 6/70/3 position dhc by Coachcraft. Sound unrestored example of one of the great classics.



1968 Rolls Royce Silver Shadow 2 door Convertible by MPW porcelain, white with pale blue leather interior, magnificent example of this sought after model, full USA DOT specs.



1972 Porsche Targa LHD, sable with black leather, recent mechanical overhaul by Porsche agents. Stunning example, full DOT LHD specs.



1973 Mercedes 450SL, Mercedes gold with cream leather, excellent example, full USA DOT specs.

Also over 30 Rolls Royce, Bentley, Daimler and Princess Limousine, Jaguar etc for sale. WANTED classic Rolls Royce, MG, Alvis, Jaguar, Delage, Delahaye etc 1930-1955

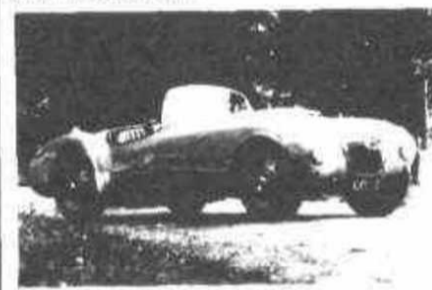
Classic cars imported and exported Worldwide. Buyer calls.

H. J. SIBLEY
Crowthorne Road, North Kensington
London W10 6RR
Tel: 01-968 6335/6 or 0288 3428

SYTNER CLASSIC CARS



ASTON DB4 GT ZAGATO.
Chassis number 179. A most original car with proper lightweight bodywork including perspex headlamps. One of 8 cars built with left-hand drive. A rapidly appreciating 60's GT car. Rarer than a Berlinetta or GT0!



1950 FRAZER NASH, Mille Miglia.
The subject of a very fine restoration. One of the most beautiful post-war Nash's in existence. An absolute revelation to drive, perfectly suitable for racing, shopping or driving in the Alps!



TOJEIRO BRISTOL, LOY 500.
The Cliff Davis car. The Grandfather of the AC Ace and Cobra! In excellent original condition. A unique early 50's sports racing car. Quicker than a Le Mans Rep!
Complete with reg. number and original log book.

1955 300SL Gullwing
Certified 17,800 miles. Outstanding history. Three British owners from new. Factory-fitted disc brakes and competition seats. Beautifully re-painted to original silver-blue, with new navy leather. One of the finest in existence.

A PAIR OF BRISTOLS!
Two Bristol engines, one: a BS1 Mk 3 freshly re-built. The other an ultra-rare unit with BSX 6 port head, gear driven cam, baffled sump, etc. Dismantled, but complete.

WANTED URGENTLY
We will pay exceptional prices for interesting Post-war road racing cars. Immediate decision and resolution.

Sytner
ALPINA
165 Huntingdon Street,
Nottingham NG1 3NH
Tel: Nottingham (0602) 582831.
Telex: 37621



Austin-Healey
THE
AUSTIN HEALEY 100 100/6 3000
SPECIALISTS.

If you are a Healey enthusiast simply maintaining your "pride and joy", or completely restoring the car to former glory, then our comprehensive illustrated catalogue is a must.

UK enthusiasts: Send 12" x 9" sae (38p)
 Overseas enthusiasts: Send £2.00 sterling



Austin Healey Parts & Carburettor Sales
 Unit 14, Oakwood Industrial Park, Gatwick Road,
 Crawley, Sussex RH10 2AZ Tel: 0293 547841/2

Does GTi stand for
GIGANTIC
TOP-LOADED
INSURANCE?

Not necessarily. We have very special arrangements to suit all circumstances and all kinds of cars. Call us now on 01-631 3961 or post the coupon to:



Taylor Price & Co., 5 Bloomsbury Place, London WC1A 2QA.

TAYLOR PRICE & CO

Mr/Ms/Miss: _____ Age: _____ Occupation: _____

Address: _____

Full/Provisional Licence: _____ vs. Make & Model: _____

Year: _____ cc: _____ Value £: _____ No Claims Bonus: _____ vs. _____

Please tick as appropriate: Comprehensive Third Party Fire & Theft Third Party Only

Owner Only Driver and spouse any driver

The car will be: garaged off the road on the road

Use is: Social, domestic & pleasure only and commuting and business

PLEASE ENCLOSE FULL DETAILS OF ANY ACCIDENTS OR CONVICTIONS

AUDI
quattro
CENTRE
CUMBRIA & LANCASHIRE



HADWINS (LINDALE) LIMITED
GRANGE-OVER-SANDS
CUMBRIA

V-A-G 04484-4242 **Audi**

SCIMITAR SERVICE AT SILVERSTONE
Robin Rew sharpens Scimitars and cuts costs!

SERVICING, MECHANICAL OVERHAULS, EXCHANGE UNITS, TURBOCHARGERS, TUNING, UPGRATED SUSPENSION, STAINLESS STEEL EXHAUSTS, BODY AND CHASSIS RESTORATION

Robin Rew Workshop Unit 1
Silverstone Circuit Towcester
Northants U.K. Tel: 0327 8579

SPECIALISED ENGINES
 Manorway Industrial Estate, Grays, Essex. Phone: 0375-78606.

FORD only exchange reconditioned units 12 Months 12,000 mile Guarantee. If you own an Escort, Giberno, Lotus Seven, Marcos, Morgan, Scimitar, Trident, TVR, Capri, Cortina, Granada, Transit, Zephyr, Zodiac Mk 4, Fiesta, **TRIUMPH STAG CONVERSION**, we can supply a Standard unit from: Examples: 1200 £140, Fiesta £204, X Flows £158, OH Cams £232, V4's V6's £297

But why not have a more EFFICIENT Tuned Unit with new parts. Built for road use to give you more POWER and ECONOMY whilst remaining TRACTABLE. We prefer you to see the engine built.

| TUNED ENGINES from: | STAGE 1 | 2 | 3 |
|---------------------|---------|------|------|
| 105 1500 | £255 | £312 | — |
| All X flows | £278 | £353 | £395 |
| All OH Cams | £349 | £447 | £574 |
| All V4's | £370 | £448 | £588 |
| All V6's | £436 | £519 | £704 |
| 2.3 & 2.8 V6's | £557 | £672 | — |

We also do Big ones for small cars: 1600 Stage 1 for 1300 Fiesta, 1600 for 1300 X Flow, 2,000 OH C for 1600 OH C, 2,000 V4 for 1700 V4, 3,000 for 2,500 V6, **TRIUMPH STAG V6 CONVERSION** from

Tuned Engines include: Gas Flowed Heads, Larger Valves, Modified Cams and Carbs, Tuned Cranks, Balanced and Overbored etc.
 Machining, Exchange Heads from £28, Exchange Crankshafts, 3-Hour Reboring service by appointment.
 Try our Tuned Cars: Fiesta 1.6+ P100 pickup 2.0

NOW IN NEW 9,000 sq ft FACTORY

From Classic to Contemporary

Moto-Lita
Steering Wheels

Since the early Fifties, Moto-Lita steering wheels have been selected by A.C., Aston-Martin, Rolls-Royce, Saab, Opel, British Leyland, Racing Car manufacturers and International Race and Rally teams for their comfort, quality and functional good looks. Available in styles and colours to suit your taste and car, with boss applications for over 600 British, European, American and Japanese Cars, including Classics! Also Classic replacements now available for E Type, Cobra, Ace, Aston, Lotus and Cooper. Call or write for catalogue, stamp appreciated. Trade and Export enquiries welcome!

Hand made in England by Moto-Lita Ltd, Dept MS, Thruxton Racing Circuit, Nr Andover, Hants, SP11 8PW. 026477 2811. Telex 47178 Wheels G. Hours of business 8.30-5.30 Saturdays by appointment.

U.S.A. Distributor: Moss Motors Ltd, 7200 Hollister Ave, Goleta, CA 93117. Toll free in U.S. (800) 235-6954 not CA. CA only (800) 322 6985, telex 658473.

*VOTED ROLLS-ROYCE OF STEERING WHEELS IN SURVEY BY AUTOCAPITALE, ITALY'S PREMIER CAR MAGAZINE

GANTSPEED ENGINEERING

Performance Car Specialists

We are a small business offering professional personal attention to performance, classic and executive car owners, servicing & repairs, major overhauls, accident repairs & resprays, total renovations on Porsche, Ferrari, Mercedes, Jensen, Aston Martin, Jaguar, Lotus etc.
Labour rate £9.00 per hour

Contact

Robert Gant

Chapel Lane, Mareham-le-Fen,
Boston, Lincolnshire
Tel: Mareham-le-Fen 474



MIKE ABBAS

19 Middlewood Road,
Aughton, Lancashire
L39 6RG England
(0695) 421405 anytime

Callers by appointment only please

Lotus Elan 1965 Series II. Left hand drive, drophead, knock on wheels, superb red paintwork, recently restored £4,750
Lotus Elan 1965 Series II, drophead, bolt on wheels, white, very original, runs well, good condition £3,950
Lotus Elan 1968 Series 4 Drophead, fitted with big valve twin cam Sprint engine, met blue, new soft and hard top, over £3,000 spent on this superb car £4,500
Left hand drive 1959 Twin Cam MGA Roadster, red, very original condition with fully rebuilt twin cam engine, simply superb £6,750
Marcos 1969, V6 Ford engine 3-litre, gleaming red sunroof, original wheels, superb £2,950

CARS SIMILAR TO THE ABOVE ALWAYS PURCHASED.

I always have cars similar to above. I can always obtain any sports car you require at a sensible price, delivery to anywhere you require. Dover, Calais, Ostend, Hamburg, Oslo, Gothenburg, Esbjerg, Rotterdam. Shipping to Japan, USA, Australia, Far East & Middle East my speciality.

Dearne Valley

SOUTH

Motors

YORKS

SPORTS AND CLASSIC SPECIALISTS

- 1978 T TVR 3000M Tobacco leaf with tan int, 1 owner from new, full service history, absolutely immaculate. £4,500
1977 S TVR 3000M. Light blue with cream coachband, condition as above with original engine. £3,850
1969 H MGC. GT. 3-LITRE. Teal blue with black leather, c.w.w. exceptional bodywork. As cheap as a good MGB at. £2,750
RARE 1968 MGC 3-LITRE ROADSTER. British Racing Green, black leather upholstery, hard and soft top. Extensive service file. £3,750
1974 N TRIUMPH TR6 CONVERTIBLE. Red / black hood, extensive service file, excellent condition throughout. £3,650
1976 P TRIUMPH STAG. Manual / overdrive, Royal Blue, Tan interior. New hood, enthusiast owned and maintained for last 7 years, beautiful throughout. £4,350
1971 K LOTUS ELAN 2+2S. Cardinal Red, Black interior, excellent bodywork, chassis, mechanics. Great looker, great driver. £3,250
1981 X MORGAN +8. Red, 2 owners from new, only 8,000 miles from new. £10,500
1984 B FORD FIESTA XR2. Red, 1 owner, only 8,000 miles from new. £4,995
1982 VOLKSWAGEN GOLF GTi 5 SPEED. Silver with Red and White Motifs, low mileage, immaculate. £4,750
S MERCEDES 280CE COUPE. (New shape), gold, olive int., only 64,000 miles from new, beautiful car. £5,350
1976 TRIUMPH TR7, 5 SPEED. White with Black coachband recent engine rebuild by ourselves. £1,250
1984 VAUXHALL ASTRA SPECIAL EDITION CELEBRITY. Fifty miles from new. As new throughout. Full 12 mth Vauxhall Warranty, reduced for quick sale. £4,995

IMMACULATE SPORTS CARS PURCHASED OR SOLD ON COMMISSION
PLEASE PHONE FOR DETAILS

URGENTLY REQUIRED: TVR — MG V8 — ANY NICE SPORTS/CLASSIC CAR
WE ARE ONLY 2 MILES FROM M1 JUNCTION 33-34

0709

95 SHEFFIELD RD, ROTHERHAM

382966

DON HOODS

& Boat Canopies
direct from
the makers!

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



Specially designed roof window
Large welded rear window
All fasteners and fittings included.

Choice of materials, over-welded stitched main seams

Edges welded in leathercloth

Draught valances standard.

NOW EXPRESS DELIVERY C.O.D.



Specialists in the insurance of performance cars. Annual cover available for cars used on the Continent of Europe

hyperperformance insurance

01-363 4966
01-366 7447 01-367 0878

for details phone or write

BELLEVUE INSURANCE BROKERS LIMITED
66, SILVER STREET, ENFIELD, MIDDXX.



David Gerald

Sportscars Ltd
Specialising in all TVR cars



- | | |
|--|--------|
| 1982 TVR 280i Convertible. Silver, caviar trim, 8,450 miles. | £7,950 |
| 1982 TVR 200 Fixed Head. Red, black trim, auto. | £6,950 |
| 1981 TVR 280i Fixed Head. 2 + 2, blue, light blue trim. | £6,450 |
| 1980 TVR 3000S Convertible. Black, tan interior, superb. | £7,950 |
| 1980 TVR Taimar. Black. Red model band, only 42,000 miles. | £6,250 |
| 1979 TVR Taimar. Blue. Cream model band, well maintained. | £5,750 |
| 1978 TVR Taimar. White. Brown model band, tan interior. | £4,895 |
| 1980 TVR Taimar. Green, white model band, pristine. | £6,450 |
| 1977 TVR Taimar. Brown, white model band, tan interior. | £4,050 |
| 1980 TVR 3000M. Gold, brown model band, low mileage. | £5,450 |
| 1979 TVR 3000M. Black, red model band, almost mint. | £4,999 |
| 1978 TVR 3000M. Blue, cream model band, tan interior. | £4,150 |
| 1977 TVR 3000M. Metallic blue, blue model band, blue interior. | £3,750 |
| 1977 TVR 3000M. Red, black model band, 37,000 miles. | £3,950 |
| 1976 TVR 1600M. Yellow, black roof and interior, 43,000 miles. | £3,695 |
| 1976 TVR 1600M. White, stage 2, roll bar — fabulous TVR. | £3,350 |
| 1976 TVR 1600M. Blue, cream band — sold as seen!! | £2,200 |

THE TURBOS
1980 TVR 3000S Turbo SE. Convertible, the only one. POA
1978 TVR Taimar Turbo. Tobacco leaf, unique. £7,650
1980 TVR Taimar Turbo. LHD, mint with only 20,000 miles. POA

Pit stop press Ex Arrows A3. 1981 Grand Prix Formula One Racing Car

SALES — SERVICE — SPARES TVR's WANTED, ALL SERIES — TOP PRICES PAID

LAKESIDE, REDDITCH, WORCESTERSHIRE

TELEPHONE DAVID OR GERALD

on 0527 28282 and 0527 41500

MOTOR

Private / Sports Cars
Commercial Vehicles
Motor Cycles

INSURANCE

Computerised
Quotations from
60+ leading Insurers
incl. Lloyds

Ask for details of GMIB LINK STAR PLAN.
All-in cover for discerning motorists.

01-749 3137 all lines

GENERAL & MOTOR INSURANCE BUREAU

Thornton House,
4 Shepherds Bush Rd., London W6.

Harrogate
Horseless
Carrriages



SCIMITAR

IMMEDIATE DELIVERY

| | |
|--|---------|
| NEW TVR 350i CONVERTIBLE S2. Grand Prix White, red, trim | LIST |
| NEW TVR 350i CONVERTIBLE S2. Sapphire blue / blue trim | LIST |
| NEW TVR 280i CONVERTIBLE S2. Slate blue / blue trim 5 speed | LIST |
| NEW TVR 280i CONVERTIBLE S2. Moonraker blue / Grey trim 5 speed | LIST |
| NEW SCIMITAR SSI 1600. Derwent blue, choice of 2. Extras | LIST |
| NEW SCIMITAR SSI 1600 Racing green R/cass. | LIST |
| NEW SCIMITAR SSI 1600. Brecon Gold e/windows | LIST |
| NEW SCIMITAR SSI 1600. Frost white, e/windows R/cass. | LIST |
| NEW SCIMITAR SSI 1600. Scimitar red, choice of 2. Extras | LIST |
| NEW SCIMITAR SSI 1300. Frost White, alloy wheels. | LIST |
| 1985C TVR 350i S2 CONVERTIBLE. Italian red / black trim. 500 miles only. | £14,950 |
| 1985 TVR 350i CONVERTIBLE S2. Black / red trim e/locking. 1,200 miles. | £14,500 |
| 1985 TVR 350i F.H.C. Slate blue / red trim 3,800 miles. | £14,950 |
| 1984B TVR 350i F.H.C. Caspian blue / blue trim. 11,000 miles, p.a.s. | £13,950 |
| 1984B TVR 280i CONVERTIBLE. Arctic white / red trim. 5,000 miles. 350i Spoiler. | £11,750 |
| 1984 TVR 280i CONVERTIBLE. Silver, blue trim. 21,000 miles. | £10,950 |
| 1985 TVR 280i F.H.C. White / blue trim. 2,000 miles. | £12,950 |
| 1983A TVR 280i F.H.C. Signal yellow / brown trim 10,000 miles, p.a.s. | £10,950 |
| 1981 TVR 280i CONVERTIBLE. Italian red / caviar trim 29,000 miles. | £7,995 |
| 1981 TVR 280i F.H.C. Silver / Caviar trim 42,000 miles s/roof | £6,995 |
| 1985 SCIMITAR SSI 1600. White. 2,000 miles, e/windows, r/stereo | £7,500 |
| 1979 TVR TAIMAR Burgundy / Neutral band 53,000 miles s/roof | £5,500 |
| 1978T TVR 3000M Jade Green / Neutral Band 36,000 miles, 2 owners | £5,250 |
| 1977 TVR 1600M White / black Vinyl roof 45,000 miles excellent | £3,750 |
| 1976R TVR 3000M Roman Bronze / Tan, vinyl roof, 80,000 miles | £3,750 |
| 1975 MERCEDES 350SL Racing Red. 55,000 miles. Alloy spoilers | £8,995 |
| 1972 TRIUMPH TR6 Pimento Red 150 bhp v/drive totally restored to concours from chassis up. Bills for all work done investment at | £5,500 |
| 1979V TRIUMPH SPITFIRE 1500. Pageant blue, 60,000 miles, one owner | £2,195 |
| 1982Y BMW 316. Midnight blue, 26,000 miles, p.d.m. tints r/cass. | £4,895 |
| 1982Y AUDI COUPE GT. Inari Silver, 34,000 miles, 5 speed p.a.s. | £5,695 |
| 1983A FORD ESCORT XR3i. Silver 22,000 miles s/roof | £5,695 |
| 1983A MG MAESTRO. Mer blue, 19,000 miles, s/roof | £4,495 |
| 1984B SUBARU 1800GLF 4WD ESTATE. Silver 16,000 miles. Auto, p.a.s. | £5,995 |
| 1985 FIAT PANDA 4x4. Pewter, 3,000 miles. Manufacturer's warranty | £3,995 |
| 1980W MG B GT. Brooklands Green, 37,000 miles, r/cass. | £3,995 |
| 1980 MG MIDGET. 1500 Black 37,000 miles | £2,795 |
| 1980W PANTHER LIMA MK II. Black orange 18,000 miles extras | £5,995 |

*M' SERIES TVR'S REQUIRED URGENTLY FOR CASH

Please contact us for earliest TVR / Scimitar delivery

Top cash prices paid for suitable Sports / GT cars

284/286 Skipton Road, Harrogate, N. Yorks

Tel: (0423) 521073

Exclusive Sports Cars

The world's largest INDEPENDENT LOTUS CENTRE

can now offer more than ever before to the Lotus owner/buyer.

CARS: The largest selection of Elan, Europa and Elan plus 2 in UK. All current models in stock too. Prices from £1,500. Special finance scheme available. New cars built from new parts. Fully restored cars for sale. All Lotus wanted for the best possible cash offer.

PARTS: Huge range for Lotus owner. Vast stocks held, most competitive in UK. Send for FREE complete rebuild parts, services catalogue. Interiors, steering, cooling, eg. chassis from £225. h/brake pads (4). £10.91 a set, ex-manifold (2 sections). £29.00. Sprint drive couplings. £29.00 for 4. Elite owners, exhaust systems. £99 B2 complete. Fast despatch, world-wide service. Club Lotus/LDC, recommended centre. Access/Barclaycard, Amex orders over phone. Cheques or PO by post.

SERVICES: In our modern fully equipped workshops, our service staff of 12 are constantly rebuilding all models of Lotus car, 907 engines and 5-speed g/boxes a speciality. Trim shop now open with all materials and facilities and very realistic prices. NEW Elan ftc to drophead conversions and new convertible Elan plus 2. Paint and GRP work to highest standard.

CHRISTOPHER NEIL LTD

MIDDLEWICH ROAD, NORTHWICH, CHESHIRE, CW9 7BP, ENGLAND
TEL: NORTHWICH (STD 0606) 47914 TELEX: 665732



MORE THAN £200 OF MODELS CAN BE WON BY SENDING FOR FREE INFORMATION

Send for free coloured details of Piccolino 1/76 scale model racing cars and you enter our draw for Free Model Vouchers. Available now: Aston Martin Nimrod — BRM P154 — Caterham (Lotus) 7 — Chevron B8, B16, B19, B36 — Connaught — Jaguar D, XJR5, Lister — McLaren M1, M8 — Porsche 956 — Ferrari Dino 246, 330P4, 512S — Ford GT40 — Lola T70 — Lotus 16 — Tiga GC84. Kits from £4.45; Finished from £7.05.

Write Bellini, Freepost, Dept PI75, Charwell House,
Wilsom Road, Alton, Hants, GU34 2BR

Overseas enquiries welcome

SHIPPING

TO
ALL DESTINATIONS
WORLDWIDE

- * COMPLETE EXPORT SERVICE
- * HOUSEHOLD AND PERSONAL EFFECTS
- * VEHICLE SPARES

Contact:

**BOYES CONNING FREIGHT
SOUTHAMPTON**

(Est. 1972)

Tel: (0703) 437551/2

Tlx: 477171 "BOYCO"

Headlinings, leather-cloths, Duck and Mohair hoodings, moquettes, carpets, Bedford Corbs, and felts. Draught excluders, wing pipings, window channels, trimmings, rubber and sponge sections, leather helmets, accessories and leather renovation kits.

ALL THIS IS AVAILABLE for Vintage and Classic cars at keen prices from the WOOLIES CATALOGUE. Send 75p for your copy today, UK post paid (Overseas: Europe 95p, USA \$2.00, bills please, airtel 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.

MOTOSPOT

NORTH KILWORTH, LEICS LE17 6EP.
(Just off J1 M6 or J20 M1)

04555 2548 9-11am + 4-8pm
I'm often away hunting so please ring before visit



1923 BULLNOSE, Chummy 4-seat £6,500
1929 MARGAN JAP. Family £5,250
1936 MG PB. Fully rebuilt, leather £7,950
1969 MG 'C' GT. Excellent low miles car £3,550
1952 JENSEN, bodied A40 Sports £2,250
1952 HEALEY drophead by Abbott £4,450
1937 LINCOLN ZEPHYR V12 £7,950
1933 AC 16/56 DROPHEAD. Very attractive £7,450
1936 BSA SCOUT, 2 seat sports, 4-wheel £4,500



1924 F.I.A.T. 2.3-litre, large, super restoration, buttoned leather etc £7,950
1930 SINGER, Junior Tourer, Very nice £4,350
1927 AUSTIN 20/6, Mulliner sal £5,995
1927 AUSTIN 7 CHUMMY £3,950
1929 AUSTIN 7 GE, Stadium sports £4,450
1930 AUSTIN 7, Works Coupe £1,995
1933 AUSTIN 7 BOX £3,250
1933 AUSTIN 10/4 sal £3,350
1934 AUSTIN 7 RUBY, V good example £2,250
1961 TRIUMPH TR3A £2,995

MORE HERE & WANTED
All restored, MOT'd, PROPERLY sorted ready to use

Legal Decent Honest Truthful

and Creative

Your advertising is required to meet the first four criteria.
Your advertising agency should meet all five.

We do.
Telephone Peter Simmons or Marilyn Powell on 01-603 1456 and we'll send you an agency presentation you can listen to anywhere, even in your car.

PSP Creating Standards in Advertising.

Powell Simmons Partnership Ltd.
Merlin House, 30 North End Rd, London W14

FOR SALE — continued

OPEL ASCONA 400. An immaculate example of this rare model, only 16,000 miles, one owner, 170 bhp, close ratio gearbox, Philips radio/cassette. £8,500. Tel: 0621-773374 (Essex). (86166)

TRV8, 220 BHP. British Airways Racing colours, considerable modifications to engine, body, suspension, brakes, wheels and tyres, can be used for the road or rally competition (has 1 year's MoT), interior as original, full roll cage, immaculate condition, only 31,000 miles, £3,500 or best offer. Tel: Darlington (0325) 55068. (86200)

AUSTIN SALOON, 1932. 16 HP, six cylinder, complete, sound, ready for restoration, stored undercover, unused, nearly 30 years, £850. Tel: 021-559 2883 (B'ham). (86203)

UNIQUE BRITANNIA, aluminium (Panelcraft), fhc, designed by Tojeiro Morton, rebuild needed, must sell, £750. Tel: Redhill (Surrey) 69887. (86204)

TVR TAIMAR, V6 3-litre, 1980, 30,000 miles, T&T, vgc, £6,250. Tel: 0709 873747. (86207)

LANCIA 2000 COUPE, ascot green, 1981, genuine 25,000 miles, one owner, full service history, long MoT, no major corrosion, alloys, steel sun roof, £2,200. Tel: 0274 582752 (Bradford) after 8pm. (86208)

RS2000 CUSTOM, 1979, black, beige trim, P6s, Pioneer, sunroof, many other extras, superb condition, £3,700. Tel: 01-508 3792 after 30th August. (86209)

ASTON MARTIN DB MkIII DHC, 1959, red, new hood, leather interior, twin s/s exhausts, wheels, tyres, mechanically very sound, excellent condition throughout, offers over £14,000. Tel: Cobham (0932) 62607. (86211)

1933 ALFA ROMEO 8c, 2.3 engine available, offers to Beaulieu Cars Ltd. Tel: 0590 612444. (230629)

MERCEDES 280SL, 1970, auto, hard / soft tops, silver, outstanding condition, any inspection, £7,950. Tel: 09904 3022 eves (Surrey). (86260)

DATSUN 260Z, 1974, black, beautiful condition, new gearbox, clutch, tyres, Wolfrace Turbo wheels, twin SUs, many other extras, £1,750. Tel: 01-428 8067. (86266)

FIAT 501B TOURER, 1925, maroon / black, present owner 30 years, believed genuine 35,000 miles from new, regular concours winners, best example of this model in UK, MoT to May 1986, tax to Oct, £6,995. Tel: Cobham (0932) 63188. (86254)

FOR SALE — continued

SHELBY GT500, 1968, 428, auto, original and unrestored, in good condition throughout, £5,995. Tel: Stourbridge 373202. (86252)

1960 ACECA BRISTOL, 1,000 hour rebuild completed on car laid up since early 1970s, outstanding fully restored AC, silver with red leather trim and current MoT and tax, looks and drives like new car. Tel: Cosham 386602. (86251)

ASTON MARTIN DB2/4 MkI, fitted modified 2.4 Jaguar engine / box for reliability, spare Jaguar engine / box and Aston box (in bits)! Super touring car in good condition, £5,100 ono. Tel: Ashington 892089 (days). (86249)

TOYOTA CELICA Sports Coupe 2.0ST, A-reg, carefully driven 22,000 miles, electric sunroof, adjustable steering wheel, power steering, red, black upholstery, built-in CB, £5,995. Tel: Newport (Salop) 0952 811602. (86246)

COLLECTORS CAR 1968 Daimler V250 Jag, beige with green leather interior, very clean and original, been looked after and garaged, 58,400 miles, two owners from new, an investment at £2,600. Tel: Canterbury 463747. (86245)

PORSCHE 911S 1968. Registration KAG 1 F. Guards red with black interior. Sportomatic transmission, 5-spoke alloy wheels, radio with electric aerial. Doctor's second car — looks new and is very fast. £3,450. Tel: 0480 61898 (Cambs). (86476)

AC 2 LITRE SALOON aluminium body. Fitted with Jaguar XK 140 engine, garaged last 10 years. Offers. Tel: Wantage 67665. (86477)

CHUMMY 1929. Excellent condition, year MoT. Drive away £3,500. Lotus Cortina MkI, all panels, close ratio box. £2,500. Tel: 03745 4174 Essex. (86478)

1960 MERCEDES 220SE Convertible, ponton shape, good all round condition, some history. £8,000 ono. 1930 Humber 16/50 Tourer, 6-cylinder large car, good all round condition, some history. £8,000 ono. Tel: eves 01-286 3726. (86479)

1934 MORRIS MINOR Tourer, fully restored, blue/black. Perfect condition. £2,800 ono. Tel: Watlington 3130 after 7.00 pm. (86481)

LOTUS ELITE 503, 1979, Red, black leather interior, FSH, excellent condition. £5,300. Tel: Peterborough 210922. (86484)

1955 SUNBEAM MARK III, colour black, original, enthusiast maintained, approx £500 worth of spares. Box No. 7020. (86485)

GOLD SEAL

620 STREATHAM HIGH ROAD
LONDON SW16 3QJ

01-764 7662



£14,995 LOTUS ESPRIT TURBO, 1983. Metallic silver with tan leather and velour, air conditioning, BBS wheels, radio cassette.

£14,495 PORSCHE 928 AUTO, 1981. Silver blue, blue check and leather trim, electric sun roof, air conditioning, electric seats, radio cassette.

£11,995 JAGUAR XJS HE, 1982. Metallic rhodium silver with tan leather, air conditioning, radio cassette etc.

£11,995 BMW 735i 4-Speed Auto, 1983. Metallic Arctic blue, fitted factory air conditioning, electric sunshade roof, TRX alloys and tyres, electric windows, on board computer, radio cassette etc.

£11,995 BMW 735i AUTO, Special Equipment, 1982. Metallic Baltic blue with grey velour, air conditioning, electric sunroof, front and rear electric seats and headrests, TRX alloy wheels and tyres, on board computer, ABS brakes, electric windows, cruise control, Bluespot Bamberg stereo radio, 41,000 miles.

£10,495 BMW 735i AUTO, Special Equipment, 1982. Y-Reg. Metallic opal with pine velour, air conditioning, electric sunshade roof, front and rear electric seats and headrests, TRX alloy wheels and tyres, on board computer, Bluespot Bamberg stereo system, electric windows, cruise control, headlamp wipers, ABS brakes. (Photo).

£8,995 MERCEDES 200, 1983. Orient red with beige trim. Comprehensive equipment includes auto & pas, electric passenger mirror, factory sunroof, arm rest front, central locking, Becker Europa radio cassette, tach and economy meters, 1 owner, history, 26,000 miles.

£8,995 MERCEDES 450 SEL, 1980. Metallic light gold with chocolate velour, air conditioning, electric sunroof, electric windows, alloy wheels, cruise control, headlamp wipers, radio cassette etc.

£8,895 RANGE ROVER, 1982. Y-Reg. Russett brown with biscuit trim, radio cassette, one owner, 24,000 miles.

£8,495 BMW 735i AUTO, 1981. X-Reg. Metallic sapphire, Pacific velour, electric sunroof, ABS brakes, electric windows, alloy wheels, headlamp wipers, radio cassette, one owner, full history.

£7,995 MERCEDES 250T ESTATE, 1981. Auto, pas, air conditioning, factory sunroof, divided rear seats, electric windows, extra foldaway seats, front and rear headrests, radio cassette.

£7,995 BMW 525i, 1983. 5-speed manual. Polaris silver with Anthracite cloth, factory sunshade roof, alloy wheels, electric windows, front and rear headrests etc. One owner.

£5,995 VW GOLF CABRIOLET, GLS, 1982. Metallic red with wine interior, one owner, most attractive.

£5,995 MERCEDES 230 C COUPE, 1979. V-Reg. Metallic rose with biscuit cloth, central locking, tinted glass, etc.

£5,995 MERCEDES 250 AUTO, 1980. W-Reg. Dark blue, electric sunroof, radio cassette.

£5,995 RANGE ROVER, 1979. White with latest type tan interior and side stripes, nudge bar, tinted glass, exceptional example.

£4,995 SAAB 900 TURBO, 4 door, auto. Metallic dark green, sunroof, electric windows, radio cassette etc.

£3,895 FORD CAPRI 2.0 GL, 1982. Metallic champagne with biscuit cloth, radio cassette etc.

£3,695 SAAB 99 TURBO, 1980. W-Reg. One owner, red with velour trim, alloy wheels, low profile tyres etc.

£3,695 AUDI 80 GL, 1982. Metallic red with tan trim, radio cassette, electric windows, central locking etc.

£2,195 VW SCIROCCO GLS AUTO, 1978. Metallic gold with beige cord trim, alloy wheels, radio cassette etc.

£2,195 VOLVO 343 DL AUTO, 1979. Metallic light blue with navy cloth, sunroof, electric windows, radio cassette, etc.

CAR CARE PLAN
We offer Mechanical Breakdown Insurance Policies, 12 months / 12,000 miles with every car we sell.



WHAT'S WRONG WITH THIS COUNTRY? I'LL TELL YOU WHAT'S WRONG WITH THIS COUNTRY - PEOPLE ARE HOARDING THEIR MG'S - THAT'S WHAT! THERE STAND RICHARDSON'S PREPARED TO BUY ANY MG, (EVEN IF IT'S ONLY TO DISMANTLE FOR THEIR HALF AN ACRE OF SPARES) YET SOME MG OWNERS ARE TOTALLY IGNORANT OF THEIR PHONE NUMBER (STAINES 55388) THE SOONER YOUR AVERAGE MG OWNER REALISES THAT ONLY BY SELLING HIS MG TO RICHARDSON'S CAN THIS GRAND OLD COUNTRY OF Ours EXCUSE ME MR RICHARDSON - YOUR SOAP-BOX IS BLOCKING OUR ENTRANCE

CLASSIC models

Dept MS, 126 Botchergate,
Carlisle, Cumbria.
Tel. 0228 38250

MODEL CAR KITS

| | | | |
|--------------------------------------|--------|-------------------------------------|--------|
| 1985 Brabham BT54 F1 | £12.95 | 1952 Aston Martin DB3 LM | £12.95 |
| 1983 Lotus 94T F1 | £12.95 | 1964 Jaguar E-type - LM | £12.95 |
| 1985 Alfa Romeo 165 F1 | £12.95 | 1985 Peugeot 205 T16 - Monte | £14.50 |
| 1985 Minardi M185 F1 | £12.95 | 1982 Chevrolet Camaro - LM | £12.95 |
| 1985 Renault RE60 F1 | £12.95 | 1963 AC Cobra 289 - LM | £12.95 |
| 1985 Ferrari 156 85 F1 | £12.95 | 1964 Porsche 930 IMSA - LM | £12.95 |
| 1985 Lotus - Renault 97T F1 | £12.95 | 1938 Alfa Romeo 8C 2900B | £16.60 |
| 1985 Lancia Delta S4 4WD Rally | £13.50 | 1982 Porsche 936C - Belga - LM | £14.75 |
| 1974 Lola T370 F1 - Embassy - G Hill | £11.99 | 1964 Mercedes 280 G4 - Midas - BP-P | £14.75 |
| 1984 Rover Vitesse - Sanyo | £17.25 | 1982 Ferrari 308 GTS I | £16.60 |
| 1962 Ferrari TR61 - NART - LM | £13.50 | 1957 Maserati 450S | £13.25 |
| 1981 Porsche 918 - Jules - LM | £11.95 | 1958 Vanwall GP | £11.95 |
| 1982 Rondeau 379 - Primagaz - LM | £11.95 | 1956 Lancia-Ferrari D50 GP | £11.95 |
| 1985 Lancia 037 - Bastos | £13.50 | 1983 Ferrari-Lancia Gpc - Mirabella | £12.95 |
| 1985 Renault Maxi 5 Turbo - Diac | £13.50 | | |
| 1953 Jaguar C-type LM | £12.95 | | |

P&P 50p. Access / Barclaycard welcome.
Send £1 for our 1985 Catalogue.

LEFT HAND DRIVE CARS, MERCEDES, PORSCHE, BMW & FERRARI TRANSEUROPEAN CARRIAGE CO.



MERCEDES
NEW 200 W124 Series. Met blue, extras LHD £10,500
1982 300 D. Silver blue, all extras LHD £6,950
1980 280 CE. Silver grey, auto, extras LHD £8,950
1980 280 TE. Met silver green, auto, extras LHD £6,950
1980 280 TE. Silver met, rear seats, extras LHD £6,950
1980 126 SD. Diesel loaded, lhd £11,500
1973 450 SL. Met maroon, loaded, lhd £9,950
1978 450 SL. Black leather, loaded LHD £13,950
1978 280 SL. Silver leather, many extras LHD £13,950
1978 280 SL. Met red, black top, spoilers LHD £12,500
1978 280 SL. Met silver, auto, extras, mint LHD £9,950
1978 450 SEL 6.9. Met grey, loaded LHD £11,500
1978 280 S. Deep blue, auto, many extras LHD £2,950
1978 280 SE. Champagne gold, auto, extras LHD £5,500

NEW AND USED LEFT HAND DRIVE CARS ONLY. EUROPEAN SPECIFICATION. FOR USA OR UK USE. FULL SHIPPING FACILITIES.

| | |
|---|---|
| 1977 350 SEL. Met grey, air, extras LHD £8,500 | 1979 911 SC Targa. Met silver, BBS, extras LHD £10,950 |
| 1977 230. Signal red, auto, many extras LHD £2,950 | 1979 911 SC. Brown, Targa, spoilers LHD £9,950 |
| 1971 350 SL. Champagne, auto, 1 owner LHD £8,950 | 1978 911 SC. Met blue, beige, spoilers LHD £9,500 |
| 1971 280 SE Coupé. 3.5 litre, laps blue, extras LHD £9,950 | 1978 911 SC. Met green, air, extras LHD £10,500 |
| 1963 190SL. Ivory, black leather, excellent LHD £9,950 | 1978 911 SC Targa. Green, BBS, original LHD £10,950 |
| 1964 230 SL. White, black, auto, extras, excellent LHD £6,950 | 1978 911 SC. Met light blue, sunroof, extras LHD £8,500 |
| | 1978 928. Dark green, leather, auto, extras LHD £9,500 |
| | 1977 911 Targa Carrera. Silver, spoilers LHD £9,500 |
| | 1984 944. Met black, air, many extras LHD £10,500 |

PORSCHE
 1984 911 SC Cabrio. White, leather, lhd £17,500
 1980 911 SC Targa. Met maroon, lhd £10,500
 1982 930 3.3-litre Turbo. White, all extras LHD £20,950
 1980 930 3.3-litre Turbo. Platinum, loaded LHD £19,950
 1980 911 SC Targa. Met green, spoilers LHD £11,500
 1980 911 SC. Met green, many extras LHD £11,500
 1979 911 SC. Met black, black, extras LHD £11,950
 1979 911 SC. Guards red, air, extras LHD £10,950
 1979 911 SC. White, black velour, mint LHD £10,950

BMW
NEW 318i. Met maroon, auto, fully loaded LHD £9,500
 1979 635 CSI. Silver, leather, loaded LHD £7,950
 1979 635 CSI. Silver, cream leather, loaded LHD £7,950
 1979 635 CSI. Red, black leather, loaded LHD £7,950
 1979 733i. Silver, black sunroof, extras LHD £5,500
 1981 323i. Silver, blue, extras LHD £4,500
 1980 320. Black, beige, extras LHD £3,500



JAGUAR
 1980 XJ6 4.2. 4-door, burgundy, leather, extras LHD £4,500

FERRARI
 1974 365 GT4. 2 & 2. Met blue, leather, loaded LHD £13,950

ROLLS ROYCE
 1977 Silver Shadow II. Beige, burgundy LHD £23,500
 1976 Silver Shadow I. Black over silver LHD £17,350
 1971 Silver Shadow. Silver grey, burgundy RHD £9,350
 1968 Silver Shadow. Burgundy, black leather, 1 owner, history RHD £8,950

Units G1 & G2, Carkers Lane, Highgate Rd, Kentish Town, London NW5,
 Tel: 01-485 1015/4134. Telex: 262795 TRANS

FOR SALE — continued

1951 AC 1991 cc Saloon. Split screen, rebuilt engine (18,000 miles), 5 new tyres, battery chrome blue, blue interior, taxed, MoT, £3,700 ono. Tel: Isle Brewers 448, STD 0935 448. (86483)

SCIMITAR GTC, hood, hardtop, PAS, electric windows, mirrors, alloys, towbar, red/black, £4,950, offers. Tel: 038081 3449. (86487)

BENTLEY 1927 3-litre, "A" box, recent new 4-seat tourer body, trim and rad, chassis shortened to Speed model length. £25,250 ono. Tel: 01-366 7056 evenings only please. (86489)

STAG, MANUAL O/D original engine, 33,000 miles, history, second car, garaged from new, all Stag refinements. £4,995. Tel: 01-574 1666. (86490)

MASERATI six-cylinder two-litre, 1954 version of the successful A6GCS sports racing car. This example is complete but will require total refurbishment. Details from Box No. 7021. (86491)

MGTA 1937 Sports 2-seater. Sound project for restoring (could deliver). £2,750. Tel: (0903) 813355. T (86474)

FOR SALE — continued

ALFA ROMEO SPIDER 2000, White, 1977, two owners, 50,000 miles, new hood, stereo/cassette. Excellent mechanically, bodywork fair, hence £2,950. Tel: New Milton (0425) 616572. (86492)

1972 ROVER 3500 automatic, tobacco exterior, spots, hrw, towbar, radio, all manuals, tools etc. Exceptionally fine condition and maintained regardless of cost, 37,200 miles since new. Full history, bargain at £2,400. Tel: 0526 42173 (Lincolnshire). (86493)

LOTUS ELAN S4 DHC, 1969, Yellow, excellent condition, mechanical rebuild 15,000 miles ago. £3,950. Tel: Kimpton (Herts) 832413. (87495)

PORSCHE 911, 1975, lhd, silver black chrome, 72,000 miles, Autofarm maintained, recent £1,800 engine rebuild, new heat, immaculate. £6,500. Tel: 01-584 8003. (86465)

LOTUS ECLAT 521, Black, May 1979, long MoT, superb condition, average mileage, two careful owners, full history, retirement forces sale. £4,350 ono. Tel: 0400-81806 (Grantham). (86295)

FOR SALE — continued

1935 MG N 6-cylinder ohc. Completely rebuilt mechanically. Williams & Pritchard body similar N.E. Dark green/black trim, very good condition throughout, MoT, various spares. What offers? Might part exchange with rough/incomplete early Austin 7. Tel: Guildford 63182 (office), Runfold 2449 (home). (86466)

TVR V6 TUSCAN. Good condition, taxed, MoT, very rare appreciating asset. £3,000. Tel: Milford Haven 78490. (86469)

1935 AUSTIN 10 Tourer. Excellent all round condition, tax, year's MoT. £2,150. Tel: Wintarbourne 974795. (86470)

VAUXHALL 20/60, 1928, 4-seat Tourer. Good original condition, retrimmed 10 years ago. £6,500. Tel: Huddersfield 45507. (86482)

1924 CITROEN 7 HP. Cloverleaf, very tidy appearance, good original car. Seen, Bristol area. Contact: (0272) 853047 for appointment to view. £4,000 or near offer. (86475)

LOTUS ELEVEN. Climax five engine, De Dion rear suspension, head fairing good condition. £9,950. Tel: Huddersfield 45507. (86464)

FOR SALE — continued

ALFA ROMEO ALFA 33 1.5, Green clover, finished in Alfa red with attractive cloth trim, glass sunroof, B-Reg, having covered 10,000 miles only. £5,995 p/exchange welcome. Tel: (04252) 5351 day, or (0202) 670124 ev (214155). (86296)

MGB GT 1967, grey 39,000 very original, not to be confused with a rusty old h usually described as original, must be seen and driven to be appreciated £2,650. Tel: 589 4288. (86297)

GT6 MK I. One lady owner. Built in Mal white with red upholstery, 33,000 mi absolutely immaculate. Offers over £2,000. Tel: Ipswich 216415 or Colchester 34581. (86298)

SCIMITAR GTE 1974, stainless exhaust bar, new radiator trunnions £1,100. Tel: 04 (Hull) 502794 (evening) 225512 Ex 3 (work). (86299)

MG MIDGET 1965, B.R.G. wire wheels totally restored using new parts eg. sh engine, seats, hood etc. Not used on Ror concours showpiece. £3,750 ono. Tel: 09 250 441. (86300)

Straight Six

EXCLUSIVELY CLASSIC SPORTS CAR SPECIALISTS
 30 MIN FROM CENTRAL LONDON

HIGH STREET,
 EDGWARE, MIDDX.
 01-951 0188/9



E Type Roadster V12. Automatic, British racing green, 26,000 miles only £16,000



E Type Ser 1 1/2 Fixed Head finished in maroon, a superb example £10,000

Jaguar C Type replica. One year old, 3,000 miles only, racing green, 3.4 litre £15,000
 E Type Roadster 3.8-Litre Ser I. Silver metallic, freshly rebuilt £15,000
 E Type Roadster V12. Famous "Egyptian" custom show winner, 38,000 miles £10,000
 XK 150 Fixed Head. Choice of two in stock, ring for details, priced from — £6,500
 E-Type Flat Floor 3.8-Litre Roadster. Racing green £13,500
 Bentley Continental Flying Spur. Four door by James Young. Regal red £15,000
 Ferrari 330 GT 2+2 MkII. All rebuilt 3,500 miles ago. Borrani wires £16,000



Jaguar XK 140 Drop Head. Left hand drive, fully restored and not run since. Carmen red £20,000



AC 428 Convertible. Silver metallic, automatic, chrome wires, one owner, 20,000 miles, the best £25,000

Ferrari 308 GT4 1978. Racing red, air con, wide wheel option, Mint condition £11,250
 Mercedes 280 SL. Left hand drive, silver metallic, directly exportable to U.S. £12,500
 Lotus XI Ser. 1 Club 1957. All rebuilt to show condition, climax FWA £00000
 OSI 20 TS Coupé. Left hand drive, 1967. Based on Taurus running gear. Very rare £8,500
 Triumph TR 3A. Restored example with overdrive. Red with wire wheels £6,000
 Rover 3.5-Litre Saloon. Stunning condition, 20,000 miles £4,950

SELECTED CARS SOLD ON COMMISSION

PERFORMANCE CARS

WE WOULD BE DELIGHTED TO PURCHASE ANY CAR OF THE TYPE THAT WE SELL

One mile west of Chiswick roundabout and M4 exit No.2. Two minutes from Brentford Central. Southern Line. Our nearest tube station is South Ealing on the Piccadilly line. Phone 01-560 7011 for our courtesy car.

Guaranteed repurchase for overseas visitors

SINCE 1946 WE HAVE FEARLESSLY AND UNASHAMEDLY STATED YEAR AND PRICE ON ALL OUR CARS. ALL QUOTED MILEAGES ARE WARRANTED.

12 MONTH WARRANTIES AVAILABLE

Expected shortly: 1955 MG TF 1500, 1953 MG TG.

| | |
|---|--------------|
| 1982 Alfa Romeo Alfetta GTV. One owner, 40,283 miles, black. | £3,500 |
| 1980 Dec Alfa Romeo 1.6 Giulietta. Red, 41,087 miles | £1,995 |
| 1949 Allard 81M Drophead. £18,000 spent, red/black trim, invoices available. | £8,500 |
| 1933 Alvis Firefly 4-door Saloon. Maroon/black, delightful. | £5,250 |
| 1961 Austin A40 Estate. Blue, 1 lady owner, delightful condition. | £850 |
| 1979 BMW 528i. Auto, silver, 2 owners only, pas, radio/cassette. | £1,995 |
| 1978 BMW 320. Automatic, green, radio/cassette | £2,395 |
| 1978 BMW 316. Blue. Also 1602 in red. From | £1,245 |
| 1983 Citroën 2 CV6 Special. White, one lady owner, 6,977 miles, delightful. | £1,995 |
| 1964 Daimler Dart SP250 C Spec. Black/red, original log book. | £3,775 |
| 1978 Datsun 260Z Coupé. Red, radio/cassette. | £1,995 |
| 1982 Fiat X19. Met black, one owner. | £3,295 |
| 1978 Fiat Mirafiori Estate Car. White, 1 owner, 43,483 miles. | £995 |
| 1976 Jaguar XJ 4.2 Coupé. Yellow, last owner 7 years. | £2,995 |
| 1972 Jaguar V12 E type 2+2. Auto, blue, bills for £3,700. Last owner 6 years. | £8,775 |
| 1972 Jaguar E Type 2+2, V12. Grey, automatic, phone for details | £11,145 |
| 1970 Jaguar E Type 2+2. Black, last owner 6 years, chrome wires. | £6,250 |
| 1974 Jaguar XJ6 4.2. Brown, automatic, last owner 5 years. | £995 |
| 1962 Jaguar E Type 3.8 FHC. Red. Wolfrace wheels. | £5,750 |
| 1974 Jensen Interceptor Mk III. Automatic, green, air cond. | £3,495 |
| 1978 Lancia Beta 2000 Spyder. Beige. | £1,345 |
| 1973 Landrover 12-seater Safari Bus. Blue. | £1,995 + VAT |
| 1973 Lotus Elan +2 1.30. Black, excellent history. | £4,295 |
| 1979 Lotus 501 Elite. Red, 46,208 miles, extras too long to list. | £4,775 |
| 1979 Reg Lotus Elan 2+2. Brown, Wolfrace wheels. | £3,650 |
| 1970 Marcos 3-Litre Coupé V6. Chrome wheels, sunroof | £3,995 |
| 1973 Mercedes 280 CE Coupé. Gold, automatic. | £1,895 |

1981 MGB GT LE. One owner, 47,307, 47,307 miles, sunroof £5,495. 1980 MGB Roadster, £3,775. 1980 MGB GT, one owner, 36,409 miles, radio/cassette £4,495. 1980 MG GT, white, one doctor owner, 46,322 miles £3,950. 1980 MGB Roadsters, choice of 4 from £3,775. 1978 MGB GT, green, sunroof £2,745. 1978 MGB GT, blue, 48,873 miles, wires £2,845. Midgets, choice of 5 from £1,895. 1976 MGB GT V8, red £3,295. Chrome bumper MGBs, choice of 4 from £1,245. 1969 MG Midget blue £2,495. 1968 MGC GT, red, wire wheels, overdrive, sunroof £2,645. 1968 MGC, automatic, blue, last owner 12 years, wire wheels £3,795.

| | |
|--|-------------|
| Mercedes Benz c 1969, 250 CE 2 door coupe, RHD, beige | £1,495 |
| 1979 Mercedes 350SE Saloon. Brown, auto, electric sunroof and windows. | £5,395 |
| 1976 Mercedes Benz 240 Diesel. Automatic, brown. | £2,695 |
| 1980 Mazda Montrose GLS, auto coupé. Green, 50,785 miles. | £2,495 |
| Porsche 924. LHD, yellow, X-Reg (imported). | £2,595 |
| 1968 Morris Mini Mk II Cooper, 998cc, beige and white. | £1,295 |
| 1971 Peugeot 304 Cabriolet, Met green | £1,495 |
| 1979 Porsche 924. Red, manual, electric windows etc. | £4,495 |
| 1982 Renault Fuego GTS. Automatic, 33,880 miles, grey, one owner. | £3,595 |
| 1909 Sears. American high wheeler K model buggy, solid tyres, 2-cylinder air-cooled engine, tiller steering. Believed only one in England. | £7,500 |
| 1979 Scimitar GTE Auto. Beige, full sunroof, Wolfrace wheels. | £3,295 |
| TR7's. Choice of various colours/extras including drophead/coupes. | From £1,295 |
| Triumph TR6's. Choice of 3, red/white/purple | From £2,995 |
| TRIUMPH STAGS. Choice of black/red or yellow, overdrive/auto | £3,195 |
| 1976 Simca Matra S 1500 Bagheera. 3-seater coupé, green, lhd, 37,423 miles. | £3,445 |
| Triumph Spitfires. Choice of 4, 1975/79 | from £1,000 |
| 1961 Vanden Plas Princess Hearse. Details on request. | £1,995 |

PERFORMANCE CARS LTD. GREAT WEST ROAD, BRENTFORD, WEST LONDON. 01-560 7011

LAMBERT LEY STREET LTD

OPP. PLESSEY CO.

(MODELS) 309 LEY ST., ILFORD, ESSEX 01-478 5659
Telex 21120 REF 285

FERRARI 250LM



1/40 resin kit of the Ferrari 250LM, short nose, the one above is the car that was 2nd in Le Mans 1965, alternative decals supplied in kit for No 25 LM65, No 41 Monza, No 7 Reims 64, No 23 LM65, kit comes complete with hand built wire wheels & photo etched window surrounds, price including postage £23.50 anywhere.

Other kits available kit 2, Race No 23 LM64, No 22 Monza 66, No 400 FF66 No 27, LM65, kit 3, No 8 Reims 64, No 28 LM66, No 28 GP Angola 65. Prices as above.

Send for our latest catalogue containing over 60 pages of kits, bits, accessories, decals, building hints, etc. Price £1 UK, £2 overseas airmail.

MAIL ORDER

We do an extensive mail order service in the UK and to the rest of the world. Telephone and mail orders accepted on Access, Barclaycard, Bank Americard, Visa, ChargeX, Mastercharge, Diners Club, American Express, etc.

Open 10.00-5.30 pm. Mon-Sat.
Closed all day Thursday
or you may telephone your order
up to 5.30 pm.



ALL MOTOR INSURANCE LOW RATES WITH INSTALMENTS

LLOYD'S & B.I.A. CO'S ONLY

YOUNG DRIVERS SPORTS and G.T. CARS

- Self Drive Hire
- Commercial Vehicles
- Motorcycles
- 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 NCB with Ins. Co.

Please advise full particulars of additional drivers, accidents and convictions IF NOT ENTITLED TO NCB

Please advise how experience gained as FURTHER DISCOUNTS MAY BE ARRANGED.

*Full details of any business must be given.

MS9

Motts Godwin Insurance Brokers

561-3 Watford Way, Mill Hill NW7 4RT

Tel: 01 906 1544

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 4R
Telephone 0342 23155
(24 hour personal service)
Cables HAVAS EASTGRINSTEAD
Telex 957161 HAVAS G

COMMERCE HO.,
WICKHAMBROOK,
NEWMARKET.
Tel: 0440 820291

RWBanks Alfa Romeo Specialist

OFF THE M11/A45 AN HOUR FROM LONDON

1963 Giulia Ti Super. Homologation rally/racer, perfect for pre '65 saloon series. Chassis 131 of 501 built. White. LHD. Extremely rare (possibly only 20-30 left worldwide). Mint condition throughout.
1972 and 1975. Choice of red 2000 GTV Bertones.

All Giulia models 1963-1978 bought and sold

LANCIA STRATOS 24 VALVE

Probably the best available in the world

The actual car featured in MOTOR SPORT April '85. Performance Car July 85. Specification includes 4 valve 246 Dino engine on Kugel Fischer injection. C.R. gearbox, comp. clutch, fully rose jointed and adjustable suspension, cockpit-adjustable brake balance, Countach sized Campagnolo's P7s. Whole car subject of total restoration to this outstanding condition.



The best offer over £29,950 in writing by the end of September secures. A. G. Moore, 104 Hartington St, Bedford MK1 7RL.

ALEX MOORE on (0234) 857251 (day), (0234) 219373 (eves/weekends).

Lotus

1985 models for early delivery

1984 B Nissan Silvia Turbo. 1 owner, 10,000 miles, immaculate, 2 years extended warranty. £7,650
1985 B Turbo Esprit. Red 1/2 gold leather, 8/1000 radio cassette. 1 owner, 6,000 miles. £20,950
1983 Y Renault 5 Turbo. Very good condition, 26,000 miles, 1 owner. £9,950
1982 Y Lotus Esprit S3. 1 owner, 32,000 miles, 1/2 leather. £9,995

Malmesbury Specialist Cars

CRUDWELL ROAD
MALMESBURY, WILTSHIRE
☎ (066 62) 2309/4329

OFFICIAL Lotus CENTRE

TR7-TR7-TR7

1982 "X" Convertible, oparto, 22,000 miles. £3,995
1982 "X" Convertible, maroon, 17,000 miles. £4,795
1982 "X" Convertible, aqua, 18,000 miles. £4,695
1982 "X" Coupé, white, 17,000 miles, one owner. £3,995
1981 "X" Convertible, red, 22,000 miles. £3,995
1980 "W" Convertible, platinum, 44,000 miles. £3,295
1980 "V" Convertible, red, 39,000 miles. £2,995

TR7's always required.
Distance no object.

Frederick Charles (Cars) Ltd
82-90 Priory Road, Kenilworth
Tel: 0926 53636

ELTONS Est. 1984

Special Cars for Special People Offer

1984 (Sept) ARGO JM 14 B Formula Ford 2000. Chassis No 14. White, scholar engine, 1 race only, sorted set up and ready to race. £6,495

1969 (G) TVR Tuscan SE V6 LWB. Black/red, 1 of 6 ex works demonstrators, fitted blue printed Specialised Engines RS3100 engine, O/D, LSD, etc. Full spec on request. £5,995
1979 (V) Jaguar XJ6 Series III 4.2 Auto Saloon. Costwold yellow/red leather trim, fitted black vinyl roof, pas, radio/cassette etc. £4,995

1958 Velocette Venom. Details on request.

Part Exchange welcome

Finance Arranged

Fine Motor Cars Urgently Required

View by appointment only

15 Ragleth Grove

Trowbridge, Wiltshire

Tel: Trowbridge (02214) 64564

or Westbury (0373) 822682

3000 ME



IMMEDIATE DELIVERY
B&H MOTORS (EST. 1943)

Sales: 1460 High Road, London
N20 9BS. 01-445 6671

DUNCAN HAMILTON

The Square, Bagshot,
Surrey, GU19 5AX.
Tel: (0276) 71010
Telex: 858334.

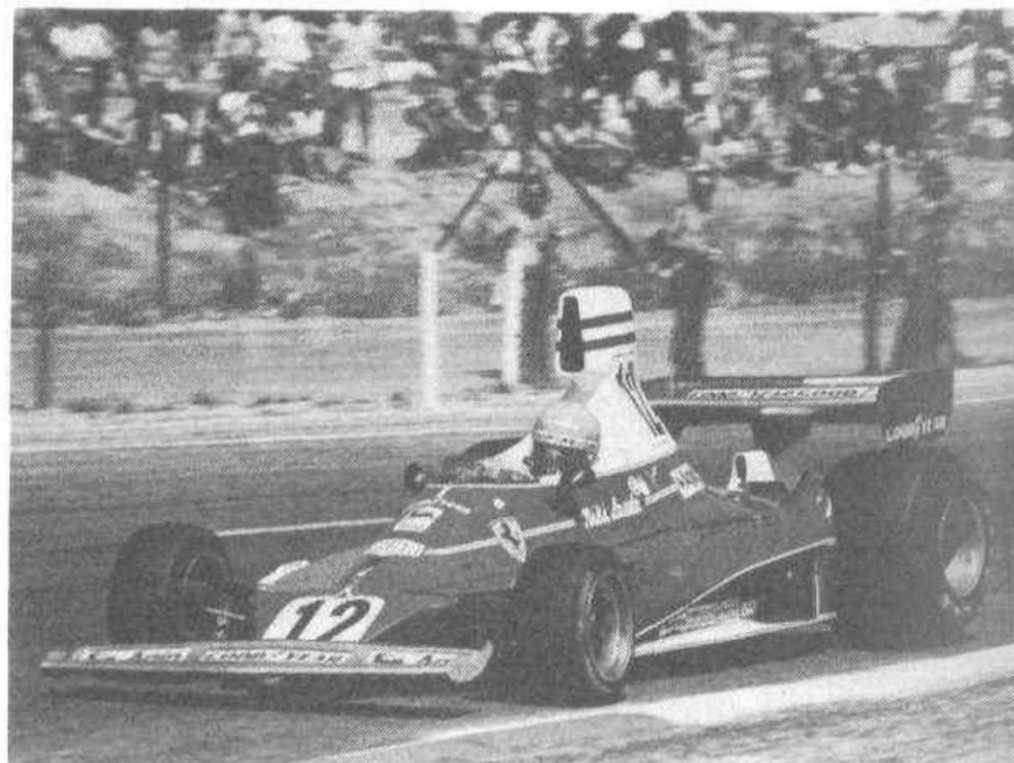
FERRARI 312 T1 Chassis No. 022

This historic Grand Prix car heavily contributed to Niki Lauda's personal World Championship in 1975 with the following successes:

- 1st French GP
- 2nd Dutch GP
- 3rd German GP
- 6th Austrian GP

This car also won the B.R.D.C. International Trophy at Silverstone the same year. A truly rare opportunity to acquire an immaculate Ferrari Grand Prix car.

For further details please contact Adrian Hamilton.



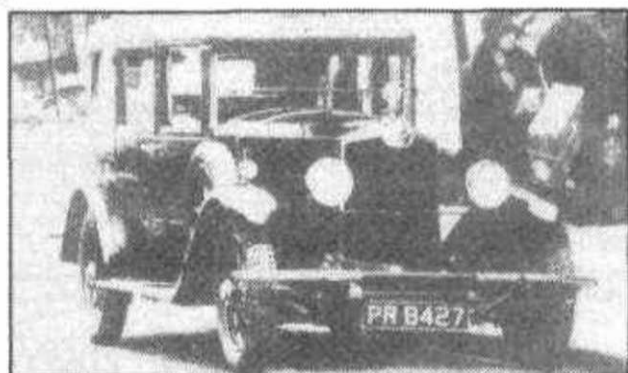
CLASSIC MOTOR AUCTIONS

ANNOUNCE THEIR 9th AUCTION OF VETERAN, VINTAGE AND CLASSIC CARS

at the 4th NORTHERN CLASSIC CAR SHOW

Belle Vue Exhibition Halls Manchester

on SATURDAY 28th SEPTEMBER 1985



Sponsored by **practical CLASSICS**

ENTRIES NOW INVITED

Previous auctions by Classic Motor Auction have included the following pre-war cars and commercials:

ALVIS, AUSTIN, BENTLEY, BUICK, BSA, CITROEN, CROSSLEY, FIAT, FORD, LAGONDA, LANCHESTER, SIDDELEY, STANDARD, SUNBEAM, SWIFT, MG, MORGAN, MORRIS, PHANOMOBILE, RILEY, ROLLS ROYCE, ROSENGART, VAUXHALL.

No Buyers Premium/Lowest Sellers Commission. Full details and entry forms from: **Classic Motor Auctions, P.O. Box 20, Fishponds, Bristol BS16 3DE. Tel: Bristol (0272) 650465/650415**

Please apply early to ensure catalogue entry.

COLIN ALABASTER AUTOMOBILES

1982 (Y) Rolls Royce Silver Spirit. Finished in Georgian silver over Exeter blue with light blue hide upholstery, very low recorded mileage, one private owner, balance Rolls Royce warranty, documented history **£39,995**

1981 Rolls Royce Silver Spirit. Finished in porcelain white with dark brown hide upholstery, all usual refinements including air conditioning, electric seats, privately owned **£30,950**

1930 Rolls Royce Phantom II. Elongated chassis, enclosed limousine, finished in charcoal grey over dove grey, copies of original documentation from Rolls Royce order form, orig handbook... **POA**

1977 Rolls Royce Silver Shadow II. Finished in honey gold with tan hide upholstery, 4 head restraints, radio / cassette, air conditioning, electric seats, plus all usual refinements **£14,995**

1975 Rolls Royce Silver Shadow. Cardinal red with light grey hide upholstery and matching lambswool overrugs, head restraints, below average mileage, personalised registration number **£11,995**

1975 Bentley 'T' Series. Finished in Seychelles blue with black hide upholstery, the luxury equipment includes air conditioning, electric seats / windows, whitewall tyres **£11,750**

De Lorean. Left hand drive, gullwing stainless steel sports car, highly recommended for investment, registered, automatic, power steering, air conditioning, alloy wheels, radio / cassette **£22,000**

New Morgan 4/4. Delivery mileage only, finished in Ivory with chrome wires, rear luggage in carrier, available immediately **£13,500**

1984 (A) Jaguar 4.2. Finished in metallic olive green with stone leather upholstery, with all luxurious refinements and low recorded mileage, as new **£14,995**

1956 Bentley S1. Automatic, finished in charcoal grey over Ascot grey with blue grey hide upholstery, well above average condition and drive remarkably well **POA**

1974 (N) Jensen Interceptor III Convertible. Finished in Caribbean blue with magnolia hide hood and upholstery, fitments include air conditioning, electric windows, central door locking, electrically operated hood, highly recommended for future investment **£16,000**

De Tomaso Pantera GTS. Finished in signal red / black with beige hide, one of few with right hand drive specification, stunning performance **£9,950**

421 LORDSHIP LANE, LONDON N17 6AG
Tel: 01-808 2555
Telex: 295916

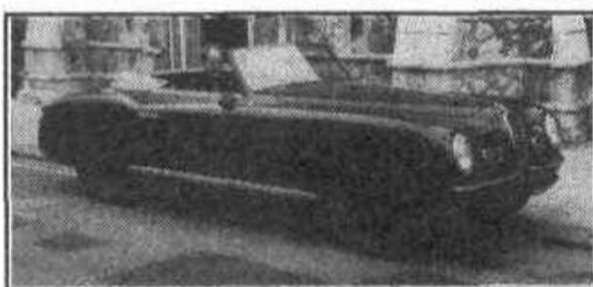


The Chelsea Workshop

SPECIALISTS IN ROLLS-ROYCE, BENTLEY & FINE MARQUE INVESTMENT CARS



1955 Lotus IX Le-Mans. Ex Cunningham Reid Six Mile Racing Stable Team car. Fully restored from totally original car. Outright Concours winner and second overall in Historic Lotus Race 27/28 July, Brands Hatch.



1949/50 Alfa Romeo 6C 2500 Super Sports. Rare drophead coupe by Pinninfarina. A very rare Alfa indeed.



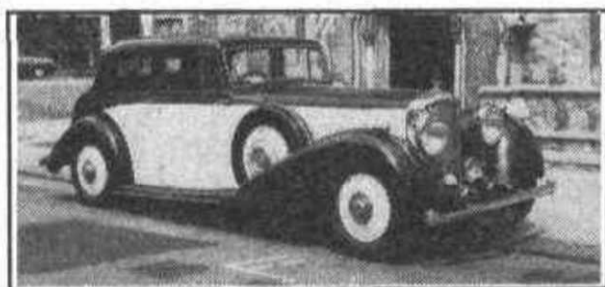
1956 Mercedes 300SL Gullwing. Lovely original low mileage car. Rudge wheels, drum brakes, factory luggage. Silver with black leather.



1964 Triumph TR4. One owner. 34,227 miles. British racing green. Surrey top. Overdrive. Original sales brochures with car. In mint unrestored condition throughout.



1963 MGB Competition Roadster. Eligible F.I.A. Historic GT Championship. Fully equipped with alloy panels, quick fill tank, full race engine etc. Restored and ready to race.



1938 Derby Bentley. MR Overdrive series car fitted with Park Ward 'Continental' coachwork. Beautifully restored throughout.

01-584 8363 THE CHELSEA WORKSHOP (SALES) LIMITED 01-584 8363
NELL GWYNN HOUSE GARAGE · DRAYCOTT AVENUE
CHELSEA · LONDON · SW3 3AU



BMW 3 Series Cyclone. Pearl white / Burgundy hide. Full extensive specification on request, 10,000 miles. Cost approx £30,000 new
£15,995



FERRARI 312B3. 1974. Ex. Lauda & Regazzoni. Fully rebuilt and immaculate. Full history on request. 100% original, offers in excess of
£120,000.

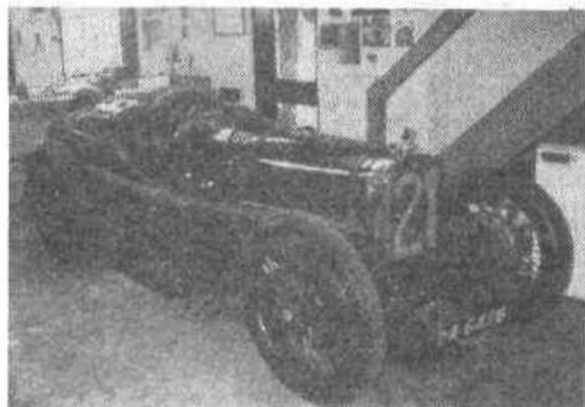
Haslemere Sports Cars

101 Camelsdale Rd,
Haslemere, Surrey.

0428 54951
Telex 858940

FERRARI 400i, 1983, black / magnolia, 17,000 miles, FSH **£32,900**
PORSCHE 911SC Sport Targa, 1981/X, Pacific blue metallic / berber, owners, 47,000 miles, FSH. **£15,900**
PORSCHE 944 Lux, full spec. on request, 17,000 miles, as new **£15,900**
PORSCHE 924 Lux, 1982/X, red / Berber interior, s/seats, sunroof, radio cassette, 21,000 miles **£9,400**
PORSCHE 924 Lux, 1981/W, blue / tan pinstripe interior, sunroof, radio cassette, 32,000 miles, FSH **£7,900**
PORSCHE 928S, 1982, champagne, 29,000 miles, reg number 928S KT **£22,900**
BMW 525i, 1983, 5-speed, green / velour, sunroof, etc., 1 owner, full service history **£8,300**
BMW 323i Mk. III, 1983, henna red / charcoal velour, steel sunroof, p.a.s., service history, one owner, 29,000 miles **£8,900**
FORD Capri 2.8i, 1983 / Y, Caspian blue / silver, one owner, 17,000 miles **£5,900**
VW Golf GTi 1800, 1983 / Y, Mars red, sunroof, one owner, service history, 27,000 miles **£5,900**
VAUXHALL Cavalier 1.8E CD, 1985, metallic blue / grey cloth, sunroof, p.a.s., 12,000 miles **£6,200**
AUDI QUATTRO TURBO, 1983 model, Mars red / grey cloth, full spec. 26,000 miles, cherished number **£13,900**
BMW 635 CSi Manual 1980. Henna red / full black hide. Expensive stereo **£10,900**
RENAULT 5 TURBO 2. 1985. Red / beige cloth. 15,000 km **£9,300**

FROM A PRIVATE COLLECTION IN AUSTRALIA



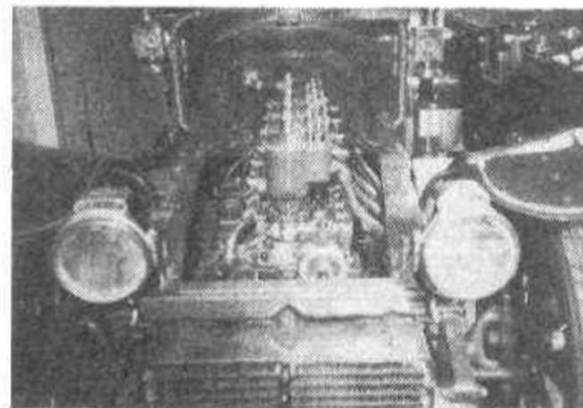
1922 GP Sunbeam 2-litre. ex factory, in perfect restored order and with spares, chassis No 1.

Tel: 024 368 3522 (UK)

These cars are rare and expensive. All will be sold FOB Melbourne



1938 Bentley 4 1/4 Four Door Drophead Coupé by Vanden Plas, a unique and beautifully restored car.



1905 De Dion Bouton. Delivered new to the second Baron Tennyson Governor General of Australia, four cylinder, big touring coachwork in beautiful order.

Balmoral AUTOMOBILE COMPANY LIMITED



1960 Bentley Drophead by M.P.W. Regal red, beige int., new hood, extensively restored to first class cond. **£34,500**



1969 Rolls Royce Phantom VI by H. J. Mulliner. One owner, ex-Mayoral car, cocktail bar, air cond., etc. **£24,750**



1968 Bentley 'T' Type. Silver over blue, beige interior. **£5,250**



1957 Rolls Royce Silver Cloud I. Shell over Tudor, excellent red interior. **£11,950**

1961 Rolls Royce Silver Cloud II. Shell over Tudor, red leather interior. **£12,500**

1964 Bentley SIII. Tudor over silver, blue interior. **£11,250**

1964 Bentley S3. Blue over black, blue interior. **£9,850**

1956 Bentley S1. Silver over maroon, green interior, sunroof. **£6,450**

URGENTLY REQUIRED: ALL TYPES OF BENTLEYS AND ROLLS ROYCES, ALSO VINTAGE OR CLASSIC CARS OR SPORTS CARS

Telephone for appointment to view

Shipping arranged worldwide

20 minutes from Central London

TELEPHONE **01-761 1155** (After Hours Answerphone)

260 KNIGHTS HILL (JET PETROL STATION), WEST NORWOOD, LONDON SE27

LIBRA MOTIVE

Morgan's Official Service Agents

Visit our Showroom, 2 minutes Finchley Road Tube 8-10 Rosemont Road, Hampstead, London NW3 6NE. 01-435-8159 • 01-794-7009 • Telex 8952387 G LIBRAMOTIV

WE BUY, SELL & SERVICE MORGANS

EFFICIENT WORLDWIDE PARTS DISTRIBUTION SERVICE



Morgan

Sales, Service, Parts, Restoration & Worldwide Mail Order

• ALL MORGANS WANTED - including damaged/dismantled • STAINLESS EXHAUSTS AND BODY PANELS FROM STOCK • CATALOGUE - Send £2.00 or US\$6 for NEW second edition, 32 page catalogue

MELVYN RUTTER LIMITED

The Morgan Garage (Dept MS), Little Hallingbury, Nr. Bishops Stortford, Herts. Tel: 0279 725725 Telex: 946240 CWEASY G. Ref: 19011110

MACDONALD



RACING

(established 1966)

NORTH EAST Morgan distributors

SALES • SPARES • SERVICE • REPAIRS • TUNING • MODIFICATION

RILEY 9 PLUS ULTRA TOURER 1932, black with red interior, recent rebuild of engine and ancillaries, taxed, tested and ready for use.
LAGONDA RAPIER 1937, 2-seater in green with beige leather interior, well known car in superb condition, taxed, tested and ready to go.

• VINTAGE, HISTORIC & CLASSIC CAR SERVICE • ROLLING ROAD TUNING FOR ALL CARS • RACING CAR PREPARATION & DEVELOPMENT

I and J Macdonald Ltd., MAIDEN LAW GARAGE
 LANCHESTER, COUNTY DURHAM. Tel: 0207 520916

MORGANS & MORE

See Our Stock On Video in Your Own Home

4/4 - 2-SEATER
 1982 Y. Black leather, alloy, wire wheels, 1. owner, 10,000 miles.
 1979 Silver/maroon, black leather, spots, b/strap, l/rack, radio.
 1971 Ivory/black, spots, d/handles.
 1979 Red/black, w/wheels, 18,000 miles.
 1976 Black/black, w/wheels, l/rack, spots, 12,000 miles.
 1977 Red/black leather, w/wheels.
 1983 Cream alloy/black leather, w/wheels, l/rack, 6,000 miles.
 1979 Green alloy/stone leather, w/wheels, concours car, 13,000 miles.

1979 Brown/stone trim, l/rack, badge bar, spots.
 1984 A Red/black interior, 6,000 miles.
 1981 Mid blue alloy/black, w/wheels, l/rack, d/handles, 9,800 miles.
 1979 Yellow alloy/black leather, w/wheels, d/handles, l/rack, 20,000 miles.
 1979 Red alloy/stone leather, 28,000 miles.

MORGAN PLUS 8
 1975 British racing green/black, 48,000 miles.
 1977 Red/stone leather, 5 speed, spots, 27,000 miles.
 1982 Grey alloy/red leather, red hood/side screens, many extras, 24,000 miles.
 1983 Ivory/green leather, green hood/side screens cover, 11,800 miles.
 1984 Red alloy/black leather, rack & pinion steering, 1,500 miles.

Normally THE LARGEST SELECTION OF USED MORGANS IN THE UK.

PACKER-DUNCAN LTD



WATERLOO GARAGE, HAGLEY ROAD, OLDSWINFORD, STOURBRIDGE, WEST MIDLANDS. TELEPHONE STOURBRIDGE (0384) 395186

Quality used Morgan's in the North

MORGAN DEALERS FOR 59 YEARS

LIFES MOTORS LTD. 0704 31375

ESTABLISHED 1919

MORGANS URGENTLY WANTED FOR CASH



WEST STREET, SOUTHPORT, LANCS.

A-Reg 4/4 4 seater, red, w/w, 7,000 miles.
 1963 -8, private reg LEE 850, alloy, leather, only 700 miles.
 1982 -8, alloy body, many extras, low milge.
 1982 4/4 2 seater white w/w 18,000 miles.
 1981 4/4 4 seater, alloy body, extras.
 1980 4/4 2 seater, white, w/w, alloy, black leather, Dellorto carbs.
 1979 4/4 4 seater, blue/black int., folding seats, door handles.
 1977 4/4 4 seater, c/w/w, navy blue, stone leather & hood, low mileage.

PHOENIX ENGINEERING INTERNATIONAL LTD.

THE GRANGE INDUSTRIAL ESTATE, RAWCLIFFE ROAD, GOOLE, N. HUMBERSIDE DN14 6UR
 Tel: Goole (0405) 60683/60765. Telex 51311



THE LARGEST STOCK OF E-TYPE PARTS IN THE WORLD

A SMALL SELECTION FROM OUR VAST RANGE

BL Heritage Approved Supplier

| | EXCHANGE |
|---|-------------|
| Steering racks, manual | from £94.00 |
| All exhaust systems | £85.00 |
| Radiator subframes, 6 cyl 'E' | £85.00 |
| Radiator subframes, V12 'E' | £79.00 |
| Front square subframe, 6 cyl 'E' | £16.50 |
| Inner door, trimmed casing | £239.00 |
| 3.8 'E' new seat assembly, complete, trimmed in Connolly hide | £3.00 |
| 3.8 St headlamp rim seats | £4.75 |
| Sill cover and foam | £11.50 |
| Mudshields | £24.00 |
| 3.8 & 4.2 Motif bar | £26.50 |
| Complete engine & heater hose sets, 6 cyl | £29.50 |
| Complete engine & heater hose sets, V12 | £67.50 |
| 3.8 'E' dotted alloy tunnel top, radio panel fascia, centre instrument panel fascia - set | POA |
| All chrome trim, motifs, lamps, etc. | POA |
| Water pump rebuild kits | POA |

| | |
|---|--------------|
| Comprehensive carburettor rebuild kits (56 piece) | POA |
| Brake servo seal kit SI & SII 'E' V12 | £13.50 |
| Pressed footwells | £9.00 |
| Brake master cylinder seal kit | £5.60 |
| 'E' 3.8-litre brake servo conversion kit | £275.00 |
| Bonnets | from £760.00 |
| Wiring harnesses - all models | from £142.16 |
| Splined hubs, front & rear, E-type, Mk. 2 saloon, S-type | £54.50 |
| Spinners | £11.50 |
| Coil springs, rear, All E-types | £13.50 |
| All shock absorbers | POA |
| Cupro-nickel non-rust brake pipe sets | £34.50 |
| Cupro-nickel bulkhead heater transfer pipes (set of 3) all models | £26.50 |
| Body seal kits, all E-type models | £80.50 |
| Reverse lamp housing J.8 to 4.2 E-type | £12.50 |
| SII E-type under bonnet | £169.00 |

| | |
|---|-------------|
| Pressed boot floor assembly 'E' 3.8-SII | £43.50 |
| Front seat covers, in original hide, 'E', per pair of seats | £170.50 |
| 10-piece floor carpet set 'E' SWB | £32.37 |
| Pressed as original floor, long half panels with inner sill turn up | £33.00 |
| Bottom rear quarter panels | £19.50 |
| Zinc plated front end bolt, nut & washer sets | £39.50 |
| V12 adjustable steering conversion kit (100% sale) | £65.00 |
| Front adhesive number plate & letters | £8.40 |
| Seat runners | pair £53.00 |
| Rebuilt door hinges | POA |
| Chrome plated nudge bars front & rear, All models | from £21.00 |
| Petrol tank sump tube | £17.00 |
| Boot lid springs | £1.45 |

| | |
|--|--------------|
| New radiators | from £133.00 |
| Bonnet chrome beads | £4.50 |
| Hardura boot mat | £18.03 |
| Boot front & side trim panel set | £17.75 |
| Timing chains, all Jaguars, pairs | £18.00 |
| Plug lead conduit | £12.00 |
| Dash legend strip, left or right hand drive | £12.50 |
| Automatic gear position strip 2 + 2 V12 | £15.90 |
| Double duck & vinyl hood covers. All tan lined | from £79.00 |
| Hood envelopes | POA |
| Brake master cylinder kit 3.8E | £11.00 |
| Clutch slave cylinders | £17.23 |
| Boot lid assembly complete | £95.00 |
| Original braided vacuum hose, per foot | £1.75 |
| Inner sill panels | £13.20 |
| Brass header tanks, E-type & XJ models | from £85.00 |
| Upper steering column re-bearing kits SII | £23.50 |

CALLERS WELCOME All prices are each unless otherwise stated and are exclusive of VAT, please phone for VAT and carriage costs
 * Prices subject to change without notice * Parts sent worldwide * Credit cards accepted



HIRE ONE!



FROM SPORTSHIRE
589 8309



The London Morgan Distributors



September is the month when summer will arrive in England and therefore you must rush to buy your Morgan now before you miss the Morgan experience of feeling the sun on your face and the wind in your hair. Girls especially love this feeling, ask any Morgan owner. No doubt you have already got the little Morgan model on your mantle piece and it is now time to move up to the real thing. If you haven't, come to our Motorfair Stand and we can rectify this situation immediately. We are on the ground floor next to the bar and should have a Morgan Plus 8 FI, a Morgan 4/4 and a Morgan Plus 4 on display. We understand that some of you will want to come to the mews and view our stock which at the moment consists of the following. Starting with the Morgan Plus 8's we have the following selection. 1980 Morgan Plus 8 finished in Sand colour with black leather interior, luggage rack, folding and reclining seats, locking fuel caps, bonnet strap, radio, door handles, alloy body, tonneau cover. Black with black leather, folding and reclining seats is the colour and interior of our 1979 Morgan Plus 8. This Morgan also has an alloy body, door handles and luggage rack. One Morgan

fanatic owner from new. Maintained and serviced by us from new. So much for the current stock of Morgan Plus 8's as we now move on to the stock of Morgan 4/4 2-seaters and 4-seaters. 1983 Morgan 4/4 4-seater finished in Indigo blue with red leather interior, luggage rack and tonneau cover. This Morgan has had one owner from new and has completed 12,000 miles. 1982 Morgan 4/4 2-seater in a lighter colour blue has had two owners from new and has been maintained by us from new. Extras fitted are door handles, spare wheel cover, radio, folding windscreen, chrome bumpers. 1979 Morgan 4/4 4-seater finished in signal red with black interior, wire wheels. Followers of sheep fashions will know this Morgan from the north. 1973 Morgan 4/4 4-seater finished in Royal Ivory, wire wheels, luggage rack, door handles. A really nice conditioned Morgan from the early 70's. The oddities of the month include two Suzuki jeeps, a four wheel drive Toyota Estate, VW Golf, Talbot Estate! Apart from the Morgan cars we sell we also sell genuine Morgan parts and accessories. See you at our stand at the Motorfair.

morris Reece Mews, London SW7 01-589 6894
stapleton

FOR SALE — continued

CITROEN SM 1972, completely rebuilt. Ex Kuwait, absolutely no rust. Carburettor engine latest mods, gas flowed heads. Rewired. St. St. exhaust. 5 new tyres. Black — frequently exhibited £4,500. Work 0632 596821. Home 091 2515493. (86301)

MGB CONVERTIBLE 1974 (Chrome bumpers), full 3 years body, mechanical rebuild. Alarm, stereo, tax, MoT. Excellent example £3,150. (Consider interesting — probably older car/bike p/x). Tel: 0782 396758 (Staffs). (86302)

ALFA ROMEO DUETTO SPIDER, 1967, rare collectors car, colour red, in superb condition, with over £2,500 spent on restoration, spare engine gearbox and wheels. Tel: 0260 272958. Anytime. (86304)

BENTLEY S3 Twin headlamps automatic, repainted bodywork, good interior. £3,300, overhaul recently exchanges. £9,500. Tel: 01-205 0426. (86306)

GINETTA G26 Automatic, Ferranti built, Red, superb handling, performance, economy, comfort and specification. £4,990 ono. Ev'gs. Tel: 01-834 5592. (86326)

1983 Y FERRARI 512 BBi, Red / cream leather interior 15,000 miles F.S.H. Tel: Colin Grant 01-794 0039. (231030)

1982 LAMBORGHINI CONTACH LP400, Silver / blue interior 8,000 miles. Tel: Colin Grant 01-794 0039. (231030)

LAGONDA RAPIER Supercharged Single Seater. 1934, mechanically nearing completion but requires bodywork. Offers. Tel: 0635-248505. (86541)

MINT TR7 CONVERTIBLE, 1982Y, silver leaf, 6,000 genuine miles only, wax protected, always garaged, radio/cassette etc, rare bargain. £4,495. Tel: 061 483 7204. (86542)

FOR SALE — continued

MGB GT, 1973, damask red, overdrive, stereo, sunroof, rebuilt engine, hundreds spent, immaculate, year's MoT. £2,295 ono. Tel: 01-360 4580. (86544)

ALFA ROMEO BERTONE 1.6 GTJ, 1976, high mileage but engine and brakes overhauled, bills, mint condition. £1,850 ono. Tel: 0327 830298 (Northants) after 7th September. (86546)

AMERICAN LEISURECRAFT MOTORHOME, 21 ft, four-berth, July 1982. Chevrolet automatic, power steering, cruise control, stereo, cooker, fridge, bath, shower, toilet, air conditioners, central heating. Sundek roof with ladder. Many luxury features. Ideal for sporting events. £15,000. Tel: (0622) 859648 (Maidstone). (86546)

HOT HATCH? Well, comfortable and quite brisk. One owner, 1982 Talbot Horizon GL 1.5 automatic. Beautiful condition, glass sunroof, P.B. radio, mudflaps, taxed, MoT'd. £2,450. Tel: South Brent (Devon) 2375. (86548)

ROVER 3.5 SALOON, 1971, maroon with tan leather interior, in top concours condition with over 40 trophies awarded including best 3.5 for last six years. Owned by myself for nine years with one previous owner. This car is original and not a rebuild. Automatic, pas, MoT. Really superb in every respect. Agreed value insurance £6,800. Only used in fine weather during summer. £6,000. Tel: Sunbury (09327) 87178. (86549)

RILEY 1½-LITRE RME Saloon, 1954, magnificent condition, MoT, drive away bargain. £2,450. Tel: Clacton 421201. (86537)

PORSCHE 944, A-Reg, manual, guards red, 18,000 miles, sunroof plus all extras, immaculate. £14,500. Tel: (0243) 572961 evenings. (86538)

FOR SALE — continued

JWC 74 TORNADO Talisman 4-seater GT. 1,500 cc, new chassis, completely overhauled mechanically, MoT, taxed. £2,000. Tel: Kettering 511236. (86539)

RILEY 1,808 cc 6-cylinder racing engine. Unused Laystall ERA, HYATT roller crank, B-type ERA rods, special racing head. £5,000. Tel: 0635 248325. (86540)

COOPER S MKII, 1968, 1,275 cc, a fast appreciating asset in superb condition both bodily and mechanically; lots of extras and only used on the road. £2,500 ono. Tel: 0298 813444. (86552)

ALFA ROMEO 1750 GTV, 1971, white, unfriendly bank forces sale. £4,500 ono. Tel: 0590 74814. (86553)

RENAULT ALPINE A310 V6, 1978 (registered 1/8/81), superb condition, MoT, stored for the last year, service history. £6,250. Tel: Camberley 684366. (86555)

ORIGINAL MINI, April 1960, Morris Mini-Minor, de luxe, white, one owner from new, stored in garage since 1978. Offers invited. Tel: Upminster 22698 (Essex). (86558)

FERRARI 308 GT4, 1977, rosso red, excellent condition, P7s, stereo, beautiful body, absolutely no rust, appreciating asset. £11,000. Jensen FF 1970, white, £20,000 rebuild over last two years, immaculate, stainless steel exhaust, Pioneer stereo, a rare vehicle with complete history. £12,000 ono. Triumph TR3A, totally complete and original, needs restoration. £1,700. Tel: 0705 597562. (86560)

CHENARD-WALCKER 3-litre OHC, 1923, complete but partly dismantled, original body, engine reconditioned, a rare, fast car. Remember they beat Bentley at Le Mans 1923. Reasonable offers. PO Box 177, Paramatta, 2150 NSW, Australia. Tel: 026512054. (86562)

FOR SALE — continued

RALTON 4-SEATER SPECIAL, Eight-cylinder hood and tonneau, VSCC accepted, T&P part exchange considered. £4,750. Tel: Mansfield 0623755415. (86555)

30/98 VAUXHALL, Sidevalve trials special based on E-Type, unfinished requiring considerable work, non original. £7,500. Tel: 0905 65202. (86556)

TRIUMPH GT6 Mk3, 1974, excellent, low mileage example, overdrive, Pioneer stereo, taxed. £1,750. Tel: Salisbury 790270. (86556)

MGB ROADSTER, 1980, one owner from new, 33,000 miles. £4,500. Tel: Beaumari 0248 811022. (86556)

PORSCHE 924 LUX, 1979, silver, four-speed dealer serviced, good fast car and value. £4,750. Tel: 087 535 202 (Edinburgh). (86556)

MODEL T FORD, 1919, two-seat open touring very attractive, electric start, sound and ready to drive, interesting history. Offer around £5,000. Tel: Burgess Hill 04446 2303. (86556)

JENSEN CV8, 1965, two owners only, has been stored in dry warehouse. Offers over £1,000. Tel: (0202) 723423 (office). (0202) 709968 (home). (86556)

FERRARI 365/4 2+2, 1976, blue/blue interior 33,000 miles, in excellent condition with full service history. Tel: 060884 665. (86556)

FERRARI 365 GTC4, Blue robot, magnolia hide, very rare and beautiful car. £24,950. Tel: Malvern (06845) 3466 evenings. (86557)

MG TD, 1952, excellent condition, green with red leather interior. £6,400 ono. Tel: Blackpool 0253 65721. (86557)

AUSTIN 7 MULLINER SPORTS, 1930, restored chassis, body requires fabric trim, a correct fittings, wheels, tyres, chrome, engine dismantled. £2,000 ono. Tel: 0564 2603. (86557)

Transcar ship more personal export cars home from Europe than most of our competitors put together—here's why.

Low prices and terms which we guarantee cannot be matched - given on the telephone.

Our own offices and receiving centres throughout Britain and the Continent of Europe

Our own offices in New York and Los Angeles

Angela to help speed the clearance of your car through any American port

A large skilled staff who care about your needs and the safety of your car.

Largest and most experienced network of clearing agents throughout Australia and most other destinations worldwide.

Personal effects also handled.

Details and Brochure on Application to: TRANSCAR UK LTD., Dundee Warehouse.

Three Colt Street, London E14 8AP. Tel: 01-515 6684 (10-lines). Telex: 893546

transcar

GENEVA Tel: 96 55 11 • LIVERPOOL Tel: 227 1926 • ZURICH Tel: 740 1068 • and at: FRANKFURT • NEW YORK • LOS ANGELES • ROME • MUNICH • PARIS and BEIRUT.



John Britten



There was a car salesman called Vic
Who considered himself very slick
With a girl in his car
He would demonstrate how far
The seat belts could stretch — clunk
Click!

We will begin September's offering with the announcement of our "end of Summer sale" (what Summer? I hear you say!) (Well, we think we can remember one sunny weekend!) Every one of our large stock of previously owned TVR's or Morgans must, just must, be sold and the discounts we are offering are quite unbelievable. Before we amaze you with our incredible reductions we had just better point out that new TVR's and new Morgans are not included in this sale. Since both new Morgans and new TVR's are now subject to waiting lists, admittedly of different time scales (about the same number of weeks for a TVR as years for a Morgan!) you will appreciate there is no discount available on these much sought after models. Right on with the motley: 1985 TVR 350i, Convertible, Italian racing red, one pretty lady owner in whose gentle caring hands the car has covered 4,000 miles,



and absolute bargain at £12,950. 1984 TVR 350i Convertible, white, blue interior, one owner, 8,000 miles, very reasonably priced at £11,950. 1983A TVR 280i Convertible, also gleaming white, blue interior, One owner, 9,000 miles, a snip at only £9,950. 1982Y, TVR 2.8 Convertible, gold, Momo wheels, four speed gearbox, one accounting owner from new, £8,750. 1982X TVR 2.8 Convertible, black, gold bumpers and stripes, one owner from new, 12,000 miles, a mere £8,950. 1982Y, TVR 280i Fixed Head Coupé, 2+2, crystal green, 5-speed gearbox, 21,000 miles, power assisted steering, £8,950. 1982 TVR 2000 Fixed Head Coupé, Cosmos blue, power assisted steering, one owner, 16,000 miles, £8,400, a real economy car. 1981 TVR 2.8 fixed head coupé, dark blue, late



type underfloor exhaust (cool man, real cool) rear window wiper, moon roof, 36,000 miles £6,500. 1981 TVR 2.8 fixed head coupé bright yellow, Momo wheels, 37,000 miles, very striking, £5,950. 1981 TVR 2.8 fixed head coupé, maroon, 41,000 miles, a steal at £4,950. 1980W TVR 2.8 Convertible, black, BHS wheels, 21,000 miles (genuine) and fitted with the very rare automatic transmission, £7,500. 1980 TVR Taimar, special equipment, gold, moon roof, Compomotive wheels, wooden dashboard, radio cassette, 35,000 miles, very eye catching, £6,950. 1979, TVR Taimar Turbo, gold, sunroof, radio cassette, Wolftrace wheels, brown modelband, has got, but got, to be sold, £4,950. 1978T TVR 3000S Convertible, Squadron blue, oatmeal interior, abandoned in favour of the new 350i, £6,950. 1978T



TVR 3000M, gold, brown vinyl roof, moon roof, 27,000 miles, radio cassette, worth every penny at £5,950. 1976R, TVR 3000M Turbo, black, white modelband, tremendous value in terms of horsepower per £— £3,950. 1969 TVR Vixen 1600, bright Orange, sunroof, only two owners from new and one of those owned it from 1971, a marvellous example of a dear old TVR, £1,995. Moving on to the Morgan stall, we find a 1984 Morgan 4/4 2-seater, British Racing Green, red leather interior, wire wheels, alloy body and wings, walnut dash-



board, reclining seats, one owner, radio cassette stereo, badge bar, 5 speed, should be more than £9,250. 1983Y Reg., Morgan 4/4 2-seater, signal red, stone leather, wire wheels, alloy body and wings, 7,000 miles, £9850. 1983Y Morgan 4/4 2-seater, Deep Brunswick green, black leather, wire wheels, alloy body and wings, fold flat windscreen, one owner, 10,000 miles, £9,500. 1980V Morgan 4/4 2-seater, black, red leather, wire wheels, 27,000 miles, sold surely fetch £6,950. 1979V Morgan 4/4 2-seater Deep Brunswick Green, wire wheels, this luck man has just collected his new one, also £6,950. 1978 Morgan 4/4 2-



seater, Carnation red, wire wheels, 18,000 miles, a give away (we are very generous) £5,950. 1980 Morgan 4/4 4-seater, indescribable green, brown leather, wire wheels, alloy body and wings, 18,000 miles, ageless registration number — LAN 170 — £7,500. In the Odds Ends and Unwanted Part Ex-



change Dept we have a 1984B Panther Kallister, 2.8, British racing green, radio cassette, alloy wheels, wooden dash, one owner, 8,000 miles, much better car than one might think and I am told that Kallister is Greek for sunshine, so buying this car may be the only way you'll get some this year! £7,950. 1980W Lotus Eclat 2.2-litres, white, automatic, power assisted steering, moon roof, 48,000 miles, only £6,500. 1980W Renault 8 Turbo, white, £1,500. 1980W Lancia HPE, 1,600, black, very good example of sporting estate, £1,650. Arkley Kits — 2 large lumps of fibreglass that will cost you £390 plus VAT and transform your MG Midget into a Noddy Car — that's



alright if you've got Big Ears!! (Sorry) Seriously though we have three complete Arkley's for sale: 1970J, Arkley SS, Green / silver, tuned 1275 cc engine, chrome wheels, £2,500, and another 1971 Arkley SS in white with Alleycat wheels for exactly half the price. Plus, also, we have been asked to sell the "most perfect Arkley we have ever seen". The photograph that appears at the foot of this page does not do it justice, based on a 1977 MG Midget, black with 7" Wolftrace wheels, beautifully carpeted throughout and fitted with Recaro seats, and more extras than we have space to print, another unique feature of this car is that Roger Davies fitted the rear end! £6,950. In closing, and bearing in mind our weather situation, all we can say is "Every cloud has a silver lining"!



FOR SALE — continued

UNREGISTERED NEW MGB Limited Edition Tourer, Bronze, wires, £10,000. Tel: 0253 63996. (86574)

MG TF, 1954, restored, white, wire wheels, immaculate, photo available. £10,000. Tel: 0253 63996. (86574)

JENSEN 541, 1956, rebuilt in excellent condition, MoT until April 1986. Complete with spare engine, gearbox, axle and most other parts. £4,500 ono. Tel: Kirk Langley 507. (86575)

MG TC, 1946, sound original car, chassis and mechanics good, paint and trim fair, MoT, taxed, £4,950. Tel: Guildford 224150. (86576)

TRIUMPH SPITFIRE 1500 COUPE 1979, Brooklands green, 28,700 miles, long MoT, £2,300. Tel: Evesham 871003. (86577)

LOTUS ELAN 130 Plus 2 S, Five-speed, bronze/silver, 30,000 miles, stored for past 10 years, immaculate/original. £5,000. Tel: Hadlow Down (082585) 271 (Sussex). (86579)

JENSEN INTERCEPTOR III CONVERTIBLE Co. Directors car for 6 years. Maintained regardless of cost by Jensen specialists. Immaculate bodywork, Superb mechanics. Service history. Pioneer stereo system. £14,950. Tel: Radlett 6466 (Evening) 6193 (Day). (86609)

LHD MERCEDES 230 SL, 1966 two tops, excellent condition £7,950; LHD 280 SL, 1970 two tops, new engine, excellent condition, £9,450; LHD 380 SE, loaded like new, £11,750. Tel: Dorking (0306) 883795. (86610)

PORSCHE 911 TARGA, 59,000 miles, full service history, tan brown with tan int, £8,500, no offers. Tel: (0522) 685242. (86611)

1953 RILEY RME, reg HNL 750, 83,000 miles, good sound reliable & smart in Riley green & black, £1,400. Tel: Co Durham 0325 313302. (86612)

1972 ASTON MARTIN DBS V8 injection, automatic transmission, back to metal, respray just completed, 800 miles since £2,000 service, excellent mechanics and interior, MoT September 1986, beautiful car, £5,750. Tel: Bournemouth 27231. (86616)

LOTUS XI S2 Chassis No 525, painted, engine and gearbox stripped for inspection. Final finishing and assembly only required. Tel: (Day) 074 783 365. (86617)

MARCOS 2 litre, full mechanical rebuild 2 yrs ago on new chassis, very reliable, fast, £3,000. Tel: 0743 56636. (86619)

FERRARI 308GTB, 1977, fibreglass, red, black leather, a/c, deep spoiler, wide wheels, 16,000 miles only, immaculate, £13,995. Tel: Oxford (0865) 863258. (86620)

CAPRI 3.0 S black (1981 W-reg) 29,000 miles, immaculate, 1 owner, £3,400. Tel: 061 707 6868 ex 206(day), 061 442 4758 (evening). (86621)

LOLA 332 P5000 car built of all new parts 1983, fresh engine and spares, also McLaren M26 Formula 1 Grand Prix car Cosworth DFV engine and spares, both cars immaculate running order. Tel: 0625 522371 or 061 491 2992. (86622)

AUSTIN ASCOT 1935 11.1 complete sound original car, totally reconditioned, 33,000 miles from new, 12 months MoT, £3,000. Tel: 0535 607698. (86623)

1954 ROLLS ROYCE Silver Dawn, Reg No AAF1, midnight blue over silver sand, excellent condition, photograph on request. Box No 7023. (86624)

BRISTOL 405, 1955, suitable for restoration, front end, brakes and gearbox overhauled, reasonable offers. Tel: Lincoln 750095. (86625)

ALVIS TE21, 1965, automatic transmission, wire wheels, very good engine, body poor condition, £2,000, view Sussex. Tel: 01-740 0762. (86626)

MGB GT V8. A very attractive V8, chrome bumper, rebuilt engine/gearbox, new exhaust, kingpins, £2,000 spent in last 15,000 miles, MoT, £3,595.00. Tel: 04895 83634 evenings. (86627)

MORGAN 4/4 1983, 2-seater, XR3 engine, 5-speed, cherry red, black trim with red piping, wire wheels, extras, rustproofed, factory maintained, one owner, 9,000 miles, £9,750. Tel: Leamington Spa (0926), 883 883 office. (86628)

1928 HUMBER 9/20m 2 seater with dickey, 3rd owner from new, history known, mechanically sound and reliable, electrics rebuilt and rewired, body good, brightwork re-nickelled, MoT June 86, £4,750. Tel: 0200 41480 (Lancs). (86629)

AUDI 80 QUATTRO 2.1, A-reg, zermah silver, 1 careful owner, 17,000 miles, as new throughout, spare, unused, bargain, £7,950. Tel: 0691 859501 (Salop). (86630)

1923 ROLLS ROYCE 20 HP Tourer, Excellent original chassis detail including engine undershield, gaiters, covers etc. Barrel sided tourer bodywork, leather, Wilton carpets etc. Work done by RR specialists; drive away at £18,950 ono. Tel: 0745 583141. (86631)

MG BGT V8; white, chrome bumpers, sunroof, M reg, taxed MoT, very good condition, £3,650 ono. Tel: Dorking 888261 evenings/weekends. (86632)

JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144



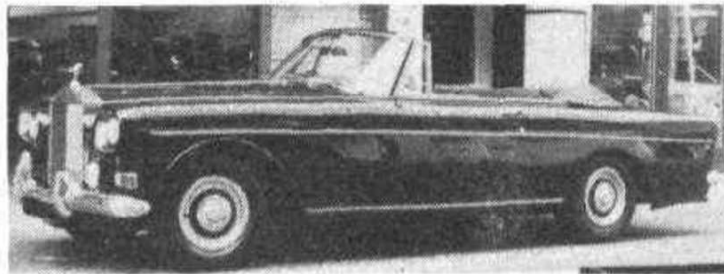
01-499 9951
(Monday-Saturday)

Laurence Kayne (London) Ltd.

A choice of over forty Rolls Royce & Bentley motor cars under one roof

0488 72184
(Weekends)

5 minute walk from Marble Arch



1966 ROLLS ROYCE SILVER CLOUD III CONVERTIBLES. By Mulliner Park Ward. The choice of two fine examples. The first has just been re-finished to a very high standard in Royal Blue with new Magnolia hide trim. The other is a LEFT HAND DRIVE manufactured car completely rust free, fitted with new mohair hood, Sundyn glass and refrigeration.

- 1981 ROLLS ROYCE CORNICHE CONVERTIBLE. Le Mans Blue with Beige hide, superb. £49,950
- 1980 ROLLS ROYCE CAMARGUE. Fenland Sage with Magnolia hide trim, low mileage example. £39,500
- 1979 BENTLEY T2. Excellent throughout, Peacock Blue with Surf Blue hide. £27,500
- 1976 ROLLS ROYCE CAMARGUE. Beautifully finished in Cobalt Blue with matching Connolly hide. £13,900
- 1975 ROLLS ROYCE SILVER SHADOW. Only 50,000 miles, in Willow Gold with Brown hide. £16,900
- 1975 BENTLEY CORNICHE CONVERTIBLE. Ex property of Public Company Chairman. £27,500
- 1975 ROLLS ROYCE CORNICHE. Fixed head coupe, finished in Athenian Blue. £16,900
- 1973 ROLLS ROYCE CORNICHE CONVERTIBLE. Finished in Embassy Black and new soft top. £27,500
- 1972 ROLLS ROYCE SILVER SHADOW. A choice of our usual large selection from. £8,900
- 1969 BENTLEY T CONVERTIBLE. By Mulliner Park Ward. Regal Red with Beige trim. £16,900
- 1963 ROLLS ROYCE SILVER CLOUD III CONVERTIBLE. Adaptation by H. J. Mulliner. PC
- 1959 ROLLS ROYCE SILVER CLOUD I LEFT HAND DRIVE. Manufactured refrigeration. PC
- 1958 BENTLEY CONTINENTAL FASTBACK. With manual transmission, very rare and original. PC
- 1957 ROLLS ROYCE SILVER WRAITH LEFT HAND DRIVE. Exceptional condition. PC
- 1953 BENTLEY R TYPE. Finished in Royal Blue with matching piped upholstery. £9,900
- 1949 BENTLEY MK6 CONVERTIBLE. Finished in White with retrimmed red hides. £18,900
- 1973 CADILLAC ELDORADO CONVERTIBLE. Finished in Black with Black trim and hood. £7,700
- 1967 ASTON MARTIN DB6. Finished in Dubonnet Rosso with chrome wire wheels. £8,900

CUSTOMERS PARKING AVAILABLE, FULL WORKSHOP AND AFTER SALES SERVICE E.&O.E

MOTOR INSURANCE

MONTHLY PAYMENTS

YOUNG AND CONVICTED DRIVERS
PERFORMANCE CARS AMERICAN CARS

LOW RATES

Telephone now for instant quote

Grosvenor Manx Biddlecombe Ltd., 166 / 168 Bishopsgate, London, EC2M 4LX.

01-377 8534

DK ENGINEERING

Ferrari, Jaguar and Porsche
Service and Repairs

Sales and Service
Cars Sold on Commission

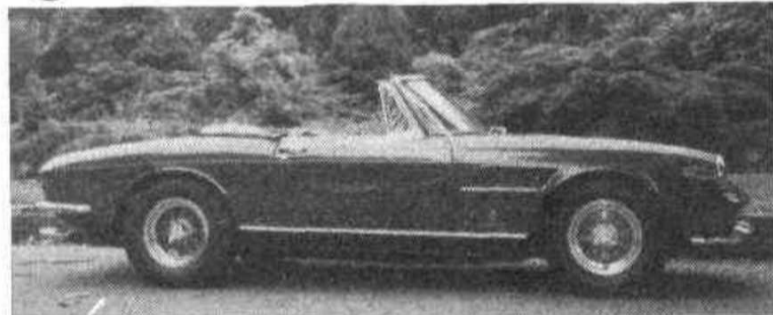


- Jaguar XK150 Drophead Coupé. Sound example, some work required. £6,950
- Ferrari 250 GT. Low roof Boon 1956, rust free example, part dismantled, rare opportunity. £10,000
- Ferrari 250 GTE 1962. Part restored and excellent condition, requires further work. £8,500
- Ferrari 750 Monza. 1955. Requires total restoration, some parts missing. Chassis 0502M, engine 0502M. P.O.A.

Telephone Watford 0923 55246
Unit D, 200 Rickmansworth Road, Watford, Herts WD1 7JS.

TAYLOR & CRAWLEY

Alfa Romeo (Chelsea)



- FERRARI 275 GTS. In rosso chiaro with black hide, 44,000 miles, history, recent top end engine rebuild. £29,950
- MERCEDES 280 SE CONVERTIBLE. In metallic light blue with burgundy hide and blue hood, 71,000 miles, two owners, service record. £19,995
- CHEVROLET CORVETTE, 1961. Blue with cream flash, 72,000 miles, two owners, with complete history, very original. £12,950
- ASTON MARTIN V8 MANUAL, 1972 'L'. Silver blue with burgundy hide, piped grey, car has been totally renovated with the factory at a cost of £40,000 having covered 160 miles since. £23,950
- MASERATI QUATTROPORTE, 1981 'X'. Graphite metallic with tan hide, 21,000 miles. £19,950
- FERRARI 308 GTS, 1982. Silver with red hide, air cond., front spoiler, stereo, 6,000 miles, totally as new. £22,950
- ROLLS-ROYCE CORNICHE. FHC, 1978 'T', in willow gold with champagne hide, 32,000 miles, superb order. £24,950
- BRISTOL 406, 1960. Dark green with pale green hide, sunroof, 52,000 miles, one owner, full history. £8,750
- JAGUAR XJS V12 CABRIOLET. Immediate delivery. POA
- PORSCHE 928 'S' II. Auto, met. white, immediate delivery. POA
- BMW 635M. Metallic black, immediate delivery. POA
- PORSCHE 3.3 TURBO. Black/black, immediate delivery. POA
- MERCEDES 500 SEC. Choice of colour, immediate. POA
- MERCEDES 500 SEL. Black with grey hide, total spec. with Lorinser conversion, 15,000 miles. £24,995

New Alfa Spydres for immediate delivery

Selection of used Porsches

58, OLD CHURCH ST, KINGS RD, LONDON, SW3 5DB
TEL: 01-351 0955

Straight EIGHT



Stutz Blackhawk Mk VI. Absolutely stunning Acrylic White, Black hide, Gold plated interior fittings, only 3,500 miles from new. POA

- Silver Cloud III, LWB without division, Black over Shell Grey, Grey Hide, ex titled owner. POA
- Corniche Saloon 80 Model. Champagne Hide piped in Blue, Midnight Blue over Le Mans Blue. Full history, Stunning! £29,950
- Bristol 412, Convertible, 77. Regal Red, Black hide, auto, PAS, cruise. £8,950
- AC Cobra Replica, 1968, Electric Blue, Magnolia hide, wires, very quick. £8,950
- Mercedes Benz 450SL late 78. Silver over Graphite Grey, 40,000 miles full service history, AMG body styling, radio/stereo, alloys. £11,950
- Cadillac Eldorado Convertible, 71, 27,000 miles, magnificent Black, White leather. POA
- Volkswagen Beetle Convertible, 74, White, Black interior, alloys, superb appearance. lhd. £4,950
- Aston Martin Lagonda 1982. Component stereo, good history. POA
- Bentley Mulsanne, LHD, Carnival Red with Beige hide interior, colour coded grille, etc. POA
- Jaguar 420G, 68. Midnight Blue, Grey leather, electric windows, auto PAS, concours. £4,950
- Mercedes Benz 220S Cabriolet, 58, Signal Red, Beige hide, best available. £15,950
- Rolls Royce Silver Shadow 1976. Left hand drive, Masons Black over Silver Mink, Beige Hide interior, 61,000 miles. Full Service History. POA
- 1975 Silver Shadow left hand drive, Silver Mink over Seychelles Blue, Dark Blue hide interior, white wall tyres. POA
- Rolls Royce Silver Shadow, two door LHD Corniche style, Silver Mink, Dark Blue interior, very attractive car. POA
- Silver Dawn 54. Royal Blue over Shell Grey. Automatic, sunroof, Grey hide. POA



Delahaye Type 175. 2-door, coachbuilt coupé, 1949, by Fignoni Fitaschi, supplied new to Maharajah of Mysore. POA

- Rolls Royce Corniche style 2 door late 1970. Seychelles Blue, Grey hide, 1 owner, 48,000 miles. A super car in every respect. POA
- Rolls Royce Corniche Convertible 1981. Exeter Blue, under 35,000 miles, full history, magnolia hide with Blue piping & Blue roof. POA
- Jaguar XJS Late 1979. Beautiful, White with Black Hide, 15,000 miles, outstanding example. £7,950
- Jaguar E-Type 4.2 1970 Roadster. Special order Banana Yellow with Black Hide, 1 lady owner, 37,000 miles, factory hard top with sunroof, chrome wheels, radio. £11,950
- Bentley T Series 1967. Shell over Tudor Grey, Grey Hide, picnic tables, etc. Fully exportable to USA. £8,950
- 1963 Bentley S3. Black over Blue, Beige hide, history, truly exceptional. £14,950
- Citroen Maserati SM 1973. Met Blue, Tan Hide interior, air conditioning, all usual SM refinements. £5,950
- BMW 323i 1982. Hartge conversion, 635 CSI engine, 5-speed gearbox, air conditioning, radio/stereo, lowered suspension, BBS wheels, P7's, single wiper, Recaros. Black with beige interior. Unbelievably quick. POA
- BMW 320i 1983. New shape, Henna Red, Grey Velour, radio/stereo. £6,950

The above is a selection of our current stock — please phone for an up to date list
CARS URGENTLY WANTED. CASH SETTLEMENT
158-160 GOLDHAWK ROAD, SHEPHERDS BUSH,
LONDON W12 01-743 1599

HENDON WAY MOTORS

1985 LOTUS ESPRIT TURBO. Juniper red, 5,000 miles, leather, air cond, 1 owner.
 1985 (SERIES) LOTUS ESPRIT TURBO. Black, leather, air cond, 1 owner.
 1985 (SERIES) LOTUS ESPRIT TURBO. Silver, 12,000 miles, leather, air cond., one owner.
 1984 LOTUS EXCEL II. Met. Silver, 10,000 miles.
 1985 LOTUS ESPRIT S3. White, 5,000 miles, 1/2 leather, quad radio.
 1983 (MODEL) LOTUS Esprit S3. White, 19,000 miles, 1/2 leather, one owner.
 1982 LOTUS Esprit S3. Red, 14,000 miles, 1/2 leather.
 1982 Esprit S3. Silver, 23,000 miles, leather interior.
 1982 (SERIES) LOTUS Esprit S3. Yellow, 35,000 miles.
 1979 LOTUS Esprit S2. Red, black leather.
 1979 LOTUS Esprit S2. White, low mileage.
 1972 LOTUS Elan S4/Sprint. Gold Leaf colours.
 1985 (SERIES) MORGAN PLUS 8. Brown, 5,000 miles, leather int.
 1982 (SERIES) MORGAN Plus 8. Ivory, 12,000 miles only, extras.
 1981 MORGAN Plus 8. Brown, 12,000 miles, leather int.
 1985 MORGAN 4/4 XR3. 2-seater, blue, 5-speed, 26 miles.
 1985 MORGAN 4/4 XR3. 2-seater, red, 5-speed 49 miles.
 1983 MORGAN 4/4 XR3. 2-seater, green, 5,000 miles.
 1979 MORGAN 4/4. 2-seater, burgundy, 1,800 miles only.
 1984 MORGAN 4/4 XR3. 4-seater, navy, 4,000 miles.

1982 MORGAN 4/4. 4-seater, coffee cream, 27,000 miles, 5-speed.
 1983 (SERIES) FERRARI Mondial QV. Black, magnolia hide, 11,000 miles.
 1982 (SERIES) FERRARI 308 GTSi. Red, 29,000 miles, leather.
 1982 FERRARI 400i. Silver, 29,000 miles, personal registration number.
 1981 FERRARI 308GTB. Red, 19,000 miles.
 1979 FERRARI 308GTB. Red, 44,000 miles.
 1978 FERRARI 308GTB. Red, history.
 1980 (SERIES) FERRARI 308 GT4. Blue, 35,000 miles.
 1973 FERRARI 246 GT. Red, 56,000 miles.
 1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.
 1985 (SERIES) PORSCHE 911 Carrera Sport Targa. Kilm red, 5,000 miles.
 1984 PORSCHE 911 Carrera Coupé Sport. Ruby red, 10,000 miles.
 1984 (SERIES) PORSCHE 911 SC Sport Targa. Black, 22,000 miles.
 1983 (SERIES) PORSCHE 911 SC Sport Targa. Black, 39,000 miles.
 1983 PORSCHE 911 SC Cabriolet. White, 22,000 miles.
 1983 PORSCHE 911 SC Sport. Guards red, 39,000.
 1981 (MODEL) PORSCHE 911 SC Sport Targa. Ice blue, full history.
 1981 PORSCHE 911 SC TARGA. Pewter, full history.
 1981 (SERIES) PORSCHE 911 SC Sports Coupé. Met ice green, 35,000 miles.

1979 PORSCHE 911 SC Targa. White, history.
 1981 PORSCHE 911 Turbo. Met black, 29,000 miles.
 1984 PORSCHE 928 S2. Black, 3,000 miles, full leather int, hi-fi pack, Sports suspension, esr.
 1984 PORSCHE 928 S2. Met. Gold, 11,000 miles.
 1983 PORSCHE 928 S. Auto, silver, 33,000 miles.
 1982 PORSCHE 928 S. Auto, white, 34,000 miles.
 1980 PORSCHE 928. Auto, met bronze.
 1984 PORSCHE 944. Manual, black, 10,000 miles.
 1984 PORSCHE 944 AUTO. Pewter, air cond, 10,000 miles.
 1984 PORSCHE 944. Gemini grey, 12,000 miles.
 1983 PORSCHE 944. Red, 19,000 miles.
 1983 PORSCHE 944. Silver, 12,000 miles.
 1983 PORSCHE 944. Burgundy, 21,000 miles.
 1983 PORSCHE 944. Burgundy, 26,000 miles.
 1983 (SERIES) PORSCHE 924 Lux. Blue.
 1980 PORSCHE 924 Turbo. Met. silver, 37,000 miles.
 1979 PORSCHE 924 Lux. Auto, met, silver, 35,000.
 1936 BENTLEY 4 1/4 Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.
 1985 AUDI QUATTRO 90. 5,000 miles, tornado red.
 1985 JAGUAR XJS 3.6 Coupé. White, 5,000 miles, computer, wash wipe.
 1981 MERCEDES 280 SE. Auto, new shape, met silver, full history.
 1984 (SERIES) FORD RS 1600i. Met blue, 12,000 miles, KAT conversion, electric windows etc.
 1980 (SERIES) BMW 323i. One owner, low mileage, history.



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



FOR SALE — continued

E TYPE V12 roadster, manual, signal red, black hide, factory hard top, low mileage with excellent history, this car is in mint condition throughout, £15,000. Tel: 0243 863753. (86633)
 TRIUMPH STAG 1973, immaculate, manual, overdrive, hard/soft tops, mimosa yellow, Philips stereo VHF/cassette, one fastidious owner, maintained regardless of cost. Full service history, 52,500 miles, £4,750. Near Exeter. Tel: 03954 5894. (86634)
 BMW 323i, 1981 (X), metallic arctic blue, factory sunroof, 5-speed gearbox, electric mirrors, one owner/driver, excellent condition, 77,000 mainly motorway miles, £3,500. Tel: 0276 26108. (86635)
 BENTLEY MK VI RADFORD COUNTRYMAN. 1947 Bentley Wooden Estate car. See Green Book page 246. Total restoration project. Tel: 01-995 9577/352 1803. (86636)
 FIAT 130 PININFARINA COUPÉ. Mechanically excellent. Sliding sunroof, an appreciating design classic. Tel: 01-995 9577/352 1803. (86636)
 MASERATI 200Si Sports/racer, undergoing final stages of total restoration, superb candidate for 1986 Mille Miglia. Tel: 01-995 9577. (86636)
 PEGASO Z.102.B Carrozzeria Touring Coupé. 3.2-litre DOHC V8, 5-speed transaxle, featured Supercar Classics Winter 1983/1984. Exceedingly rare. Tel: 01-995 9577/352 1803. (86636)
 ALFA ROMEO GIULIETTA 2.0. 1983, 18,000 miles, alloys, sunroof, central locking, metallic blue. £3,750. Tel: 01-422 7878. (86637)
 LANCIA 2000 Pininfarina Coupé HF. Lovely looking car (1960's Ferrari), power steering, electric windows, five-speed, alloy wheels, tinted glass, needs tidying. Hence £1,600. Tel: 01-546 9735. (86732)
 MG TC. 1947, complete and running, solid bodywork, requires restoration. £4,250. Tel: 061 427 1876 (Plus 4). (86733)
 AUSTIN HEALEY Frigate Sprite. 1960, red with red interior, all steel, well restored car. £2,500. Tel: 061 427 1876 (Plus 4). (86733)
 GORDON KEEBLE. 1964, superb car, black with red upholstery, sunroof. £7,350. Tel: Chester 41250. (86735)
 FIAT X1/9. X-Reg, five-speed, metallic red, lady owner, 24,000 miles; company maintained, beautiful throughout. £3,650. Tel: Chesterfield 208057 day, Sheffield 369397 evening. (86737)

FOR SALE — continued

BUGATTI T37. Requiring some work, £35,000. Bugatti T49, requiring much work, £22,000. Tel: 053 186 674. (86638)
 TR5. Overdrive, wire wheels, hard top, soft top, complete restored, finished in signal red, sensibly priced. £3,450. Tel: Southampton 550766. (86740)
 TRIUMPH TR7. W-Reg, white, five-speed, factory sunroof, four new tyres, 10 months MoT, excellent condition throughout. £2,350 ono. Tel: Milton Keynes 569070. (86746)
 OSI GT. 1967, lhd, rare Italian exotic, Classic Car Show exhibit, superb, full history, £3,750 or interesting part exchange. Tel: (09327) 86819 days, (0932) 223213 evenings. (86747)
 ALFA ROMEO GT Junior 1600. 1973, AROC member owned, superb. £1,950. Tel: (09327) 86819 days, (0932) 223213 evenings. (86747)
 ALFA ROMEO GTC Convertible 4-seater, 1969, rhd, Bertone Superleggera coachwork, superb. £4,500 or interesting part exchange. Tel: (09327) 86819 days, (0932) 223213 evenings. (86747)
 ALFA ROMEO Giulia Spider. 1963, lhd, red, mint. £4,950 or interesting part exchange. Tel: (09327) 86819 days, (0932) 223213 evenings. (86747)
 MERCEDES COUPÉ 450 SLC. 1978, auto, usual extras, sunroof, air conditioning, metallic gold, good condition, personalised number plate — 'NOW 2'. £15,000 ono with number plate. £11,000 ono without number plate. Tel: Nick on High Wycombe 443008 work hours. (86748)
 1935 AUSTIN SEVEN Opal. This attractive open 2-seater has been subject to a complete chassis-up restoration to concours condition, taking 2,500 hours. MoT, tax, complete with original hand books, tools, reluctant sale. £4,000. Tel: Sevenoaks 460267 (Kent). (86749)
 MORGAN 4/4. Four-seater, dark cherry, alloy body, low mileage, very good all round. Offers around £6,200. Tel: 0742 884851 after 5 pm for full spec. (86750)
 MORRIS MINOR Saloon. 1951, SV engine, sound, original, unrestored, suitable every day transport, full MoT. £795. Tel: (0256) 27098. (86751)
 VOLVO 1800ES. Nice condition throughout, bare metal respray blue metallic, 120,000 miles. £2,500. Tel: (0256) 27098. (86751)
 WOLSELEY HORNET Special. 1934, body, engine, chrome, restored, needs assembly. £3,500. Tel: (0256) 27098. (86751)

FOR SALE — continued

LOTUS EUROPA JPS. 1973, Commemorative Model 14, big valve engine, excellent condition, full service history. Offers £5,400. Tel: (0272) 657717. (86738)
 TR6. 1973, immaculate renovation, engine and bodywork superb, Pimento red, MoT, taxed, good tyres, hood, tonneau, register member. Serious offers on £3,675. Tel: (0761) 70688 after 10 am (Avon). (86739)
 JANSPEED METRO 1.3 HLS. Sunroof, metallic paint, stereo, W-Reg, 48,000 miles, full history. £2,750 ono. Tel: Farnham (0252) 713846. (86744)
 MERCEDES BENZ 220SE Coupé. 1965, metallic sand, black hide, reputed Earls Court Show car, one well known garage proprietor owner from new, been in storage several years, needs attention, fitted 300SE chrome trim (optional). £1,650. Tel: 0695 421288. (86745)
 LOTUS 7 SERIES III. 1970, red, fully restored, immaculate condition. £4,700. Tel: 0274 581909 (W. Yorks). (86752)
 JAGUAR MKII 3.4. 1967, red, black interior, new MoT, new clutch, stainless steel exhaust, excellent mechanics, good rust free bodywork. £2,500 ono. Tel: Rayleigh (0268) 778505. (86754)
 TOTALLY EXCEPTIONAL 1964 Cortina Super, one owner till 1964, genuine 25,000 miles, MoT. Offers. Tel: Alcester (0789) 762672. (86757)
 ALFA ROMEO Giulia Sprint GT Veloce. 1967, bluetan interior, one lady owner, 68,000 miles only, excellent condition with MoT, test to July 1986. £2,150. Tel: Northampton 37314. (86758)
 TR6 1975, red, exceptional condition, very low mileage, h's tops, summer use only, £4,995. Tel: Andrew on 04868 5928. (87767)
 SPECIAL BARGAIN. Berlina Alfa Romeo 2000, registered in South Africa, sound body and mechanics, K-Reg, recently tuned, £795 ono. Tel: 0272 508694 after 6pm or w/ends. (87769)
 AUSTIN SEVEN ULSTER, unfinished project, replica alloy body, many parts included. £1,750. Tel: 0283 761 454. (87770)
 1930 VAUXHALL 20/60 chassis and mechanics, beautiful radiator. Tel: 0734 790322. (87771)
 1935 ROLLS ROYCE 20/25 with James Young original coachwork, long MoT, excellent condition, toolbox, manual included. £13,550. Tel: 061-834 4400 days or 061-766 6588 eves. (87217)

FOR SALE — continued

FIAT 124 Sport Coupé, 1800 DOHC engine, one owner, 28,000 miles only, registered Nov 76, finished in old orange, black interior, maintained regardless of cost, suit collector, sensible offers. Tel: 0424-3-2803 eves (E. Sussex). (87938)
 LOTUS ELAN +2S, beautiful example, originally registered 1970, complete Vegantune restoration 1980, brown/gold with matching interior, 140 bhp engine, genuine mileage since 1980 17,000, sunroof, stereo, halogen lights, elec. ignition, full history, present owner 13 years, £6,250 ono. Tel: Frampton Mansell 412 (Glos). (87281)
 LOTUS SEVEN 1970, twin cam, 7,000 miles only since engine and gearbox rebuild, £3,800. Tel: 032-183 541 (Sussex). (87668)
 MARCOS MANTULA 1985, B-Reg, full spec, leather upholstery, factory serviced and maintained, 6,000 miles, reluctant sale of "dream car", cost £14,750; £13,500. Tel: 0373 88300 eves. (88036)
 VETERAN RENAULT pedal car, solid, needs restoring £150. E-Type pedal car, restored £150. Tel: Guildford 38308. (88033)
 PIPER P2. K-Reg, one owner, low warranted mileage, rare collector's car, recent complete restoration, now better than new, long MoT. £3,250 ono. Tel: 0420-34709. (86863)
 ALFA ROMEO Spyder 2000 Veloce. 1978, red, new hood, electric windows, etc, beautiful classic car. £4,950. Tel: (0609) 2254. (86864)
 JAGUAR E-TYPE V12 ROADSTER, 1973, automatic, primrose, low mileage, totally rust free, undergoing refurbishment and can be finalised to choice including lhd. £15,000. Tel: (02216) 2721. (86870)
 MORGAN PLUS 8. June 1982, 8,500 miles from new, Jaguar silver, low profile wheels, aluminium body, other extras: £10,250. Tel: 01-876 7915. (86865)
 MERCEDES 250CE COUPÉ. H-Reg, collector's item, metallic silver, immaculate condition, new MoT and taxed, grey leather interior, electric sunroof. £8,750 ono. Tel: Portsmouth 823497. (86867)
 MGB GT. 1978, russet brown, overdrive, year's MoT, rust free example. £2,600. Tel: 01-669 7386-01-653 6742. (86874)
 JAGUAR E-TYPE V12 ROADSTER. Registered 1984, lhd, 800 km, finished in red with biscuit interior and matching hood, in sparkling condition throughout, as new, ex-factory. £19,500. Tel: (02216) 2721. (86870)

PORSCHE

Insurance Facilities

Competitive schemes, rates and terms now available for all models. Call, write or phone, the new business office

at MRB Insurance Brokers Ltd., 313 High Road, Chadwell Heath, Romford, RM6 6AX, Essex. Tel: 01-590 8412



STEWART SKILBECK
HISTORIC VEHICLE SPECIALIST

1951 Riley 2½ litre Drophead 4-seater. Outstanding car. £8,250
 1948 Healey Duncan Drone. Goes like a Silverstone. £5,350
 1927 Rover 9/20 4-seat tourer. £4,450
 1930 Morris Major. 6 cyl folding head saloon. £3,750
 1951 Singer Roadster 4AB. Excellent restoration. £2,950

Pre-war Rolls-Royce, Bentley, MG or Family Tourers urgently required.

Callers by appointment please



Landing Lane,
Hemingbrough, Selby,
North Yorkshire
YO8 7RA
Tel: 0757 638713

1923 (Original) Bull Nose Morris Cowley Two Seater. Two wheel brakes, beaded edge tyres.

1929 (Original) Morris Minor Fabric Saloon.

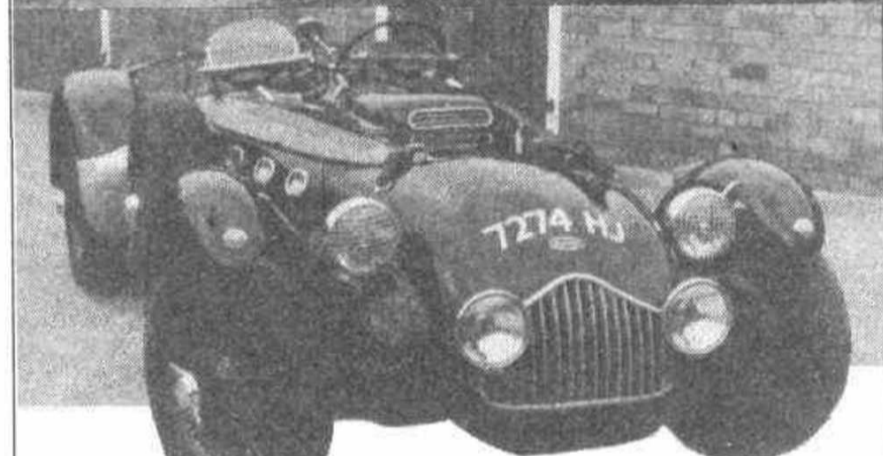
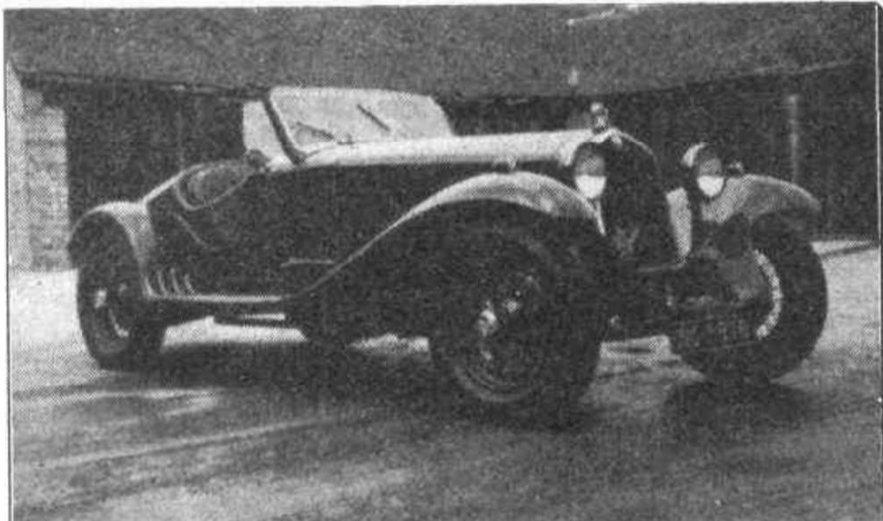
1934 Bentley Sports Coupé.

1929 Ford A Model 30 cwt Lorry.

Open to offers
F. JORDAN

Colks Farm,
Gt. Hautbois,
Coltishall,
Norwich.

Tel: 0603 737506



1933 ALFA Series. Ch/Eng.
1952 ALLARD J2X Ch. No. JZX3043. LHD, ex Goldschmidt car, very rare and stunning—ring for fuller details on both cars.

ROMEO 1750CC GRAN SPORT SUPERCHARGED 6th No. 121215051, rebuilt over last 25 years now to concours.

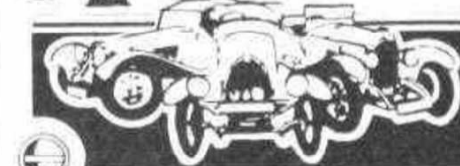
ALSO AVAILABLE: '57 AC Bristol, '73 AC 428 by Frua Coupe, '33 Austin 7 racing car by Wragg, '04/5 De Dion Bouton, '15 Ford Model T Speedster, '71 Fiat 'Noddy Car' Gamine, '61 Jaguar 'E' FHC Series 1, '48 HRG 1.500cc, Rileys: '29 6 cyl 2-seater Sports, 1.500cc Racing car, many others.



ARE YOU SELLING YOUR VINTAGE OR CLASSIC CAR?

ARE YOU SELLING YOUR VINTAGE OR CLASSIC CAR — If so why not contact us, the specialists, and let us sell the car for you. We undertake to promote, demonstrate and sell SEVEN days a week from the finest showrooms in ENGLAND. Our market and contacts are worldwide. We work on a realistic commission basis to obtain the best prices for you. Why not give us a ring.

Birtsmorton (068 481) 525



Nigel Dawes

Birtsmorton Court, Nr. Malvern
Worcestershire, England

FOR SALE — continued

BMW 323i. 1983, new shape, henna red, full body kit, fsh, 25,000 miles, every extra, £7,995. Tel: 01-653 6742/01-669 7386. (86874)

FIESTA XR2 TURBO. 1982, metallic silver, all factory options plus others. Genuine 20,000 miles. FSH. Tremendous performance yet more docile than standard. All decals removed. The ultimate "Q" car. One previous owner and me. £4,500. Genuine (reluctant) reason for sale. Might accept something interesting in exchange — cash either way. Tel: 01-346 3916 evenings/weekends for fullest details. (N. London). (86871)

INTERESTING E-TYPE. 1971 2+2 manual, believed first V12 off production line, azure blue, 49,000 miles only, superb original condition, new MoT, original owner HR Duke of Kent, two owners since. £7,950 ono. Tel: (0222) 707095. (86872)

MGB GT. 1975, overdrive, MoT, 55,000 miles, new clutch, exhaust, damask red, good condition. £1,575. Tel: 01-440 4192. (86873)

LOTUS SEVEN SERIES 2. Complete car ready to build, includes new Caterham chassis, original spec. £2,800. Tel: 01-669 7386/01-653 6742. (86874)

PORSCHE 911SC SPORT. 1978 W-Reg, brown, check trim, low mileage, long tax and test. £8,950 ono. Tel: (0282) 66254. (86875)

RX7 ELFORD TURBO. Full engine and bodywork conversion on this immaculate gold Mazda. All usual extras, 29,000 miles with service history, warranty and tax, £7,250. Tel: 01-303 3713 outside office hours. (86877)

LOTUS ELEVEN CLIMAX. Club model, some history, rebuilt, repainted by William Pritchard, taxed, MoT, vgc. £12,000. Tel: Calne 817338. (86878)

FOR SALE — continued

MORGAN 4/4 4-SEATER. 1977, black with red leather, complete body-off restoration just completed by Harpers, extras include chrome wire wheels, stereo, CL-rack, De lortos, fold down windscreen, etc, all concours condition. £7,100 ono. Tel: 0317086 (Avon). (8688)

RILEY NINE KESTREL. 1933, lovely original condition, reliable every day transporter. £4,500 ono. Tel: 0386 852787 (Worcs). (8689)

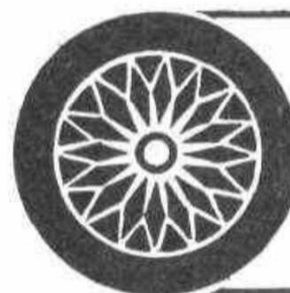
TRIUMPH TR6. 1973, primrose white, ha top, expensively rebuilt, now superb. £4,700 ono. Tel: 0386 852787 (Worcs). (8688)

XK150 FHC. Factory prototype, sold to Iv Bueb 1958, restored to original condition (£14,800 spent), beautiful car with well documented history. Offers over £13,000. Tel: 0438 833434 (Herts). (8688)

MORRIS 1000 ESTATE. 1968, white, low mileage, complete rebuild, all woodwork replaced, reconditioned engine, MoT till ne April. £1,600. Tel: Romford 62582. (8688)

MIDAS GOLD 1.3S. 1984, sports coupé 2+ white, MG Metro engine, 10,000 miles, well built luxury trim, Britax sun hatch, stereo, radio/cassette, alloy wheels, galvanised chassis, stainless steel exhaust, immaculate. £4,200. Tel: Ipswich 75838. (8688)

ASTON MARTIN 2-litre 4-door saloon. 191 complete engine overhaul in last 2,000 miles, mechanically excellent, body very good, paintwork poor, new leather sea Carpets and headlining need replacing, n MoT, £6,000. Also 1966 Pontiac Parisien pillarless saloon, powder blue, 45,000 mi only, factory rhd, absolutely beautiful condition, MoT, £3,500 or part exchange. British car considered. Both cars view Ashford Kent. Tel: 021 430 3767. (8688)



DERBY WHEEL CARE CENTRE
THE ENTHUSIAST'S RESTORATION SERVICE

- Steel & Alloy wheel cleaning and re-painting
- Wire Wheels too!
- Alloy Wheel polishing
- Colour keying; two colour finishing

TELEPHONE NOW FOR INSTANT QUOTATION
DERBY (0332) 360852 CARE FOR YOUR WHEELS

OLD MGs FOR SALE



1935 4-SEAT MG P-TYPE. A very sought-after model, ideal for sale with a young family, very good order throughout, with restored body, new upholstery, rebuilt wheels, new chroming etc. Black with black interior neatly piped in white. Full tonneau, roof, screens, etc. £7,500



1936 MG PB 2-SEAT SPORTS. Excellent original condition model in good running order and still sporting its factory body in excellent condition. One owner for past 27 years. Deep MG red, canvas original weather-equipment. £7,350



1936 EARLY MG TA SPORTS. Well restored car in near concours condition, finished in gloss black with red upholstery. Rare model with narrow wings, wide tank. Full weather equipment. Immaculate. £9,500



1934 MG PA ROLLING CHASSIS. This month's offer for someone wanting restoration. A complete running, racing chassis — all original. £3,450. New ash frame body stands beside car at £500 (optional).



1934 MG PA 2-SEAT SPORTS. Just a nice straightforward example of this popular model. In good, original sound, running order. B.R.G., red interior, rebuilt wheels, new tyres. £6,950



1935 MG PA 2-SEAT SPORTS. Beautifully restored car in immaculate condition. Built for both road and motor sport with tuned original ohc engine, cycle wing body and finished in jet black and beige hide. POA. Complete spare fully restored engine available.

*We also have just about every spare you'll need to keep them running. Fully illustrated catalogue only £2.

The MG Parts Centre
1A ALBANY ROAD, CHISLEHURST, KENT ENGLAND
Tel. 01-467 7788 (all times)
OPEN 6 DAYS A WEEK (incl. Sat / Sun)
(Closed Fridays)
BARRY WALKER phone first before calling 1929-1949



FOR SALE — continued

ASTON MARTIN V8. 1978, automatic, metallic copper, cream leather all usual refinements, immaculate throughout, bargain, £8,595. Tel: 01-950 4483. (86879)

MORRIS MINOR TWO-SEATER. 1932, re-trimmed and refurbished following 20 years storage, nice runner. £3,250. Tel: 061-439 3564. (86881)

A UNIQUE PAIR! 1966 Beardmore taxi cabs, red and black, absolutely immaculate and original condition, a unique investment opportunity, both conform to USA specification. £7,500 each. Tel: 01-736 3000 day, 01-398 5255 evenings/weekends. (86880)

ASTON MARTIN DBS V8. 1971, red, recent major overhaul, this car is in superb condition with recent history, personalised number "145 MYC". A chance to acquire a classic Aston Martin for a realistic price of £6,950. Tel: 01-736 3000 day, 01-398 5255 evenings/weekends. (86880)

TALBOT 105 "Speed Model" Airline Saloon. AC Ace Bristol 100 D2 with overdrive. Details: Stand C177 Beaulieu Autojumble or Telephone (0326) 315 776. (1626)

FIAT 130 PININFARINA COUPÉ. Mechanically excellent. Sliding sunroof, an appreciating design classic. Tel: 995 9577/352 1803. (86326)

HAMPSHIRE SEVENS offer for sale 1929 SWB special, £1,550. 1931 TT Ulster Replica, £5,000. 1933 Sports G5 £3,250. 1933 Box Saloon £2,250. 1934 Box Saloon £3,750. 1935 Slab tank special £1,850. 1936 Ruby MkII £1,450. Tel: (04203) 7775. (86755)

E TYPE JAGUAR FHC. concours rebuild, absolutely immaculate, one lady company director owner since 1973, £8,995. Tel: Lapworth 2322. (201129)

FOR SALE — continued

1972 SERIES 111 V12 RED E-TYPE ROADSTER with chrome wire wheels. Rebuilt three years ago with new bonnet, doors, sills, back end. Engine stripped and overhauled. New clutch, radiator, exhaust. Suspension overhauled. Wheels reconditioned. New trim. Only 2,000 miles since work completed. Realistically priced at £15,500. Tel: 046276 542 (T). (86339)

RANGE ROVER. 1980 model. Wood & Pickett style conversion. Modified front grille with four halogen headlights. Side opening tailgate. Full sunroof. Tinted glass. Lincoln Green with Olive trim. Wilton carpets. Full instruments in walnut veneered dashboard. And much more. £6,950. P/ex considered. Tel: 046276 542. Nr. Luton. (T) (86639)

BATESON TRANSPORTER trailer 28' overall 15" wheels, Rubery Owen type suspension (not indispension) little used, very good order, would cost in excess of £2,000 today. £850. Tel: 0695 421288. (86745)

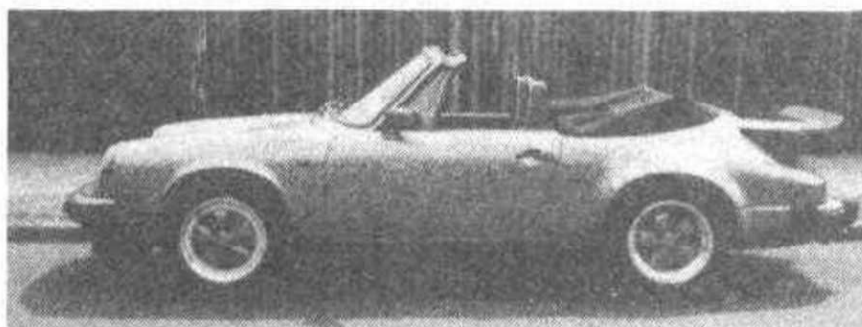
EXPORT PRICES. Al-LHD new Mercedes 190 £7,100, used Porsche 924 rad/cas mixer 767 recon engine (only 500 miles) £2,450 170D N/renovating. £250, no offers, no time wasters, please. Tel: 01-689 3247. (86934)

MERCEDES 250 S l/h drive, twin headlamps 1967. Incredible condition inside/out/under. White steering. £2,100, full MoT. Tel: Sleaford (0529) 306969 nights. (86937)

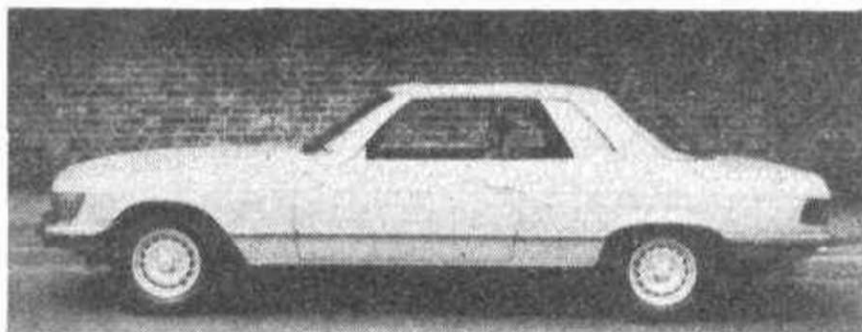
BOND EQUIPE two litre GT, 1969, original red, 48,000 miles, two owners, radio, overdrive, new tyres, excellent condition, £1,250. Tel: Rotherham 543627. (86938)

TR6 RED, very low mileage, exceptional condition, h's tops, fine weather use only, sale is due to its lack of use. £4,995. Tel: Andrew (04868) 5928. (86939)

Hexagon



911 Carrera Cabriolet. Metallic pewter with brown hide, piped cream, colour coded forged wheels, P7's, sports seats, 6,000 miles. **£25,995**
1982 911 Turbo 3.30. Silver, blue leather, low mileage. **£23,995**



1977 450 SLC. This is an absolutely exceptional car in yellow with olive velour. Electric sunroof, electric windows, low mileage, possibly one of the best 2+2's that Mercedes Benz ever made, remarkable value at **£9,995**

Mercedes 500 SEL. August 1st delivery, midnight blue, beige hide, alloys, electric sunroof, electric seats. **LIST**

Mercedes 500 SL. August 1st delivery, midnight blue, beige cloth, rear seat conversion. **LIST**

1966 Mercedes 300 SE Convertible. White with black hide, 86,000 miles, considerable history. **£16,995**

83A 500 SL. Champagne, rear seat, ABS, 21,000 miles. **£23,995**

79V 450 SEL 6.9. Magnificent in black with black velour, 49,000 miles, still one of the fastest saloons in the world. **£17,995**

1980 450 SEL. Metallic Moss green, green velour, air con., alloys, ESR, 43,000 miles. **£10,995**

MISCELLANEOUS

1984 Range Rover. Venetian red, four-door five-speed, electric windows, centre locking, gas conversion available if required, 11,000 miles. **£13,995**

1979 Rolls-Royce Shadow. Caribbean blue with magnolia hide, 37,000 miles. **£21,995**

1961 E-Type Jaguar. Early car, outside bonnet locks, flat floor, gunmetal with black leather and chrome wire wheels. **£13,995**

BMW

3 SERIES
85B 323i Manual. Cosmos Pacific, Lux pack, p.a.s., wash/wipe, stereo, 7,000 miles. **£12,395**

85 Model 323i Manual. Zinnober/black hide, factory roof, alloys, stereo, rear head rests, 9,000 miles. **£12,295**

84 323i Manual 4-door. Black/anthracite, p.a.s., centre lock, stereo, alloys, 3,000 miles. **£10,995**

83 323i Manual 4-door. Bahama/beige, TWR/Alpina, p.a.s., alloys, Recaros, electric roof and windows, 36,000 miles. **£9,995**

83 323i Auto. Henna/anthracite, Lux pack, stereo, 21,000 miles. **£9,995**

83 323i Manual. Black/beige, factory roof, stereo, l.s.d., alloys, 17,000 miles. **£9,995**

84A 320i Auto. White/blue, p.a.s., electric roof, radio, 19,000 miles. **£9,995**

83 316 Manual. Black/anthracite, centre lock, stereo, 25,000 miles. **£5,995**

85 Model 323i. 5-speed, 5,000 miles, lux pack, pas. **£11,795**

84 323i 5 speed. 11,000 miles, MSR, alloys, metallic. **£10,995**

83A 320i. Auto, MSR, c/l, metallic, 25,000 miles. **£8,395**

5 SERIES

85B 520i Manual. Burgundy Pearl, factory roof, wash/wipe, stereo, 8,000 miles. **£10,995**

84A 520i Auto. Henna/anthracite, factory roof, front and rear spoilers, 20,000 miles. **£9,995**

83A 525 ETA. Sapphire/Pacific, factory roof, stereo, 14,000 miles. **£9,995**

81 528i Manual. Cypress/beige, factory roof, alloys, 30,000 miles. **£5,995**

1981 528i Auto. Resedagrün, 39,000 miles, MSR, RHR. **£5,995**

6 SERIES

85 Model 635 CSI. Zinnober/black hide, anti theft, 800 miles. **£29,995**

83A 635 CSI Auto. Polaris/blue velour, stereo, full history, 21,000 miles. **£17,995**

1982 Y 635. Henna/red, late spec., inc. ABS, 28,000 miles. **£14,995**

7 SERIES

85 Model 735i S/E Auto. Cosmos/Pacific hide, memory seats, 7,000 miles. **£22,995**

84A 735i S/E Auto. Burgundy/pearl hide, sports steering wheel, colour coded, 29,000 miles. **£18,995**

84A 735i S/E Auto. Bronze/nutria, full spec., full history, 17,000 miles. **£18,995**

82X 735i S/E Auto. Cypress/parchment, full spec., air cond., f.s.h., 23,000 miles. **£13,495**

84 728i Auto. Burgundy/pearl, m.s.r., fogs, stereo, 17,000 miles. **£13,495**

WANTED: LATE AC ACE BRISTOL

We are **BRITISH TELECOM** Carphone dealers. Cost is not excessive and starts on a lease basis of about £40 per month for a typical installation. Please telephone for our free booklet.

01-348 5151

DE-CORROSION SERVICES LTD.
01-890 1777

Chrome Plating — Polishing — Specialist Refinishing of Wheels — Engine Components & General Underbody Parts. Expert Finishers and Advice.

SPUR ROAD, NORTH FELTHAM TRADING ESTATE, FELTHAM, MIDDX

SHOT & BEAD BLASTING
METAL SPRAYING
STOVE ENAMELLING
POWDER COATING IN EPOXY
POLYESTER & NYLON

TEST DRIVE THE NEW ALFA 90 AND THE NEW ARNA TI

| | |
|--|---------------|
| 1985 Alfa Sprint "green Cloverleaf" in met silver, low mileage, radio cassette. | £7,395 |
| 1985 Alfa Arna 1.2SL in white, low mileage. | £4,195 |
| 1985 Saab 900 3dr in maroon. Low mileage. | £7,495 |
| 1984 Alfa Giulietta 1.6. in Alfa red. Low mileage, radio/cass. | £4,995 |
| 1984 Alfa 33 1.3. Radio cassette, choice of silver or ivory. | £3,995 |
| 1984 Alfa Sprint 1.3 Veloce in ivory. R/cass, alloys. | £4,695 |
| 1983 Alfa 33 "Gold Cloverleaf" in silver, low mileage. | £3,995 |
| 1983 Saab 900 ELS 4dr in dk blue, low mileage. | £4,995 |
| 1983 Alfasud 1.3 5dr in Alfa red, radio/cass. | £3,395 |
| 1983 BMW 316 in dk blue, 5-speed, 1 owner, 17,000 miles only. | £5,695 |
| 1983 Alfasud Ti "105" "Green Cloverleaf" in met silver, low mileage, 1 owner. | £4,195 |
| 1982 Alfa GTV 6 in Alfa red, usual spec, sunroof, alloys etc. | £5,395 |
| 1982 Alfa Sprint Veloce. Dk blue, low mileage. | £3,195 |
| 1982 Alfa Sud 1.5 3dr in ivory, colour coded paintwork. | £2,495 |
| 1982 BMW 316 in dk blue, 5-speed, 1 owner, low mileage, radio. | £4,995 |
| 1981X Alfa Sprint "Plus" in bronze. Alloy wheels, r/cass. | £2,895 |

Westune

WESTUNE LTD, CROWN LANE,
HORWICH, BOLTON

Tel: Bolton (0204) 68621

Stafford Garage




Porsche 911 Sport Targa. 1982, Guards red, 27,000 miles only. **£19,795**
Porsche 944 Lux. 1983, Guards red, 16,500 miles. **£14,750**
BMW 323i 1984, Henna red, power steering, alloys etc, 13,500 miles. **£10,550**
BMW 528i Auto 1982, Red Central locking, alloys etc. **£8,350**
Bentley T Series Brewster green, replacement engine SS Exhaust, air conditioning. **£10,250**

Repairs and Servicing
 Bosch injection + ignition
 appointed agents

GLOUCESTER ROAD
THORNBURY, AVON

Tel: 0454 411214/5

KARMAN

The Dealership with a 

Volkswagen Dealer

VW BEETLE CONVERTIBLE
UN-USED/UN-REGISTERED

£12,795

18/19 Greenhill Parade

Gt. North Road

Barnet, Herts.

Telephone:

Sales: 01-441 2345

Bauer Millett

(SOUTH) LIMITED

LOTS

Lotus Esprit Turbo choice of Pearlescent White, Red leather or Black with Magnolia leather both with air con & sun roof — immed. del. £18,995

Lotus Esprit S3 new Galypso Red, full Magnolia leather or Glacier Blue met with blue 1/2 leather. Both with sun roof — immed. del. £12,995

Lotus Excel New Gold with spec Magnolia Leather & Tan Velour interior. PAS. Eagle Wheels Stunning looking car — immed. del. £11,995

B-Reg Lotus Esprit Turbo Glacier Blue Met. Blue Leather. Sun roof, air con. Factory stereo, fullest history, fabulous looking car in unmarked condition, 10 thou. miles only. £18,995

A-Reg Lotus Esprit S3 Mason's Black, Black Leather & Velour int. Stereo, full history, 12 thou. miles only. £12,995

Y-Reg Lotus Esprit S3 Arctic White, Beige Brown Velour, Stereo, 24 thou. miles. Full history. One owner. £11,995

B3 Lotus Excel 2 - 2.5-sp. PAS, Elec. Windows & Mirrors, Pioneer stereo, superb condition, 33 thou. miles. Full history. £10,995

B-Reg Silver Spirit Met. Burgundy, beige hide, piped red. Leather knee roll, W/wall tyres, 3 thou. miles only. £19,995

X-Reg Silver Spirit Met Bronze, beige hide, full history, 22 thou. miles only. £22,995

B1 Silver Spirit Ice Green, Brown Hide, W/Wall tyres, beautiful condition, 45 thou. miles. Full history. £29,995

W-Reg Silver Wraith II Willow Gold, Brown vinyl roof, Brown Leather, Beige Leather seat insert, W/Wall tyres, full spec. Fabulous looking car, 40 thou. miles. Full history. £23,750

77 Bentley T2 Silver Peacock Blue roof, Blue Leather, Full spec. & history, Cass. stereo. £14,995

71 Shadow Full spec. inc. air con. Silver Grey Leather, Full history. Superb condition must be best avail. 36 thou. miles only. £13,495

69 Shadow Full spec. inc. air con. Picnic tables, Regal Red Met., Magnolia Hide, fabulous order throughout 63 thou. miles only. £10,995

C-Reg Mercedes 500SL White Cream Leather, Full spec. inc. ABS Alloys etc. Del. Miles Only. List £22,495

A-Reg Mercedes 380SL Auto PAS Red Tan Cloth, Rear seat, Alloy wheels, Stereo, 12 thou. miles Only. £22,495

B3 Mercedes 380 SEL AMG Spoilers & Rial Wheels, Elec Sunroof, Windows & Seats, Stereo, Astral Silver, Blue int. 14 thou. miles Only. £21,975

B4 Mercedes 280 SE Elec. Sunroof & Windows, Stereo, Red Charcoal cloth, 10 thou. miles Only. £18,495

9-Reg Mercedes 280CE Coupé Metallic paint, Cream cloth, Elec. Windows & Stereo, 6 thou. miles Only. £15,995

80 Mercedes 450SL Auto PAS, Thistle Met. Tan cloth, Elec. tint windows, Cruise, Alloy wheels, Stereo. LSD Val. Reg. No. full history, Rear seat, Fabulous condition, 42 thou. miles Only. £15,995

Y-Reg Mercedes 380 SR Silver Blue, Blue cloth, Alloys, Elec. tint windows, Stereo, Full history, 22 thou. miles Only. £18,750

X-Reg Mercedes 380 SLC Met. Green Cream Leather, Elec. Sunroof & Windows, Alloy wheels, Stereo. One of the last of this superb model & in excellent condition, 40 thou. miles Only. £18,750

B4 Mercedes 280E Auto, PAS, Elec. roof & windows, Stereo, Laps Blue, Blue Cloth, 10 thou. Miles Only. £13,995

B2 Mercedes 280 SE Auto PAS, Silver Blue Velour elec. sunroof & windows, Alloys, Cruise, 43 thou. Full History. £12,995

B4 Mercedes 190 Ivory Tan cloth, Elec. sunroof, Stereo, 11 thou. miles Only. £10,750

B3 Mercedes 230E Auto PAS, Elec. sunroof & windows, Becker stereo, Superb condition, 29 thou. miles. £9,995

A-Reg Porsche 313 Turbo Elect, sunroof & windows, Air con, Zinc Met, Burgundy Leather, Full history, Unblemished throughout, 24 thou. miles Only. £29,995

B4 Porsche 924 Lux Red, Beige cloth, Elec. sunroof & windows, Stereo, Alloys, 9 thou. miles Only. £12,395

B3 Porsche 924 Lux Auto Silver, Black Cloth, Sunroof, Elec. Windows, Alloys, 13 thou. miles. £10,995

B3 Porsche 924 S-sp Red, Black cloth, PDM, Sunroof, Stereo, Fabulous Turbo, Alloy wheels & P6 tyres, 19 thou. miles. £10,995

Auburn Roadster Made by Auburn Co. USA, 427 CI V8 Auto, PAS, Air con, Red / White Magnolia Leather, Chrome wires, Most spectacular car we've ever seen. POA

Cobra, USA built Replica 400 BHP Cobra V8 Halibrand Wheels, Red, Magnolia Leather, Car show prepared. Must be seen, 3 thou. miles. POA

B4 Ferrari Mondial QV White Blue Hide, Air con, Elec. Sunroof & Windows, Pioneer stereo, 10 thou. miles. £26,450

A-Reg Jaguar Sovereign 4.2 Auto PAS, Air con, Cruise, Elec. Sunroof & Seats, Cranberry Met., Deskint Leather, Full spoiler kit & colour coding, 8 thou. miles Only. £17,995

B-Reg Jaguar XJ6 4.2 Auto PAS, Lt. Blue Met., Cream Hide, 7 thou. miles. As New Choice 2. £15,995

B-Reg Audi Quattro Turbo Coupé ABS Brakes, Full Tresser, Spoiler conversion & wheels with extra 50 BHP engine Red Charcoal int. Must be seen, Absolutely stunning 4 thou. miles. £21,975

A-Reg Jaguar XJS HE Full spec. inc. air con. Black Cream hide, 15 thou. miles Only. £15,995

A-Reg Opel Monza 3.0 E Coupé Silver Blue Velour Auto, PAS, Sunroof, Alloys, 16 thou. miles Only. £7,995

B-Reg Renault 5 Turbo 2 Very rare & even more so in RHD, White, Beige Velour, 5 thou. miles Only. £11,975

A-Reg BMW 525E 4-Sp Auto PAS, Silver Blue Cloth, Sunroof, Stereo, Alloys, 4 thou. miles Only. £10,995

B4 VW Golf GTI Convertible All white, 8 thou. miles Only. £8,995

B3 Golf GLI 1.6 Convertible P6 tyres, BBS Wheels, Full spoilers, 4 H-Lamps, Gold / White Hood, 14 thou. miles. £7,495

79 Camaro Z28 Full spec., Auto, PAS, Elec. tinted windows, Sunroof, Chrome wheels, Fog & Spots, Hi-Po, 3500t V8. Very best avail. Must be seen, Black & Gold, 20 thou. miles Only. £4,795

1986 Alfa Duetto Spyder completely rust free example. Perfect mechanically, Red of course, LHD, lots of history, Enormous fun to drive. £4,750

BAUER MILLETT (SOUTH) LTD
Finglands House, 261 Wilmslow Road,
Rusholme, MANCHESTER M14 5LN

TELEPHONE 061 224 7474

OPEN 7 days a week
Service and Parts 061 872 4711

ALSO AT
5/15 Peter Street, MANCHESTER M2 5QR
TELEPHONE 061 831 7447

maserati

From stock new/used parts for post-war competition cars and six-cylinder production models.
RICHARD CRUMP ● GROOMS BARN ● BULLS CROSS RIDE ● WALTHAM CROSS ● HERTFORDSHIRE ● Tel: Waltham Cross 22121

1951 MkVI BENTLEY 4 1/4-LITRE SALOON.
 47,000 miles only from new, with comprehensive history, including original log book. Without doubt the finest original example available. Cannot be overdescribed and must be viewed to be appreciated.
 Price to include distinctive no. plate. £13,950

1980, ROLLS ROYCE CORNICHE.
 41,000 miles only with service history — a magnificent looking car, your inspection invited. £28,500

WOOD & KRAILING LTD. High Road, Theydon Bois, Essex.
 Telephone: Theydon Bois (849) 3831/2/3

Mill House Books

Mike and Jan Kettlewell of MILL HOUSE BOOKS offer a full range of motoring and motorcycle books. Bargain and motor sporting books a speciality. Write or telephone for your FREE catalogue today! We charge only £1.50 p&p for orders up to £25 — and it's FREE over £25 (UK only — overseas rates below). All hardbound books are double-wrapped for added protection and subject to books being in stock, all orders are despatched the day they are received.

NEW & RECENT BOOKS

LATEST OSPREY AUTOHISTORIES:

| | |
|------------------------------------|-------|
| Alfa Romeo Alfetta GTV (Owen) | £7.95 |
| Ferrari 250GT SWB (Gross) | £7.95 |
| Rolls-Royce Silver Spirit (Robson) | £7.95 |

LATEST COLLECTOR'S GUIDES:

| | |
|--|-------|
| The Classic ACs: Two-Litre To Cobra (McLellan) | £9.95 |
| The Atlasud (Owen) | £9.95 |
| The 2-Series Datsun (Hutton) | £9.95 |
| The Porsche 911 & Derivatives (Cotton) | £9.95 |

MOTOR SPORTING TITLES:

| | |
|--|--------|
| Roy Salvadori: Racing Driver (Salvadori/Pritchard) | £12.95 |
|--|--------|

SALE BARGAINS

| | |
|---|--------|
| Brabham: The Grand Prix Cars (Henry) | £14.95 |
| The Ford That Beat Ferrari (Allen Jones) | £40.00 |
| Behind The Scenes (Louis Stanley) | £10.95 |
| Keke: An Autobiography (Rosberg/Botsford) | £8.95 |
| Historic Car Racing 4 (84-85) | £21.95 |

POST & PACKING DETAILS: Britain & Ireland — £1.50 for orders up to £25. FREE over £25. British customers should remit by cheque or PO or write or telephone using ACCESS number. Irish customers should remit in £ sterling. Overseas — 15% (minimum £2) for orders up to £25. 10% £25-£100. FREE over £100. Overseas customers should remit by £ sterling bank draft, Eurocheque or international money order or write or telephone using EUROCARD or MASTERCARD number. Sorry, no VISA.

MILL HOUSE BOOKS, The Mill House, Eastville, Boston, Lincolnshire. PE22 8LS. Tel: New Leake (020) 5841 377

Fernhurst Motor Co

We are located on the A286 between Haslemere and Midhurst



Bentley T-type 2-Door Coupé by James Young (one of four made), silver grey, grey leather, full history, low mileage, Feb 87 £17,000

Rolls-Royce Cloud II. Silver & blue, grey leather, 53,000 miles, full history. Must be one of finest. June 82 £18,000

Jaguar V12 E-Type Roadster. Greensand, auto, 26,000 miles, immaculate, throughout, Aug 73 £17,495

Jaguar V12 E-type Roadster. Manual, azure blue, w/wheels, low mileage, June 72 £16,995

Jaguar XK150 FHC. BRG, one owner, full history, 18,000 miles, totally original, June 57 £22,500

Jaguar XJS. Red, beige leather, auto, air con, full spec, low mileage, April 80 £7,250

Daimler V8 250 Saloon. Gun metal/red leather, low mileage, July 68 £3,995

Jaguar Cougar. Red, manual overdrive, built by Buxton, 4,000 miles, June 77 £14,950

VW Beetle Convertible. Pale blue, one owner, low mileage, full history, June 74 £8,995

MG TF. White, black interior, total body restoration, June 54 £11,495

Austin Healey 3000 MkIII. Red, wire wheels, excellent, May 67 £9,995

Triumph TR6. Yellow, manual overdrive, low mileage, excellent condition, September 73 £4,595

MGB GT V8. Citron yellow, manual overdrive, 13,000 miles, totally original, June 75 £9,995

MGB GT. Yellow, low mileage, manual overdrive, March 80 £2,995

BMW 320i. White, auto July 78 £6,495

BMW 316. Henna red, 5 speed, s/roof, Feb 84 £6,495

Ford Capri 3-litre. Supercharged, saloon, roll bar, wet and dry racing tyres, on wheels, very fast, ideal for road/race/sprint use £3,995

MGC GT. Red, totally restored, w/wheels, o/d, May 68 £3,595

Volkswagen Golf GTI. Red, alloy wheels, low mileage, full history, May 82 £5,250

Triumph Spitfire. Yellow, low mileage, Jan 79 £2,695

Daihatsu Fourtrak Riviera. Blue & white, one owner, Feb 87 £3,250

Mercedes 230SL. Auto, silver blue met, h/s top, June 64 £7,995

Volvo P1800E. Red, manual o/d, black leather, low mileage, Mar 70 £2,995

Volvo P1800S. White, manual o/d, red leather, totally restored, Nov 63 £4,495

The above is just a selection of our ever-changing stock
WORDWIDE EXPORT SERVICE
 All vehicles have a new MOT and 12 months' Parts and Labour Warranty. Part Exchange welcome. Any make of car obtained to your specification. Finance arranged as necessary.

Midhurst Road, Fernhurst, Haslemere, Surrey
Tel: Haslemere (0428) 53924
 Open 9am-6pm 7 days a week

EUROPEAN GRAND PRIX

BRAND HATCH
Sunday 6th October 1985

**Avoid the queues
Fly in by Helicopter!**

Frequent shuttle service by
ASTON AIR

Telephone (0206) 572535
for full details. Book early to
avoid disappointment

ASTON AIR SERVICES
1 BANK PASSAGE, COLCHESTER, ESSEX

Telephone Westbury (0373) 823603



Workshops Ltd.

Specialists in the Restoration
Repair and Service of
Vintage PVT and Historic Cars
particularly

BMW & BRISTOL

A full range of services is available
including very high quality

**PAINTING & PANEL
BEATING**

127 Engineer Road
West Wilts Trading Estate,
Westbury, WILTS

COLLIERS BIGWOOD & BEWLAY

AUCTION

On Saturday 5th October 1985

Vintage & Classic Cars,
Motorcycles,
Collectors' Items
& Memorabilia



and Grand Autojumble

The Malvern Motoring Event

THE THREE COUNTIES

October SHOWGROUND
5th MALVERN

Undercover • Car Sale • Autojumble • Trade Stands

A great day out for the Family!

With
**EXCHANGE
& MART**

Selected Entries & Enquiries Welcome

Fine Art Auctioneers & Valuers

Fine Art Storeroom, The Old School, Tiddington, Stratford-upon-Avon
Warwickshire CV37 7AW
Tel: 0789 69415



FOR SALE

Aston Martin DB5 Volante. Dubonnet Rosso, black leather, chrome wires, 5-speed ZF, superb.

Aston Martin DB6 Mk II Volante. Vantage, rhd, Concours.

Austin Healey 3000 Mk III. Phase II, 1967, Ice blue, rebuilt mechanics, history, excellent throughout. **£8,995**

Austin Healey 3000 Mk III. 1964, Completely restored, Colorado red, new Concours. **£8,500**

De Tomaso Pantera. 1974, Red, black interior, 5-speed ZF. This superb performance car, must be seen.

E-Type V12 Roadster. 1974, Manual, red with black leather.

Ferrari 365 GT 2+2. 1974, Silver blue metallic, blue leather, Cromodora wheels, fully serviced. **£8,500**

Jensen Interceptor III. LHD, silver with red leather. This very rare car is in excellent condition throughout. **£4,995**



Mercedes Benz 300 SL. 1957, Registration "SL300", Silver, red leather, lhd, extremely low mileage. Super collectors car.

Jaguar XK 120 Roadster. 1954 LHD, all original with red Connolly hide, original special equipment engine fitted by the factory 16" chrome wires. A superb and stunning car.

Maserati 3500 GT Injection. 1962, red, black leather, 5 speed, Borrani wires, excellent original condition, fully serviced.

Porsche 356. 1954, RHD, silver, excellent and original throughout, extremely rare.

TELEPHONE: 01-221 0885 *Worldwide shipping: Japan, Europe, Scandinavia, USA.*

MOTORCYCLE SPORT ^{50p}

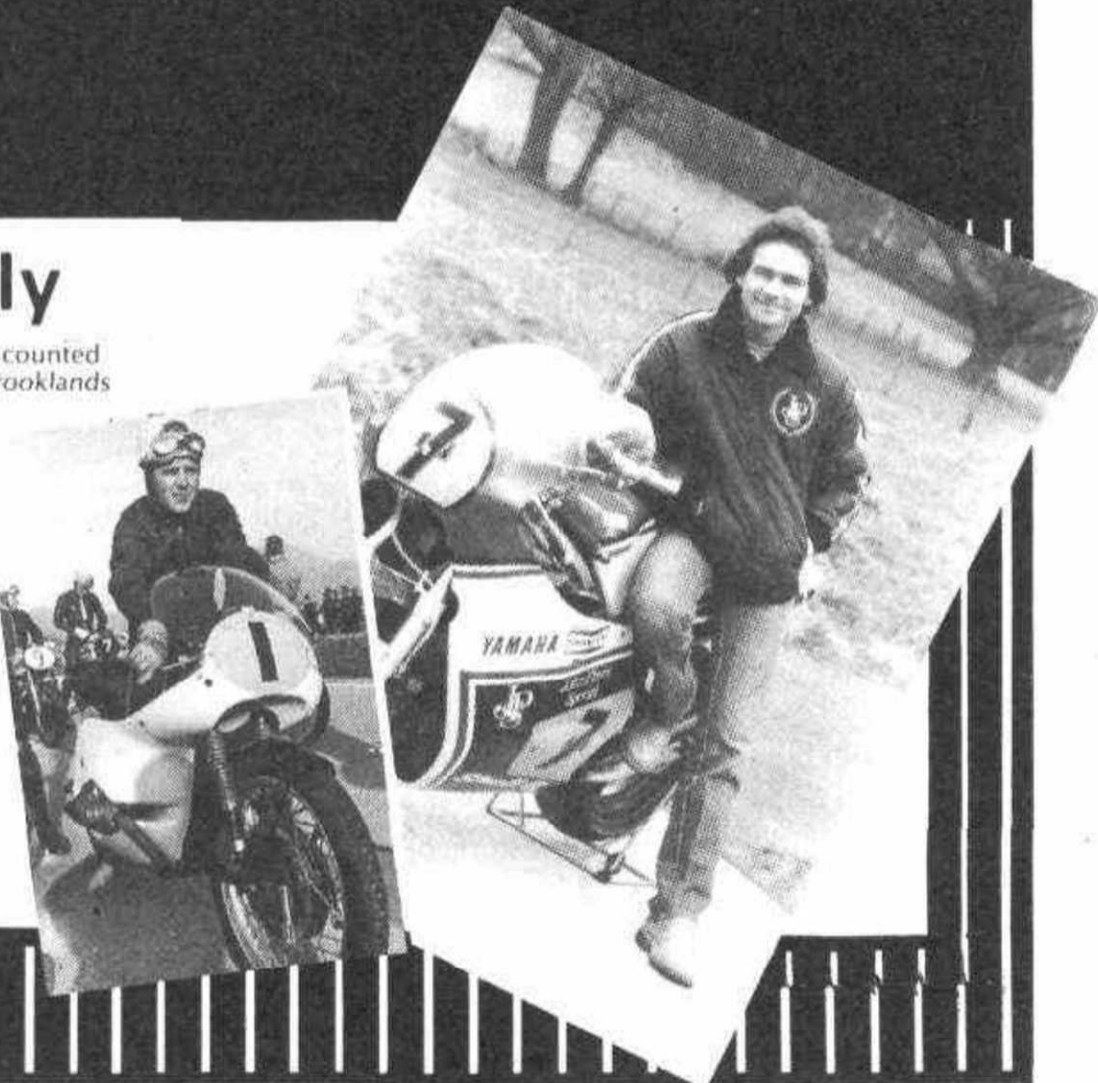
The quality monthly

People who thought the British motorcycle industry had been counted out years ago will be pleased to know that a super sporting "Brooklands 30M" . . . akin to the revered Norton single, but brought up to date with 80's technology . . . is being built at Datchet, a mile or two down the road from England's most famous non-Comprehensive. It is described and road-tested in this month's Motorcycle Sport published on the 7th.

MOTORCYCLE SPORT, currently in its 22nd year of publication, retains a position as a well balanced, well read monthly for the enthusiast, who has a lifetime interest in his hobby.

MOTORCYCLE SPORT covers the broad spectrum of motorcycling, from racing to road tests, touring to technical. A regular feature, On the Market, reviews current clothing, accessories and spares for the benefit of our readership.

Available through your newsagent or by subscription from:
Standard House, Bonhill Street, London EC2A 4DA.
A member of the Teesdale group of companies.



The Original IRVIN



Flying Jacket

The Jacket worn by WW2 Fighter Aces.

Each jacket is individually tailored from selected sheepskin with long wool and leather trimmings, on the same machines used in the War.

£218.50

Colour is dark brown with honey wool on the inside.

Hardwearing, comfortable, warm and practical — perfect for sports cars and flying.

Send 1st class stamp (1 dollar USA) for colour catalogue and ordering details of this and other flying jackets.

Individually tailored.

Exclusively available from the manufacturers:-

AVIATION LEATHERCRAFT
THRUXTON AIRPORT,
Nr. Andover,
HANTS SP11 8PW
Tel: 0264 77 2811
Telex 47178 Wheels G.



★ We will deliver anywhere in the World

CLASSIC AND EXOTIC CARS WANTED

Cash paid for good examples of Jaguar E-Types, XKs, Astons, Ferraris, Austin Healeys, MGs, Lotus, Porsche, TVR, pre and post war Rolls Royce / Bentley.

Quick decision on Realistic Prices
Tel (0606) 883125

Overseas enquiries welcome

STORAGE

IF YOU HAVE A PROBLEM STORING YOUR CAR WE CAN OFFER A COMPREHENSIVE SERVICE

Tel: 0296 681211

Convenient for Heathrow, London and Silverstone
 Details from: Norman Nuttall, PO Box 16, Princes Risborough, Aylesbury, Bucks.

DEVONSHIRE CAR SPECIALISTS

DENDY ROAD,
 PAIGNTON,
 S. DEVON.
 Tel: 0803 555544

- 1985 (C) TVR 280i Coupé. Metallic champagne, 5-speed, 150 miles. £12,500
- 1983 Porsche 944. Metallic bronze, beige pin stripe interior, sunroof, one owner, 24,000 miles, full service history. £14,995
- 1981 Lotus Esprit Essex Turbo 018. 35,000 miles, 2 owners, documented history, unique car. £13,500
- 1983 FORD XR3i. White, sunroof, alloys, FM stereo, 17,000 mis, full service hist. £5,795
- 1974 Triumph GT6 MKIII. 22,019 miles, documented history, unused since February 1982, collector's car, SAH engine conversion. £2,995

The Sports Car Centre

Telephone 0905 840 288

- New TVR 390 SE Convertible. Available Aug 1st. LIST
- New TVR S2 350i Convertible. Ivory, brown velour. LIST
- New TVR S2 350i Convertible. Brown, biscuit velour. LIST
- White, black velour. LIST
- New TVR S2 350i Convertible. Red, biscuit velour. LIST
- 1983 (Y) Mercedes 500 SEC. Lappice tan leather, every extra, 1 owner. £27,750
- 1984 (A) TVR 350i Convertible. Silver, blue velour. £12,950
- 1984 (B) TVR 280i Convertible. Yellow, black velour. £11,750
- 1982 (X) TVR 2.8 Convertible. Blue / blue trim, 31,000 miles. £8,495
- 1981 (W) TVR 2.8 Convertible. Gold / biscuit trim 31,000 miles. £7,995
- 1979 (V) TVR 3000 S Convertible. Green, 1 owner, 35,000 miles. £7,495
- 1980 (U) TVR 3000 M. Silver, blue cloth, sunroof, 17,000 miles. £6,495
- 1982 (X) TVR 200 Convertible. Red, tan trim, Momos, 1 owner. £6,495
- 1983 (A) Capri 2.8 injection. Caspian blue / silver, 5 sp, 1 owner. £6,495
- 1982 (Y) BMW 520i. Red / black trim, 1 owner. £5,995
- 1980 Mazda RX7. Blue, 1 owner. £3,995

Drakes Broughton, nr. Pershore, Worcs.
 3 miles east Intersection 7 (M5)

Classic Cars (Lilley)

Exclusively TR's. Sales/Restoration/Repairs.

- Restoration** : We rebuild/restore TR6s to customer specification (and also to suit their budget)
- Sales** : Original cars to body off chassis rebuilds.
- Repairs** : Workshop facilities available for servicing, mechanical repairs, bodywork, trimming.

New and secondhand parts available for TR6s.



Cars For Sale

- In stock three fully restored TR6s. Condition as new.
- TR6, 1972. Pimento. 150 bhp. Body off chassis rebuild.
- TR6, 1972. Sapphire Blue. 150 bhp. New panels, trim, overdrive.
- TR6, 1972. British Racing Green. Rebuilt body, mech, wire wheels.
- TR6, 1972. Signal Red. Under restoration. New panels, trim.
- TR6, 1973. Red, Rebuilt Body, engine, new trim.
- TR5, 1968. BRG. Wire wheels, Surrey, overdrive, under restoration.
- TR4A, 1966. Royal Blue with Blue trim, one owner car, very good condition.

Other cars available

For details of above contact

Kevin Kennedy, 57a West Street, Lilley, Nr Luton, Beds. Telephone: (046 276) 542.

1929 BENTLEY 6 1/2

A unique opportunity exists to acquire a very low mileage car which has had a 100% professional restoration of the chassis and mechanical including radiator, lights etc. 5,000 'settling' miles have been run since and it now requires bodywork to finish. Price £80,000 to include some spares, prefer to take 3 ltr or 4 1/2 ltr in exchange.

FOR DETAILS PHONE 01-828 84

TRANSPORT & RECOVERY SPECIALISTS



TRADE & CAR CLUB ENQUIRIES WELCOME
MSC TRANSPORTERS
 KNOCKHOLT, KENT. TEL: (0959) 34381

FOR SALE — continued

LOTUS ECLET 521, Black, May 1979, MoT, superb condition, average mil two careful owners, full history, retire forces sale. £4,350 ono. Tel: 0400-3 (Grantham).

ALFA ROMEO ALFA 33 1.5, Green clove finished in Alfa red with attractive cloth glass sunroof, B-Reg, having covered 1 miles only. £5,995 p/exchange welcome (04252) 5351 day, or (0202) 670124. (214155).

MGB GT 1967, grey 39,000 very original not to be confused with a rusty old usually described as original, must be and driven to be appreciated £2,650. Tel: 589 4288.

GT6 MK I. One lady owner. Built in white with red upholstery, 33,000, absolutely immaculate. Offers over £2 Tel: Ipswich 216415 or Colch 34581.

SCIMITAR GTE 1974, stainless exhaust bar, new radiator trunnions £1,100. Tel: (Hull) 502794 (evening) 225612 Ex (work).

CITROEN SM 1972, completely rebuilt Kuwait, absolutely no rust. Carburettor engine latest mods. gas flowed h Rewired. St. St. exhaust. 5 new tyres — frequently exhibited £4,500. Work 596821. Home 091 2515493.

WANTED

OLD MOTORING LITERATURE, Automoto and Ephemera always wanted — brochures, magazines, mascots, badges etc. Early Literature on sports/racing cars keenly sought. Top paid. Les Wilson, Woodvine Cottage, Manchester Road, Astley, Manchester. 7EJ. Tel: (0942) 893632.

MGA ROADSTER or coupé required enthusiast, good usable runner restoration project preferred, distant object. Tel: (0803) 28165.

A.C. BRISTOL or LE MANS Frazer wanted, in good condition. Tel: 0266 after hours.
WANTED: 8 cylinder magneto, cash wa Tel: 01-578 3810.

FALCON SPRINT, Galaxie, Mustang or 1960's saloon racing car wanted. consider any car in any condition. Tel: 373202.

GOOD PRE-WAR SPORTS, Vintage Tourers, Saloons required, immediate decision taken, Tel: Hemming Don (0302) 743636.

BROOKLANDS GAZETTE copies number (July 1924), and ten (April 1925), **MOTOR SPORT** (June 1929), some swa volume one. Tel: 021-430 2828.

DROPHEAD, Sports or Tourer. Require winter restoration project. Prefer some interesting and in one piece! Replies to 7017. All replies answered.

FERRARI 250GT Cabriolet with or without engine and 250GT preferably with engine. Condition immaterial. Best paid cash commensurate with condition. Tel: 010-41-81-4372 (Switzerland) or P.O. Box 13, 6403 Kussnacht am Switzerland.

FERRARI COMPONENTS NEEDED, engine outside plug, 250 engine inside 330 engine, 275 block and cam-box gearbox 5-speed, 250 rear axle. Cash and collection arranged by buyer. Tel: 010-41-81-1050 (Switzerland) or write Box 13, 6403 Kussnacht am Switzerland.

MG 1930's 6-cylinder Tourer please, condition. Tel: (0903) 813355.

WANTED — continued

LOTUS 7 or Caterham wanted will consider any condition, work not objected to, please help. Tel: 0695 421405. (78713)

WANTED! WANTED! Serious USA purchaser requires an old or interesting Ferrari, Rolls, Bentley, Sports or Racing car, distance no object! Condition immaterial, best payment. Tel: 01-385 1805 (West London). (78198)

ROLLS-ROYCE and Bentley very urgently wanted. Any year, any model, any condition, lhd or rhd, we pay cash, collect instantly, we travel anywhere. Tel: 0322 69081 (24 hours). (230567)

I WISH TO purchase a Morgan 1960 to 1970 model, any condition even if needing a rebuild. Travel anywhere. Tel: 0695 421405. (78711)

ALVIS WANTED: Pre-war tourer or drophead preferred but any model considered, immediate decision and cash. Tel: Luton 576036. (70533)

PAINTINGS by Gordon Crosby, Roy Nockolds, Geo Ham, Montaut, Gamy, wanted. Cash, confidential, collect. Tel: Kenneth Ball on Brighton (0273) 690000, evenings (07918) 3000. (85118)

MOTOR RACING literature wanted. Books, programmes, posters and ephemera. Collections or single items bought. Barker, 46 Island Close, Hayling Island, Hampshire. Tel: (0705) 463614. (87000)

MG ROADSTER or coupé required by enthusiast, good usable runner or restoration project preferred, distance no object. Tel: (0803) 28165. (86930)

I WISH TO purchase a Morgan 1960 to 1970 model, any condition, even if needing a rebuild. Travel anywhere. Tel: 0695 421405. (231031)

JAGUAR D-TYPE REPLICAS, Lynx or equivalent wanted. Private buyer, for immediate consideration please reply to Box 7024. (EW)

JAGUAR E-TYPE ROADSTER. Excellent condition or requiring some work. Please Tel: 061-427 1876. (86733)

WANTED Healey Silverstone C.W.P. 3.7 to 1 (Riley Type). Whole Axle OK. Tel: (0606) 853165. (86741)

MG. PB wanted privately. Must be sound and original. Details to Hardwick, 6, Overslade Lane, Rugby. Tel: 0788-812740. (86613)

WANTED — continued

PRE-WAR ROLLS-ROYCE motor car wanted. Any condition considered. Cash/bankers draft in payment. Nudd, Hemington House, Shardlow. Tel: Derby 792177 anytime. (86936)

URGENTLY REQUIRED all Sports cars especially MGs, highest cash prices paid instantly, will travel. Convent Motors, Ashford, Middx. Tel: 52005. (73736)

ALVIS WANTED: Pre-war tourer or drophead preferred but any model considered, immediate decision and cash. Tel: Luton 576036. (82066)

WANTED, vintage and pre-war sports cars or tourers, any open car, best prices paid instantly. Tel: Mr Jaye, 052528 225 (Bucks). (82069)

TR7 CONVERTIBLES wanted, Frederick Charles Ltd, 82-96 Priory Road, Kenilworth. Tel: 0926 53636. (ACC)

ROLLS-ROYCE and Bentleys wanted. 1947-1980, coachbuilt and standard saloons and coupés. Convertibles, top prices paid for good low mileage cars. Tel: London 01-785 6833. (200873)

WANTED GOOD restored pre-war cars or mint classic sports cars, top cash. Motospot. Tel: 04555 2548 anytime. Lutterworth. (214122)

WANTED: SPORTS cars and sports saloons, the very best prices paid for the right cars. Cash or banker's draft, HP settled, will collect anywhere. Tony Gilbert Cars, 84-86 London Road, Coventry. Tel: Coventry (0203) 24660. (83581)

AVIATION SOUVENIRS wanted, especially airframe and engine manuals, instruments, photographs, pictures, propellers, log books, flight clothing, club badges, engines and spares — in fact everything aviation up to 1945. Young, Forelands, Givons Grove, Leatherhead, KT22 8LY. Tel: 0372 377652 evenings. (82462)

MERCEDES BENZ urgently wanted, especially sport or convertibles, collect instantly any model, any condition, any year. Tel: 0322 69081 (24 hours). (230567)

JAGUAR E-TYPE V1 2+2 or convertible, any year, any condition, urgently needed, collect immediately for cash. Tel: 0322 69081 (24 hours). (230567)

WANTED: Morgan V-Twin trike any model 1914-1939. Very good price for suitable vehicle. Also require Plus 4 Plus & Plus 4. Tel: 0622 843445. (87441)

WANTED — continued

WANTED: MG, TF, TD, TC or pre-1939 MG sports or coupé, any condition considered. Tel: 0622 843445. (87560)

TRIUMPH TR sports car wanted by club enthusiast, rebuilt or original. Tel: Albury 771 (Herts) evenings. (86717)

BENTLEY and Rolls-Royce wanted. Any model or age. Especially required S1, S2, S3 series cars, Pre-war and Silver Shadows. Condition immaterial for any car. Collection arranged. Prompt personal attention. Tel: 01-761 1155 daytime, 01-698 4395 evening. (85550)

MISCELLANEOUS — cont.

MOTOR SPORT 1972 to 1984. All complete, £25. Tel: 0672-870222. (Close M4 Marlborough.) (86488)

LOANS £300-£20,000. No deposit, tenants, forces, homeowners. (Sameday payouts — no security required). Cars, motorbikes, vans, holidays, boats, caravans, home improvements, furniture, carpets, decorating, school fees, travel. Clear existing loans, HP credit cards, store accounts — cash spare. Written details, quotes, confidential. Norstar Finance 092-Nine-423925, 9 am-9pm, 7 days. Licensed — Office Fair Trading. (86614)

SCOTTISH BORDERS, traditional cottage and smithy, swap for vintage Bugatti, Bentley, suggestions welcome. Details. Tel: 07983 3432. (86736)

LITERATURE COLLECTION. Visit Beaulieu stall M17 for vast selection, books include Pomeroy's Grand Prix car, Autocourse etc., Magazines including Iota, Speed, MOTOR SPORT from 1935, Autosport 1951/60, Catalogues from Abarth to Zil 1946/80. Enquiries for Delivery to Beaulieu. Tel: 0532 668505 Sept 3/4/5. (86754)

MOTOR RACING Books eagerly sought, high prices paid for many titles. Please send full details. Box No. 7022. (86556)

MICKEY WRIGHT LTD. Worlds leading specialist in restored lamps, badges, quality prewar accessories — offer from stock — beautifully restored pairs Zeiss 12", 10", Grebel 12", Lucas Bullseye, P100S, P100R, P80S, P100L, QK596 with stoneguards (SS100) Owleye taillamps, FT58/2, FT37 spotlamps, sidelamps etc. Plus all Rolls Royce original mascots, all rarest RAC, AA, BARC, National Motorists & other quality prewar badges, Brooks fitted trunks, Rolls grilles, Snakeshead Boa Constrictor and long and short trumpet and new Alto horns etc. Free shipping anywhere, callers by appointment only — only the best here — Mickey Wright Ltd., 9 Coniston Crescent, Weymouth, Dorset. Tel: 0305 770463 (6-7 pm) will be at Hershely October 10-13, California October 13-29th. (86569)

OLD MOTORING Literature and Ephemera bought and sold, current 70 page summer catalogue, available at £1 UK, £1.50 o/seas airmail, Les Wilson, Woodvine Cottage, 52 Manchester Road, Astley, Manchester, M29 7EJ. Tel: (0942) 893632. (86561)

MISCELLANEOUS

ALPART REDUCED Mercedes Coupe Saloon 108/SER, stack h/lamps £95 rp 199, 123/SER f/wings £45 rp96, h/lamp £69 rp 126, screens £49 rp 110, R/heavy springs £19 rp39, brake discs £11 rp 33, alloy wheels genuine German £41 rp 119, s/class f/wings £49 rp 98, Peugeot Diesels vac pump £59 rp 126, 504 h/lamps £25 rp39 f/wings £27, special Diesel parts. Tel: 01-689 4269 Sparwesse, 141 Windmill Road, Croydon West (UK); London. (86934)

GEAR BOX for 1952 Mk VI Bentley (manual) £180.00 ono. Tel: Elstead (0252) 702489. (86935)

FREE MGB SPARES catalogue and special offer list now available from "Blueprint Spares": Current offers include up to 50% off body repair panels. (0920) 5544. (86940)

HOUSE WITH garaging for ten cars, (not just C5s), 3 recep., 4.5 beds (3 with handbasins), plus annexed cottage, 4,000 sq ft stone outbuildings including split level workshop with ramp, 3 acre garden and grounds, trees and wildlife habitat, 250 yds. River frontage, 1/4 mile private drive, secluded position, scenic area North Wales, 5 miles A5, circa £75,000. Additional land available. Tel: 049084 227. (86618)

E-TYPE V12 bodyshell, complete, bonnet, D frames, steering rack, gearbox, suspension, radiator, chrome Series I, new Roadstar doors. Tel: (02216) 2721. (86870)

BEAULIEU AUTOJUMBLE. September 7th and 8th, Charles Mortimer. Stall "M.1" in the big marquee. (86885)

BE OUT WHEN YOU'RE IN — WITH A CELLNET PORTABLE!

When considering purchasing an expensive piece of electronic equipment — e.g. a Cellnet Portable Telephone — it makes good sense to have a demonstration of its capabilities at one's own premises first. But I didn't! Result — a 90+% disaster (i.e. 9/10th of calls are lost at first connection, cut off in mid-stream, or are so full of distortion that conversation is impossible)! Despite repeated attempts to gain improvements to the service, I have, as I write this on August 6th, so far received nothing but vague generalities about 'new system teething troubles' and total denials of any liability whatsoever. My recommendation — be sure Cellnet works for you in the location you most need it, before 'signing on', or you may be making a very costly mistake indeed!

Allen Seymour prepares all my cars to totally 'Concours' condition. Two of his cars are for sale:
 1970 MINI-COOPER 1275 S MK2; 3 owners and 64,000 miles with original Works Stage 2 head and 1 1/2" SU's from new. Totally rebuilt by A.S. to genuine perfection.
 1976 ALFA ROMEO 2000 SPIDER VELOCE; 52,000 miles; full history; totally rust-free and superb throughout.

1967 AC COBRA 289 Mk 3 — R.H.D. One of only approx. 6 left in the UK, (the last one sold over 3 years ago). Totally restored 5,000 miles ago; full '427' S/C body with Halibrands etc.; 306 b.h.p. engine; light metallic green, black trim. Absolutely magnificent throughout.



TWO BRAND NEW AC MKIV SPORTS
 As Autokraft's European distributor for their fabulous (0-100 m.p.h. in 12.9 secs.), handbuilt, aluminium-bodied sportcars (I've now sold ten) — I'm proud to offer probably the last (two new 'latest 1986 specification' examples in UK/European form. These are, of course, genuine AC's, not Cobra replicas!

- (I) LEFT-HAND DRIVE, unregistered. Maroon with black trim. 240 b.h.p. DIN. Type-approved for most of Europe. Delivery mileage.
- (II) RIGHT-HAND DRIVE, UK registered July '85. Metallic blue with tan trim. Modified engine (c.270 b.h.p.). Delivery mileage.

NB: THE CELLNET RINGING TONE IS SIMILAR TO AN EXTENDED 'ENGAGED' SIGNAL — DON'T HANG UP!

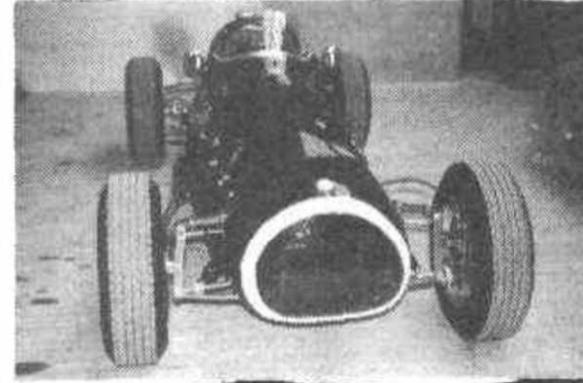
A PAIR OF HISTORIC GRAND PRIX COOPERS.
 The opportunity to purchase a Historic Racing Car eligible for International Events supporting current British and European Grand Prix etc., for a sum of less than six figures, is becoming increasingly rare. For a 'matching pair' to be offered is, I believe, a unique and unrepeatable occurrence.

STOP PRESS — With the announcement of a major new International series due shortly, these cars are a must!

1952 COOPER BRISTOL MK I — Ex Barber / Rout / Thomas. FIA / HSCC / VSCC registered; totally restored by Peter Denty, TT Workshops etc. (Photo; car displayed at 'Motor 100').

1953 COOPER BRISTOL MK I — Ex Works / Winkelmann / Langton; VSCC Registered (FIA eligible); totally restored by Barry Simpson / TT Workshops etc.

Both cars are in B.R.G., and are in the most perfect 'Concours' condition achievable. Will separate!



THE GOAT PUB (Hertford Heath): Sept 1st/Oct 6th, noon. H.S.C.C. Historics: Sept 21st (Silverstone) Sept 29th (Snetterton).



EXCLUSIVE FINE ART PORTRAITS OFFER
 'COB 1' (my 700 h.p. Twin turbocharged 7-litre AC Cobra) is depicted in a superb 27" x 19" colour portrait (above), for £10 — or as an equally splendid 24" x 30" b/w photographic print for £5. Similar b/w prints of 1951 Jaguar XK120 Roadster Reg. No. XK1, and 1965 Ferrari 275 GTB/LN are also available at £5 each, or all 3 b/w's for only £10. All are suitable for framing; prices include p&p. SEND PAYMENT TO ADDRESS BELOW (add £2 for overseas).

ROD LEACH'S 'NOSTALGIA'
CELLNET NUMBER: 0860 321981
 (Ringing Tone = Old 'Engaged' Signal)
OTHER BUSINESS/HOME NUMBER: 0992 51093
 7 days per week, 9 a.m.-10 p.m.
 Write: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD HEATH, HERTS., SG13 7RT.
 VISITS BY APPOINTMENT ONLY



SPECIALIST IN MODEL CARS



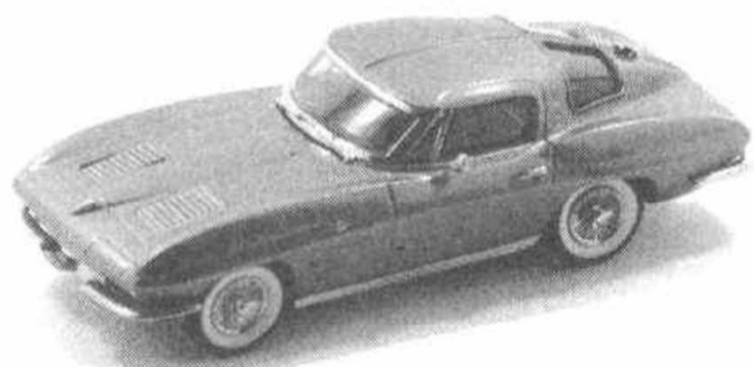
NEW FROM SOLIDO in 1/43rd (4504): 1961 Ford Thunderbird Cabriolet available in pale yellow or bright green. Also (4505) 1961 Ford Thunderbird with top-up available in metallic mauve or black both with white top. All @ £4.50 each UK p&p 75p each overseas mail £1.75 each.



NEW FROM VEREM. 1/43rd Grand Sport Series (403) De Tomaso Mangouste, available in metallic green with matt black. Also available: (401) Chaparral 2D, (402) Citroën SM, (404) Maserati Indy, (405) Ford Mustang, (406) Lamborghini Miura. All @ £9.95 each p&p UK 75p each overseas mail £1.75 each.



NEW FROM RETRO VITESSE in 1/43rd scale: (RV172) Austin Healey 3000 Mk.II hard top available in light metallic blue, black, British racing green, all with white hard tops. Also available: (RV170) Austin Healey 3000 Spa-Sofia Liege Rally, 1964, in red with white hard top. All @ £6.45 each plus UK p&p, 75p each overseas mail £1.75 each.



"CLASSIC SUPERCAR" is our own 1/43rd range of superbly detailed, hand-built models in white metal. Shown are two new models to the range. The famous 1963 Corvette Stingray slit window Coupe and the 1963 Corvette Stingray Roadster. All models have plated parts, Whitewall tyres and photo etched grilles and dashboard detail. Colours available at the moment are pale metallic blue with black interior for the Coupe and pale yellow with white interior for the Roadster. Priced at £39.95 each p&p UK 75p overseas mail £1.75 each.

St. Martins Accessories Ltd 1985.6. Illustrated catalogue. 72 pages full of Kits and fully built models of all sizes and prices. Price £2.25 UK, £2.95 overseas. We have a superb mail order service for the UK and for anywhere else in the World. Mail and telephone orders accepted on Cheque, American Express, Access, Visa card, Bank Americard, Diners Club, Mastercard, ChargeX and Eurocard etc. Shop hours are Monday-Friday 9.30am till 6pm. Saturday 10.00am till 4pm.

ST. MARTIN'S ACCESSORIES LTD.
95 St. Martin's Lane, London WC2
Telephone: 01-836 9742
OPENING HOURS MON.-FRI. 9.30-6.00pm SAT. 10-4

MISCELLANEOUS — cont.

LOTUS, pair Cortina aluminium doors. Minn Cooper subframe complete with drive shafts and discs. Ford 10 Prefect new rear axle complete with brake drums, torque tube also front axle assembly. 850 Fiat, two transaxles, one car, one van perfect, ideal for P.C.T. Tel: 0282/25667 26139 night. (86206)

LAMPS AND SPEEDO, pair of Lucas fork mounting bell shaped headlamps, nickel plated, excellent condition (No L71) £350. Pr. of Rotax conventional headlamps in good condition £75, Stewart Speedo 1908? £65. Phone with the exception of Wednesday and Thursday Winchester 68240. (86205)

RADIATOR COWLS, Morris Ten Four, excellent condition £50, Austin Seven, good condition £35. Tel: 021-559 2883 (B'ham). (86203)

SPEED MAGAZINE, Nine copies, 1938 and 1939. Motor Sport from 1930, thirty-five copies. Box 7019. (86202)

MOTOR SPORT / Brooklands Gazette 1924-1985. Bound volumes or single issues. Please advise requirements to Box 7018. (86172)

TOURING CARAVANERS and campers. Come to Tellis Coppice Park, Battle, Sussex. Reduced rates for readers of Motor Sport. Tel: Battle 3969 (Sussex). (87278)

THACKWELLS MOTORSPORT, offer for sale, Mille Miglia 1933, Symond's, Rarest of M.G. Racing books £95, Bugatti gold plated cigarette lighter £150, Iota 500 cc, Racing magazine 1948-1952, 60 issues £200, Autosport Vol 1 to Vol 9 complete £150, Automobile Year Vol 15&19 £60 pair, Le Mans Race Posters 67, 68, 70 £30 each, French GP 1961 Poster £40, ADAC 1000 km, Nurburgring Poster 1963 £40, Road and Track complete run 1964 to 1970, 70 copies Mint £80. P.O. Box 22, Twyford, Reading. (88034)

MOTOR SPORT unbound complete years 1969-1983, part years 1968/72/74, odd copies 1984/79/75. Offers. Tel: 0952 42119 (87833)

JAGUAR DRIVERS CLUB Spares Day, Sunday 6th October, NAC Stoneleigh, Warwickshire. Huge covered space, spares galore. Tel: Lavington 2267. (86550)

MOTOR SPORT '78 to '85 (Jan '78 missing. Sporting Cars (8) various, T&C Car (6) various, BARC, Bugatti Owners and Fiat 500 Club badges. What offers? Buyer collects. Box No. 7025. (86868)

MISCELLANEOUS — cont.

MOTOR SPORT, 1955 to date £4 per year. Motor 1949 to date, some missing, £5—£8 per year. All in good condition, also large selection of new and old motoring books 50p + SAE for list. Simon Lewis, Yorkde Parkend, Lydney, Gloucestershire. (8650594 562818)

OVER TWO TONS of Austin 7 spares for sale in one lot only, for appointment to view. Tel: Mike Dewfall at 0272 738389. (864)

STEAM CLEANER Supermarkets new/used pressure washers, steam cleaner, grit / bead blasting units, valeting machine, vehicle window security kits. Tel: Mike Dewfall at 0272 738389. (864)

DRUMMOND 3 1/2" treadle lathe (1928). Owner from new offers. Tel: 0993 863 (Oxon). (864)

700X16. 4 NEW Dunlop car tyres £150. Tel: Brighton 593384. (862)

DUCELLIER, ACETYLENE, brass headlamp about 1912, 11 inches in diameter, excellent condition, offers. Tel: 021 449 1451. (862)

ENAMELLED BADGE restoration service. Comprehensive service using genuine glass. Pamela David Enamels, Bascote House, Bascote, Leamington Spa. Tel: (0926) 7115. (862)

MOTOR SPORT and Autocar. Anybody interested in back copies 1954-1973? Motor clear. Tel: 09904-3022 eves. Surrey. (862)

BROOKLANDS: A Pictorial History a Goodwood: The Sussex Motor Racing Circuit for only £3.95 each. Plus Historic Racing 1 for £3.95. Just three bargain books from Mill House Books' list. See our advertisement in this issue for more bargains plus news of recent titles. But still — write or telephone for a free catalogue which lists the complete range, plus motor order keyfobs (Alvis to Wolseley), pin-badges, racing and rallying videos, Brum and Box 1:43-scale model cars and N. Lauda and Gilles Villeneuve pewter tankards. Mill House Books, The Mill House, Eastville, Boston, Lincolnshire, PE22 8LS. Tel: No. Leake (020 584) 377. (862)

RAY ROBERTS BOOKSELLERS. See me at stall M17/18 Marquee at Beaulieu. Tel: (0571) 2232, if you require me to bring something in particular for you. (862)

TWO VETERAN CAR wheels, wood spokes, solid tyres, 30" dia, sound condition. £85. Tel: 021-559 2883 (B'ham). (862)

1956 BENTLEY SI CONTINENTAL H.J. MULLINER 2 DOOR SPORTS SALOON

Generally acknowledged as the prettiest body of all-time, in metallic light and dark grey. Owned most of its life by famous entertainer/enthusiast and maintained accordingly. Auto, PAS, electric windows, 93,000 miles. Not to be confused with a rebuild.

Simply superb
£25,000. No offers
Phone: 02604-280 Home
061 941 2313 Office

CAR DUST COVERS

Protect your cherished paintwork with our high quality 100% Cotton covers. Your initials stitched FREE onto your cover if requested. We will match any currently advertised price.

SEMI-TAILORED COVERS with elasticated ends. Engineer designed. For Sports cars up to 13' 2" long, £33.50, up to 15' 4" long, £36.50, for Saloons up to 15' 4" long, £36.50, up to 17' 1" long, £46.50.

REGULAR COVERS with tie-on corner tapes. 9' 8" wide x 15' £17.85, x 17' £19.65, 11' 6" wide x 19' £23.65, x 20' £25.65, x 22' £26.65, x 24' £32.65, 13' 5" wide x 22' £33.15, x 24' £37.15, 15' 4" wide x 22' £37.15, x 24' £45.15, x 28' £45.95, 19' 2" wide x 32' £61.95.

Giant Emblems (18" x 16" approx.) affixed to your cover for only £5 extra. AC, Alfa, Alvis, Aston, Audi, Austin Healey, BMW, Citroën, Daimler, Ferrari, Fiat, Ford, Ginetta, Jaguar, Jensen, Lagonda, Lancia, Lotus, Maserati, Marcos, Mercedes, MG, Morgan, Porsche, Riley, Rover, Scimitar, Sunbeam, Triumph, TVR, Volvo or VW (other marques to special order). P&P £2.25 per cover. Our prices include VAT. Cheques with order please to:

THOROUGHbred COVERS
Dept. MS, 349 Kirkstall Road, Leeds LS4 2HD
Tel: (0532) 795079 showroom
(0532) 810695 evenings / Sundays
Overseas enquiries welcomed

ATTENTION MEN ONLY

If she has a beautiful body cover her and protect her with a 100% TOP QUALITY COTTON DUST COVER FROM ADRIAN SACKS. Unique semi-tailored covers with elasticated ends for sports cars up to 13ft 2in long £34.75, up to 15ft 4in long £37.75, 16ft 9in £39.75. Also available: Semi-tailored covers for saloon cars up to 17ft long £47.75. Intermediate sizes available.

| | | |
|------------------------|------------------------|------------------------|
| 9' 8" by 15' — £18.75 | 9' 8" by 17' — £20.75 | 11' 6" by 19' — £24.25 |
| 11' 6" by 20' — £27.25 | 11' 6" by 22' — £30.25 | 11' 6" by 24' — £33.25 |
| 15' 6" by 22' — £37.70 | 15' 6" by 24' — £43.70 | 15' 6" by 28' — £46.70 |

Personalise your dust cover with giant emblems approx. 18" by 18". AC, Alfa Romeo, Alvis, Aston Martin, Austin, Austin Healey, BMW, Bristol, Chevron, Daimler, Ferrari, Ford, Ginetta, Jaguar, Jensen, Lancia, Lola, Lotus, Maserati, MG, Mercedes, Morgan, Porsche, Riley, Rover, Scimitar, Sunbeam Talbot, Sunbeam Tiger, Triumph, TVR, Volvo, VW. Affixed to your cover for only £5. Other emblems a pleasure, add £2.25 per cover p. and p. All prices inc. VAT. Please send cheques with order payable to Adrian Sacks.

FREE initialising with every order or your car reg. no., please state as required.

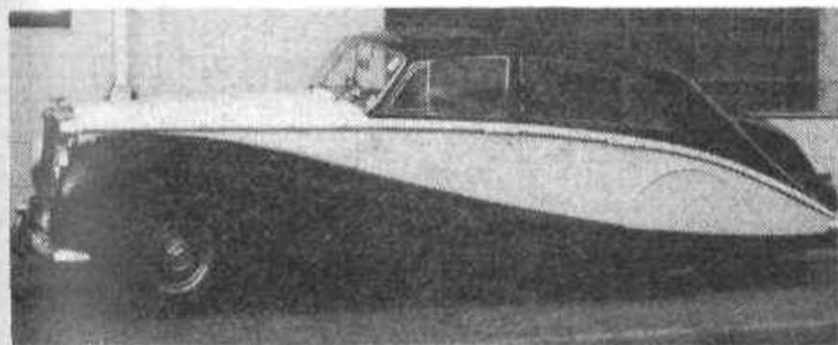
NEW NEW NEW Car wing protectors. Just fastens over car wing when working on engine. Stops scratches from zips, buttons, oil and grease. Only £9.95 a pair.

You can now place your order with your Access and Barclaycard over the phone.

Hillam Road Industrial Estate Unit B, off Canal Road, Bradford BD2 11QW. Telephone: Bradford (0274) 394147 (office hours) or Ilkley (0943) 602372 evenings and Sundays. All overseas enquiries welcome.

HEALEY BROS (A.E.) LTD

SPECIALISTS IN
ROLLS-ROYCE & BENTLEY CARS



1955 Bentley S1. Coachwork by Freestone & Webb. Velvet green / cream, largely in good original condition (see photo).
1970 Rolls Royce Silver Shadow. Black over Seychelles blue, low mileage and full service history.
1963 Rolls Royce Silver Cloud III. SCT 100 model by James Young, extensively restored.
1978 Rolls Royce Silver Shadow. Chestnut with magnolia trim, full service history.
1960 Bentley S2. By Mulliner Park Ward, regal red.
1958 Bentley S1 Hearse. Suitable for restoration or conversion to estate car.

Service and maintenance. Paintwork and accident repairs. Quality assured work to original factory standards. Classic and vintage restorations. Partial or complete restorations undertaken on any make by traditional panel beaters. Ash framing and wood polishing. Upholstery and trim. We manufacture a wide range of panels for postwar Rolls-Royce and Bentley cars. Prewar and special panels to pattern and order.

Collection and delivery arranged

Victoria Street, Irthlingborough Northants.
Tel: Wellingborough 650247

Newlands Motors

SPECIALIST AND CLASSIC CARS
Forest Row, Sussex (034282) 2274



Bentley Speed Six, 1928. VDP, original bodywork POA



Austin Healey 3000 Mk3. Red over white, chrome wires, restored 1979, magnificent £9,950



Lotus Elan Sprint FHC. One owner, below 40,000 miles, extensively modified £8,750



Jaguar E-Type 4.2 series 1 Roadster, 1966. One owner, 45,000 miles, rust free £11,995

| | |
|--|---------|
| Jaguar E-Type 4.2 Series 1 Roadster, 1965. Red, 53,000 miles | £7,950 |
| Jaguar E-Type 4.2 Series 1 Coupé. BRG, 31,000 miles | £8,950 |
| Jaguar E-Type V12 2+2, 1971. Red, 53,000 miles | £8,950 |
| Jaguar XK120 Roadster. Under restoration | POA |
| Aston Martin Vantage, 1980. 47,000 miles, full history | £19,950 |
| Aston Martin V6 Manual, 1978. 41,000 miles | £12,250 |
| Porsche 911 Sport Coupé, 1974. New Carrera wings etc. | £7,995 |
| Daimler SP250 Sports. One owner, 54,000 miles | POA |
| Volvo 120 2-door Saloon, 1970. Ruddspeed, 47,000 miles | POA |
| Mercedes Benz 280SE 3.5 Convertible, 1971. One owner | £18,950 |
| Mercedes Benz 350SL, 1979. H&S tops, met blue | £12,450 |
| Jensen Interceptor MkIII. Red, black leather | £3,950 |

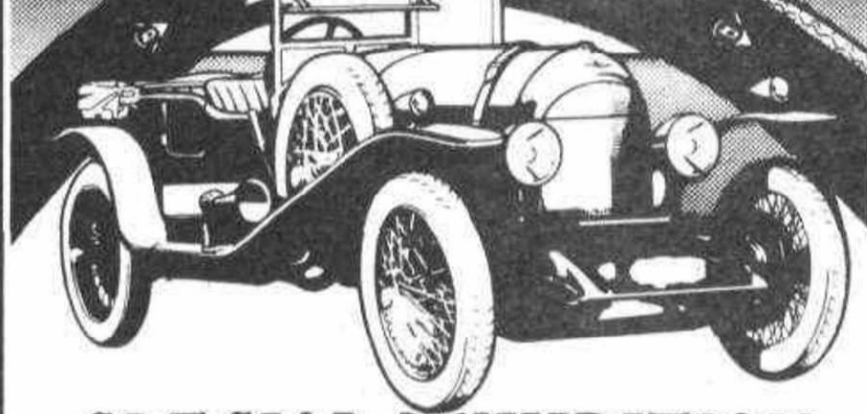
SIMILAR CARS PURCHASED

BRITISH CARS

at

LE MANS

DUNLOP

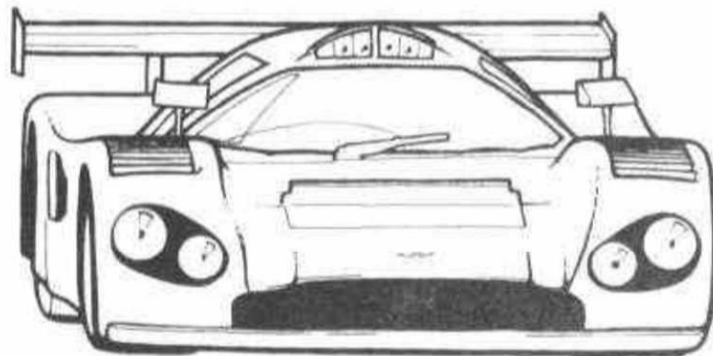


SPECIAL EXHIBITION

This new exhibition will show a representative selection of British Cars that have competed at Le Mans. The cars on show will span the years that this No. 1 event in endurance racing has been staged.



The exhibition opens at the Heritage Motor Museum, Syon Park on August 1st and will run until September 4th.



The Le Mans exhibition is free for all visitors to the Heritage Motor Museum where may be seen the world's finest collection of British Historic Cars.



The Heritage Motor Museum

Syon Park, West London.
Open Every Day, 10 a.m. - 5.30 p.m.
Tel. 01-560 1378



MISCELLANEOUS — cont.

FOR discerning enthusiast in the midlands. 4 garages, 2 workshops, 3-phase supply. For the rest of the family a 6 bedroom listed Georgian house in 2/3 acre walled garden with swimming pool. Tel: 0455 290227. (87667)

1930 MG "M" ENGINE £295.00, PA gear box bell housing £39.00, 2.475x19" tyres £12.50 each, PA scuttle top £18.00, cracked PA block (offers) "M" front axle £14.00, (van & trailer load of spares stalls A73 and A74 Beaulieu auto jumble). Tel: (0903) 813355. (87670)

LONDON AND Longbridge, Birmingham Transportation, Owner-driver, club member. Trade work welcome. Tel: Henry Staal 021-478 3634. (87768)

SPECIALIST CAR recovery and delivery service. Weekly trips South of France. Anywhere anytime. Tel: 0922 75502. (87772)

MOTORING BOOKS FOR SALE. Exciting, interesting, and scarce titles available. Free list. Terry Wills, Salter Street, Berkeley, Gloucestershire. (87430)

SMALL USED lathes, Myfords, Boxfords, Colchesters etc, well equipped, single phase. Tony Griffiths, Tel: Buxton (0298) 871633. (79075)

TELEPHONE AREA Code Booklet in Reverse. Locate those area codes. £2 inclusive. Cudham industries, 36 Boston Road, Kirton, Boston, Lincs PE20 1DS. (76150)

ELITE S1/2, stage 1 ex manifold, £25, stage II/III £50, new petrol tank £30, Jaguar MkVIII b/axle casing and diff £25, Lagonda LG45 wheels (2) £40, 5 chrome 15 in wires 42 mm £50. Tel: 0794 516214. (87774)

VETERAN 1898 PANHARD rear wheels, complete with sprockets and brake drum; new, old stock, in perfect condition, with original label. £500 pair. Collection of Veteran and Vintage sparking plugs (De Dion, etc) approx 150; some with original boxes £250 lot. 1927 Austin Seven engines and gearbox, partly dismantled, but believed complete £120. Tel: 0580-83215. (86554)

1919 30' RIVER LAUNCH by Taylor and Bates of Chertsey. Mahogany on oak, superbly restored at cost of £10,000, would exchange for interesting car or sell £6,750. Tel: 0635-248505. (86541)

BOUND M.S. Gold blocked, Mint indexed '53 on, Jan '49 (vol. 25), Dec '66 £250, Jan '67, Dec '78, matching £150. Merriehill, Macclesfield SK10 2PJ. (86494)

MISCELLANEOUS — cont.

MOTORING LITERATURE bought, sold and exchanged. For a large selection of new and secondhand motoring handbooks, magazines and books please call Thursday, Friday, Saturday at Vintage Motorshop, 500 Bradford Road, Batley, West Yorkshire. Tel: Batley 470773. (86869)

CHROME WIRES splined hubs, spinners, tyres new and secondhand for Jaguar Mk II S-Type, E-Type, Daimler Sovereign, V8 250. Tel: 01-524 1015, 01-520 6775. (73061)

CAR RECOVERY and delivery, local, national continental, singles, doubles. Tel: Cartrek, Esher 62785 (Surrey). (73123)

THE EXPERTS. Polygon Recovery, specialists in precious car transportation. Possibly the most realistic rates. Also collection and delivery service for all specialist parts, UK and Continental. Tel: Southampton 37055. (84048)

BIRMINGHAM BASED car transport by enthusiast, best rates, full insurance, Jeremy Broad. Tel: 021 745 5534. (73623)

RARE out of print books, catalogues, handbooks, brochures, profiles, send £1 note for next three quarterly catalogues. Automobilia, 30 West Drive, Brighton. (84583)

ERIC THOMPSON buys and sells rare motor and motorcycle books, magazines, manuals, handbooks, sales literature and motoring miscellany. Booklist No 856 available UK. £2.00, overseas £3.00. Hullhatch, Long Common, Sharnley Green, Guildford, Surrey. Tel: 0483 893694. (85065)

THACKWELLS MOTORSPORT 1985. Illus catalogue of rare motor racing books, posters and programmes. £3 UK, \$US8 cash. Overseas airmail. PO Box 22, Twyford, Reading, UK. (85515)

CAR RECOVERY and careful transportation, vintage a speciality, any distance, never knowingly underquoted. Tel: 01-359 0898 or 01-992 4477. (80680)

MOTOR SPORT 1968-79 plus assorted GP issues Motor, Autocar etc. £25. Tel: Ilkley 607958. (86441)

MOTOR SPORT magazines 1966-1984. Also superb collection of catalogues. Buyer collects. Tel: Torquay 605157. (86374)

BRIAN DEGINAU, Lane, Nevin and Turbo etc. Unique original Pre/Post War Motoring paintings/drawings and cartoons — framed and glazed. For sale stall A351-2 Beaulieu. (87508)

EVENTS

GRAND LONDON AUTOJUMBLE 27.10.85. Westminster. Stall bookings: PCG Ltd, Second Floor, 73 New Bond Street, London W1Y 9DD. Tel: 01-493 3321 (office hours). (82595)

THE WATFORD AUTOJUMBLE. Saturday 12th October, 1985. At the Watford Leisure Centre, Horseshoe Lane, Garston, nr Watford (1 mile from junction 6 of M1 motorway, 10 am-5 pm. Stalls £10 each, table supplied. Enquiries: C. M. Smith, 87 Worthington Road, Fradley, Lichfield, Staffs WS13 8PG. Tel: 05432 23922/53508. (87440)

CHELtenham AUTOJUMBLE and Collectors Bazaar. Super selection of car/bike spares, books, tools, etc. Saturday 27th April, 12th October, 30th November. Stalls inside and outside. Cheltenham Racecourse, Glos. (A435). Open 11 am. Free parking. RAC signposted. Tel: E & M Enterprises on 021-477 3143. (P/P)

FOURTH NORTHERN Classic Car Show, Belle Vue Halls, Manchester. 28th/29th September. 500 veteran, vintage and classic cars on display. Classic motor auction, trade stands, huge autojumble. Open 10 am-6pm. Admission £3 adults, £1 children. Tel: 0272 650465/650415 for details. (ACC)

CLASSIC MOTOR AUCTIONS announce their 9th auction of veteran, vintage and classic cars at the Fourth Northern Classic Car Show at the Belle Vue Exhibition Halls, Manchester on Saturday 28th September 1985. Tel: 0272 650465/650415 for details. (ACC)

FORMBY AUTOJUMBLE. Saturday 12th October at Formby High School. Stalls £7.50. Tel: Southport 214412 for details. (87869)

ASHFIELD AUTOJUMBLE, Sunday October 20th, Festival Hall, Kirkby-in-Ashfield, Notts. 10am-4.30pm, 2 miles junction 27 M1, enquiries to B. J. Parkin. Tel: 0623 752412. (86886)

INTERNATIONAL CLASSIC Bike Show at Belle Vue, Manchester. Saturday and Sunday October 5th and 6th. Don't miss the largest show of its kind in the world! Over 600 bikes on display, autojumble and auction by Sotheby's. (86876)

THE GRAND LONDON Autojumble. Sunday October 27th. Vincent Square, Westminster, opens 10.30 am, entrance £1, bar, refreshments, closes 4.30 pm, free parking, late stall enquiries. Tel: 01-493 3321. (86756)

EVENTS — continued

LONDON STOCKWELL Toy Model Collection Swapmeet, Saturday October 5th, 10.15 South London Motor Auctions, Stockwell Road, London SW9. D Matchbox etc, details, stalls. Tel: 01-9964. Next event December 28th. (18)

CLUBS

MASERATI CLUB. Owners and enthusiasts details from Secretary, M. J. Miles, The dock, Abbots Ann, Andover SP11 7NT. 0264 710312. (4)

THE AUSTIN COUNTIES Car Club welcome owners and enthusiasts of Austin models (1939-54) 8-16 hp, A40, A70, A90 and commercial vehicles. Magazine, spares vice, local meetings, annual rally. Membership secretary: S. M. Parsons, Swallow Farm, Church Road, Mannings Heath, sham RH13 6JE. (8)

AC OWNERS. If you own an AC or are interested why not join the club. Monthly magazine, meetings, sprint, "Concours", dance, film shows, etc. Details from Membership Secretary, Tudor House, M Road, Great Bowden, Market Harborough, Leicestershire. (7)

THE MG CAR CLUB offers extensive activities, everything from local social evening full race meetings. Technical aid and support for all models pre-1930 to current production. Spares and service scheme with associated discounts and specialist insurance an award-winning magazine. For full information on the original MG Club founded 1930, and its 65 associated overseas centres please contact the MGCC, PO 251, Studley, Warwickshire B80 7AT. 052785 3666. (20)

SITUATION VACANT

EXPERIENCED MECHANICAL engineer wanted in efficiently organised Rolls-Royce workshop/classic car specialist for work solely on Rolls-Royce cars of the post-war period. Applicants with thorough R-R background and experience and c.v. Tel: Fischer on 01-785 6633. (20)

**MARANELLO
CONCESSIONAIRES
ARE LOOKING FOR A
TECHNICAL DIRECTOR
(DESIGNATE)**

This is a great opportunity for a highly qualified and experienced automotive engineer to work with the long established sole UK concessionaires for Ferrari.

Your responsibilities will cover the overall direction of our own and dealer network service operations, together with the DOT negotiations concerning BNTA approvals, up-dates and extensions and liaison with Ferrari's technical and service departments.

A knowledge of French or Italian would be an advantage.

The successful applicant will enjoy an excellent salary and benefits with car and the possibility of promotion to technical director within one year.

Apply in writing to:
The Chairman
Maranello Concessionaires Limited
Industrial Estate
Thorpe, Egham, Surrey TW20 8RJ.



MOTOR SPORT

READER'S BOUND VOLUMES

Your 12 monthly issues permanently bound together with a title page and index in a stiff cloth case with title and volume number gold lettered on the front and spine.

Price £12.00 (incl. UK p&p).

We can also offer to bind your 12 issues of MOTOR SPORT in two six month volumes making an easier to handle and stronger binding.

Price for the two volumes £17.00 (incl. UK p&p).

Please send cheque or PO with your copies.

SELF BINDER

Black PVC binder with MOTOR SPORT embossed in gold on the spine. To hold your 12 issues and keep them clean and tidy in one volume.

Price £4.00 (incl. p&p) UK & overseas.

Black leatherette binder with MOTOR SPORT embossed in gold on the spine and also holds 12 issues. Copies are held into the binder by means of removable metal rods.

Price £5.00 (incl. p&p) UK & overseas.

INDEX FOR 1984 Price 50p (inc P&P)

BOOKS

MY 30 YEARS MOTORING

by Bill Boddy

Price £16.40 (incl. UK p&p).

HISTORY OF BROOKLANDS

by William Boddy

Price £17.20 (incl. UK p&p).

GEORGES ROESCH AND THE

INVINCIBLE TALBOT

by Anthony Blight

Price £10.20 (incl. UK p&p).

MOTOR SPORT BOOK OF

DONINGTON

by William Boddy

Price £1.30 (incl. UK p&p)

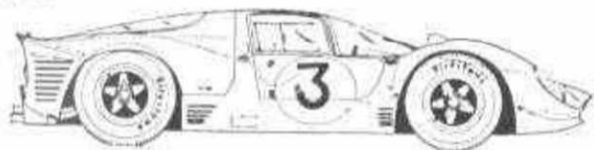
Overseas surface mail for the above books please add £1.00.

Please make cheques payable to Motor Sport and send your remittance to:

Standard House, Bonhill Street, London EC2A 4DA
Tel: 01-628 4741 Ext. 28



1964 AC Shelby Cobra 289 Comp Car. Viking blue with black int. FIA type body, full GT40 type race engine with 48 IDA Webers, Halibrands etc. A genuine and original racing Cobra.



Also in Stock

1968 Chevron B8 FVA. Ex Redman / Bridges. Offered with complete spares plus spare FVA engine.

1985 VW Golf GTi. With Turbo Technics engine and full Zender body kit.



1972 Ferrari 365 GTB4 Daytona. Finished in Metallic Silver with blue hide interior, 27,000 miles from new. Toolkit complete and unused. A superb and very original Daytona.

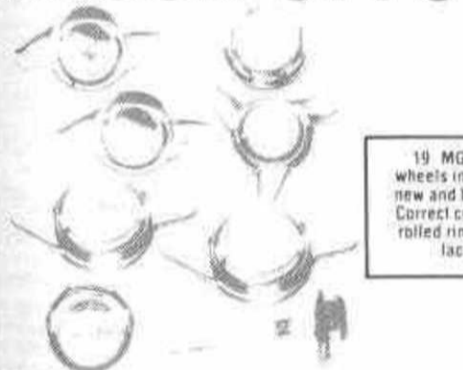
MICHAEL FISHER LTD

01-722 3449

cellular phone 0860 322274

We are anxious to acquire Ferraris similar to the type advertised. Especially Types: Lusso / 330-365 GTC / 275 GTB etc.

KNOCK-OFFS AND OTHER SPECIALIST PARTS



KNOCK-OFFS

£37.00. Set of 4 MG, A/H, TR, 2-eared.

£48.00. Set of 4 Jag size

Above prices include VAT and mail UK

19 MG TATC wheels in stock — new and beautiful. Correct centre and rolled rim. Centre laced.

AERO SCREENS

£25.00. + VAT and mail

WIRE WHEELS — new

Popular sizes available. Phone for details

ROCKER COVERS — polished All

MG, Ford, TR, Mini, etc. best prices

WRITE OR PHONE FOR MAIL ORDER.

KIMBLE ENGINEERING LTD

33 Highfield Road, Birmingham B28 0EV England
Tel: 021-777 2011. Telex 336993

Access Visa taken

R. S. WILLIAMS

ASTON MARTIN SPECIALISTS OFFER THE FOLLOWING USED CARS.

WE URGENTLY REQUIRE GOOD AND POTENTIALLY GOOD ASTON MARTINS FROM DB4 TO CURRENT MODELS

The above cars are covered by a 4 months parts & labour guarantee.

31-35 PADFIELD ROAD, SE5 9AA
Tel: 01-733 1062



The Foundry 26 High Street

Bramley

Bramley nr Guildford Surrey



| | | | |
|---|----------|--|---------|
| 70 Rolls-Royce Phantom IV. Dark blue, grey hide, 854 mls. | £100,000 | 84 Porsche 928S. Auto, zinc, e/s/roof, blue hide, 5,000 mls. | £32,995 |
| 79 Rolls-Royce Silver Wraith LWB. Brewster green, 32,000 mls. | £24,995 | 84 Porsche 911 Carrera Sport Cabriolet. Red, beige hide, 9,000 mls. | £27,995 |
| 74 Rolls-Royce Silver Shadow. Moorland green, full history, 14,000 mls. | £17,995 | 84 Porsche 911 Carrera Sport Cabriolet. Blue, blue hide, 10,000 mls. | £25,995 |
| 85 Mercedes 500SL. Met blue black, cream hide, abs, 2,000 mls. | £29,995 | 83 Porsche 911SC Cabriolet. White, black hide, 19,000 mls. | £19,995 |
| 81 Mercedes 380SLC. Met petrol blue, full spec, abs, 23,000 mls. | £22,995 | 83 Porsche 911 Sport Targa. Black, black hide, 19,000 mls. | £21,495 |
| 81 Mercedes 380SLC. Met champagne, full spec, 26,000 mls. | £21,995 | 81 Porsche 911SC Coupé. Guards red, 1 owner, 6,000 mls. | £17,995 |
| 80 Mercedes 450SLC. Silver blue, air/con, alloys, 24,000 mls. | £18,995 | 81 Porsche 924 Carrera GT Turbo. Silver, total spec, 14,000 mls. | £19,995 |
| 78 Mercedes 500SLC. Silver green, beige hide, total spec, 30,000 mls. | £16,995 | 81 Porsche 924 Carrera GT Turbo. Red, s/roof, 29,000 mls. | £16,995 |
| 78 Mercedes 450SLC. White, air, alloys, cruise, 22,000 mls. | £17,995 | 79 Porsche 924 Lux. Auto, met blue, s/roof, stereo, 28,000 mls. | £6,995 |
| 79 Mercedes 450SLC. White, charcoal velour, s/roof, alloys, 24,000 mls. | £16,995 | 85 Porsche 911 Carrera Sport Coupé. Black, full hide, 1,500 mls. | £28,995 |
| 79 Mercedes 450SLC. Silver, black velour, full spec, 49,000 mls. | £14,995 | 83 Ferrari 308GTS. Met blue, magnolia hide, a/c, 9,000 mls. | £26,995 |
| 81 Mercedes 500SL. Silver blue, r/seat, Bluespot Berlin, 19,000 mls. | £20,995 | 73 Jaguar V12 E Type Roadster. Red, auto, 160 mls. | £29,995 |
| 80 Mercedes 450SL. Red, cream hide, total spec, air/con, 7,000 mls. | £20,995 | 65 Jaguar 4.2 E Type Roadster. Red, total restoration. | £19,995 |
| 81 Mercedes 500SL. Yellow, beige hide, alloys, stereo, 18,000 mls. | £18,995 | 62 Jaguar 3.8 E Type Roadster. Red, total restoration. | £19,995 |
| 79 Mercedes 350SL. Met thistle, alloys, e/windows, 24,000 mls. | £14,995 | 70 Jaguar D Type Long Nose Lynx. British Racing Green. | £27,995 |
| 83 Mercedes 380SEL. Met lt blue, total spec, 27,000 mls. | £21,995 | New AC Cobra Autokraft. Black wih black, lhd. | £30,000 |
| 83 Mercedes 380SE. Petrol blue, air, abs, s/roof, e/seats, 23,000 mls. | £19,995 | 82 Aston Martin Lagonda. Black, very special car, 4,000 mls. | £49,995 |
| 83 Mercedes 280SE. Petrol blue, s/roof, alloys, e/windows, 17,000 mls. | £16,995 | 70 Maserati Ghibli Spyder. Silver, auto, lhd, 22,000 mls. | £49,995 |
| 85 Mercedes 280CE. Champagne, black hide, air, 5-speed, 2,000 mls. | £19,995 | 74 Monteverdi 375/4. High speed auto, met brown. | £19,995 |
| 83 Mercedes 280TE. White, abs, r/seat, alloys, hww, 30,000 mls. | £14,995 | 43 Willys Jeep. Green, superbly restored. | £6,995 |
| 81 Mercedes 280TE. Petrol blue, cream hide, abs, hww, 39,000 mls. | £12,495 | 25 Citroën Cloverleaf Tourer 3-seater. Usable vintage. | £6,995 |
| 81 Mercedes 300TD. Auto, red, s/roof, e/windows, 30,000 mls. | £9,995 | 71 Morris Mini 1385 cc. White, Longman engine, superb. | £4,495 |
| 84 Mercedes 280E. Champagne, s/roof, alloys, cruise, 12,000 mls. | £14,995 | 81 Triumph TR8 Convertible. White, one of 35 rhd, 11,000 mls. | £9,995 |
| 83 Mercedes 280E. Champagne, s/roof, hww, c/c, alloys, 15,000 mls. | £13,495 | 82 Triumph Spitfire. White, factory hard top, 1 owner, 7,000 mls. | £4,995 |
| 84 Mercedes 300GD SWB. Manual, alloys, B, 6,000 mls. | £12,995 | 80 MGB GT. Black, overdrive, wire wheels, delivery mls. | £8,995 |
| 83 Mercedes 280GE SWB. Auto, red, alloys, 10,000 mls. | £12,995 | 80 MGB Roadster. White, overdrive, stereo, 12,000 mls. | £5,995 |
| 83 Porsche 3.3 Turbo. Black, black hide, total spec, 7,000 mls. | £34,995 | 84 Morgan +8. Met coral, beige hide, alloy body, 3,000 mls. | £13,495 |
| 83 Porsche 3.3 Turbo. Guards red, black hide, total spec, 9,000 mls. | £33,995 | 83 Morgan +8. Velvet green, beige hide piped in green, 6,000 mls. | £12,995 |
| 83 Porsche 3.3 Turbo. Slate blue, blue and pearl hide, 16,000 mls. | £32,995 | 83 Morgan +8. Red, alloy body, black hide, 3,000 mls. | £12,495 |
| 83 Porsche 3.3 Turbo. Moss green, green hide, lsd, 18,000 mls. | £30,995 | 84 Morgan 4/4. Ivory, brown hide, alloy body, cww, 10,000 mls. | £10,495 |
| 79 Porsche 3.3 Turbo. Red, full spec, 23,000 mls. | £21,995 | 84 Range Rover Vogue. Auto, Derwent blue, latest spec, 14,000 mls. | £15,995 |
| 85 Porsche 928S. Auto, met iris blue, total spec, 3,000 mls. | £36,995 | 84 Range Rover Vogue. Met silver, 5-speed, (B), 6,000 mls. | £15,995 |
| 85 Porsche 928S. Auto, white, e/s/roof, many extras, 2,000 mls. | £34,995 | 78 VW Beetle 1303 Cabriolet. Black, reg no 1300VW, 1,200 mls. | £11,995 |
| | | 83 VW Golf GTi Cabriolet. All white, stereo, 9,000 mls. | £8,495 |
| | | 84 Peugeot 205 GRD. Met blue, stereo, 22,000 mls. | £4,995 |

0483 898159

EXCEPTIONAL LOW MILEAGE CARS PURCHASED

0483 898159

Tyres for good sports.

VINTAGE TYRES



VINTAGE TYRE SUPPLIES
12 BALSTON GARDENS
HONEY POT LANE, STAMM9 9Q
MIDDLESEX HA7 1BY
TELEFAX 922993
TELEPHONE
01-206 0722

AT LAST. DUNLOP 500/525 x 21
ORIGINAL F4 PATTERN
NEW PRODUCTION
£87.30 + carr & VAT.

MIDLANDS STRICKIST
RAJINDWILDE TYRE HOUSE
OFFICE RICHMOND
ROAD FORDSMELL
LEAMINGTON SPA CV31 1TN
TELEPHONE
(0926) 26935



ALWAYS VINTAGE CLASSIC LOW PROFILE WHITE WALLS ORDER BY MAIL WE SHIP WORLDWIDE PLEASE ASK FOR PRICE LIST EXPORTS WORLDWIDE

JENSEN

Interceptor III.
Green/Green, lovingly restored to almost concours throughout. Receipts for £4,500 since Nov 1984. Very low recorded mileage. (29,000 miles confirmed.)

Offers around £7,000 please.
To view, phone 0252 545282
(Farnborough, Hants)

FOR SALE

AC ROLLING CHASSIS FITTED WITH FORD V8 and large gearbox, some body panels, etc.
BENTLEY MK6 SPECIAL. Partly completed, engine and gearbox in pieces.
JAGUAR 1 1/2-LITRE 4-SEATER TOURER. Nearly finished.

Various other items. Offers invited.
Full details from the Agents:
Arthur G. Griffiths & Sons
Chartered Surveyors/Auctioneers,
57 Foregate Street, Worcester.
Telephone (0905) 26464

1933 ALFA ROMEO 8c 2.3
engine available

Beaulieu Cars Limited
(0590) 612444

WANTED

6 1/2 Ltr. Bentley, will pay cash, or swap,
3 Ltr. Bentley, and or Phantom 1.
Telephone: Day-time:
01-854 8288

Evenings: Shorne 2514

ALVIS 4.3-litre Sports Racing Car 1937



Regular VSCC competitor, successful car, winner of Pace Trophy 1983. Silverstone Club Circuit 1m 18.2s. Shelsley 42.3s. Fully equipped and very tractable (5 to 100 mph in top) road car. Racing this season. Some important spares included. Offers around £16,000. Four wheel road trailer also available

DAVID ROSCOE

Tel: 01-828 7777 (work), 080 425 217 (home)

DAVID HOWARD CARS

RANVILLES FARM, ROMSEY, HAMPSHIRE: Tel: Southampton 814481

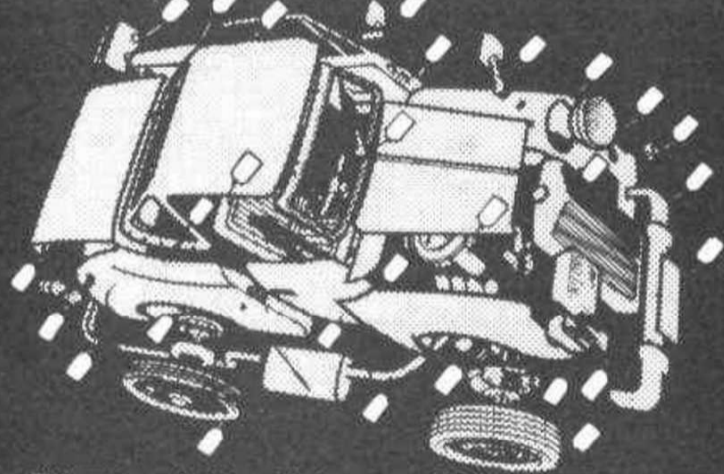


1932 Alvis 12-60 Tourer by Cross & Ellis. Very sound and with good history. Drives well. £8,850
1933 Lanchester 10 hp Tickford Cabriolet. In delightful original condition. £3,500
1934 Riley 9 hp Lynx Tourer. In delightful condition, dark blue with red trim. £7,250
1935 Austin 18 hp Hertford Saloon. Original with history. Finished in grey with matching leather. Ideal wedding car (plus.). £3,750
1936 Vauxhall 25 hp Wingham Tourer by Martin Walker. One family owned from new. Repainted and new hood. £4,850
1937 Alvis Speed 25 Saloon. Two tone grey. Fine car, very reasonably priced at £8,950
1974 Range Rover. One previous owner, very good indeed. Sahara. £2,950
1968 Triumph TR4A Irs. Red. Hard top. Good order. £1,750
1983 Model Audi 100 CS. Limited edition. Auto. Excellent. £4,950

1923 Cadillac Type 61 Phaeton. Beautifully restored and very impressive car. £12,850
1924 Cluley 10.5 Four Seater Tourer. Family vintage motor. £5,350
1926 Fiat 501. Very attractive V-screen tourer, with dicky. £5,750
1932 MG 8/33 D Type Midget. Beautiful 4,000 hour restoration. Four seater. £8,500
1932 Riley 9 hp Four Seater Tourer on Plus Ultra Chassis. Original and very rare. Excellent. £8,250

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.

INTERNATIONAL AUTO JUMBLE



This unique Autojumble has over 1300 stalls, with lots of spare parts, relics, books, magazines, prints, old transport toys, as well as nearly a hundred cars for sale.

7/8 Sept Opens 10 am
Beaulieu

Come both days - reduced 2 Day Admission Ticket available.

Published at the British Grand Prix — the much awaited book

THE FORD THAT BEAT FERRARI

A Racing History of the Ford GT40
by Gordon Jones and John Allen

This is a book not to be missed. With 464 pages containing nearly 1,000 photos, including 240 in colour, expanded and interesting captions, highly detailed appendices and specifications, this book about the fabulous Ford GT40 and its derivatives is devastating for the amount of information it contains, a truly monumental edition for only £40. We see the development of the first works cars at FAV, Shelby and Alan Mann, the rise of the 7-litre Mark II and its successes followed by the all conquering Mark IV. The bulk of the cars were raced by private teams and every major team and private entrant is portrayed.



This book is available from all good bookshops or special mail order companies or alternatively, direct from the publishers:

KIMBERLEY'S, Dept MS9, 4 Church Close, London, N20 0JU, England. Tel: 01-368 4121

I am enclosing a cheque/PO for £..... for The Ford That Beat Ferrari made payable to Kimberley's.

Name

Address

We also accept Access/Diners Club No.:

MEADOWS Telephone (0227) 720472 or (0304) 612484



1978 model Rolls Royce Silver Shadow II. Pewter with dark green hide and matching knee and top roll, personal number... £14,950



1971 Rolls Royce Silver Shadow I. Acrylic white with dark blue hide upholstery... £9,950



1961 Rolls Royce Silver Cloud II. Sand over sable, beige hide upholstery, 101,000 miles, service history... £16,950



1975 Rolls Royce Corniche Convertible. Regency bronze with magnolia hide upholstery with matching knee roll and hood... £29,750

"OVERSEAS ENQUIRIES WELCOME"



TRIUMPH

- TR6 1974 (N) Mallard, 185 bhp, SAH engine, o/d. £4,500
 - TR6 1971 (J) Red, 4 New Wings, Deck, Bumpers, o/d. £3,450
 - TR6 1973 (M) Red, New Wings, rebuilt engine. £3,450
 - TR6 1975 (N) Sapphire, o/d, good original condition. £3,350
 - TR6 1975 (N) French Blue, o/d. £2,495
 - Stag 1977 (S) Tahiti Blue, Auto, Full Service History. POA
 - TR7 Drophead 1981, Red, Alloys, 38,000 miles. £3,650
- MG**
- Midget 1977 Damask Red. £1,495
 - Midget 1977 (S) Yellow, superb 44,000 miles. £2,450
 - MGB Roadster 1978 (T) Red, 50,000 miles, o/d. £3,195
 - MGB Roadster 1973 (L) Blaze, o/d, new hood, good original condition. £1,995
 - MGB GT 1978 (S) Yellow, o/d, virtually one owner. £2,650

Mercedes Benz 190 SL Fully restored in Silver, Blue Hide. POA

MOST VEHICLES CARRY A COMPREHENSIVE WARRANTY AND ARE FULLY SERVICED

PART EXCHANGE ACCEPTED
As TR specialists we offer a full tuning service together with all types of mechanical and body repairs.

NEW AND USED TR SPARES AVAILABLE

Churchfields

(TR Specialists) Ltd
214 Hatfield Road, St. Albans, Herts.
ST. ALBANS 40181/2
(9-5 Mon.-Fri. 10-5 Sat. Closed Sundays)

140 MPH — 217 BHP
BMW 635CSi
SPORTS COUPÉ
REG 2.8.79



S. Speed, Ltd slip diff, BBS wheels, sunroof, air conditioning, anthracite with grey leather int. Full BMW service history. Cost over £21,000 new, Swop for 911 or sell for £7,500 ono.

Ring 0473-44874 eve.

EXETER CATTLE MARKET

SPECIAL AUTUMN SALE BY AUCTION OF COLLECTORS CARS & AUTOMOBILIA
on Tuesday, 24th September at 12 Noon
Entries Close: Friday, 13th September

Entry Forms & Catalogues (£1) in due course from the Auctioneers:-



Chartered Surveyors, Alphin Brook Road, Exeter.
Tel: 0392-50441 / Telex 42621

Riverside Classic Automobiles

Rolls-Royce, Bentley, Vintage and Classic Cars



Aston Martin DB6, 1968, bright red, black leather trim, sun roof, air conditioning, 63,000 miles, superb example £8,950

- Vauxhall Cadet, 1932, very sound, complete, for restoration £1,200
- Austin 7 Ruby, 1936, original logbook, exceptionally sound and in need of restoration £895
- Ford Prefect 107E, 1960, 55,000 miles, two tone grey, red trim, service history, handbook £795
- Daimler V8 250, 1967, silver grey, red leather interior, immaculate throughout £3,650
- Allis Chalmers, Tractor, 1951 £350 + VAT
- Fordson Major Tractor, registration FOR206 £495 + VAT
- Bentley S1, 1957, black over silver, French blue interior, PAS, sunroof, superb example, some history £8,950
- Bentley Mark VI, Standard Steel Saloon, 1950, well above average condition two tone blue, brown leather trim £5,995
- Morris Minor 1930 Pickup Truck, exceptionally pretty, years MoT, Suit advertising potential, Handbook etc. £2,895
- Mercedes 220SE Coupe, 1966, auto, white with red leather trim, sound £995

Telephone 0284 69907

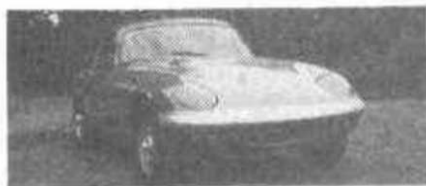
After hours: 0284 86623

(Mon-Fri 8.30 am to 6pm, Sat 8.30am to 1pm)

Rougham Road, Bury St. Edmunds, Suffolk, off A45

Mechanical, Servicing, Body Repair and Restoration Work

HAMILTON SALES



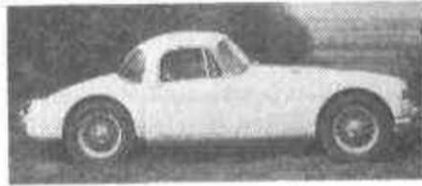
LOTUS ELAN S4, 1970, fhc, new chassis, yellow, radio/cassette, excellent condition. £3,250

AUSTIN 7 fabric Saloon, rebuilt. £4,250

AUSTIN CHUMMY, drophead coupé. £5,750

AUSTIN HEALEY MKIII, 1966, black with red trim, wire wheels, excellent condition, a true British sports car. £5,750

JAGUAR MK10, 1965, Special, gold with brown hide, this car has travelled only



MG FIXED HEAD COUPÉ, Iris blue, excellent condition. £2,995

12,000 miles from new and can only be described as new. £5,750

ROSENGART VAN, 1928, bodywork in blue and black, blue hide trim, chassis up restoration, very good advertising potential. £5,750

LOTUS ELAN S2, 1965, hard and soft top. £2,950

061 747 0561 or (0606) 883688



OCTAGON SPORTS CARS

CHART SUTTON KENT
ME17 3RX ENGLAND
Tel: Maidstone (0622) 843445



- 1947 MG TC 2 seater sports £6,500
- 1951 MG TD 2 seater sports £6,500
- 1951 MG TD 2 seater sports £9,950
- 1952 MG TD 2 seater sports £7,950
- 1949 MG TC Total rebuild P.O.A.



- 1933 MG J2 2 seater sports P.O.A.
- 1954 MG TF 1250cc £7,950
- 1955 MG TF 1500cc £10,500
- 1934 MG PA 2 seater sports £4,650
- 1928 Lea Francis tourer £5,750

Similar cars WANTED
Part-ex welcome

View by appointment only please

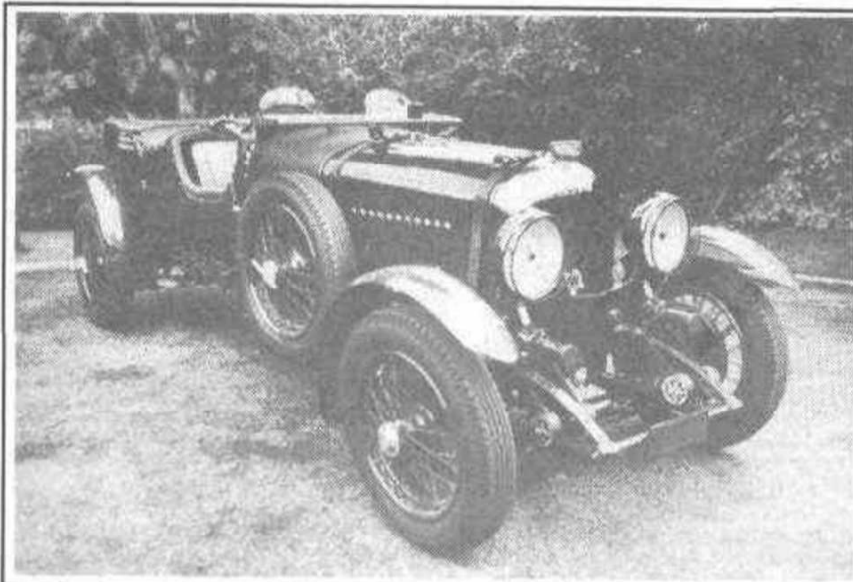
WHO WANTS A QUATTRO?

when you can have our

4WD SUBARU
RX TURBO
SALOON

for
£8,495

Contact BUCKINGHAM & STANLEY
(022 023) 2258



Bentley 1929 4 1/2-litre Le Mans type

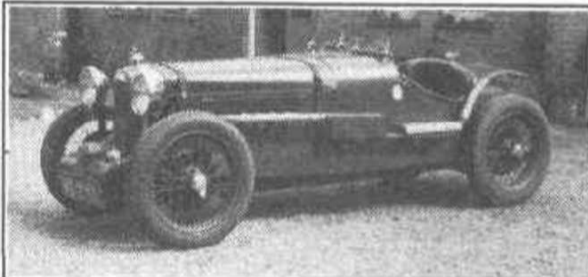
Completely rebuilt under the personal supervision of Tony Townshend. Miles 3,300. Finest of its type currently available

**Elmdown Vintage
Automobiles Ltd.**
Wilts. 0672 20322

FERRARI BOXER BB512i



registration no. MSP BY. Finished in Rosso with Magnolia hide interior. Low mileage, recently serviced with full history.
The most exciting road car I have driven, and a superb example of the marque.
Price: offers around £40,000 to Brian Henton, telephone Derby (0332) 811719.



1933 MG

Supercharged 6 cyl OHC, 2 Seater. Good condition. Offers over £10,000.

Contact Colin Warrington on 0908 617374 (Bucks), after 8th Sept. or at Beaulieu Autojumble stand B18/19.

COLDANES LIMITED



1943 Willys MB Jeep. Very good condition. US Army markings. New tyres (similar photo). P.O.
1961 Austin Healey 3000 MKII A. Mechanically good. Red/black upholstery. £3,
1956 MGA 1500 Roadster. Mint condition. green. £4,
1978 Rolls-Royce Wraith II. Very low mileage. mint. service history. £23,
1932 Austin Swallow Saloon. Violet cream. concours condition. £4,
1978 MGB GT. Excellent condition. £2,
1953 Frazer Nash. P.O.

Wanted — Sports cars of all periods.
TO LET — LUXURY APARTMENTS TENERIFFE

**Alan Dunkerley — Ramsbottom 3616 evenings,
Burnley 23596 days.**



4 Heathman's Rd.
Parson's Green Lane
Fulham SW6

Telephone
01-731 3734



1956 MERCEDES 220S CONVERTIBLE, LEFT HAND DRIVE. Finished in dark green with brown hide interior, and tan hood. The car is in totally original condition and must be one of the best examples in existence. All details upon request.

Also in stock

1971 MERCEDES 280SE 3.5 CONVERTIBLE. Finished in silver blue metallic with cream hide interior, automatic, power steering, electric windows, 19,000 miles only from new. Pristine.

1972 MERCEDES 280SE 3.5 COUPE. Finished in sand metallic, black hide, automatic, P/S and electric windows. Two owners, full service history.

1971 MERCEDES 280SE 3.5 COUPE. Finished in dark red metallic with black hide interior, automatic P/S, electric windows and electric sliding sunroof.

1969 MERCEDES 300SEL 6.3 SALOON. Left hand drive, white, blue velour interior, air conditioning, excellent condition.

1969 MERCEDES 280SE CONVERTIBLE. White, black hide interior, two owners, 83,000 miles, full service history.

1964 MERCEDES 300SE CONVERTIBLE. A totally restored example both cosmetically and mechanically finished in black with black hide interior, manual 4-speed transmission.

1963 MERCEDES 300SE CONVERTIBLE. Finished in black with tan hide interior, automatic, power steering, 82,000 miles and full service history.

1959 MERCEDES 300D SALOON. Left hand drive, very original condition, metal sliding sunroof, good history, excellent mechanics. Ideal for export or classic car hire work.

AUTOCRAFT AC COBRA, 7 LTR MODEL, LEFT HAND DRIVE. 5000 miles only, red, tan hide, all details upon request.

AUTOMOBILES DE COLLECTION

JEAN PIERRE OSENAT
Commissaire Priseur
5 rue Royale
77300 FONTAINEBLEAU
FRANCE
tél: (6) 422 27 62

CHRISTIAN HUET
Expert près la Cour d'Appel
de Paris
64 rue du faubourg
Poissonnière
75010 PARIS FRANCE
tél: (1) 824 71 40

présent
October 13th 1985

PUBLIC AUCTION SALE CHATEAU DE FONTAINEBLEAU FRANCE

Bugatti 57 C Ventoux 1937 — Bugatti 57 Stelvio 1934 — Sizaire cab. 1928 — Jaguar XK 120 roadster — Delage 1907 — Ferrari 365 GTC 4 — Delahaye 15 MS Voisin — Alvis — Talbot 4 litres — Lion Peugeot — Facel 6 — Packard 120 B cabriolet 1938 — etc.

Catalogues available on request from the Expert's address.

REES BROS.

ELMS ROAD, ALDERSHOT,
HANTS GUI1 1LP

EST 1921
ALDERSHOT (0252)
23038



RESTORATION & REPAIR



NOT JUST TR'S & MGB'S BUT ALSO
We are rightly well known for the excellent service we offer to TR and MGB owners, but did you know that the same restoration and repair service extends to other classic car owners? This MG TC in our workshops is typical of the classic sports car we like to work on. Phone us for an estimate or advice on any job large or small.

EXCELLENT SERVICE AT REASONABLE COST

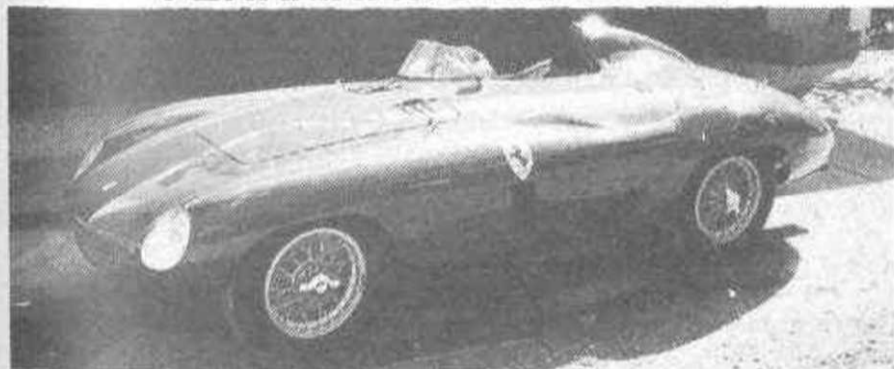
1964 Jaguar XK150, 1970 Reg. FLM 41, 39,000 miles on 1970, full mechanical rebuild and respr. £9,750
1983 Fiesta XR2, Black, 1 owner £4,500

1977 BMW 3.0 Si, Red, alloys £1,495
1959 Morris 1000, Excellent £1,800
Bugatti Type 35B, Fully restored, Expected soon POA

Also: Frogeye Sprite & Triumph TR4. For restoration — offers.

WANTED — CARS SIMILAR TO ABOVE

FERRARI MONZA 750S



Chassis 0462MD. Early car with fully documented history e.g. Joe Kelly, Mike Hawthorn, Jaguar, Cooper (Jack Brabham) etc. Totally original concours winner following a 3 year restoration. US \$115,000 complete with quantity spare parts.

Barry Batagol, Lot 1 Piper Crescent, Eltham,

Victoria 3095, Australia.

Tel: (Bus) 3 625604 (AH) 3 4393005

Telex AA38461 — INCORP

H. J. Sibley Classic Cars



1964 Bentley S3 Continental Convertible, by M.P.W., white with red leather, magnificent. £34,000

ALSO

- 1978 Rolls Royce Silver Shadow II, walnut
- 1978 Rolls Royce Silver Shadow II, LHD, peacock blue
- 1976 Rolls Royce Silver Shadow, Seychelles over Caribbean blue
- 1974 Rolls Royce Silver Shadow, scotts pine green
- 1969 Rolls Royce Silver Shadow, white with red leather
- 1968 Rolls Royce Silver Shadow, Convertible by M.P.W., porcelain white
- 1967 Rolls Royce Silver Shadow, Seychelles blue
- 1953 Bentley R Type, manual
- 1952 Bentley Mk6, by H. J. Mulliner
- 1973 Mercedes 450SL, LHD
- 1970 Mercedes 280SL, LHD
- 1973 Mercedes 350SLC, LHD
- 1967 Mercedes 250SL, LHD
- 1967 Mercedes 230SL, LHD, choice of two
- 1960 Mercedes 190SL, LHD
- 1964 Mercedes 220SE, Convertible
- 1937 Mercedes 230B, 6 cylinder saloon

Over 30 other exportable classics, exotics and Limousines in stock. All cars have full pre-paid DOT, prompt shipping arranged worldwide.

Crowthorne Road, North Kensington, London W10 6RR
Tel: 01-968 6335/6 or 0288 3428

ONSLOW'S

Auctioneers

MOTORCYCLES AND RELATED MATERIAL

at the National Motorcycle Museum, Birmingham, on Sunday 20th October to coincide with the Museum's 1st Anniversary Annual Veteran and Vintage Assembly.

MOTORING COLLECTORS ITEMS

including literature, Lalique mascots, lamps, posters and pictures, at the Kensington Town Hall, London W8 on Saturday 2nd November to coincide with the London to Brighton Veteran Car Run.

NO BUYERS PREMIUM

Illustrated catalogues £3.50 post paid (£5.00 overseas).
For entry forms and details contact Patrick Bogue or John Jenkins.

ONSLOW AUCTIONS LTD.,
123 HURSLEY, WINCHESTER,
HANTS. SO21 2LQ
Tel: 0962 75411

SALES 01 449 2984
MIKE R. BERRY (LONDON) (Evening 01 445 1869)
ROLLS ROYCE & BENTLEY SPECIALIST
55 LEICESTER RD. BARNET HERTS

Vintage & Classic Car Specialists



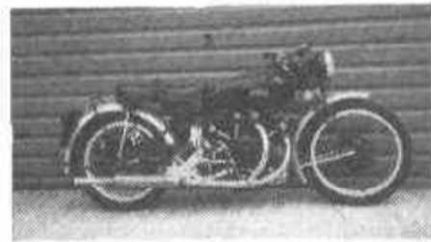
1958 JAGUAR XK150 F/HEAD COUPE, a sound & presentable example of this classic marque traditionally finished in Old English white, with excellent red leather trim. Fitted overdrive and wide wheels. Mechanically good. Recent bills available. Not a concours specimen but a good all round usable classic. Currently taxed and tested.



1978 ROLLS ROYCE SILVER SHADOW SERIES II. Another fine example of this elegant 4 door sports saloon, discreetly finished in Moorland green with contrasting beige Everflex top and matching hide interior trim, recorded 58,000 miles. A 2 owner well maintained vehicle with excellent service records.



1934 AUSTIN 12/4 six light saloon. A fine and unspoilt example of this popular family classic, excellent coachwork finished in black and yellow with original brown hide trim. Mechanically first class, a locally supplied, 2 owner car, a well maintained vehicle just serviced and M.O.T tested



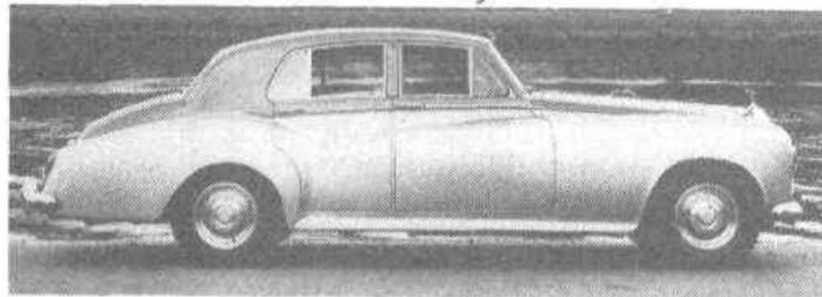
HRD 1000 cc series B twin. A rare example of this fast disappearing British classic, original Brampton forks, shadowised engine and other period mods, not a polished show bike, but a very fast usable machine for the really traditional motorcyclist.

URGENTLY WANTED: ALL TYPES OF ROLLS-ROYCE, BENTLEY, CLASSIC CARS AND MOTORCYCLES, ETC.

The world famous *Paradise Garage*

01-736 2302/3/4
telex 267689.

London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW



1965 Rolls-Royce Silver Cloud III. (Similar to photo) Finished in antelope over champagne with beige leather interior. Automatic transmission, power steering, electric windows and Webasto roof. One of three Clouds presently available.



1969 MERCEDES 280SL. Finished in dark blue with off-white interior, white hard top and the original dark blue mohair soft top. A very low mileage car in pristine condition. Also in stock a one owner 230SL and a 190SL LHD.

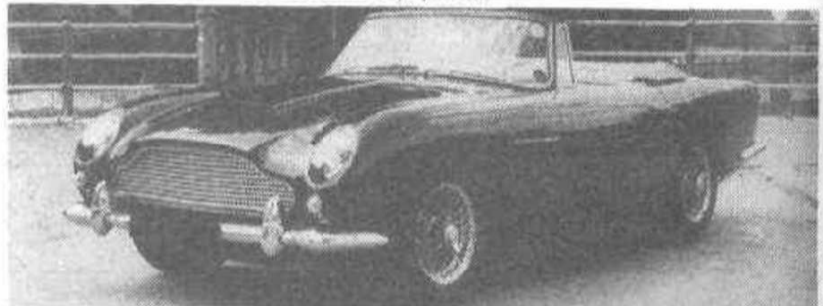
Other vehicles in stock:

- 1963 Aston Martin DB4 Convertible.
- 1964 Aston Martin DB5 Saloon.
- 1969 Aston Martin DB6 Vantage Saloon.
- 1967 Aston Martin DB6 Volante.
- 1959 Austin Healey 3-litre Mark I.
- 1950 Bentley Mark VI Saloon.
- 1951 Bentley Mark VI Conv by Park Ward.

- 1954 Bentley R Type Saloon.
- 1962 Fiat Topolino Convertible.
- 1930 Humber 1650 Allweather Tourer.
- 1966 Jaguar E-Type 4.2-litre 2-2 Coupe, LHD.



1934 LAGONDA M45 OPEN TOURER. One of the finest examples of the British sports cars; elegance of design combined to high mechanical performance. Finished in red with black leather interior and weather equipment.



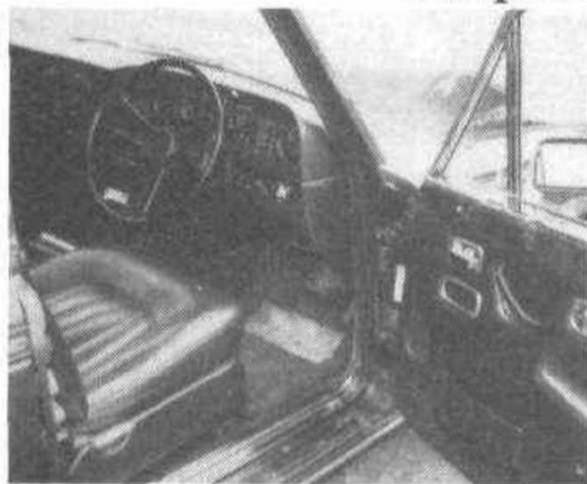
1964 ASTON MARTIN DB5 CONVERTIBLE. Beautifully finished in British Racing Green with beige leather. Chrome wire wheels, 5-speed manual ZF gearbox. Also for sale an extremely rare and valuable 1966 DB6 Volante Short Chassis.

- 1932 Lagonda 2-litre Continental.
- 1955 MG TF 1500 Sports.
- 1962 MGA 1600 Mark II Roadster.
- 1936 Packard V12 Coupe Roadster.

- 1927 Rolls-Royce Phantom One Open Tourer by Windover.
- 1934 Velocette KTS 350 cc Single.
- 1957 Matchless 350 cc Single.
- 1960 Triumph Tiger 100 500 cc Twin.
- 1975 MV Augusta.
- 1909/10 Bleriot Mark II Single Seater Monoplane.

Hollands Group of Companies

Brenzett, Romney Marsh, Kent, TA29 9TZ
Telephone: 06794-444 Evenings: 0679-63573



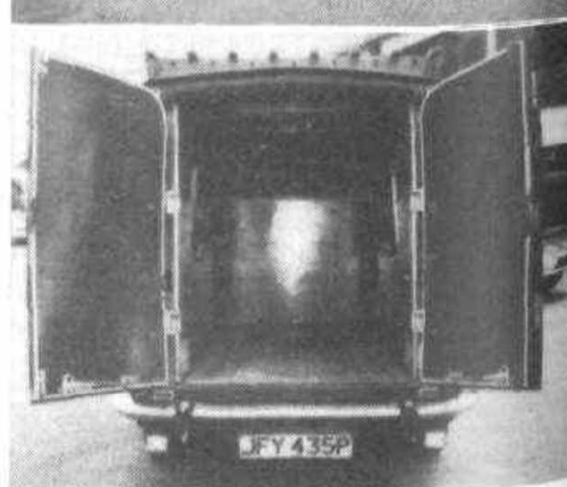
Old Forge Garage, Brede, has moved to Hollands Garage, Brenzett on Romney Marsh and we are pleased to offer the following vehicles for sale.

- 1978 Silver Shadow II, 66,000 miles, walnut brown. (illus left) £16,750
- 1954 Rolls Royce Silver Dawn, Black with red interior £16,000
- 1969 Silver Shadow, Shell grey over red, black interior £8,800
- 1969 Silver Shadow, Shell grey over pearl black £8,800
- 1961 Silver Cloud, Sand and Sable, bills from Rolls Royce at Crewe for £22,000. This car is magnificent. (illus right) £24,500
- 1953 R Type, Manual, sable with brown interior, lots of history £8,750
- 1976 Daimler, Special Luton body, one owner, 50,000 miles, air conditioning. (illus) £5,000
- *1980 Mercedes 250, Brown with tan interior, 60,000 miles £4,500
- 1985 Range Rover Toy, 5 forward gears, 40 mph top speed, gold with black interior £2,900 + VAT
- *1965 Jensen CV8, Gold with red interior, good car £7,500

Expected new arrivals:

- 1961 Cloud II LWB, sage and smoke green.
- 1967 250 SL Mercedes Sports, red with tan interior

* Interesting cars such as this are taken in part exchange against Rolls Royce and Bentley cars.



CLASSIC AUTOMOBILES OF LONDON LTD

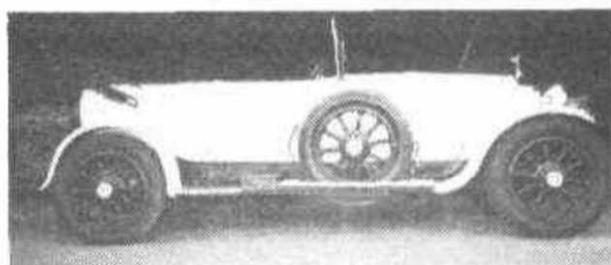
Armoury Way, London SW18 1EZ. Telephone: 01-871 1357

OPEN 7 DAYS A WEEK



1973 Ferrari Dino 246 GT. Superb car in Rosso red with black interior. Good looking and very fast.

Also in stock:
 1930 Rolls Royce Phantom II Tourer. Magnificent car in royal blue with contrasting black wings and light tan hide interior. £14,250
 1959 BMW 503 Convertible. Rare XK engine BMW in silver with tan hide interior. £8,000
 1963 Austin Healey 3000 Mk IIA. Red over white coachwork. A classic sports car, in excellent condition, which has been lovingly cared for. £9,750
 1970 Aston Martin DB6 Mk II. Regatta blue with leather interior, c/w. £16,750
 1959 Mercedes 220S Cabriolet. An elegant 4-seat open car in wonderful order. Finished in Burgundy with tan hide interior, one owner from new. £10,250
 1906 Clement 2 seater with Hickey. Twin cylinder, coal scuttle, hornet, restored to an unrivalled standard. A lovely example with lots of brass. £19,750
 1935 Rolls Royce 20/25, Sedan de Ville by Thrupp & Maberly. An inspired restoration has created an elegant and handsome car. £9,000
 1940 MG TB. A rare and classic MG in outstanding condition, green with tan hide interior. £10,250
 1972 Rolls Royce Silver Shadow. A unique history with this immaculate example. Brewster green with beige hide. £17,750
 1933 Lagonda 16/80 Tourer. An exceptional restoration has enhanced this pretty 4-seater tourer. Light yellow coachwork with red interior. £9,750
 1965 Jaguar E Type Roadster. 4.2 Series 1 in white with blue leather interior; c/w, experience the grace and power of one of the most beautiful cars (4 others to choose from).



1924 Rolls Royce 20hp Tourer. Very attractive white coachwork with button back hide interior.

Other excellent cars available, please telephone. Overseas enquiries welcomed; shipping arranged. We also buy good condition interesting cars.

Telephone: 01-871 1357

ASHTON KEYNES VINTAGE RESTORATIONS LIMITED

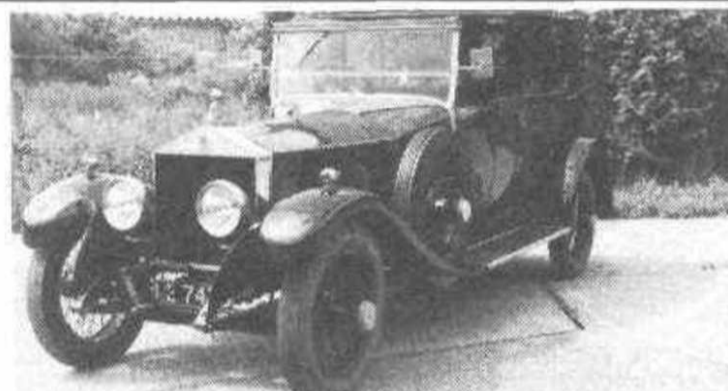
Ashton Keynes, Swindon, Wiltshire

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



1922 Silver Ghost

Baker De Ville. Excellent condition, extensive mechanical overhaul including complete engine rebuild by Coldwell Engineering of Sheffield.

Bills Available

£26,995 ono

Tel: 0621-740136 After 6pm



For Sale by Auction

VETERAN, VINTAGE & CLASSIC VEHICLES

including Automobilia

Wednesday 11th September at 12 noon

to be held at

The Heritage Motor Museum,
Syon Park, Brentford, Middlesex

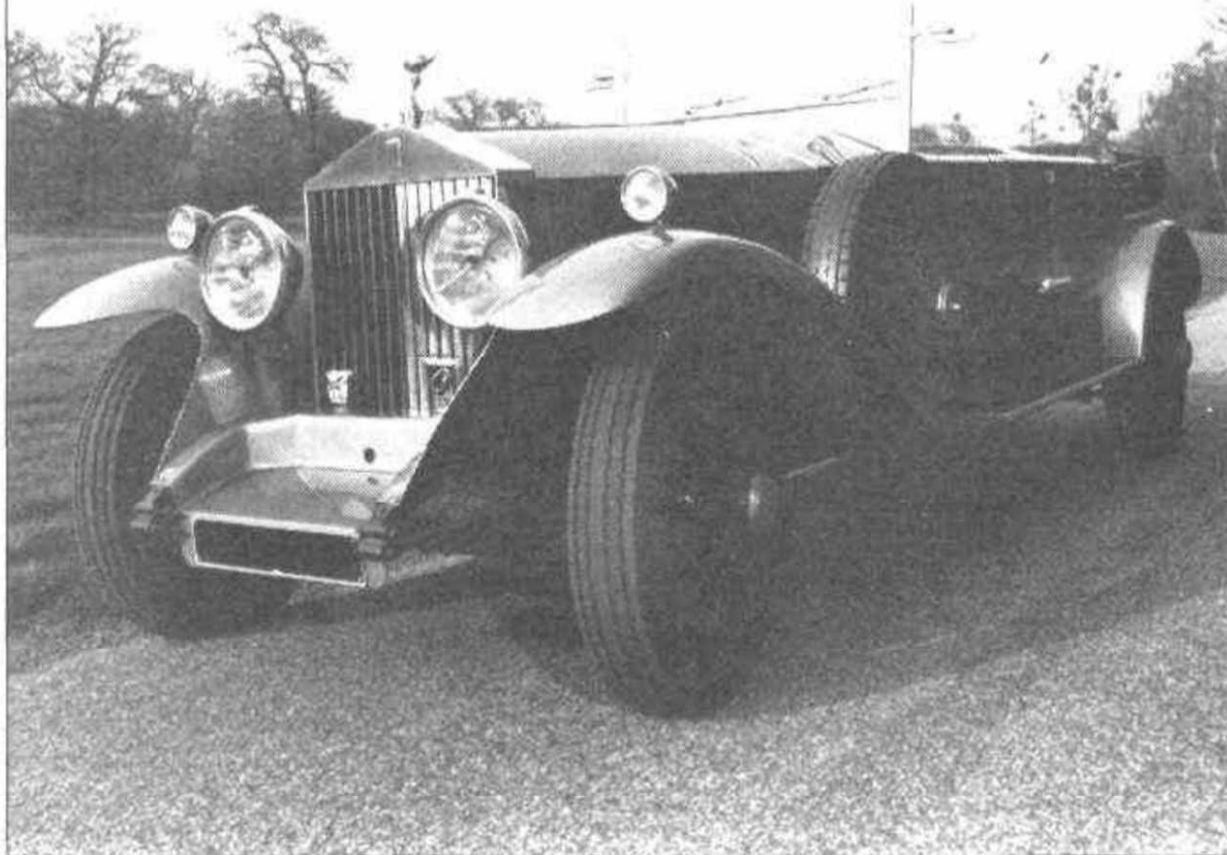
This sale is being held in association with The British Motor Industry Heritage Trust.

Entries can still be accepted for inclusion in this sale. For further information, please contact Michael Chapman (Consultant) on Farnham Common (02814) 4387 or Garth Lewis at the address below:

10 Salem Road, London W2. Tel: 01-221 5303

LONDON PARIS NEWYORK GENEVA BRUSSELS
 Letters welcome to c/o The British Motor Industry Heritage Trust
 Members of the Society of Fine Art Auctioneers

To be included in this sale: 1928 Rolls-Royce, "Phantom One," (40/50 HP) Hooper-Style, (Six cylinder), Torpedo Sports Tourer.



Chris Drake Collectors Cars Ltd

Are pleased to announce that they have opened a Central London garage / showroom at
21, Brook Mews North, London W2 3BW.
Telephone 01 262 6583 day 0707 51974 evenings
Telex 21478



1966 Ferrari 275 GTB

A late two cam longnose torque tube model in red with black interior, chassis No. 08659, RHD, excellent condition.

Also in stock

1952 Cooper Bristol Mk I F2. Ex Walker / Whitehead car, rebuilt engine, much work recently carried out making it ideal for International Historic single seat racing.

1958 Lotus 15 Series II. 2-litre FPF Climax, rebuilt throughout, chassis No 15/610. Very fast, ready to race.

1960 Lola Mk II. Chassis No. BRJ8. Formula Junior, 1100 cc. Holbay wet sump Ford Championship winning car in excellent original condition.

1960 Lotus 18. Formula Junior, 1100 cc Ford wet sump, beautiful restoration, ready to race, chassis No. 9871/12.

MOTOR MOLE VALLEY GROUP

Zoo Garage, Chessington, Surrey. 01-394 1114



PANTHER DE VILLE built for Robert Jankel, Metallic Gunmetal over silver, with London Tan Connolly hide, asking price. £35,000

Mercedes 450 SLC. 1979, red met., air con., alloys, s/roof, 56,000m £12,950

Porsche 911 Sport Targa. Red, 52,000 miles, service history. £12,450

Porsche 924 Lux. 5 sp., 1982, Pewter met., s/roof, 28,000 miles. £8,950

Jaguar XJS HE. 1982, Coronet, tan hide, 1 owner, and 14,200 miles only. £13,650

Jaguar E V12 Roadster Commemorative model, one of the last fifty. Black. £16,500

Spitfire 1500. O'drive, 1981X, blue, light tan trim, 1 owner, 15,000 miles. £3,850

Spitfire 1500. 1979, red, tan trim, 1 owner, 26,000 miles. £2,950

BMW 318i. 4 dr., 1984, 5 sp., white, s/roof, rear belts, 1 owner, 9,960 miles. £8,950

BMW 323i 2 door. 1984, red, s/roof, etc, 16,000 miles. £9,950

Panther Lima. 3 of these super-looking sports cars from. £3,950

Manta GTE Coupe. 1984B, auto, champagne, s/roof, 1 owner, 16,000 miles. £5,990

TR6 Roadster. Alloys, bright red, beautifully restored, an eye catcher. £4,350

MG Metro Turbo. 1985, red, s/roof, r/cass., c/locking, 1 owner, 5,000 miles. £5,490

Mustang V8. 5-litre coupé. Reg. 81, air, Recaros, alloys, s/roof. £2,950

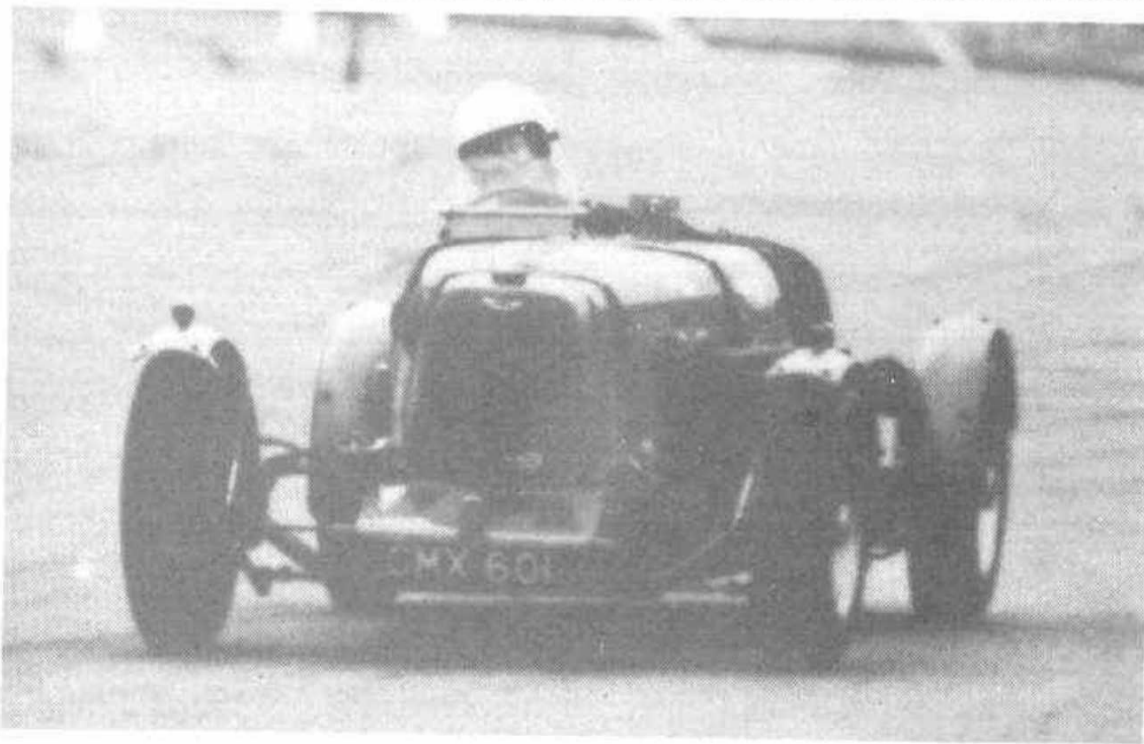
Telex 23152 Ref 712



MORNTANE ENGINEERING LIMITED

1-8 COLLEGE YARD, HIGHGATE ROAD,
LONDON NW5 1NX TELEPHONE 01-485 8797

EXCLUSIVELY FOR PRE-WAR ASTON MARTINS



AMOC HORSFALL TROPHY
Winner of the St John Horsfall Trophy Race was Nick Mason in the famous Ulster LM21

Winner of the St John Horsfall Trophy Race in handicap was a 2 litre Ulster rebuilt by Morntane.

We are now rebuilding an Ulster. Place your order for this legendary car and you could be taking part in next year's St John Horsfall championship or just enjoying driving to the pub!



October 5th "a date for your diary"

The first ever Exchange & Mart Motoring Event. A fun packed day for the family and the motor enthusiast...

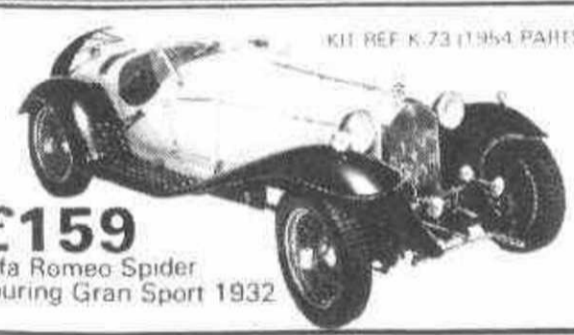
- Veteran, Vintage, Thoroughbred and Classic Motor Cars and Bikes
- Autojumble - Trade Stands - Concours - Driving Events
- Mock U.S. W.W.II Battle - Children's Amusements
- Toys and Collectors - Radio Control Model Championships
- Picnics - Fully Licensed Restaurants
- Competitions - Prizes

INDOOR AND OUTDOOR EVENTS
Three Counties Showground
Malvern, Worcestershire

| | | |
|-------------------------|---|-------------------------------|
| 10.30 a.m. to 6.30 p.m. | Adults £1.50 Children 50p (under 12) | FREE PARKING Fully Signposted |
|-------------------------|---|-------------------------------|

TRADE ENQUIRIES: Exchange & Mart Marketing, 0202 671171

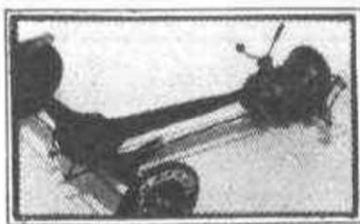
GIANT 1/8 SCALE
Classic Car Kits
OFFERED AT VERY ATTRACTIVE PRICES



1/8th OF THE SIZE - LESS THAN 1/100th OF THE COST!
INCREDIBLE DETAIL & AUTHENTIC ACCURACY - Constructed from Pre-fabricated, Pre-shaped, Polished and Burnished Steel, Brass, Bronze, Rubber, Leather and Plastic Parts.

- Nut & Bolt Assembly.
- Functional Details include:
- Suspension • Steering
 - Door Mechanisms • Brakes
 - Engine & Gearbox Detailing
 - Wind-down Windows
 - Universal Joints • Seats etc etc.

No special skills required to build up your own Motor Museum Collection...



TEIGN
Dept M9 Teign Models Ltd, 1 Exeter St.
Teignmouth, Devon Phone (06267) 2656

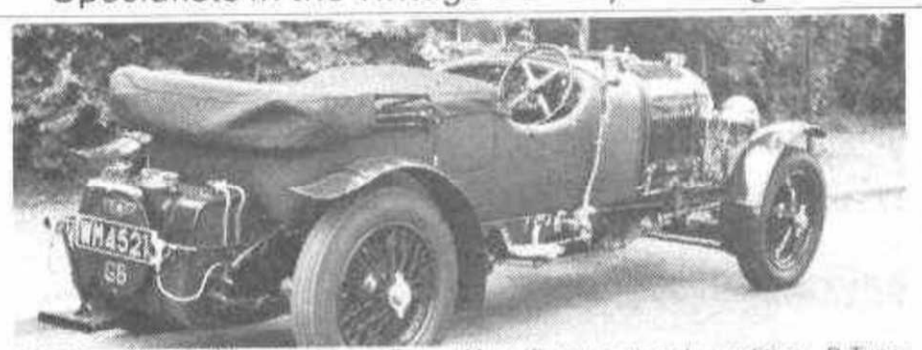
The Classic in Classic Car Kits
POCHER
SEND JUST £1.50 FOR
Colour Catalogue
(redeemable against an order)
Catalogue includes details of
nine different 1/8-SCALE CLASSIC
CARS from £99 to £159 each.

STANLEY MANN

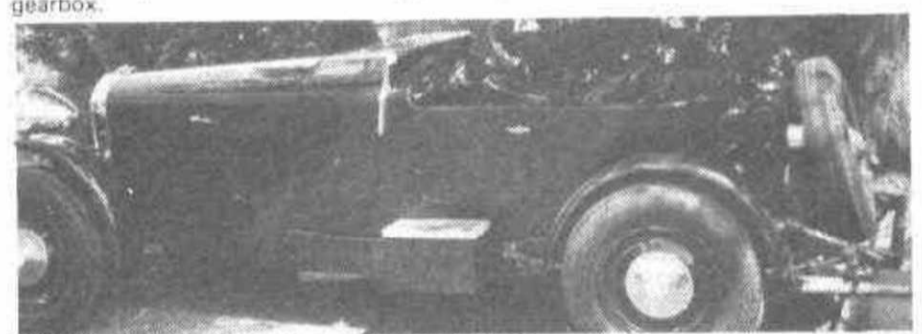
The garage rear of 23, Edgwarebury Lane,
Edgware, Middlesex HA8 8LH
Daytime phone 01-958 3789
Evenings, Radlett (09276) 5612
Open Mon-to-Fri 8 till 6 and Sunday 8-1pm

Vintage and classic cars

Specialists in the vintage Bentley and Lagonda



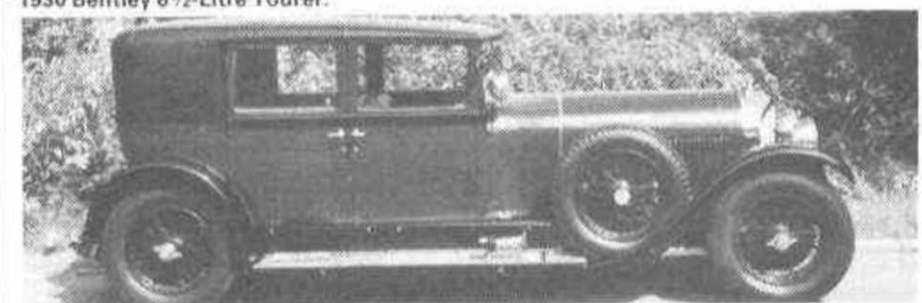
1929 Bentley 4 1/2-Litre Le Mans Type. Magnificent restored condition, D-Type gearbox.



1950 Bentley Mk 6 Special. Good example £10,250.



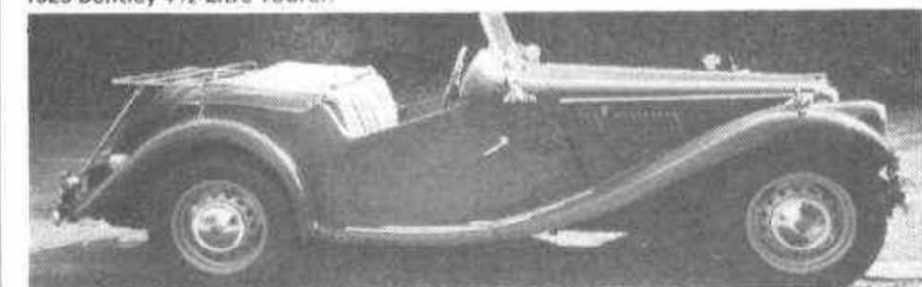
1930 Bentley 6 1/2-Litre Tourer.



1927 Bentley 6 1/2-Litre Sports Saloon.



1929 Bentley 4 1/2-Litre Tourer.



1954 MGTF £9,000.
HIGHEST CASH PRICES PAID FOR ANY VINTAGE BENTLEY

**TIM WALKER
(RESTORATIONS)**

Restoration, repairs and maintenance undertaken on veteran, vintage, P.V.T. and classic cars. Collection and delivery available.

AYLESBURY 748419/77596

Wanted!

Low mileage:
Corniche Convertibles and Coupés
Silver Cloud I-II-III and Bentleys.

All Post-war RR and Bentleys including Coachbuilt cars and Silver Shadows.
P. J. Fischer, Northumberland Garage,
01-785 6633

**One of the best available
Porsche 911sc Sport 1981**

Chiffon white with burber trim, full service history, magnificent throughout, 24,000 miles, personalised registration number (911 DON)

£16,995
Contact D. R. Booth
(0724) 871940 (86258)

BEAULIEU CARS LIMITED

few cars and engineering excellence
VINTAGE RESTORATION & REPAIRS
SPECIALIST CARS LOCATED & EXPORTED
PROFESSIONAL STORAGE

Beaulieu Cars Limited, Agents Alfa Romeo & Saab
Beaulieu, Hants SO4 7YE
Telephone (0390) 612444

DAVID SCOTT-MONCRIEFF & SON LIMITED

Parveyors of Horseless Carriages to the Nobility and Gentry since 1927

Our staff are experienced to undertake all types of work on all makes of cars. We specialise in Rolls-Royce, Bentley, classic and vintage marques, from M.O.T. testing, servicing and general repairs to complete restorations. Some spare parts available, and automatic gearboxes overhauled. We are happy to make appointments to visit car for estimates and opinions. Our opening hours are from Monday to Friday 9.00 a.m. until 5.00 p.m.

BRITANNIA ENGINEERING WORKS, WEST STREET, LEEK, STAFFS ST13 8AF

Telephone Leek (0538) 384300 Cables: Buntycars, Leek, Staffs.

MALCOLM C. ELDER

office: Enstone (060 872) 238
home: Steeple Aston (0869) 40606
UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP.

Part exchanges considered. Calls preferably by appointment. Enquiries welcome.



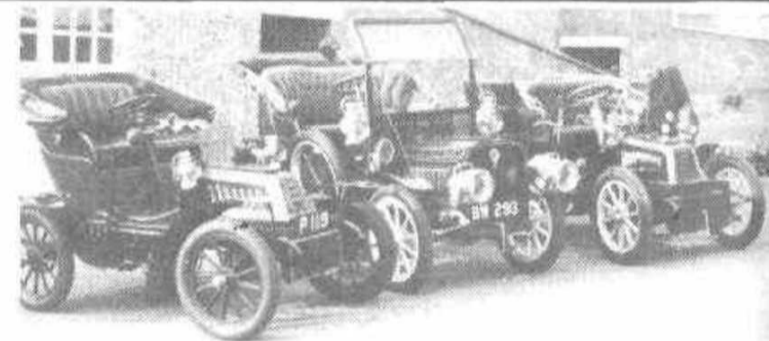
Rudge Lugless lightweight tricycle, c1909 £350
New Hudson Tradesman's tricycle, c1929 £350
1904 BEESTON HUMBER 10-12 (Photo) £27,000
1921 RENAULT 13 9 open 2 seat + dicky P.O.A.
1929 AUSTIN Heavy 12.4 saloon £4,750
1929 ROVER 10 sportsmans coupe £4,500
1929 MORRIS Oxford 6 (Photo) £4,850
1930 SUNBEAM 18.2 saloon £5,250
1931 ALVIS 12-60 Beetleback £12,000
1938 HUDSON Str. 8 Tickford drophead £12,000
1953 COOPER BRISTOL sports P.O.A.



1954 BRISTOL 405 drophead £12,000
1955 MERCEDES BENZ 180 saloon £2,750
1958 AUSTIN A95 Westminster £1,599
1971 ALFA ROMEO 1750 Spyder £3,875

MOTORCYCLES
1938 ROYAL ENFIELD 500cc Bullet £1,250
1939 SUNBEAM 350cc "Highcam" £1,500
1963 FRANCIS BARNETT Cruiser 80 £450
Registration No. SGY 1 £2,000
NEW TYRES STOCKED for older vehicles.

Wanted: nice examples of interesting cars and motorcycles, vintage, P.V.T. or classic.



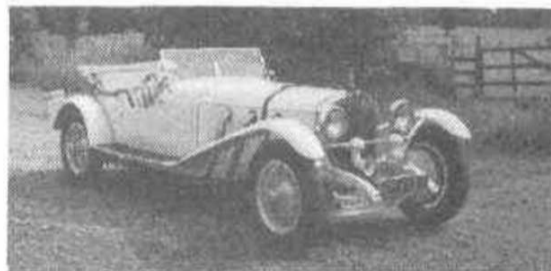
Three examples of earlier vehicles that are serviced and maintained by our engineers.

THE COOKE GROUP

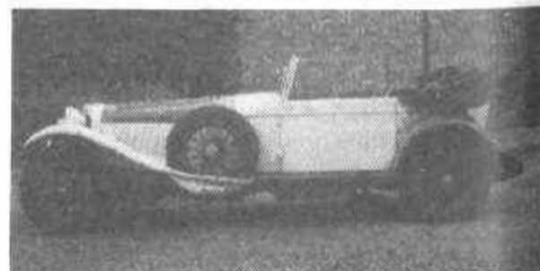
West Avenue, Wigston, Leicester LE8 2FB

Tel: (0533) 881234

Wanted: pre 1931 Morris spares



It is not often that we are able to offer a choice of 'S' Type Mercedes (as only approximately 160 were ever built!). The car to the left is a 1928 car with Sportwagen type bodywork. Supplied new in chassis form to Mercedes Benz Great Britain in that year, it has been fully restored and is in concours condition. The car to the right is a Freestone & Webb drophead coupe with very rakish lines. It is rare to find such an original car, unfortunately with the exception of its engine which is incorrect. We would sell the car 'as is' or alternatively would welcome any information of an 'S' engine or any parts thereof in order that we could do a complete restoration. **INFORMATION REWARDED!**



1957 FERRARI PININFARINA SPYDER SERIES 1. Chassis no. 0913 GT. All original, concours. Red, black leather, chrome Borraris, L.H.D.



£13,500. 1960 FERRARI 250 PININFARINA GT COUPE. Original car in very good order. L.H.D.



1925 VAUXHALL 30/98 OE. Chassis no. OE 259. Perhaps one of five or six original Wensums. Polished aluminium body with wooden boatdecked tail and interior.



£24,950. 1963 ROLLS-ROYCE PHANTOM V LIMOUSINE by H. J. Mulliner Park Ward. Used exclusively for Mayoral and Civic duties. Cocktail cabinet, etc., complete maintenance and service history.



£4,500. 1963 LANCIA 3C FLAMINIA. Two door fixed head by 'TOURING'. An excellent example of a very underrated GT car. Fully chronicled history from new.

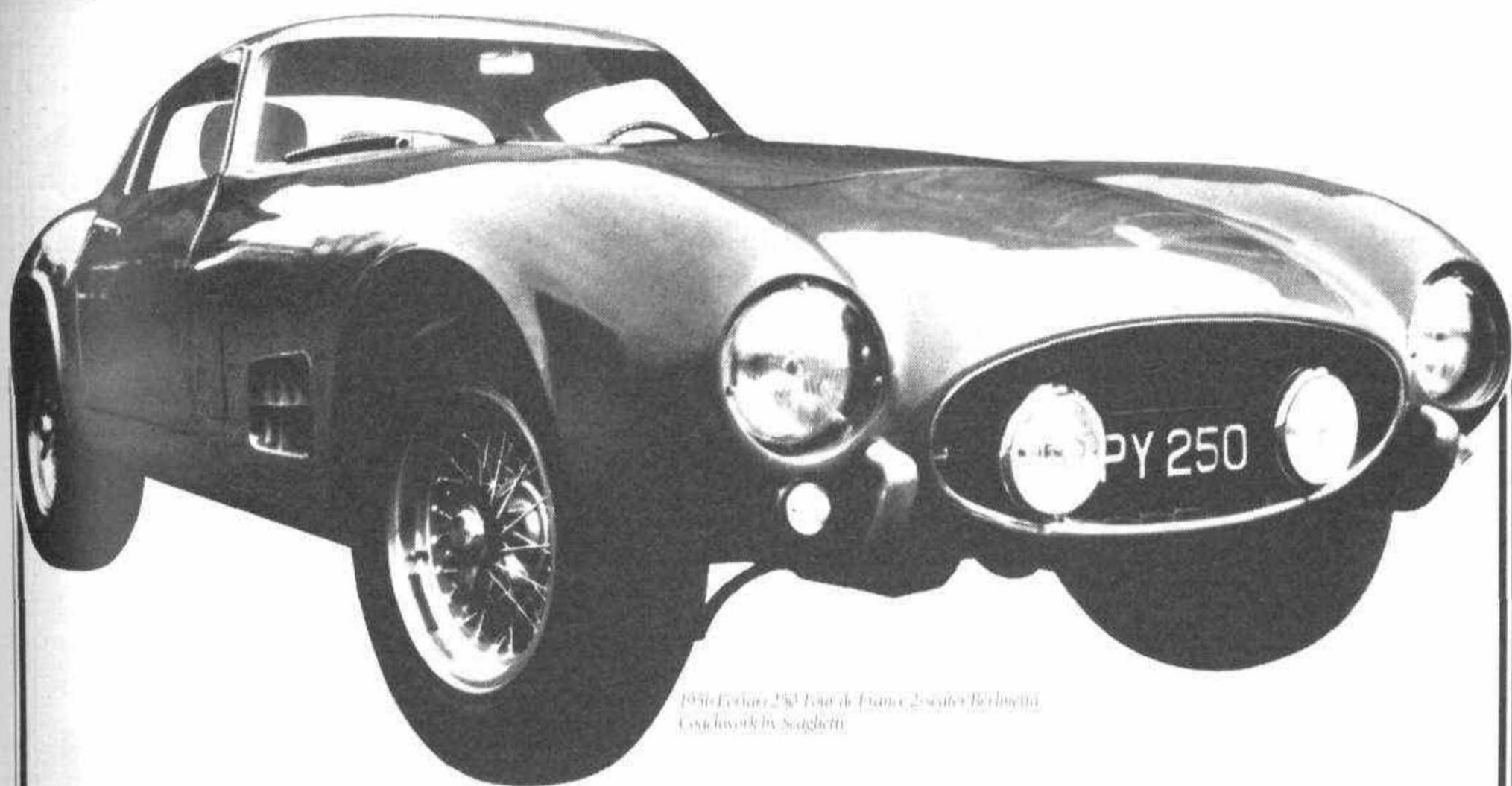


£5,950. 1964 MERCEDES 230SL ROADSTER. Silver, manual gearbox, very good condition. Cherished registration mark 9PBP.

BRIAN CLASSIC LTD.

Bucklow Hill (0565) 830423 (Cheshire).

WE ARE ALWAYS ANXIOUS TO ACQUIRE CARS SIMILAR TO THOSE WE NORMALLY ADVERTISE, I.E. ANY CAR OF QUALITY AND IMPORTANCE. PRE-WAR AND POST-WAR EUROPEAN AND ENGLISH SPORTS CARS, COMPETITION CARS, AND ANY BENTLEY OR ROLLS-ROYCE.



*1950 Ferrari 250 F1 (a.k.a. Franco 2-seater Bertoni)
Coachwork by Scaglietti*

The classic sale of classic cars.

Christie's at Motorfair, October 24th.

Motorfair at Earl's Court will be eagerly awaited by all those who share a passion for the motor car.

And needless to say this prestigious event wouldn't be the same without the presence of Christie's. In fact we've had the exclusive right to hold sales at Motorfair since it first began.

As the most experienced handlers of valuable collectors' cars, we attract many interested parties wishing to buy and sell. Christie's have a worldwide network of offices (10 in the USA alone), hold regular sales in the U.K. and overseas and are constantly in touch with the most important international buyers.

Many of these sales have seen record prices realised. Not least the £120,000

paid by an overseas collector for the 1934 Packard Twelve convertible at last month's Beaulieu auction. While at the last Motorfair the Ferrari above sold for a then staggering £60,000.

Whether you may wish to buy or sell a valuable collectors' car, we are always ready to give you the benefit of our experience. Please note, however, that entries for the Motorfair sale are now closing.

Christie's experts will, of course, be giving help and advice on the day of the event.

Should you want further information on Christie's sale, don't hesitate to contact Robert Brooks or Tom Rose at Christie's Vintage Motor Car Department, 85 Old Brompton Road, London SW7 3LD. Or phone 01-581 7611.



CHRISTIE'S
SOUTH KENSINGTON

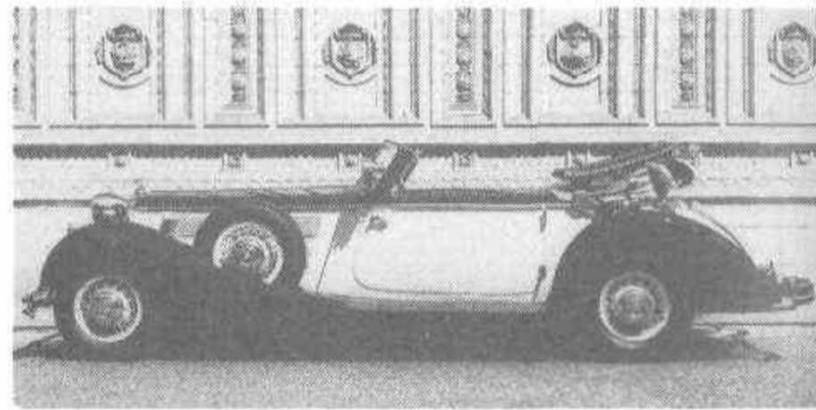
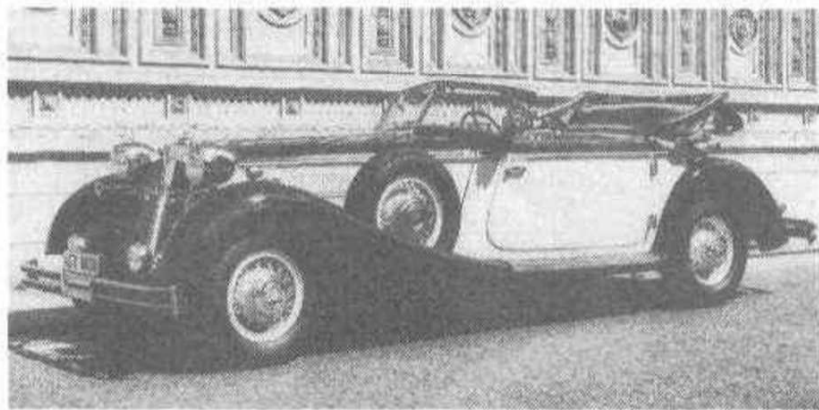
In association with Lord Montagu of Beaulieu.

OPEN FROM
9.30-6.00
MONDAY TO
SATURDAY
SUNDAYS BY
APPOINTMENT ONLY

COYS OF KENSINGTON

SPECIALISTS IN FINE HISTORIC AUTOMOBILES

WE WILL TRAVEL
ANYWHERE IN
THE WORLD
TO OBTAIN A
CLASSIC MOTOR
CAR



1937 HORCH TYPE 853 CABRIOLET

This magnificent pre-war touring car, often compared to the Mercedes 540 in quality and performance, is fitted with a straight 8, 5-litre engine with 4-speed transmission. Reputedly the staff car of Field-Marshal Erwin Rommel during the Second World War. Fully photographed history of the car's restoration. Fitted with the vehicle is the original high frequency radio supplied to Hitler's high ranking officers. Finished in dark brown and fawn with matching tan hide upholstery and mohair hood.

OTHER CARS IN STOCK

1912 Rolls-Royce Silver Ghost open drive landaulette. Bentley SII Flying Spur lhd. Bentley 8-litre Saloon. Rolls-Royce PIII Sedan. Invicta 4½-litre. Cadillac V8 Sedan. AC Bristol. Renault 45 hp. 1912 Rolls-Royce Silver Ghost, London to Edinburgh tourer. Talbot 105. Alfa Romeo 2.3 8c. 1952 HWM Formula 2, Alta engine. Stanguellini Formula Junior. Lotus 22. Lotus 35. MG TD. Bentley Mark 6 Razor Edged sports saloon.

Please write or telephone for an illustrated stock list.

COYS OF KENSINGTON LTD. 2-4 QUEEN'S GATE MEWS, LONDON, SW7 5QJ, ENGLAND
TELEPHONE 01-584 7444. TELEX 892685 STAWAR G.

Peter Jarvis of Gemburgh Ltd.

LONDON

offers the following cars for sale

ROLLS ROYCE

ROLLS ROYCE SILVER WRAITH 1939 Touring sports saloon. Burgundy over ivory with tan hide interior, side mounted spare wheel, whiteside tyres. This rare coachbuilt James Young Rolls Royce has won numerous shows, P100 headlamps.
ROLLS ROYCE CORNICHE FHC 1973. Left hand drive, finished in unmarked Embassy black with beige hide interior, fitted with every extra including electric sun roof, whiteside tyres, low mileage, meets US DOT.
ROLLS ROYCE SILVER SHADOW 1979 Mk II. Left drive, honey gold over walnut with beige hide interior piped in brown, every extra possible.
ROLLS ROYCE CORNICHE CONVERTIBLE 1971. Left drive, finished in masons black with beige interior and power top. Every possible extra.
ROLLS ROYCE SILVER SHADOW 1967. Finished in Ivory white with superb hide interior, many extras including whitewall tyres, low mileage.
ROLLS ROYCE CORNICHE STYLE FHC 1969. Left drive, finished in masons black with superb hide interior, every extra, low mileage, service history.
BENTLEY 1973 T Series. Finished in Caribbean blue with navy hide interior and Everflex roof, every extra, service history, meets US DOT.
ROLLS ROYCE CORNICHE CONVERTIBLE 1973. Left drive, finished in ivory with magnolia interior and matching power top, every extra, history, meets US DOT.
ROLLS ROYCE SILVER CLOUD 1962. Embassy black with tan hide interior, auto, pas, power windows and all usual extras, low mileage.
ROLLS ROYCE CAMARGUE 1974/5. Left hand drive, 49,000 miles, finished in ivory white with superb interior, every possible extra, the most expensive Rolls Royce when new, meets US DOT.
ROLLS ROYCE CORNICHE CONVERTIBLE 1975. Left drive, acrylic white with navy hide interior and power top, every extra, low mileage, meets US DOT.
ROLLS ROYCE SILVER SHADOW 1973. Light silver blue over Seychelles blue, matching interior, every possible extra; conforms to US DOT.
ROLLS ROYCE SILVER CLOUD III 1963. Finished in acrylic white with excellent hide interior, usual refinements.
ROLLS ROYCE SILVER SHADOW 1971. Left hand drive, long wheelbase with electric division and every possible extra. Ivory with beige interior, fully air conditioned, conforms to DOT.

ROLLS ROYCE SILVER SHADOW 1973. Left hand drive, ivory white with superb hide interior, all extras and air conditioning. Conforms to US safety standards.
ROLLS ROYCE SILVER SHADOW 1974. Left hand drive, walnut with magnolia interior and matching Everflex roof, 44,000 miles, every possible extra including air cond., meets US safety standards.
BENTLEY SERIES III 1963. Porcelain white with superb hide interior. Usual extras.
ROLLS ROYCE SILVER SPIRIT 1981. Left hand drive, silver with navy hide interior and fully air conditioned, every extra, service history, conforms to US DOT.
ROLLS ROYCE SILVER CLOUD II 1961. Regal red with matching interior, auto, pas, usual extras, whiteside tyres, complies to US safety standards.
ROLLS ROYCE SILVER SHADOW 1976/7. Left hand drive, porcelain white with beige interior and Everflex roof, every extra, meets US DOT.
ROLLS ROYCE CLOUD I 1958. Sand over sable, beige interior, usual extras.
ROLLS ROYCE SILVER SHADOW 1977 Series II. Left hand drive, Oxford blue with magnolia interior and matching Everflex roof, every possible extra.
ROLLS ROYCE SILVER SHADOW 1974. Left hand drive, ivory with superb hide interior with every extra including air conditioning, conforms to USA safety standards.
ROLLS ROYCE SILVER SHADOW 1976/7. Left hand drive, embassy black with tan hide interior, every possible extra, conforms to US safety standards.
ROLLS ROYCE SILVER SHADOW 1973. Left hand drive, finished in porcelain white with Everflex roof, superb hide interior, every extra, conforms to US safety standards.
BENTLEY CONTINENTAL FASTBACK 1956. Two door sports saloon. This very rare Bentley is in dark blue with cherry red leather interior, auto, whiteside tyres, all small tools complete.
BENTLEY SERIES III 1963. Embassy black over silver chalice with superb hide interior, PAS, automatic, power windows and usual extras, whiteside tyres.
ROLLS ROYCE SILVER SHADOW 1966. Finished in regal red with magnolia interior, usual extras, low mileage, history.
ROLLS ROYCE CONVERTIBLE 1970. Corniche style, finished in coffee bean brown with superb hide interior and power top.
ROLLS ROYCE SILVER SHADOW 1967. Ivory with beige interior and air conditioning, usual extra.

ROLLS ROYCE CORNICHE 1977. FHC silver chalice with Everflex roof and cherry red interior, left drive, low mileage, every extra possible, meets US DOT.
BENTLEY SERIES III 1963. Finished in regal red with dove grey hide interior, every extra inc air conditioning.
ROLLS ROYCE SILVER CLOUD THREE 1964. Embassy black over silver chalice, superb interior, power windows, power brakes, power steering, auto, low mileage, usual extras and air conditioning.
ROLLS ROYCE CORNICHE STYLE 1970/1. FHC, Left Drive, finished in porcelain white with matching Everflex roof and interior, usual extras, whiteside tyres, US DOT equipped.
ROLLS ROYCE SILVER CLOUD III 1964. Silver blue over silver chalice, sun roof, usual extras.
ROLLS ROYCE CORNICHE CONVERTIBLE 1980 Series 5. Left drive, ivory, usual extras.
ROLLS ROYCE SILVER CLOUD III 1963. Shell over tudor grey, matching upholstery.

JAGUAR

JAGUAR XKE V12 CONVERTIBLE 1973. Left drive, Old English White with cherry red interior, manual transmission, chrome wire wheels, meets US DOT.
JAGUAR XKE V12 CONVERTIBLE 1973/4. Left hand drive, signal red / black interior, auto, pas, chrome wheels, usual extras, conforms to US safety spec.
JAGUAR XKE V12 2-2 1972. Left hand drive, signal red with beige interior, auto, pas, sun roof, chrome wheels, whitewall tyres, meets US safety spec.

PORSCHE

911SC SPORT 1977 Model. Guards red with black interior, usual extras, s/roof, front and rear spoilers, conforms to US DOT, low mileage, left drive.
PORSCHE 911 Targa 1972/3. Finished in black with matching interior, left drive, front and rear spoilers, alloy wheels, radio / stereo.

MERCEDES BENZ

190 SL SPORTS CONVERTIBLE 1961. Ivory white with cherry red interior, standard transmission.
230 SL SPORTS 1964. Left drive, finished in signal red with superb interior, pas, h/taps, whiteside tyres, low mileage, history.

OUR STOCK IS CONTINUOUSLY CHANGING

Please phone for further details. Tel: Peter Jarvis Swanley 69081
Specialists in shipping to all parts of the world

If you have a vehicle of the sort we sell we would like to purchase it.

Sponsored by
Classic cars

Sponsored by
Classic cars

COYS

AUCTION OF HISTORIC CARS & AUTOMOBILIA

AUSTIN HEALEY 100/4

ROLLS-ROYCE 20/25

LAGONDA M45

7th SEPT.

DB4 CONVERTIBLE

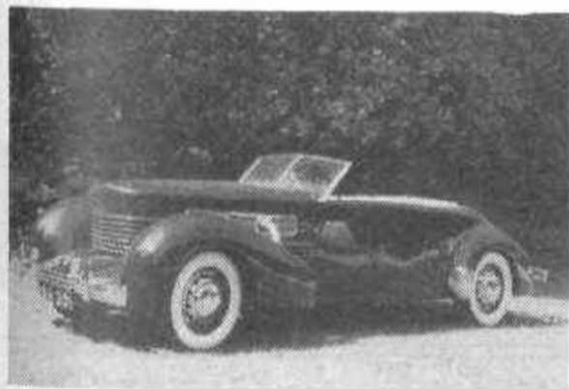
DARRACQ

NO BUYERS PREMIUM

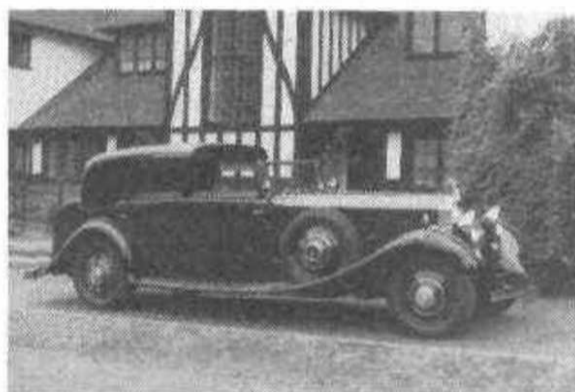
DAIMLER V8

JUST SOME OF THE CARS AND AUTOMOBILIA ENTERED

CADILLAC ROADSTER



CORD



ROLLS-ROYCE P11

BENTLEY 3½-LITRE DHC

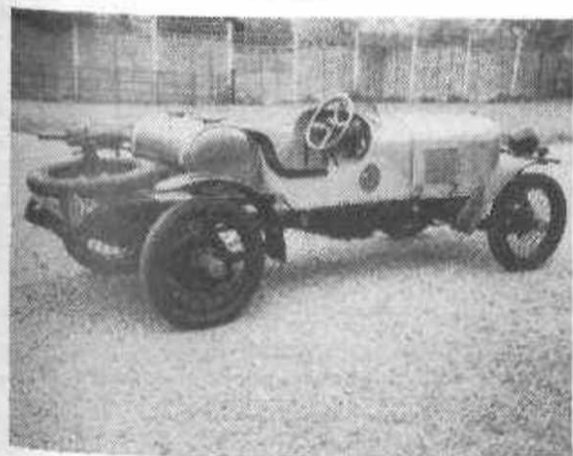


ALFA ROMEO 1750

TALBOT 105

LOTUS ELAN

MG TD



STUDEBAKER



INVICTA 4½-LITRE



1959 BENTLEY SI

JAGUAR E-TYPE 3.8 CONVERTIBLE

DELAGÉ

AC

TO BE HELD AT

RHINEFIELD HOUSE

BROCKENHURST, NEAR BEAULIEU

ASTON MARTIN 1½-LITRE

CHRYSLER

BMW

CATALOGUES NOW AVAILABLE

Vehicle catalogue £10.50. Automobilia catalogue £3.50 or both @ £12.00.

AUTOMOBILIA, 4 p.m.-6.30 p.m. CARS, 7 p.m.-9 p.m.

The automobilia auction will include 300 lots consisting of books with original dust jackets, toys, posters and laliques. Viewing, Friday 6th September, 10.00 a.m.-9.30 p.m. Saturday 7th 10.00 a.m. — SALE. Complimentary bar & refreshments to catalogue holders. For further details please contact:

Coys of Kensington, Auction Department, 2-4 Queen's Gate Mews, London SW7 5QJ
Telephone 01-584 7444. Telex 892685 Stawar G.

P&A Wood

AUTHORISED SERVICE DEALER



Gt Bardfield, Essex, England
Telephone: Gt Dunmow (Std 0371) 810604



Bentley S I Continental, 1959, 4-door Flying Spur by H. J. Mulliner. Velvet Green with Tan upholstery. Extensive service history. This car is the 4 light version with only a small rear window and is in our opinion by far the most attractive.



Rolls-Royce Camarge, 1980 (V). Finished in Larkspur with Black upholstery. 12,000 miles only with full service history. An extremely impressive car and excellent to drive.

**SALES SERVICE REPAIRS
COMPLETE RESTORATIONS & SPARE PARTS**

MASCOTS & AUTOMOBILIA

Mascots badges lamps posters, books old models etc. Bought and Sold

Vincent HRD "B" Rapide 49. Ex cond. £4,250
Mascots: Crossley, Cowley, Flier, Policeman, RAF
Pegasus, Old Bill, SS Jag, Riley Skier, Greyhound, etc.
Lamps: Desmo. oil sidelight, Lucas F141 sidelight, Petroleum Silver King, Lucas Captain, Calcia King, Ed-Lite, etc.

Specialists in classic and vintage motor cycles.
Atlantic Motor Cycles
20 Station Road, Twyford Berks. RG10 9NT.
Tel: day 0734 342266. Evening 340096

GASKETS

Head, manifold, etc. made special pattern. Any make, age, or quantity. Manufacturers sets also available, with enquiries. C.O.D., Postal Sales

LIPSCOMBE and HESS

Marine Engineers
11, Victoria Road,
Eton Wick, Windsor
Telephone 64413

BRISTOL at R. F. FUGGLE LTD

| | | |
|------|------------|-------|
| 1982 | 603 | £19,8 |
| 1978 | 412 S2 | £11,2 |
| 1976 | 411 MkV | £11,7 |
| 1975 | 411 MkIV | £10,2 |
| 1957 | 405 Saloon | £9,8 |

Bushey Heath, Herts. 01-950 1685

PAUL BECK VINTAGE SUPPLIES

The widest choice at highly competitive prices
UPHOLSTERY MATERIALS, TRIMS, PIPINGS,
(cloths, hoodings, carpet, door trims etc).
RUBBER & SPONGE, MOULDINGS & WINDOW CHANNELS,
ACCESSORIES & NUMBER PLATES, COACHFITTINGS
& ELECTRICAL ITEMS, all you need for vehicle restoration -
fully listed in our NEW 52 page CATALOGUE. 75p. UK, £1.50
Europe. £3 (or equivalent bills) elsewhere. Post paid.
Credit Card orders welcome.
PROMPT MAIL ORDER DESPATCHES -
CALLERS WELCOME (during office hours)



HIGH STREET, STALHAM, NORWICH, NORFOLK. NR12 9BB
Telephone: STALHAM (0692) 81534

01-584 7332

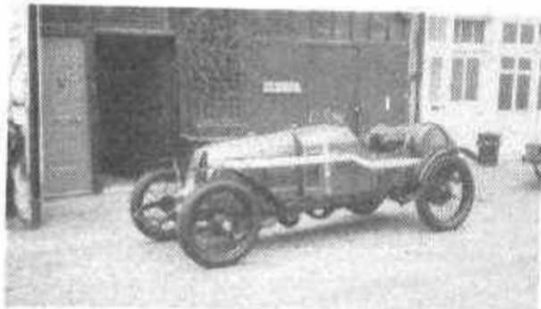


01-584 7472

DAN MARGULIES

12 QUEEN'S GATE PLACE MEWS, LONDON SW7

ESTABLISHED 1957



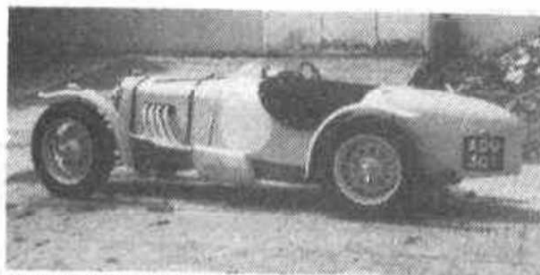
1913 Theophile Schneider 5 1/2-Litre Grand Prix two-seater.



1957 Ferrari Tour de France Berlinetta by Scaglietti (Similar to above with faired in headlamps). LHD, chassis No. 0707, 4,000 miles since complete restoration.



1931 Aston Martin 1 1/2-Litre International. 2-4-seater, much recent restoration.



1935 Riley Imp / Ulster Replica bodywork.



1934 Aston Martin 1 1/2-Litre Mark II. Long chassis tourer. Stored for many years. Original.



1933 Riley Lynse, 4-seater tourer, concours condition.

Also available

1934 Bugatti Type 57 Ventoux Coupe. Engine overhauled.
1929 Chrysler "75" Roadster.

1935 Rolls-Royce 20/25 Sports Saloon by H. J. Mulliner.
1955 AC "ACE" 2-seater.

HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS

RUGBY REBORES

A sympathetic machining service for classic vehicles

Reboring • Crankgrinding • Headskimming • Valve re-facing • Valve seat cutting • Disc and drum skimming, etc

Engine parts supplied

3a Earl Street, Rugby, Warks.
Tel: Rugby (0788) 3900

VINTAGE & CLASSIC CAR RESTORATION

established 1966

Any type of work undertaken (upholstery, ash framing, panelling, etc) at very competitive rates, the bigger the challenge the better!

Wanted — Vintage & classic cars to purchase for restoration

HOOE GARAGE (E.SX) LTD
MAYNARDS GREEN, HEATHFIELD, SUSSEX,
TN21 0DE. Tel: 04353 2044
Manufacturers of SP Cars

Firestone & LAMBROOK TYRES

the two names that matter when buying Vintage Tyres.

Phone or write for FREE illustrated catalogue

LAMBROOK TYRES, Farway, Colyton, Devon

Tel: 040 487 282 — Open until 9 p.m.

STORAGE



Big is not always beautiful. STORACAR is an exclusive service specializing in the upkeep and maintenance of cars in store. Home Counties location gives greater security at less cost. Send your best car to us for winter care. £37 + VAT per month for peace of mind.

Ring or write for our brochure

STORACAR, The Hotel for Fine Cars, PO Box 374, Newport Pagnell, Bucks. Tel: 023 065 206

Classic Automobiles P.J. FISCHER

Specialist in low mileage, classic Rolls Royce & Bentley cars.



SILVER CLOUD III MPW CONVERTIBLE 1965. Choice of two top quality cars, one in Ivory with brown hood and interior and one in Brewster Green with Champagne hood and interior.

ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS

1958 Si P. Ward Convertible Continental. 1971 Corniche Convertible low milge with Mk-II Features. 1980 Shadow II Left-Drive. 1978 Shadow II Left-Drive. 1965 S. Cloud III Left-Drive one owner 48,000 miles only. Choice of 6 Silver Cloud II & III. Choice of several Shadows and Bentley S Types. S3 Cont. Coupé Left-Drive. 1973 Bentley T Left-Drive. 1970 Phantom 6 19,000 miles Left-Drive. 1961 Cont. J. Young 40,000 miles only. 1964 Phantom 5 LHD. 1971 Corniche Coupé Low milge. 1930 Phantom II Sedanca de Ville by Barker Superb lines.

WE URGENTLY REQUIRE GOOD LOW MILEAGE CARS OF THE TYPE WE SELL

Established 10 years Sales — Service — Restoration

Please telephone or send SAE for free stocklist.

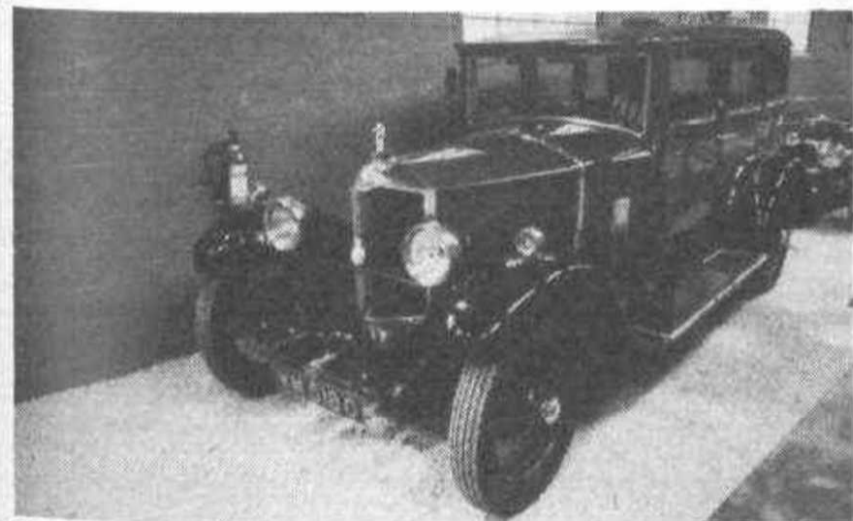
NORTHUMBERLAND GARAGE

Dyers Lane (Upper Richmond Rd.), Putney, London SW15

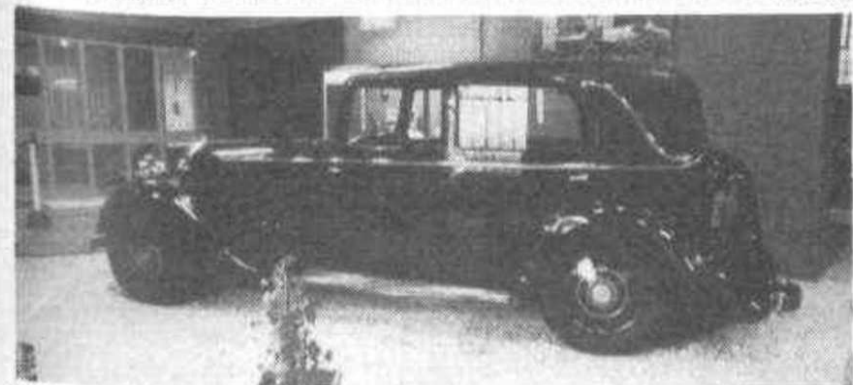
Tel: 01-785 6633



ROYLE HEPWORTH LTD



1930 Crossley 15.7 hp Shelsley Saloon. A handsome and roomy car manufactured to a high standard, which has been well maintained over the years. £6,500



1935 Rolls-Royce 20/25 Saloon with division. Almost original car originally commissioned by Lord Ennisdale with bodywork by Windovers. £19,500

POOL ROAD, POOL IN WHARFEDALE, OTLEY,
WEST YORKSHIRE LS21 1EG
Telephone: Arthington (0532) 843636

| | |
|---|---------|
| 1958 Aston Martin DB2/4 Mk III. Convertible. Superb. | £19,500 |
| 1972 Aston Martin DBS. Super order — very low mileage. | £7,400 |
| 1963 Austin Healey 'Frogeye' Sprite. | £1,600 |
| 1934 Delage D8/15N Saloon. Owned by one family since new. | £22,500 |
| 1926 Humber Tourer 12/25. A delightful vintage car. | £6,950 |
| 1908 International Harvester Motor Wagonette. High wheeler. | £10,950 |
| 1960 Jaguar XK150. 3.4 manual with overdrive. A super classic. | £6,950 |
| 1974 Jensen Interceptor Convertible MkIII. Luxury. | £15,750 |
| 1929 Lagonda 3-Litre with high chassis. A rare machine. | £20,850 |
| 1929 Rolls-Royce 20 hp Weymann 2-door sportsman's saloon — by Freestone & Webb. | £23,000 |
| 1926 Rolls-Royce 20 hp 2-seater DHC with dickey: by Mullins. | £23,000 |
| 1911 Sizaire Naudin. A 4-cylinder with interesting history. | £17,500 |
| 1964 Sunbeam Alpine Series IV. Optional hard top and wire wheels. | £3,750 |

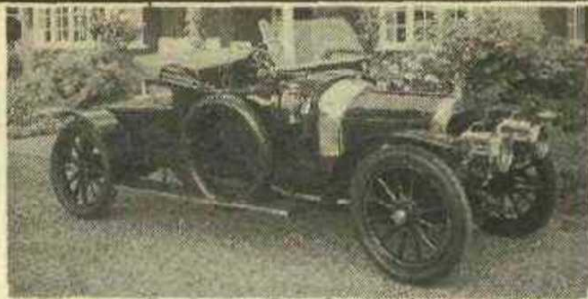
1933 Lagonda 16/80 Tourer. Expected in.

1950 Healey Silverstone. Expected in.

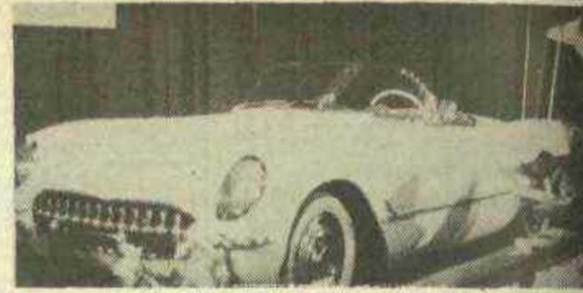
We also have in stock a fine and interesting collection of
CARTS AND GIGS

We supply from stock and manufacture
cylinder liners **PISTONS** gaskets
Peter Hepworth Components Ltd
Pool Road, Pool in Wharfedale, Otley,
W. Yorks. Tel: (0532) 843434

If you have an interesting motor car to sell, please telephone us.
Opening hours 9am to 5pm Monday to Friday or by appointment.



STORAGE AND PARKING OF FINE CARS



If you own an unusual car, doubtless you understand the need for professional parking and storage from time to time. There is one company specialising in the storage and garaging of fine cars who offer the best and most comprehensive service. Which explains why the company is bigger than the rest of its competitors combined; has the most convenient garages; and has the most flexible attitude to your needs. Not to mention competitive rates; currently £47 per month plus VAT.

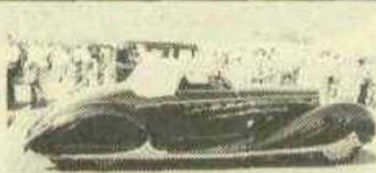
Cabriolet Cars (London) Ltd,
Milton House, 2 Fernshaw Road, London, SW10 0TF. 01-352 8565
'WE MAKE MOTORING MORE FUN'

Specialists in restoration of original cars. Reproduction bodies from photo's or drawings. Wingmaking and all panels made in aluminium or steel. Louvre cutting.

Also ash framing fuel and oil tanks. Pipe bending and manifolding, pattern making and machining for castings.

Rod Jolley Coachbuilding

SPECIALIST PANEL BEATING & ASH FRAMING
37 GORDLETON INDUSTRIAL PARK, SWAY ROAD, LYMINGTON,
HANTS. TEL: (0590) 683702



Pioneer Automobiles

Unit 33 Andover Patio Centre, Picket Piece, Andover, Hants.

View 7 days most weeks
tel ANDOVER (0264) 50507 business
or 73714/64699 homes.



1937 AUSTIN 12/4 2 seater with dickey. Green/black with green interior. New hood. A lovely old lady with considerable style in good overall condition. £3,850

1929 4 Seat vintage tourer by Standard Motors. Immaculate yet original. £5,500
1929 AUSTIN SEVEN TOP HAT Saloon. Very pretty and easy to live with. £2,950
1936 HILLMAN HAWK. Substantial long legged saloon. Quite rare and good. £3,500
1952 FORDSON woody estate car. Fully restored and very usable. £2,200
1954 ROVER 90, one titled owner plus few careful peasants. Low mileage. £1,150
1967 JAGUAR 3.4 Mk2 manual with o/d. 24,000 miles genuine. £2,750
All MoT'd, some taxed. More available. Part exchanges suffered.

TELEPHONE:
01-385 9724/5/6/7

FRANK DALE & STEPSONS

TELEX: 885983
EFDAL G

Rolls Royce Silver Shadow and Bentley T Type Saloons

1979 Silver Shadow II Saloon. Highland green with willow gold side panel, matching interior, 33,000 miles.
1978 Bentley T2 Saloon. Dark metallic blue with beige leather interior.
1977 Rolls Royce Silver Wraith II with division. Dual air-conditioning etc., Exeter blue with grey Everflex, 48,000 miles.
1977 Silver Shadow II Saloon. In chestnut with beige Parktex interior, 47,000 miles only.
1976 Silver Shadow I Saloon. Caribe-aqua with black leather / grey carpets, well maintained, much history.
1974 Bentley T1 Saloon. Embassy black with beige Everflex roof and beige leather interior, 86,000 miles, previously sold and maintained by us.
1974 Bentley T1 Saloon. Embassy black with beige leather interior, previously sold and maintained by us.
1970 Silver Shadow I Saloon. Dark blue with grey leather.
1970 Bentley T Saloon. Seychelles blue with blue-grey leather interior, 109,000 miles.

Rolls Royce Corniche

1978 Corniche Fixed Head Coupé Series II. In walnut with magnolia Everflex roof and magnolia leather interior, 49,000 miles.
1974 Rolls Royce Corniche Convertible. Silver Chalice with red leather and top, 71,000 miles.
1973 Rolls Royce Corniche Convertible. Tudor grey with red leather and black top, 34,000 miles.
1971 Corniche Convertible. In sand with black interior and hood, 41,000 miles only.
1970 Silver Shadow 2 Door Coupé by Mulliner Park Ward. In ice green with green interior and black Everflex roof incorporating electric sunroof — Corniche appearance — 93,000 miles.

Rolls Royce Limousine (Phantom and Silver Wraith)

1972 Rolls Royce Phantom VI 7 Passenger Limousine by Park Ward. Electric divider, cocktail cabinet, painted black over garnet with red leather to the front and Bedford cord to the rear, 59,000 miles, superbly maintained.
1969 Rolls Royce Phantom VI Limousine by Mulliner Park Ward. Painted in Embassy black with black leather to front and beige Bedford cord to the rear, two occasional seats, cocktail cabinet and air conditioning.
1968 (manufactured 1967 US importable) Rolls Royce Phantom V Limousine by Mulliner Park Ward. Two occasional seats, painted in Embassy black with black leather to front and beige West of England cloth to rear.
1955 Rolls Royce Silver Wraith. LWB with division and automatic transmission, coachwork by Park Ward, painted in dark brown with beige side panels, pale beige interior, excellent history.
1953 Silver Wraith Long Wheelbase Sedan-de-Ville by Hooper. This car is unique, specially built for Nubar Gulbenkian, it has many unusual features including lizard skin to the interior wood veneers, undergoing complete restoration, should be ready by the spring.
1966 Princess 7 Passenger Limousine by Vanden Plas. Automatic and power steering, painted in black with tan leather interior, equipment includes electric divider and occasional seats, an alternative to a Rolls Royce at a quarter of the price.
1965 Mercedes 600 Pullman Limousine 4 Door. Painted in white with blue cloth to rear and blue leather to front, electric divider, electric rear seat, cocktail bar, etc.

Rolls Royce Silver Dawn and Bentley R Type

1954 Bentley R Type with Custom 'Empress' Coachwork by Hooper. Very rare — just been repainted in original velvet green with tan leather, detail restoration including new carpets, repolished wood veneers being completed, engine and brakes overhauled in our service department, a classic small Bentley ready to drive.
1954 Bentley R Type Standard Saloon. With sunroof, automatic gears, shell grey with maroon leather.

Rolls Royce Silver Cloud and Bentley S Type

1965 Rolls Royce Silver Cloud III Convertible by H. J. Mulliner / Park Ward. Painted in black with black leather, grey carpets and pale grey hood, restored in our workshops to the highest standards, previous titled owner.
1962 Bentley S2 Park Ward Drophead. Dark metallic blue with grey leather and white top, a totally restored example in magnificent condition.
1961 Rolls Royce Silver Cloud II Long Wheelbase Saloon by James Young. This is the very rare SCT 100 design and an extremely sought after model, painted in black over burgundy with burgundy cloth interior.
1961 Rolls Royce Silver Cloud II 4 Door Saloon. In Havana brown with beige leather interior, previously sold and maintained by us.
1961 Bentley S2 Saloon. 78,000 miles, painted in dark blue over silver with deep red leather, superb history.
1961 Bentley S2 Continental 4 Door Saloon (Flying Spur). Painted in regal red with pale beige interior, serviced by ourselves recently.
1960 Bentley Continental 2 Door Fixed Head Coupé by H. J. Mulliner. Left hand drive, further details on request.
1959 Rolls Royce Silver Cloud I Saloon. Fitted with original Silver Cloud III front wings, 76,000 miles, painted in sage and smoke green with green leather, registered in England and West Germany.
1957 Rolls Royce Silver Cloud I 4 Door Saloon. In sand over sable with beige leather interior.
1956 Rolls Royce Silver Cloud I 4 Door Saloon by James Young. Extremely rare coachwork, painted in shell grey with grey leather.
1956 Bentley S1 4 Door Saloon. In shell over tudor grey with red leather, one of the first S types in excellent restored condition and at an attractive price.

Prewar Rolls Royce and Bentley Models

1937 Rolls Royce Phantom III All Weather 4 Door Cabriolet by Hooper. Restored to the highest standards in two shades of blue with dark blue top and grey leather.
1937 Bentley 4½-Litre Sports Saloon by Park Ward. Further details on request.
1936 Bentley 4½-Litre 4 Door Saloon by Park Ward. Painted in pale and dark grey with dark red leather. This car has been carefully restored including mechanical work, repaint and new interior.
1934 Bentley 3½-Litre Open Touring Car by Vanden Plas. Superbly restored in white with red leather, engine rebuild just completed.
1933 Rolls Royce Phantom II Continental Owen Sedan Drophead Coupé by Gurney Nutting. Painted in dark blue with light tan upholstery, altogether quite magnificent, in our opinion, one of the most desirable of all the prewar cars.
1928 Rolls Royce 20 Horse Power Chassis. Fitted with 3 position drophead coachwork in beige and dark brown, further details on request.
1922 (Chassis) Rolls Royce Silver Ghost Shooting Car. This is a faithful replica of a similar car made in 1912 for an Indian Prince and it has many 1912 features.

Miscellaneous

1970 Bristol 411 2 Door Coupé. Painted in black with pale grey leather and blue carpets, 6¼ litre V8 engine, automatic transmission and power steering, well maintained and known by our service department for some time.
1964 Jaguar E Type Roadster Series I. Metallic dark green with beige interior and hood, 3.8 litre engine with manual gears.

We have a 24 hour message recording service. Opening hours: Monday to Friday 9 am - 6 pm
Please send for our illustrated stocklist. Saturday - until midday.

101 FARM LANE, FULHAM, LONDON SW6 1QH E. & O.E.

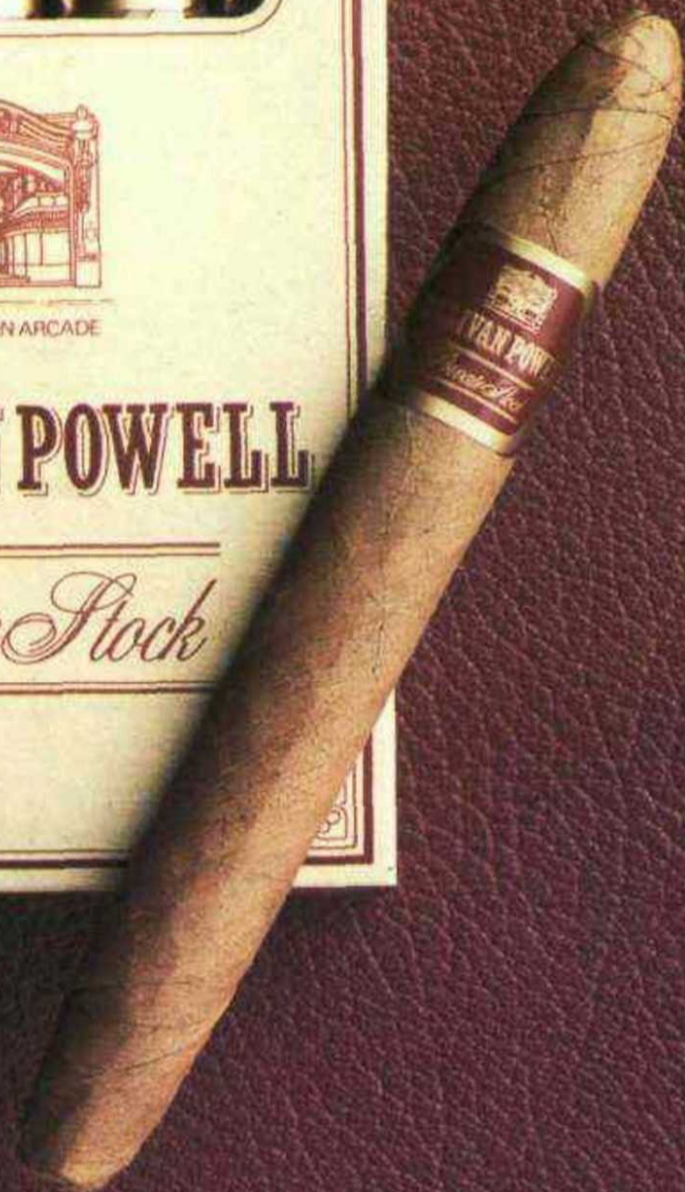
Fine Mild Cigars



THE BURLINGTON ARCADE

SULLIVAN POWELL

Private Stock



**“THERE CAN BE NO FINER CONSOLATION
FOR HAVING REACHED THE END OF DINNER.”**

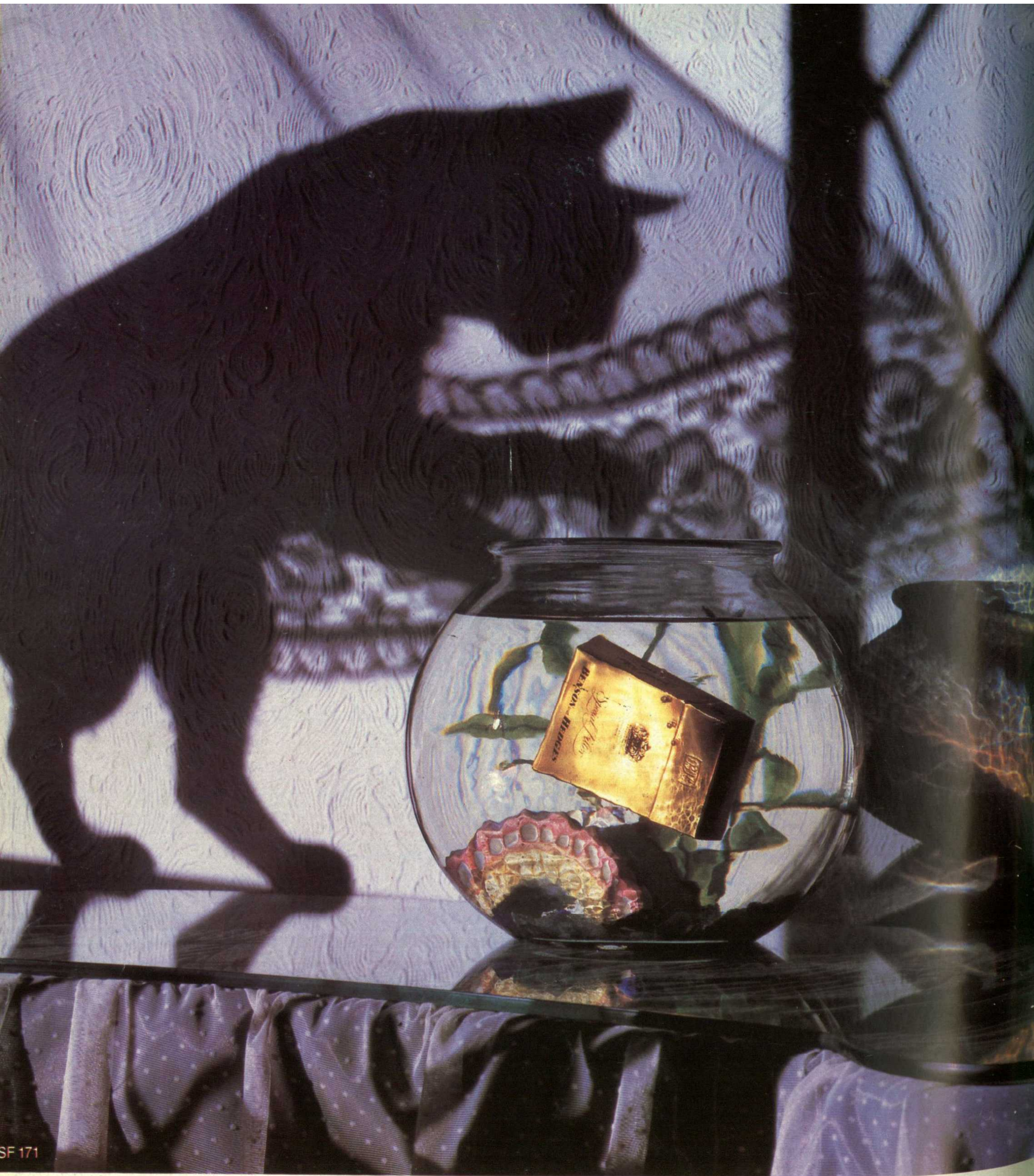


THE BURLINGTON ARCADE

PRIVATE STOCK. A LARGE, MILD, AFTER-DINNER CIGAR, INDIVIDUALLY ROLLED.
AVAILABLE FROM BETTER TOBACCONISTS.

SULLIVAN POWELL

34 BURLINGTON ARCADE, LONDON W1



SF 171

MIDDLE TAR As defined by H.M. Government
DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH