

January 1985

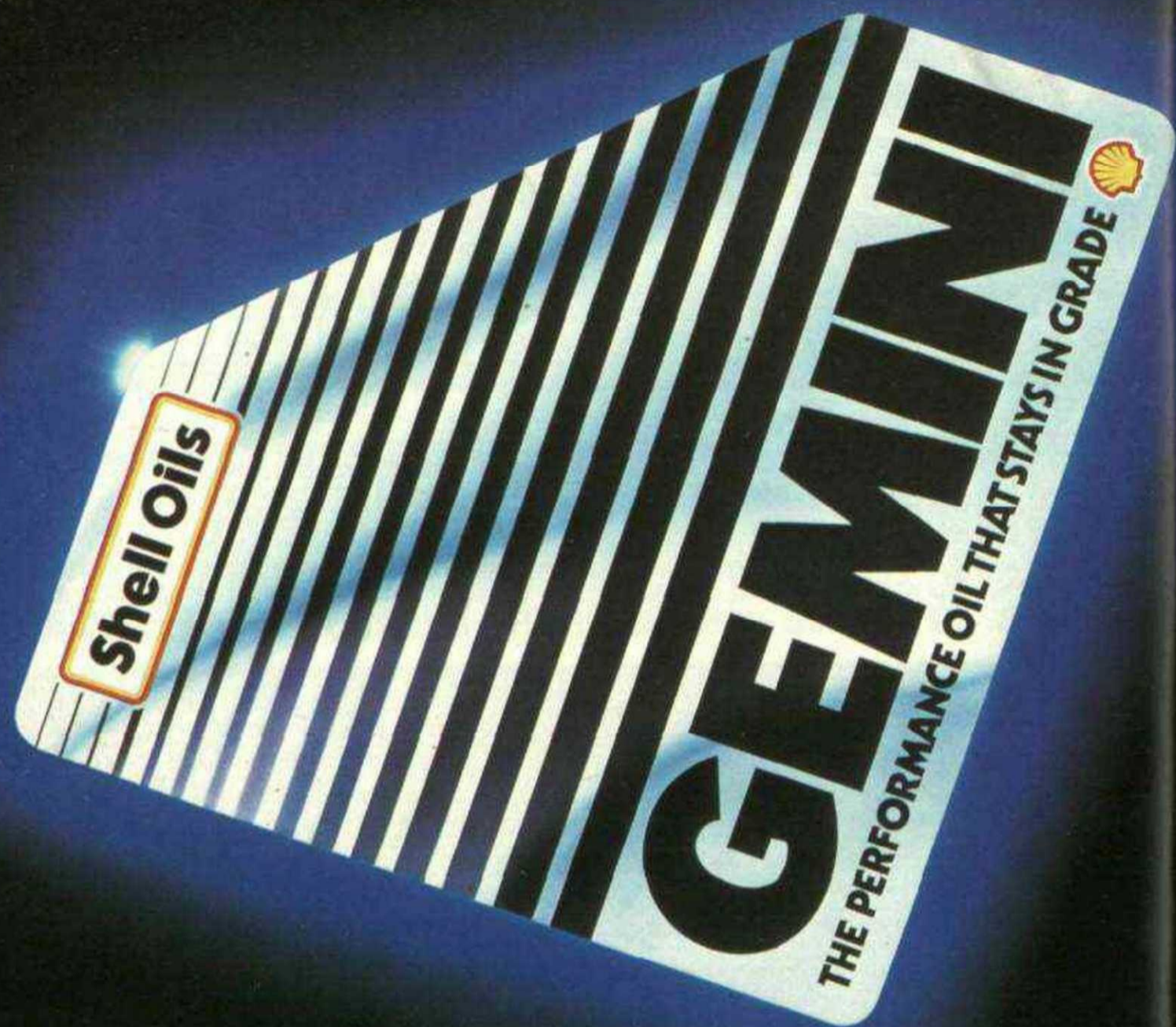
Founded in 1924

Eighty Pence

# MOTOR SPORT

The Magazine that gave its name to the Sport





## Protection above all.

No conventional oil can meet the demands of hard driving quite like Gemini. Above all, Gemini, the latest and most advanced formula from Shell, sets new standards in protection. Through high revs and fierce temperatures Gemini stays in grade. Mile after mile, day after day, protection beyond the capabilities of conventional oils.

**Shell Oils**

Technology you can trust



# Peter Smith

## Lotus Specialists

### CLASSIC THOROUGHBREDS

84 "A" Esprit Turbo  
Lotus yellow, black full hide, ACU  
s/r, Blaupunkt Hi-Fi, 3,000 miles ... **£19,995**

84 "A" Porsche 944 Lux  
Gold met, beige Berber, pdm, s/r,  
Panasonic Hi-Fi, fsh ... **£16,795**

82 "Y" Lotus Esprit Turbo  
Monaco White, red 1/2 hide, FSH,  
21,000 miles, Blaupunkt Hi-Fi,  
stunning ... **£15,750**

83 "Y" Lotus Esprit S.3  
Calypso red, gold 1/2 hide, BBS,  
FSH, 10,000 miles ... **£13,950**

80 "V" Maserati Kyalami  
Sebring red, magnolia hide, 5-speed  
4.3 V8, Blaupunkt Hi-Fi, a very rare  
and fine example ... **£12,950**

82 "Y" Excel Si  
Jupiter red met, gold 1/2 hide, pas,  
fsh, Pioneer Hi-Fi, 16,000 miles ... **£12,695**

82 "Y" Lotus Esprit S.3  
JPS, Black, red 1/2 hide, BBS, ACV,  
FSH, 15,000 miles ... **£12,650**

83 "A" Lotus Excel S.1  
Calypso red, gold 1/2 hide, PAS,  
ACU, FSH ... **£11,995**

82 "Y" Daimler Vanden Plas  
Honey gold met, brown Everflex  
roof, brown Connolly trim, Philips  
Hi-Fi, 14,000 miles ... **£11,450**

81 "W" Elite 2.2  
Brown met over gold met, brown  
Connolly hide trim, 12,000 miles,  
good history ... **£10,995**

83 "A" Panther Kallista 2.8  
Red, black interior wooden door  
cappings & dash, PD mirror, 3,000  
miles ... **£8,850**

82 "Y" Scimitar GTC  
Royal blue, blue hide, overdrive,  
hard and soft top, electric winds,  
mirrors and aerial, 25,000 miles ... **£7,995**

83 "Y" Ford XR4i.  
Stratos silver met, charcoal velour  
trim, all the XR4 extras, a fine  
example, only 18,000 miles ... **£7,295**

80 "W" Jaguar XJ6  
Old English white, red Connolly hide,  
automatic, pas, rad / cass, 36,000  
miles ... **£6,995**

80 "V" BMW 525  
Copper met, grey velour, automatic,  
pas, front & rear spoilers ... **£6,895**

80 "V" Scimitar GTE  
Royal blue with a moonstone mod  
band, automatic, black hide, elec  
winds, mirrors & aerial, rad / cass ... **£5,995**

80 "W" Scimitar GTE  
Buckskin, mushroom velour trim,  
automatic, electric window & aerial,  
Wolftrace wheels ... **£5,995**

81 "W" VW Golf GLI Cabriolet  
Mars red, black velour, rad / cass,  
5-speed, fuel injection ... **£5,795**

81 "W" BMW 320  
Alpine white, black velour, s/r, TIX  
wheels, BBS front & rear spoilers,  
colour keyed, Alpina stripes ... **£5,795**

79 "T" TVR Taimar  
Gold met with brown met model  
band, s/r, rad / cass, a true  
thoroughbred ... **£4,995**

83 "Y" Ford Escort 1300 L  
Blue met, blue velour, 16,000 miles,  
not our usual type of stock, but a  
first class example ... **£4,150**

81 "X" Alfetta Saloon 2.0  
Gold met with brown vinyl roof,  
beige trim, 24,000 miles ... **£3,995**

77 "S" Scimitar GTE  
Yellow with tan vinyl roof, tan velour  
trim, head rests, Wolftrace wheels, ... **£2,995**

76 "P" Ford Mustang  
Black with black trim, right hand  
drive, auto, radio / cass, s/r ... **£1,795**

### NEW VEHICLES FOR IMMEDIATE DELIVERY



Esprit Turbo  
Pearlescent white, blue full hide, ACU,  
s/r, Toronto Hi-Fi ... from **£21,270**

Esprit Turbo  
Calypso red, gold 1/2 hide, ACU, s/r  
from **£21,270**

Esprit S4  
Pearlescent white, blue full hide, BBS  
wheel's, Blaupunkt Boston Hi-Fi from **£16,780**



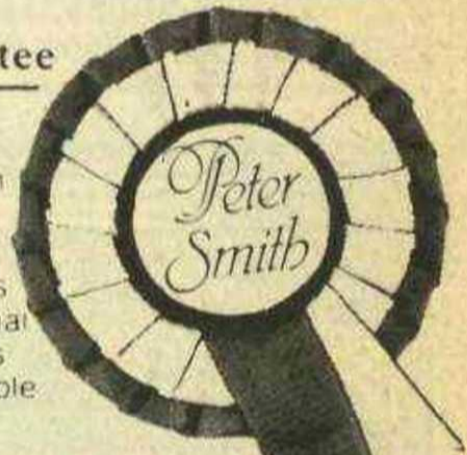
GTE O/D  
Granada red, tan velour, s/r ... from **£12,890**

GTE O/D  
Black met, black hide, s/r ... from **£12,890**

GTE O/D  
Red over silver met, black hide ... from **£12,890**

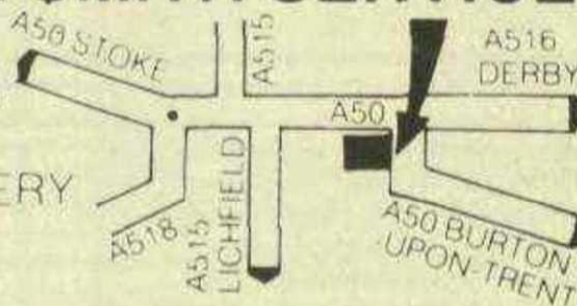
### Guarantee

All used  
vehicles  
have been  
tested  
in our  
workshops  
and optional  
warranties  
are available



### THE FULL PETER SMITH SERVICE

- LEASING
- COMPLETE AFTER-SALES SERVICE
- COLLECTION AND DELIVERY
- SERVICE - MOT - PARTS
- EXPORT ENQUIRIES



**OVER 50 CLASSIC, THOROUGHbred,  
& PERFORMANCE CARS ON DISPLAY**

Open Mon-Fri 9am-8pm, Sat 9am-5pm, Sun. 10am-4pm.  
Parts ordered before 5.30 pm can be collected up to 9pm

### LOTUS-SCIMITAR WORLD-WIDE

**PARTS  
HOTLINE**

**0283-813593**

We have the largest Lotus-Scimitar Parts selection in the Country. Full C.O.D. Service



# Peter Smith Sports Cars Ltd.

Station Rd, Hatton, Derby. Tel: (0283) 813593. Tlx: PSSCAR 341517

## SALES · SERVICE · SPARES · SATISFACTION



## CATERHAM CARS

Manufacturer of Super 7



We would like to take this opportunity to wish all our customers  
A Happy Christmas & Prosperous New Year.



**NEW SUPER 7.** From £6,588 (inc. VAT and Car Tax) delivery summer '85, send 4 x 17p stamps for details. Export tax free.

**THE ONLY ORIGINAL SUPER 7 AVAILABLE**

Selection of fully serviced used Super 7s £4,650-£7,250.

Wanted all Lotus 7, Eclat, Lotus Esprit 1980/81.

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

01-743 0671

# HY Performance

- AUDI QUATTRO.** 83 model. Red, e/windows and mirrors, pas, s/roof, heated seats, 17,000 miles, one owner. £13,995
- BMW 323i CABRIOLET.** 81X. Red, 5-speed, pas, spoilers, Recaro seats, Mahle wheels, 36,000 miles. £8,495
- BMW 635 AUTO.** 82. Silver / blue hide, e/windows, mirrors and roof, air cond., stereo, 36,000 miles. £12,995
- BMW CSI.** 81X. White / blue hide, e/sunroof, windows and mirrors, air cond., pas, cruise control, one owner, 33,000 miles. £13,495
- FERRARI 308GTS.** 79V. Black / magnolia hide, w/wheels, deep spoiler, stereo, sports exhaust, 39,000 miles. £14,995
- JAGUAR XJS HE.** 81X. Red / brown hide, air cond., pas, c/locking, e/windows and mirrors, stereo, 43,000 miles. £10,995
- MERCEDES 450SLC.** 79. Silver / blue velour, e/s/roof, e/windows, pas, alloys, stereo, 65,000 miles. £10,995
- PORSCHE 911 SPORT COUPE.** 82. White / Berber, PDM, e/s/roof, stereo, 22,000 miles. £17,995
- PORSCHE 928S.** 80. Bronze / half hide, e/windows, seats and mirrors, air cond., pas, c/control, c/locking, 33,000 miles. £15,995
- PORSCHE 924.** 82 model. Met. red / Berber, factory s/roof, PDM, stereo, 34,000 miles. £8,995
- PORSCHE 924.** 81X. Red / Berber, factory s/roof, PDM, 35,000 miles. £8,995
- PORSCHE 924 LUX.** 81 model. Silver / pasha, s/roof, stereo, 34,000 miles. £7,995
- ROLLS ROYCE SILVER SHADOW.** 76. Regal red, magnolia leather, air cond., pas, c/locking, e/windows and mirrors, stereo, 39,000 miles. £12,995

**VW GTI CONVERTIBLE.** 84. White with Turbo Technics 145 bhp engine, full Zender styling kit including wheels, Bilstein suspension, Recaros, full leather trim, e/windows and mirrors, stunning. POA

**CARS SIMILAR TO THOSE ABOVE PURCHASED FOR CASH. ALTERNATIVELY WE WILL SELL YOUR CAR FOR YOU ON A COMMISSION BASIS NO FEE IS CHARGED IF THE CAR IS NOT SOLD.**

**40-44 WESTERN AVENUE, LONDON W3**

**OPEN SUNDAYS**



## Swanmore

HOME OF TOP QUALITY SPORTS & HIGH PERFORMANCE CARS

- 1983 TOYOTA CELICA SUPRA,** 17,000 miles, one owner, 5-speed, power steering, air conditioning, elec. sunroof & windows, radio / cassette, cruise control, etc. Superb in Bright Red. £7,995
- 1983 FORD CAPRI 2.8i,** one owner, 12,000 miles, service history, A-Reg., 5-speed, power steering, steel sunroof, radio / cassette, etc. Metallic Grey & Silver. £6,895
- MERCEDES 350SL,** 37,000 miles with service history, automatic, power steering, hard & soft tops, electric windows, radio / cassette. Outstanding in Yellow. £11,495
- 1983 JAGUAR XJ6 4.2,** one owner, service history, automatic, power steering, electric windows, radio / cassette. £11,995
- 1982 DAIMLER SOVEREIGN 4.2,** 26,000 miles, service history, locally owned car in Cobalt Blue. Automatic, power steering, air conditioning, speedhold, radio / cassette. £11,495
- 1979 JAGUAR XJS, V-Reg.,** low mileage, service history, automatic, power steering, air cond., radio / cassette, etc. Cotswold Yellow / Black cloth interior. £6,995
- 1982 AUDI COUPE,** 5-speed, power steering, sunroof, radio / cassette, elec. windows, etc. 28,000 miles, one owner, service history. £4,995

- 1983 TALBOT SAMBA 'S'** 6,000 miles only, one owner, 5-speed gearbox, alloy wheels, radio. Outstanding in Black. £3,995
- 1982 TRIUMPH TR7 CONVERTIBLE, Y-Reg.,** one owner, low mileage, service history, 5-speed gearbox, radio / cassette. Metallic Gold. £4,795
- 1982 TRIUMPH TR7 F.H. COUPE.** 24,000 miles, 5-speed gearbox, radio / cassette, alloy wheels, Silver. £4,295
- 1972 TRIUMPH TR6, L-Reg.,** 52,000 miles, last owner 8 years, overdrive, radio / cassette, exceptionally nice in White. £3,495
- 1981 TRIUMPH SPITFIRE 1500, X-Reg.,** 24,000 miles, one owner, service history, radio / cassette, White. £3,695
- 1972 MGB GT,** rare automatic model, fitted sunroof, Teal Blue / Tan trim. £1,995
- 1978 MGB ROADSTER,** low mileage, overdrive, tonneau cover, Vermilion. £3,695
- 1981 MG MIDGET 1500,** one owner, 5,000 miles only, rustproofed, unmarked in Black / Tan interior. £4,995
- 1980 MG MIDGET 1500,** 13,000 miles only, service history, rustproofed, fitted radio, tonneau cover, unmarked in White. £3,995
- 1979 MG MIDGET 1500, V-Reg.,** 31,000 miles from new, fitted radio, etc. £2,995
- VW BEETLE ROADSTER,** fabulous looking 4-seater convertible, fitted new hood, upholstery, skirts, nudge bars, radio / cassette, etc. Silver with colour-coded sports wheels. £3,995

**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.

Open until 6.00 p.m. Monday to Sunday

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

# NEWS ABOUT BOOKS!

## Connoisseur Carbooks



CATALOGUE WINTER 1984/85

OUR WINTER 1984/85 CATALOGUE is now available free of charge by phoning 01-994 6783 or writing to the address shown at the foot of this page. In it you'll find books on all aspects of motoring plus details of some "special offers" and a preview of forthcoming titles. We have 100s and 100s of books for sale and our 20-page catalogue tells you all about them.

Also: Connoisseur Truckbooks Winter 1984/85 Catalogue. Guide to books on trucks, tractors, fire engines etc. Free.



**The Centenary Encyclopedia Of Automobiles.** A pictorial history of motoring's first 100 years. Packed with over 1000 illustrations, many colour. Remarkable value! 576 pages. £7.95  
**Car Design: Structure & Architecture.** Norbye. An inside look at styling and engineering history. 372 pages, 300 illus. £17.95  
**Encyclopaedia Of American Cars 1930-1980.** Massive 672-page book. Over 2000 illus., 64 pgs colour. £17.95  
**TOY AUTOS 1890-1939.** Magnificent limited-edition book created from the Peter Oppenheimer Collection of toy cars and other road vehicles. Over 200 lavish colour plates. Large 11 1/2" x 11" format - 168 pages. A collector's piece! £49.00

**BACK IN PRINT!** New softbound reprints of L.T.C. Rolt's two masterpieces of engineering and industrial history. **Landscape With Machines** and **Landscape With Canals.** Not to be missed! EACH £4.95

### YEARBOOKS - THE NEW ONES



**Autocourse 1984-85.** 256 pgs. £15.95  
**Motocourse 1984-85.** 192 pgs. £14.95  
**Rallycourse 1984-85.** 200 pgs. £14.95  
**Le Mans '84.** 112 pgs, 64 pgs colour. £12.95  
**Indianapolis 500 Yearbook 1984.** 224 pgs. £10.95  
**Automobile Year 32, 1984/85.** 200 pgs. approx. £19.95

**BROOKLANDS BOOKS.** Collected road tests and other articles. Listed below are the latest titles, i.e. just published, or just about to be published.

**High-Performance Escorts Mk I 1968-1974.** £5.95  
**High-Performance Escorts Mk II 1975-1980.** £5.95  
**Military Jeeps 1941-1945.** £5.95  
**Alfa Romeo Giulia Coupes 1963-1976.** £5.95  
**Triumph Stag Collection 1, 1970-1984.** £4.50  
**Road & Track On Pontiac 1960-1983.** £5.95

PLUS the first 4 titles in a series consisting exclusively of reprint material from "Motor" and "Throughbred & Classic Cars".

**Lotus 1979-1983.** £5.95  
**Morris Minor 1948-1983.** £5.95  
**Ferrari 1966-1976.** £5.95  
**Ferrari 1976-1984.** £5.95

**LAMBORGHINI**  
**Lamborghini Catalogue Raisonne 1963-1984.** Large-format slipcased volume. Includes technical specs and numerous detail photos of all models. 196 pgs, 249 illus., 17 colour. £34.95

**MASERATI**  
**Illustrated Maserati Buyer's Guide.** Crump & Box. 136 pgs, 100+ illus. £8.95

**MERCEDES-BENZ**  
**Mercedes-Benz S-Class.** Howard. High-Performance Series. 141 pgs, 121 illus. £8.95  
**Mercedes-Benz Grand Prix Racing 1934-1955.** Monkhouse. 208 pgs, 450 illus. £29.95  
**Mercedes-Benz: The First Hundred Years.** Langworth. 256 pgs, 497 illus., 151 colour. Great value! £8.95

**MG**  
**MG By McComb.** New 1984 edition of this authoritative history. 320 pgs, 216 illus. £11.95



## AUTOMOBILE QUARTERLY - SELECTED BACK ISSUES AT SPECIAL PRICE!

Described below, with main contents listed, are 11 issues of the famous "Automobile Quarterly" journal which we offer at 40% off - while stocks last. We will not be able to repeat this offer, so please order soon.

All these issues reduced from £9.95 to only £5.95 each:

**Volume 11 No. 4.** Targa Florio - Model A Ford - VW SP2 - Crane Simplex. £5.95  
**Volume 12 No. 1.** Isotta Fraschini - Le Mans 73 - Matra - Continental Mk II - Pedal Cars. £5.95  
**Volume 12 No. 3.** Le Baron - Diesel Cars - Ford V8 - Paris Madrid - Studebaker Hawk. £5.95  
**Volume 14 No. 2.** Delage - Ferrari 312T - Russo-Baltique. £5.95  
**Volume 14 No. 3.** Pierce-Arrow ads - Facet Vega - Rochet-Schneider - Cobra. £5.95  
**Volume 14 No. 4.** Porsche Speedsters - BRM V.16 - U.S. Austin & Bantam - Bantam Jeep. £5.95  
**Volume 15 No. 1.** H.R.G. - Gurney Nutting Coachbuilding - U.S. Cars Of The 50s. £5.95  
**Volume 15 No. 2.** Nash - Ballot - TVR - Lanchester. £5.95  
**Volume 16 No. 4.** Budd - Cadillac Eldorado - Spyker - Alvis. £5.95  
**Volume 17 No. 1.** Dodge - MGA - Ford Retractable - Lagonda. £5.95  
**Volume 17 No. 2.** Scuderia Ferrari - Rolls-Royce Phantom III - Healey - Wasp - Temperino. £5.95

## MORE BOOKS AT BARGAIN PRICES...

**Postwar British Thoroughbreds 1955-1960.** Hudson. A model-by-model guide to the most collectible cars of the period. 263 pgs, 74 ill. Was £9.95. £4.50  
**Automobilia: A Guided Tour For Collectors.** Worthington-Williams. 192 pgs, 230 ill., 48 colour. Was £14.95. £7.95  
**The Constant Search.** Charles Mortimer's guide to collecting motoring books. 304 pgs. Was £19.95. £4.95  
**Racing With The David Brown Aston Martins.** Superb 2 volume set! 556 pgs, 550 ill. Was £33.90. £15.00  
**The Douglas Motorcycle The Best Twin.** Clew. 250 pages, 156 illus. Was £7.95. £3.99  
**Maserati: The Complete History.** Orsini & Zagan. 894 pgs, 1063 ill., 45 colour. Was £34.50. £19.95  
**Ferrari Superb Colour Library Series book.** 64 pgs, 161 col. ill. Was £5.95. £3.25  
**Porsche Colour Library Series.** 64 pgs, 197 col. ill. Was £5.95. £3.25

## COACHWORK - TWO GREAT BOOKS!

**The Automotive Art Of Bertone.** Box & Crump. Pictorial history. 168 pgs, 310 illus. £14.95  
**Zagato Marchiano History 1919-1984.** Italian. English text. 109 pgs, 229 illus., 42 colour. £14.95

## REFERENCE BOOKS

**The Complete Encyclopaedia Of Motor Cars 1885 To The Present.** Georgano. 3rd edition. 704 pgs, over 2400 illus., 48 pgs colour. £30.00  
**Encyclopaedia Of European Sports & GT Cars From 1961.** Robson. 471 pgs, 262 illus., 16 colour. £15.50  
**Encyclopaedia Of European Sports & GT Cars From 1945-1960.** Robson. 328 pgs, 208 illus., 18 colour. £12.95  
**Cars Of The Fifties And Sixties.** Sedgwick. 240 pgs, 357 illus., 181 colour. £11.95  
**Supercar Road Tests.** Sinek. 128 pgs, 132 illus., 20 colour. £7.95  
**World Cars 1984.** 440 pgs, 1100 illus., some colour. £22.50  
**Standard Catalogue Of American Cars 1946-1975.** 736 pgs, 1500 illus. £15.95  
**Complete Book Of Collectible Cars 1940-1980.** Langworth & Robson. 383 pgs, over 1000 illus., 60 colour. £11.95

## RESTORATION

**Osprey Restoration Guides.** Each 128 pgs, 120 ill. Specially designed for the D-I-Y enthusiast. Titles:  
**Car Interiors.** Wallage. £6.95  
**Electrical & Ignition Systems.** Wallage. £6.95  
**Fibreglass Bodywork.** Wilkins. £6.95  
**Paintwork.** Wilkins. £6.95  
**Wooden Body Framing.** Alderwick. £6.95

**Paint & Body Handbook.** Taylor & Hofer. Comprehensive new American book. 144 pgs, over 350 ill. £7.95  
**Car Repair & Maintenance.** Covers all aspects of renovation and repair. 512 pgs, over 1800 ill. £9.95

## COMPETITION MOTORING

**Jim Clark Remembered.** Gauld. Revised edition. 144 pgs, 128 illus. £9.95  
**Second Time Around.** Lauda. An incisive assessment of F1 racing in the wing car and turbo era. 252 pgs, 133 illus., 14 colour. £12.50  
**McLaren: The Grand Prix, CanAm & Indy Cars.** Nye. 270 pgs, 115 illus., 17 colour. £12.95  
**The Power to Win.** Blunsden. The Ford-Cosworth story. 232 pgs, 174 illus., 16 colour. £12.95

**CALLING CUSTOMERS.** Our showroom is open to callers six days a week as detailed below. It is well worth paying us a visit! We have a vast range of books covering all aspects of motoring including the latest titles from publishers around the world and a wide selection of new books at bargain prices. We hope to meet you!

## CONNOISSEUR CARBOOKS

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

Mail order customers, please add £1.70 (overseas customers £3.40) to the total value of your order to cover post-packing. Cheques & POs payable to Connoisseur Carbooks. We also accept mail or telephone orders on Visa, Access, Mastercard, Eurocharge. Our tel. no is 01 994 6783 (Ansaphone outside business hours). Your books will be packed with care and despatched promptly. Calling customers. Come & browse anytime from 9.00 to 5.30 Monday to Friday. Saturday opening 10.00 to 4.00.

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

# AIRTRACK SERVICES LTD.

THE MOTOR RACING — FLIGHT ONLY TRAVEL COMPANY

WOULD YOU BUY YOUR NEW FERRARI FROM YOUR LOCAL CAR SPARES SHOP? GO TO THE SPECIALIST — GO AIRTRACK

We provide an air travel service to many individuals and companies in the motor racing industry, Formula One teams, Endurance race teams, sponsors and of course many many enthusiasts. Our clients return year after year — they know how good we are — **WHY NOT JOIN THEM?**

Again this year we have produced some new ways of going to a motor race. We don't sit back with our success — we innovate and offer you flexibility, tremendous cost savings, quality and **SERVICE.**

Our prices are very competitive. There are many ways of reducing the cost of a holiday — we all know the cost of hotels vary tremendously — and so do their facilities and their location. Read our brochure carefully — all our hotels are named so that you can check them for yourself.

**SEND FOR YOUR BROCHURE TODAY**

**DAYTONA 24 HOURS & DAYTONA 500, Feb 2/3**

Escape the winter gloom — visit Florida — the sunshine State. We are using the Sheraton World hotel next door to Disney World and Epcot. Prices from £444 for 7 nights.

**OUR PROGRAMME FOR F1 THIS YEAR INCLUDES**

**PORTUGUESE** April 21 Fly & Drive  
**SAN MARINO** May 5 Fly & Drive  
**MONACO** May 19 Special Charter (Friday to Sunday)  
**SPA** June 2 Special Charter (Saturday to Sunday)  
**BRITISH** July 21 Helicopter Shuttle

**AND MANY MANY MORE . . .**

**OUR PROGRAMME FOR ENDURANCE RACING THIS YEAR INCLUDES**

**LE MANS 24 HOURS** June 15/16 Special Charter  
**HOCKENHEIM 1000 km** July 14 Special Charter

**AND MANY MORE**

**OUR PROGRAMME FOR THE NEW F3000 RACES THIS YEAR INCLUDES**

**PAU** May 27 Special Charter

**AND MANY MORE . . .**

**TAKE ADVANTAGE OF A FRESH APPROACH TO MOTOR RACING TRAVEL — SEND FOR YOUR BROCHURE — NOW**

Phone (0895) 54088 or complete the coupon below.

NAME .....

ADDRESS .....

Airtrack Services Ltd, 11 Clayton Way, Cowley, Uxbridge, UB8 3AL

ATOL 1592

# Lotus Norfolk

## 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

R. S. V. P.

**NEW ESPRIT III \* £299    TURBO \* £399    EXCEL III \* £299**

SPECIAL MONTHLY PURCHASE PAYMENTS AVAILABLE TO BUSINESS USERS\*

NEW LOTUS			
ESPRIT TURBO, red, hide, s. roof, BBS	.....	*£399	LIST
ESPRIT TURBO, white, hide, s. roof, colour coded	.....	*£399	LIST
EXCEL II, white, red, hide, pas, radio, alloys	.....	*£299	LIST
EXCEL II, red, hide, pas, radio, alloys	.....	*£299	LIST
ESPRIT III, black, hide, BBS, JPS special	.....	*£299	LIST
ESPRIT III, red hide, BBS, ACU, s. roof	.....	*£299	LIST
USED LOTUS			
1984 B ESPRIT TURBO, red, hide, s. roof 2000m	.....	*£399	£18,950
1984 A ESPRIT TURBO, red, hide, BBS, 6,000m	.....	*£399	£17,950
1984 A ESPRIT TURBO, white, hide, BBS, 9,000m	.....	*£399	£17,950
1983 Y ESPRIT TURBO, gold, hide, BBS, 6,000m	.....	*£390	£15,950
1983 Y ESPRIT TURBO (Srs), red, hide, BBS, 17,000m	.....	*£390	£15,950
1983 X ESPRIT TURBO (Srs), black, hide, air, 11,000m	.....	*£375	£14,950
1982 X ESPRIT TURBO (Srs), silver, velour, BBS, 8,000m	.....	*£365	£14,750
1981 X ESPRIT TURBO, gold, hide, BBS, 23,000m	.....	*£350	£13,950
1984 A ESPRIT III, blue, hide, BBS, 5,000m	.....	*£365	£14,950
1983 A ESPRIT III, red, hide, BBS, 17,000m	.....	*£350	£13,950
1982 Y ESPRIT III, ice green, BBS, 11,000m	.....	*£320	£12,950
1982 Y ESPRIT III, ice blue, hide, BBS, 19,000m	.....	*£320	£12,950
1982 X ESPRIT III, copper, hide, BBS, 15,000m	.....	*£300	£11,950
1982 X ESPRIT III, red, hide, BBS, 26,000m	.....	*£300	£11,950
1982 X ESPRIT III, blue, hide, BBS, 25,000m	.....	*£300	£11,450
1981 X ESPRIT, copper, hide, speedline, 36,000m	.....	*£250	£9,950
1984 B EXCEL II, red, hide, pas, 8 spoke, 3,000m	.....	*£390	£14,950
1984 A EXCELL II, gold, hide, pas, 8 spoke, 5,500m	.....	*£350	£13,950
1984 A EXCELL II, Essex, hide, pas, 8 spoke, 9,900m	.....	*£340	£13,450
1984 A EXCEL II, gold, hide, pas, 9,000m	.....	*£325	£12,750
1983 Y EXCEL I, white, hide, pas, air, 17,000m	.....	*£310	£11,950
1983 Y EXCEL I, white, hide, pas, r. cassette, 45,000m	.....	*£230	£8,950
1982 Y ELITE 2.2 RIVIERA, blue, hide, pas, air, 16,000m	.....	*£290	£10,950
1982 Y ELITE 2.2 RIVIERA, black, hide, pas, air, s. roof	.....	*£258	£9,950
1983 Y ELITE 2.2 yellow, cloth, pas, 16,000m	.....	*£250	£9,450
1981 X ECLAT 2+2, gold, hide, pas, air, 23,000m	.....	*£230	£8,950
OTHER USED CARS			
1982 X PORSCHE, auto, blue, s. roof, 32,000m	.....	*£399	£16,950
1983 A DATSUN 280ZX Targa, 2+2, 5 speed, 15,000m	.....	*£230	£8,950
1984 A DATSUN 280ZX Targa, 2+2, auto, 9,000m	.....	*£230	£8,950
1983 A TOYOTA SUPRA 2.8i, Sport, 5 speed, s. roof, air	.....	*£205	£7,995
1983 A AUDI 2.2 inj. coupe, s. roof, 5 speed	.....	*£205	£7,995
1982 X AUDI 2.0 inj. Coupe, auto, e/w, s. roof	.....	*£155	£5,950
1984 A FORD SIERRA XR4i, white, s. roof, 5,400m	.....	*£205	£7,995
1984 A FORD SIERRA XR4i, silver, tinys 9,000m	.....	*£190	£6,950
1984 A FORD SIERRA XR4i, black, s. roof, pas	.....	*£200	£7,750
1982 Y FORD CAPRI 2.8i, black, s. roof, 29,000m	.....	*£140	£5,250
1983 A FORD CAPRI 2.8i, red, s. roof, 9,000m	.....	*£170	£6,750
1982 Y TRIUMPH TR7, white, s. roof, 14,000m	.....	*£110	£4,350
1982 X TRIUMPH TR7, gold, s. roof, alloys, 10,000m	.....	*£100	£3,950
1982 Y FIAT X19, red, 17,000m	.....	*£120	£4,450

**Norfolk Motor Company**

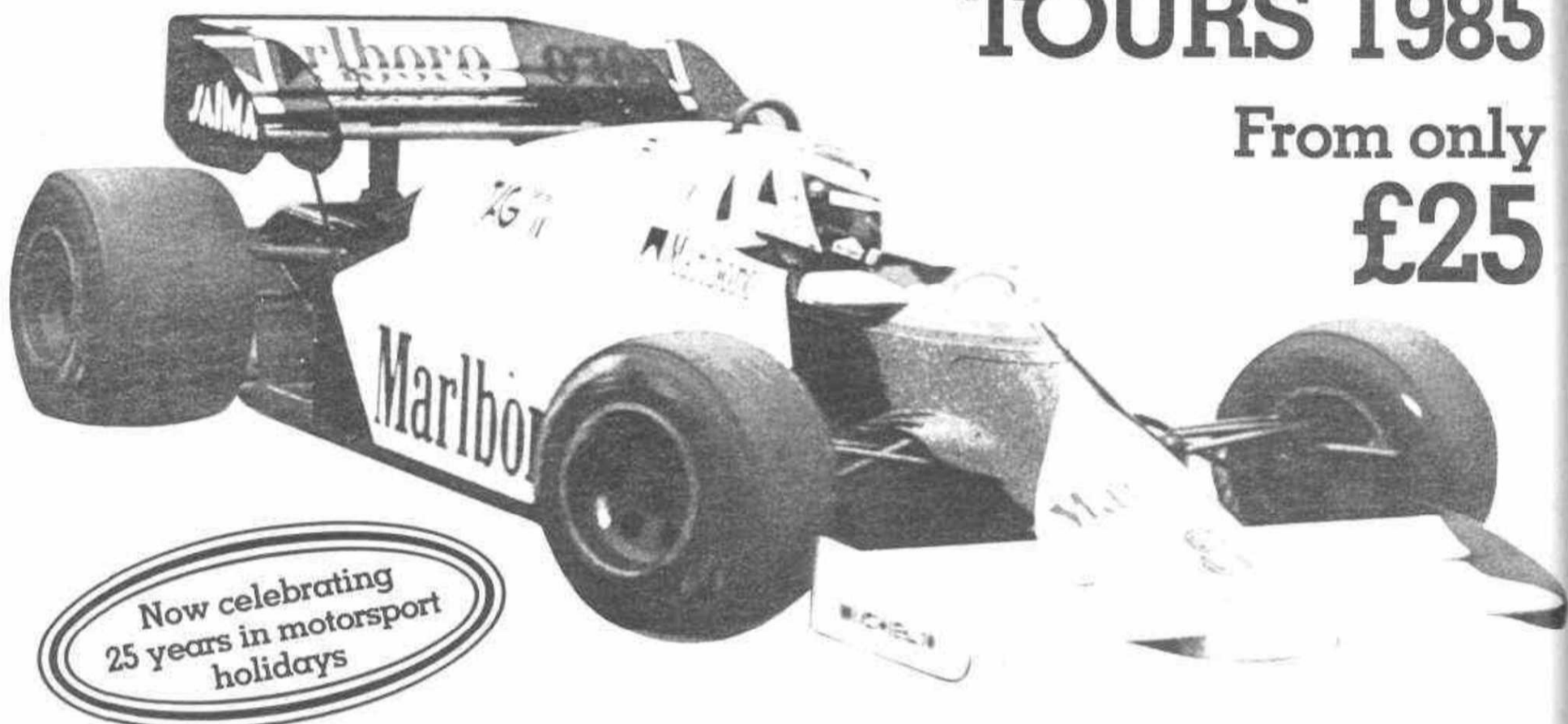
242/254 SPROWSTON ROAD NORWICH (0603) 407766



# PAGE & MOY LTD

# INTERNATIONAL MOTOR RACING TOURS 1985

From only  
**£25**



Now celebrating  
25 years in motorsport  
holidays

## SEND FOR YOUR BROCHURE NOW!

The most comprehensive  
Motor Racing Holiday Brochure is

### NOW AVAILABLE

featuring holidays to all the  
Formula One Grands Prix AND

The DAYTONA 500

The LE MANS 24 HOURS

The DUTCH TT Motorcycle Grand Prix  
PLUS

European Touring Car and  
World Endurance Championship races

Since 1961, Page & Moy Ltd have been  
organising visits to foreign motor races. In  
25 years, we feel we have learnt what you  
want most from a motor racing holiday

- ★ The best service
- ★ VERY competitive prices
- ★ The widest possible choice of itinerary in  
terms of price and time
- ★ Peace of mind in the knowledge that  
you'll be travelling with the world's longest  
established motor racing Travel Company  
which is a member of ABTA and  
IATA approved.

You'll find all this in our 1985 brochure.

Travel with the EXPERTS — SEND FOR YOUR BROCHURE NOW  
Ring Leicester (0533) 559855 (24 hours) or fill in the pre-paid coupon opposite



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

**DAYTONA 500**  
17 February  
Florida sunshine holidays  
from just **£459**

**BRAZILIAN GRAND PRIX**  
Rio de Janeiro—7 April  
5 nights from just **£699**  
**NEW BRAZIL/ PORTUGAL HOLIDAY**  
—two races one holiday  
—20 nights from an incredible **£1,189**

**PORTUGUESE GRAND PRIX**  
Estoril—21 April  
3 holidays from just **£169**

**SAN MARINO GRAND PRIX**  
Imola—5 May  
2 holidays from just **£89**

**BELGIAN GRAND PRIX**  
Spa—2 June  
6 holidays from only **£25**

**MONACO GRAND PRIX**  
19 May  
Tickets, flights, hotels—the only way to see Motor Racing's Blue Riband event is the Page & Moy way.  
Many advance registrations have already been taken so don't delay your booking.  
You can travel by coach, train or plane and stay in Nice or Monaco itself.  
Choose between over 15 different holidays ranging from just **£69** to **£1,735**.  
Make a provisional reservation NOW by ringing Sue on **LEICESTER (0533) 552521**.  
\*In common with most people, we believe the Monaco Grand Prix will take place—so we advise you to book early in order not to get left on the grid!

**CANADIAN & DETROIT GRANDS PRIX**  
16 & 23 June  
3 holidays from just **£549**

**LE MANS 24 HOURS**  
15/16 June  
Our 25th visit to this historic race  
Travel with fellow fans on your own chartered train and ship from just **£39.50** (excluding port taxes)

**FRENCH GRAND PRIX**  
Paul Ricard—7 July  
4 tours on the Mediterranean from just **£59**  
PLUS our new 'Day Flight' from **£159**

**GERMAN GRAND PRIX**  
Nurburgring—4 August  
5 tours to the new 'Ring' from just **£32**  
PLUS a fabulous new Wine Holiday

**AUSTRIAN GRAND PRIX**  
Zeltweg—18 August  
5 holidays (including our exclusive charter to GRAZ) from just **£84**

**AUSTRIAN/DUTCH Holiday**  
from **£259**

**DUTCH GRAND PRIX**  
Zandvoort—25 August  
Bank Holiday weekend  
7 tours from **£26**

**ITALIAN GRAND PRIX**  
Monza—8 September  
4 holidays from just **£83**

**SOUTH AFRICAN GRAND PRIX**  
Kyalami—26 October  
2 fabulous winter sunshine holidays from **£699**

PLUS the Australian Grand Prix (Adelaide—13 October) ETC at Zolder and WEC at Spa.

**POST THIS COUPON TODAY OR TELEPHONE 0533 559855**

Please send me your FREE 85 Motor Racing Brochure

NO CAPITALS PLEASE

Name \_\_\_\_\_  
Address \_\_\_\_\_  
Postcode \_\_\_\_\_  
Tel 133 BC \_\_\_\_\_ 815/HM9196

Postage will be paid by licensee

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

BR Licence No. LE1039

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



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

# ACHIEVE YOUR DRIVING AMBITION



Audi Quattro

For those who desire the ultimate driving experience there can only be one car. The Audi Quattro. 200bhp from the amazing 2144cc, 5 cylinder engine and full 4WD, delivered to the extra wide wheels, brings you the kind of handling and top speed (137mph) previously only experienced by the world's top rally drivers. Phone the number below for a test drive and achieve your driving ambition.

  
**Dovercourt**  
St. John's Wood

30-34 St. John's Wood Road, London NW8. Telephone: 01-286 8000

## KENTISH SAAB

offers for sale high specification demonstration models

### JANUARY TOP SELECTION

1984 (A) 900 Intercooled Turbo four door manual. Finished in cirrus white with white minilite wheels and Pirelli P7 tyres.

1984 (B) 900i four door manual with Special Equipment Pack. Fitted with alloy wheels and finished in jet black.

1983 (A) 900 Turbo four door automatic. Finished in pine green with fawn interior.

Call Simon Ward for immediate personal attention on 0732 883044

# SAAB

STATION APPROACH, BOROUGH GREEN  
SEVENDAKS, KENT TN15 8AD  
Telephone: Borough Green 883044 STD 0732

THE AIRCRAFT COMPANY

NOTHING ON EARTH COMES CLOSE.

# Lotus

IN LONDON  
MEANS 

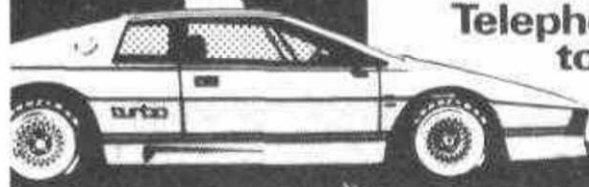
**MANN**   
**EGERTON**

The City's Sole Distributors  
and Lotus Parts Specialists

14 Berkeley Street London W1X  
5AD Tel: 01499 8342 (Sales)

York Way, King's Cross London  
N19AG Tel: 01 837 7772 (Parts)

Telephone 01 499 8342  
to arrange a  
**TEST-DRIVE**



## Malmesbury Specialist Cars

England's Oldest Borough



SALES - SERVICE - PARTS

**NEW 1984 LOTUS**  
**LOTUS ESPRIT TURBO**, Calypso red, matching mirrors, half leather, stereo radio / cassette.  
**LOTUS ESPRIT '3'**, Black, half gold leather, gold centred BBS wheels, stereo radio / cassette.  
**1985 MODEL LOTUS EXCEL**, Glacier blue met, 1/2 leather, pas, stereo radio / cassette.

THE ABOVE VEHICLES ARE AVAILABLE FOR IMMEDIATE DELIVERY

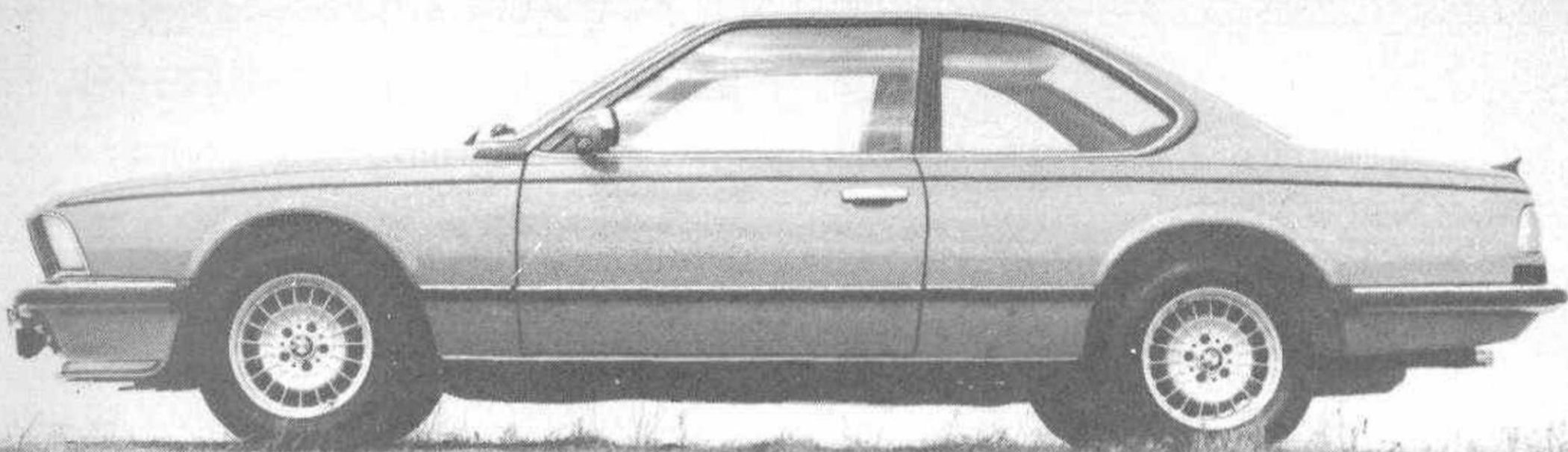
**USED LOTUS**  
**1984 LOTUS ESPRIT TURBO**, Ice blue, ACU, stereo, one owner. . . . . £18,650  
**Nov. 82 LOTUS ESPRIT III**, Met silver, BBS wheels, sunroof, stereo. . . . . £11,900  
**1984 LOTUS EXCEL**, White, 1/2 blue leather, PAS, 8 spoke wheels and stereo, 2,000 miles only. . . . . £15,295

IN THE WEST COUNTRY:  

# Lotus

Crudwell Road,  
Malmesbury, Wilts  
Only 10 mins Junction 17 M4

contact **Andrew Ings**  
Tel: (066 62) 2309/4329



# Looking for something special in a used BMW?

You'll find that it's not that easy just to go to any dealership and drive away with the model you want. That's where LJK can help.

Apart from our constant flow of new BMW's, our stock list of used BMW's is so impressive that it would be impossible to publish our full range—it would be out of date within a week!

Many of the cars we sell are cars that we have cared for in the past, so we know their history.

When you buy a car from LJK you buy more than just the car. You also buy a team of professionals who will keep you well

informed and your car well looked after. And we have ways of personalising your car. No matter how unique your motoring requirements may be, we can usually help you. We will even find you an M1, if that's what you've set your heart on.

Of course some of you renegades may not be looking for a BMW. A Porsche, Ferrari, or Mercedes perhaps? We get quite a few of those as well, and we give them the same thorough 25 point check and the one year's warranty we give to all our used BMW's before we sell them to anyone.

**Post this and we'll keep you posted.**



**LJK where integrity still counts**

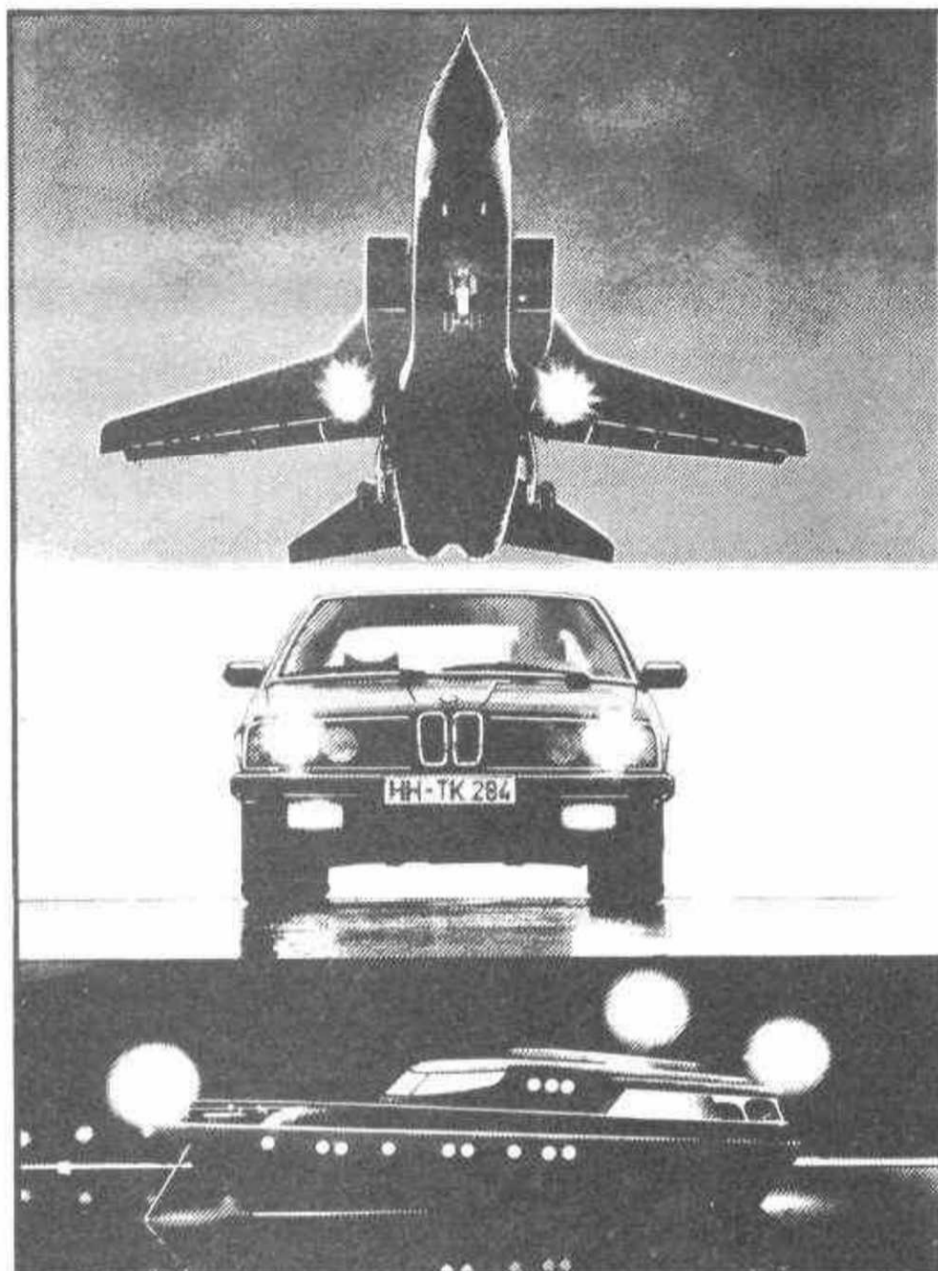
LJK Garages Ltd., Forest Road, Hainault, Ilford, Essex IG6 3HZ. Telephone: 01-500 1090

I would like to know more about your range of quality new and used cars.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE No. \_\_\_\_\_



## Hella lighting where it matters

Wherever lighting really counts, you'll find Hella. Specialist vehicle, marine, aircraft and rallying lights designed to perform under the toughest conditions in the world. And the range of Hella lights for the motorist are made to the same stringent specifications. Whether you're on land, sea or air, Hella shows the way.

Hella Limited, Daventry Road Industrial Estate, Banbury, Oxfordshire OX16 7JU. Tel: (0295) 56381  
 Hella Ireland Limited, Newtown Industrial Estate, Coolock, Dublin 5, Ireland. Tel: 473311



**Ideas today for the cars of tomorrow**

# Rardies

THE SPORTS CAR SPECIALISTS OF THE MIDLANDS

DEAL WITH THE UNITED KINGDOM'S NUMBER 1 LOTUS DEALER FOR EVERYTHING LOTUS



AVAILABLE FOR IMMEDIATE DELIVERY



**NEW ESPRIT TURBO.** Jupiter red met., full gold leather air cond., sunroof.

**NEW ESPRIT TURBO.** Essex blue, full gold leather, air cond., sunroof.

**NEW ESPRIT TURBO.** Green met., 1/2 gold leather, air cond., sunroof.

Lease purchase from £268 per month. Definitely the lowest rates in the country **Guaranteed**, or try our **Interest free scheme** (business users only)

**SCIMITAR GTE.** For immediate delivery in ice blue, black cloth int, e / windows, Wolfrace wheels.

**PREVIOUSLY OWNED 1982 LANCIA MONTE CARLO CONVERTIBLE.** Red, matching trim, one lady owner, 24,000 miles. **£6,295**

**1983 (A) LOTUS ESPRIT S3.** Ice blue, half silver, sunroof, 8,000 miles. **£14,995**

**1982 MAZDA RX7.** Metallic red, many extras. **£6,995**

**1983 LOTUS EXCEL.** Blue, 1/2 blue leather, pas, alloys, 8,700 miles. **£13,750**

**1980 LOTUS ELITE.** Black, black cloth interior, many extras. **£6,995**

**1981 (X) VW GOLF CONVERTIBLE.** In blue, white hood, full Zender conversion, one owner, 20,000 miles. **£4,995**

**1979 LOTUS ESPRIT SII.** Silver, black velour interior, sunroof, tidy car. **£8,295**

**1983 XR4i.** Red, sunroof, executive pack, onboard computer, pas, 22,000 miles, one owner. **£7,295**

**OPPORTUNITY: ONE ONLY ESPRIT S3.** '84 spec., old price, Essex blue met., 1/2 silver grey leather. **£15,995**

**1984 LOTUS ESPRIT 3.** B-Reg., silver 1/2 silver grey leather, 4,000 miles, one owner. **£15,995**



**SUZUKI**

**SJ 410 4X4**  
 From £3,915 + VAT  
 or lease purchase  
 from £90.00 per month.  
**Buy a Rhino NOW! !**



**SCIMITAR GTE or GTC**

From £11,990  
 or lease purchase  
 from £233.81 per month



BUY BRITISH  
 BUY SCIMITAR



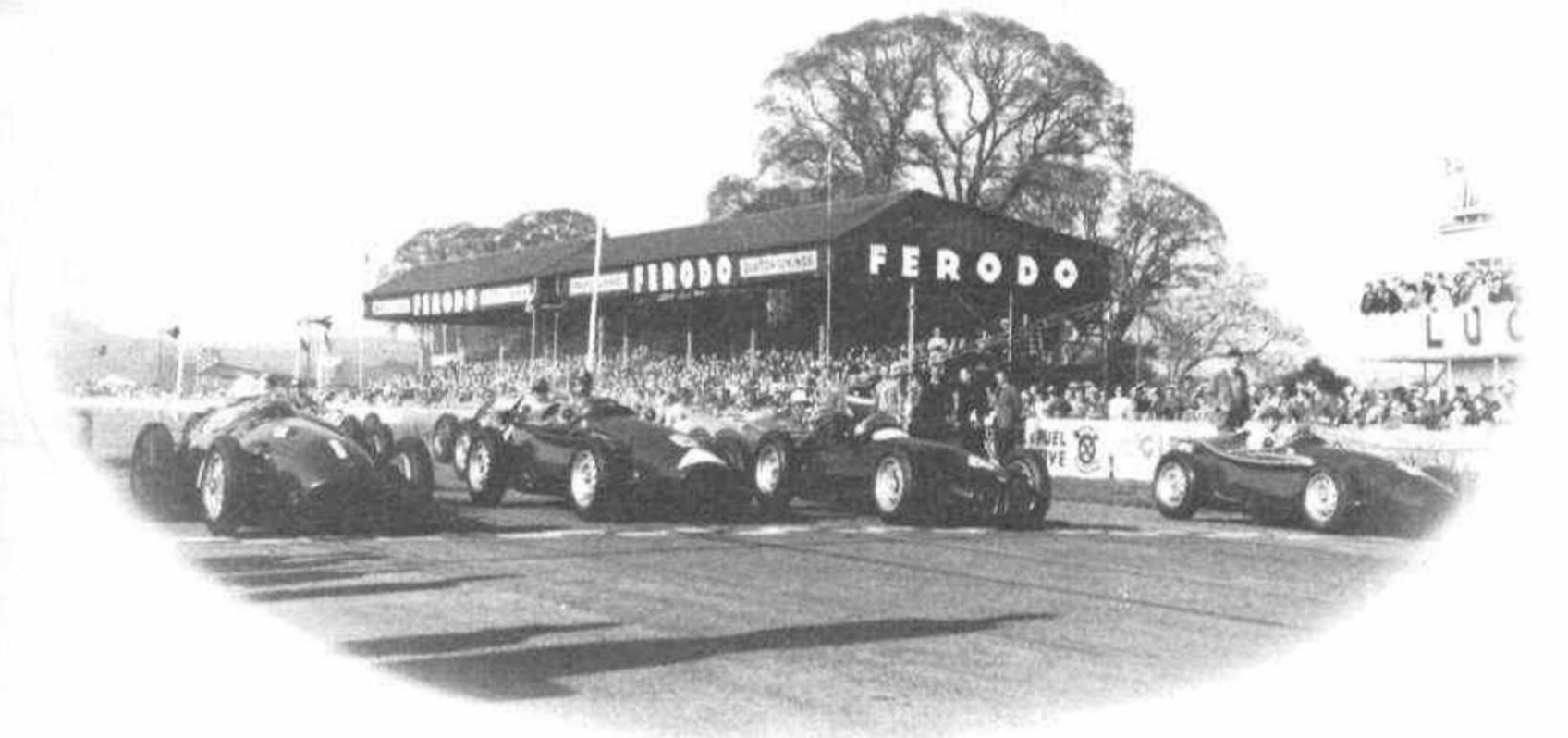
**PARTS HOTLINE 0782 48361**

LARGEST SELECTION OF PARTS IN THE U.K. AIR FREIGHT PARTS WORLDWIDE. ACCESS. VISA. DRIVERS. ALL STAR. MAA FULL COD SERVICE

**CAMPBELL ROAD, STOKE-ON-TRENT**

**(0782) 410519/47623/45691** 1 1/2 miles off M6 June 15

1985 COLLECTION



More value, more quality, more interest. A love of the sport with a determination to provide the very best travel service.

For 1985 we offer you our most comprehensive selection of tours and holidays including:

- "GOODWOOD V.I.P. CLUB" EXCLUSIVE CONCORDE FLIGHTS TO MONACO, LE MANS AND MONZA
- THE ORIENT EXPRESS TO THE ITALIAN GRAND PRIX COMBINED WITH CHARTER OR CONCORDE FLIGHT
- "GOODWOOD V.I.P. CLUB" EXECUTIVE AIRCRAFT DIRECT TO THE TRACKSIDE AIRPORT AT LE MANS
- THE EXCLUSIVE GOODWOOD-MONACO EXPRESS TRAIN WITH LOUNGE BAR AND NIGHT CLUB
- DAY FLIGHTS TO MONACO, BELGIUM, GERMANY, AUSTRIA AND HOLLAND
- VISITS TO THE SCHLUMPF AND PORSCHE MUSEUMS, AND THE FERRARI FACTORY
- WINE TASTINGS IN CHAMPAGNE AND BURGUNDY
- MINI-CRUISES ON THE LUXURY SHIPS OF OLAU-LINE — THE FINEST WAY TO CROSS THE CHANNEL
- MOTOR SPORT HOLIDAYS OF ONE WEEK OR MORE TO THE PORTUGUESE, MONACO, AUSTRIAN, DUTCH AND ITALIAN GRANDS PRIX
- LONG WEEKENDS WITH SCHEDULED FLIGHTS BY BRITISH AIRWAYS
- "PETIT PRIX" BUDGET TOURS
- RACE TICKET SERVICE WITH A WIDE SELECTION FROM BASIC ADMISSION TO THE BEST GRANDSTANDS

We have a total of 58 tours covering the following events:

- PORTUGUESE GRAND PRIX — Estoril — April 21
- SAN MARINO GRAND PRIX — Imola — May 5
- MONACO GRAND PRIX — Monte Carlo — May 19
- BELGIAN GRAND PRIX — Spa — June 2
- LE MANS 24 HOURS — June 15/16
- FRENCH GRAND PRIX — Paul Ricard — July 7
- GERMAN GRAND PRIX — Nurburgring — August 4
- AUSTRIAN GRAND PRIX — Osterreichring — August 5
- DUTCH GRAND PRIX — Zandvoort — August 25
- ITALIAN GRAND PRIX — Monza — September 8
- PRES 24 HOURS RALLY — June 28-30

**YOUR BROCHURE**

To obtain your personal copy of the 36-page Goodwood Travel 1985 brochure, please telephone us on Canterbury (0227) 65967 or send the coupon below to:

**GOODWOOD TRAVEL LTD.**

St. James House, Castle Street, Canterbury, Kent CT1 2QZ

Please forward me my copy of the Goodwood Travel 1985 brochure.

Name .....

Address .....

ATOL 1569 ABTA 33080 MS1/85

**Alfa Romeo**

Main Dealers since 1976. One of the largest dealers



**MAZDA**

Main Dealers since 1971. Fully trained Rotary mechanics.



**TVR**

Main Dealers since 1968.



We have a good range of new vehicles in stock for free delivery anywhere in the U.K., with very attractive discounts, or low, or no, deposit finance. Part exchange welcome. We also buy late performance and early classic vehicles for cash.

**Lotus**  
HANDPICKED DEALER

**PARTS AND SERVICE**  
We carry a full range of TVR, Mazda, Alfa Romeo and Lotus parts, and have facilities for full mechanical re-build and body restoration. For service ask for Alan on (0376) 24140. Lotus, Alfa and TVR parts Kevin or Andy on (0376) 24140 and Mazda parts Teresa on (0376) 42159. COD parts service available.

## 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		35 Monthly	Deposit
Fiat UNO 45	£90.00	£90.00	TVR Tasmin 2.8 Conv	£319.00	£319.00
MG Metro	£134.00	£134.00	Lotus Eclat Excel	£405.00	£405.00
Alfa Romeo 33	£130.00	£130.00	Vauxhall Astra GTE (1985)	£172.00	£172.00
Opel Manta GT	£154.00	£154.00	Ford Sierra XR4	£229.00	£229.00
Escort XR3i	£169.00	£169.00	Alfa GTV 2.0	£208.00	£208.00
Mazda RX7	£250.00	£250.00	Lotus Esprit S3	£399.00	£399.00

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

# BRIDGE MOTORS (BOCKING) LTD

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

Announcing the first two of an exciting new **RALLY TEAM GUIDE** series

### AUDI and OPEL

These new Rally team Guides follow the same format as our Grand Prix Team Guides and concentrate on individual teams and examine the cars, personnel and rallying record of that team. Each has 28 large pages, including 12 in colour, and between them feature almost 70 glorious colour photographs taken by Reinhard Klein and Martin Holmes.



Please send me AUDI / OPEL\* at £2.50 each plus 50p p&p all orders. I enclose cheque/PD for £ \_\_\_\_\_ payable to Kimberley's (overseas add 20%).

We also accept Diners Club

Name \_\_\_\_\_ Address \_\_\_\_\_

Send to KIMBERLEY'S, Dept MS (R1), FREEPOST, 19 Heath View, London N2 0BR.

(No stamp needed if posted in the UK)

\*delete as appropriate

## Nick Faure

TEL. (04868) 23685



### PORSCHE

930 3.3 Turbo '79 Personal plate, 40,000 miles, silver, blue leather interior	£16,995
911SC Sport Coupe '82(Y) Guards red, black Pasha interior, 17,000 miles, PDM	£19,450
911SC Sport Coupe '80(V) Guards red, black cloth interior, PDM	£14,450
911SC Sport Coupe '79(V) Light met. blue, air cond.	£13,450
911SC Sport Coupe '79(T) Minerva blue, tan p/s interior	£12,995
911SC Sport Targa '79(T) Light met. blue, colour coded wheels	£13,450
911SC Sport Targa '78 model White, black partial leather	£11,450
911SC Coupe '81 model Chiffon white, brown p/s interior	£13,995
911SC Targa '80(V) Olive green, fitted Sport spoiler	£13,995
911SC Targa '81(W) Pewter, brown Berber interior	£14,500
911 Carrera Targa '77 Ruby red, one owner, '84 Carrera wheels	£10,950
911E Targa '73 Oxford blue, fitted rear spoiler	£5,750
928S manual '80(V) Moss green, e-seats, PDM	£15,995
928S manual '80(V) Guards red, e/roof and seats, black leather interior	£13,950
928 auto '81(W) Chiffon white, brown Berber interior, 21,000 miles	£15,450
944 manual '82(Y) Sable brown, brown Pasha interior, sunroof, PDM, 11,000 miles	£14,950
944 manual '84(A) Black, black cloth interior, PDM, 7,600 miles	£16,450

32 OCKFORD ROAD, GODALMING, SURREY.

# YOUR FIRST CHOICE FOR ALL CHRISTMAS MOTORING BOOKS

## LATEST AND FORTHCOMING TITLES



**Latest Collectors Guides**  
The Rolls-Royce & Bentley — Vol. 1  
Std. Prod models 1945-65 £9.95

**The Rolls-Royce & Bentley** — Vol. 2. Coachbuilt models 1945-85. £9.95  
**Jim Clark — Remembered** — G. Gauld (2nd Edition) £9.95  
**The XS Series Jaguar** £9.95  
**Mini — Guide to Purchase and DIY Restoration** £9.95  
**The Hot Seat** 5. Fellows £7.95  
**Automobile Year 32** £19.95  
**Autocourse 1984-85** £15.95  
**Autocourse 1984-85** £14.95  
**Supercar Road Tests** J. Sihak £7.95  
**Porsche Carrera 6-956** 192 pages in art paper, 48 pages in colour, 240 illustrations £19.95  
**Tuning BL's A-Series Engine** David Vizard £14.95

**NEW FROM BROOKLANDS BOOKS**  
Triumph TR6 Collection No. 1 £4.50  
Triumph Stag Collection No. 1 £4.50  
High Performance Escorts Mk.I 1966-70 £5.95  
High Performance Escorts Mk.II 1975-80 £5.95  
Alfa Romeo Giulia Coupé's 1963-76 £5.95  
Road & Track on Pontiac 1960-63 £5.95  
Motor & Thoroughbred & Classic Cars on Lotus 1979-83 £5.95  
Motor & Thoroughbred & Classic Cars on Ferrari 1966-76 £5.95  
Motor & Thoroughbred & Classic Cars on Ferrari 1976-84 £5.95  
Motor & Thoroughbred & Classic Cars on Morris Minor 1948-83 £5.95  
Austin Healey 100-4 Ser. BN 1 & 2 service manual (original Austin part number 97H997D) £16.00

Lancia "Autocar" Road Tests £12.50  
Lancia, The Shield & The Flag £12.50  
Lancia Frostick £10.00  
Flavia & 2000 Road Tests £4.50  
Lancia — Complete Catalogue £79.50

**LOTUS**  
Lotus Elan & 2 - 2 Autohistory £7.95  
Lotus Esprit Autohistory £7.95  
Elan and Europa Collector's Guide £7.95  
Story of Lotus 47-50 £8.95  
Story of Lotus 51-71 £10.95  
Lotus Elite - Elan Europa Halvey £14.95  
Lotus - The Complete Story £5.95  
Legend of the Lotus Seven - Ortenburger £11.95  
Lotus-Elan Super Profile £4.95  
Europa 1966-74 Road Tests £4.50  
Lotus 7 1957-82 Road Tests £4.50  
Esprit 1975-81 Road Tests £5.95  
Elite and Elan 1974-81 Road Tests £5.95  
Lotus 7 Super Profile £4.95  
Lotus 1972-83 Road & Track £5.95  
Lotus Cortina 1963-70 Road Tests £5.95  
Lotus Elan Col. 1 1962-74 Road Tests £4.50  
Lotus Elan Col. 2 1963-72 Road Tests £4.50  
Lotus Elite 1957-64 Road Tests £5.95  
Lotus Europa 1966-75 Road Tests £5.95  
Lotus Seven 1957-80 Road Tests £5.95

**PONTIAC**  
Firebird — R. Carlyon £7.95  
75 Years of Pontiac — Crestine £22.50  
Firebird, America's Premier Performance Car £22.95  
Pontiac Firebird 1967-73 Road Tests £5.95  
Pontiac GTO 1964-70 Road Tests £5.95

**PORSCHE**  
Porsche: The Complete Story £5.95  
Porsche Past and Present D. Jenkinson £10.95  
Porsche: The Excellence Was Expected £35.00  
Porsche 911 Carrera Super Profile £4.95  
Porsche 924, 928, 944 New Generation £10.95  
Project 928 £25.00  
Porsche 911, Collector's Guide £7.95  
The Porsche Book, Definitive History 2nd ed. £22.50  
Porsche 911, Story, 3rd ed. £12.95  
Porsche 356, Autohistory £7.95  
Porsches for the Road £19.95  
Porsche Double World Champions £9.50  
Porsche Racing Cars of the 70s £9.95  
Porsche A Tradition of Greatness £9.95  
Porsche 911 Turbo Autohistory £7.95  
Great Marques — Porsche £3.95  
Illustrated Porsche Buyers Guide £8.95  
Porsche Clausager £19.95  
Porsche At Le Mans — Pasqua £18.95

## A SELECTION OF MARQUE HISTORIES & ROAD TESTS

**ABARTH**  
Abarth Cars — An Enthusiast's Guide P. Braden £14.95

**AC & COBRA**  
AC and Cobra, McLeffen £14.50  
Carroll Shelby's Racing Cobra £9.95  
AC Cobra 1962-69 Road Tests £5.95  
Cobras and Replicas 1962-83 Road Tests £5.95  
AC Ford/Shelby Cobra Super Profile £4.95  
AC Aceca 1953-83 Road Tests £5.95  
Cobra — Legend £34.95  
AC (Shelby) Cobra — Auto History £7.95

**ALFA-ROMEO**  
Alfa Romeo Spiders, Owen £7.95  
Viva Alfa Romeo, Owen £9.50  
Monoposto/Tip A Fun £14.95  
Alfa Romeo 1910-82 complete catalogue £79.00  
Illustrated Alfa Romeo Buyers Guide £8.95

**ALVIS**  
Alvis Story of the Red Triangle £12.95

**ASTON MARTIN**  
Aston Martin & Lagonda vol. 1 — The 6 cyl. cars collectors guide £8.95  
Aston Martin and Lagonda, Halvey £17.95  
Racing with the David Brown Aston Martins Vol. 1, Wyer £16.95  
Racing with the David Brown Aston Martins Vol. 2, Wyer £16.95  
Aston Martin 1962-64 Road & Track £5.95  
Aston Martin & Lagonda — Frostick £10.00

**AUDI**  
Audi Quattro — High Performance Series £8.95  
Audi Quattro — The development & competition history — J. Wadon £14.95  
Audi Quattro — Rally library series £4.95

**AUSTIN HEALEY & HEALEY**  
Illustrated Austin Healey Buyers Guide £8.95  
MG & AH Spridgets £14.95  
Sprites and Midgets Collectors Guide £7.95  
Big Healeys Collector's Guide £7.95  
Healey the Handsome Brute £14.95  
Austin Healey 100 1952-59 Road Tests £5.95  
Austin Healey 3000 1959-67 £5.95  
Austin Healey Sprite 1958-71 £5.95  
Austin Healey 100 and 3000 1962-68 £4.50  
Healey Autocar Road Tests £9.95  
Austin Healey Froggye Sprite Super Profile £4.95  
Jensen Healey 1972-76 Road Tests £5.95  
Road & Track on Austin Healey 1953-70 £5.95  
Austin Healey Froggye Sprite Collection Road Tests £4.50

**BENTLEY**  
Bentley, Past and Present £12.95  
Bentley, 50 years of the Marque Green £14.50  
Illustrated R-R & Bentley Buyers Guide £8.95

**BMW**  
BMW Cars Road & Track 1975-78 £5.95  
BMW Cars Road & Track 1979-83 £5.95  
Unbeatable BMW Racing History 1959-79 £9.95  
BMW The Complete Story from 1928 £17.50  
Great Marques — BMW £3.95  
BMW — 6 cyl. coupes road tests £5.95  
BMW — Bavarian driving machines — con. summer Guide £9.95

**BUGATTI**  
Bugatti, The Dynamics of Mythology Borgeson £9.95  
Bugatti-Conway, Third Edition £9.95  
Bugatti Thoroughbreds from Molsheim £22.50  
Bugatti Conway & Greilsamer £35.00  
The Grand Prix Bugatti (2nd ed.) £19.95  
Bugatti — Great Marques £4.95

**CHEVROLET**  
Corvette 1968-82 R&T Road Tests £5.95  
The Corvettes 1953-84 Collector's Guide £8.95  
Chevrolet Corvette 1968-82 Autohistory £6.95

Corvette Americas only £16.50  
Camaro The Third Generation £11.95  
The Great Camaro £12.95  
Corvette Americas Sports Car — R. Koblenz £8.95  
Corvette Restoration — the state of the art £22.50  
The newest Corvette from A to Z 51 £17.50  
Corvette Buyers Guide £8.95  
Corvette Super Profile £4.95  
Corvette past, present and future £4.95

**CITROEN**  
Citroen SM Autohistory £6.95  
Citroen 2CV 1948-82 Road Tests £5.95  
Trachon Avant 1934-57 Road Tests £5.95

**DATSON**  
Z-Series Collector's Guide £7.95  
Datsun 2402, 2602 1970-77 Road Tests £5.95

**DE TOMASO**  
De Tomaso Automobiles £10.95  
De Tomaso Collection 1 £4.50  
De Tomaso Pantera Autohistory £7.95  
Panteras for the Road £19.95

**ERA**  
ERA The History of English Racing Automobiles Limited £45.00

**FERRARI**  
Complete Guide to the Ferrari 308 Series, Weiss £6.50  
Ferrari 308 and Mondial £7.95  
Ferrari Turbo Thompson £9.95  
Ferrari Daytona £14.95  
Enzo Ferrari, 50 years of Greatness £8.95  
Ferrari Legend, The Road Cars £19.95  
Fiat 12 Ferrari 3-litre Racing History £8.95  
250 GT Super Profile £4.50  
Great Marques — Ferrari £3.95  
Dino, The Little Ferrari, Nye £13.95  
Testa Rossa V12 £14.95  
Road and Track on Ferrari 1975-81 £5.95  
Road and Track on Ferrari 1968-74 £5.95  
Boxer The Fiat 12 Racing GT Cars, Thompson £14.95  
Ferrari 275GTB and GTJ Webb £7.95  
Berlinetta Boxer 365 and 512 £7.95  
Dino 250GT and GTJ Webb, 136 pages £7.95  
Ferrari 1977-1981 Road Tests £5.95  
Ferrari Road & Racing Cars £9.95  
Road Ferrari D'Epoca-Moderna 1981 £19.95  
Ferrari complete catalogue £69.00  
Ferrari Sports Racing & Prototypes, Prunet £19.95  
Road & Track on Ferrari 1950-68 £5.95  
Ferrari 1973-77 Road Tests £5.95  
Ferrari 1969-73 Road Test £5.95  
Ferrari 1966-69 Road Test £5.95  
Ferrari 1962-66 Road Test £5.95  
Ferrari 1946-56 Road Test £5.95  
Ferrari — Tamber & Nye (6th edition) £39.95  
Ferrari 365 GTB 4 Daytona — World Supercars 1 £9.95

**FIAT**  
Fiat Sports Cars 1945-X1 9 £12.95  
Fiat X1 9 Auto History £7.95  
Fiat X1 9 1972-80 Road Tests £5.95  
Road and Track on Fiat Sports Cars 1968-81 £5.95

**FORD**  
Sporting Fords Vol 1 Corvias £7.95  
Sporting Fords Vol 2 Escorts £7.95  
Sporting Fords Vol 3 Capris £8.95  
Escort RS 1968-80 Road Tests £5.95  
Capri, Walton S B £7.95 H B £14.50  
Ford Escort RS Autohistory £7.95  
Ford GT40 Super Profile £4.95  
Lotus Cortina Road Tests £5.95  
The Works-Escorts (2nd edition) — Hobson £12.95  
Ford Competition Cars (New Edition) £12.95  
Mustang Encyclopaedia £9.95  
The Classy Ford V8 £22.50  
The Illustrated History of Ford USA £16.50  
Escort Performance Guide to Models & Tuning D. Foy £6.95  
Cortina 1600E Super Profile £4.95

Concor, Zephyr, Zodiac, The Big 50s, Fords M. Allen £10.95  
Ford 1903-1964 Consumer Guide (US) £9.95  
Ford Popular & The Small Side Valves £10.95  
Illustrated High Performance Mustang Buyers Guide £8.95  
Capri Muscle Cars 1969-83 Road Tests £5.95  
Shelby Mustang Muscle Cars 1965-70 Road Tests £5.95  
Ford Cortina MK 1 Auto History £7.95  
Mustang — R. Carlyon £7.95  
'32 Ford — "The Dance" £11.95

**FRAZER NASH**  
Frazer Nash, Thulby £6.50  
From Chain Drive to Turbocharger — the AFN Story £19.95

**GINETTA**  
Ginetta, The Illustrated History, Rose £9.95

**HISPANO-SUIZA**  
Legendary Hispano-Suiza, Green £10.00

**JAGUAR**  
E-Type Collector's Guide, Skilleter £8.95  
XK's Collector's Guide £7.95  
Classic Jaguar Saloons Collector's Guide £7.95  
Jaguar Saloon Cars, Skilleter £24.00  
Jaguar XK, Halvey £15.00  
Jaguar Sports, Racing and Works Competition Cars to 1953, Whyte £18.95  
Great Marques — Jaguar £4.95  
Jaguar Sports Car, Skilleter £16.95  
Powered by Jaguar, Nye £10.95  
SS90 & 100 Super Profile £4.95  
M2 Saloons Super Profile £4.95  
Jaguar History of a Great British Car, Whyte £9.95  
Jaguar Sports — Autocar £7.95  
Jaguar XJ, Auto History £7.95  
Jaguar D Type & XKSS Super Profile £4.95  
Jaguar D Type & XKSS Autohistory £7.95  
Jaguar Since 1945 £9.95  
Jaguar E-Type Super Profile £4.95  
Genevieve, a Love Story (M&X) £13.95  
Jaguar XJS high performance series £8.95  
Illustrated Jaguar Buyers Guide £8.95  
Jaguar — The Complete Illustrated History — Porter £14.95  
Jaguar Cars 1948-51 Road Tests £4.50  
Jaguar Cars 1957-61 Road Tests £5.95  
Jaguar Cars 1961-64 Road Tests £5.95  
Jaguar Cars 1964-68 Road Tests £5.95  
Jaguar E-Type 1961-66 Road Tests £5.95  
Jaguar E-Type 1966-71 Road Tests £5.95  
Jaguar E-Type 1971-75 Road Tests £5.95  
Jaguar XKE Col. 1, 1961-74 Road Tests £4.50  
Jaguar XJ6 1968-72 Road Tests £5.95  
Jaguar XJ12 1972-80 Road Tests £5.95  
Jaguar XJS 1975-80 Road Tests £5.95  
Road and Track on Jaguar 1968-74 £5.95  
Road and Track on Jaguar 1974-82 £5.95  
The Illustrated Jaguar Buyers Guide £8.95

**JENSEN**  
Jensen Interceptor — Mike Taylor £8.95  
Jensen Cars 1946-67 Road Tests £5.50  
Jensen Cars 1967-79 Road Tests £5.95  
Jensen Interceptor 1966-70 Road Tests £5.95

**LAGONDA**  
The History of the Marque £15.00

**LAMBORGHINI**  
The Lamborghinis — Collector's Guide £8.95  
Lamborghini Borel 2nd edition, 184 pages £25.00  
Lamborghini Cars from Sant'Agata Bolognese, Box and Group £12.95  
Lamborghini Countach, Autohistory £7.95  
History of Lamborghini £10.95  
Lamborghini 1970-75 Road Tests £5.95  
Lamborghini 1964-70 Road Tests £5.95  
Lamborghini Miura £9.95  
Illustrated Lamborghini Buyers Guide £8.95  
Road & Track on Lamborghini 1964-82 £5.95

**LANCIA**  
La Lancia, 70 Years of Excellence, Weerink £19.95

**MASERATI**  
Maserati Bora and Merak, Norbye £7.95  
Maserati Road Cars The Postwar Production Cars 1964-1979 £14.95  
Maserati Sports Racing & GT Cars, 2nd ed. £14.95  
Maserati, Orsin & Zagari £34.50  
Illustrated Maserati Buyers Guide £8.95

**MERCEDES-BENZ**  
Mercedes-Benz V8s, McComb £7.95  
Mercedes-Benz Roadsters, Sefright £7.95  
Magnificent Mercedes, Robson Complete History £14.95  
The Supercharged Mercedes, £10.00  
The Mighty Mercedes — Dalton Watson £10.00  
Mercedes-Benz C111 £11.95  
Mercedes Sports & GT Cars Road Tests £5.50  
Mercedes-Benz The First 100 Years £9.95  
Mercedes-Benz A History, Nake £17.95  
Three Pointed Star — The Story of Mercedes (2nd Edition) D. S. Moncrieff £5.95  
Mercedes-Benz production models, book 1946-83 £17.95  
Mercedes-Benz Grand Prix Racing 1934-55 — Monichouse £29.95

**MG**  
MGB Guide to Purchase & DIY restoration £9.95  
MGB Autohistory £6.95  
MG The Art of Abingdon £15.95  
The Mighty MGs, Twin Cam, G, V8 £12.50  
MG Story, Claibarger £6.95  
MGs Past and Present £9.95  
MGA, MGB, MGC, Collector's Guide £7.95  
MG by McComb (New Edition) £11.95  
The 1-Series MGs, Collector's Guide £8.95  
The Sprites and Midgets, Collector's Guide £7.95  
MGB Super Profile £4.95  
The Mapp of MG £10.00  
The A, B and C, Halvey £14.95  
The Immortal T-Series £14.95  
MG 1911-1976 £5.95  
MG MGA 1955-62 Road Tests £5.95  
MGB 1963-70 Road Tests £5.95  
MGB 1970-80 Road Tests £5.95  
MGB GT 1965-80 Road Tests £5.95  
MGA Autohistory £7.95  
MG Workshop Manual — M to TF — Blower £17.50  
MG Midgets & AH Sprites: Guide to Purchase & DIY Restoration £9.95  
Illustrated MG Buyers Guide £8.95  
MG & AH Spridgets £14.95  
T-Series MG collectors guide £8.95  
MG TC 1945-49 Road Tests £5.95  
MG TD 1949-55 Road Tests £5.95  
MG TF 1955-55 Road Tests £4.95  
MG TF — Super Profile £4.95

**MINI**  
The Amazing Mini £8.95  
The Works Minis £3.50  
BL Minis, 3rd Edition £6.50  
Mini Cooper 1961-71 Road Tests £5.95  
Mini Muscle Cars £5.95  
Metro: The Book of the Car — Robson £8.95  
How to modify your Mini — A. Vizard £7.95  
Mini Cooper — Practical Classics Restoration £4.50  
Mini — After 25 Years — R. Goldberg £9.95  
Mini-Cooper 18 Cooper's Super Profile £4.95

**MORGAN**  
Mogga — Purchase and Maintenance £9.95  
More Morgan £9.95  
Morgan Cars 1960-70 Road Tests £5.95  
Morgan Cars 1969-79 Road Tests £5.95  
Morgan Plus 8 Autohistory £7.95  
Morgan Sweeps The Road — The 3-wheelers £10.95  
Morgan — 75 Years on the Road £10.95

**RILEY**  
Riley, A. T. Birmingham — 2nd ed £8.50  
Riley, As Old as the Industry £24.95

**ROLLS-ROYCE**  
Great Marques, Rolls-Royce £4.95  
Rolls-Royce Silver Shadow, Autohistory £7.95  
Rolls-Royce Silver Cloud, Autohistory £7.95  
Rolls-Royce The History of the Car £8.95  
Rolls-Royce Silver Shadow 1965-80 Road Tests £5.95  
Illustrated Rolls-Royce Bentley Buyers Guide £8.95  
Rolls-Royce Silver Cloud 1955-65 Roads Tests £5.95  
Rolls-Royce Mini Marque History £5.95  
Rolls-Royce Phantom Continental-Gentile £14.50

**ROVER & LAND ROVER**  
Rover P4, 1949-59 Road Tests £5.95  
Rover P4 1955-64 Road Tests £5.95  
Rover 3 and 3.5 Litre Road Tests £11.95  
The Rover Story — 3rd ed £8.50  
Range Rover Land Rover £8.50  
Land Rover, Stavin & Mackie (New Ed.) £12.95  
Land Rover, Robson £6.95  
Range Rover Road Tests £5.95  
Postwar Rover P4 & P6 £4.95  
Rover 2000 2200 1963-77 Road Tests £5.95

**SAAB**  
SAAB Turbo Autohistory £7.95  
SAAB Turbo 1976-83 Road Tests £5.95  
SAAB The Innovator £8.95

**SUNBEAM**  
Alpine: The Classic Sunbeam £9.95  
Tiger — Making of a Sports Car £10.95

**TRIUMPH**  
Triumph Spitfire and GT6 £9.95  
The Complete Guide to the Triumph TR7 and TR8 £6.50  
The Triumph TRs, Collector's Guide £8.95  
Triumph TR7 and TR8 Road Tests £5.95  
Triumph TR6 Road Tests £5.95  
Triumph Stag 1970-80 Road Tests £5.95  
Triumph GT6 1966-74 Road Tests £5.95  
Triumph 2000, 2.5, 2500 1963-77 Road Tests £5.95  
TR for Triumph £14.95  
Triumph Stag Super Profile £4.95  
Triumph Spitfire Collection 1 Road Tests £4.50  
Triumph TR5 250 and TR6 Companion £8.95  
Triumph Vitesse & Herald 1959-71 Road Tests £5.95  
Road & Track on Triumph Sports Cars — 1953-67 £5.95  
Road & Track on Triumph Sports Cars — 1967-74 £5.95  
Road & Track on Triumph Sports Cars — 1974-82 £5.95  
The Triumph Spitfire — M. Cook £4.95  
The Illustrated Triumph Buyers Guide £8.95  
Triumph TR-6 Collection 1 £4.50

**TVR**  
TVR Collector's Guide £7.95  
TVR 1960-80 Road Tests £5.95  
TVR Success Against The Odds, Filby £9.95

**VOLVO**  
Complete Guide to Volvo 1800 £6.50  
Volvo 1800 1960-73 £5.95  
Volvo 120 Series 1956-70 £5.95  
Volvo 1800 and Family Autohistory £7.95  
Volvo — The Cars — From the 20's to 80's — Lindh £24.95



MAIL ORDER

Add £1.70 to total order. Overseas customers add £2.50. Payment by cheque, Visa, Access, MasterCard, Eurocard, P.O., I.M.D., Eurocheque, Banker's Draft, Giro Transcash (Account No 3120066). Overseas personal cheques please add £2.00 to cover banking fees. Cheques made payable to Motor Classics Ltd. Send S.A.E. for latest titles — stating interest — transport. We double pack with care and most orders are fulfilled within 10 days, however, always allow at least 28 days for delivery. All sales are firm — no trial period offered. Customers will be informed immediately of any out of stock titles. Prices correct at time of press but could fluctuate thereafter. **ORDERS WELCOMED USING YOUR CREDIT CARD AND OUR 24 hr PHONE SERVICE.**



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

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

# Porsche

# Colin Grant



The Gnome toasts all his court jesters who have served and suffered him throughout '84 and wishes for them to continue their support in '85.



**84A 928 Series 2.** Auto, ruby red with beige, elec sunroof, ABS, 0ml miles. **£34,950**  
**82 928S Auto.** Platinum, 33,000 miles, full service history. **£21,950**  
**80W 928S Auto.** Casablanca beige, 45,000 miles, full service history. **£16,950**



**82Y Lotus Esprit Turbo.** Red with beige hide, air con, full service history. **£15,950**



**84A 911 Turbo.** Guards red with black, 4,000 miles. **£34,950**  
**82Y 911 Turbo.** Black with black, 12,000 miles, full service history. **£26,950**  
**80W 911 Turbo.** Ice blue with blue, 41,000 miles, full service history. **£19,950**  
**79 911 Turbo.** Minerva blue, black hide, full service history. **£16,950**



**83Y 500 SEC.** Lapis blue, blue hide, air con, ABS, heated seats, 18,000 miles. **£28,950**  
**82Y 380 SEC.** Silver with cream hide, 22,000 miles, full AMG body spec. **£25,950**



**83Y 911 Sport Coupé.** Slate blue with blue Berber, full service history. **£19,950**  
**83 mod 911 Sport Coupé.** White with Martini stripes, full service history. **£19,950**  
**79 911 Sport Coupé.** Ice blue, full service history. **£12,950**



**82Y 635CSi Auto.** Baltic blue with grey hide, TRX's, ABS, sunroof. **£16,950**  
**80W 635CSi Auto.** Henna red with black hide, 23,000 miles, sunroof, alloys, full service history. **£12,750**

**DE-CORROSION SERVICES LTD.**  
**01-890 1777**

**SHOT & BEAD BLASTING  
 METAL SPRAYING  
 STOVE ENAMELLING  
 POWDER COATING IN EPOXY  
 POLYESTER & NYLON**

Chrome Plating — Polishing — Specialist Refinishing of Wheels — Engine Components & General Underbody Parts. Expert Finishers and Advice.

**SPUR ROAD, NORTH FELTHAM TRADING ESTATE, FELTHAM, MIDDX**

**Witter. You can't buy a better towing bracket**

Send for the price list and name of your nearest Witter stockist, or find him in Yellow Pages. For information or advice: C.P. Witter Ltd., Chester 18. Tel. 0244 41166



**PORSCHE**

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

Leeds LS19 7BZ  
 Tel: (0532) 508454  
 or 502231 **JCT600**

## Duncan Hamilton



**BMW M1.** Dark blue with contrasting interior, 5,000 miles only, supplied by ourselves new, surely the finest example of this road classic available.



**1983 SERIES BMW 635 CSI.** Finished in white with red leather interior and fitted with A.B.S. brakes, automatic transmission, electric sunroof, Pioneer stereo, superb condition, full history, our managing director's car.



**PORSCHE 956.** Ex-John Fitzpatrick (J. David) Brands Hatch 1,000 kms winner. One of two cars ever to beat the works Rothmans 956s. Recently rebuilt and prepared for full 1985 season.



**BMW M1 Ex-Lauda Pro-car** Championship winning car, latterly raced at Le Mans in 1980 and 1981, many other competition successes, ideal Thundersports contender, many spares available.



**1973 TRIUMPH TR6.** Pimento red, fitted overdrive, recently subject of a total restoration and can now be described virtually as new. The finest TR6 we have seen for many years.

**WE ALWAYS HAVE MANY INTERESTING CLASSIC AND MODERN MOTOR CARS IN STOCK**

Duncan Hamilton & Co Ltd  
 The Square Bagshot  
 Surrey GU19 5AX  
 TEL Bagshot 0276 71010  
 TELEX 858334





# International

# Ferrari



**83Y 911 Sport Cabriolet.** White with black hide, 16,000 miles, full service history. **£21,950**  
**81 911 Sport Targa.** Guards red with black and white check, full service history. **£17,450**  
**80 911 Sport Targa.** White with black and white check, full service history. **£13,950**



**83Y 944 Manual.** Black with black Berber, sunroof, 11,000 miles, full service history. **£14,950**  
**83Y 924 Lux Manual.** Guards red with black Berber, 14,000 miles, full service history. **£10,950**



**83A 308 GTBI QV.** Red with magnolia hide, 6,000 miles, full service history. **£26,950**  
**82X 308GTSi.** Red with magnolia hide, 19,000 miles, full service history. **£20,950**  
**81Y 308 GTSi.** Red with tan hide, 22,000 miles, full service history. **£18,950**  
**81Y 308 GTBi.** Red, black hide, 38,000 miles, full service history. **£16,950**



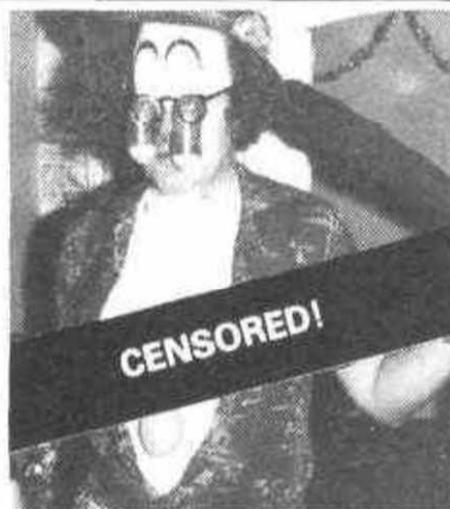
**83A XJS HE.** Cobalt blue with biscuit hide, 18,000 miles, full service history. **£17,950**  
**82X XJS HE.** Black with biscuit hide, 25,000 miles, full service history. **£14,950**



**83Y 500SL.** Lapis blue with blue hide, 12,000 miles, full spec, full service history. **£23,950**  
**80V 350SL.** Silver with blue hide, alloys, elec windows, c-control, full service history, two owners. **£15,950**  
**Also 450SLC.** Choice of 2, brown and met. blue, from **£10,950**



**82Y 512BBi.** Red with magnolia hide, 15,000 miles with full service history. **£34,950**



The Bear extends his chesty greetings to all his pray and hopes to seduce them to his lair in 85.  
**New Year Festive Bear Quote!**  
 You must leave me some meat on the bone!

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



**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

**B. F. GOODRICH COMP TA RADIALS**  
 NOW AVAILABLE IN LONDON  
 AT DISCOUNT PRICES  
**HAMPSTEAD TYRES LTD**  
 31-35 Fortune Green Road, London NW6  
 Tel: 01-435 8988/4992

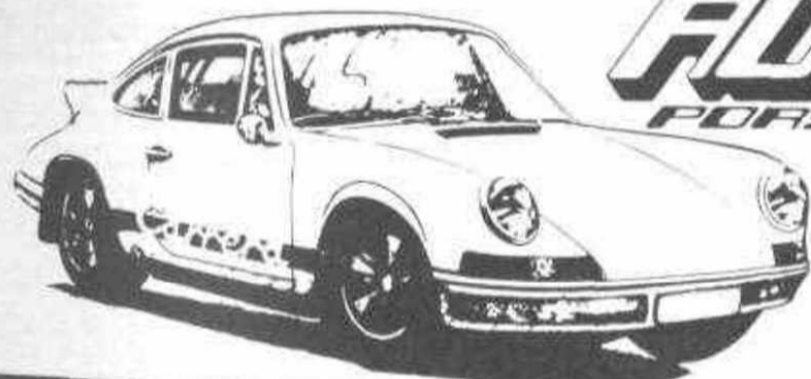
**SCIMITAR**  
 BOUGHT & SOLD

Good clean examples  
 RING T. MOXLEY FOR PRICES ANYTIME.  
*T. Moxley & Son*

ALL MODELS



PREPARED AND CUSTOM VALETED  
 Underwriter to the motor trade  
 Classic Cars 03224 33549 / 01-311 3397 / 0227 265781 London / Kent



# AUTOFARM

PORSCHE SPECIALISTS

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

Best wishes for your Porsche Motoring in 1985 from all of us at the "Farm"

Pooh listened carefully. "Worraworkworra", went the Whatever-it-was Pooh was driving his Porsche 911 (or was it his 930) at the time, and the noise seemed to be at road rather than engine speed. Free wheeling in neutral didn't seem to help, but gently applying the handbrake did. This was because he'd been doing handbrake turns in the Hundred Acre Wood, and one of the handbrake cables probably through wear, had come out of its retainer in the trailing arm and was rubbing against the outer universal joint.  
 1965-68 model 911: Design is such that this doesn't happen.  
 1969-73 model 911: Cable is retained by a fairly fragile nylon bracket (handed) that bolts onto the rear trailing arm and is fairly easy to replace. £1.00 each.  
 1974-on model 911/930: Cable retained by slot in alloy trailing arm. This slot wears with use (a lot of!) and if the cable is out of adjustment and slightly slack it can drop out.  
 Swapping lots of honey for a new trailing arm didn't seem a Good-Idea to Pooh, so off he went to see his old friend Eeyore, who kept lots of Useful Things in a pot. Among these were a nylon Ty-rap, and Pooh put this round the cable and forward to the brake pipe, although leaving the Ty-rap a little slack because he certainly didn't want to damage the brake pipe.  
 This didn't seem quite a Proper Thing To Do to Pooh, but it certainly stopped the cable falling against the driveshaft, and he kept his eye on the pipe and Ty-wrap, just in case, and it's been fine now for ages and ages. Normal service will be resumed when we're sober.

### PROSPECT FOR '85

A periodic look around our Workshops always seems an instructive way of letting you know what sort of Porsche work we specialise in, over and above the daily servicing and routine repairs.



**3.0 911 "Shopping Racer".** In for a thorough overhaul of its RS "Rally" spec mechanics prior to a Summer's motoring and Club Racing fun.  
**'74 Carrera Targa.** Coming together after a full 'new wings/doors' renovation. Hopefully for Xmas.  
**'73 RS Lightweights.** 1101 is still here, although it's now a driveable proposition! Next door is 772, progressing nicely on a full renovation and almost ready for paint.  
**"Group B" Turbo.** "Resting" after its successful run in the 5-Hour Relay. We're sorting out fuel pressure and head / manifold temperature instrumentation so that we can hopefully rip imminent disasters in the bud if we go looking for 400 + bhp.  
**Also Around:**  
**Our own 935 style "Group B" 3.3** sadly trapped in a corner by last year's mad surge of production racers! This year must see it out as our "State of the Art" ultimate road machine.  
**'73 RS Touring.** No 333. Having a thorough rebuild and renovation after being tragically "carved up" on the road. The consolation is that it's guaranteed to finish up far better than its "before" state.  
**'78 & '80 911 SC.** Both being fitted with our new 98 mm x 74.4 mm 3.4-litre SC engine conversions. One will be our demonstrator, and we will report more fully on this rejuvenation for tired SC engines when we've completed our test programme.  
**'73 2.4 911S.** A 1 owner 30,000 mile car also being repaired and renovated after a major mishap. We understand the lady he lent it to no longer features in his little black book.

**'73 RS Touring.** No. 300. Having some engine work and detailing (make the E.S.R. work!) done for the coming race season.  
**'67 2.0 911S.** An almost totally restored, very original car having its engine bay re-furbished. Will always be one of our favourites.  
 This is "renovation" time of the year. In a month or two preparation for the Summer's Club Racing fun will start, and with ever increasing numbers promised for both the modified road-going Inter-Marque series and the Production Porsche Challenge series, what a year this promises to be!

### COMPETITION CORNER



**2.8 911 "Shopping Racer".** 3.0 RS style body, 2.8 RS spec eng / box, just fully rebuilt. Upgraded susp, brakes. White with black lightweight trim, elec Recaros, 8J and 9J x 16 rims, etc. etc. Ideal road cum Club Competition car. **£13,000**



**924 Turbo "Shopping Racer".** Unique, much modified road cum Club Competition car, race, sprint or rally. Had very little use, 1 race since full engine rebuild. White with red, fully road legal, with 9J and 11J x 15 on big P7. Vast amount of Competition Mods. **£9,750**

### CARS FOR SALE



**1981 Model 911 SC Sport Targa.** Pacific blue met. blue pasha trim, LSD, twin mirrors. 1 owner. 44,000, full history. **£17,000**



**1980 Model 911 SC.** Sport Targa. Guards red, black trim tartan inserts. 56,000 wdh history. Just serviced by us. **£14,000**



**1980 'W' 3.3 Turbo.** Guards red, black leather trim, full UK extras, 49,000 with history, just serviced and new clutch by us. **£19,250**



**1977 Model Carrera 3.0 Targa.** Guards red, black pinstripe trim, cruise control. 68,000 miles. Full history. **£10,450**



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

**Lombard**  
RAC Rally  
25th-29th NOVEMBER 1984

# IF LOMBARD CAN RALLY TO HIS SUPPORT, LOMBARD CAN RALLY TO YOURS.



As well as sponsoring the Lombard RAC Rally, Lombard provides finance and friendly, personal service for all motorists through over 100 branches and 10,000 motor dealers.

The Lombard sign in your local car showroom means courteous and speedy advice on any aspect of new or used car finance.

Whether you're a first-time buyer, or order your cars by the fleet, we will be glad to hear from you.

We also offer a wide range of personal loans for most purposes including boats, caravans, holidays and the home.

So for more written details, call in or ring your local Lombard branch – we are in your local directory.

**LOMBARD**  
**CREDIT FOR**  
**CARS**

**Lombard North Central PLC**

Head Office: Lombard House, Curzon Street,  
London W1A 1EU. Telephone: 01-409 3434

Written quotations available on request.

Credit available to anyone aged 18 or over.

♻️ A member of the National Westminster Bank Group

# MOTOR SPORT

Sixtieth year of publication  
 Publication date last Friday of the  
 month

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

STANDARD HOUSE,  
 BONHILL STREET,  
 LONDON, EC2A 4DA

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

**CONTENTS**

	<i>Page</i>
Matters of Moment.....	17
Fixtures and Club News .....	18
News.....	19
International Race Results of 1984....	20
International Race Calendar for 1985	24
Looking back with Tim Parnell.....	26
Sandown Park WEC <i>Finale</i> .....	29
Book Reviews .....	32
Formula Junior — 25 years on.....	33
Road Test Report — Renault 25 V6....	38
Road Impressions — Renault 11 TXE	39
Kieft.....	40
Veteran-Edwardian-Vintage.....	44
Vintage Postbag.....	70
Readers' Letters.....	71

**COLOUR SECTION**

Audi 200T .....	52
Lombard RAC Rally .....	56

**FRONT COVER PICTURE:** TOP BRITISH DRIVER yet again — Russell Brookes tackling the Twiglees stage of the RAC Rally. Brookes and co-driver Mike Broad survived a roll to achieve fifth place with their Opel Manta 400.

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**

<b>SURFACE MAIL:</b>	Home £14.50
	Overseas £15.00
<b>AIR MAIL:</b>	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

### Good intentions for 1985

NOW is the time for making New Year Resolutions; we suggest the following resolutions for the following people.

**Team Managers, Drivers and Designers** To accept that motor racing is a sport and to devote as much effort and attention to the unwritten code of fair competition as many currently do to the imaginative interpretation of the rule book.

**FISA** To publish the 1986 international calendar well before the end of 1985 — and to stick to it.

**RACMSA** To tighten control of racing to eliminate cheating and hooligan driving. To ensure that never again do we have the shameful situation of the winner of a major national championship being declared nearly a year after the championship ended.

**Writers of Press Releases** To learn the meaning of the word "unique" and eschew meaningless phrases like "quite unique" and "very unique". To also learn the difference between "it's" (it is) and "its" (belonging to it) for he who abuses the yeoman apostrophe is a churl.

**TV Directors Covering Grands Prix Abroad** To employ at least the same level of professional expertise as when directing a glove-puppet show for the under-fives.

**The Editor and Staff of MOTOR SPORT** resolve to continue to support campaigns for raising speed limits on motorways, thus avoiding the dangerous bunching which the 70 mph restriction encourages. It would surely be a better safety measure than changing the Government's "Don't Drink And Drive" slogan to "Stay Low" which implies that a little drinking before driving is officially sanctioned.

To refuse to take seriously those compulsory Government fuel consumption estimates based on rolling road figures taken at steady speeds which nobody ever drives at. And the unrealistic "Urban Cycle" figures which lead to tantalisingly optimistic advertisement claims.

To try to ignore the continuing squabble over the future of Brooklands while wishing to see the continuation there of motoring activity at least to the level maintained by the Brooklands Society and the motor clubs in recent years.

To continue to express our preference for analogue instruments instead of digital readouts, bar graphs and voice synthesisers.

To try to give our readership the best possible service we can, both within the pages of MOTOR SPORT and in responding to the many letters and telephone calls we receive daily. Unlike some magazines, we positively welcome contact with our readers.

**A Happy and Prosperous New Year  
 to all our Readers**

## Motor Sport Fixture List for January

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

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

DATE	ORGANISER	VENUE	EVENT	TIME
January 1st-6th	Badener Rallye Klub	Austria	Janner Rally (European Rally Championship round) (INT)	—
January 1st-20th	Thierry Sabine Organisation	Paris	Paris-Dakar Rally	—
January 11th-12th	MCC	Reading, Lewdown and Cirencester	57th Exeter Trial (C)	22.00
January 18th-20th	Rovaniemen Urheilutoimijat	Finland	Arctic Rally (European Rally Championship round) (INT)	—
February 2nd	IMSA	Daytona International Speedway, USA	Daytona 24 Hours Race (INT)	—

## CLUB NEWS

FOR THE second year in succession, the **Triumph Sports Six Club** is operating its very practical "Self Help Scheme". This is in essence a comprehensive list of members who have declared themselves willing to help any other member who breaks down in their area. A small booklet to be kept in the car gives the addresses of several hundred volunteers, together with details of equipment and help available. It is a good idea — worthy of attention from other clubs?

With such a lot of discussion going on about "originality", it is interesting to see, in the *Bulletin* of the **Australian Bugatti Register**, a plaintive comment from its Editor that he would rather see a restored "Special", no matter how cross-bred, than a mouldering heap in a barn somewhere, and pointing out that there is as much or more interest in seeing a Special restored to its mixed state as to pure factory form.

Back in Britain, the **Midland Rolls-Royce Club** will celebrate its 25th anniversary in 1985. This Birmingham-based organisation welcomes all Rolls-Royce or Rolls-Royce-built Bentley owners, and the highlight of the anniversary year is to be the Silver Jubilee Dinner Dance on March 29th at Penn's Hall, Sutton Coldfield. Further details from the Hon Secretary, Mrs Carole Knight, 138 Tanworth Lane, Shirley, Solihull, West Midlands B90 4DD.

Only recently formed, the **Renault Frères** organisation appears to be well established. This is the official club for owners of pre-1940 Renaults, and has as its President the Managing Director of Renault UK Ltd, who at the moment is M Guy Bergeaud, a self-declared "fanatic" for older Renaults. It is good to see that at the recent Renault Fun Day at Hagley Hall, the Frères organised and competed in some driving tests — it is surprising how many clubs don't seem to get around to actually driving their cars, even in this mildest form of competition. With some successful events behind them, the Frères are now busy organising their French Rally for May 16th-19th, 1985, and this four-day tour to places of Renault relevance will be followed by a gathering at the Ingliston circuit near Edinburgh to coincide with a

round of the "Superfive" series on July 28th. More information is available from Clive Young, Fredley Barn, Mickleham, Surrey.

The **London Car Club's** Video Archive continues to expand, and now contains 450 tapes of automotive and racing matters ancient and modern. From January of next year, filmshows will be held on the first Thursday of every month at the Packhorse and Talbot, 145 Chiswick High Road, London W4. The Archivist, Paul Meale, will supply details of programmes. His address is 6 Atwood Road, London W6 0HX.

Despite its name, **Chester Vintage Vehicle Club** is prepared to stretch their membership to owners of pre-1940 vehicles, and amongst a long list of future events which runs right up to September 1985 are a New Year's Day Run and a Lakeland visit. Organised jointly with the **Lakeland Historic Car Club**, this will include a Transport Rally and a visit to a private motor museum at Coniston, and will take place on the weekend of April 27th-28th. The summer programme also includes a Concours in conjunction with Llangollen Railway Society — that is going to make judging difficult, isn't it? Editor of the monthly *Newsletter* is Mike Daly, 123 Poulton Royd Drive, Bebington.

The annual Dinner and Dance of the **BMW Car Club** is to be held on January 19th at the Royal Lancaster Hotel, London, and tickets are available from Tony Rippon, 7 The Crescent, Pattishall, nr Towcester, Northants.

## OBITUARIES

### Sidney Greene

IT IS with great sadness that we learn of the death, at the age of 76, of Sidney Greene. As a teenager, Sid lost his left arm in a road accident but that served only to whet his ambitions. For some years he raced cars successfully at club level (always without special modifications) and flew Spitfires during the war, earning the nickname "The Wingless Wonder". Apart from building up his company, Gilby Engineering Ltd, he also invented the optic drink dispenser.

A generous man, he loved to share his enthusiasm for the sport with friends and employees and, after his own retirement from racing, gained fame as an entrant, particularly being associated with Roy

Salvadori. When his son, Keith, became of an age to race, he was entered under the Gilby banner and his successes led to the commissioning of the Gilby sports and F1 machines which were Len Terry's first important designs.

MOTOR SPORT profiled Sid and his Gilby cars in June 1984 and the time we spent in his company was enormously pleasurable. Sid's fortunes had not been the best in his later years but nobody who met him could doubt that he was a truly remarkable man.

### Alan Southon

WE also learn with sorrow of the death, at 75, of Alan Southon who was the first person to import Weber carburettors into the UK back in 1948. Alan continued to sell and service Webers up to his death and will be remembered for his contribution to historic car racing using his wide experience and knowledge of carburation.

## NEWS

IT HAD to happen. A major manufacturer has entered legal correspondence with the maker of a fibreglass replica of one of the manufacturer's current models. Many replica makers are technically in breach of copyright of the designs they are producing. A car such as the Naylor TF 1700, an MG TF copy, is produced with the active encouragement of ARG. The makers of Cobra replicas seem to have the tacit support of AC Cars who apparently take the view that imitation is the sincerest form of flattery and, besides, the original Cobra is long out of production.

The point of contention seems to be when replica makers begin producing copies of currently produced models from serious manufacturers. We understand that not only are the manufacturers concerned upset by these breaches of copyright (and who can blame them?) but the serious elements among the kit car industry feel that the image of kit cars is being damaged by some replica makers.

\* \* \*

Renault has revived its association with *one-marque* racing and has put together a highly professional package worth £100,000 for the Renault 5 Elf Turbo UK Cup. It is an 11-round series using the 115 bhp

recharged Renault 5 GT, examples of which will be made available to competitors some months in advance of the car's official UK launch in the summer. Ten of the funds will support good quality British meetings while the final will be at Vallelunga in October. Among inducements offered to drivers are a generous discount on the cars, racing overalls and free transportation to Vallelunga. The prize money and bonus schemes are generous and, indeed, it is theoretically possible to earn £25,000 from the season.

Technical and tyre support will be available at all meetings and, very sensibly, the series will be policed by two RAC scrutineers who will receive training in France.

\* \* \*

This year's Grovewood Awards have gone to: 1st Mark Blundell an eighteen year old who, in his first season of racing, recorded 10 pole positions, 21 fastest laps and 25 wins, all in FF1600. 2nd, Andy Wallace, 23, who was a front runner in F2000 last year and who hopes to drive in F3 this year. 3rd, Will Hoy, a former karter who came into car racing in 1982 at the comparatively late age of 28 and who has been outstandingly successful in Clubmans racing. Special commendations, which do not bar the recipients from full awards in the future, went to Jonathan Bancroft, 21, who won both junior FF1600 championships (beating Mark Blundell on both occasions) and Damon Hill, son of Graham. Bancroft and Hill finished fourth and fifth in last year's Formula Ford Festival and were the first two Britons home.

\* \* \*

Audi has now completed its range offering quattro models for all configurations. Full details and driving impressions next month.



THE Renault GT Turbo type C40 505 Cup Version which will form the basis of Britain's first turbo one-marque racing series.

More sanity in FF1600! Minister Racing Engines Ltd, following consultations with the RAC, has taken the responsible step of not offering its recently developed Ignition Management System for racing. This is a move aimed at trying to stem escalating costs in the formula.

\* \* \*

Hans Mezger, the engineer behind the Porsche-TAG F1 engine has been internationally recognised for his achievements and has already received awards of merit from Italy, Germany and France.

\* \* \*

Another famous name to return to WEC racing this year will be Chevron which has a new car, designed by Paul Fox, under construction at its Winchester headquarters.

\* \* \*

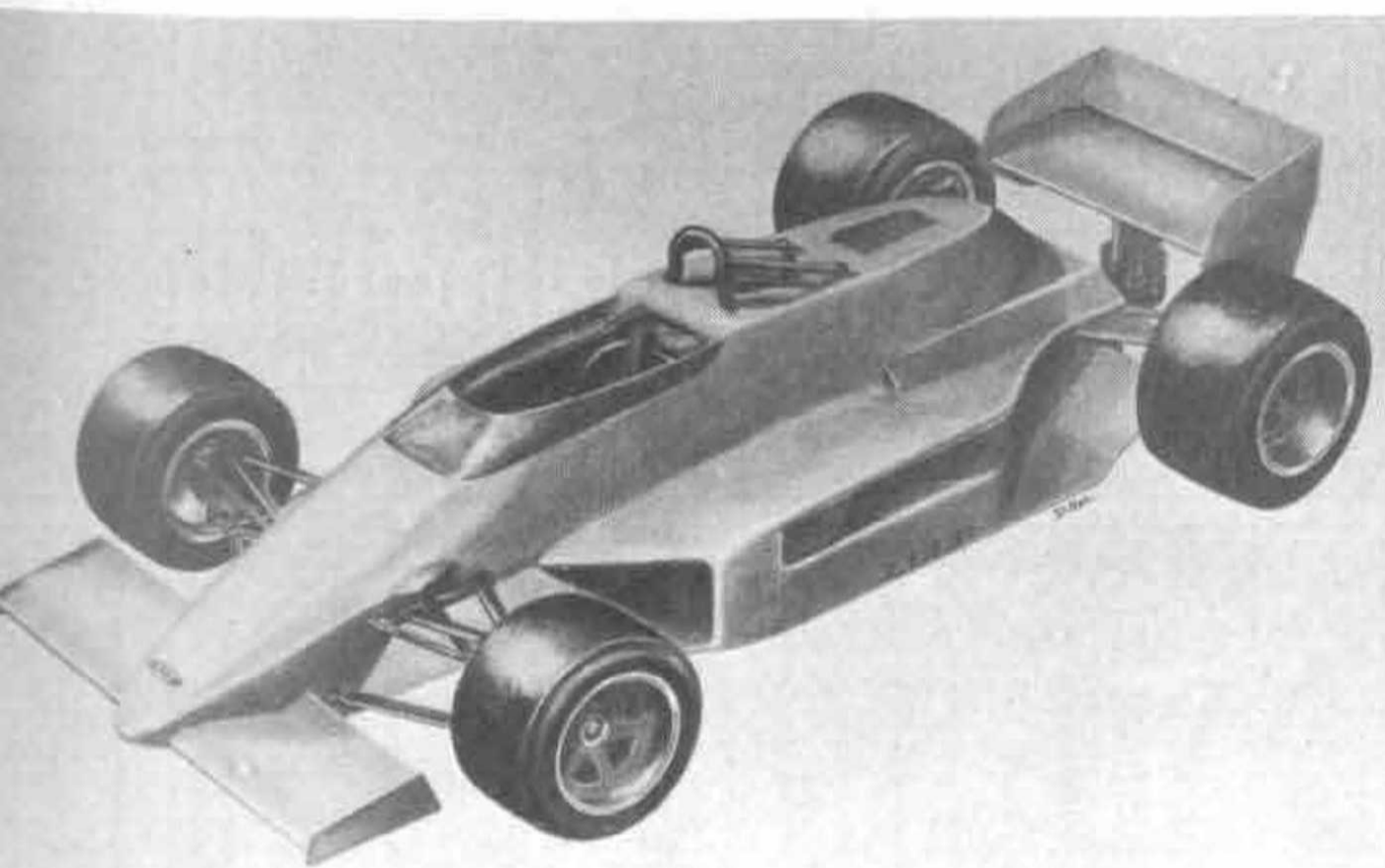
Buoyed by its Indycar successes, and the orders which have poured in as a result, Lola Cars Ltd has announced that it will run a two-car works team in F3000. This is an unusual step for the company which, in the past, has preferred to form relationships with outside teams so the cars have been works-assisted rather than works-run. This departure from Lola's established practice is an indication of how seriously production racing car makers are treating F3000.

Another manufacturer to be considering F3000 is Team Spirit which hopes to run a car alongside its F1 entry,

\* \* \*

The announcement that Yamaha is to contest the Japanese F2 Championship this year with an all-new V6 engine naturally leads one to speculate that, if all goes well, an F1 engine will eventually follow. Remember how Honda cautiously entered F2 in 1980 with a single Ralt driven by Nigel Mansell for a few races?

It may also mean that the company is considering entering the production car market.



An artist's impression of the Lola T950 F3000 car which should begin testing early this month.

# INTERNATIONAL RACE RESULTS OF 1984

## WORLD CHAMPIONSHIP EVENTS



**Champion Driver  
NIKI LAUDA**



**Champion Car  
MCLAREN-PORSCHE**

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed Kph	Fastest lap	Time Min sec
Mar. 25	Brazilian GP — 306.891 kms	Rio de Janeiro	A. Prost (McLaren MP4-2-Porsche V6 t/c)	K. Rosberg (Williams FW09-Honda V t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	E. Cheever (Alfa Romeo 184T-V8 t/c)	M. Brundia (Tyrrell 012-Cos V8)	P. Tambay (Renault RE50-V6 t/c)	179.511	A. Prost (McLaren MP4-2-Porsche V6 t/c)	1:36.499
Apr. 7	S. African GP — 307.783 kms	Kalami	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	A. Prost (McLaren MP4-2-Porsche V6 t/c)	D. Warwick (Renault RE50-V6 t/c)	R. Patrese (Alfa Romeo 184T-V8 t/c)	A. de Cesaris (Ligier JS23-Renault V6 t/c)	A. Senna (Toleman TG184-Hart t/c)	206.587	P. Tambay (Renault RE50-V6 t/c)	1:08.877
Apr. 29	Belgian GP — 298.339 kms	Zolder	M. Alboreto (Ferrari 126C4-V6 t/c)	D. Warwick (Renault RE50-V6 t/c)	R. Arnoux (Ferrari 126 C4-V6 t/c)	K. Rosberg (Williams FW09-Honda V6 t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	S. Bellof (Tyrrell 012-Cos V8)	185.430	R. Arnoux (Ferrari 126C4-V6 t/c)	1:19.294
May 5	San Marino GP — 302.400 kms	Imola	A. Prost (McLaren MP4-2-Porsche V6 t/c)	R. Arnoux (Ferrari 126C4-V6 t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	D. Warwick (Renault RE50-V6 t/c)	S. Bellof (Tyrrell 012-Cos V8)	T. Boutsen (Arrows A6-Cos V8)	187.254	N. Piquet (Brabham BT53-BMW t/c)	1:33.275
May 20	French GP — 307.072 kms	Dijon-Prenois	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	P. Tambay (Renault RE50-V6 t/c)	N. Mansell (Lotus 95T-Renault V6 t/c)	R. Arnoux (Ferrari 126C4-V6 t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	K. Rosberg (Williams FW09-Honda V6 t/c)	202.023	A. Prost (McLaren MP4-2-Porsche V6 t/c)	1:05.257
June 3	Monaco GP — 102.672 kms	Monte Carlo	A. Prost (McLaren MP4-2-Porsche V6 t/c)	A. Senna (Toleman TG184-Hart t/c)	S. Bellof (Tyrrell 012-Cos V8)	R. Arnoux (Ferrari 126C4-V6 t/c)	K. Rosberg (Williams FW09-Honda V6 t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	100.775	A. Senna (Toleman TG184-Hart t/c)	1:54.334
June 17	Canadian GP — 308.700 kms	Montreal	N. Piquet (Brabham BT53, BMW t/c)	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	A. Prost (McLaren MP4-2-Porsche V6 t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	R. Arnoux (Ferrari 126C4-V6 t/c)	N. Mansell (Lotus 95T-Renault V6 t/c)	174.085	N. Piquet (Brabham BT53-BMW t/c)	1:28.763
June 24	Detroit GP — 253.449 kms	Downtown	N. Piquet (Brabham BT53-BMW t/c)	M. Brundia* (Tyrrell 012-Cos V8)	E. de Angelis (Lotus 95T-Renault V6 t/c)	T. Fabi (Brabham BT53-BMW t/c)	A. Prost (McLaren MP4-2-Porsche V6 t/c)	J. Lafite (Williams FW09-Honda V6 t/c)	131.449	D. Warwick (Renault RE50-V6 t/c)	1:46.221
July 8	Dallas GP — 261.367 kms	Fair Park	K. Rosberg (Williams FW09-Honda V6 t/c)	R. Arnoux (Ferrari 126C4-V6 t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	J. Lafite (Williams FW09-Honda V6 t/c)	P. Ghinzani (Osella FA 1F-Alfa V8 t/c)	N. Mansell (Lotus 95T-Renault V6 t/c)	129.219	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	1:45.353
July 22	British GP — 298.626 kms	Brands Hatch	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	D. Warwick (Renault RE50-V6 t/c)	A. Senna (Toleman TG184-Hart t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	M. Alboreto (Ferrari 126C4-V6 t/c)	R. Arnoux (Ferrari 126C4-V6 t/c)	200.212	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	1:13.181
Aug. 5	German GP — 299.067 kms	Hockenheim	A. Prost (McLaren MP4-2-Porsche V6 t/c)	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	D. Warwick (Renault RE50-V6 t/c)	N. Mansell (Lotus 95T-Renault V6 t/c)	P. Tambay (Renault RE50-V6 t/c)	R. Arnoux (Ferrari 126C4-V6 t/c)	211.803	A. Prost (McLaren MP4-2-Porsche V6 t/c)	1:53.538
Aug. 19	Austrian GP — 303.042 kms	Österreichring	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	N. Piquet (Brabham BT53-BMW t/c)	M. Alboreto (Ferrari 126C4-V6 t/c)	T. Fabi (Brabham BT53-BMW t/c)	T. Boutsen (Arrows A7-BMW t/c)	M. Surer (Arrows A7-BMW t/c)	223.883	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	1:32.882
Aug. 26	Dutch GP — 301.892 kms	Zandvoort	A. Prost (McLaren MP4-2-Porsche V6 t/c)	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	N. Mansell (Lotus 95T-Renault V6 t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	T. Fabi (Brabham BT53-BMW t/c)	P. Tambay (Renault RE50-V6 t/c)	186.050	R. Arnoux (Ferrari 126C4-V6 t/c)	1:19.465
Sept. 9	Italian GP — 295.800 kms	Monza	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	M. Alboreto (Ferrari 126C4-V6 t/c)	R. Patrese (Alfa Romeo 184T-V8 t/c)	S. Johansson (Toleman TG184-Hart t/c)	J. Gartner (Osella FA 1F-Alfa V8)	G. Berger (ATS D7-BMW t/c)	220.514	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	1:31.912
Oct. 7	European GP — 304.314 kms	New Nürburgring	A. Prost (McLaren MP4-2-Porsche V6 t/c)	M. Alboreto (Ferrari 126C4-V6 t/c)	N. Piquet (Brabham BT53-BMW t/c)	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	R. Arnoux (Ferrari 126C4-V6 t/c)	R. Patrese (Alfa Romeo 184T-V8 t/c)	191.751	N. Piquet (Brabham BT53-BMW t/c)	1:23.146
Oct. 21	Portuguese GP — 298.200 kms	Estoril	A. Prost (McLaren MP4-2-Porsche V6 t/c)	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	A. Senna (Toleman TG184-Hart t/c)	M. Alboreto (Ferrari 126C4-V6 t/c)	E. de Angelis (Lotus 95T-Renault V6 t/c)	N. Piquet (Brabham BT53-BMW t/c)	180.540	N. Lauda (McLaren MP4-2-Porsche V6 t/c)	1:22.996

Driver's Championship Placings: 1st: N. Lauda; 2nd: A. Prost; 3rd: E. de Angelis  
 Manufacturer's Championship Placings: 1st: McLaren-Porsche; 2nd: Ferrari; 3rd: Lotus-Renault  
 \*Disqualified — Other placings advance by one

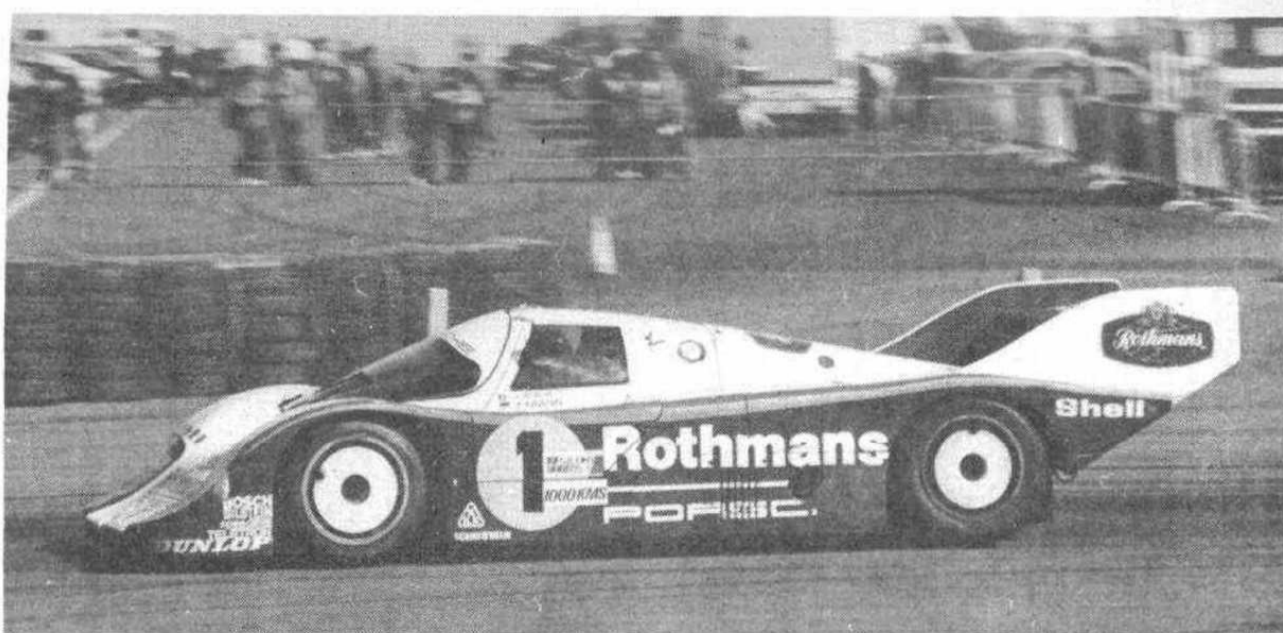
MOTOR SPORT, JANUARY 1985

# WORLD ENDURANCE CHAMPIONSHIP

## FOR MANUFACTURERS AND DRIVERS



**STEFAN BELLOF**



**PORSCHE 956**

Date	Race and Distance	Location	First	Second	Third	Fourth	Fifth	Sixth	Winner's Speed kph
Apr. 23	Monza — 1000 Kms	Italy	D. Bell / S. Bellof (Porsche Turbo 956)	J. Ickx / J. Mass (Porsche Turbo 956)	H. J. Stuck / H. Grohs / W. Brun (Porsche Turbo 956)	J. Palmer / J. Lammers (Porsche Turbo 956)	D. Schornstein / V. Merl (Porsche Turbo 956)	P. Yver / B. de Dryver (Rondeau-Cosworth V8)	195.900
May 13	Silverstone — 1000 Kms	England	J. Ickx / J. Mass (Porsche Turbo 956)	K. Ludwig / H. Pescarolo (Porsche Turbo 956)	R. Keegan / G. Edwards (Porsche Turbo 956)	P. Barilla / M. Baldi (Lancia Turbo LC2)	J. Palmer / J. Lammers (Porsche Turbo 956)	F. Konrad / D. Sutherland (Porsche Turbo 956)	196.550
June 16/17	Le Mans 24 hrs.	France	K. Ludwig / H. Pescarolo (Porsche Turbo 956)	P. Henn / J. Paul Jnr / J. Rondeau (Porsche Turbo 956)	D. Hobbs / P. Streiff / S. van der Merwe (Porsche Turbo 956)	W. Brun / L. von Bayern / R. Akin (Porsche Turbo 956)	D. Schornstein / V. Merl / J. Winter (Porsche Turbo 956)	A. Jones / V. Schuppan / J. P. Jarier (Porsche Turbo 956)	204.180
July 15	New Nürburgring — 1000 Kms	Germany	D. Bell / S. Bellof (Porsche Turbo 956)	D. Hobbs / T. Boutsen (Porsche Turbo 956)	P. Barilla / S. Nannini / R. Patrese (Lancia Turbo LC2)	J. Palmer / J. Lammers / C. Danner (Porsche Turbo 956)	M. Surer / M. Winkelhock (Porsche Turbo 956)	O. Larrauri / M. Sigala (Porsche Turbo 956)	156.383
July 29	Brands Hatch — 1000 Kms	England	J. Palmer / J. Lammers (Porsche Turbo 956)	J. Mass / H. Pescarolo (Porsche Turbo 956)	T. Boutsen / R. Keegan / G. Edwards (Porsche Turbo 962)	D. Sutherland / D. Wilson / G. Fouché (Porsche Turbo 956)	S. Bellof / H. Grohs (Porsche Turbo 956)	D. Hobbs / G. Edwards / T. Boutsen (Porsche Turbo 956)	175.740
Aug. 5	Mosport Park — 1000 Kms	Canada	J. Ickx / J. Mass (Porsche Turbo 956)	F. Konrad (Porsche Turbo 956)	A. Coppelli / G. Dacco (Alba-Giannini 001)	O. Larrauri / M. Sigala (Porsche Turbo 956)	P. Barberio / M. Gellini / G. Vettelli (Alba-Cosworth V8)	M. Finotto / C. Facetti / A. Sebastiani (Alba-Giannini AR2)	166.551
Sept. 2	Spa — 1000 Kms	Belgium	D. Bell / S. Bellof (Porsche Turbo 956)	J. Ickx / J. Mass (Porsche Turbo 956)	H. J. Stuck / H. Grohs / W. Brun (Porsche Turbo 956)	O. Larrauri / M. Sigala (Porsche Turbo 956)	J. Lassig / H. Regout / P. Martin (Porsche Turbo 956)	V. Schuppan / J. Watson (Porsche Turbo 956)	169.730
Sept. 30	Fuji — 1000 Kms	Japan	S. Bellof / J. Watson (Porsche Turbo 956)	J. Ickx / J. Mass (Porsche Turbo 956)	H. J. Stuck / V. Schuppan (Porsche Turbo 956)	S. Johansson / H. Pescarolo (Porsche Turbo 956)	M. Winkelhock / M. Thackwell (Porsche Turbo 956)	N. Nagasaka / K. Suzuki (Lotec-BMW M1)	181.210
Nov. 3	Kyalami — 1000 Kms	S. Africa	R. Patrese / S. Nannini (Lancia Turbo LC2)	R. Wolleek / P. Barilla (Lancia Turbo LC2)	G. Santana / H. van der Linde / E. Shearsby (Nissan Skyline)	B. Morgenrood / J. Coetzee / W. Hapburn (Mazda RX7)	N. Bianco / A. Chatz (Alfa Romeo GTV6)	P. Moni / M. Formato (Alfa Romeo GTV6)	177.620
Dec. 1	Sandown Park — 1000 Kms	Australia	D. Bell / S. Bellof (Porsche Turbo 956)	J. Ickx / J. Mass (Porsche Turbo 956)	J. Palmer / J. Lammers (Porsche Turbo 956)	S. van der Merwe / G. Fouché (Porsche Turbo 956)	M. Winkelhock / R. French (Porsche Turbo 956)	A. Miedecke / C. Bond (Porsche Turbo 956)	—

Manufacturer's Championships: 1st, Porsche; 2nd, Lancia; 3rd, Alba.  
 Drivers Championship: Stefan Bellof

MOTOR SPORT, JANUARY 1985

## FORMULA TWO RACES (For European Championship)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed (kph)
Apr. 1	BRDC — 221.7kms	Silverstone	<b>M. Thackwell</b> (Ralt-Honda V6)	<b>R. Moreno</b> (Ralt-Honda V-6)	<b>M. Ferte</b> (Martini-BMW)	217.80
Apr. 8	Jim Clark Trophy-203.9 kms	Hockenheimring	<b>R. Moreno</b> (Ralt-Honda V6)	<b>M. Thackwell</b> (Ralt-Honda V6)	<b>M. Ferte</b> (Martini-BMW)	198.21
Apr. 23	BARC — 208.5 kms	Thruxton	<b>M. Thackwell</b> (Ralt-Honda V6)	<b>C. Danner</b> (March-BMW)	<b>P. Streiff</b> (AGS-BMW)	197.90
May 13	Valllunga — 208.0 kms	Italy	<b>M. Thackwell</b> (Ralt-Honda V6)	<b>R. Moreno</b> (Ralt-Honda V6)	<b>C. Danner</b> (March-BMW)	164.23
May 19	Mugello — 220.2 kms	Italy	<b>M. Thackwell</b> (Ralt-Honda V6)	<b>M. Ferte</b> (Martini-BMW)	<b>C. Danner</b> (March-BMW)	179.40
June 11	Circuit of Pau — 201.4 kms	France	<b>M. Thackwell</b> (Ralt-Honda V6)	<b>P. Streiff</b> (AGS-BMW)	<b>R. Moreno</b> (Ralt-Honda V6)	134.83
June 24	Hockenheim — 203.9 kms	Germany	<b>P. Fabre</b> (March-BMW)	<b>T. Tassin</b> (March-BMW)	<b>M. Ferte</b> (Martini-BMW)	196.27
July 22	Autodromo Misano — 202.3 kms	Italy	<b>M. Thackwell</b> (Ralt-Honda V6)	<b>P. Streiff</b> (AGS-BMW)	<b>P. Petit</b> (March-BMW)	177.82
July 27	Enna — 222.7 kms	Sicily	<b>M. Thackwell</b> (Ralt-Honda V6)	<b>R. Moreno</b> (Ralt-Honda V6)	<b>P. Petit</b> (March-BMW)	193.92
Aug 27	Donington Park — 220.5 kms	England	<b>R. Moreno</b> (Ralt-Honda V6)	<b>E. Pirro</b> (March-BMW)	<b>C. Danner</b> (March-BMW)	172.84
Sept 23	Brands Hatch — 197.6 kms (Two part race)	England	<b>P. Streiff</b> (AGS-BMW)	<b>M. Ferte</b> (Martini-BMW)	<b>R. Moreno</b> (Ralt-Honda V6)	—

European Champion: Michael Thackwell

## FORMULA THREE RACES (for European Championship)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed (kph)
Mar. 25	Donington Park — 94.5 kms	England	<b>J. Dumfries</b> (Ralt-VW)	<b>T. Byrne</b> (Anson-Alfa Romeo)	<b>C. Langes</b> (Ralt-Toyota)	138.14
Apr. 15	Zolder — 93.7 kms	Belgium	<b>J. Nielsen</b> (Ralt-VW)	<b>J. Dumfries</b> (Ralt-VW)	<b>I. Capelli</b> (Martini-Alfa Romeo)	165.58
May 1	Magny-Cours — 100.0 kms	France	<b>I. Capelli</b> (Martini-Alfa Romeo)	<b>J. Nielsen</b> (Ralt-VW)	<b>T. Byrne</b> (Anson-Alfa Romeo)	165.00
May 13	La Châtre — 97.6 kms	France	<b>I. Capelli</b> (Martini-Alfa Romeo)	<b>J. Dumfries</b> (Ralt-VW)	<b>G. Berger</b> (Ralt-Alfa Romeo)	130.43
May 27	Osterreichring — 94.9 kms	Austria	<b>G. Berger</b> (Ralt-Alfa Romeo)	<b>C. Langes</b> (Ralt-Toyota)	<b>J. Nielsen</b> (Ralt-VW)	194.07
June 10	Silverstone — 94.3 kms	England	<b>J. Dumfries</b> (Ralt-VW)	<b>R. Spence</b> (Ralt-VW)	<b>I. Capelli</b> (Martini-Alfa Romeo)	200.23
June 17	New Nürburgring — 90.8 kms	Germany	<b>J. Dumfries</b> (Ralt-VW)	<b>I. Capelli</b> (Martini-Alfa Romeo)	<b>G. Berger</b> (Ralt-Alfa Romeo)	166.90
June 24	Monza — 98.6 kms	Italy	<b>I. Capelli</b> (Martini-Alfa Romeo)	<b>G. Berger</b> (Ralt-Alfa Romeo)	<b>C. Langes</b> (Ralt-Toyota)	187.16
July 8	Enna — 99.0 kms	Sicily	<b>I. Capelli</b> (Martini-Alfa Romeo)	<b>C. Langes</b> (Ralt-Toyota)	<b>G. Berger</b> (Ralt-Alfa Romeo)	181.32
July 16	Mugello — 94.4 kms	Italy	<b>I. Capelli</b> (Martini-Alfa Romeo)	<b>G. Berger</b> (Ralt-Alfa Romeo)	<b>R. Melgrati</b> (Ralt-Alfa Romeo)	168.29
Aug. 19	Knutsdorp — 93.5 kms	Sweden	<b>C. Langes</b> (Ralt-Toyota)	<b>L. Sala</b> (Ralt-Alfa Romeo)	<b>B. Santal</b> (Ralt-VW)	128.63
Sept 18	Nogaro — 93.6 kms	France	<b>J. Nielsen</b> (Ralt-VW)	<b>I. Capelli</b> (Martini-Alfa Romeo)	<b>G. Berger</b> (Ralt-Alfa Romeo)	151.90
Oct 21	Jarama — 99.3 kms	Spain	<b>J. Dumfries</b> (Ralt-VW)	<b>J. Nielsen</b> (Ralt-VW)	<b>I. Capelli</b> (Martini-Alfa Romeo)	—

European Champion: Ivan Capelli

## INDYCAR RACES (CART/PPG World Series)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed (m.p.h.)
Apr. 1	Long Beach — 187 mls	California	<b>M. Andretti</b> (Lola T800-Cos DFX)	<b>G. Brabham</b> (March 84C-Cos DFX)	<b>T. Sneva</b> (March 84C-Cos DFX)	82.89
Apr. 15	Phoenix — 150 mls	Arizona	<b>T. Sneva</b> (March 84C-Cos DFX)	<b>H. Holmes</b> (March 84C-Cos DFX)	<b>M. Andretti Jr.</b> (March 84C-Cos DFX)	120.55
May 27	Indianapolis — 500 mls	Indiana	<b>R. Mears</b> (March 84C-Cos DFX)	<b>R. Guerrero</b> (March 84C-Cos DFX)	<b>A. Unser Sr.</b> (March 84C-Cos DFX)	163.61
June 3	Milwaukee — 200 mls	Michigan	<b>T. Sneva</b> (March 84C-Cos DFX)	<b>R. Mears</b> (March 84C-Cos DFX)	<b>A. Unser Jr.</b> (March 84C-Cos DFX)	118.03
June 17	Portland — 200 mls	Oregon	<b>A. Unser Jr.</b> (March 84C-Cos DFX)	<b>G. Brabham</b> (March 84C-Cos DFX)	<b>T. Fabi</b> (March 84C-Cos DFX)	105.48
July 1	Meadowlands — 168.2 mls	New Jersey	<b>M. Andretti</b> (Lola T800-Cos DFX)	<b>D. Sullivan</b> (Lola T800-Cos DFX)	<b>G. Brabham</b> (March 84C-Cos DFX)	80.74
July 8	Cleveland — 200 mls	Ohio	<b>D. Sullivan</b> (Lola T800-Cos DFX)	<b>C. Ganassi</b> (March 84C-Cos DFX)	<b>M. Andretti Jr.</b> (March 84C-Cos DFX)	119.73
July 15	Michigan — 500 mls	Michigan	<b>M. Andretti</b> (Lola T800-Cos DFX)	<b>T. Sneva</b> (March 84C-Cos DFX)	<b>R. Mears</b> (March 84C-Cos DFX)	133.48
Aug. 5	Elkhat Lake — 200 mls	Wisconsin	<b>M. Andretti</b> (Lola T800-Cos DFX)	<b>R. Rahal</b> (March 84C-Cos DFX)	<b>A. Unser Sr.</b> (March 84C-Cos DFX)	116.34
Aug. 19	Pocono — 500 mls	Pennsylvania	<b>D. Sullivan</b> (Lola T800-Cos DFX)	<b>R. Mears</b> (March 84C-Cos DFX)	<b>R. Rahal</b> (March 84C-Cos DFX)	137.30
Sept. 2	Mid-Ohio — 200 mls	Ohio	<b>M. Andretti</b> (Lola T800-Cos DFX)	<b>R. Rahal</b> (March 84C-Cos DFX)	<b>D. Sullivan</b> (Lola T800-Cos DFX)	100.38
Sept. 9	Sanair — 197 mls	Quebec	<b>D. Sullivan</b> (Lola T800-Cos DFX)	<b>R. Rahal</b> (March 84C-Cos DFX)	<b>M. Andretti Jr.</b> (March 84C-Cos DFX)	111.70
Sept. 24	Michigan — 200 mls	Michigan	<b>M. Andretti</b> (Lola T800-Cos DFX)	<b>T. Sneva</b> (March 84C-Cos DFX)	<b>D. Ongais</b> (March 84C-Cos DFX)	168.52
Oct. 14	Phoenix — 150 mls	Arizona	<b>R. Rahal</b> (March 84C-Cos DFX)	<b>A. Unser Jr.</b> (March 84C-Cos DFX)	<b>M. Andretti Jr.</b> (March 84C-Cos DFX)	98.04
Oct. 21	Laguna Seca — 186.2 mls	California	<b>R. Rahal</b> (March 84C-Cos DFX)	<b>M. Andretti</b> (Lola T800-Cos DFX)	<b>M. Andretti Jr.</b> (March 84C-Cos DFX)	116.61
Nov. 11	Las Vegas — 200 mls	Nevada	<b>T. Sneva</b> (March 84C-Cos DFX)	<b>M. Andretti</b> (Lola T800-Cos DFX)	<b>J. Paul Jr.</b> (March 84C-Cos DFX)	93.70

CART Champion: Mario Andretti

## EUROPEAN TOURING CAR CHAMPIONSHIP (Group A Saloons)

Date	Race & Distance	Location	First	Second	Third	Winner's Speed kph
Apr. 1	Monza — 500 kms	Italy	T. Walkinshaw / H. Heyer (Jaguar XJ-S)	H. Kelleners / G. Brancatelli (BMW 635 CSI)	M. Sourd / R. Dorchy (BMW 635 CSI)	147.308
Apr. 8	Vallelunga — 502.4 kms	Italy	A. Cudini / D. Snobeck (BMW 635 CSI)	H. J. Stuck / D. Quester (BMW 635 CSI)	T. Walkinshaw / H. Heyer (Jaguar XJ-S)	122.937
Apr. 29	Donington Park — 504 kms	England	W. Percy / C. Nicholson (Jaguar XJ-S)	J. Weaver / V. Woodman (BMW 635 CSI)	H. J. Stuck / D. Quester (BMW 635 CSI)	135.780
May 13	Enna — 500 kms	Sicily	M. Brundle / E. Calderari (Jaguar XJ-S)	T. Walkinshaw / H. Heyer (Jaguar XJ-S)	W. Percy / C. Nicholson (Jaguar XJ-S)	157.460
June 10	Brno — 500 kms	Czechoslovakia	T. Walkinshaw / H. Heyer (Jaguar XJ-S)	W. Percy / C. Nicholson (Jaguar XJ-S)	E. Calderari / D. Sears (Jaguar XJ-S)	175.870
June 17	Österreichring — 3½ hrs	Austria	T. Walkinshaw / H. Heyer (Jaguar XJ-S)	W. Percy / C. Nicholson (Jaguar XJ-S)	U. Grano / S. Muller (BMW 635 CSI)	—
July 1	Salzburgring — 597 kms	Austria	W. Percy / C. Nicholson (Jaguar XJ-S)	E. Calderari / D. Sears (Jaguar XJ-S)	H. Kelleners / G. Brancatelli (BMW 635 CSI)	170.300
July 8	Nürburgring — 504 kms	Germany	H. Kelleners / G. Brancatelli (BMW 635 CSI)	J. Allam / M. Duez (Rover Vitesse)	J. Gartner / A. Cudini (BMW 635 CSI)	141.372
July 28/29	Spa-Francorchamps — 24 hrs	Belgium	T. Walkinshaw / W. Percy / H. Heyer (Jaguar XJ-S)	A. Cudini / D. Snobeck / T. Tassin (BMW 635 CSI)	H. J. Stuck / D. Quester / J. Weaver (BMW 635 CSI)	131.091
Sept. 9	Silverstone TT — 504 kms	England	H. Kelleners / G. Brancatelli (BMW 635 CSI)	E. Calderari / D. Sears (Jaguar XJ-S)	H. J. Stuck / D. Quester (BMW 635 CSI)	149.621
Sept. 23	Zolder — 456 kms	Belgium	U. Granberg / R. Kvist (Volvo 240 t/c)	H. J. Stuck / D. Quester (BMW 635 CSI)	T. Walkinshaw / H. Heyer (Jaguar XJ-S)	129.958
Oct. 21	Mugello — 503 kms	Italy	H. J. Stuck / R. Ravaglia (BMW 635 CSI)	U. Granberg / E. Elgh (Volvo 240 t/c)	T. Lindstrom / A. Olofsson (Volvo 240 t/c)	—

European Saloon Champion: Tom Walkinshaw



## CAN-AM Canadian-American Challenge

Date	Race & Distance	Location	First	Second	Third	Winner's Speed mph
June 10	Mosport Park, Ontario — 147.5 mls	Canada	M. Roe (VDS/002-Chev V8)	J. Crawford (March 82C-Chev V8)	C. Monk (Lola T333-Chev V8)	95.740
July 7	Dallas, Texas — 121.2 mls	America	M. Roe (VDS/002-Chev V8)	J. Crawford (March 847-Chev V8)	J. M. Fangio III (Ralt RT2-Hart 4)	67.982
July 22	Brainerd, Minnesota — 120 mls	America	M. Roe (VDS/002-Chev V8)	H. Kroll (Frissbee KR3-Chev V8)	K. Campbell (March-822-BMW4)	118.208
Aug 4	Lime Rock, Connecticut — 122.4 mls	America	M. Roe (VDS/002-Chev V8)	J. Crawford (March 847-Chev V8)	W. Lechner (Williams FW07-Cos V8)	107.790
Aug 19	Road Atlanta, Georgia — 126 mls	America	J. Crawford (March 847-Chev V8)	H. Kroll (Frissbee KR3-Chev V8)	J. Gunn (Phoenix 84-Chev V8)	109.352
Sept 2	Trois-Rivieres, Quebec — 126 mls	Canada	J. Crawford (March 847-Chev V8)	M. Romano (Ralt RT2-Hart 4)	K. Campbell (March 832-BMW 4)	85.831
Sept 9	Mosport Park, Ontario — 147.5 mls	Canada	M. Roe (VDS/004-Chev V8)	J. Crawford (March 847-Chev V8)	H. Kroll (Frissbee KR3-Chev V8)	113.750
Sept 30	Sears Point, California — 126 mls	America	M. Roe (VDS/002-Chev V8)	J. Crawford (March 847-Chev V8)	K. Campbell (March 832-BMW4)	99.540
Oct 7	Riverside, California — 127.3 mls	America	M. Roe (VDS/004-Chev V8)	J. Crawford (March 847-Chev V8)	H. Kroll (Frissbee KR3-Chev V8)	119.687
Oct 28	Green Valley, Texas — 120 mls	America	J. Crawford (March 847-Chev V8)	C. Monk (Lola T333-Chev V8)	S. Foster (Lola T333-Chev V8)	93.710

Can-Am Champion: Michael Roe

## The 1985 International Racing Season

THE calendar listed herewith is the FIA International one for the various World and European Championships. It does not include the multitude of British Championships on our own FIA-approved National Calendar, nor those domestic championships of any other country, such as the United States, France, Germany or Italy

though all their events are listed on the FIA International calendar. This refers to such classic events as the Indianapolis 500 miles race, the prestigious 200 mile race at the Norisring and numerous other events that are able to stand on their own without the support of a championship.

Formula 2 as a European Championship ended in 1984 and has been replaced by Formula 3000, a new Formula for what amounts to obsolete Formula One cars using unsupercharged 3-litre engines with rpm and horsepower restricted. Many people view this new Formula as a clearing-house

for Brabham, Williams, Tyrrell and others to dispose of their obsolete Cosworth-powered cars and for Cosworth to continue in production with the DFV. Be that as it may, this new Formula could well provide a tidy stepping stone from the junior Formulae into Formula One, which is something that the old Formula 2 did not do. As Formula 2 has been run recently it was a bit of a dead-end, a little world of its own that was very expensive for what it provided and gave successful drivers few prospects. It was almost a "secret society" as far as the world of Formula One was



concerned, all the races being cut off from the Formula One scene. The new Formula plans to change all that, with four of the races being held in conjunction with World Championship Formula One races, not at the same time, but on the Saturday afternoon after Formula One practice and qualifying. This means that spectators in Estoril, Spa-Francorchamps, Österreichring and Zandvoort will see, in effect, Formula One cars of today and yesterday, even though concerns like Lola and March are building new cars for F3000.

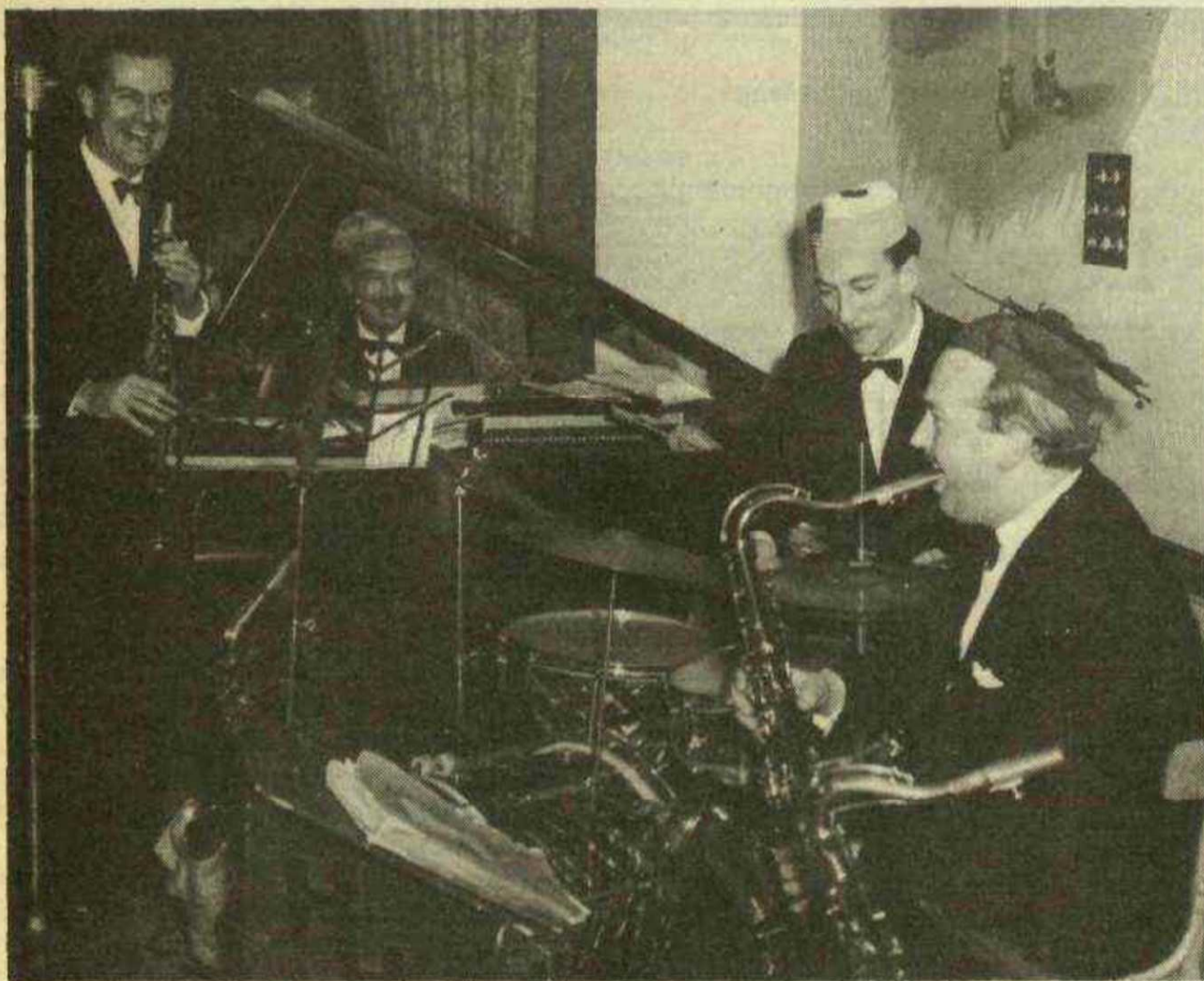
International Formula 3 as a championship seems to have died quietly, probably because the British F3 championship warranted more attention, and in most cases received it. Being FIA Formula 3 Champion was of little consequence, whereas winning one of the major British Championships, strangely open to almost any driver from Chile to Estonia, has led to Formula One. There are still plenty of International Formula 3 races on the calendar, but they are all standing on their own merit, as the Monaco Formula 3 race used to do.

In the world of Endurance racing the title might well be World Endurance Porsche Championship and even the stipulation of removing the driver's feet from the

vulnerable nose box on the Porsche 956 to a position behind the front wheels centre line, as on the Porsche 962 is unlikely to alter the scene very much. For that matter the continued appearance of the Lancia team will probably do little more than keep some Porsche teams on their toes.

The FIA Historic Championship is a riot of bureaucratic fun, with six different classes counting for the championship and five classes counting for the FISA Historic Trophy. With any luck anyone who gets an Historic car to the finish of his race will collect points and almost any old car could win the championship or the trophy. However, one thing is apparently clear and that is that the limit for eligibility is 1965, but even that date is pliable, depending on what sort of historic car you have. For certain nothing built after 1965 is eligible in any category, so if you are making an historical racing car be sure that it looks like a pre-1965 car, unless it is a Sports Prototype or two-seater racing car of over 1,450 cc, when it must be older than 1964. If it is a mid-engined GP-type of car then it must not be later than 1960 if it is over 1,100 cc. . . and some people think saloon car regulations are complicated. Make sure your new historic car looks old. — D.S.J.

## Racing and Rhythm



MOTOR racing and all that jazz. Rivers Fletcher has sent us the above photograph with the comment: "You have listed most of the best-known drivers but in the earlier days most of the 'Bentley Boys' were mad about Ragtime and Woolf Barnato was a fine banjo player. This photograph of Gregor Grant (piano), Colin Chapman (saxophone), Raymond Baxter (drums) and myself (clarinet) shows that the same enthusiasm prevailed 30 years later. As to the music, perhaps the least said the better, but certainly Gregor at the piano was an asset to any party."

### GRAND PRIX RACES (Formula One Drivers' and Manufacturers' Championship)

Mar 24	Dallas GP	Texas-USA
Apr 7	Brazilian GP	Rio de Janeiro
Apr 21	Portuguese GP	Estoril
May 5	San Marino GP	Imola
June 2	Belgian GP	Spa-Francorchamps
June 16	Canadian GP	Montreal
June 23	Detroit GP	Michigan-USA
July 7	French GP	Paul Ricard
July 21	British GP	Silverstone
Aug 4	German GP	New Nürburgring
Aug 18	Austrian GP	Österreichring
Aug 25	Dutch GP	Zandvoort
Sept 8	Italian GP	Monza
Sept 22	New York GP	Meadowlands-USA
Oct 13	Australian GP	Adelaide
Oct 26	S. African GP	Kyalami

Subject to alteration at the whim of FISA and FOCA

### WORLD ENDURANCE CHAMPIONSHIP (For Manufacturers and Drivers)

Apr 14	Mugello	Italy
Apr 28	Monza 1000 Kms	Italy
May 12	BRDC Silverstone	England
Ju 15/16	Le Mans 24 Hrs	France
July 14	Hockenheim	Germany
Aug 11	Mosport Park	Canada
Sept 1	Spa-Francorchamps	Belgium
Sept 15	Brands Hatch	England
Oct 6	Fuji 1000 Kms	Japan
Nov 10	Sandown Park	Australia

### FORMULA 3000 (3-litre u/sc replacing Formula 2 European Championship)

Mar 24	BRDC Silverstone	England
Apr 8	BARC Thruxton	England
Apr 21	Estoril	Portugal
Apr 28	New Nürburgring	Germany
May 12	Valllunga	Italy
May 27	Pau	France
June 2	Spa-Francorchamps	Belgium
June 23	Hockenheim	Germany
June 30	Dijon-Prenois	France
July 14	Donington Park	England
July 28	Enna-Pergusa	Sicily
Aug 18	Österreichring	Austria
Aug 25	Zandvoort	Holland
Sept 15	Mugello	Italy

### EUROPEAN TOURING CAR CHAMPIONSHIP

Mar 31	Monza	Italy
Apr 21	Valllunga	Italy
May 5	Donington Park	England
May 12	Scandinavian Raceway	Sweden
June 9	Brno	Czechoslovakia
June 16	Österreichring	Austria
June 30	Salzburgring	Austria
July 7	New Nürburgring	Germany
July 28	Spa 24 Hrs	Belgium
Sept 8	RAC Silverstone	England
Sept 15	Nogaro	France
Sept 29	Zolder	Belgium
Oct 13	Estoril	Portugal
Oct 20	Jarama	Spain

### FIA HISTORIC CHAMPIONSHIP

Apr 7	Paul Ricard	France
Apr 14	Monza	Italy
May 5	Brands Hatch	England
May 19	Zandvoort	Holland
June 9	Brands Hatch	England
June 30	Monthéry	France
Aug 11	Zolder	Belgium
Aug 18	New Nürburgring	Germany
Sept 1	Salzburgring	Austria
Sept 29	Valllunga	Italy
Oct 13	Croix-en-Ternois	France

### EUROPEAN MOUNTAIN HILL-CLIMB CHAMPIONSHIP

Apr 28	Ampus-Dranguignan	France
May 12	Falperra	Portugal
May 19	Montseny	Spain
June 9	Rechberg	Austria
June 16	Ecce Homo	Czechoslovakia
June 30	Coppa Carotti	Italy
July 21	Ascoli	Italy
Aug 11	Mont Dore	France
Aug 18	St. Ursanne-les-Rangiers	Switzerland
Sept 1	Turkheim Trois-Epis	France
Sept 15	Cefalu	Sicily
Oct 6	Oberjoch	Germany

# MOTOR SPORT

## CALENDAR 1985

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

### ORDER NOW

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*

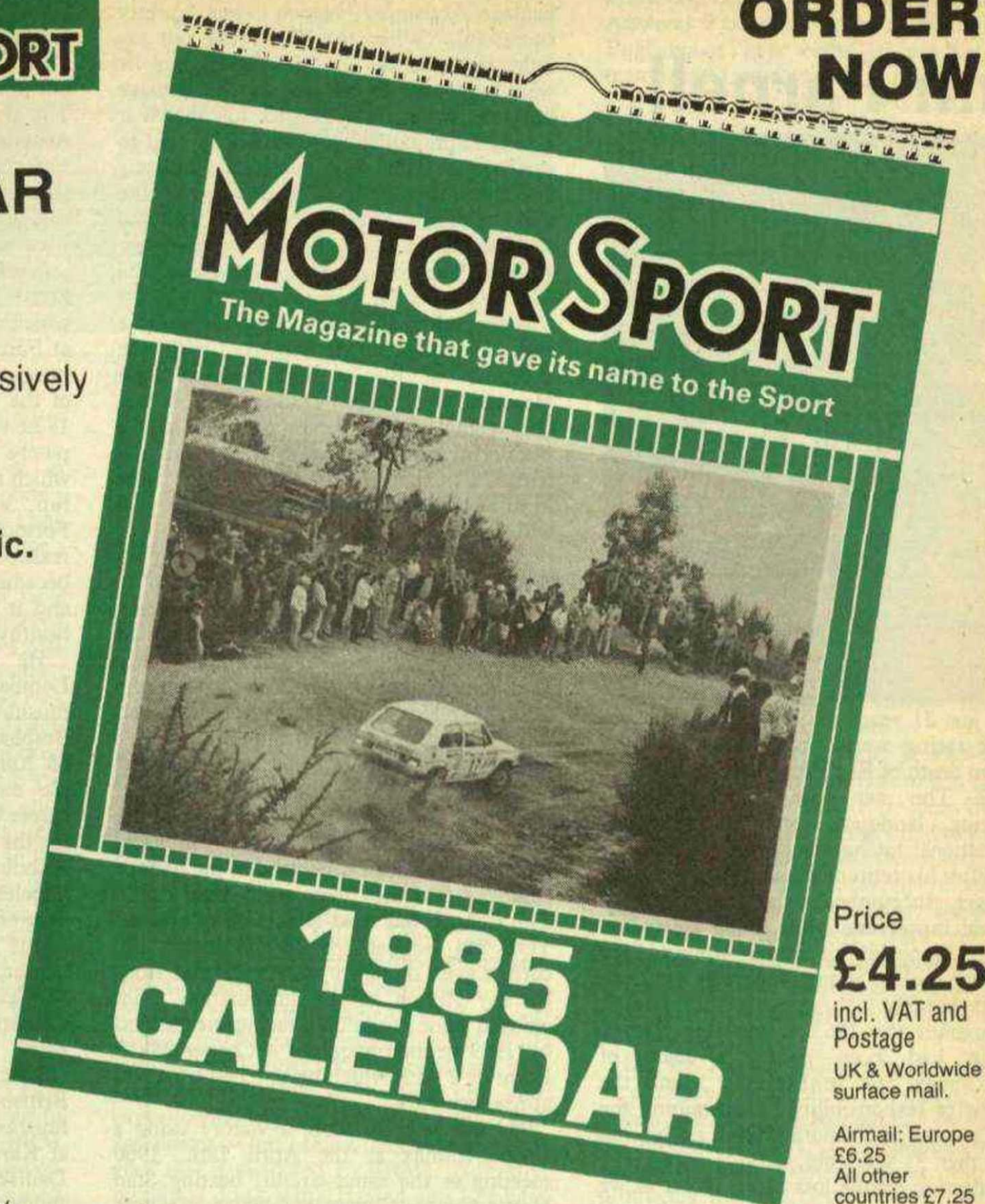
**Motor Sport Magazine**

**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



Price  
**£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 1984  
Motor Sport Calendar sold out.  
**ORDER NOW —**

## LOOKING BACK WITH Tim Parnell



IT is just 21 years ago this month that the motor racing world was shocked by the sudden death of Reg Parnell at the early age of 52. The man who had become an enduring landmark on the post-War international racing scene, both as a driver and, after his retirement, in the role of team manager, succumbed to a trivial freak of medical misfortune while being treated in hospital for peritonitis, leaving behind him a stunned motor racing fraternity and an understandably grieving family. Throughout the 1963 season Reg Parnell Racing had been racing a team of Lola-Climax cars in Formula 1 and the burden of responsibility for sustaining the team's name and reputation fell on his son Tim, then 31 years old.

Reflecting on the loss of his father as we chatted at the recent Grovewood Awards reception, Tim explained, "We really didn't think anything was seriously wrong with my father because it was almost a standing joke that he seemed to catch a cold each Christmas. He loved to go out and knock around the farm in the open, driving the bulldozer or tractor, and he would invariably end up with a cold over the holiday. On this occasion it really didn't seem to be getting any better so one of his local doctor friends suggested he went into hospital immediately afterwards because it looked a bit more serious. They diagnosed peritonitis, but they were treating him for it, so we didn't really think any more about it. Then one day they had to put a drip-feed into his leg, an embolism formed in his blood and he passed away quite suddenly. That is all there was to it . . . just one of those unexpected things that can happen."

Tim Parnell grew up in the Derby area

where his father not only farmed but also ran the Standard Transport Company, a haulage business which was pretty successful. "When the War broke out my father wanted to join the RAF, but he wasn't allowed to because of the haulage business which was needed for the War effort," Tim explains, "Our trucks used to cart round shells and munitions, but my father also used them to collect together the most incredible selection of racing cars and stashed them away in a barn on the farm. Nobody wanted racing cars during a war, did they? So he picked them up really cheaply and we had about 35 of them in the end, including all the ERAs, with the exception of Bira's, Hans Ruesch's old Maserati and heaven-knows-what. I was only eight or nine years old and had a wonderful time playing in them with my friends . . . then the Old Man would come in to chase us all away, playing merry hell with us for messing around in them!"

After the War Tim was sent away to boarding school, but it was too much to hope that he wouldn't be interested in racing cars himself, having been raised in such an infectious enthusiastic environment. "My Dad wanted me to train to look after the farm," explains Tim, "but I was determined to go racing myself, even though he didn't give me much support to start with. I started club racing in 1957 in a Frazer-Nash and then progressed to a bob-tail Cooper sports car . . . both bought on hire purchase, incidentally, after I'd persuaded the finance company that they were really road cars!" The Cooper was road-registered of course, TOF 264, so perhaps he was technically correct even though it wasn't the full story by any stretch of the imagination. Tim enjoyed some minor club racing success and by 1959 he had acquired a Cooper Mk 3 Formula 2 with which he notched up a win at Mallory Park.

He was later to score a victory using a Cooper-Climax at the April 18th, 1960 meeting at the same circuit, beating Stan Hart's Cooper-Climax and Brian Naylor's JBW-Maserati.

The 1960 season saw young Parnell



FORMER MV Agusta motorcycle racer Gary Hocking in Tim's Lotus 18/21 during the 1962 Oulton Park Gold Cup meeting. Reg Parnell was so convinced of the Rhodesian's potential that he persuaded Dennis Drury of BP to organise Hocking a more competitive drive. A few months later, he was killed practising Rob Walker's Lotus 24 for the Natal Grand Prix at Westmead.

concentrate most of his efforts on a Formula Junior programme, contesting this fraught, highly competitive category at the wheel of a Lotus 18. "I should have won at Reims, but Mike McKee edged me out on the last lap, but I won at Aintree shortly afterwards". Tim also managed a good third behind Peter Arundell's works Lotus and McKee at Mallory Park on two separate occasions (June 6th and August 31st), using a BMC engine on the first occasion and a Ford-Cosworth unit on the second!

His father may not have been particularly keen, but there was seemingly nothing which was going to stop Tim trying his hand at Formula 1, even though there was little prospect of worthwhile success at the wheel of the four-cylinder Climax-engined Lotus 18 he used in 1961. Still, at least there were plenty of non-Championship events in which a novice could cut his teeth and have fun, a feature sadly lacking from the Formula 1 landscape in the 1980s. Once he realised Tim was being serious, Reg Parnell became very supportive of his son's efforts and it comes over clearly that Tim had a healthy regard and affection for his father.

He started the '61 season with the Lombank Trophy race at Snetterton, finishing seventh, three laps behind Brabham's victorious Cooper-Climax. Then on April 16th, he managed "what must be the most memorable achievement of my career when I led Stirling Moss for two laps in the Vienna Grand Prix at Aspern." Although he admits that Moss's engine was hopeless and, anyway, the acknowledged "ace of aces" won the race in Rob Walker's Lotus 18. Tim faded to sixth at the finish behind such long-forgotten names as Wolfgang Seidel, Ernesto Prinoth, Bernard Collomb and Menato Boffa. Where are they now?

Later that season he retired from the British Grand Prix with clutch trouble, finished fifth (and last!) in the *Kannonloppet* at Karlskoga in Sweden, 10th in both the Danish Grand Prix at Roskilde and the Italian Grand Prix at Monza. Arguably his best race at the season was the 30 lap, 79.5 mile Lewis-Evans Trophy at Brands Hatch



**STUDY** in concentration as Tim Parnell presses on towards sixth place in the non-Championship 1963 Austrian Grand Prix at Zeltweg, at the wheel of his Lotus 24-BRM V8.

On October 1 where he finished third after starting from the front row of the grid. However, this was something of a second-rate line-up by contemporary Formula 1 standards, victory going to Tony Marsh's BRM-Climax from Mike Spence's meryson.

The Lotus 18 was replaced by a later 18/21 for the 1962 season by which time father Reg was running the Bowmaker Lolas driven by John Surtees and Roy Salvadori. Unfortunately Tim's season was marred by a hunt during an outing at Brands Hatch where I crashed at Druids and knocked myself about a bit quite badly. When I was getting over this Gary Hocking came onto the scene and my father was absolutely convinced he was a World Champion in the making. Surtees went potty when it was suggested that he run alongside him in the Bowmaker line-up, clearly recognising this motorcycle rival's quality, so he took over my 18/21 for a few races. But it was obvious the bloke was a star, so my father had a word with Dennis Druitt of BP and suggested he let him lined up in another team where he could have a properly competitive car." This was duly arranged and he was signed up to drive one of Rob Walker's Lotus 24-BRM V8s in the Natal Grand Prix at Westmead on December 22nd, 1962. Sadly, the talented Rhodesian motorcycle ace crashed fatally in practice, so his potential on four-wheels was never realised.

Tim continued with his Lotus 18/21 throughout 1963, although he did have a handful of outings in a Lotus 24-BRM early in the season although this was later taken over first by John Campbell-Jones and eventually Masten Gregory. Tim "retrieved" it in time to race in the Solitude Grand Prix on July 28th, where there were no fewer than five entries from the Parnell family! Chris Amon and Mike Hailwood were running the 1962 Lolas, which Reg had taken over when the Samengo-Turner family withdrew the Bowmaker sponsored team, under the Reg Parnell Racing banner while Tim fielded his own 24 plus a couple of 18/21s with four-cylinder engines for Ron Carter and Philip Robinson. Hailwood and Robinson were still running at the end, but too far back to be classified, while Carter,

Amon and Tim himself all retired! His friend Andre Pilette also entered his 18/21 under the Derbyshire entrant's banner and Tim finally rounded off his Formula 1 career with another outing in the Lotus 24, finishing sixth in the non-Championship Austrian Grand Prix won by Jack Brabham's Brabham BT3 from Tony Settember's Scirocco-BRM round the punishing, rutted Zeltweg airfield track.

Then came the tragedy of his father's death, so Tim thought it appropriate that he should retire from the cockpit and set about making plans to continue running the team that bore Reg's name. Truthfully he admits, "Looking back I was a total greenhorn. I mean, how could I follow an act like my father's? But I thought it was only fair to give it a go and I had plenty of generous support from Dennis Druitt at BP. We decided to use ex-works Lotus 25s with BRM engines because I got the impression that Coventry Climax were just a touch reluctant to continue their level of support without my father in charge. I mean, Wally Hassan and Leonard Lee were always very good to my father — helping him with experimental engines and various other bits and pieces — but I think they were privately glad that I switched to BRMs. Honestly, though, I don't think Hassan and Lee have ever got due credit for the contribution they made to British motor racing."

Chris Amon, who had originally been recruited by Reg the previous year after Parnell Senior spotted his talent during the Tasman Series, stayed with the team and was joined by Mike Hailwood while Peter Revson came along to handle Tim's own Lotus 24 from the previous season. It was a frustrating year because the BRM V8s never performed well in the Lotus chassis "but there was no question about Amon's talent", in Tim's view. As far as Mike the Bike was concerned, Tim admits that "I used to have a few rows with him about trying to run on two wheels and four during the same season. I don't care who you are, you can't jump about from bikes to cars and back again and make a success of it."

The high spot of that year was Amon's fifth place in the Dutch Grand Prix "but he was beating Bandini's Ferrari at Watkins

Glen before he retired". For 1965 BRM asked Parnell if he would run Richard Attwood because they wanted the Englishman "kept warm" in case the works team should need to call on his services, so that meant that Amon was out of the equation. Mike Hailwood stayed on for a few races before he decided that he was wasting his time and when Attwood crashed quite badly in the Belgian Grand Prix at Spa, the ebullient Innes Ireland was hired to replace him. Amon rejoined on Hailwood's departure, but for a few races it was Attwood and Ireland until Tim fired "bloody Innes because he was late turning up for practice in Mexico . . . couldn't find the circuit or something!" and Bob Bondurant took over for that last race of the 1½-litre Formula 1.

By the end of 1965 Tony Rudd was busy at BRM developing his elaborate H-16 engine for the forthcoming 3-litre Formula 1 which was due to start the following year. In consequence he had no time to go out and run the 2-litre BRM P261s in the Tasman series, so he asked Tim Parnell if he could manage it for him. Although this meant three months away in one stint, Tim was happy to accept and remembers the trip with some obvious affection.

"The trouble was that after Jackie Stewart had outfumbled Graham Hill to win the '65 Italian Grand Prix relations between the two men were a bit sensitive and I had to preside over this tension. They were both very particular about spares, taking the attitude 'that's my gearbox, my engine, my chassis . . .' but we took every race with the exception of Warwick Farm where Jim Clark's Lotus was the winner." Stewart won four of the races, Hill two and Richard Attwood one.

In 1966 Parnell Racing ran Mike Spence in a 2-litre Lotus-BRM for much of the season, the car being painted in a succession of different colours to accommodate the whims of John Frankenheimer who was producing the film *Grand Prix* throughout the year. Tim's wife Ginny recalls "the car was sprayed so many times that when they finally wanted it repainted white at Monza there was so much red paint already on it that it turned out pink!"

Now closely involved with BRM, Tim collaborated with the factory in a programme which was designed to advance the careers of some young British drivers, the idea being to bring them forward to the level where they could take over in the front-line works team if need be. Piers Courage and Chris Irwin were the two most likely lads and they shared the second P261 during the 1966 / '67 Tasman series where Jackie Stewart was in the lead car. Courage's spectacular antics, including spinning in the middle of the field on the opening lap of his first race in a BRM, resulted in several accidents and it looked as though Irwin might be the better long-term bet. It was originally planned that the Parnell team

would have an H-16 mid-way through the '67 season, but continued problems with this complex engine's development meant that Tim had to stick with a 2-litre P261 and that similar capacity Lotus-BRM for much of the year.

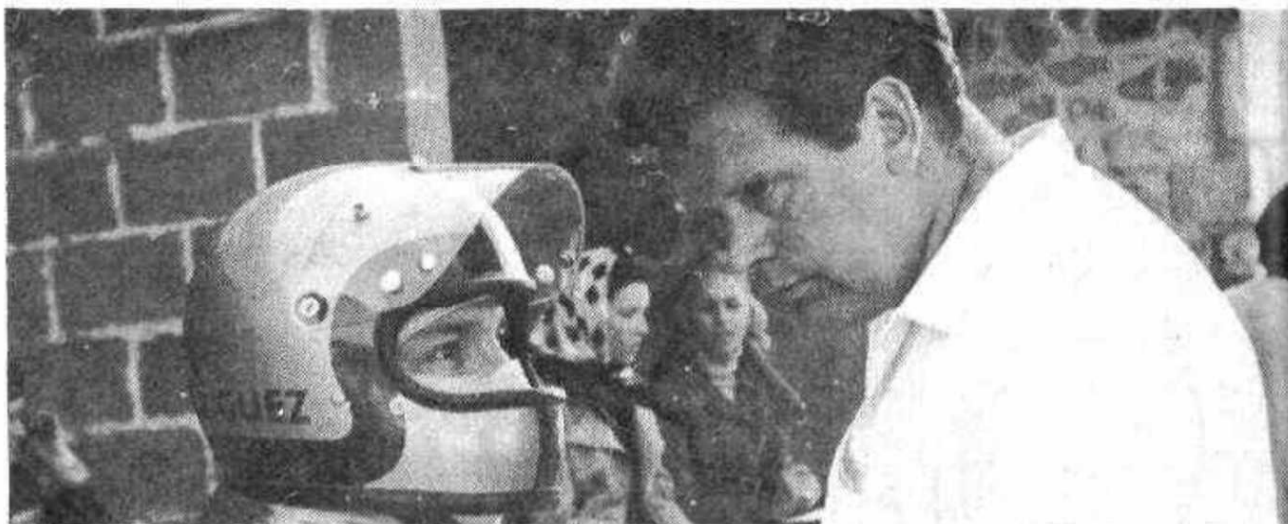
However, with the advent of the more reliable V12, Parnell Racing got a BRM P128 for the 1968 season and Piers Courage restored his accident-damaged reputation at the wheel of this car (as recounted in some detail in the October, 1984, issue of MOTOR SPORT). Sadly Chris Irwin's racing career came to an end when he crashed badly at Nürburgring at the wheel of a Ford F3L prototype and sustained very serious head injuries.

Towards the end of 1969 Tim Parnell was invited to take up the post of full-time team manager at BRM, Tony Rudd moving on to join Lotus after a frustrating time trying to develop a second-generation version of the H-16. When Tim arrived on the scene the somewhat prickly John Surtees was close to the end of his season with the team "and when we went down to Monza for pre-Grand Prix testing we were putting engines in and out of the chassis so many times that the mechanics didn't know where they were. I mean, I think we had seven engine changes before practice even started." Surtees was a difficult man to satisfy.

Sadly, Sir Alfred Owen, the instigator and driving force behind not only BRM but the Owen Organisation as a whole, suffered a stroke soon after and was thereafter unable to take any active part in the team's administration. This task now fell to Sir Alfred's sister, Jean Stanley, and her husband Louis, an imposing man of stately bearing who contrived to stamp his own idiosyncratic personality on the team over the few years BRM had left as a vaguely credible Formula 1 force.

Tim guffaws loudly at mention of the Stanleys, recalling his time working for them with a mixture of amusement and pleasure. "Big Lou", in his view, was a real character and, in some ways, much maligned by his critics. Tim feels that he was tremendously capable when it came to getting sponsorship — "we tend to forget that he was the one who brought in both Yardley and Marlboro for the first time!" — but that he was perhaps less effective in keeping those sponsors once he had attracted them. Behind the scenes he was a generous man, and Jean Stanley is remembered with some affection by all those who worked with BRM.

On the racing front, the 1970 season saw BRM field a highly competitive line-up with Pedro Rodriguez and Jack Oliver in the sleek Tony Southgate-designed, Yardley-sponsored P153s. "Oliver was quick, but my goodness, did he have a fiery temper . . . and he was so hard on the cars. Pedro was tremendous, of course, one of the best . . . do you know, he was the only



"THE only driver I ever met who was convinced he would win every race he competed in." Tim Parnell, BRM's team manager, listens as a helmeted Pedro Rodriguez makes a point during the 1970 season.

driver I ever met who *honestly* thought he was going to win *every* race in which he entered. He loved the wet too. When it rained he would just giggle with glee. He didn't mix with other drivers much because he told me he didn't want others to know what he was thinking. What's more, we had more fan mail for Pedro at Bourne than any other BRM driver ever . . . that includes Hill, Stewart and all the others!"

Of Pedro's death, a week before the 1971 British Grand Prix, when he crashed a privately owned Ferrari 512 in a minor sports car race at Norisring, Tim Parnell shakes his head with obvious regret. "We did everything to persuade those people that Pedro didn't want to come and drive for them that weekend. We told them that he'd got the British Grand Prix coming up the following weekend, but they kept on offering him enormous sums of money and he eventually went. I was worried, I must admit, but it was typical of Pedro that he should be going flat-out, running in the lead, when he had his shunt. Then later that year we lost Jo Siffert, another great driver, in the Brands Hatch accident, and I don't think BRM ever recovered from those two blows so close together."

However, before BRM's inevitable downward slide into sad oblivion, there were a few more highlights to enjoy, notably the splendid Monaco victory scored by Jean-Pierre Beltoise in the pouring rain in 1972. "He was a good driver and the thing you've got to remember is that, effectively, he only had one good arm," remembers Tim, referring to the limited movement the gallant little French driver had in one elbow, the legacy of an accident much earlier in his career. Apart from a lucky win in the John Player Victory Race at Brands Hatch late in 1972, that Monaco success was the last victory BRM would score.

Marlboro kept sponsoring the team into 1973, giving Tim Parnell the opportunity of studying a great new talent at close quarters. A buck-toothed Austrian kid talked his way into the team with only limited sponsorship to back up his ambition. This was Niki Lauda, of course, and from the start Parnell realised that he was suffused with an unusual degree of

commitment and determination.

"He was *unbelievable* when it came to testing," Tim smiles, "He would arrive at a Silverstone test before us, do 200 laps and then just stop for a toasted paté sandwich at lunchtime and do another 200 laps in the afternoon. Most drivers like to get out of the cockpit between stints, perhaps to stretch their legs, but not Lauda. He stayed strapped in the cockpit as often as not. I've never seen such a commitment. He was absolutely desperate to make it and it came as no surprise to me at all when he did. When he left us he went off to Ferrari where he could test at Fiorano all day and all night if he wanted to. If ever there was an example of the old adage 'practice makes perfect', then it was Niki Lauda."

Clay Regazzoni, Helmut Marko and Peter Gethin are also recalled with pleasure by Tim Parnell, but by the end of 1974 the hand-to-mouth manner in which the BRM team was operated no longer held any attraction for the bluff, burly Derby dweller. Tim well recalls just how well Chris Amon performed at Watkins Glen, at his very last race as BRM team manager, but by then there was no future for either of them with the Bourne organisation. He returned to his dairy farm and his garage business which have occupied much of his attention ever since, although he briefly had a stint looking after Mallory and Oulton Park for MCD in the mid 1970s. In the last few weeks he has taken up the post of General Manager at Donington Park, so his links with the sport seem set to continue..

Tim Parnell may never have scaled the competitive racing heights achieved by his illustrious father, but his down-to-earth enthusiasm for motor racing enabled him to make a worthwhile contribution to BRM fortunes on the management side, an historically appropriate distinction bearing in mind Reg Parnell's early efforts for BRM in the 1950s. This large, pleasant and good-humoured man carries his years extremely well and seems to have aged very little in the last ten years. He has a refreshing sense of humour and looks back on his Formula 1 career, both in and out of the cockpit, with an engaging lightheartedness. — A.H.

# SANDOWN PARK

## Bellof takes the WEC title

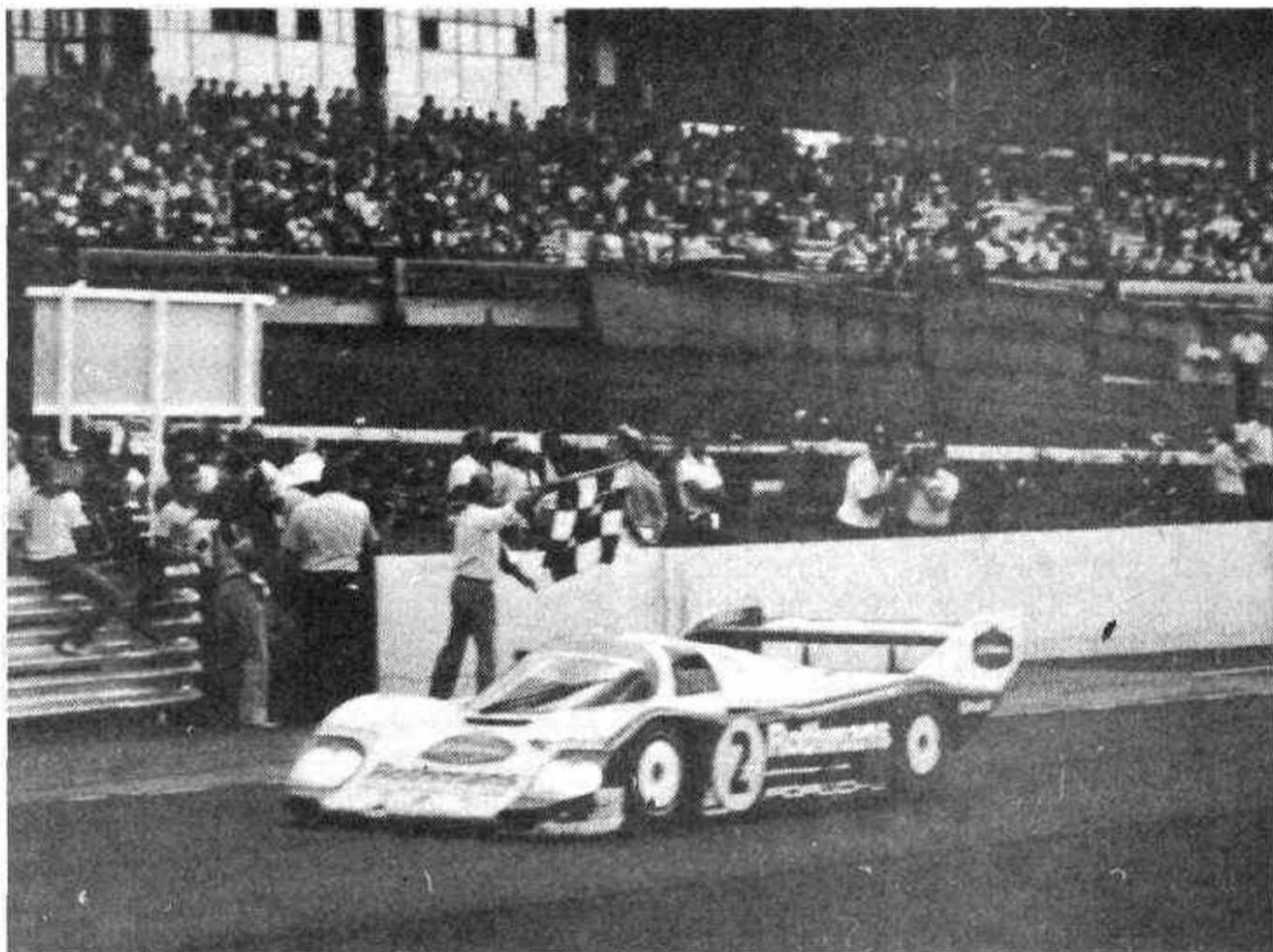
December 2nd

THE World Endurance Championship title is, inevitably, a poor relation of the top prize in the world of Formula 1 but it is hotly pursued by the leading drivers, especially those in the works Rothmans-Porsche team within whose grasp the title is. Stefan Bellof deposed Jacky Ickx as champion at Sandown Park, Australia, early in December by winning the six-hour event with Derek Bell, leaving his nearest rival Jochen Mass trailing in second place.

The series remains an oddity in having eight rounds for the Manufacturers' title (secured by Porsche almost without challenge at the Nürburgring in July) and three more for the Drivers' Championship at Brands Hatch, Imola and Sandown Park. The factory team did not enter any cars at Brands Hatch, where Mass and Bellof earned some extra points in private teams, and at Imola the Stuttgart company again ran a car with the electronically controlled twin-clutch transmission with ignominious result.

Australia's first-ever World Championship race was another matter, though, and Rothmans-Porsche entered no fewer than four cars. Two, as usual, were for Bell / Bellof and Mass / Ickx, the third was for Australians Alan Jones and Vern Schuppan, and the fourth carried a camera for live TV coverage and was driven by Johnny Dumfries and Sir Jack Brabham, who won the first of his three Formula 1 titles when the Scot was still in nappies. Now 58 and a successful businessman, Sir Jack has raced saloons on a handful of occasions since his retirement in 1970 and clearly needed some time to get his competitiveness back.

The lure for the Porsche company and most of its leading customers was the enthusiasm of the Light Car Club of Australia to organise the first world title event. The federal government and the Victorian State government put up the four million Australian dollars (£2.8 million) needed to turn the old quadrangle track into a fully-fledged 3.89 kilometre circuit that met the requirements for a title race, though with the constraints of public roads around the perimeter and a beautiful horse-racing track on the infield, complete with a lake, the additional roadway was necessarily highly artificial and tortuous. All the work has been carried out since June, when FISA finally confirmed that the event could go ahead, and workmen were still beavering away until nightfall before the race putting



BELLOF takes the flag and the Championship.

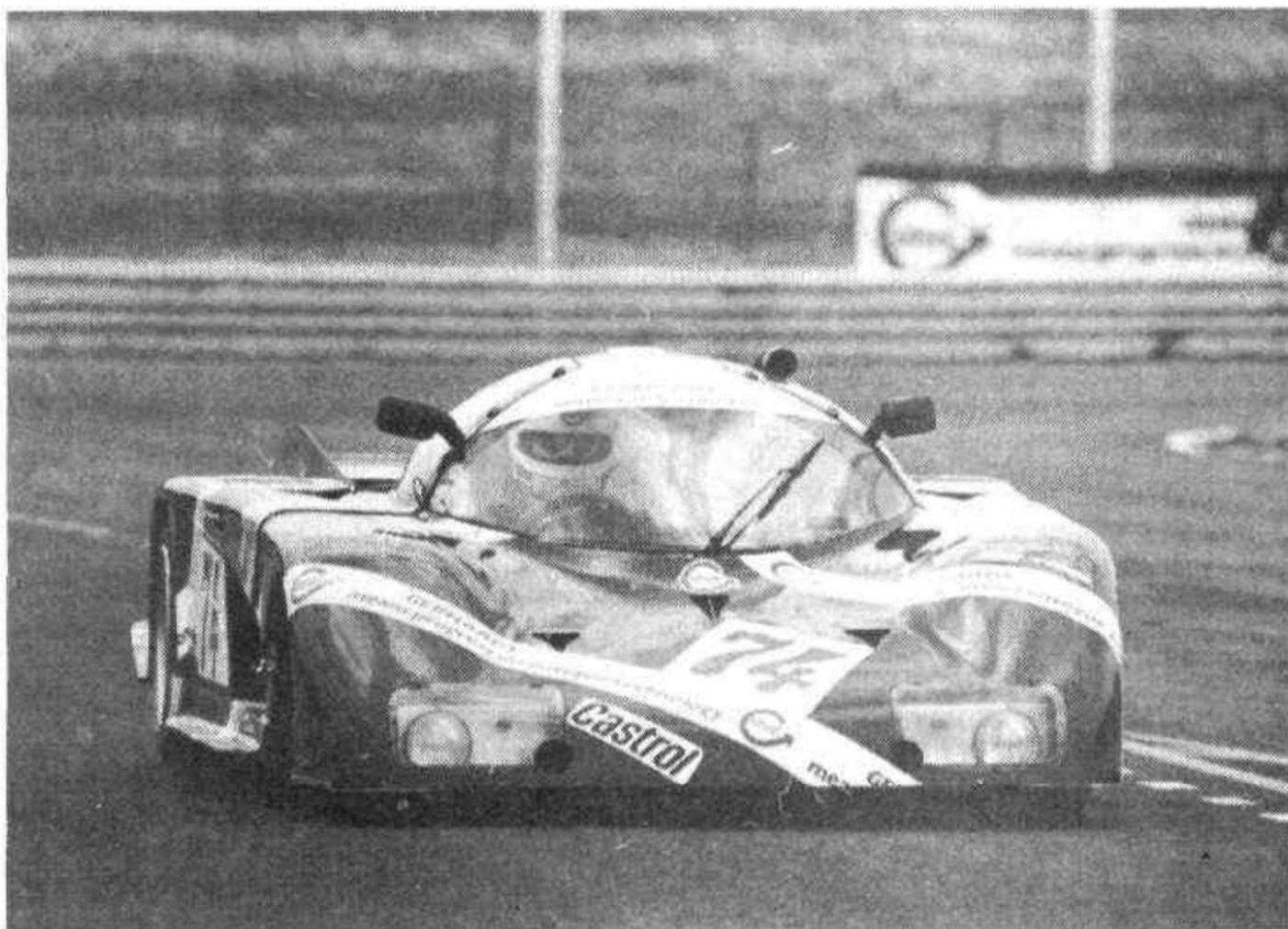
the finishing touches to the place.

In particular, Sandown Park boasts an enormous covered grandstand with excellent amenities, and all those involved could fairly claim "we wuz robbed" at the news that the Formula 1 World Championship race will be held in Adelaide, on a street circuit, next October.

Certain factors within FISA and FOCA seem to prefer street circuits (other than Monaco!) for reasons best known to themselves, and the South Australian government and the Adelaiders have the resources to cater for these expensive tastes.

Those who have seen the proposed Adelaide track, though, Niki Lauda and Keke Rosberg in particular, approve the layout and expect to see a 100 mph average to be achieved.

The Sandown Park 1,000 Kilometre race looks set to become an established event on the calendar, upgraded in 1985 to Manufacturers' Championship status. In fact 1,000 kilometres is a misnomer because even the winning car was unable to average more than 133.5 kph (82.95 mph) and there was never any possibility of the full distance being covered. When the chequered flag was



THE new Gebhardt-Ford 843, driven by Frank Jelinski led Group C2 until slowed by gearbox problems. Victory in the class went once again to the Tiga-Ford GC84 driven by Gordon Spice and Neil Crang.

hung out after six hours, as the fall-back regulation requires, only 206 of the scheduled 259 laps had been covered. Unfortunately the regulations do not allow 6-hour races as such, since the unhappy Silverstone event of 1982 when the Porsche 956 almost ran out of fuel on its debut outing, so the Australians are stuck with a title that doesn't fit.

The entry for the C1 class was exclusively Porsche with eleven 956s, a 962 and a Kremer CK5, so there was never any doubt about the outcome, just which team would be successful. Lancia have had a fitful year, proving to be just as quick as the Porsches at Monza and Silverstone, surprisingly competitive at Le Mans where the works Porsches were notable by their absence, and going downhill rapidly ever since. Lancia missed out on Mosport, on Spa to prepare for Imola, and after a complete fiasco on home soil ventured out only once again at Kyalami to record a hollow, worthless victory against local saloon cars, mainly, since the organisers had not been able to offer the private teams a sensible "deal" that would enable them to make the journey. With luck Lancia might try to get their act together a little better for 1985!

John Fitzpatrick had three cars in the Sandown Park entry, a pair of 956s in Skoal colours for David Hobbs / Thierry Boutsen and Rupert Keegan / Franz Konrad and his 962 (with a 956 engine, just as the works team will run in 1985) for Australian drivers Colin Bond and Andrew Miedecke. Also from Silverstone, Richard Lloyd's GTi Engineering / Canon Porsche 956B was in Australia for Dr Jonathan Palmer and Jan Lammers.

The Kremer brothers ran a pair of Porsche 956s for Manfred Winkelhock / Rusty French and the South Africans Sarel van der Merwe / George Fouche, plus Kees Kroesemeijer's CK5 which the Dutchman shared with Peter Janson and Jesus Pareja. Le Mans winner Henri Pescarolo had a particular interest in finishing well since he was narrowly leading the well-endowed Porsche Cup for privately entered drivers, and he was sharing Reinhold Joest's New Man sponsored 956 with Klaus Ludwig; Dieter Schornstein shared his 956, with the same sponsorship, with John Winter and Paul Belmondo.

The C2 class had a lot more variety. Gordon Spice went to Australia with his much modified Tiga-DFL (3.3-litre) which he plans to reproduce in some quantity before the 1985 season gets under way, with Neil Crang co-driving. Martino Finotto had two of his rapid 1.8-litre turbo Albas there, sharing one with Carlo Facetti as usual and having Guidi Dacco in the other with local driver Lucio Cesario. Brothers Fritz and Gunther Gebhardt had three cars bearing their name: Gunther shared a new DFV powered car with Frank Jelinski and the exceedingly rapid German girl, Beate Nodes, and Ian Harrower, who has now



*LOCALLY* built cars which did not strictly meet the regulations were allowed to run as "Australian Cars". The fastest in practice was the Romano-DFL driven by Bap Romano and Alfredo Constanzo which completed 106 laps but, with multiple problems, was unclassified.

bought the older DFV powered example, shared it with New Zealander Neville Crichton. The third Gebhardt, with two litres of BMW power, was for the lady team of Cathy Muller, Sue Ransom and Margie Smith-Haas.

Jens Winther, a longtime BMW M1 exponent with Castrol sponsorship, has now transferred his affection to a German URD chassis, still with the 3.5-litre M1 engine in the back, and shared his new steed with Lars Viggo Jensen. From England went Roy Baker's Tiga-Ford BDT for the owner with Jeremy Rossiter and F3 driver Gary Evans, and John Bartlett with his Lola-DFL T610 shared with Richard Jones and David Burroughs.

Local entries, few but interesting, included Bap Romano's 3.9-litre DFL powered car, appropriately named Romano and co-driven by Alfredo Costanzo, a Mazda rotary powered JWS built for the C2 class (but not yet homologated), a black and gold JPS sponsored BMW 320 run by Frank Gardner, lugubrious as ever, and a couple of absolutely fearsome Australian "super saloon" creations. A twin turbo, Chevrolet V8 powered "Mercedes" producing 850 bhp is one of Sandown Park's attractions, though unhappily it overheated so much during practice that it was withdrawn. More evident throughout the race was a "Chevrolet Monza" with normally aspirated Chevrolet V8 power, around 650 bhp worth, for Allan Grice / Dick Johnson / Ron Harrop.

Nick Faure took his newly acquired Porsche 911 Turbo all the way to Australia with an unfortunate outcome, and American Chuck Kendall with Jim Cook completed his world tour with his Lola-Chevrolet T600, only to have a driveshaft break midway through the race.

Bellof would not have remained a favourite with the bookies ten minutes into the untimed practice session on Friday after hitting a kerb at the third turn and launching his 956 backwards into the barrier, doing enough damage to keep the

mechanics busy until next morning. Winkelhock was unofficially quickest on Friday followed by Jones, Boutsen and Mass, all closely grouped in the 1 min 33 sec bracket, the Canon Porsche being next quickest though hampered by a misfiring engine which never ran clearly all weekend.

The German championship leader made up for his mistake when timed practice opened on Saturday morning, quickly settling down to a pole position time of 1 min 31.6 sec. After the second session there were six cars in the 1 min 32 sec bracket, driven by Mass, Jones, Boutsen, Winkelhock and Palmer. Gordon Spice handsomely led the C2 class grid with an impressive time of 1 min 38.0 sec, the 11th fastest time overall.

#### **Bad start by Mass**

More familiar names to Europeans controlled the race, Pierre Aumonier from Silverstone acting as Clerk of the Course and Tim Schenken, representing the Confederation of Australian Motor Sports (CAMS) driving the course car which led the field round on the pace lap. Within sight of the startline Nick Faure's Porsche Turbo blew a piston and laid a huge pall of smoke — and a slick of oil — around the latter part of the lap.

Off, then, went Bellof into his accustomed lead but, unusually, he was outraked into the first turn by Alan Jones and into the second turn by Jochen Mass. Accelerating to 180 mph along the back straight Bellof was clearly third, but things changed rather dramatically when the leaders reached the evidence of Faure's blow-up. Mass felt the tail of his 956 slide out, didn't quite catch it and spun helplessly onto the infield, luckily coming to no harm and restarting in 15th place. Bellof then returned the compliment to Jones, taking him under braking at the first left-hander, and started to ease away in his usual fashion.

Ten laps into the race Bellof was leading by eight seconds, his nearest challenger now



ANOTHER "Australian Car" was this Chevrolet Monza driven by Allan Grice, Dick Johnson and Ron Harrop. It qualified 18th but suffered a long catalogue of problems and was unclassified.

Boutsen ahead of Jones and Palmer, with Mass catching up well in fifth place, Ludwig sixth, van der Merwe seventh, Keegan eighth and Winkelhock ninth. Even at this early stage Palmer was having to cope with a misfiring engine; the mechanics felt sure they'd found the cause when they discovered a cracked inlet plenum chamber, but that wasn't it, and Palmer could only make matters better by turning down the boost, thus extending his lap times by about three seconds.

Mass finally moved up into third place after 31 laps but was now 35 sec adrift of the leader, and it was going to be no easy job passing Boutsen, either. The Belgian was feeling confident and going well, though the first pit stop was a bit messy and the advantage was lost. Alan Jones dropped a clanger by stopping in Boutsen's pit, two places short of his own, and the Skoal car arrived while the third Rothmans entry was being pushed away. It only cost a couple of seconds but the mechanics were unsettled. Mass, too, lost a few seconds when he was badly carved up in the pits lane by Rusty French and left black lines on the roadway as he braked to swing in behind the Kremer Porsche. The pits didn't look a very healthy place to be for a while!

Ninety minutes into the race Lammers and Pescarolo dashed into the pits to have wheels changed, due to punctures of course, and reported that the recently laid sections of the track were breaking up. A few minutes later the Swedish entered URD-BMW came out of the final turn in a helpless spin as the bottom link on the right rear suspension had sheared, allowing the wheel to swivel, and the car came to rest against the barrier in front of the pits. It was quite a while before Aumonier and Schenken agreed that the pace car should go out — as long as it took the Swedes to get a trolley jack ready — and soon Bell's 35 second lead evaporated in Schenken's wake.

We had the unusual sight of seeing Mrs. Smith-Haas spin her brakeless Gebhardt while following the pace car in a slow turn, and she was later to demolish the front end. The Albas, too, were having problems with their rear brakes, and Finotto's car was further delayed by a loose rear wheel, cured only by fitting a new hub. So Spice and Crang, running at a predetermined speed, moved comfortably into the class lead they were to maintain all the way to the end.

While the yellow flags were out there were some minor infringements that can so easily occur when only one part of the track is affected. Aumonier delivered a stiff warning to Porsche's Peter Falk about the conduct of Bell and Ickx, but decided that Pescarolo had done something naughtier and had him black-flagged, so, the courteous Frenchman was effectively docked two minutes.

Soon after the race resumed at full speed, with Bell, Boutsen and Ickx now bunched up, Dumfries in the Rothmans camera car was smitten heavily in the rear by the Romano and drove, ever so gently, to the pits with a back wheel askew. He was caught by Bell in a particularly slippery corner and in a flash Hobbs was through into the lead, bringing the race to life again.

Now the surface on the new section of track broke up completely and there was an element of farce as the cars queued up in the pits to have wheels changed. Dunlop, supplying the major part of the 29-car field, replaced no fewer than 20 covers in one hour and feared for a while that they might not be

able to cope with the demand (they were also fitting for Yokohama and Goodyear). In fact in the latter half of the race Dunlop replaced 40 of their own tyres, 11 of Goodyear's and eight of Yokohama's.

The Canon team claimed the record with 12 punctures, Mass and Ickx suffered six, as did Pescarolo / Ludwig, while Bell and Bellof cruised along with just one each. It seemed to be a lottery, for the leaders were going as fast as they could and using all of the road, but there were so many cars spinning on the gravelly track that the roadway was constantly being sprinkled with stones from the trackside. A flying stone also fractured a brake pipe on Pescarolo's car, so it wasn't really his day at all. The Romano later turned across Palmer and smashed the front wing on his car, and finally met its Waterloo when it was hit in the back and sustained a broken gearbox!

Boutsen and Hobbs were keeping a lot of pressure until an hour from the end, the Skoal car suddenly expired out on the circuit with a burned-out coil. There was nothing Hobbs could do but trudge back to the pits, leaving Bell and Bellof with a more relaxed run to the flag. They had looked like winners all the way and probably had enough in hand to have dealt with the Skoal car if the need had arisen, and Bellof is certainly a worthy champion. His record in the ten Championship rounds he has contested this year is six outright wins, five pole positions and four fastest laps (at least, since the quickest lap has not been published on two occasions).

It's a credit to the Canon team that their 956 finished only four laps down after its problems, 13 unscheduled stops not being a sure recipe for success! Jones and Schuppan eventually finished well down the order after having a turbocharger problem rectified, but Spice and Crang had no problems other than a spin on their way to tenth place and a convincing class victory, their fifth this year; both the Albas retired, Finotto's with an engine failure and Dacco's with an electrical breakdown.

From the organisers' point of view it was a disappointment that only 13,800 spectators paid to go through the gate, far short of the anticipated 40,000, though a clashing West Indies cricket match in Melbourne might have kept the uncommitted away from Sandown Park. It seems, though, that the only form of racing that really pulls big crowds is saloons and the big names like Alan Moffatt, Peter Brock, Allan Grice and Dick Thompson. Maybe there's a moral in that. — M.L.C.

#### RESULTS

Sandown Park 1,000 Kilometres, 11th round, World Endurance Championship for Drivers. Actual distance: 801 kms. Weather: hot.

1st	S. Bellof / D. Bell	(2.6 t/c Rothmans-Porsche 965)	206 laps	— 6 hr 01 min 30.3 sec (133.35 kph)
2nd	J. Mass / J. Ickx	(2.6 t/c Rothmans-Porsche 956)	203 laps	
3rd	J. Palmer / J. Lammers	(2.6 t/c Canon-Porsche 956)	202 laps	
4th	S. v.d Merwe / G. Fouche	(2.6 t/c Kremer Porsche 956)	200 laps	
5th	M. Winkelhock / R. French	(2.6 t/c Kremer Porsche 956)	200 laps	
6th	A. Miedecke / C. Bond	(2.6 t/c Fitzpatrick Porsche 962)	198 laps	
7th	H. Pescarolo / K. Ludwig	(2.6 t/c New Man Porsche 956)	197 laps	
8th	A. Jones / V. Schuppan	(2.6 t/c Rothmans-Porsche 956)	196 laps	
9th	R. Keegan / F. Konrad	2.6 t/c Skoal Porsche 956)	194 laps	
10th	G. Spice / N. Crang	(3.3 Spice-Tiga DFL C2)	189 laps	

Fastest lap: Bellof, 1 min 34.5 sec.

Championship points: Bellof 138; Mass 127; Ickx 104; Pescarolo and Bell, 91; Lammers and Palmer 75; Hobbs and Stuck 54.



# BOOK REVIEWS

## Books For The New Year

**"Those Magnificent Flying Machines — A Pilot's Autobiography"** by Don Robinson. 160 pp, 11 in x 8½ in. (Blandford Press, Link House, West Sussex, Poole, Dorset, BH15 1LL. £9.95).

Books spanning the between-wars period of flying, by pilots describing their life with aeroplanes during this fascinating and formative period of aviation, are naturally now very rare. So it is a real delight to be able to read Don Robinson's autobiography, from the time when he made his first solo flight at Brooklands in the summer of 1928 in a Renault-V8-engined Avro 504 to his test-flying of the Supermarine Sea Otter in 1942, and his other varied Naval test flying during the war, with much work on Spitfires and Seafires under the great Jeffery Quill, and between those times much flying in Canada and here in sports events with a Salmson-powered Klemm, Topsy, etc. This is heady stuff, rendered all the more attractive because the publishers, Blandford Press, have used very big pictures to illustrate Robinson's story — I particularly like the one of the staff of the legendary Henderson Flying School at Brooklands with one of their Avros, G-EBSC, at Brooklands in 1928, with the Byfleet banking in the background. But there are many more of that kind, and the dust jacket has coloured pictures of the Shuttleworth Trust's Spitfire Mk VC and Avro 504K in flight. Strongly recommended. — W.B.

**"DH 88 — The Story Of The De Havilland Racing Comets"** by David Ogilvy. 174 pp, 9½ in x 7 in (Airlife Publishing Ltd., 7, St John's Hill, Shrewsbury, SY1 1JE. £11.95).

The racing DH Comet monoplanes, of which three competed in the memorable 1934 London-Australia MacRobertson Race, that flown by Scott and Black winning the speed section at 158.9 mph (a great British victory, as aeroplane and engines were made here, although French propellers were used) are in the news since the courageous project by the Shuttleworth Trust to restore the winning machine to flying order. So a book about how these Comets fared in this now-historic race, and about that race in general, is appropriate, and who better to write it than David Ogilvy, who instituted and pioneered the Comet restoration project while he was General Manager at Old Warden. Ogilvy is an experienced pilot of the older aeroplanes and knows about flying organisation, which must have helped him to look

dispassionately at this 1934 race half across the World — incidentally, he used to write flying reports on light aeroplanes for MOTOR SPORT, before I was told that aviation has no place in this journal.

His story of the important, but largely, forgotten race comes over very well, written simply but sympathetically, with the Comets and other DH machines in the forefront, with all that befell them. Certainly the Comet victory was a significant one, although one is slightly disturbed by the troubles that beset the Gipsy Six engines, and has to remember the splendid performance of the KLM Douglas DC2 air-liner that finished second, flown by uniformed Parmentier and Moll, as a Company exercise. Also, that of the DH Dragon that finished fifth, and the DH Puss Moth that was third on handicap, and what befell the Comets of the Mollisons and Waller/Cathcart-Jones (the latter owned by racing-driver and "Bentley-boy" Bernard Rubin. All this is extremely well told in this well-illustrated book. The photographs are augmented by tables and interesting reproductions of items from that important race of 50 years ago. It is amusing that the author goes out of his way to say that these Comets should not be called racing aeroplanes, whereas the book's sub-title refers to them as just that. — W.B.

**"Stories of Round Timber Haulage"** by Maurice H. Saunders. 118 pp, 9¾ in x 7½ in (Cortney Publications, 95-115 Windmill Road, Luton, Beds, £8.95).

This book, about the hauling of trees, in effect, may seem a very odd one to get a review in MOTOR SPORT, but I found it absolutely fascinating, as I think will anyone who likes the transport scene as a whole, and certainly all commercial vehicle enthusiasts. The stories collected by the author are pleasing in themselves and they are illustrated by masses of photographs that are really the core of this unusual book.

The explanation about these photographs explains the spirit in which the book was compiled: "Most of them have never been published, and most of them have been taken by amateur photographers, many of whom were in the 'eighty hour a week brigade', and had no time to worry about posing refinements. Many come from pre-war Kodak Brownie days, delightful snapshots in themselves which when enlarged magnify the defects, leading to many darkroom nightmares! Three lots were stuck into family albums . . . One collection had been kept in the cab, and stunk to high heaven of diesel, and had to be

cleaned up. Some were rescued from dusty attics where they had been for 40 years or more, several were literally folded in drivers' wallets, and naturally the fold marks are reproduced. Where reproduction is poor, it is because this may be the *only* copy of any one vehicle. This is not meant to be a book of super photographs but rather of illustrations intended to give a better insight into the work and dedication of those wonderful men and women [engaged in timber haulage] . . . People ranging from ten years to 96 have contributed these pictures, hence the great variation."

There are 196 of these pictures in the book, out of almost 400 timber-haulage scenes available, and I am sure they will fascinate you, depicting as they do such haulage from horse-drawn drays and the steam-wagons to modern transport. Latils, Unipowers, Leylands, Fodens both steam and ic-powered, AECs, Dennises, ERFs, Scania, Taskers tractor, GMC, Mack, Austin, Reo, Scammell, etc are seen at work (even a few mishaps included), their stories told in 39 chapters about their operators. The hauliers are seen at work in such motoring-associated places at Silverstone in 1982 and Beaulieu and there is a picture of a WWI Pagefield lorry, by permission of the Forestry Commission archives. You even get two nostalgic poems about the fallen oak and the timber fellers and hauliers and a picture of a 1940 Unipower still at work in 1982. The Latil service engineer used a white Marmon straight-eight car, this being misquoted as a Marmod. This book would make a splendid present to those interested in such vehicles as I have listed. It can be obtained from bookshops or the Blandford Press. — W.B.

\* \* \*

Some time ago we reviewed Part 1 of "An Aeronautical History of the Cumbria, Dumfries and Galloway Region", by Peter Connon, and now Part 2 is ready, covering the period 1915 to 1930. It is very comprehensive coverage, of the greatest appeal to aviation historians, and is copiously illustrated in its 182 large, magazine-size pages. Every kind of aeroplane, airship and water-craft that flew in the area defined seems to get its place in this book and personnel get their share of the photographs, some on their motorcycles and J. A. Coats with his 40/50 hp Rolls-Royce. There are hours of enjoyment for aeroplane followers in this book, and a chance to give a present with a regional flavour . . . The publishers are St Patrick's Press, 52 King Street, Penrith, Cumbria and the price is £11.95. — W.B.

\* \* \*

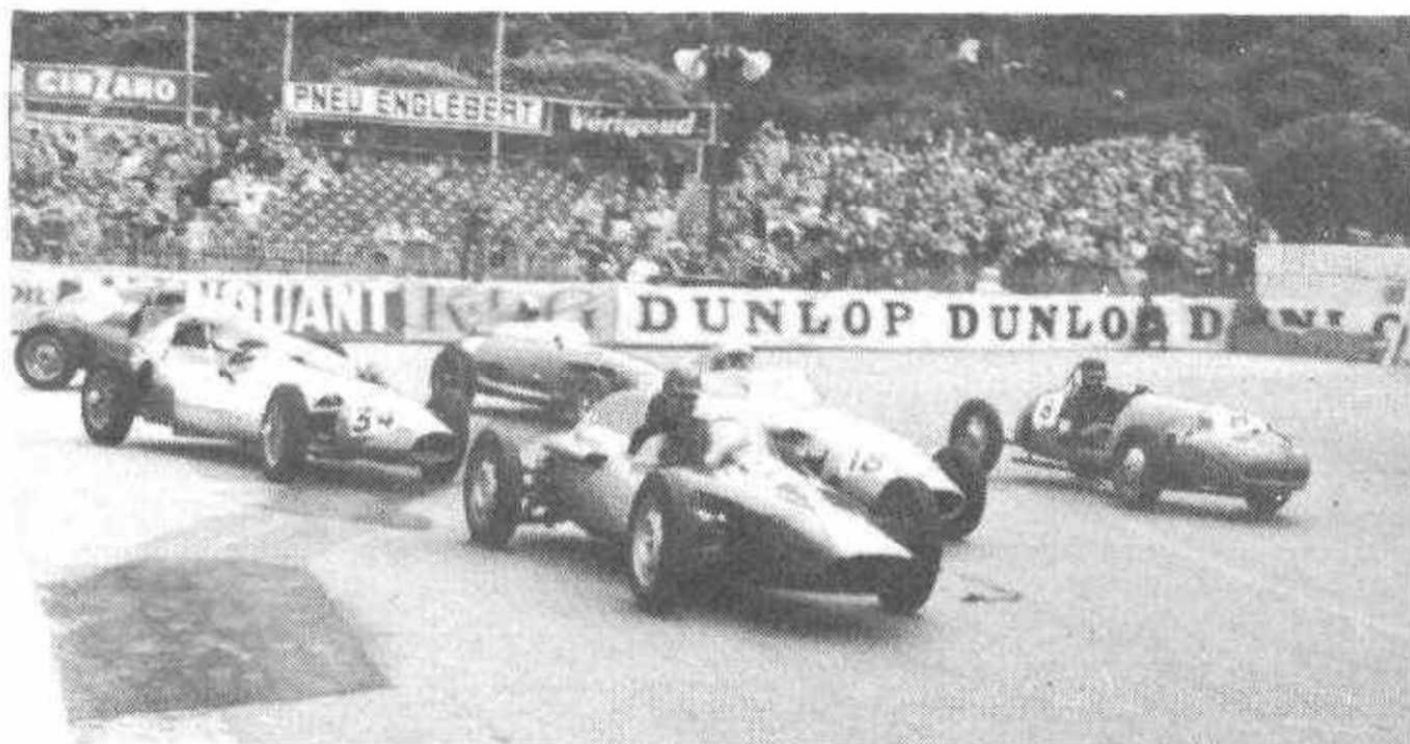
That unrivalled book "More Wheelspin", about mud-trials by the late C. A. N. May, an avid competitor and well-known historian, has been reprinted in soft-cover form by Greenwell Publishing, Broom House, Ashcombe, Dawlish, Devon, priced at £6.50, postage 50p extra. — W.B.

# Formula Junior

— 25 years on

THE first properly supported Formula Junior race in Britain took place at Brands Hatch 25 years ago on Boxing Day, 1959, and 1985 marks the 25th anniversary of the first truly international season of the category. If anyone's natural response to those facts is "So what?" the answer is simple. The 1960 Formula Junior season saw the greatest flowering of driver talent of any formula at any time. Sixteen of the participants went on to become Grand Prix drivers, seven won Grands Prix and three became World Champion. Even the list of those who did not make Formula One is impressive since it includes Walt Hansgen, Rauno Aaltonen, Rob Slotemaker, Brian Hart, Erik Carlsson, Tim Parnell, Geoff Duke, John Whitmore, Arthur Mallock, Mike Costin, Alan Rees, Ken Miles, Michael May and Peter Warr.

Further, no formula has ever created so much excitement among car builders. By the end of 1960 over one hundred different types of car had been constructed for FJ. Some, like the Lotus 18 and the Cooper were simplified F1 cars. Some were specials such as Geoff Gartside's Garford, a Ford-powered adaptation of a 500 cc Cooper. Some drivers found that an existing car happened to comply with the regulations, like Horace Richards who raced his elderly HAR-Riley. Others were able to adapt sports car designs, the Yimkin which performed creditably in club events was an adaptation of the firm's 1172 cc formula car



MONACO 1959 and this shot of some of the also-rans indicates the diversity of the formula in its first international year. The car in front we believe is a Renault special, on the far right is a converted DB "Monopole". Car 18 and the one behind are both Stanguellini's while car 34 is the first British-built FJ car, the Halson-BMC. The race was won by Michael May's Stanguellini.

while Arthur Mallock built two U2s for FJ, at a total cost of less than £1,000 and one scored a memorable win in an international race at the Nurburgring. The French adapted their DB "Monopoles", built for a one-make national 750 cc formula, and raced them.

The majority, however, were purpose-built for the formula and were offered for sale. The putative customer could choose from around 70 different marques in 1960. Sixteen different makes of engine were offered and as for the configuration of the cars, the rule was if you could think of a way of locating an engine in relation to the driver and the gearbox, then someone had done it. Cars were built rear-engined, with the engine in front of the front axle line, with front engine and rear drive and, even, with the engine mounted alongside the driver. Twelve distinct lay-outs were offered for sale.

Every one of those cars represented the

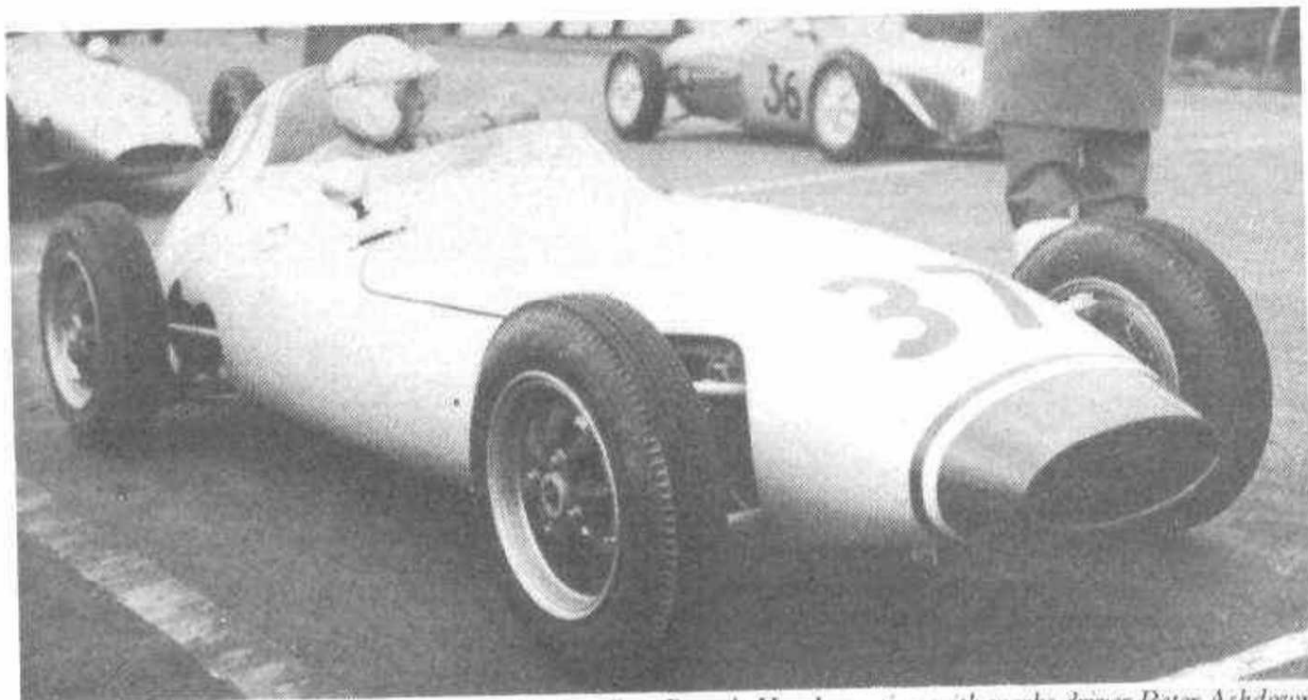
dream of some designer or engineer. An entirely new formula represented a clean sheet of paper whereon all theories could be tested. By the end of 1960, most dreams were in tatters and the survivors had realised that the only way to go was the English way, pioneered by John Cooper and brought to fruition by Colin Chapman. The formula represented a new phase in the development of the British racing car industry but it also virtually killed the specialist Italian manufacturer and dealt a severe body-blow to the fledgling industries in France, Germany, Sweden and elsewhere. Formula Junior radically changed the underlying balance of power in motor racing though that change was not caused by the formula itself but rather by the way it was interpreted. The British constructors, late in the field, got it right or at least had the sense to respond quickly to rapidly changing circumstances while the Continental makers got it wrong and did not adapt with either sufficient speed or expertise. Everyone, after all, was competing to the same set of rules.

Formula Junior was conceived by Count Giovanni "Johnny" Lurani in 1957 as a relatively inexpensive single-seater formula which would nurture a new generation of Italian drivers to replace the likes of Farina, Ascari, Villoresi, Taruffi, Castelletti and Musso, who had either died or retired. It was a national Italian formula in 1958 and, the following year, had spread to many countries in Europe when an International calendar was drawn up. The British and Americans held back at first but both countries entered fully in 1960.

Like most brilliant ideas, Lurani's was a simple one. It basically called for single-seater racing cars built with production components. Engines were to have no overhead camshafts and capacity could be changed only by altering the bore. The number of crankshaft bearings had to be the same as on the original engine. To encourage as wide a range of engines as possible, there was a capacity / weight



JUAN MANUAL Fangio came out of recent retirement at Monaco in 1959 to give a few demonstration laps in a Stanguellini. Note that the car is over twice the height of the wheels, whereas the Lotus of 1961 had the entire bodywork beneath the height of the wheels.



THE LOLA MK2, seen here at the 1959 Boxing Day Brands Hatch meeting with works driver Peter Ashdown at the wheel, was possibly the best front engine F car built, but though 29 were made it scored only one important victory — at the Nürburgring.

formula. 1,100 cc engines had to be fitted to cars with a minimum weight of 882 lbs, while 1,000cc cars had a minimum weight of 794 lbs. In America, there were initially two further classes, one of 1,300 cc (1,040 lbs) and one of 750cc (704 lbs) and the ohc Crosley engine was permitted. Limited-slip differentials were banned, so was changing the location of the camshafts.

Like engines, gearboxes had to come from an FIA-recognised Touring car but could be of different origin. The braking and carburation system had to be of the same principle as on the road car from which the engine was taken, which effectively meant drum brakes and carburettors, though alloy drums and twin-choke Webers were usually fitted. Aerodynamic aids and trick tyres were unknown and did not figure in the regulations.

Apart from specifying a minimum wheelbase (78¾ in), a minimum track (43 in), a minimum width (37½ in) and insisting that the cars ran on commercial fuel, those were almost the entire regulations. For the first time, however, there was a rule which insisted on a roll bar to protect the driver, though only the Americans carried this to a logical conclusion by insisting also on seat belts. The other rule, peculiar to America, was that "all cars must present a neat appearance". That's something which need not be said now but, at the time, the Americans were streets ahead of Europe in professional presentation of the sport.

To put these rules into context, we must remember that F1 was still for 2.5-litre cars (750 cc supercharged), F2, which had recently been introduced, was for 1.5-litre cars while F3 was for 500 cc cars which, at the time, virtually translated into the words "Cooper-Norton". The "sameness" of F3 was causing its rapid demise and it was being overtaken by 1,100 cc sports car racing. Although not touted as a replacement for F3, Formula Junior slotted neatly between it and F2. Most people were tired of F3 by that time, anyway, and most countries in Europe were hungry for an

international lower formula which would reflect each nation's approach to car building and yet would allow all to compete equally.

It is small wonder, then, that Formula Junior took off very quickly and soon replaced F3. In 1961, when F1 was limited to cars with engines of 1.5-litres, and F2 disappeared because of the change in regulations and F3 disappeared through lack of interest, Formula Junior fulfilled the functions of both F2 and F3. Eventually, however, it became clear that it needed to be checked and so in 1964 was replaced by a new F3, with tighter rules, which still retained the essential spirit of FJ.

At the time of FJ's announcement, Italy had a thriving industry producing Fiat-based sports cars so there was no shortage of expertise when it came to tuning and

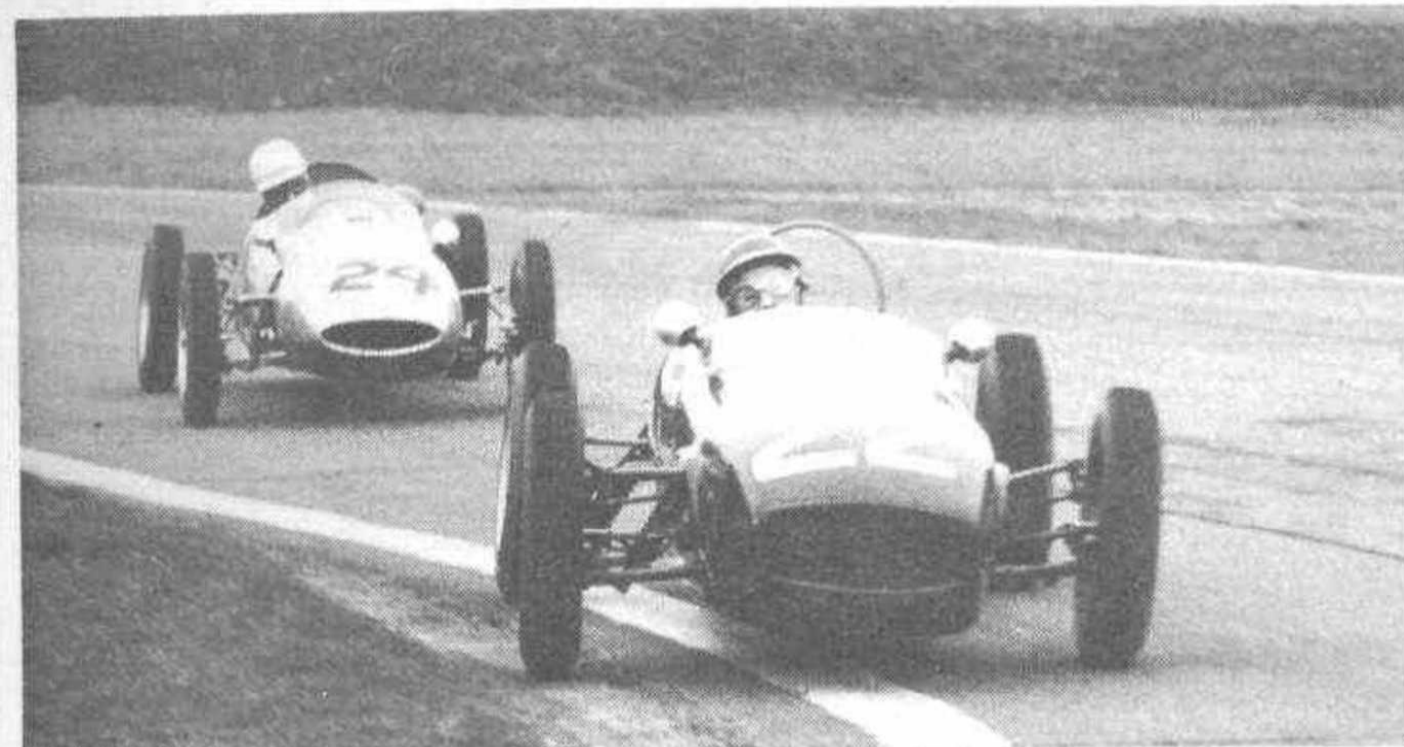


FOLLOWING early successes, the Elva-DKW was considered by many to be the way to go FJ racing in 1960. The firm took orders for over 50 cars but, by mid-season, both the chassis and the engine were effectively obsolete at international level.

construction. Perhaps significantly, though, the best known of these companies, Abarth, did not build cars for FJ — and survived to tell the tale. At the time, too, all purpose-built F1 cars were front-engined so it was really not surprising that most of the initial designs were front-engined too. With hindsight, it's easy to point out that a rear-engined design was far and away the best for a small racing car of limited power for it would present a smaller frontal area and there would be less power loss through the drive train. In fact, the newly-introduced F2 demonstrated this, as Coopers won almost everything in sight, soon to be challenged by Porsche, while the front-engined Lotus cars proved disappointing.

The best-known early Italian FJ car was the Stanguellini, a high but attractive little device which resembled an F1 car. Beneath the aluminium body shell, however, it was a crude design by then contemporary standards. It had a simple ladder chassis frame in which the Fiat engine was set at an angle on the right while the driver sat off-set to the left. The prop shaft drove to a live rear axle. At 79 in, the wheelbase was short, only the later French Dalbot had a shorter one, and then only by ¼ in. Significantly, when it appeared, the Lotus 18 had a long, 90 in, wheelbase and that set a later trend.

Still, in 1959, Stanguellini cars, especially the one driven by Michael May, were easily the most successful in the formula. Michael May, of course, is the Swiss engineer who pioneered aerofoils in 1956 and who recently engineered the HE cylinder head for Jaguar. The main opposition to Stanguellini came from the Taraschi cars driven by Bernardo Taraschi and English



GOODWOOD, March 1960 and two promising youngsters dispute the lead of the first race of the first full British FJ season. Jim Clark, seen here in his first single-seater race for Lotus, leads the Ken Tyrrell-entered Cooper-BMC of John Surtees who was making his debut on four wheels. The two future World Champions finished first and second, with Clark taking the flag.

expatriate Colin Davis. It closely resembled the Stanguellini except that the engine ran parallel to the driver and the propeller shaft was sharply angled. Taraschi cars won five international races in 1959 to the nine victories of Stanguellini. The only rear-engined cars to offer a challenge were the Italian Wainer and De Sanctis, each winning a single race. It's odd, but while spaceframe chassis were a feature of the majority of Italian designs, the successful cars all had simple ladder frames.

Back in Britain, the growing success of the formula had been duly noted, a calendar was drawn up for 1960 and designs prepared. Since the USA was also to take the formula, the potential export market was an additional impetus. The first commercial design to be completed was the Elva which used principally the highly developed three cylinder two-stroke DKW engine. Whilst not the height of sophistication when compared with designs which were to follow just months later, it was far in

advance of its Continental rivals with a light, stiff spaceframe, long wheel base and narrow glassfibre body, the slimness of the car being achieved by positioning the engine on the same plane as the driver with the prop shaft passing between his legs.

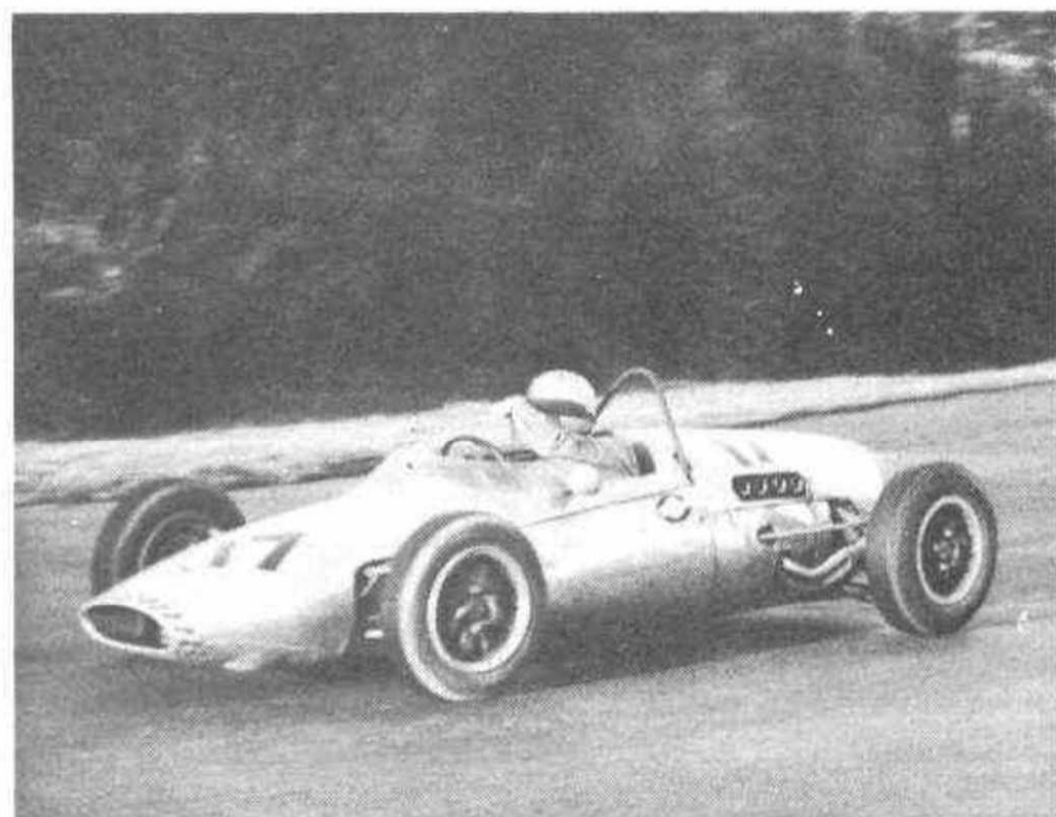
Bill Selincourt took one to France in the late summer and won the Circuit of Cadours from May's Stanguellini. The message could not have been more plain for Selincourt was not the driver that May was, but the European designers chose to ignore the superiority of a stiff chassis and low frontal area. Indeed the majority of designers had chosen to ignore every advance in racing design made over the previous decade.

A first FJ race at Brands Hatch in August may be discounted because of its tiny entry so the true introduction of the formula to Britain came at Brands Hatch during the Boxing Day meeting. Most of the entries were front-engined and, indeed, front-engined designs overall outnumbered rear-

engined cars by a ratio of about 7:5 until the end of 1960. Six Elvas were led by Peter Arundell's works car, the few months' lead the company had giving it a distinct advantage. Four of Cooper's new BMC-powered car, a scaled-down version of the company's F1 design, made their debuts, one in the hands of Mike McKee, a driver of great talent who retired early from the sport for business reasons. Peter Ashdown, another very talented driver brought the prototype Lola Mk 2 to the line, Eric Broadley's first single seater. Low, compact, and pretty it was probably the best front-engined FJ car made but was effectively obsolete within the next few races. Jim Clark had his first single-seater race in one of three front-engined Geminis, built by Graham Warner's Chequered Flag Garage, but was plagued by problems. Down the grid sat Alan Stacey, who drove for the Lotus F1 team, in the single new Lotus 18, Chapman's first rear-engined design. The promised Cosworth-tuned Ford 105E engine had encountered problems so Stacey ran with a standard motor fitted with twin carbs and a racing exhaust. The car was a handful in the wet with the wrong springs fitted, Stacey spinning more than once, and so the car's potential was hidden for some time.

The race was an exciting one with Arundell winning by 0.4 sec from Ashdown with Chris Threlfall's Elva-DKW a close third having set fastest lap. The formula promised well and was taken up enthusiastically.

There is an adage in motor racing which says that the most important race to win in a season is the last one. Both Elva and Lola took substantial orders, most of Elva's fifty cars going to the States while Lola built 29 Mk 2s. Not surprisingly, after the prototype's dismal showing, the Lotus 18 was not seriously considered — until Innes Ireland led the Argentine GP in one in February 1960.



WITHIN the space of one year, Gemini FJ thinking had progressed from the car on the left to the car on the right.



MIKE SPENCE came to the public's notice, and gave Emeryson its only major FJ win, when he took victory in the Commander Yorke 100 mile race at Silverstone. The performance won him an Emeryson F1 drive.

After Boxing Day, the DKW engine became a favourite. There was some muttering that it could be tuned to a far higher degree than the push-rod units and this gave it an unfair advantage. At least one person called for it to be banned. Certainly some tuning firms claimed substantially higher figures for the DKW than any rival engines but it proved eventually to be temperamental and unreliable and, anyway, was soon overtaken in terms of power by both the BMC series "A" engine and the Ford 105E.

There was no shortage of tuners for the BMC engine, firms such as Speedwell having considerable experience of the unit. The 105E, however, was new on the market, having been announced only in October 1959. Colin Chapman had quickly spotted the engine's potential and had soon arranged with Keith Duckworth's infant Cosworth company to supply his works cars. The Cosworth-Ford engines gave 72 bhp at the beginning of 1960 and 88 bhp by the end, in one litre form. By contrast, the 1100cc Fiat engine had virtually reached the end of its development, though some tuners claimed 80 bhp for it. Still, Intermeccanica claimed 94 bhp for its 1100cc Peugeot engine and Mitter claimed 93 bhp for its 1100cc DKW, but neither claim stood up on the race track. The Peugeot unit disappeared very quickly and the DKW did not figure after 1960.

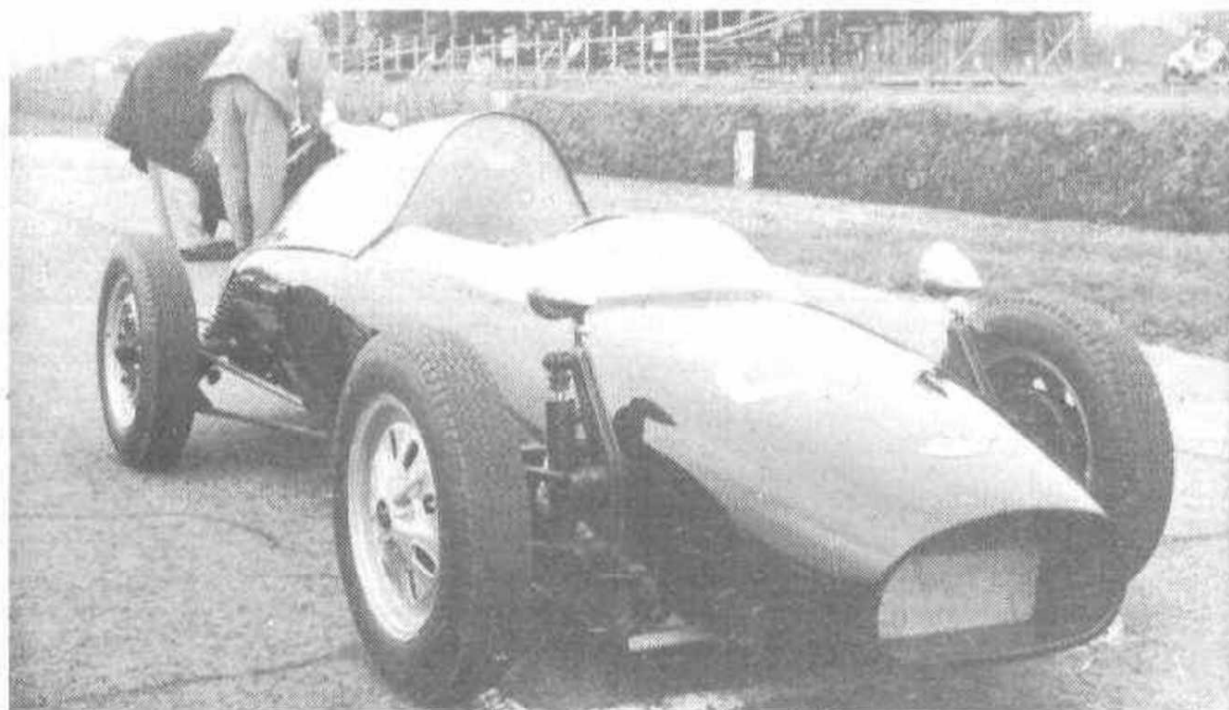
The pattern for the season was set at Goodwood in March when Jim Clarke's Lotus 18 beat the Ken Tyrrell-run Cooper-BMC of John Surtees who was having his first car race. At the beginning of the season, it had been agreed by organising clubs to drop a rule barring drivers on the International list, though Graded drivers were excluded. Clark and Surtees raced in FJ, F2 and F1 that year but neither could be accused of "pot hunting". It was, after all, only Clark's third full season of motor racing and his first in single-seaters, and Surtees was a novice in cars.

There was still a state of flux in the opening races, though the works Lotus cars were clearly superior. Elva continued to pick up the odd win at home and

abroad. Many of the first races in Britain had small fields, though large entries, for constructors were battling to fulfil orders. Not many races had been run before it was apparent that no design from the Continent could match the best British cars.

At Monaco on May 28th, British cars dominated the grid filling the first eight places with Colin Davis' Osca-Fiat ninth. Even more significantly, Jim Clark's time for pole was nearly *ten seconds* better than Michael May's lap records. Clark led until near the end when ignition problems delayed him and the race was won by Henry Taylor (Cooper), from Peter Ashdown (Lola) and the Lotus-Fords of Trevor Taylor and Peter Arundell. The best non-British car to finish was Michael May's Stanguellini in tenth.

The French responded by dividing races into two classes, for French cars and "foreign" cars. No French FJ car was ever successful. At the Monza Lottery Grand Prix, the Lotus of Chris Andrews was excluded for "dangerously low suspension", the Fitzwilliam Lolas were excluded for carrying "dangerous" ballast and Trevor Taylor's Lotus was not invited to take part



1960 saw a great diversity of solutions to the problem posed by the FJ regulations. This is Chris Lawrence's VW-based Deep Sanderson. The car was a flop and Mr Lawrence was soon back at the drawing board.

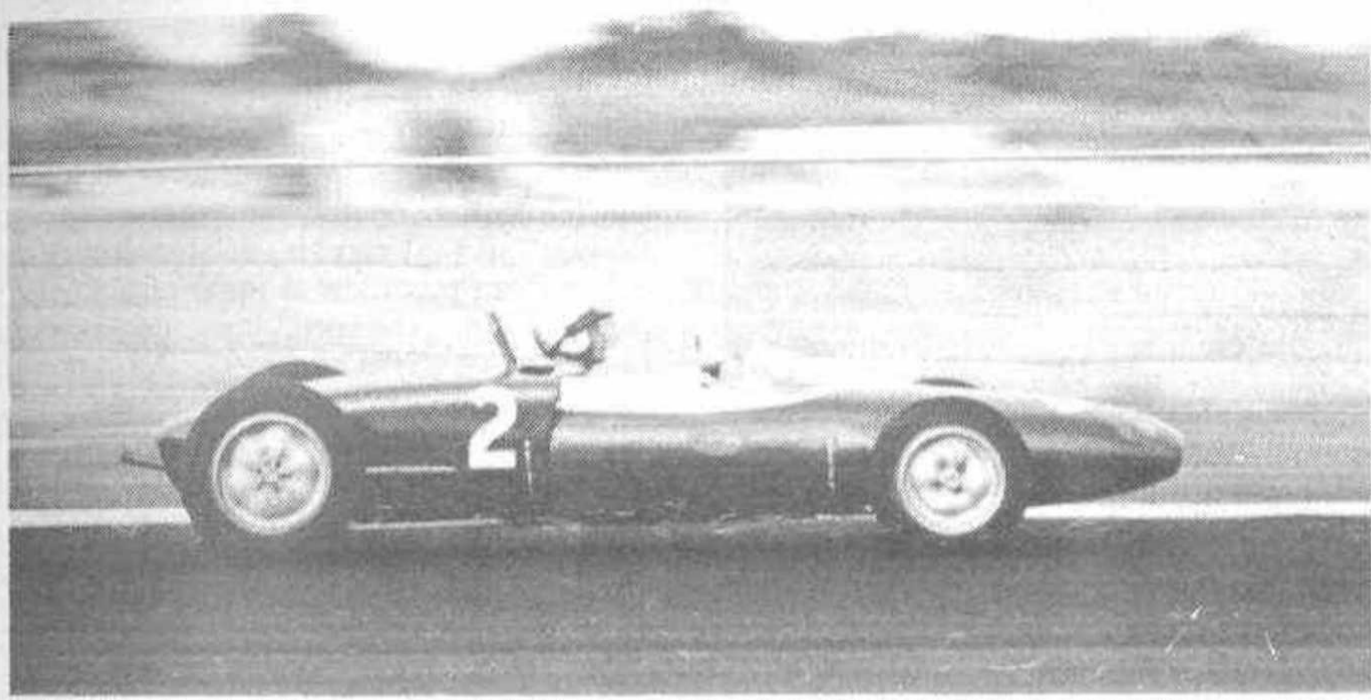
in the final. Taylor had finished 16th in his heat with ignition problems, the top going into the final. Some runners had dropped out, however, and according to the rules, Taylor should have made the grid, but didn't. The race was eventually won by an Osca — driven by Colin Davis.

By mid-season, whenever a competitor driven Cooper or Lotus appeared, it was likely to win. Traschi, Stanguellini and Osca cars continued to be successful in Italy by sheer weight of numbers and lack of foreign opposition and Colin Davis emerged national champion. When the works Lotus team of Clark, Trevor Taylor and Peter Arundell appeared they invariably won. Lola had a good win at Nürburgring in October, Dick Price's private car beating Ashdown's works assisted Fitzwilliam car. Elva faded quickly in Europe but Charlie-Kolb's Elva-Aus was highly successful in the States.

Most constructors folded through lack of success, though others such as Britanni (designed by John Tojeiro), Merlyn and DRW emerged in their place. The season was not yet over before Elva, Gemini and Lola had announced rear-engined cars while Cooper produced a smaller version of its 1960 World Championship winning F1 car. They were all upstaged, however, by the introduction of the almost impossibly sleek and low Lotus 20 which was to continue where the 18 left off.

Lurani's scheme to encourage Italian driver talent was partially successful. At an international level, however, it was immensely successful. Among drivers taking part in FJ in 1960 were: Clark, Trevor Taylor, Henry Taylor, Pedro Rodriguez, Ricardo Rodriguez, Hulme, Siffert, Bandini, Scarfiotti, Baghetti, Spence, Surtees, Jim Hall, Love, Maggs and Ralston.

Of the dozen different lay-outs which firms offered in 1960, only the one adopted by Cooper and Lotus survived successfully and within a very short time a serious competitor was effectively finished.



THE LOTUS 20 of 1961 was the pick of the crop and in the hands of works drivers, Trevor Taylor and Peter Arundel, dominated the formula.

with a choice from a handful of British cars built to the same principles. Most engines which were touted at the beginning of 1960 disappeared, Fiat, DKW, lined-down MG TC, Goliath, Hansa, Wartburg, Triumph Herald, Hillman, Crosley, Lancia V4, Peugeot, Simca, Renault and Panhard, leaving the BMC series "A" or, more usually, the Ford 105E.

Costs rose as well. An Elva could be bought for £840 at the beginning of 1960, a Lola for £1,000, a Cooper for £1,185 and a Lotus for £1,250. By the end of the

year, you would not get much change out of £1,500 for any car capable of a regular top six finish. Some teams were also changing crankshafts after every race.

Of all the manufacturers taking part in 1960, only Lotus and Lola are still in racing and of all the hopeful new designs, only Merlyn went on to build cars in any number for any significant length of time. The others soon faded, many not seeing out the year, firms like Condor, Halson, Caravelle, Saxon, Civet, Venom, Gas Barracuda, Jocko Special, Rispal, Ferry,

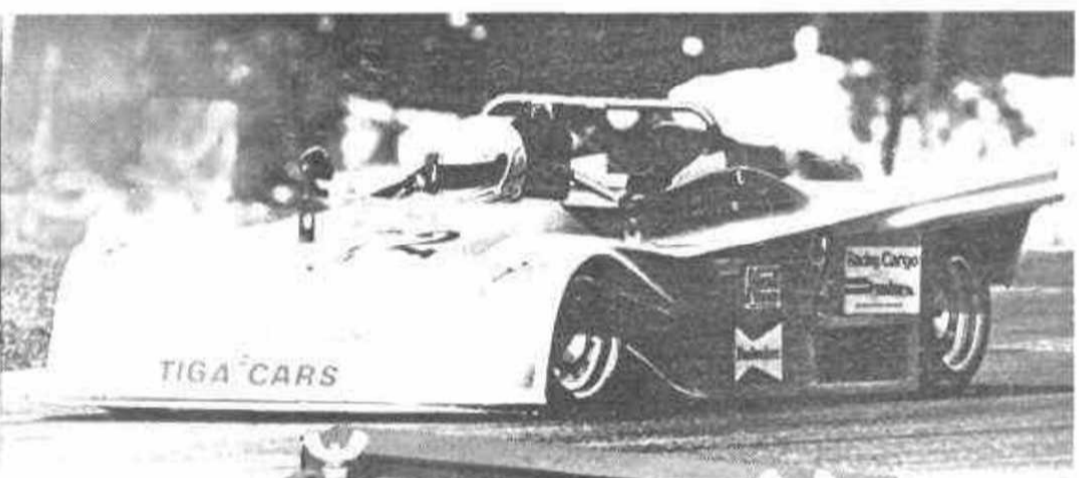
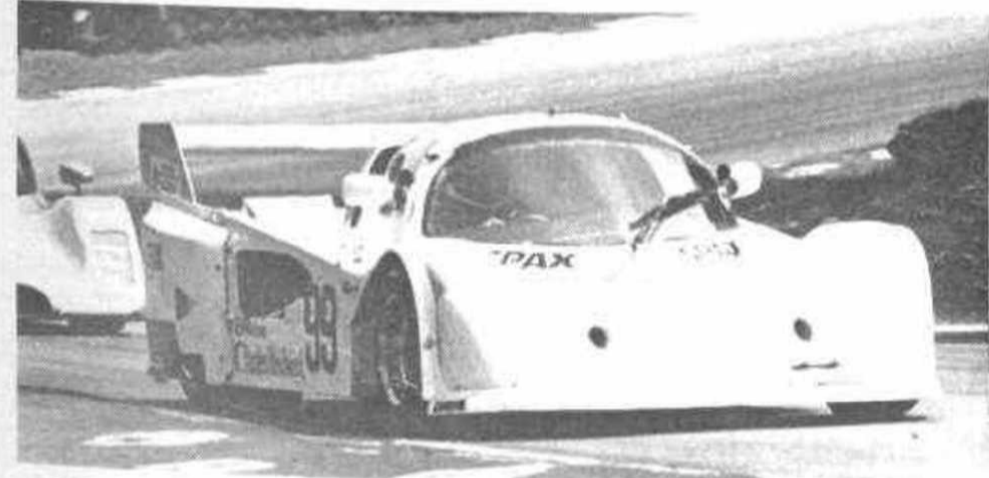
Julien, Dalhot, Lippi, Dagarda, Poggi, Faccioli, Ram, Isis, Bode, Melkus, Liebl, Meub and Sauter.

The Italians tried the rear-engined route and de Tomaso, for example, produced a Cooper-copy, but none of the cars were successful at an international level. From being a formula offering an almost bewildering diversity of thought, FJ quickly established a standard pattern. Since we are talking about motor racing, and since Cooper and Lotus were doing most of the winning, the standard pattern was clearly the correct one — if the designer tackled the problem properly. Few did.

It is a characteristic of motor racing that the more questions a formula poses, the more interesting the formula is, regardless of the quality of the racing itself. That is part of the continuing appeal of F1. Because there are so many variables, so many parts of the equation, there are so many questions to be asked.

In its early days, Formula Junior asked more questions than most formulae. There were many, many answers, but only one correct one. Once that had been established (that the leader of the Lotus team would win most races) much of its fascination waned. For a short, heady, period though, Formula Junior was one of the most fascinating categories ever conceived.

M.L.



## Get a flying start with Varley Red Tops

Fit the NEW Sealed Varley Red Top Racing Batteries from Gates Energy Products. Gates sealed battery technology offers high power with safety in this new Varley range of batteries — proven by Tiga racing during 1984. Both Red Top 30 and Red Top 40 in the Tiga SC84 Sports 2000 and Group C/2 Tiga-BDT cars have had successful racing seasons. Get a flying start to 1985 with Varley Red Tops.

Gates Energy — Power for the future



Gates Energy Products,  
Chandos Road, North Acton,  
London NW10 6NF, England.  
Tel: 01-961 3993. Telex: 8951668

- Distributors for  
Gates Varley Racing Batteries
- DMS Ltd  
30-40 Bellemoor Rd. Shirley, Southampton SO1 2QU  
Tel: 0703 785923
  - Gordon Spice Ltd  
12A Central Trading Estate, Staines, Middx. TW18 4UX  
Tel: 0784 50221 Telex: 938315
  - Raceparts (UK) Ltd  
Station Rd, Industrial Estate, Wallingford, Oxon. OX10 0HX  
Tel: 0491 37142 Telex: 847872





## ROAD-TEST REPORT

# Renault 25 V6 Injection

THE sales-sector for upper-bracket executive class cars is widening and Renault have entered this field convincingly with the new low-drag fuel injection 25 V6. It is very completely equipped, with interesting control and switch-gear layouts, gaining character therefrom. For example, standard equipment embraces an adjustable steering column, alloy wheels, central door-locking (with a difference!), electrical window-lifts, a laminated windscreen, power-steering, rear seat-belts against the time when these may become compulsory, tow hooks, the front one protruding from the spoiler, an electric sunroof, tinted glass, high-grade radio / stereo sets, etc.

At first all this looks complicated, and the Renault 25's fascia has been likened to a recording studio's mixing desk. The subdued illumination of the many controls might well make the older enthusiast scoff that this car is a travelling pin-table . . . But it looks as if we shall have to get used to computerised panels and futuristic control layouts, and the big Renault is fortunately not over-endowed with them, the aim being to give essential controls, even for the radio, fingertip operation, which cannot be a bad thing. Looking at this in detail, the driver finds the instruments on a single clearly-read panel, the large Jaeger speedometer and tachometer reading respectively 140 mph and 7,000 rpm, the latter straked from 5,500 rpm, red-lined from 6,000 rpm, with economy-zone from 1,200 to 3,000 rpm for those who trouble

about such things. Outboard of these main dials are the smaller oil-pressure and water-temperature gauges, the former going against its stop, as on a Mercedes-Benz, above engine-idle when all is well. These instruments have clever non-dazzle-lit red needles for night use, with rheostat control of illumination, but this does not work for the computer panel and clock with the lamps off.

Between the dials is the LCD fuel readout trip-computer. (On the run from Wales to the MOTOR SPORT offices in London it read 186.7 miles at 46.5 mph (two stops) and 32.0 mpg.) Below it are the 13 warning lights, including "Stop-at-Once" and "Service Required" commands. There is also a male voice synthesiser that persuades rather than demands, and the messages from which can be repeated or killed; it could be fixed, however, saying the handbrake was on when it wasn't but the car was coasting in neutral. The voice warns of a low fuel level, after the visual reading has cancelled out with less than two gallons remaining, but I would have preferred the computer to read to zero.

To the left of the instrument-panel a module indicates time and outside air temperature in deg. F, with the re-set and radio switches below. The switches for hazard-warning, rear fog-lamp, and hatchback panel de-misting are to the right, and lower down there is the lamp-beams height adjuster knob. The heater uses three inset knurled knobs, including that for the 4-speed fan. There is quick de-misting and plenty of heat but enough cool facial air with the fan on. (Air conditioning costs an extra £770). There is a long strip-vent above the driver's binnacle, others at the fascia extremities, all adjustable.

The steering-wheel spoke has neat buttons for the Cruise control, with fascia warning light, and on the central console is

another cut-out button for it, together with door-lock switch, rear-wipe switch (no wash), an open coins tray, lidded ash-tray and lighter, and the stubby, leather-gaitered, spring-centred gear-lever, behind which is the hand-brake and a small stowage area. There is a large lockable cubby (thief-proof key as for the hatchback panel), and concealed bins under the front-seat outer armrests. All three passenger doors have ash-trays, the rear ones stowage-bins, with map pockets on the backs of the front-seat squabs. Before the gear-lever is set the impressive six-speaker hi-fi on the Renault-Philips Dolby System and to the left of the fascia the MCC micro-computer radio panel. Two small, taut stalk-controls look after lamps, horn and turn-indicators on the left, wipers and washer on the right, with the two radio-selectors above the latter.

The driver's door arm rest extension contains the window switches, with a separate one for this window, and the joystick for adjusting the external mirrors. There is a swivelling roof map-lamp, the anti-dazzle vizors have intermediate settings but tended to come adrift at one end, and the fascia has a lh shelf, sensibly lipped, unlike that on an Alfa 6. The tiny switches on the edges of the console, for adjusting seat and squab angle, worked well and are an excellent feature of this luxury Renault 25, as is the infra-red ignition-key that opens or locks the doors without touching them. Rear compartment occupants have their own smoking companions and heater-control, a servo assists when closing the hatchback panel, and there is an electrically-locked fuel-filler flap, on some cars. This flap is on the driver's side of the car.

It will be appreciated that with this latest 25 V6 the *Regie Nationale des Usines Renault* has made a convincing attempt to compete in the executive market with cars like the Audi, BMW, Mercedes-Benz, Opel, Rover, Volvo, etc. in this class, and with the Rover it has the advantage of a five-door hatchback body with folding rear-seat back, giving a luggage space of 43.7 cu ft. The Bosch JK-Jetronic fuel-injected 88x73 mm (2,664 cc) V6 all-alloy engine develops 142 (DIN) bhp at 5,500 rpm and 162 lb ft torque at 3,000 rpm, and with the low drag of 7.32 CdA, gives excellent performance, from this 25½ cwt kerb-weight, 8 ft 11.2 in-wheelbase car. The engine has a camshaft above each cylinder-bank and a cr of 9.2 to 1.

## On the Road

This Renault 25 V6 is certainly a most significant advance on the old Renault 30, the former top-model from Billancourt. With a top speed of over 125 mph and acceleration that takes this big hatchback from 0 to 60 mph in nine seconds, enables it to cover a ss ¼-mile in 16½ sec, and go from 50 to 70 mph in 5.4 sec, there is

ample performance. Gearing is on the high side, so that 82 mph in 3rd gear, and 112 mph in 4th gear are possible and the engine likes to be kept at least above 2,000 rpm, requiring these gears to be used frequently around town. But once in 5th gear a modest 3,000 rpm suffices for just over 70 mph.

Handling and gear-change are not perhaps quite so crisp as on a BMW, control is more complex than on a Rover 3500, but this Renault is a comfortable car for long, fast journeys, and if gear-lever movements are long, both laterally and fore and aft, this is not the disadvantage it is on the Alfa Romeo GTV6, for example, and the Renault's clutch action is normal and, with a modicum of care, smooth. There is all-round independent suspension with quite big wheel travels, but excessive roll is not apparent to the occupants under fast cornering, front-drive (from a fore-and-aft-mounted engine) promotes scarcely any real understeer, and all-round disc braking is notably effective (unlike the hand-brake), although there is no servo "fail-safe". The steering is geared just under three turns, lock-to-lock, which feels a trifle low-g geared from the leather-bound 14"-dia steering-wheel, but a useful 35½ ft turning circle must be conceded, and there is gentle self-centring. The gear-change functions smoothly and quickly, reverse and fifth out on the gate's dog-legs, the former protected by a lift-ring. The feel to the power steering is good, certainly not over-light.

The test-car was a handsome shade of blue and had fairly comfortable seats with black leather upholstery, which costs £925 extra. It contributes the luxury of hide to the car's many other executive aspects. The door trim is in two shades of cloth. The ride is comfortable, better at high speeds than low, but there is some bump-thump and the 195/60R-15 Pirelli P6 tyres (not the expected Michelins — may be there is a flicker of the EEC here?) — added to road noise, while there was some wind noise, but the Renault is acceptably quiet at fast cruising speeds, quiet enough, in fact, for a few mild rattles to be heard from the plastics of the cockpit. The wiper blades tended to graunch.

Although the Renault 25's *metier* is comfort and convenience, and it at first seemed soggy, I found I could throw it around quite effectively, and I liked the unflamboyant, typically Renault, styling. The seat-belts were wide, with normal releases, unlike those on the Renault 11 TXE Electronic (see this page), and the doors have effective "keeps" in spite of their weight. Cold-starting was instantaneous. The Cibicé lamps gave splendid illumination, if not, I thought, being quite so bright as those on the Renault 11 TXE.

Under the rear-hinged, easily-opened, self-propping bonnet all is accessible. I did my own full-to-full fuel check, ignoring the



*HANDSOME is as handsome does . . . the practicality of the Renault 25 is demonstrated in this photograph of its maximum load carrying capacity.*

optimistic computer, and somewhat favoured by slow driving in fog for some of the mileage, obtained 28 mpg of four-star, with an overall of 25.2 mpg. That would give a very useful total range of 366 miles. Overall, then, this is an impressive and likeable car for those who, or whose company, can afford a price of £13,440, which the leather seats and sun-roof of the

test-car increased to £15,037. It is interesting that automatic-transmission does not raise the price.

If a Rover 3500 represents the thrifty executive's Silver Spirit, this new Renault 25 V6 perhaps, with added refinement, might indicate what a future smaller Rolls-Royce could be like, were it to happen — W.B.

## ROAD IMPRESSIONS

# The Renault Eleven TXE Electronic

LIKE Ford in Europe, with its effective implications of serving those who want to purchase "transport" or "Sport", the Regie Renault in France cannot be overlooked, as I was reminded when I tried one of her latest products, the Renault 11 TXE Electronic.

I borrowed the Electronic as my back-up car during the Veteran Car Run weekend and it proved not only a highly convenient, capacious, comfortable and economical car for such a purpose, but interesting in a number of ways — a car of character, you

might say. Using the Type F2N four-cylinder overhead camshaft 1,721 cc 82 (DIN) bhp transverse engine driving the front wheels (of course!), there is plenty of performance for ordinary use from this very well appointed, nicely finished and notably accommodating five-door Hatchback. The Hatchback panel opens easily to disclose a large carpeted luggage space which the folding of the back seats increases. The car is of crisp shape, non-flamboyant, symbol of a good serviceable Renault.





# KIEFT

AT the 1954 Motor Show was a stand on which was displayed two fibreglass-bodied Kieft Climax 1100 cc sports cars, one in racing trim, one in road trim, and an ambitious flat-four air-cooled engine. The history of the engine was covered in November's issue of MOTOR SPORT, for it was the Kieft-modified AJB with Norton cylinder heads. The reason why the cars were at the Motor Show was because the SMM&T had offered the little company a free stand for, in an otherwise dismal year for British motorsport, Kieft cars had twice won their class in International races — a small beacon in the gloom.

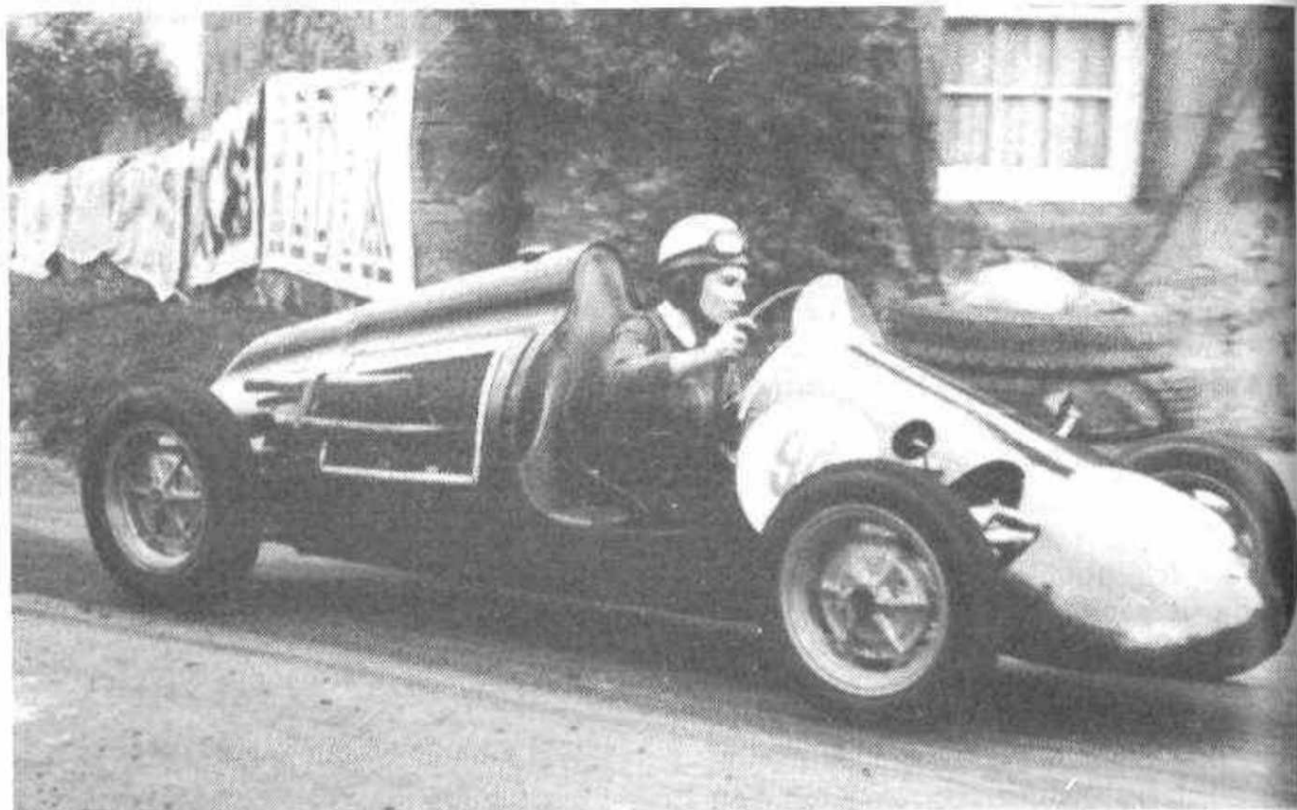
The cars on display were interesting for two reasons, one was that their fibreglass bodies were perhaps the first ever produced from a single mould as a complete unit, and the other was because they were the first cars to score an international win using a Coventry Climax engine. The car in road trim was touted as a possible production sports car and attracted some favourable attention and enquiries including one from foreign royalty.

Shortly afterwards, though, Kieft faded. The company was sold by its founder, Cyril Kieft, to Berwyn Baxter who assembled one, or possibly two, cars from existing components, giving them aluminium bodies. Later the name was sold to another company who manufactured a few Formula Junior cars in 1961 but achieved little with them though at least one is currently in use.

From that moment of glory in 1954 to sudden oblivion. Why? To trace the story we recently went to see Cyril Kieft in Wolverhampton and soon discovered that the story of the man was essential to an understanding of the story of the cars.

Cyril was born in 1911, in Swansea, and educated at Wellington where he proved a good, but not outstanding, sportsman and a mediocre pupil. His heart was set on entry to Sandhurst and the Indian Army but his school reports suggested that he would fail the entrance exams since Maths was his only talent. Kieft Snr offered him a choice, accountancy or an apprenticeship in the steelworks of which he happened to be managing director. Cyril chose the latter and found himself in his element.

When the boss' son receives management training just as a recession is about to start, it can cause comment but Cyril tried twice as hard, studying at nights and taking his training, which included six months at the coal face, very seriously. By the time he was twenty-two, and not officially out of his apprenticeship, he had been appointed assistant plant manager at the newly re-opened Redbourne steelworks at Scunthorpe. He rose rapidly to senior management level and was soon managing director of a group of companies. In the meantime his interest in motor racing had



*THE VERY* first Kieft F3 car was too heavy to achieve much success against the more nimble Coopers but, fitted with a 1,100 cc JAP engine was fairly competitive in hill climbs. Here Miss Olga Kevelos ascends Bo'ness in 1951.

been whetted by visits to Donington Park in his Rover sports car.

With impending nationalisation of the steel industry after the war, and not being impressed by the salaries on offer for directors, he diversified into other businesses, a forging company and a firm, employing four hundred people, making electric kettles and other electrical and aluminium products. At heart, though, he remained a steel man.

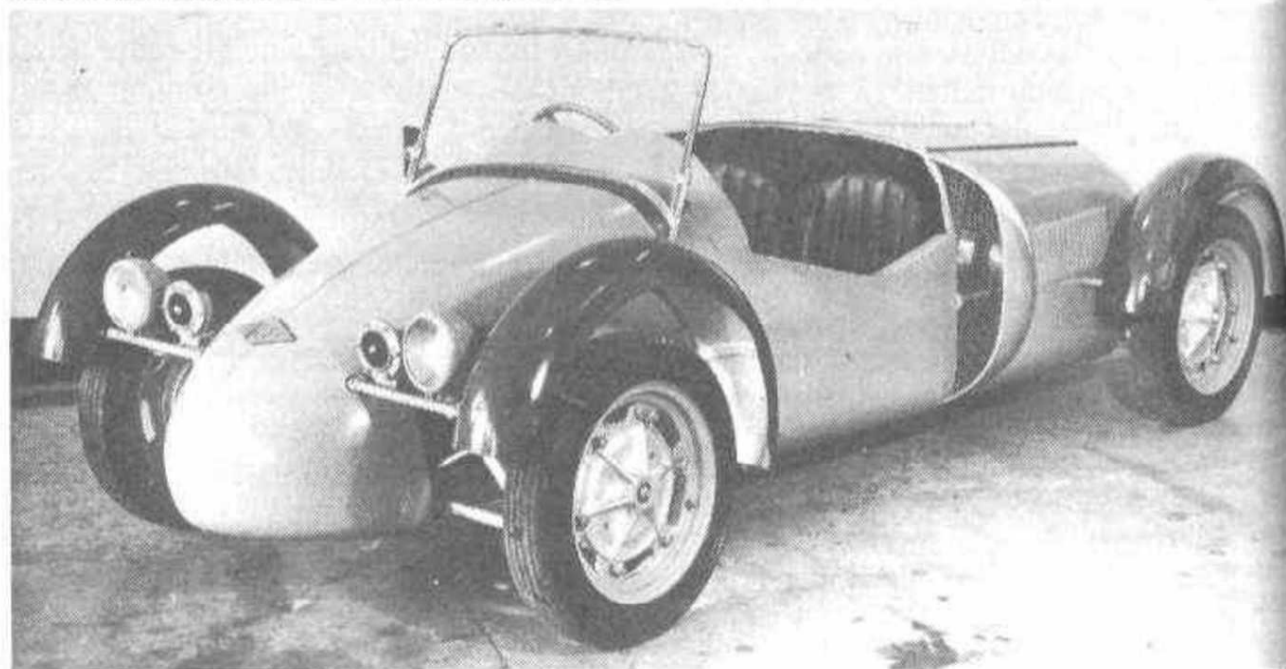
In 1949 he bought a Marwyn-JAP 500 cc F3 car and entered it in a hillclimb at Lydstep in Wales. While waiting his turn, his young daughter arrived and said, "Mummy says, 'be careful'." He recalls, "That did it, I realised that with family responsibilities, I had no business risking my neck and so did my climb and retired as a racing driver. From then on, I never employed any driver who had children.

"The Marwyn was anyway very unreliable. I felt sure I could design and build something better. About this time, the

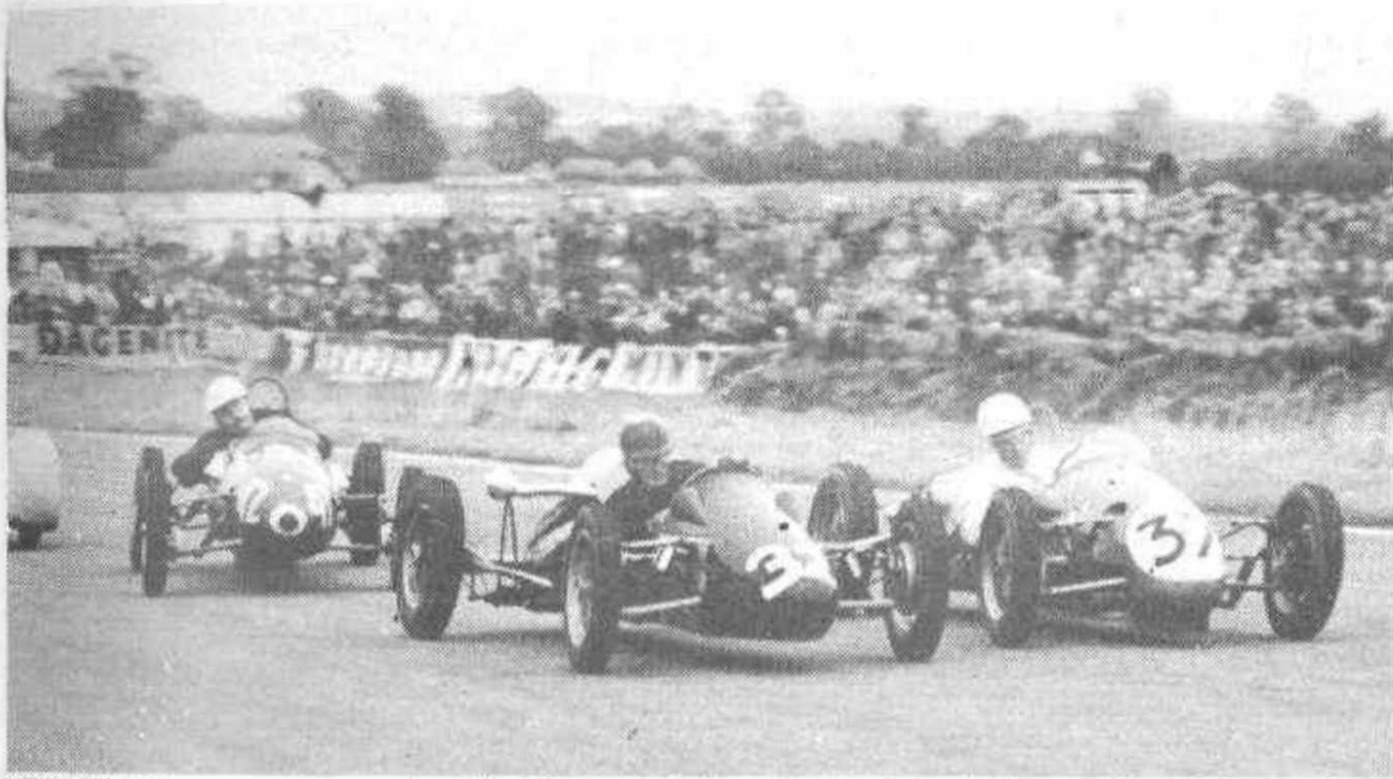
government found it could not generate enough electricity to satisfy growing demand and so slapped a swingeing purchase tax on the sort of products we were making. The bottom fell out of the business and I had to close down, though we did not end up in debt to anyone the forging business remained healthy, though. In order to keep some craftsmen I didn't want to lose, we set up a small workshop building racing cars."

The first Kieft F3 car was designed around a ladder frame made of two channel sections with, fore and aft, tubular semi-circles (looking like cucumber frames) which held the torsion bar suspension in metalastic bushes. At first sight, the wheels appeared to be from Cooper but these were of Kieft design and casting. Ken Gregory debuted the car, with a JAP engine, at Brands Hatch in 1950 and other drivers that year included Les Leston and George Wicken.

The car was too heavy to be competitive



*THIS* BSA-powered 650 cc sports car was a modified version of the original F3 Kieft. Although Cyril Kieft expressed a willingness to produce further examples, only one was built, to the order of a German customer. It prompts two thoughts: does this car still exist? And what price a road-going Ralt RT3?



*THE MOST successful car produced by Kieft was the Ray Martin / John A. Cooper / Dean Delamont design which the company took over. Although Stirling Moss gave the car its initial success, the most successful exponent of the marque was Don Parker. Here Parker successfully dices with Moss (Cooper) on his way to a narrow win at Brands Hatch in 1953.*

with the Coopers, however, and no success came until it was fitted with an 1,100 cc JAP engine, whereupon Michael Christie set fifth ftd at Prescott. Christie later finished third in class at Shelsley Walsh and Mrs Joy Cooke took the ladies' record with it.

With a Norton engine, Olga Kevalos came second in a Ladies Championship at Brands Hatch. The car enjoyed several outings over successive years and, at one time, was fitted with the AJB/Kieft/Norton engine. Three replicas were sold to customers (Kieft cannot remember who) and these differed from the prototype by having a bulbous nose which became something of a Kieft trademark.

Although none of these first cars exactly set the tracks alight, Cyril was determined to be as successful in racing as he had been in business (he happily admits to being extremely ambitious), and two others were built up for a record breaking attempt at Montlhéry. There Stirling Moss and Ken Gregory, assisted by John Neill, set thirteen

records (six for 350 cc machines and seven for 500 cc machines) ranging from 50 kms to 200 miles.

"We used to go to this restaurant in Paris run by a former racing mechanic and were mystified to discover, after we'd broken the records, why everyone cooled towards us. We soon discovered the reason. For a record to be ratified, it had to stand for 28 days; 26 days before we arrived the French DB concern had set the records we broke. In a showroom on the Champs Elysées was their car with a board proudly displaying their achievements which we had wiped out before they became official. We were not the most popular people in Paris."

Two other cars were built to that basic design, one went to A. W. Powell-Richards but there were plans to move from Bridgend to Wolverhampton and the fabricator who usually made the bodies had left. The Powell-Richards car therefore had a rudimentary boxy body which was given the unfortunate nickname "The Coffin". The

other was a little road-going two-seater, based on the "bullnose" car which was fitted with headlights, cycle mudguards and a 650 cc BSA engine (with kickstart) which produced 40 bhp. 75 mph and 40 mpg were claimed for this car, which was commissioned by a German customer, and Kieft said he was open to further orders. None came and the road-going F3 car remained a one-off.

The two-seater is interesting for two reasons: it was the first of three Kieft sports cars which were based around a single-seater chassis, and it was the first of three occasions when Cyril Kieft considered a road car based on a racing design.

The workshop moved to Wolverhampton at the end of 1950. At about the same time, Ray Martin, Dean Delamont and John A. Cooper (who worked for *Autocar*) were designing a new F3 car for Stirling Moss. "Ken Gregory, who was Stirling's manager, came to me and said they had this design but had run out of funds. Stirling had invested £180 into it and Ken a further £20. After some persuasion, I paid off the bank and took over the design." This was an extremely light little machine with a space frame, rubber springing, swing axles at the rear and wishbones at the front. It had the same bulbous nose as five of the seven Kieft F3 cars already built but used wire instead of alloy wheels. The engine was a Steve Lancefield-tuned Norton, Kieft having excellent contacts with Norton since he habitually sponsored two works assisted riders.

Moss won first time out with the car at Goodwood in April 1951, repeated the success at the International Trophy Meeting and dominated the formula when he appeared that year. Among other things, he became the first F3 driver to lap Silverstone (at the Grand Prix meeting) in under two minutes. Ken Wharton and Don Parker also had successful outings with the car.

Ten cars were built in 1952 and were sold to Charles Headland (who won the Irish Championship and several races in England), André Loens (who won the Droginigan International), Dick Irish (who had a lot of success in the USA), Bill Webb, Jack Wescott, Derek Annable, David Boshier-Jones, David Shale and W. Paulson. Stirling Moss drove a car on several occasions but later switched to a Cooper while Don Parker won two national championships in the works car.

Don Parker, one of the leading F3 drivers of the Fifties, but a man who never quite got the breaks to prove himself in the higher formulae, drove for Kieft until the end of 1954, winning championships every year. Don says, "It was a good car, but not very well made. The first time I drove one was in Luxembourg and I was leading the race with Moss behind me when the damn thing fell to pieces.

"After that, I used to get the parts from Kieft and build and modify the cars myself.



*HORACE GOULD drove this Bristol-engined central seater Kieft sports car on several occasions in 1953. Nine of these cars were built but were too heavy to gain success in sprint events. They did, however, perform quite creditably in long distance events.*

I changed the frame, the rubber blocks in the suspension, loads of little things, and I also made some parts for Cyril."

When we think of F3 in the '50s, the tendency is to regard it as dominated completely by Coopers, and in terms of race wins, it was. Individual drivers such as Moss, Parker and Headland, however, gave Kieft many wins though most Kieft cars did not figure in the results.

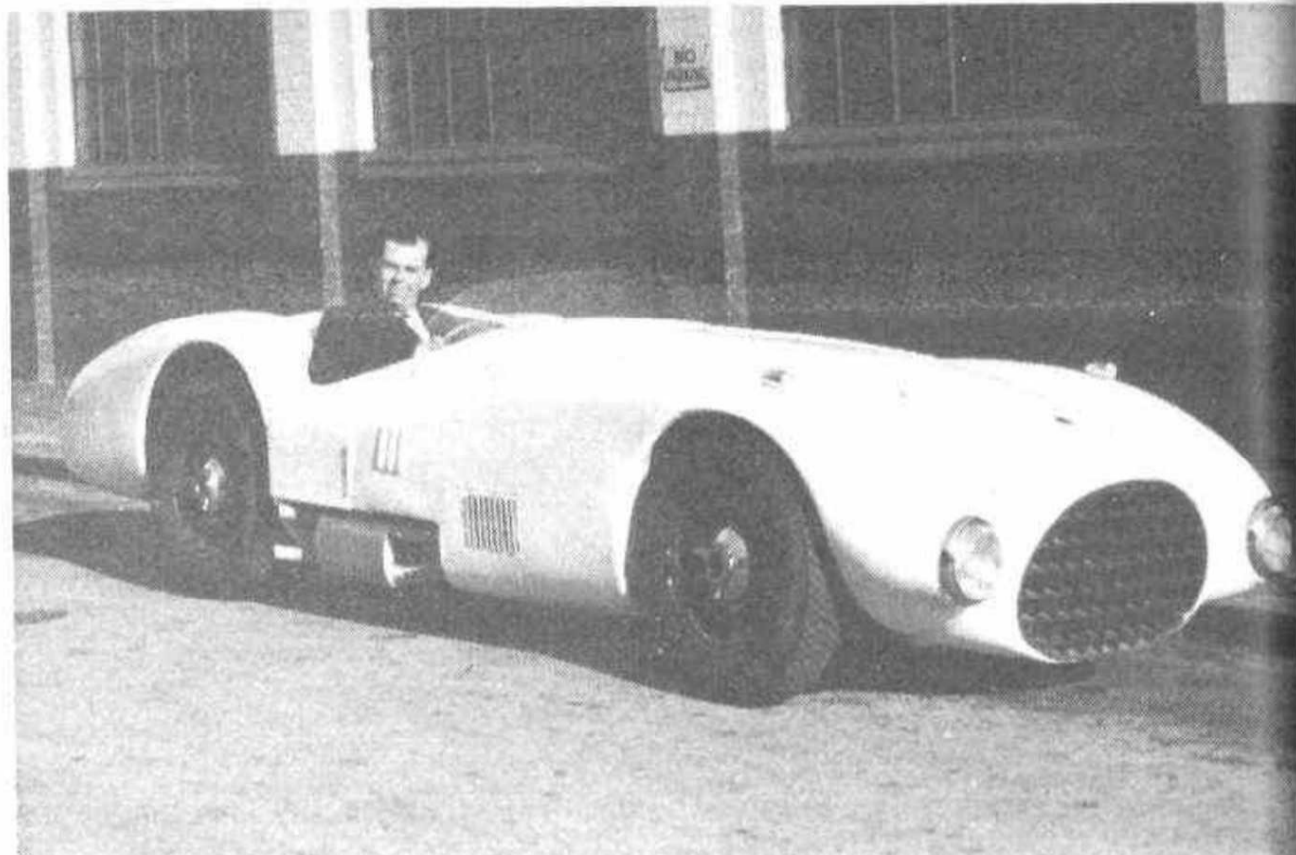
Some have suggested that the original design was spoiled in the production of the customer cars. Cyril himself says that the cars were so light and finely balanced that banging wheels with another competitor could put the suspension out and most drivers did not have the expertise to tune the chassis properly, so the successful ones were those properly maintained (ie, by the works). Don Parker seems to suggest that the design stagnated and that his success was due to his own development of it. Another reason is possibly that most of the buyers would not have won races no matter what car they'd bought.

Cyril is not certain exactly how many of these cars were built, 14 or 16 seems to have been the total. Certainly one was racing in South Africa in 1953 in the hands of Orlando Fregona, but whether this was bought new or secondhand is not currently known.

One little story of the time is worth repeating. Kieft used an oil called Vigzol and the firm was also involved as a member of the BRM Trust. In anticipation of BRM successes, Vigzol bought whole page advertising space in many magazines. With the BRM failing and the Kieft succeeding, these advertisements had little option but to trumpet the merits of Vigzol through Moss / Kieft wins giving the little company a great deal of unexpected, but far from unwelcome, publicity.

Towards the end of 1951 the talents of designer George Bedson were added to the staff. Bedson had been with Vickers at Brooklands and then been involved with the Mackson F3 car. Later he was to design the Frisky mini-car and the Turner-engined Phoenix sports-racer. Ever ambitious, Kieft announced plans for an F2 Bristol-powered car which Bedson designed. This never came to fruition but the same chassis was used as the basis of the 1953 Kieft sports car, a sports car having more commercial potential. Horace Gould did race a Bristol-engined car in F2, however, but it had the sports body.

While spectating at the Nürburgring, Kieft had noticed that the centre-seater Veritas sports car was quicker on left-handed bends than some rhd cars and quicker on right-handers than many lhd cars. So, the 1953 sports Kieft had a simple space frame chassis with the driver in the middle and passenger seats on either side. This caused something of a fuss, for some felt it was going against the spirit of the regulations, but the regs did not say a car



CYRIL KIEFT seated at the wheel of the one-off De Soto-engined sports car built for Erwin Goldschmidt in 1954. The chassis was similar to that of the still-born F1 project and the styling bears an uncanny resemblance to contemporary Cunningham cars.

could not have three seats. For racing purposes, the offside passenger compartment was covered with an aluminium sheet. Kieft seriously considered offering this as a road car but nothing came of the idea.

The bodies were of aluminium and independent all round suspension was used, coil spring and wishbones at the front and transverse leaf spring with lower wishbones at the rear. They featured Morris Minor rack and pinion steering, Lockheed drum brakes and Kieft-cast Elektron wheels.

Eight 1953 cars were built with the registration numbers running in sequence from LDA 1 to LDA 8. LDA 1, 2 and 3 started off with 1½-litre MG engines and were leased to the Monkey Stable (Mike Keen, Jim Mayers, Pat Griffiths and Trevor Lines). Later Bristol engines were fitted sometimes. Horace Gould used these cars in turn with a Bristol engine when he would substitute his trade plate OAC 2. The others, with either MG or Bristol engines went to Jim Burns, David Slade, Pat Hazlehurst, Peter Thompson and Paul Ceresole in the States.

That same year, the F3 car was still advertised, this time as a kit which could be yours for £445, less engine and gearbox. There were no takers. However another of the pre-Martin Kieft single-seaters was built at this time to act as a test-bed for a recently-acquired AJB engine with Steyr heads. This motor being later converted into the AJB / Kieft / Norton engine.

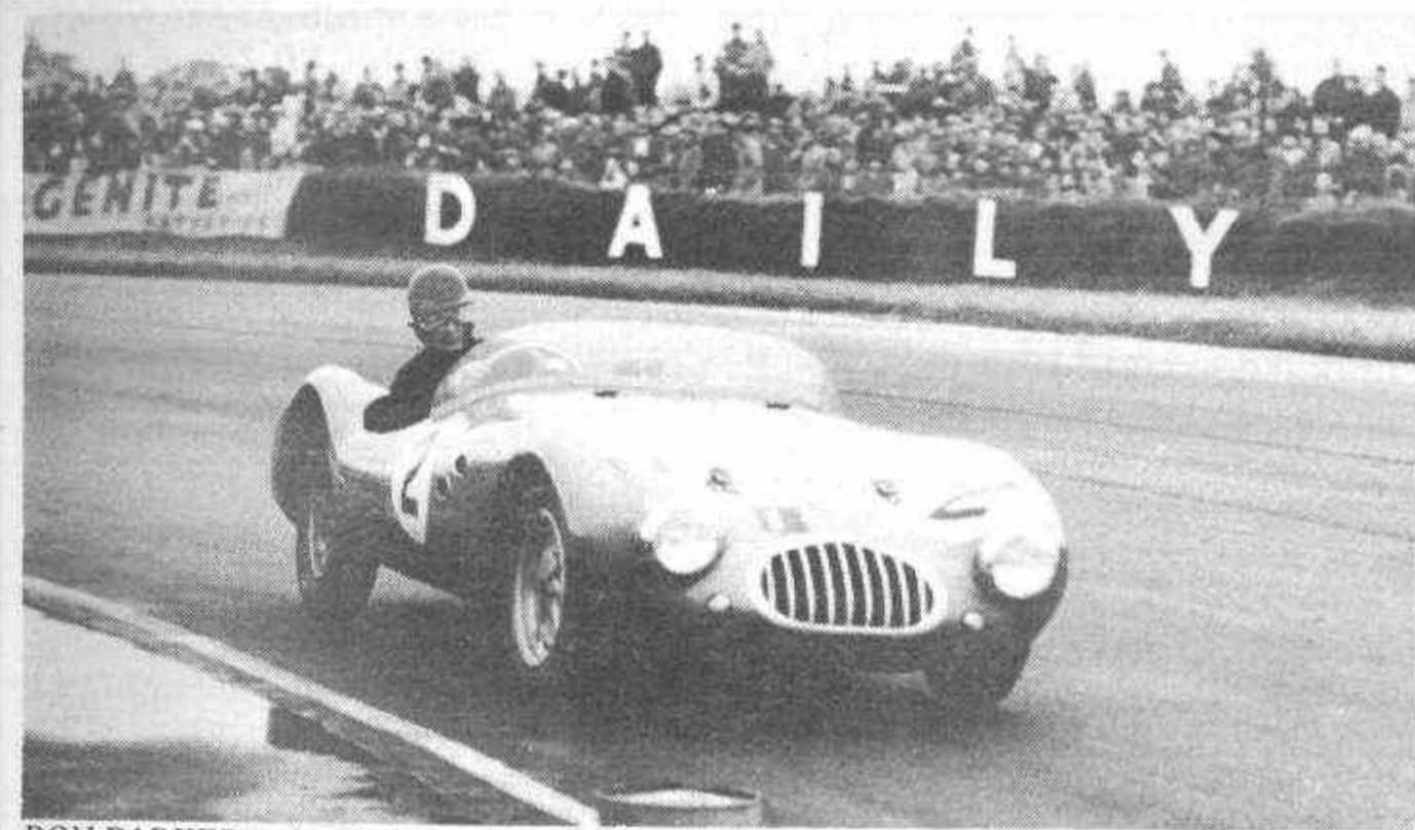
Most of the sports cars had at least one engine change during its career, LDA 1 even spending some time with the AJB / Kieft / Norton engine fitted. They were rugged, but too heavy to be successful in British sprint racing events. Significantly the two highlights of the car's career came in long races, the Monkey Stable finishing 1-2

in a sports car race in Lisbon in 1954 and Carpenter / Van Driel winning the 2-litre class, finishing fifth overall, in Ceresole's Bristol-engined car at Sebring, also in 1954.

The relative lack of success of these cars did not dampen Kieft's plans, however. He was actively interested in John Turner's four-cylinder 500 cc engine and one was fitted to an F3 car (which was sold to E. W. Ford who raced it without success). At one time a batch of 25 lightweight sports cars was planned with the Turner engine, a run of 25 qualifying as a production car at the time, but it proved lacking both in power (35 bhp) and reliability. By March, 1954, these plans had been modified and three cars were to be built. One was to have a 500 cc air-cooled flat-four Wooler motorcycle engine and was to be entered for Le Mans to be driven by Alan Rippon. Another was to have a Shorrocks-supercharged 500 cc Wooler engine, putting it into the 750 cc class. A Coventry Climax FWA engine was earmarked for the third car.

Production of the central-seater was to be continued, though only one further car was built, sold to a man named Jones. Ron Mead was hard at work on the AJB-based engine and MOTOR SPORT reported: "Kieft's own pet project is a 1½-litre air-cooled flat-four sports car using his centre-seat chassis and a Wilson preselector gearbox. He may build a team of these cars to challenge Porsche opposition." Brave ideas but, in fact, the team could never keep the engine cool for more than a run of about 40 miles.

Alan Brown was to have a Kieft F1 car, independently sprung, with Dunlop disc brakes all round, using the Coventry Climax FPE "Godiva" engine. The chassis was built and a "Godiva" loaned to the works for fitting purposes. As it is generally known



*DON PARKER at the wheel of one of the 1,100 cc Kieft sports cars at the Grand Prix Meeting, Silverstone in 1954. This car was the first to use the Coventry Climax FWA engine in competition and perhaps the first car to have a fibreglass body made from a single mould. It was, however, poorly finished and no more than six were built.*

the "Godiva" engine could well have been successful but Coventry Climax naïvely believed the power claims made by other F1 manufacturers and abandoned the project. They discovered later that they had been equalling the very best of the opposition's power. Climax's decision not to proceed killed not only the Kieft F1 car but projects by HWM, Connaught (who stayed with Alta engines), and Cooper (whose F1 debut was postponed for three years).

Based on the F1 chassis design was another sports car, built to the order of an American, Erwin Goldschmidt, and fitted with a V8 de Soto "Firedome" 5½-litre engine and Jaguar gearbox.

As though all these projects were not enough, soon afterwards Kieft employed Bill Thomas who was to develop a dohc version of the Ford Consul engine and a lightweight gearbox. These projects were never completed.

In the meantime Cyril himself had designed and built a speedway bike, a Kieft moped with a Sachs 50 cc engine, which went into production, and a Villiers-powered scooter which sold 1,000 examples under the names of "Kieft" and "D.K.R." (Day-Kieft-Robinson).

Much of the money was coming out of Kieft's own pocket, via businesses in Wales, and early in the season he suffered two blows. On returning from Lisbon, where the Monkey Stable took their 1-2, the pantehnicon carrying the cars went over the side of a mountain and transporter and cars were written off. They were not insured. There was a commitment to keep at the Nürburgring and so the new centre-seater, intended for a Mr Jones was, with his permission, sent there. It was being driven to the circuit when it was damaged in an accident. Racing was becoming expensive. The Jones car was rebuilt and delivered and apparently was used solely as a road car.

The little sports car which was first to have had a Turner engine, then a Wooler, was finalised with the Coventry Climax 1,098 cc FWA four-cylinder engine. Cyril recalls that his works carried out some of the modifications to the unit, replacing the original cast iron crank with a steel one and forging new, lighter, con rods. Wally Hasson's book "Climax In Coventry" makes no mention of this work being undertaken outside the Climax works. Certainly Kieft had both the facilities and expertise available to undertake such modifications.

The little car had a ladder chassis of 3¼ in steel tubing, independent all round suspension (wishbones and coil springs at the front and transverse leaf with lower wishbones at the rear), 11 in drum brakes all round, "Kieft" alloy wheels, a Moss gearbox and ENV differential. The brochure claimed a top speed of 110+ mph and (at 50 mph) 40 mpg. The bodyshell was of fibreglass, moulded in one piece. It cost £1,569 9s 2d, inclusive of all taxes.

The car duly appeared at Le Mans where it was driven by Alan Rippon and Bill Black but hadn't actually turned a wheel before it arrived at the circuit. In practice the engine suffered from oil loss (this was the FWA's very first competition appearance) but Harry Mundy cured that by modifying the sump baffles. It showed well in the race, and led its class, but retired after 10 hours with a broken rear axle.

Don Parker drove it a few times, winning the "Welsh Championship" race at Fairwood and recalls it as quite a good little car. He was leading the 1,100 cc class in the Tourist Trophy at Dundrod when the front suspension broke and came up through the bodywork. The car was a write-off. The other car entered, that of Rippon and Ferguson, came home victorious in the class.

Which brings us back to where we started . . . that stand at the Motor Show donated

to the company in recognition of the two class wins in World Sportscar Championship races and, shortly afterwards, nothing.

Cyril admits to being a complete perfectionist and it is doubtful whether the performance of his cars matched his own ambitions for them. The number and diversity of projects undertaken in 1954 illustrate the man's restlessness and drive — motor racing was an outlet for them but he knew that his heart, and his real talent, lay in the steel industry. In 1954 the Conservative government was preparing to de-nationalise the steel industry and Kieft knew he had to be part of that.

In 1955 Kieft came to an arrangement with Berwyn Baxter to lend his name to Baxter's racing efforts with the Kieft-Climax cars, thus assuring Baxter of an entry at Le Mans and other important races. In *MOTOR SPORT*, October 1981, Merrick Taylor, Baxter's works manager gave details of Kieft from 1955 onwards but Cyril himself played no active part in those activities which included a car fitted with a 1½-litre Turner engine.

The assets and name of his car company were officially sold to Berwyn Baxter at the end of 1955. Cyril thinks that one or two cars were assembled from parts already made, bringing the total to five. Nick Georgano's "The Complete Encyclopaedia of Motor Cars" puts the total at six and that is a generally accepted figure. Perhaps two exist today. One is owned by Cyril Kieft. It was bought secondhand and rebuilt as a 21st birthday present for one of his daughters. She made little use of it and Cyril recently bought it back and intends to present it to the Bridgnorth Motor Museum.

We think three of the other sports cars, two centre-seaters and the de Soto-engined car, still exist, together with a couple of the F3 cars. The F1 chassis is also still in existence. We wonder if any readers can help flesh out the history with personal reminiscences or information.

Baxter eventually sold the assets to a Birmingham company called Burmans and a few Formula Junior cars were made in 1961. They were called "Kiefts" but by that time Cyril was happily making steel in Wales and had lost touch with motor racing. The FJ cars do not really form part of the Kieft story.

The win at Lisbon, the class wins at Sebring and Dundrod and Parker's continuing success in F3 were not exactly the apex of motor racing but there was sufficient success for Cyril to be able to turn his back on motor racing knowing that even if he'd not succeeded in everything he set out to do, he could hardly be called a failure either. It's interesting to speculate, though, what would have happened had the Godiva engine not been abandoned. Perhaps running a Formula One car would have given Cyril Kieft the sort of big challenge he's clearly always looked for. — M.L.

# VETERAN EDWARDIAN VINTAGE

A SECTION DEVOTED TO  
OLD CAR MATTERS



## The Motor Mountaineer

SOME people think sheer motoring bliss is extending a good car on a long ruler-straight road or German *autobahn*, or taking it as quickly as skill will allow round a race-circuit. Others may prefer to test their driving prowess and the abilities of a car by taking it into the hills and mountains. A motorist of the latter class was the late Mr George D. Abraham. Living in the Lake District of England, he commenced motoring at the turn of the century, and enjoyed driving over the Passes that abounded near to his home, or joining friends on trips in the mountains of Europe. He was a close friend of the enthusiastic Summers family, and used to go in their cars on some of these journeys. He owned interesting cars of his own, and became well-known not only for making the first climbs by car of some of the more notorious Lakeland gradients but for his photography of the district.

Mr Abraham's first car was a Sunbeam Maberly, and others he owned included a 10 hp Humber, an Alldays & Onions, Albert, HE, etc, also a small Daimler in

*ONE OF George Abraham's later pictures, of a 25 hp Sunbeam making the descent from Honister Pass in the Lake District down the 1-in-3 Hill Stap leading to Buttermere.*

the early 1920s.

Mr Abraham's photographs were made into picture postcards, he contributed many articles to the motor journals about his favourite pastime, and he was the author of books about it, such as "Motor Ways in Lakeland", "Mountain Adventures at Home and Abroad", "The Complete Mountaineer", "On Alpine Heights and British Crags", etc. I thought I had read most motoring books but have not seen any of these titles, which must surely now be valuable collectors' items?

Space precludes a full account of all the motor mountaineering enjoyed by Mr Abraham but confining ourselves to the between-wars, or "vintage", years, we find him in 1919 going on a tour of his well-loved Lakeland. The car used was a Light-30 Daimler with an open touring body, a new model for 1920. While Daimlers were hardly sports cars, this one can be regarded as the most sporting of the then-current range, with its 4.9-litre Knight double-sleeve-valve engine in the shortest of the available

chassis, having a wheelbase of 10 ft 8 1/4 in comparison with the 12 ft 2 in of the big 7.4-litre Daimler motor carriage. Moreover, this Light Thirty was supplied as a chassis only, so that some well-established coachbuilder would have made the touring body for the car (Reg No DU 9475) in which the expedition was made. Whose car it was is not known, but the driver was an RAF officer and George Abraham was obviously impressed with the latest model from the famous Coventry manufacturer, describing it as an altogether delightful car. "At great speed on wide highways, at mule pace on the narrowest of rocky mountain tracks, or on crumbling stony gradients verging on 1 in 3, the joy of movement was altogether delightful and so silent that frequently the presence of the engine was entirely forgotten."

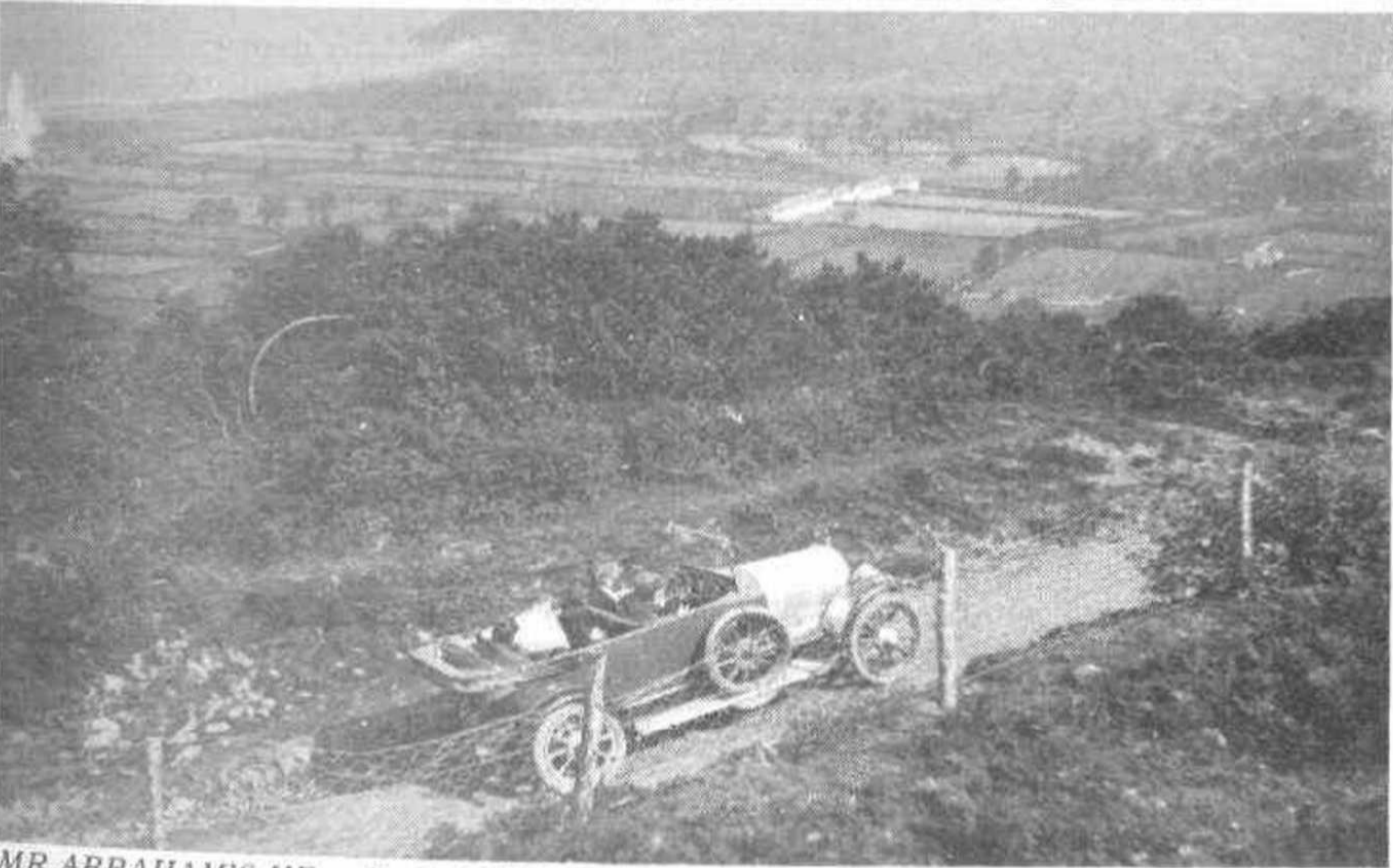
The party started the two-day tour on a cloudless September day, although the Daimler, with standard gear ratios and the Lanchester worm-drive back axle, had encountered rain and storm as it ran out from the Midlands. The test started from Dunmail Rise, hampered somewhat by the last of the season's motor coaches, but taken on top speed, to Ambleside. Kirkstone Pass was then tackled, calling for second gear, but a restart on the loose 1 in 4 section was smoothly accomplished after a pause to take photographs, although the Daimler had a cone clutch. They then sped down to the valley, to Troutbeck.

From the shoreline of Windermere Abraham sprung a surprise on the rest of the crew by taking them up the "curliest and hilliest of roads", Foolstep. Easy to start with, the driver uttered a gasp as the well-hidden 1 in 3 hairpin was encountered. But bottom gear was deftly engaged and the hazard was soon a thing of the past. . . Then it was over a little-known Tilberthwaite mountain road, gained by taking an awkward corner on the southern side of Yewdale, before reaching Conistone Water. Through groves of huge and ancient trees the travellers came at last to the old farmhouse under the crags at the head of the valley, where the inhabitants were distinctly dubious when told that the Daimler was to tackle the old mountain road to Fell Foot in Little Langdale. Other cars had failed, they were told, which only made it more imperative to head the Light-30 through the gateway and up the grassy track through birch-hung avenues.

If there had been exciting moments going up, it was the descent which proved the real test. After tobogganing down the slippery grass track and through a tiny gateway, the car became jammed at a bend between two stone walls. Front and back mudguards were touching but by skilful reversing they got clear. Then the now-rocky road twisted round a derelict farmhouse which it seemed for a moment might have to be dismantled to gain passage. Past that, and with the main road in sight, the Daimler became jammed



A GEORGE ABRAHAM photograph of a lady driver ascending Kirkstone Pass from Ambleside. This was probably the Humber that in 1913 was the first car to climb and cross Hardknott from Eskdale — three members of the family were in the car and had to put their rugs under the back wheels to afford more grip.



MR ABRAHAM'S HE on Porlock Hill in Somerset in 1923.

between the walls of a very narrow stone bridge. Much time was lost and the sun was sinking beyond the rugged black crags of Pike o' Blisco, while the hub caps were removed and a gate behind the car dismantled, in order to gain the road. After which it was back to Dunmail Rise, taking that Pass at speed in third gear.

An early start on the second day of the tour was delayed at Borrowdale to take on some mountaineering friends, so the Daimler took eight heavy men over Honister Hause, which it did as wonderfully as anything Mr Abraham had seen in motor mountaineering, so quietly that the soft song of wayside streams could be heard, the engine also remaining surprisingly cool. (No wonder Daimlers were so popular in this first full post-Armistice year — HM The King had just used a 57 hp Daimler landaulette for his two-day dash from Balmoral to London, at the time of the national coal-strike. . .). The descent of

stones and rocks of Hill Step caused no anxiety, even when a photographic halt was made on the 1 in 3¼ grade, the foot brake, now working on the back wheels, seeming a fine arrangement, with the hand-applied transmission brake as a reserve.

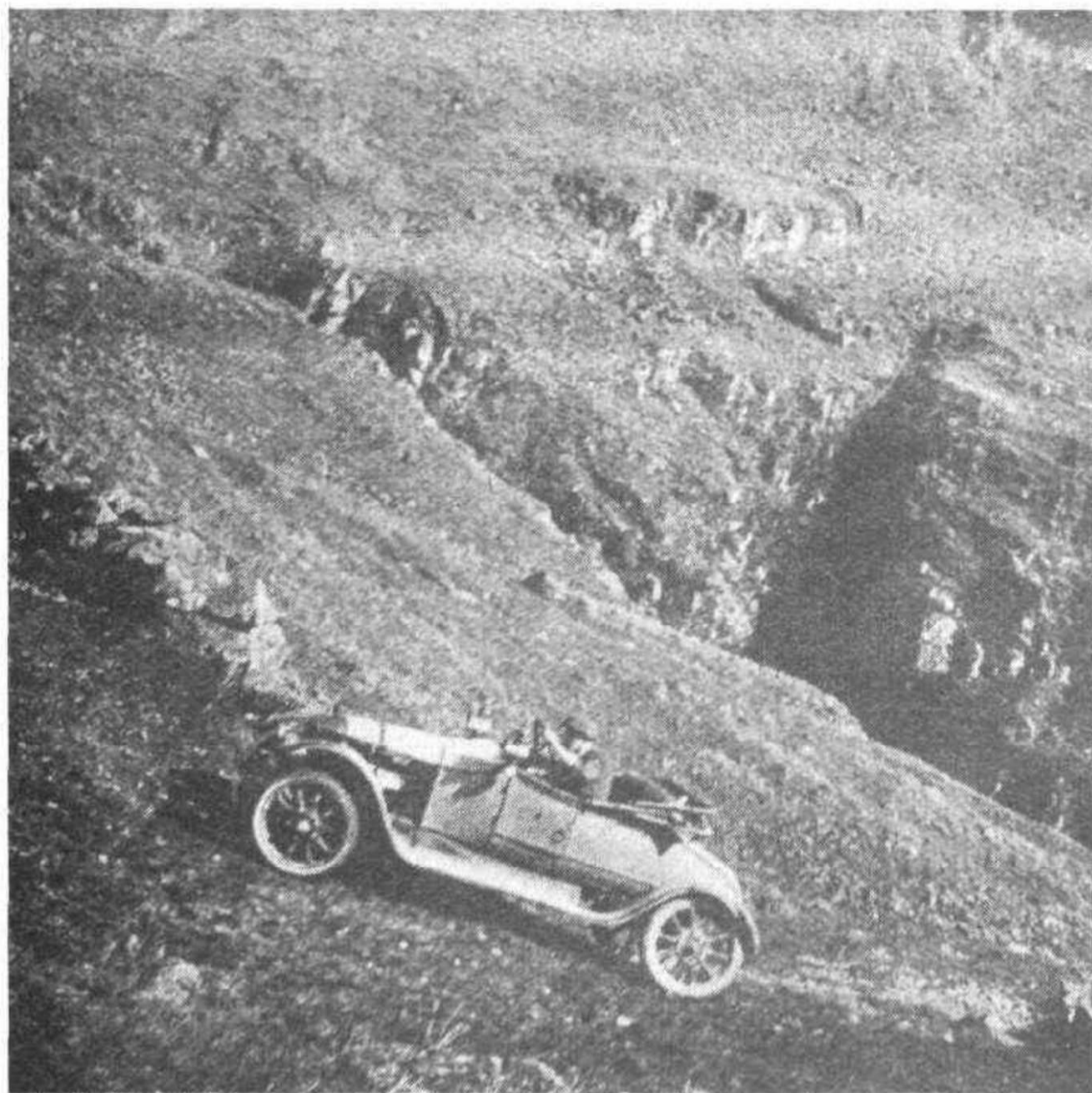
The plot had been to cover an entire circuit of Lakeland in the day, mainly by mountain roads, and this the Daimler did, climbing quickly over Cold Fell to avoid the detour of the coast road, lunch being taken at the remote Wool Pack Inn at Eskdale. It had been amusing to find the well-known King of Prussia Inn renamed the King George Inn, although the now inappropriate name was still on the rear wall. . . The big tourer coped ably with Duddondale, Kiln Bank Hill and High Cross, and came home triumphantly in the gathering gloom. Even its doors had opened and shut perfectly on the rough going it had traversed, a tribute to the method of carrying the body on an insulated

sub-frame.

The following year George Abraham turned his attention to the Western Highlands of Scotland, driving there past Gretna and Lockerbie and up the windy heights of Beattock, in a disc-wheeled Sunbeam two-seater that was probably a replica Coupe de L'Auto model, Reg No RX 6182. It thought nothing of the long haul up "Rest and Be Thankful Hill", signposted as climbing 461 feet in 2,161 yards, at Ben Ime beyond Glencoe. It was as nothing to the Cumbrian gradients, Abraham thought. The Sunbeam was photographed on the Ballachulish Ferry, at that time and for some years hence little more than a rowing boat, and used the new road beside the railway on the bridge at Connel Ferry (fee 10/- = 50p). A wild storm chased the car over the moors to Loch Laggan but the short cut to Dalwhinnie proved easy, after which the Great North Road was regained.

By way of a change, late in 1920 Abraham went into the hills of South Durham and North Yorkshire with E. H. Lees, who raced an Essex at Brooklands, in that driver's Hudson Super-Six tourer. Again choosing a glorious autumn day, for which our motor mountaineer seems to have had a happy knack, they left Penrith behind and the winding climb up Hartside was conquered, the gradient of this and other acclivities being carefully measured, which appears to have been part of the object of the outing — perhaps Abraham had been asked to contribute to *The Autocar's* list of steep gradients in the British Isles? Coming down to Alston it was noticed that one of the three highest inhabited houses in England had gone, burnt down a few years earlier, but the paved main street of Alston was given as 921 ft above sea-level.

The "sturdy construction and splendid springing" of the Hudson was demonstrated on the 1-in-4 climb to over 2,000 ft over Teesdale, ending on the open moor above St Joseph's chapel. Back on the level the Hudson ran its 60 mph as easily as it climbed the hills, its engine nicely balanced, Abraham thought waxing technical, because it had the crankshaft balance weights specially placed, instead of dead opposite the crank pins. Be that as it may, more hill-storming showed up the quietness of the lower gears before the real test came, namely, an assault on Summer Lodge Hill out of Askrigg, said to be the very worst hill in Britain. First they inspected what lay ahead on foot, then fitted the two Parsons-shod spare wheels, on the back-axle. In spite of the 1-in-3½ first corner and the 1-in-3¼ second corner, the Hudson skidded and bounced to the summit. After a comfortable night at the "Red Lion" at Leyburn, the Hudson was set to tackle Park Rash, which no car was supposed to have beaten. A mile of grassy track above Kettlewell and it was touch-and-go in the wet conditions, with the car flung in the air by numerous culverts, its



RACING-DRIVER Kaye Don testing Avon tyres with an early AC light-car, up a formidable gradient.

wheels spinning wildly. But it recovered and made the top, aided by the chains. The descent was adventurous, but bottom gear and sound brakes diminished serious "tobogganing" and soon they were entering Wensleydale, "the perfectly-standard 1920 Hudson none the worse."

It was the autumn of 1920 also before Mr Abraham was able to undertake mountaineering expeditions in his own car, although it had been ordered twelve months before, a penalty presumably of the foundry and coal strikes and the fact that it was from a small-output maker. It was a 14 hp 2.1-litre HE with a Morgan Zephyr tourer body of aluminium and steel with an unpainted bonnet (no wood) weighing only 22 cwt with full tank. The man who delivered it had seen 58 mph on the speedometer. In this new possession a full complement of occupants set out immediately to explore the Scottish Lowlands, deeming the state of the roads unsuitable for anything further north. The Cheviots were crossed at a time of record floods, the ascent from Eweswater being made in a downpour, the deep potholes turning the roads into a continual water splash. The remote Moss Paul Inn was passed in a crash of thunder . . .

The new HE reached Edinburgh in sunshine, having been washed at the roadside when a tap was spotted by a

cottage, a kindly dame providing a bucket. Only mild mountaineering was encompassed on this journey of 550 miles, during which the HE gave better than 26 mpg. By the summer of 1921, however, it was "now perfectly at home on the biggest of hills", and was used for a visit to Haweswater, in Lakeland, before that beautiful lake was made into a reservoir to supply water to Manchester. Was the old Dun Bull Hotel replaced, I wonder, by a new one after the reservoir had been constructed? Prior to that the HE had been used to explore John Peel country in the Lakes.

Mountaineering in earnest began later in 1921, when Mr Abraham joined a party on a trip to the Dolomites, in Geoffrey Summers' post-war 40/50 hp Rolls-Royce tourer (Reg No CA 460) which he called "the dream of years". After a rough crossing, they disembarked at Calais and set off along Route Nationale No 1, the surface of which was poor until Abbeville was passed. This was offset by the red blaze of poppies and crimson carpets of clover alongside the road. As the road surface improved the Rolls several times put its speedometer needle verging on the 70 mph mark. There was difficulty in avoiding Paris but in time the travellers were enjoying a delightful run through the forest of St Cloud, the car so quiet, it was said, that the song of the

nightingale echoed in the sombre woodland aisles. Yet it had the Alpine Eagle engine.

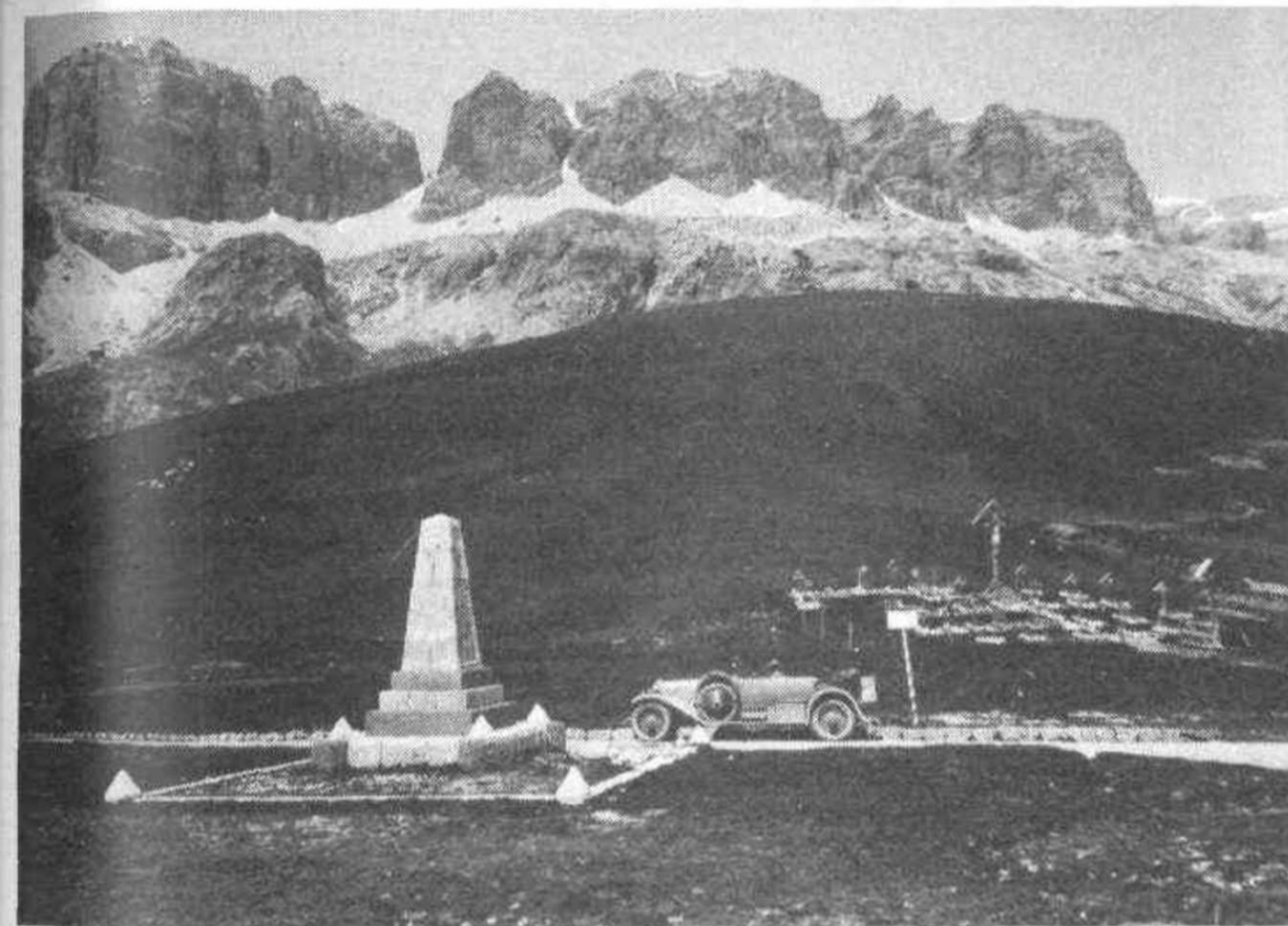
Arriving at Fontainebleau, where the town was *en fête* in honour of the centenary of Napoleon the First, a cold lunch cost £1.00, for what in England would have been charged at not more than 5/- (25p). Being English, and in a Rolls-Royce, perhaps hadn't helped! The first afternoon of the tour was notable for a violent thunderstorm as the Royce ran down route No 5 bound for Auxerre. It was not to be, for overheating caused a series of tyre failures and three new covers and tubes had to be purchased before the trouble was traced to the disc on the wire wheels and after removing the outer discs the bursts did not occur again. More thunderstorms heralded the approach to Amberieu, but by running the car into the shelter of the ancient Hotel Lion d'Or, a drenching was avoided while an excellent dinner was enjoyed. The mountains were now approaching, but four level-crossings, normally shut on a Sunday, had to be opened by persuasion, before Aix-les-Bains was reached at nearly midnight. They used the Hotel Splendide Royale, ducal in style and the size of the bill. . .

Next day the 117 miles of the Col du Lauteret were climbed, diverting to Bourg d'Oisans, a refill of poor petrol costing the equivalent of 5/4d a gallon. They made it to the Grand Hotel at Briançon, after crossing the 6,808 ft Pass. A lead seal was attached by string to a front dumbiron and the Rolls was free to enter Italy. Bad roads and rain gave a poor first impression of Italy, and Turin was a place of strikes and disaffection. But petrol, sold by weight, was of better quality, at the equivalent of about 4/- (20p) a gallon. Past relics of the recent war the Rolls-Royce sped, to Bolzano and the true gateway to the Dolomites, the night spent at the Hotel Bristol. The RAC told the party they were the first motorists to tour these mountains since the war. . .

The expedition nearly came to an abrupt end below the Karer See. A stop was made for photographs but in moving the Rolls for a better viewpoint a passenger let off the handbrake while standing in the road and the car was just saved from plunging backwards to destruction by a great leap to it on the owner's part! Thereafter the 40/50 made light of the famous Passes, although care was often necessary and the long wheelbase a disadvantage on the hairpins, of which 96 were counted on the Pordoijoch from Arabba on the run home.

At the summit the radiator of the Rolls was boiling, at 77 deg C, after the continuous last eight miles of 1 in 8. What a place for a speed hill-climb, observed Mr Abraham. After which the Falzarego (6,947 ft) was ascended, over slanting timber piles into the tunnel at the top.

The homeward journey embraced the Pordoi and Rolle (6,507 ft) Passes, with adventures, overtaking dust-raising timber waggons and live shells stacked by the



THE Summers' Rolls-Royce on the top of Pordiojoch in 1921.

roadsides. So to Verona and over the Little St Bernard into France. The six-day tour finished an hour ahead of schedule, the total mileage nearly 3,000 and the Rolls-Royce performing unflinchingly. It weighed 38¼ cwt unladen yet gave just over 16 mpg and about 1,500 mpg of oil.

Late in 1921 Abraham was out again in Lakeland, trying the latest 11.9 hp Albert tourer, which although loaded to a weight of 18 cwt, ran smoothly from four to 40 mph in top gear (it had standard gear-ratios, bottom being 18 to 1, top 4.5 to 1) and proved the worth of its central, gate-change four-speed gearbox in a trip "over the roof of Lakeland". At the time the hills of Scotland, Devon and North Wales had been in the news as a result of their inclusion in some tough trials but Abraham remarked that no club had yet had the temerity to include Hard Knott and Wrynose in a day's trial. Taken from west to east, starting from Eskdale and finishing at Little Langdale, they were formidable and only a few years earlier the rock-strewn western slopes of Wrynose Pass proved almost impossible, even for a Rolls-Royce. Yet the 1922-model Albert performed splendidly, its engine remaining cool in spite of having no fan and the metal-to-Ferodo plate clutch proving excellent. Incidentally, the rear brakes were operated through steel-rope (as on Amilcars) instead of rods, to obviate rattle.

Upwards over the stern heights of Cold Fell went the Albert, and after a visit to the Eskdale narrow-gauge railway, the locomotive "Colossus" seeming about half the size of the car, and lunch at the Woolpack Inn, Parsons chains were fitted to the back wheels and the little car ascended steadily, stopping for photography, after which it easily negotiated the ten greasy hairpins.

The radiator needed no water and when it was discovered that a camera lens had been left at the Inn, the car slithered down again and then made a non-stop wild second ascent to the summit of Hard Knott, the gate having been left open, the final 1 in 3 section being climbed slowly and the 1,290 ft Pass beaten, which the experienced Mr Abraham had never heard of before. The stony Wrynose (1,270 ft) was equally defeated and in the last rays of the setting autumnal sun the Dunlop-shod Albert passed the Three Shire Stone, where Cumberland, Lancashire and Westmorland join. . . .

Then, as if to give Scotland its turn, Mr Abraham took another 1922 car, a new HE, over some remote roads there. Presumably, as the owner of one of the first HEs of this kind, he had access to this latest model, which performed troublefree. Its many warmly-praised good qualities were proclaimed to be "striking evidence that its Brooklands successes and performances have resulted in added perfection" — even if its best top speed was probably not much more than 50 mph.

In the summer of 1923 Abraham was out in the more remote and beautiful areas of his native Lakeland in his own 14/20 hp HE but it was a hill-storming run there the following year in R. T. Summers' OE 30/98 Vauxhall (Reg No ER 807, the car now in the possession of W. A. Liddell) that was more exciting. This 30/98 had been raced by Summers at Boulogne the year before, attaining a speed of 102 mph, and on a russet and gold autumn day after a continuous downpour lasting for more than 24 hours the Vauxhall was driven along the sunny vale of Thirlmere, the magnificent highway devoured "at a speed not far less

than the Boulogne average", for the motor coaches had departed, leaving only the pot-holes they had caused. Yet through Grasmere the 30/98 was docile and smooth-running down to five mph without coming off top gear.

At the foot of Red Bank "second gear slipped home, the lively car leapt to life and the sudden acceleration seemed to make the seats catch us in the small of the back". The gradient was 1 in 4 but the Vauxhall took it "like an aeroplane getting off the ground". After which a right turn was taken and the lofty road by High Close followed, to the Langdale Valley. The sport now commenced. Parsons chains were put on and Blea Tarn Pass was ascended rapidly, the 30/98 skidding round the hairpins.

The brakes proved reassuring coming down into Little Langdale, and then a successful bottom-gear climb, steadily, at less than 20 mph, was accomplished up past Fell Foot Farm, notwithstanding that there were five occupants and their luggage in the car. At the top the radiator was boiling, no fan being in use, so the fibre blanking plate behind it was removed while things cooled. Subsequently, the temperature never rose higher than to its working figure of 80 deg C.

Hard Knott Pass had been conquered with but one reverse at the more severe of the slimy corners and the Vauxhall then accomplished the same feat up Wrynose, again with a reverse at the upper "hairpin". To round off the day Kirkstone Pass was tackled after passing in the gathering evening shadows through Etterwater, the 30/98 taking the steepest final stretch at verging on 50 mph.

Enough has been said, I think, to show that Mr Abraham enjoyed mountaineering in all manner of cars, over a long period. Even today there is still a modicum of adventure about taking cars into hills and mountains. In 1956 I remember, as a photograph emphasises, having fun in Lakeland at the wheel of a Bristol 405, for example. But the motor-mountaineer a few of whose expeditions we have been following, began when it was far more difficult to get a car "up and over", making it possible to set some highly satisfactory personal records, in difficult terrain, for which he deserves to be remembered.

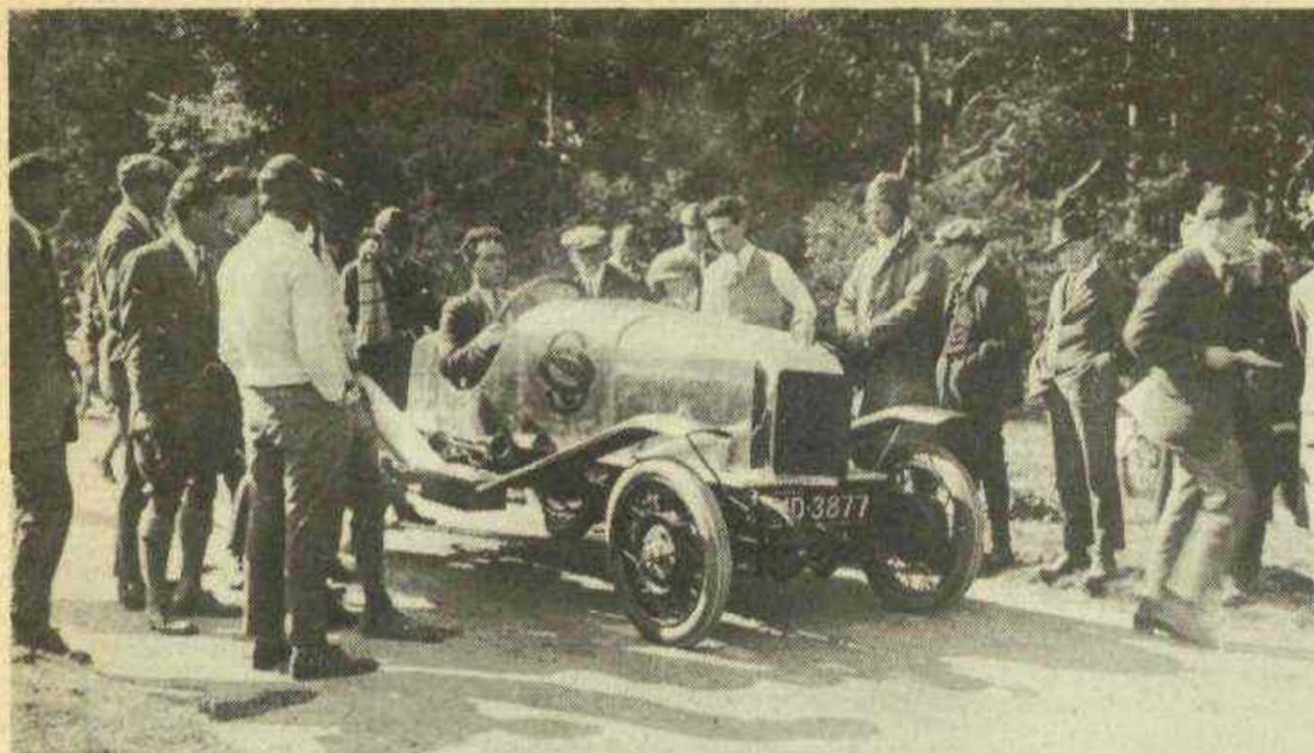
W.B.

#### The Daimler's 1919 Route

1. West side of Thirlmere, up Dunmail Rise, past Grasmere, by Rydal, to Ambleside. Up steepest side of Kirkstone Pass. Down to Troutbeck, to Low Wood to shore line of Windermere. Skelwith Bridge, rh turn and up Foolstep. Through Elterwater, past Colwith Hill, and over Oxenfell, Yewdale, to enter Tiberthwaite by an awkward corner on southerly side, before Coniston Water. Up mountain road to Fell Foot, rejoining main road at Little Langdale. Blea Tarn Pass, into Great Langdale, by Red Bank to Dunmail Rise.

2. Over Honister Hause and down to head of Buttermere Valley, to Gatesgarth. Along shores of Buttermere and Crummock to Scale Hill and by Loweswater to Ennerdale Bridge. From lake up Cold Fell, and down to woods of Calder and over hills of Gosforth and Eskdale. From village of Boot over mountain road to Dalegarth and Birker Moss. Over moors to Duddondale, past Scafell, up hill at Traveller's Rest above Ulpha, and up out of Duddondale by Kilm Bank Hill. Join main Broughton-Coniston main road at Hawthwaith to head of Coniston Water, and Tarn Hows, and diverge at High Cross up long climb to resume northern route.





RAYMOND MAYS in his Hillman "Quick Silver" with which he won two classes at the 1921 Inter Varsity speed-trials at Harling Common.

## The Speed-Model Hillman

THE period immediately following the end of the First World War was remarkable for the number of cars, especially small cars, which appeared on the market endowed with sporting bodywork, whereas before the war there were comparatively few such offerings available to ordinary customers. In the first half of the 1920s there was a flood of them and W.O. Bentley was working on his 3-litre Bentley, planned during the period of hostilities, although whether he intended it to be quite the sports car it became is open to doubt. . . .

The fact is that at this period of motoring history nearly every manufacturer thought it desirable to have a fast-looking model in the catalogue, if less often on the road. Not all these were genuine sports cars, as I tried to show some time ago in the article "Bogus Sports Cars". The same sentiments were expressed in 1921 by another writer, who said: "The light car with a sporting type body never fails to create interest. . . . There is something fascinating about the easy lines, the shapely tail, the aeroplane windscreens, the aluminium finish. If the exhaust pipe is exposed the machine *must* be speedy, or such is the impression, but whether the engine is tuned to the last notch or whether it is "woolly", so long as one has bucket seats and a large steering wheel, what matters?" Sarcasm was the theme, because the writer went on to point to 60 mph so-called sports cars with inadequate brakes, strength and springing for such speed. Yet all manner of little cars appeared in those early to mid-1920s with such bodywork, as I showed in the aforesaid article; if you want further examples, what of the 10/20 hp Hands and the Marseel, both of which took on the appearance of being sports cars.

These were the years of promise for the

car in the hands of ordinary middle-class people (of whom George Orwell said they had nothing to lose but their aitches) and makers avid for sales built special racing versions of their standard products in the hope of attracting favourable attention at the Brooklands races and public-road speed events which took place every summer weekend, although not all of them enjoyed the successes achieved by AC, the Talbot-Darracqs of the STD combine, and Lionel Martin's Aston-Martins. The Hillman Motor Car Co of Coventry was a staunch advocate of publicity and development through racing and by 1920 George Bedford, their works driver and development engineer, was doing extremely well at Brooklands and elsewhere in the 1½-litre class with the single-seater Hillman racer "Mercury" and it was brightly polished up and displayed on Stand 65 at the Olympia Motor Show that year. It was then that the Speed Model Hillman sports car made its established appearance, having been first shown at the 1919 Show, on Stand 55, based

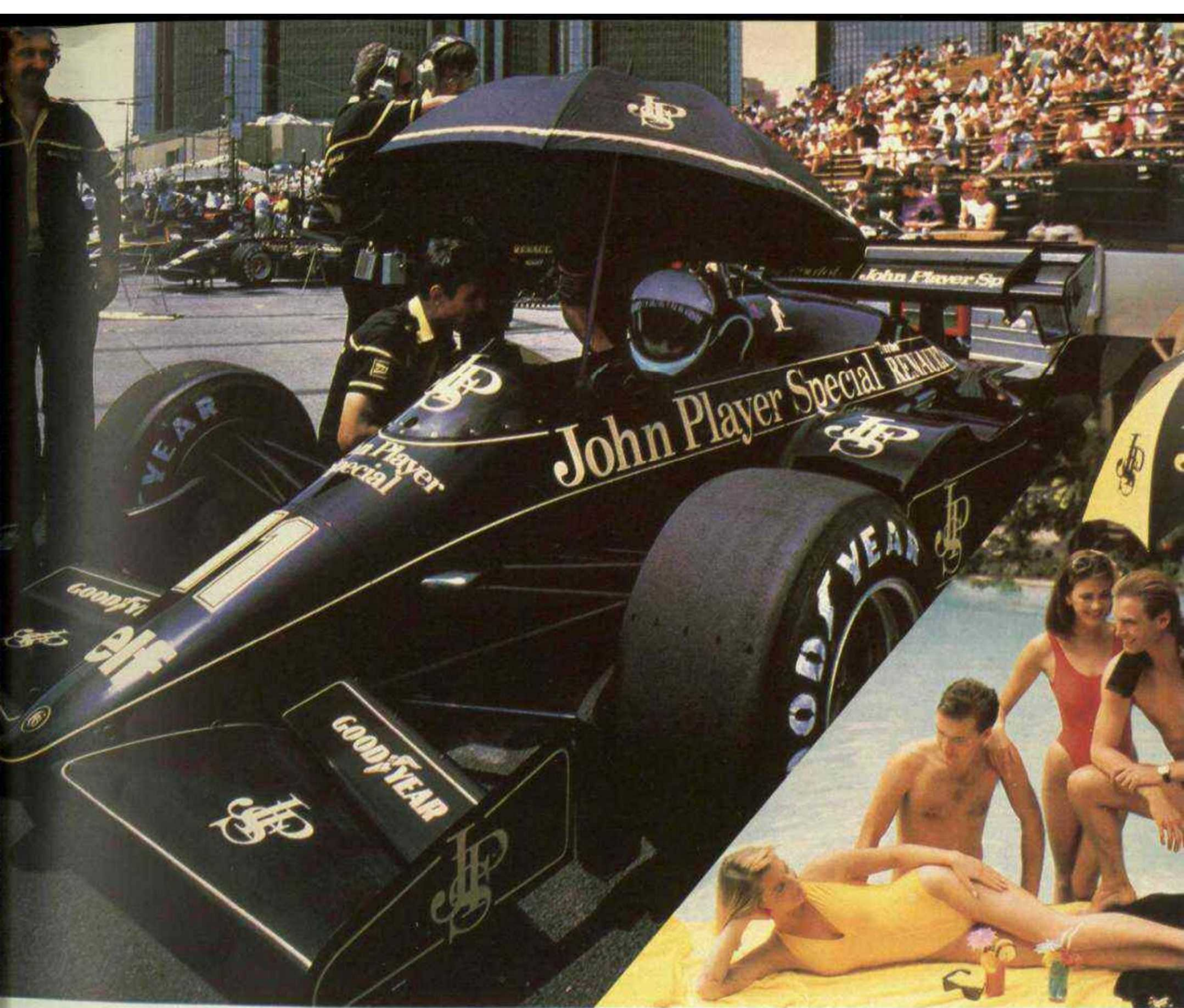


RAYMOND MAYS driving his 1920 Speed Model Hillman at Kop Hill near Princes Risborough in 1921. He gained many successes with the car, which must have enhanced sales.

on the standard model, a car rated at 11 hp but having an engine capacity of nearly 1.6 litres. The Speed Model used this same long-stroke side-valve four-cylinder engine, but with the bore reduced from 65 mm to 63 mm, to bring it within the 1½-litre class, the stroke of 120 mm giving a swept volume of 1,496 cc, the same dimensions as Bedford's highly-developed but plain bearing racing engine, said to develop 30 bhp at 2,800 rpm.

The Speed Model Hillman was an impressive-looking light-car. It has a vee-radiator of copper, an aluminium body with a rather unprepossessing rounded tail instead of the pointed tail of many sports models, but which allowed the spare wheel to be mounted upright behind it, long mudguards joined by a short running board with a locker beneath it, and four exhaust-pipes emerging from the near-side of the bonnet, with a polished copper exhaust-pipe running to the tail, but passing below the passenger's door. There was a single-pane windscreen and a simple hood. Disc wheels were used, shod with 700x85 tyres. Brake and gear levers were centrally placed. The 9.8 hp engine was a straight-forward side-valve unit but it had die-cast aluminium pistons, a lightened crankshaft and flywheel, and developed 20 bhp at 2,500 rpm. The carburetter was a Claudel-Hobson, ignition was by an M.I. magneto, tiny levers on the steering column controlling throttle-setting and advance-and-retard. A leather-lined cone clutch took the drive to a three-speed and reverse gearbox with forward ratios of 10.2, 5.93 and 3.5 to 1, top therefore being notably high for a light-car. The back-axle was of bevel type, the biggest Hillmans having worm-drive, and the differential was suitably sturdy. Steering was by worm-and-sector, with choice of 17 in or 18 in diameter steering wheel. A dummy hub-cover inscribed with the three-spires of Coventry was fitted to the

*Continued on page 6*



# Leave Murray Walker at home on a JPS Grand Prix Holiday

Choose a JPS Grand Prix Holiday and you will find the glamour and excitement begins long before the race itself.

Take your pick from the world's top Formula One venues. Fly to Rio for a taste of the high-life you've always dreamed about or travel to Monza and take in the quiet and beauty of Lake Como.

Come with us and soak up the Portuguese sun or warm up to the Nürburgring race day with a tour of Germany's finest vineyards.

We'll make every effort to give you a memorable holiday in

some of the most fascinating places under the sun, climaxing in the unforgettable experience

of a Grand Prix. So, whoever wins on race day, with a JPS Grand Prix Holiday you'll find you always come first.



Send off the coupon now, or phone 0533 559855 for your free brochure.

Name \_\_\_\_\_

Address \_\_\_\_\_

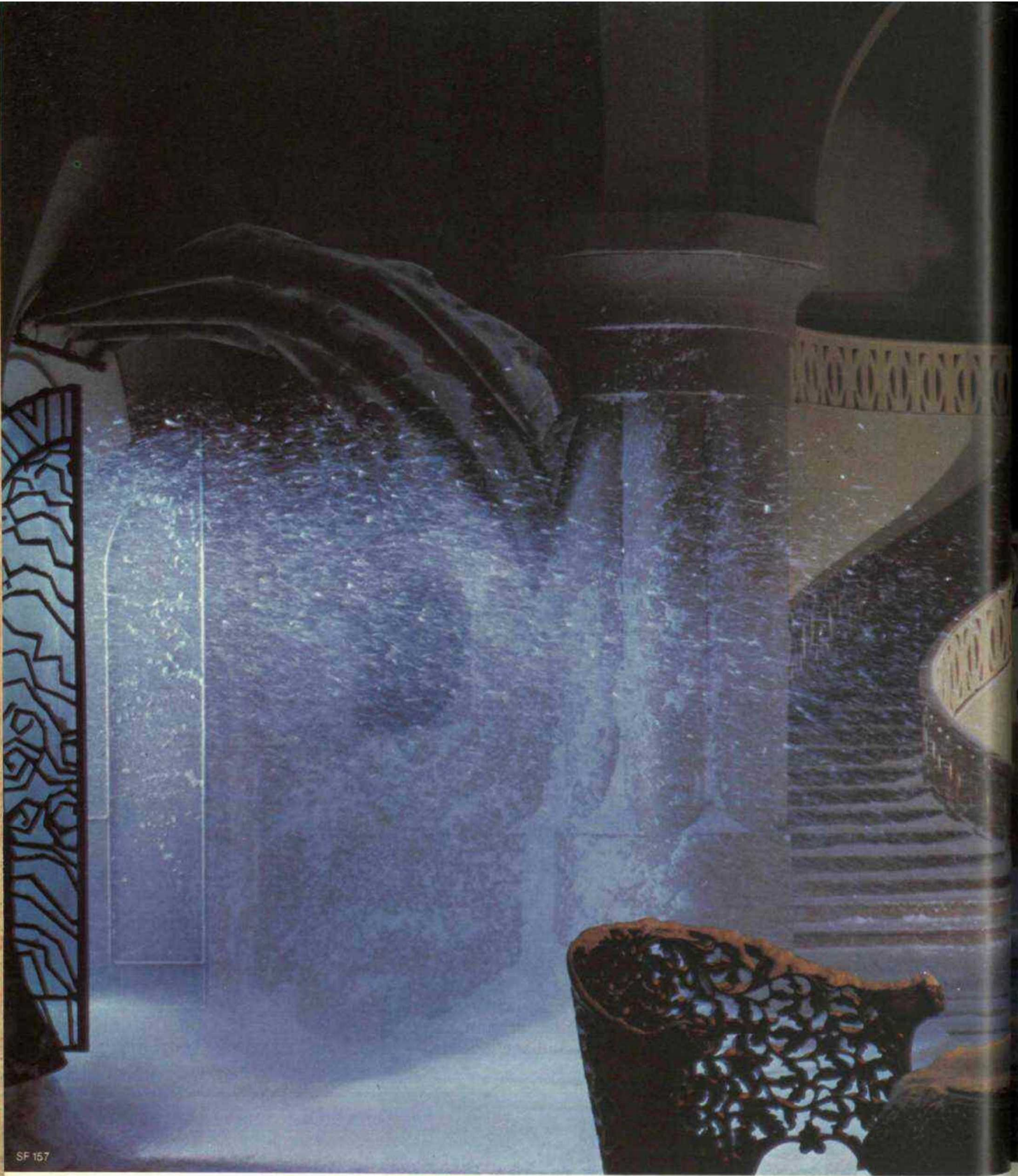
Post Code \_\_\_\_\_

**JPS Grand Prix Holidays**  
136-140 London Road, Leicester LE2 1EN

JPS Grand Prix Holidays are organised by Page & Moy Ltd., with the authority of the trademark holders Imperial Group plc

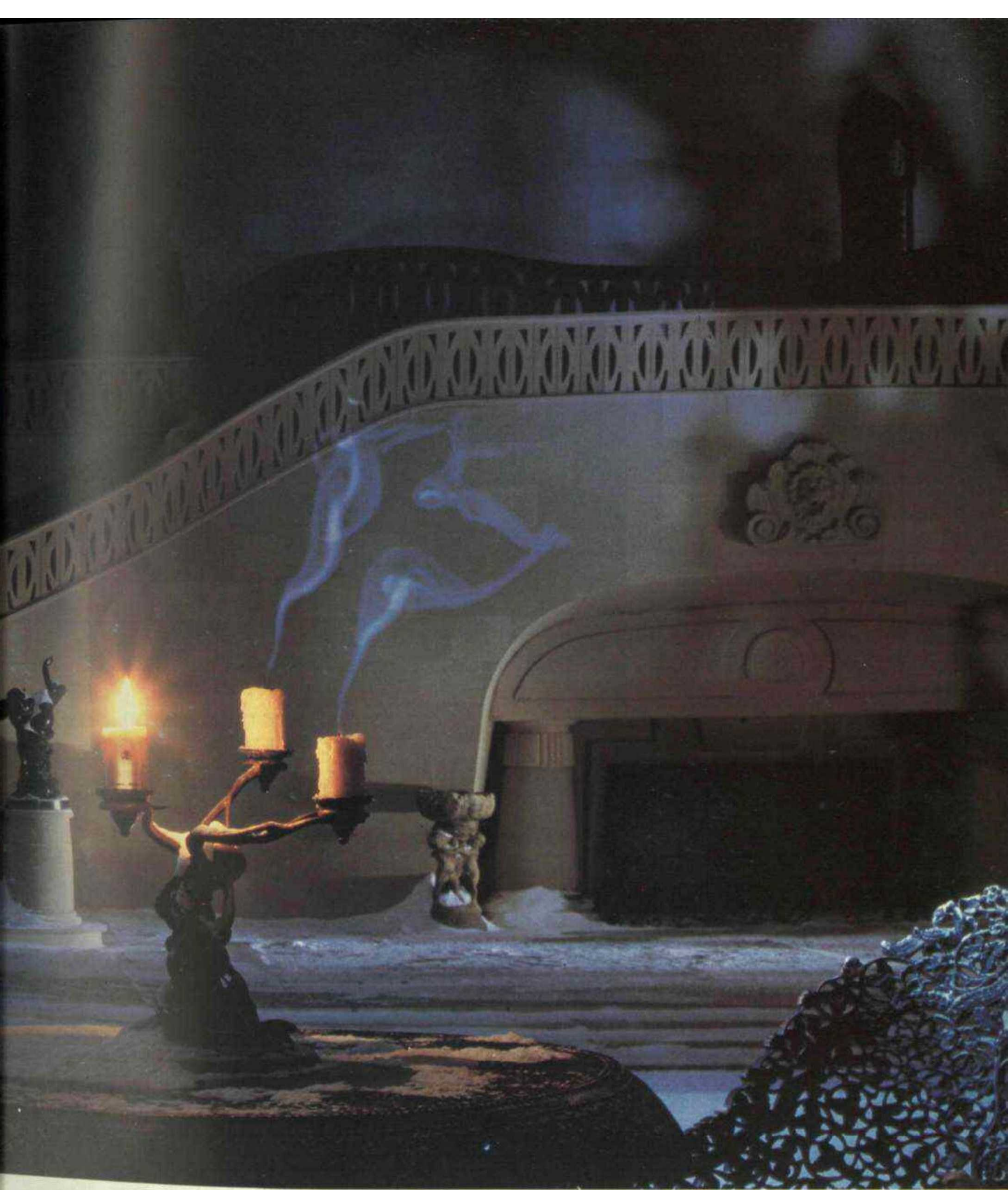
ATOL133

814/RM9 352



SF 157

MIDDLE TA  
DANGER: Government Health WARNING: CIGARETTE



defined by H.M. Government

**AN SERIOUSLY DAMAGE YOUR HEALTH**

## AUDI 200T

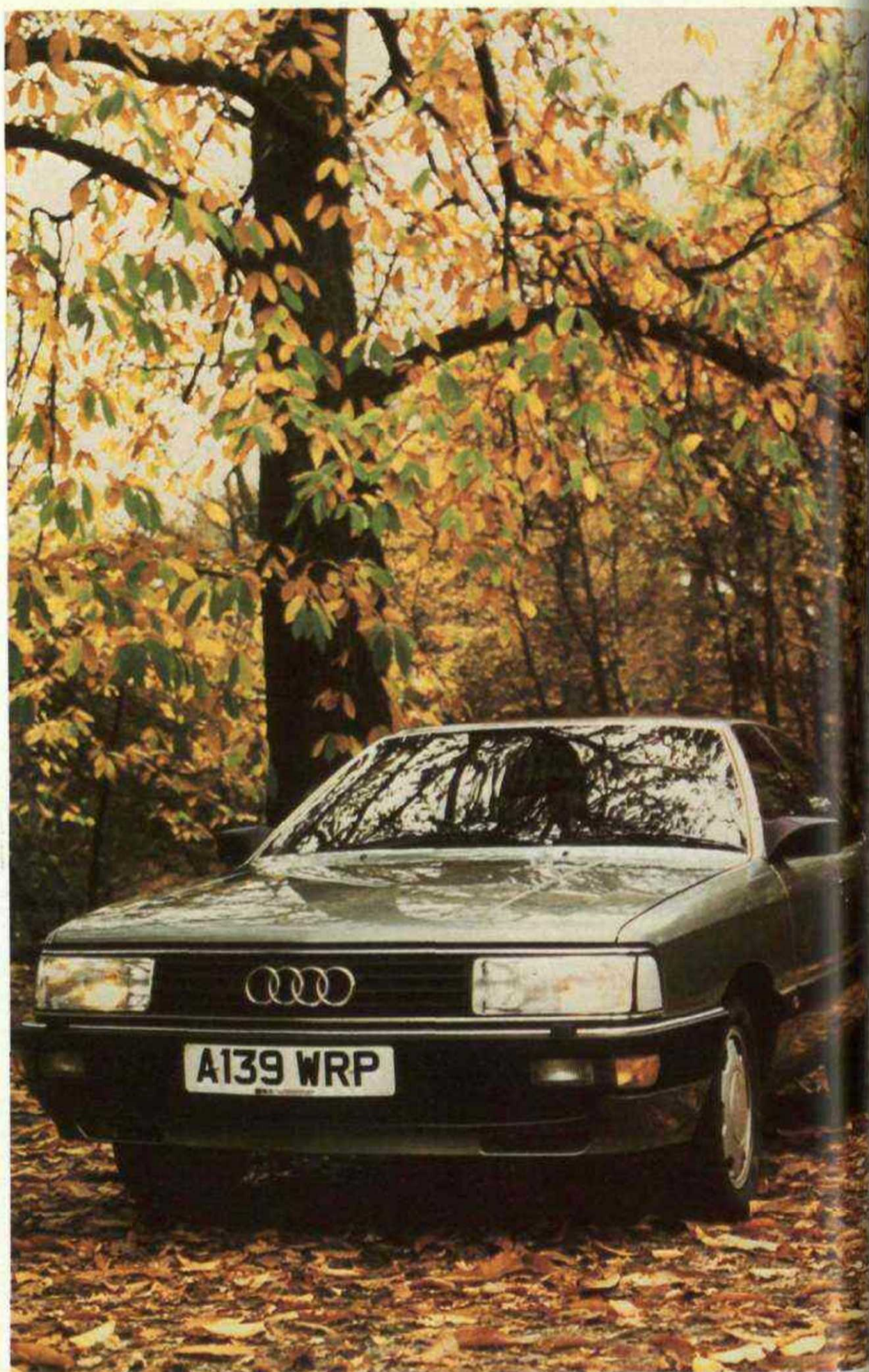
# Turbo flair, large car excellence

THE past few years have been marked by energetic and increasingly successful efforts by Audi to muscle in on the highly competitive and demanding luxury saloon market sector jealously guarded by Mercedes Benz, Jaguar and BMW. Expanding the excellence of its acclaimed four-wheel-drive system to a wide cross-section of its range has been one major Audi achievement, and, indeed, within months a 4WD Quattro version of the subject of this month's test should be available on the British market. However, the FWD Audi 200T is an outstanding example of Audi's assault on the luxury car market, an area where muted high-speed performance and capacious luxury are every bit as important as the all-round sporting excellence of something like the Audi Quattro coupé.

Taking on its rivals, with their big six, eight and 12-cylinder engines, Audi is at present bound to rely on its well-known five-cylinder unit, the inclined, fore-and-aft mounted 2.1-litre engine fitted with a KKK turbocharger along with an air-to-air intercooler mounted behind the radiator. This endows the big four-door saloon with 182 bhp (DIN) as compared with the 136 bhp available from the standard Audi 100 with which it shares the distinctive, aerodynamically outstanding body shell. This represents a 12 bhp increment over the old square-cut Audi 200 5T which this model supersedes, but such an enormous amount of development work has been carried out on the latest engine that Audi claims it to be "virtually a new power unit".

The new specification includes an 8.8:1 compression ratio, Bosch K-Jetronic fuel injection with air-jacketed injectors, electronic ignition with anti-knock control, overrun cut-off, reduced idling speed and idle volume control. A new exhaust manifold and turbocharger unit helps boost pressure build up more quickly, improving low-speed response and punch throughout the entire rev range.

A five-speed manual gearbox is provided as standard equipment, although an automatic transmission is available as an optional extra, while chassis and suspension settings are completely revised to cater for 15 in diameter alloy wheels (shod with 205/60VR-15 radials on the six-inch rims), with slightly increased spring and shock absorber rates, and an anti-roll bar working in conjunction with torsion beam dead rear axle, trailing arms and Panhard rod rear suspension. Front suspension follows Audi's

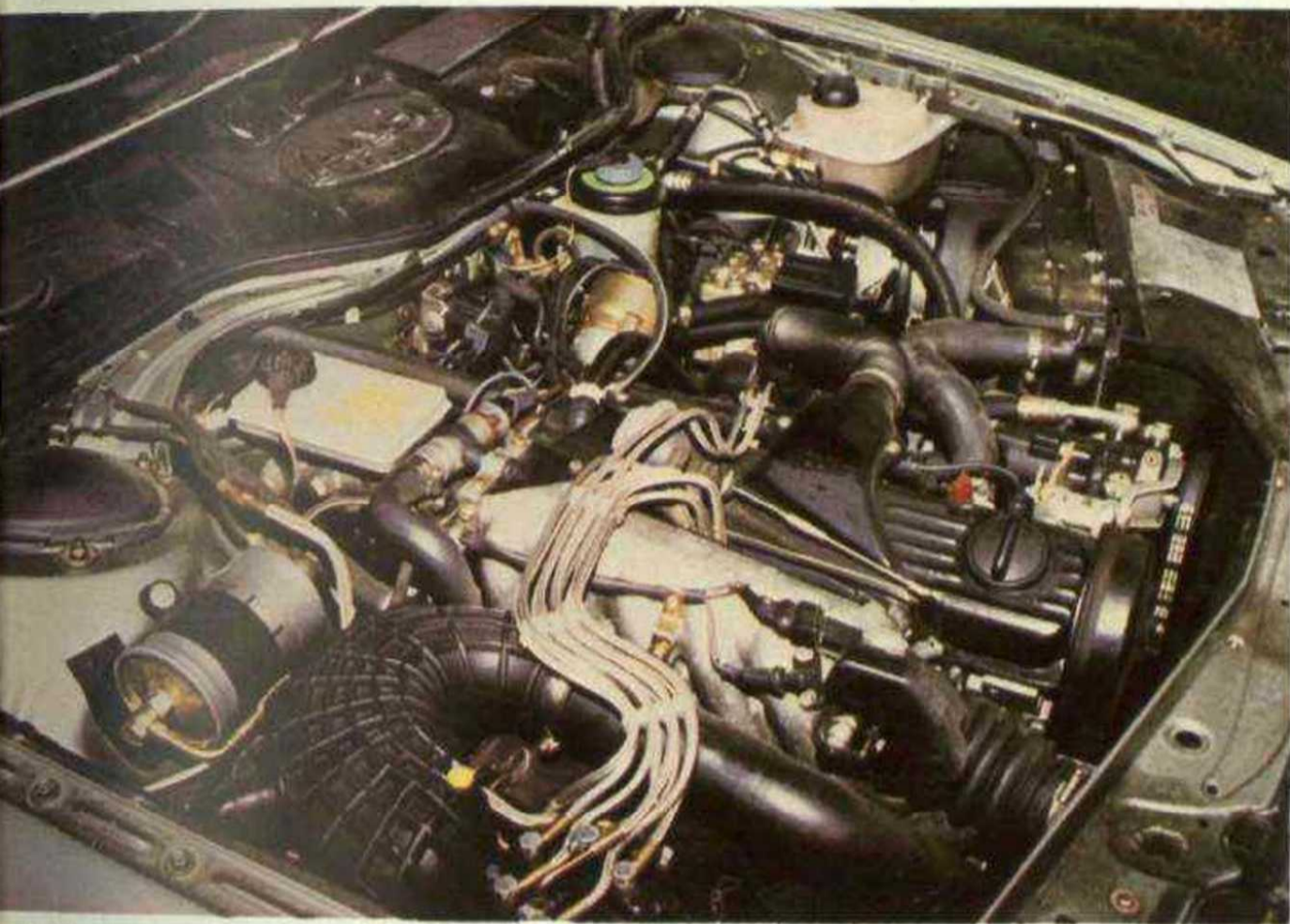


long tradition, being a MacPherson strut arrangement with self stabilising steering geometry.

The latest ABS anti-lock braking system is standard on the Audi 200T, offering even more sensitivity than before and the facility to be cancelled under adverse conditions (such as snow, ice and loose gravel, where it might actually have a negative effect) by means of a fascia switch. This latest ABS development features three anti-lock sensors rather than the two which had been used previously.

Up to now, most Audi models have been characterised by rather stark, sparingly equipped interiors: nicely finished,

admittedly, but hardly lavish by new standards. Once you slip in behind the wheel of the Audi 200T it doesn't take more than a few seconds to see that this is no criticism one is unable to level at a top-of-the-range saloon. Immediately ahead of the driver is a neatly legible speedometer and rev counter, flanked to one side by a fuel contents gauge and the other by a water temperature gauge. In the space between the two main circular instruments is a panel containing displays for the engine computer, multi-function digital read-out and warning lights. There is a digital display on the centre console, but the digital read-out immediately in front of the driver



fuel consumption meter which is worked by means of signals from the fuel injection system and the final drive. When the engine is ticking over at rest the consumption is displayed in terms of gallons-per-hour, while once the car is on the move the reading switches to gallons-per-hundred miles. Deluding ourselves with amusing 105 mpg readings whilst edging along in fifth gear, or breaking the bank at around 5 mpg as you cane the 200T through the gears is an amusing diversion, but as I've said before (and will doubtless say again), I'm at a loss to understand the point of it all. . . .

The heating and ventilation system is well served by large through-flow vents at either extremity, and in the centre of the fascia, there is a first-rate stereo radio system with earphones provided for the rear-seat passengers) and head rests all round to help cosset the occupants. The driving position is excellent, with a splendid range of adjustment to accommodate drivers of widely varying sizes, and the five-speed gearbox is smoothly precise.

The engine bursts into life with the efficient promptness afforded by the Bosch fuel injection, quickly warming up to working temperature without any hesitation or "lumpiness". I feel the five cylinder engine is amazingly smooth and refined, though many of my colleagues do not altogether share this view. I suppose, in the case of the 200T, inevitable comparison with its rival products from the aforementioned trio of luxury saloon manufacturers puts it into a comparatively unfavourable light, but in general terms I always find myself slightly surprised over just what a smooth-running unit it is.

In traffic, progress tends to be a little on the jerky side, possibly because of the over-run injection cut-out chiming into action, but, free from the constraints of

*UNIQUE five cylinder 2.1-litre engine competes with much bigger rivals, but complex turbo and electronic systems put it on equal footing.*

the commuter crawl, this 200T is a quite remarkable, very high speed performer. From just over 2,000 rpm the engine pulls strongly, but from 3,500 rpm its progress becomes quite dramatic. First gear is good for 32 mph, using a 6,500 rpm maximum, while 60 mph comes up in just 8.5 sec from rest, just after changing into third gear at 58 mph. Third gear is truly exhilarating, the 200T sprinting up to just short of 90 mph, and it reaches 100 mph in just over 22 sec. It will pull over 120 mph in fourth with no problem at

*BODYSHELL of the 200 is shared with the 100, but revised head- and tail-lights offer clues to identity.*



all, steadily building up in fifth to a claimed 142 mph, an assertion which seems quite reasonable in the light of our experience in the car.

Mid-range response and punch in fourth gear is equally impressive, enabling instant overtaking manoeuvres to be completed without any drama at all in the 60 to 90 mph range without any time-wasting changing down. From 60 to 80 mph in fourth is bridged in a mere 8.4 sec with 90 to 110 mph carried out in 10.3 sec. Only in wet or frosty conditions does the FWD configuration make itself felt with quite severe snatch when one drops the clutch in anger, but once on the move, the 200T is rock steady and secure. You have to corner with almost imprudent haste to be aware of anything more than a vague heaviness in the steering on tight turns, indicating that this Audi is FWD as usual. To talk of understeer in the accepted sense is wholly to exaggerate the sensation.

Road noise is another matter and is perhaps the one outstanding area where the big Audi fails to shape up to its more exalted rivals. Over anything less than a top-notch road surface, the general thump-bumping from minor undulations can become irritating, perhaps aggravated by the lack of mechanical and wind noise. However, high-speed stability is faultless, thanks largely to the suspension geometry and the 64% weight bias over the front wheels. Braking is similarly reassuring, with ventilated discs all round (11 in front, 9.6 in rear) performing with consistent predictability throughout the car's spell in our hands.

Visibility all-round is first-rate and the car's whole demeanour is one of Teutonic efficiency; impressive and unobtrusive.

*Continued on page 65*

---

# THE LANCIA DELTA HF TURBO. 121 MPH IN YOUR FAVOURITE CHAIR

As you sink into the Delta Turbo's Recaro seat you could be excused for forgetting you're in a car.

Even at 121 mph the all round independent suspension and disc brakes guarantee a smooth, refined ride.

Luxurious essentials such as electric windows, headlamp wash-wipe, sunroof and central locking are all located comfortably within your reach.

And it requires the merest stretch of your right leg to cause the Delta Turbo to whisk you up to 60 mph in just 7.9 seconds.\*

Not that we pander solely to you.

Passengers can relax in equally comfortable split rear seats.

Whilst the Delta's five doors ensure there'll never be an undignified scramble for the back.

To protect it against the elements, every Delta has 74lbs of anti-corrosion material and a double thick coating of paint.

And even if it's your first car, you can obtain reduced insurance rates through our very own Lansure scheme.

Which, we think you'll agree, is all rather comforting.

Prices for the Delta range start at £5,150 including car tax and VAT, excluding number plates and delivery, (obviously the Turbo costs a little more).

If you'd like a brochure contact your nearest dealer or Lancar Ltd. at Lancia House, Henwood, Ashford, Kent, TN24 8DH. Ashford (0233) 25722.

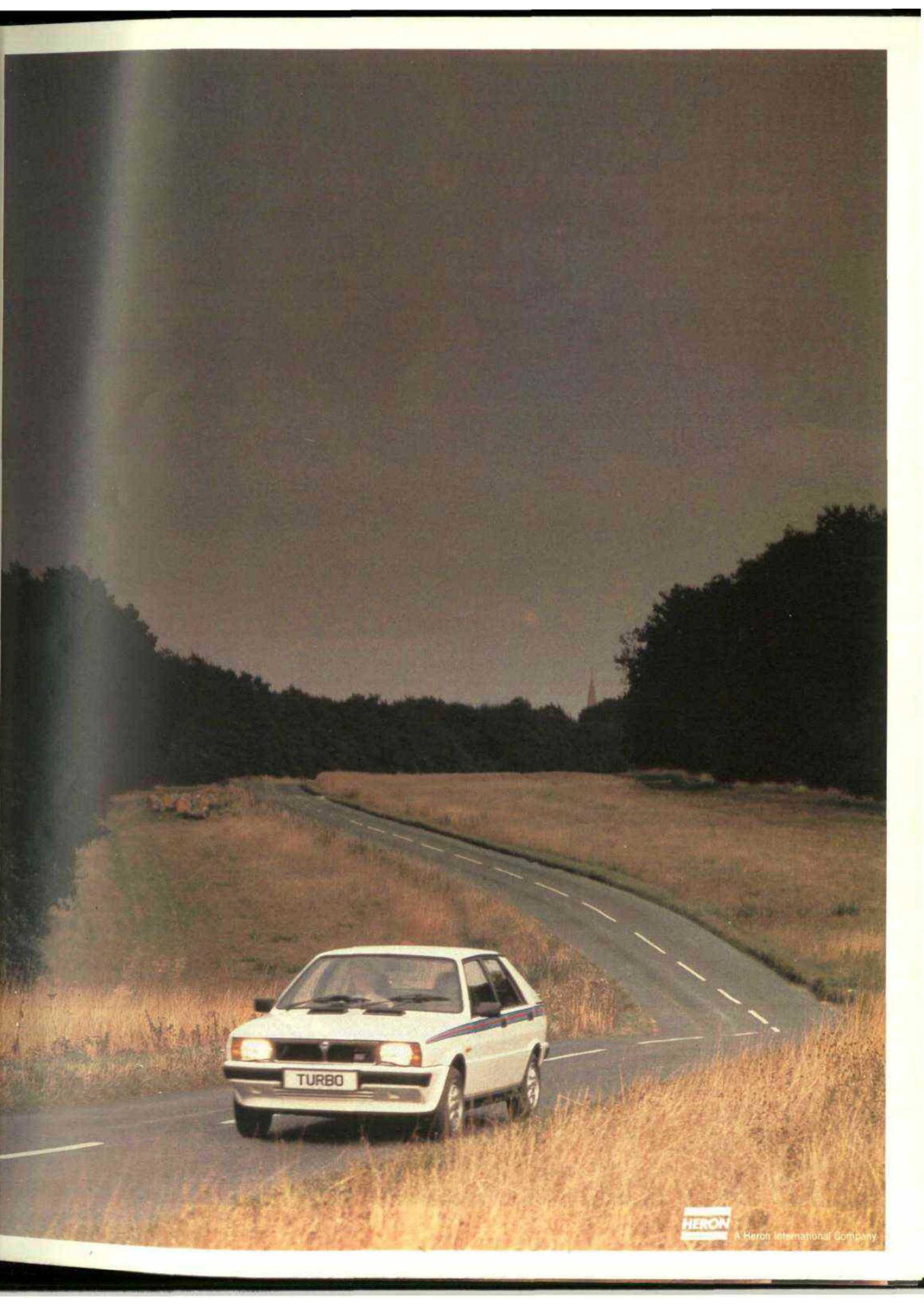
\*Source 'Motor' magazine



---

THE LANCIA DELTA HF TURBO. £7,990.

---

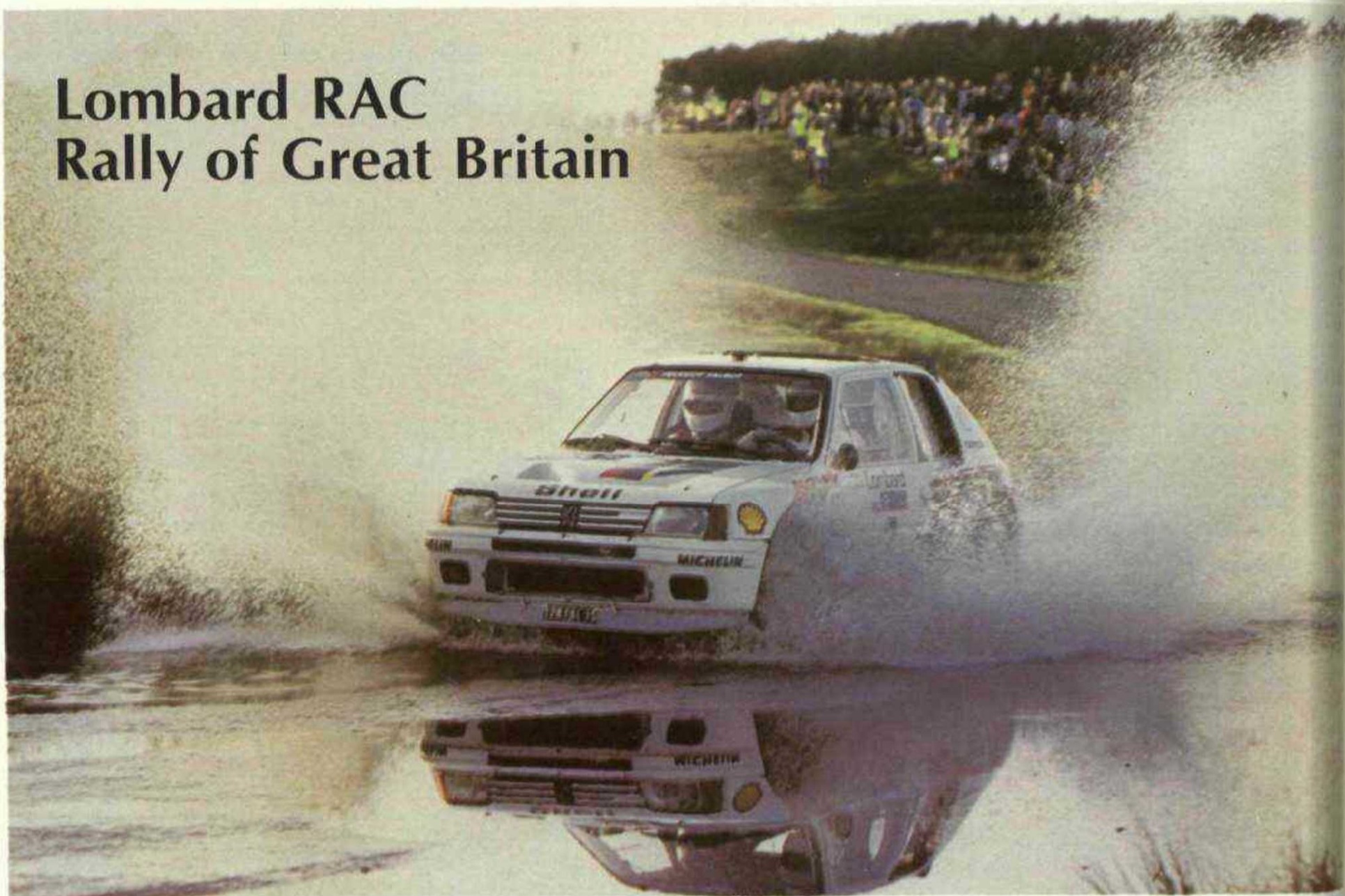


HERON

A Heron International Company



## Lombard RAC Rally of Great Britain



IMAGINE a Wembley cup final taking place *after* the champions had clinched their position in a semi-final. Such a match, merely to determine runners-up, would be low in spectacle, devoid of significance, and by no means an attractive, sparkling package capable of generating excitement on the customary Wembley scale.

Fortunately, the same criteria do not apply to rallying, and even though the World Rally Champion may have laid full claim to his laurels long before the twelve-event series has ended, the final rounds can be just as exhilarating as those early in the year.

The Lombard RAC Rally stands as ample proof of this. In its position as final round of the year it frequently has to accept that its outcome will have no bearing on an already settled championship. Nevertheless, it invariably attracts a field of competitors which is the envy of the other rounds, every entrant well aware that winning the RAC Rally will bring its own rather special kudos, championship or no championship.

Spectators, too, seem to have little concern for the World Championship, for they know that the contest for victory will be no less fierce just because no points are at stake. Furthermore, they are among the hardest enthusiasts in the world. Not for them tropical beaches, fashionable rivieras or the crisp, clean snow of an Arctic Winter, but cold, bleak hillsides and dank, muddy

forests. Wet and often foggy, the RAC has the least attractive conditions of all the World Championship qualifiers, yet year after year it attracts millions of watchers, night and day.

The upsurge of public interest in the RAC Rally started more than two decades ago when, at the instigation of Jack Kemsley, it began to use forest roads as special stages. But so many would go out to watch, and travel from forest to forest, that disruption

*VICTORY for Vatanen — the rapid little Peugeot streaks through the Trentham watersplash on day one.*

was caused by traffic jams and the rally was in danger of strangulation by its own popularity. Then came a move to use the roads of public parks and private estates partly to entice spectators away from the forests and partly to lessen the heat

*MIKKOLA'S fine second place looked briefly like becoming a win when Vatanen rolled, but the Audi could not hold the agile French machine.*



financial burden caused by the Forestry Commission's levy for the use of their roads.

This is the style of the rally today; parks and estates as much as possible, especially at the weekend, and forests when spectator attendance is not likely to be at its peak. Many of the forest stages are not publicised at all, particularly in Wales, in an effort to keep spectators away from areas likely to become congested, but real enthusiasts will always locate the action and there are invariably groups of spectators even in unpublicised stages.

The new World Rally Champion, Stig Blomqvist, did not drive in the 1984 RAC Rally. He had been entered by Audi, his team, but that was merely a precaution against his not clinching the title on the previous round in the Ivory Coast. When his title did become certain, Audi decided not to take up the entry and Blomqvist was left without a car, for both the cars entered by Audi UK had already been earmarked for Hannu Mikkola and Michèle Mouton.

However; both Blomqvist and his co-driver, Bjorn Cederberg, came along for the start and went out to see some of the early stages. Indeed spectators who were at Trentham Gardens on the Sunday may be interested to learn that the V8 Land Rover which made a run through the stage before competitors arrived was, in fact, driven by the World Champion, and with considerable aplomb at that!

Among the professional entries, the one which caused greatest interest was that of a solitary Peugeot 205 Turbo 16 for Ari Vatanen and Terry Harryman. Very rarely indeed do new cars achieve success until they have been competing for months, sometimes years, but this one has been an exception to the rule. On its first championship outing, in Corsica last May, Vatanen took it into a substantial lead before crashing, indicative of its potential on tarmac roads. Then he won convincingly in Greece and at Sanremo and has now capped a truly outstanding year for Peugeot by winning the Lombard RAC Rally against very stiff opposition indeed.

The "small" rally car came into its own when BMC launched its Mini, and for some years it enjoyed eminent and enviable success. But brute power eventually outclassed the Abingdon car, and we were back to more generous dimensions, later to be joined by turbochargers, complex electronics and four-wheel-drive, altogether an intricate package which appears to contradict the old adage that simplicity is best for reliability. Renault made an attempt to turn back the clock with its rear-engined R5 Turbo but with only scant success. This time, Peugeot has made the move, packing all the punch and traction of bigger cars into a small, light body. Other factories are pursuing similar goals, but whether they will achieve such sensational results so quickly remains to be seen.

Arrayed against the Peugeot at Chester,

where the RAC Rally began on Sunday, November 25, were the two Audis of Mikkola and Mouton, a normal, "long" version for the Finn and the shorter but far less popular Sport for the French girl. Another long Quattro was driven by American John Buffum, winner of the Cyprus Rally in September, backed again by BF Goodrich. Toyota had three Celicas for Waldegård, Eklund and Kankkunen, whilst Nissan had two official 240 RSs for Salonen and Mehta, plus a similar car driven by Terry Kaby. Salonen was back in harness after recovering from slipped disc surgery, whilst Mehta was once again accompanied by his wife Yvonne.

Entered by Unipart, Austin Rover brought a Rover Vitesse to be driven by Tony Pond, but the project ended in humiliation on the very first stage when the car slid off and demolished a front corner on a tree stump.

McRae, Brookes and Fisher each drove an Opel Manta 400 backed by GM Dealersport and their own sponsors, whilst the Belgium based Mazda team had an RX7 apiece for Therier and Carlsson. Alas, the four-wheel-drive Mazda used by Rod Millen in the USA did not appear to take up its entry in the half-rally (third leg only) which was open to prototypes. Perhaps someone felt that it might outstrip its homologated cousins!

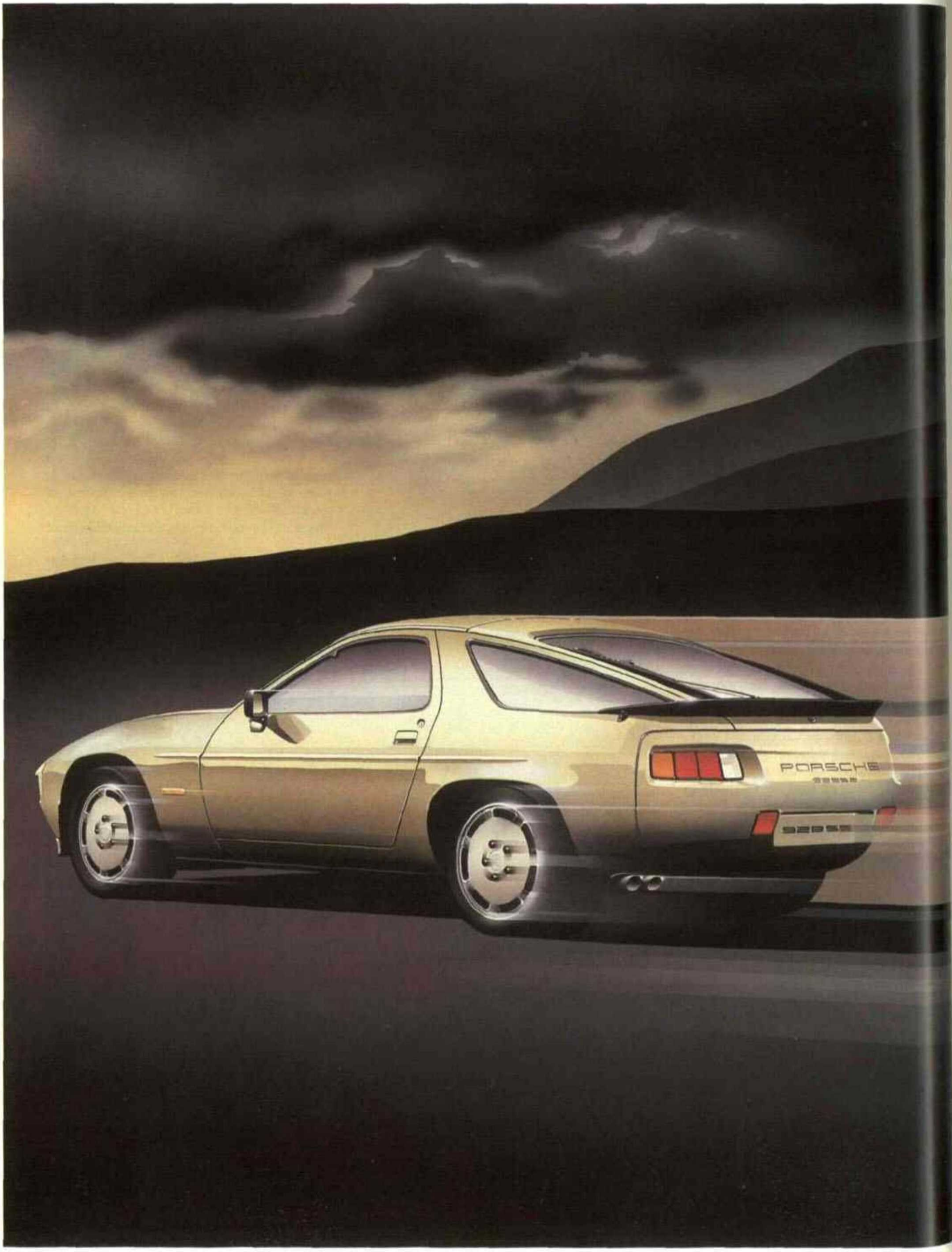
The UK-based Rothmans Porsche team, using 911 SCRSs whilst the factory is developing its 4-w-d car with progressive differentials, had two cars for Saeed al Hajri from Qatar and British veteran Roger Clark, whilst Grundle had his usual Golf GTI from the VW factory.

In the main rally there were 120 starters, most with attendant service cars, spares trucks, motorhomes for food and sleep and, for the more affluent at least, managerial cars, chase cars, publicists and information gatherers. These, along with pressmen, film makers, officials and spectators, produced a sizeable convoy moving on the Sunday through the Midlands, on the Monday and Tuesday in a loop through the Lake District, Southern Scotland and north-eastern England, and on the Wednesday and Thursday in a clockwise loop taking in the Forest of Dean and Wales. All three legs started and finished at Chester.

Gales and storms ripped across Britain in the few days before the rally and there were fears that some stages might be blocked by fallen trees. There were blockages in some places, but the branches and other debris were quickly cleared away by volunteer working parties of officials anxious to ensure that nothing would cause the cancellation of

*TOYOTA split the four-wheel drive cars with Per Eklund's Celica Turbo taking third.*





Ac  
Eu  
rec  
Br  
sy  
ver  
rel  
Cl  
con  
ad  
ten  
De  
sh  
det  
low  
pas  
Ele  
sea  
Fou  
ma  
The  
Gra  
con  
Ha  
by  
res  
unp  
Ind  
spe  
Jet  
con  
ign  
me  
life  
per  
Kic  
911  
Loa  
mat  
eas  
from  
Mis  
per  
a hi  
Nar  
mile  
on t  
Op  
sys  
con  
Pre  
allo  
clea  
0.0  
com  
Por

**THE  
WORLD'S MOST  
REFINED CAR.  
IT GOES  
FURTHER THAN  
A TO B.**

colades. Ever since its launch, when it was voted European Car of the Year, the Porsche 928 has received international acclaim.

akes. Second generation ABS cadence braking system, allied to endurance race proven "11" ventilated discs, prevents wheels from locking whilst maintaining full steering feel.

imate control. An electronic "weather eye" constantly monitors outdoor conditions. Air flow adjusts automatically to maintain pre-set cockpit temperatures.

ormation zones. Formidable bumpers on recoil shock absorbers are concealed behind a formable polyurethane outer skin which absorbs impact speed knocks without damage. Active and passive safety features abound.

ctrically operated, anatomically designed front seats. Two seats to the rear. The definitive 2+2.

ur speed automatic transmission. Or five speed manual, married to a light action, twin plate clutch. The choice and the pleasure is yours.

and tourer. In the greatest tradition, a car to cross continents.

ndling. Optimum directional stability. Achieved by mounting the engine fore, the gearbox aft. The resultant even weight distribution provides unparalleled levels of high performance handling.

ividually built. By hand. Tailored to your personal specification. The paintwork is signed by the artist.

ronic fuel injection. Two on-board computers control the latest LH system, which, with EZF technology, provide the most accurate fuel management yet devised. Fail safe, programmed for long life and maintenance free for optimum, all-weather performance.

k. 310 bhp of it. More power than the Porsche Turbo.

nd space. A cavernous rear hatch will carry a matched set of Napa leather Porsche luggage with ease. Headlamps can be adjusted hydraulically from the driver's seat.

erly. "Porsche have shown the world that high performance doesn't have to be synonymous with high thirst" (Motor Magazine).

do. In November 1982, a 928 travelled 3749 miles in 24 hours at an average speed of 156.2 mph on the Nardo circuit in Italy.

ulence. Computerised self-seeking sound system. Driver sensitive power steering. Cruise control. Even the glove box is air conditioned.

recision. Through the use of special aluminium alloys, Porsche engineers have achieved a clearance between pistons and cylinders of just 0.03 mm, 50% less than normal. Maximising combustion, saving energy and fuel, demonstrating Porsche's leadership in engine design.

Quick. Rather on the swift side. 0-60 in 6.2 seconds. Top speed somewhat in excess of 150 mph.

Rare. Exceptionally so.

Sleek. Shaped by the currents of air, not by the currents of fashion. The most sensuous of all supercars.

Technology. Each of the eight cylinder walls is lined with half a million silicon crystals to enhance engine durability.

Unique. The Weissach rear axle. A Porsche patented system which counteracts a normal car's tendency to break away should the driver get himself into a tight corner.

V8 all-alloy, hand built, 4.7 litre engine. Maximum torque a potent 295 lb ft (DIN) at only 4,100 rpm. Response is instant. Acceleration is effortless.

Warranties. Hot dip, double sided, galvanised body shell carries the Porsche Longlife seven year anti-corrosion warranty that is routine maintenance free with the added benefit of a two year unlimited mileage mechanical warranty.

X-ray. Each 16" forged alloy wheel is examined and fatigue tested.

Yacht. At £33,500 it may be the only alternative.

Zero defect technology. The engineering ideal that Porsche race for. And the integrity behind the design and construction of the Porsche 928.

To arrange a personal demonstration you need do no more than have a word with your nearest Official Porsche Centre.

ONLY THE FOLLOWING ARE OFFICIAL PORSCHE CENTRES:

- GREATER LONDON: A.F.N. ISLEWORTH 01 560 1011
- CHARLES FOLLETT MAYFAIR 01 629 6266
- CHARLES FOLLETT BARBICAN 01 606 0776
- MOTORTUNE CHELSEA 01 581 1234
- SOUTH EAST: A.F.N. GUILDFORD 0483 60666
- MALAYA GARAGE, BILLINGSHURST 040 381 3341
- MALTIN CAR CONCESSIONAIRES, HENLEY 0491 578111
- WALDRON MAIDSTONE 0622 683838
- SOUTH & SOUTH WEST: PARKS, EXETER 0392 32145
- HEDDELL & DEEKS, BOURNEMOUTH 0202 510252
- DICK LOVETT MARLBOROUGH 0672 52381
- WEST MIDLANDS: MONARCH CARS, WARWICK 0926 491731
- SWINFORD MOTORS, STOURBRIDGE 038 482 2471
- EAST MIDLANDS: ROGER CLARK CARS, NARBOROUGH 0533 848270
- JOHN LAMB, CHESTERFIELD 0246 451611
- EAST ANGLIA & ESSEX: LANCASTER GARAGES, COLCHESTER 0206 4814
- LANCASTER GARAGES, NORWICH 0603 401814
- NORTH EAST: J.C.T. 600, LEEDS 0532 508454
- GORDON RAMSAY, NEWCASTLE UPON TYNE 0632 612591
- NORTH WEST: IAN ANTHONY, WILMSLOW 0625 526392
- IAN ANTHONY, BURY 061 761 2222, PARKER & PARKER, KENDAL 0539 2431
- SCOTLAND: GLEN HENDERSON, GLASGOW 041 943 1155
- GLEN HENDERSON, EDINBURGH 031 225 9266
- WALES: DINGLE GARAGES, COLWYN BAY 0492 30456
- HOWELLS OF CARDIFF, CARDIFF 0222 592363
- NORTHERN IRELAND: ISAAC AGNEW, GLENGORMLEY 02313 7111
- CHANNEL ISLANDS: JONES GARAGE, JERSEY 0534 26156

DOE TEST: 928S SERIES 5 SPEED MANUAL mpg (l/100km) URBAN 14.8mpg (19.1) CONSTANT 56mph 32.4mpg (8.7) CONSTANT 75mph 27.7mpg (10.2) AUTOMATIC URBAN 16.9mpg (16.7) CONSTANT 56mph 32.9mpg (8.6) CONSTANT 75mph 26.9mpg (10.5)

THE 1985 PORSCHE MODEL LINE UP INCLUDES THE 4 CYLINDER 924 SERIES FROM £21,570 & 944 SERIES FROM £16,880. THE 6 CYLINDER 911 SERIES FROM £23,730. THE 8 CYLINDER 928 SERIES FROM £33,492. PRICES (CORRECT AT TIME OF GOING TO PRESS) EXCLUDE NUMBER PLATES. THE PORSCHE BADGE IS A REGISTERED TRADE MARK OF Dr Ing h.c. PORSCHE A PORSCHE CARS GREAT BRITAIN LIMITED, RICHFIELD AVENUE, READING, RG1 8PH, 0734 595411

FOR TAX EXEMPT PERSONAL EXPORT ENQUIRIES TELEPHONE 0734 595411



Porsche. Building on Achievement



"their" stage. The wind had diminished in force by the Sunday, but the effects of the heavy rain were saturated forests, dirt roads made soft and very slippery, and tarmac roads made slimy and covered by treacherous wet leaves.

The first day was a tour around seven stages, but since together they added up to less than half an hour, there was little point in attempting to break records. Indeed, there was every reason to do otherwise, for margins would be relatively small and the risks on such artificial stages, often studded with obstacles such as tree stumps, gateposts and hefty fences, were high. Furthermore, there was no start order advantage to be gained for the second leg, which was to start in numerical order, not that of classification.

Slides, spins and minor collisions were common throughout that first day, though few of them as serious as the brush which stopped Pond's Rover before it could really show its paces. Watersplashes caused interiors to mist up and some engines to misfire, whilst Mikkola was somewhat surprised when his horn started sounding on its own and refused to be switched off! Mehta spun off and clouted a log — in Knowsley Safari Park at that!

Geitel's Nissan gave all the signs of cylinder head gasket failure, whilst throughout the field were reports of tripometers not working, lights smashed against trees, fuses blown, screen wipers not

working, seized starter motors, cracked manifolds, broken exhaust pipes, bent suspensions, misfiring, broken handbrake cables, missing gears, petrol leaks, slipping clutches and a host of other things. Steam clouds were so dense after watersplashes that one report claimed that McRae's radiator had burst, an easy enough mistake under the circumstances.

The shrubbery at Sutton Park reduced the view ahead so much that many missed signs and junctions, among them several of the leading professionals who had to reverse after overshooting one hairpin in particular.

After the day's round of Knowsley, Chatsworth, Donington, Sutton, Weston, Trentham and Oulton, 116 crews arrived at Chester for a night's sleep before the 5 am restart. The pace and traction of Vatanen's Peugeot was the talk of the day, and seasoned campaigners were astounded at the ease with which it took corners at seemingly impossible speed, and made positive, firm getaways from standing starts on slippery roads. Vatanen had taken the lead, 39 seconds ahead of Mouton, but up there among the 4-w-d cars were the Celicas and the Mantas making up the first ten places, followed by a brace of Nissans and Grundel's Golf. The day would probably have no bearing on the final result, but all had been able to sort out various problems in readiness for the forests to come.

Having made best time on six of the seven

*SPECTATORS risk a soaking as Timo Salo hugs the bank in his Nissan 240 RS.*

stages so far, Vatanen began doing the same thing in the Lake District, although it was somewhat perturbing when a fire extinguisher went off in the car at Grizedale. Punctures became common, Ericsson and Billstam had to use a log as a lever after their Audi's jack broke. In the use of forests, also claimed victims were crowbars, hammers and adhesive tape were much in use to repair damage.

After the two stages in Grizedale, trouble with her front differential caused Mouton to have her gearbox / diff unit changed at Ambleside, whilst Malcolm Wilson's Audi was given the same replacement. By the time the Audis had moved up to a second place, behind the Peugeot, in the order Mikkola, Mouton, Wilson and Buffam. Behind came Waldegård, ahead of the Brookes and McRae Opels.

Tyres were wearing rapidly, despite the wet surfaces, and were we to list all those who suffered punctures and shredded tread we would need a complete page for the list alone.

Northwards, the route went via the western part of the Kielder complex before crossing the border for three stages in the South-West of Hawick. Before the end of the day Waldegård's fine run had come to an end with engine trouble, this time jamming

linkages. Geitel, too, was in similar trouble and he eventually had to pull out rather than enter a long stage with his selectors jammed in fifth.

Kielder produced its usual crop of troubles and stoppages, and many cars were left in the forests to be recovered by their service crews at first light.

Wilson's Audi stopped when it ran short of both oil and water probably due to a blown gasket, whilst Brookes lost several minutes when his Manta went too much sideways on a bend and the outside wheels dug in, causing the car to roll. The roof caved in, and Brookes and Broad were only able to get out with the help of spectators, via the side windows. But the car suffered little more than body damage, and after it was righted by the spectators, it was able to continue.

Kaby kept losing his rear brakes, whilst Carlsson put his Mazda off the road when attempting to overtake a slower car. He managed to get it back and continue. Buffum had a new gearbox fitted, whilst Ericsson's Audi 80 became a front-wheel-drive car for a while after both its rear half shafts broke.

After a short stop at Middlesbrough, there was a pre-dawn visit to the Yorkshire Dales to the West of Scarborough, where three stages were visited twice each (Langdale, Wykeham and Dalby) and two others once each (Pickering and Cropton). As usual there were separate forest entrances to enable spectators to see the action without hindering competitors, but the double loops in the area did cause some confusion, particularly near the service areas, of which there were three covering the whole forest area.

**DISASTER** for Tony Pond, here being passed by Terry Kaby's Nissan. Pond's Rover Vitesse hit a tree on the first stage and struggled to the finish board, but had to retire.



Buffum was having trouble selecting gears, whilst Kaby had the immense satisfaction of overtaking Clark on Dalby, a feat which he would have found impossible in the days of Escorts. Carlsson finished that same stage with just one rear wheel, having lost one some two miles short of the finish.

Throughout all this there was no catching Vatanen, who was steadily moving ahead of the trio of Audis behind him, Mikkola, Mouton and Buffum. After the Yorkshire stages he was nearly four minutes ahead of Mikkola who, in turn, was over seven and a half minutes ahead of Mouton.

From Yorkshire, the route went via Harewood right across to Lancashire, where the two remaining stages of that leg were at Haigh Hall in Wigan, and Aintree Circuit. Haigh Hall was very slippery indeed, and not at all popular with competitors who considered it a game of chance rather than skill. However, it made no significant

*PORSCHE made a late entry for Roger Clark, whose last RAC was in 1981. The 2-w-d 911RS was noisy but reliable, finishing eleventh.*

difference to the leader board. Behind the four four-wheel-drive cars came Eklund, just seven seconds ahead of McRae, whilst Kankkunen was another 80 seconds behind. Salonen came next, a minute ahead of his team-mate but keen rival Kaby. Brookes was 14 seconds behind Kaby, but much of his deficit was due to his earlier roll. Stromberg was 11th in his Saab 99, and Mehta, driving as reliably as ever, 12th.

Back at Chester on the Tuesday afternoon all was bustle at the zoo car park as service crews got to work fettling the cars, works teams replacing everything they had time to replace and amateurs only changing items of which they had spares. Tyre trucks were replenishing vans, and the whole area was thronged with spectators, although nothing like as solidly packed as we have seen at





The RG 975 puts Sharp light years ahead in the world of in-car stereo radio cassette players. Because only Sharp offers the choice of infra red or fibre optic remote control... which means you can change stations, change volume, stop, rewind and fast forward from anywhere in the car.

And if you like the sound of that, you'll also like the sound.

The Sharp RG 975 incorporates a PLL synthesised tuner with electronic frequency seek, which stops station drift.

Full logic control, auto reverse, Auto Program Search System, LCD frequency display and clock read out, five station pre-set memory for each band, fader balance control for four speaker operation and a five band graphic equaliser with Dolby† system completes the specification.

No other car stereo sounds remotely as good as the Sharp RG 975.

No wonder Sharp car stereo radio cassette players are N°1.

The world of  
**SHARP**  
 where great ideas come to life.



Sharp Electronics (UK) Ltd, Sharp House, Thorp Road,  
 Newton Heath, Manchester M10 9BE. Tel: 061 205 2333.



†Dolby and the Double D symbol are registered trademarks of Dolby Laboratories Licensing Corporation.

SHARP RG975 OBEYS ORDERS WITH THE SPEED OF LIGHT

SHARP



2-WAY  
REMOTE CONTROL





BRITAIN'S Junior Rally Team beat their Swedish rivals, greatly helped by a splendid twelfth place for Mark Lovell / Peter Davis in their Citroën Visa.

Dolgellau, Machynlleth or Brecon.

That evening most people had an early night, but some mechanics preferred to move southwards immediately so that they could sleep nearer their positions and not get up as early in the morning. There was certainly a fair amount of rally traffic heading down the M6 that evening.

After morning stages at Loton Park and Burwarton, the first forest visit was to a cluster of three in the Forest of Dean, served by service areas at Cinderford and Chepstow Racecourse. Spectators here were nothing like as numerous as we have seen in the past; perhaps the majority had opted instead for the five stages in Coed Morgannwg, or the control and major service area at Aberafan.

Brechfa and Llanafan were forests visited on the way North, then clusters in Dyfi, Coed y Brenin and Clocaenog before the finish at Chester on the Thursday afternoon.

It all looked plain sailing for Vatanen who continued to set a scorching pace without overstepping the mark. But then it happened! One small mishap and off went the car and over on to its roof. Was the whole tremendous performance going to end in just stories on lips without a concrete result to show for it?

Fortunately, the car was righted without too much trouble and they were able to get away again without too much loss of time. Alas, the loss was enough to let Mikkola through to the lead, and the Audi driver was amazed at the fortune which seemed to be about to give him yet another RAC Rally win.

Vatanen, however, wasn't giving up that easily, and he pulled out all his stops in an effort to get back in front. He was aided in his efforts when Mikkola, too, had trouble, being slowed by turbocharger malfunction and transmission which threatened to pack up. Mechanics from both Germany and France fettled the two cars with loving care as they neared Chester, but it was the amazing performance of the Peugeot which won in the end, Vatanen beating Mikkola by just 41 seconds, the narrowest winning margin on the RAC Rally for a decade.

Eklund stayed ahead of Mouton to take third place, whilst Buffum had the misfortune to go out during the night. Kaby, too, retired whilst doing really well. In South Wales he had gearbox trouble and was struggling to get to his service crew with his box jammed in fourth. His mechanics had taken space in a garage, so the crew ignored a small roadbook diversion to a service area, believing that it was not mandatory. Alas, there was a passage control at that service area, and the Nissan found itself with a missing control stamp which put them out of the rally.

Brookes was the highest placed British driver, ahead of Salonen and McRae, the Mehta family was eighth, which must have



pleased them no end, whilst Clark was very happy to finish eleventh in a car which was somewhat outclassed by more purpose-built machinery.

It was certainly a fine climax to the year, even if the World Champion himself was not taking part. The coming year promises more stirring competition between Audi and Peugeot, for the French team has been making great strides with development and planning for 1985, when one of the most interesting events will undoubtedly be the Safari at Eastertime.

On the statistical side, we have added a table of the leading points scoring drivers in the World Championship, and a complete list of the Makes which have scored points.

Although we have little time for statistics which can be manipulated to "prove" almost anything, we feel that one significant feature of 1984 results is the manner in which Finnish and Swedish drivers have again showed their superiority over all the others. Indeed, between them they have scored more points than drivers from the rest of the world put together!

We have compiled a table of such scores and, to make it more realistic, we have included points scored by drivers in events outside their own countries. Vatanen's points for winning the Thousand Lakes Rally has not been included, for example, nor Blomqvist's for winning in Sweden. The figures in brackets can be taken as an indication of the utilised talent of each country. Unemployed talent cannot be measured, of course. — G.P.

#### RAC Rally Results

1st	A. Vatanen/T. Harryman (Peugeot 205 T16 GpB)	9 hr 19 min 48s
2nd	H. Mikkola/A. Hertz (Audi Quattro GpB)	9 hr 20 min 29s
3rd	P. Eklund/D. Whittock (Toyota Celica T GpB)	9 hr 37 min 07s
4th	M. Mouton/F. Pons (Audi Sport Quattro GpB)	9 hr 37 min 28s
5th	R. Brookes/M. Broad (Opel Manta 400 GpB)	9 hr 48 min 06s
6th	T. Salonen/S. Harjanne (Nissan 240 RS GpB)	9 hr 49 min 37s
7th	J. McRae/M. Nicholson (Opel Manta 400 GpB)	10 hr 04 min 20s
8th	S. Mehta/Y. Mehta (Nissan 240 RS GpB)	10 hr 07 min 01s
9th	B. Fisher/A. Frazer (Opel Manta 400 GpB)	10 hr 14 min 15s
10th	M. Ericsson/C. Billstam (Audi 80 Quattro GpA)	10 hr 15 min 03s

120 starters, 52 finishers

#### WORLD RALLY CHAMPIONSHIP 1984

DRIVERS	POINTS
Stig Blomqvist (S)	125 pts
Hannu Mikkola (SF)	104 pts
Markku Alén (SF)	90 pts
Ari Vatanen (SF)	60 pts
Attilio Bettega (I)	49 pts
Massimo Biasion (I)	43 pts
Per Eklund (S)	30 pts
Björn Waldegård (S)	28 pts
Shekhar Mehta (EAK)	27 pts
Timo Salonen (SF)	27 pts
Walter Röhrl (D)	26 pts
Michèle Mouton (F)	25 pts
Jean Ragnotti (F)	20 pts
Jean-Pierre Nicolas (F)	18 pts
Rauno Aaltonen (SF)	15 pts
Kalle Grundel (S)	12 pts
Jorge Recalde (RA)	12 pts
Henri Toivonen (SF)	12 pts

Points were scored by 66 drivers.

NATIONALITY	POINTS	PERCENTAGE
Finland	273	(42.79%)
Sweden	172	(26.96%)
Italy	65	(10.19%)
France	46	(7.21%)
Germany	28	(4.39%)

MAKES	POINTS
Audi	120
Lancia	74
Peugeot	60
Toyota	55
Renault	40
Opel	46
Nissan	34
Volkswagen	14
Subaru	11
Alfa Romeo	9
Fiat	8
Ford	4
Citroën	3
Vauxhall	2
Mazda	2
Mitsubishi	2

#### SUCCESS RATE BY NATIONALITY

Kenya	27 (42.79%)
Japan	11 (17.19%)
USA	8 (12.31%)
Austria	7 (10.77%)
Great Britain	1 (1.54%)

**AUDI 200 TURBO —**  
*Continued from page 53*

We have accused some Audi models of being a trifle bland in the past, but the 200T radiates a strong character of its own, its timeless styling and superb aura of Germanic efficiency supplemented by a truly exciting level of performance which is more than adequate to hold the attention of the most discerning, sporting driver. There is a great deal of marque loyalty in this expensive section of the market so BMW, Jaguar and Mercedes aficionados may treat these assurances with some scepticism, pointing out that a relatively small capacity forced induction engine can never offer the refinement of a large, relatively lazy, normally aspirated unit.

That may well be a valid point of view, but those doubters who may be searching for a car in this price bracket would do well to examine the Audi 200T in some detail before writing out any cheques. The marque name may well lack the upper-crust cachet of its rivals, although the Quattro coupé has established its sporting pedigree beyond reproach, but Audi's efforts to make this 2-litre turbocharged engine as unobtrusively effective as possible must be given considerable credence. If one accepts the 142 mph top speed as genuine, then the 200T is faster than the classic Mercedes 500SE and is only topped in this area by the Jaguar XJ12 H.E. which uses 5.3-litres of V12 energy to top the Audi by 8 mph.

Leaving aside the question of the turbocharged engine, in all other respects there



*AUDI'S PHILOSOPHY of minimum distracting instrumentation has been undergoing a revision of late and the 200T is equipped with the obligatory trip computer, as well as a lavish amount of electric comforts.*

is precious little to choose between the 200T and its aforementioned highly individualistic rivals. At the end of the day, the real stunner may well turn out to be the price. The Audi 200T is priced in England at £17,013.10p inclusive of car tax and VAT and incorporates such refinements as central locking, air conditioning (an excellent arrangement whereby one pre-sets the temperature required on the fascia digital read-out, after which the system looks after itself, sustaining the temperature

automatically), electrically operated windows and passenger door mirror and cruise control in addition to such Audi virtues as total underbody PVC under-sealing, 35% of the body panels zinc-coated for added protection and a six-year corrosion protection warranty. Relating performance to fuel consumption, which averaged out at 24.1 mpg during its time in our custody, I trust we will be forgiven for saying that the Audi 200T seems a bit of a bargain at the price. — A.H

**RENAULT 11 —**  
*Continued from page 39*

I assume the "Electronic" label stems from the ability of the ignition-key to lock or unlock, from within or without the car, the centrally locking doors by infra-red ray instead of the key — if a gimmick, a very acceptable one — and the use of a, to me, unwanted (male) voice synthesiser for emergency and other warnings, a test-panel and a multi-coloured computerised LCD fascia on which data normally conveyed by dial-and-needle are shown in electronic style, moving symbols, with the speed in large changing digits, without which I could also have done. Mercifully there is a knurled knob close to the right hand for toning this down or extinguishing it, but curiously this facility cannot be used with the lamps off . . . Trip and total mileages are normally recorded on the right of the fascia.

Leaving aside such modernities, the Renault 11 TXE is sensibly equipped. You get the aforesaid central-locking, electric front windows with the switches conveniently placed on the door sills, electrically adjustable exterior mirrors, map-reading light, a wind-open sunroof, sensible two-lever controls for the efficient heater (with three-speed fan) on the fascia itself, lots of different-sized stowages and a non-

lockable cubby, full-width visors, and headlamps variation for load carried. A digital clock was blanked for me by the steering-wheel rim and not too easy to read anyway. Another shortcoming was that the release for the safety-belts was beneath the inner layer of the belt, confusing to find in a hurry, which cannot be right . . . But apart from this, the Renault 11 is a convenient and willing car. It has a good five-speed gearbox (fifth and reverse on the gate dog-legs), bottom apt to be baulky, disc / drum braking, and the expected comfortable seats and ride. The front seats, with side flares, support one closely and have tilting as well as back-rest and fore-and-aft adjustments. The ride is not so supple as to cause undue roll when cornering fast and the springing is surprisingly harsh over truly rough surfaces, while understeer is countered by a modicum of roll oversteer. The steering is very light and has reasonable castor-return.

The controls are nicely arranged, with a short lh stalk for lamps, indicators, and horn, a tiny rh stalk, easily operated by the forefinger, for wipers, with close to it knurled controls for radio selection and volume. Switches, with a nice action, for the various services, are grouped neatly above the test-panel on the right of the fascia, with those for hazard warning, door

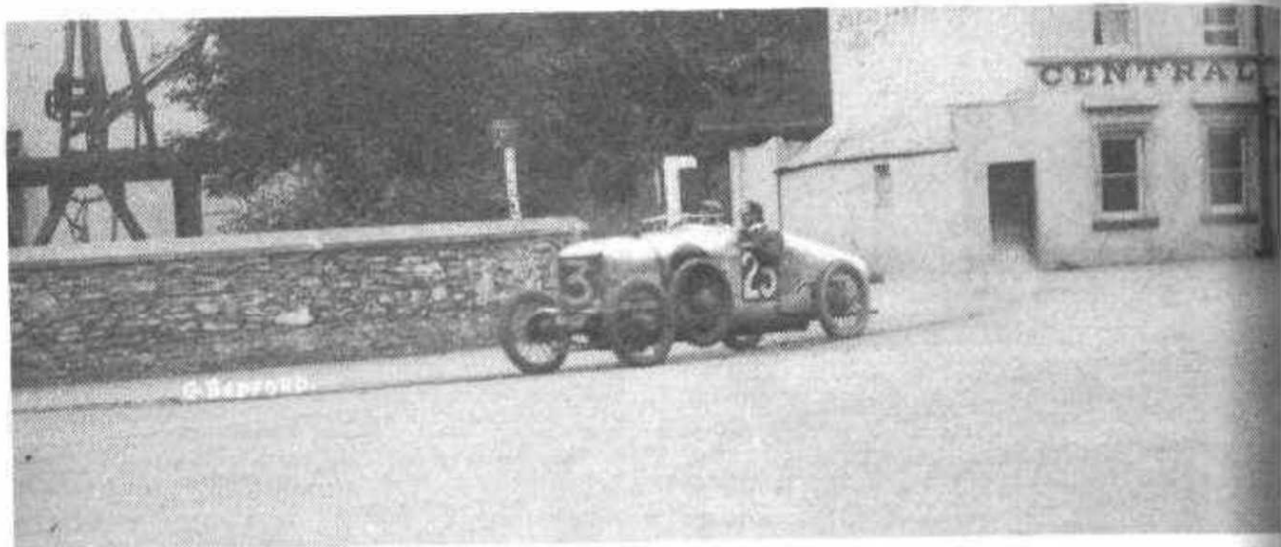
locking, and a spare switch down on the centre console. If a bit "plasticky" it is well done. After abysmal illumination on my Alfa Romeo I was delighted to find the Renault's Cibié dual headlamps very good indeed on dip and full beams, and there are foglamps as well. There is some wind noise at speed and the engine isn't of the quietest, yet the Renault 11 is certainly not a noisy car. It is shod with Michelin 175/70 MXL tyres on alloy wheels and has a 10.34 gallon fuel tank with lockable, flapped filler cap. When full the electronics told me I had petrol for 282 miles, equal to 27.27 mpg (but how did it know how I would be driving?); making a conventional check, average fuel thirst was 31.8 mpg and the low-level light flashed after 283 miles. A manual choke is used for starting from cold, and even so, there was slight reluctance. Under the bonnet, front-hinged and easy to open, all fillers are accessible and the no maintenance battery incorporates Renault's useful master-switch. There is cloth upholstery and the test-car had an MCC Micro-Computer radio with roof aerial and on the console a very impressive-looking Philips Dolby System stereo with six speakers. Other extras are power steering and air-conditioning. You can have this logical electronic Renault 11 for £7,300. — W.B.

**SPEED MODEL HILLMAN —**  
*continued from page 48*

spare wheel and this Speed Model was equipped with a flush-fitting Cooper-Stewart speedometer, an eight-day clock, an Apollo electric horn, CAV (later Lucas) electric lighting, and came with a tool-kit and Triplex safety glass in the windscreen. Nevertheless, it was a costly offering, at £620, when the overhead-camshaft sixteen-valve Bugatti which was probably ten mph faster could be had for £650, the sporting Singer Ten for £500, the faster of the ABCs for only £388 10s, a GN Legère for £275 12s 6d, and the sports Bleriot-Whippet for £250. On the other hand, the sv 10/30 Alvis, which was probably as quick as the Hillman, was priced at £620 in 1920. In fact, the Speed Model Hillman, which had a wheelbase of 8 ft 6 in, a track of 4 ft 0 in, weighed 13 cwt and relied on thermo-syphoned cooling, sold very well.

This can probably be attributed to the competition successes gained by the Hillman Company. Not only had Bedford's single-seater appeared at almost every Brooklands Meeting of 1920 and in speed trials and hill-climbs all over the country, culminating in its appearance at the Show, but this was continued for the 1921 season, when the fastest lap at a BARC race meeting was 89.09 mph, only 0.81 mph slower than the best lap speed of Harry Hawker's extensively streamlined overhead-camshaft AC and a remarkable performance from a side-valve 1½-litre car 53 years ago. Bedford had a Speed Model Hillman as back-up car to the single-seater for competition events and which he used as his road-car and the Hillman Company prepared a special racing car for the 1921 *Coupé Internationale des Voiturettes* race at Le Mans. It was based on the Speed Model but lightened wherever possible and the engine sat further back in the chassis, which was lowered at the rear. Pump and trough lubrication was retained, as was the vee-radiator, which was protected by a stoneguard. No differential was used, Dunlop wire wheels were fitted, and a streamlined body with pointed tail and a full-length undershield. Bedford did very well to finish 4th behind the three "Invincible" Talbot-Darracqs in this gruelling 279-mile race, although taking 35 min 59 sec longer than René Thomas in the winning car, and 33 min 24.5 sec longer than Segrave, who finished 3rd behind his team-mate K. Lee-Guinness. The Hillman was 7th in the 1921 JCC 200 mile Race, Bedford averaging 80.47 mph, and ran successfully in short Brooklands races and in sprints. He entered the car for the 1922 IoM TT but crashed when mud obscured his goggles, the off-road excursion dragging the sump off the car.

All this must have kept the name of Hillman to the forefront and in addition Raymond Mays decided that a Speed-Model should be his first competition car (Reg.

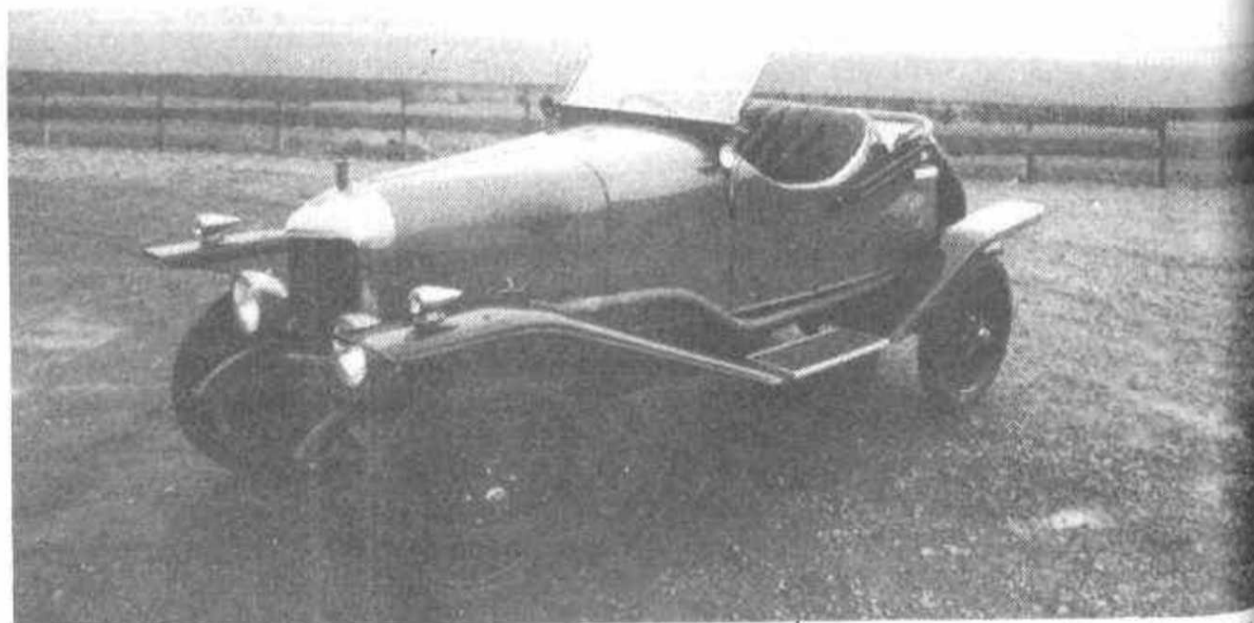


GEORGE BEDFORD drove the special racing Hillman two-seater, derived from the standard Speed Model in the 1921 Le Mans light-car race, in which he finished fourth behind the victorious team of the Talbot-Darracqs of René Thomas, Guinness and Segrave. Here he is competing in the 1922 I.o.M. TT

No. MD 3877). It was ordered from Herbert Robinson of Cambridge, a Hillman agent and, being the entrepreneur he was, Mays obtained a price-reduction against publicising the car in racing. (A friend of my family's, who had come out of the Army in 1918 and, finding jobs non-existent, had set up a motor business, was a Major Robinson and as a small boy I hoped it was he who had supplied Mays with his car — but no such luck!). Mays called his car "Quick Silver" to line up with Bedford's "Mercury" the latter name objected to, incidentally, by the makers of the Mercury light-car. After making ftd in the Inter-Varsity Speed Trials at Harling Common (not long before the open-space beside the road had been an RFC night-flying ground), Mays decided to modify his car, with light bucket seats and a more pointed tail, the body made by Bransby's of Peterborough, after which it gained an impressive number of successes in similar events. He had found that whereas it was good for 60 mph in middle-gear, its speed in the high top-gear was only 56 mph. It was necessary to improve on this and the Claudel-Hobson carburetter was replaced by a Zenith and other mods introduced by Amherst Villiers, including Palmer-shod Dunlop wire wheels, Houdaille shock absorbers, a straight-through exhaust and no differential. The Hillman was winning

at Brooklands after Mays had begged the works for parts from a racing engine formerly used by George Bedford, "Quick Silver" eventually exceeding 80 mph. To have increased speed by over 24 mph was no mean achievement, although it must be remembered that by this time Bedford's single-seater must have been good for over nearly 100 mph.

All this must have helped Hillman sales and four Speed-Models were shipped out to the Maharajah of Patiala. It was probably the demonstrated achievements of the Speed-Model that decided Temple Press Ltd to obtain one as a staff-car (Reg. No. HP 1606) for W. M. W. Thomas — later Sir Miles Thomas, head of BOAC, etc., when he was working for their *Light Car & Cyclecar* weekly and Iliffe & Sons Ltd. do likewise for B. H. Davies, "Runabout" of *The Autocar*. Reporting on his car after 7,000 miles, the latter said his was robust and reliable and would still do 60 mph on demand. The steering joints were a weak point, becoming loose and noisy after 5,000 miles but otherwise no servicing had been needed, apart from once adjusting the tappets and plug points in 6,000 miles and the brakes remained efficient. Fuel consumption was between 30 and 35 mpg and the engine used no oil, but the sump had been drained and refilled after 1,000 and 2,000 miles. The tyres lasted upwar



THOUGHT to be the only surviving Speed Model Hillman, this fully restored example can be seen at Myreton Motor Museum in East Lothian.

of 6,000 miles and although about a gallon of water was needed after queuing to get into Brooklands for the 1921 Easter Meeting, in the following 2,000 miles none was required. The springs (½-elliptic all round) lost some of their original quality. As for performance, 40 mph could be maintained up average slopes in 2nd gear and only twice was the Speed-Model Hillman outclassed, once by a 30/98 Vauxhall, once by a 3-litre Sunbeam (this was in 1921, so this Sunbeam would have been an sv or push-rod model), on the level, after the Hillman had held its own uphill... The steering was criticised as heavy but far worse was the need to remove five nuts, five spring washers, five grub screws, a securing plate and the wheel-disc before a tyre could be inflated, because the discs, on ordinary artillery wheels, had no sliding shutters for the tyre valves. A starter was not supplied, and the CAV electrics lacked a cut-out, and twice allowed the battery to go "flat". At 18 mph the steering suffered from "the staggers" (shimmy?) and the belt-driven speedometer was virtually useless. Otherwise, the Speed-Model Hillman was warmly praised. It would average 40 mph if pushed a bit.

This was the same car (Reg No DU 220) which the *The Autocar* had tested in 1920, taking it over the Yorkshire hills, covering for *The Motor Cycle* the ACU Six-Days Trial, and then to Brooklands, where it lapped at 55 mph, doing a few more mph flat-out. As tested it weighed 15½ cwt and it gave 30 mpg, with a fuel range of 270 miles. The only severe criticism was that shock-absorbers should have been fitted, as over bad main road bumps the back-axle hit the chassis. In spite of the high 10.2 bottom gear, single-figure gradients were no obstacle, with one exception, most of the difficult hills, including Buttertubs Pass and the grass track to the top of the Stake from Bainbridge, being climbed with "the exhaust bellowing like that of a Brooklands racer". The straight-bevel back-axle was quiet and the engine was so easy to start that

it was scarcely necessary to remove the starting-handle from its leather holster, while Hillman's Sales Manager showed that it could be done from the "4 o'clock" position, just giving one kick down with the foot — all of which fixes the period when the Speed Model Hillman was regarded as a very fine car!

Hillman's do not appear to have done much development work on the Speed Model. A plate soon replaced the clips that were intended to hold the spring leaves in place but allowed them to move and when the 1921 Motor Show came round, those who went to Stand No 227 at Olympia found that a locker had been incorporated before the passenger on the dashboard, a better grade of upholstery was used, and the rear of the body had been lowered a few inches, while the price had come down to £590, which was high for this size of car in the face of the gathering numbers of new sporting light-cars. Tyre size had been increased to 710 x 90.

However, the Hillman continued to be popular in speed events in the hands of many drivers, such as A. L. Dawson, S. B. Wilkes, C. C. Ash, R. M. V. Sutton, whose car had no screen wiper and quickly wore out its clutch thrust block, A. K. Dawson, etc. After 1921 the Hillman Company concentrated on the larger utility models, so the Speed Model was in production for less than three years. I believe the only survivor is that in the Myreton Motor Museum, which had one owner until 1970 and has been extensively restored. But that is no reason why this interesting car should be forgotten.

W.B.

(N.B. Of the photographs accompanying this article, those of Raymond Mays' Hillman come from a set of photographs of cars raced by him, sold on behalf of the Raymond Mays' Trust, while that of the surviving Speed Model comes from the new catalogue of the Myreton Motor Museum, available for £1.50 post-free in the UK, from the Museum, at Aberlady, East Lothian, Scotland.)

**V-E-V Miscellany.**— A commemoration run was held last year between Pretoria and Johannesburg to commemorate the first 3,500 km Nairobi-Johannesburg rally, which was won by F. Engelbrecht driving a 1936 Hudson Terraplane. Now aged 78, he drove a Terraplane van on the commemorative run and recalled that after his 1936 success Terraplanes were sold out in Johannesburg and Witwatersrand. A reader in Arizona is anxious to find out what happened to a 1937 Corsica-bodied Squire he once owned, and last licensed in 1957. Registration number BGB 34, chassis number SC 1063, engine number 1096, this Squire was last seen in Ravenscourt Park, London and any information as to its subsequent movements would be appreciated. Help is sought by a South African reader of over 20 years standing about the identity of a Type 55 Bugatti he purchased recently from Mr Comey in America, who in turn bought it in Paris in 1953. From Hugh Conway's records it has been established that this is the car delivered to King Leopold of Belgium in June 1932. Nothing is known about this Bugatti prior to 1953, but as it has fixed cycle-type mudguards and very substantial side steps or running-boards; the present owner, Chris Woolley, wonders if it could be the car that Jean Bugatti entered for the 1932 Mille Miglia for Varzi to drive.

It is interesting that in last November's Veteran Car Run to Brighton there were a few entries appearing in this event for the first time. Among them was a 1904 Autocar from California, a 1902 4½ hp Clement, a 1904 Humber, Kenneth Stein's 12 hp Napier from the USA, and three Panhard-Levassors, so those who regularly turn out to spectate still have "new" veterans to study. The VCC itself entered a 1904 40 hp Berliet. People change their cars for various reasons. Hugh Keller recalls that he was able to purchase his 10/23 Talbot saloon in 1926 because the previous owner disliked catching his overcoat in the window-winding handles and exchanged it for a 12/40 Darracq. Keller improved the Talbot in various ways, fitting Marchal headlamps, an additional spare wheel, a divided windscreen, PB radiator shutters and thermometer, polished mahogany firewall, and a Freshlock steering-damper to cure wheel wobble. The mudguards were reshaped and the front seat recovered in Connolly blue leather, the body being recovered in Mulliner's special fabric, the colour scheme of light and darker grey matching that of Phil Paddon's Rolls-Royce, by whom Keller was employed. When bought this Talbot had only done a small mileage but when Keller gave it to his sister as an additional wedding present in 1936 it had covered some 100,000 miles. (She exchanged it just prior to WW2 for an Austin Ten and was allowed £15 for it, still in very fine condition.) Keller re-



members driving it to Cannes in 1932, where his sister had won the Cannes Gold Medal for golf in 1914 but they found the fortnight's subscription astronomical, so they turned round and played tennis at Juan les Pins instead . . . Later Keller had a 12/40 Darracq Weymann saloon of his own, preceded by a 15/40 Darracq. His well-known Rolls-Royce has been sold and the new owner is having it refurbished by Ristes of Nottingham, although knowing the car, not much need be done I think.

We hear that the dh coupé body from the well-known 4½-litre Invicta used after the war in competition events by Sir David Gamble and then owned for 30 years by John Buckley is likely to be fitted to a Model-A 4½-litre Invicta, to replace its present saloon body. The coupé body on the ex-Gamble Invicta has been replaced with a standard Carbodies touring body. At that Midlands' auction of Meadows-engined cars, a long-chassis 4½-litre Invicta with Lancefield saloon body was purchased by Jeremy Wood, who owns a 1½-litre Invicta. This car was owned for four years by its original owner before being purchased by the collector, Harry Ellard, whose cars were the subject of the auction-sale, and had been in storage from 1938 until this year. The engine started first time after being idle for 45 years. R. H. S. Castle, Financial Director of the Country Gentleman's Association, has been recalling the cars owned by his great-grandfather Robert Castle, in the Association's magazine *Country*. According to his article in the November 1984 issue, that gentleman bought a Benz Velo in 1896, when he was over 60. He did not drive himself, leaving that to his son, on drives in the then-country around Kilburn, and later employed a chauffeur named Phillips. Cars that followed the Benz Velo were a Benz Parsifal, circa 1903, and an early Wolseley with the beehive radiator. The family remained faithful to the Wolseley make, one model or another being owned, including Mr Castle's father's Wolseley 25 and a Wolseley Eighteen carefully preserved during WW2 and on joining the CGA Mr Castle's company-car was a Wolseley. In 1911 the father had bought an AC Sociable three-wheeler, followed by one of the first AC light-cars that took the family for frequent outings into Hertfordshire.

A newspaper piece reminds us that Baron Philippe de Rothschild, driving as Philippe, in a Bugatti, finished second to Chiron in the 1929 German GP. He had an early Unic tourer at one time, with gas headlamps, changed for an Hispano Suiza in which he claimed to have done Paris-Nice in 12 hours on the roads as they were in the 1920s. He won the GP de Bourgogne in the Bugatti and was second in a Spanish GP after delays fixing the steering. He also claims to have invented the suction and later the electric windscreen wiper, so that he could motor his girl-friend in a closed car. . . . — W.B.

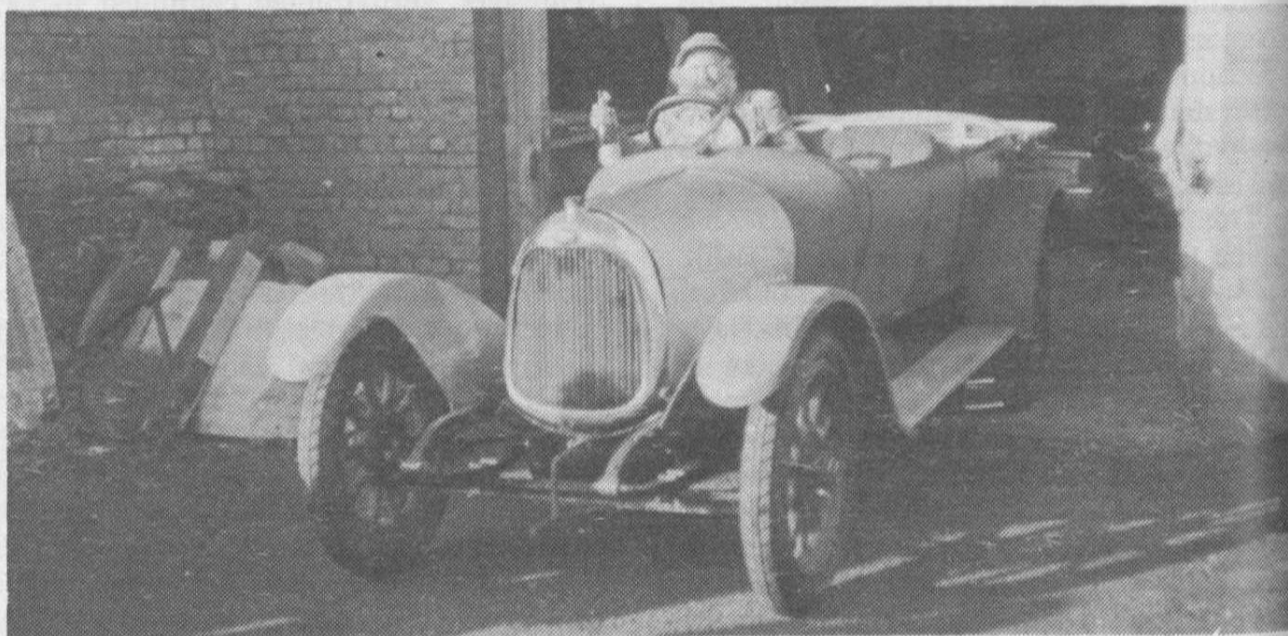
## A First Firing-Up

LAST MONTH Michael Worthington-Williams threw a party at Newcastle Emlyn to celebrate the return to mechanical continence of at least one Angus-Sanderson, his 1921 tourer, which has actually been built up from the parts of more than one car, the radiator, he reminded me, being found through MOTOR SPORT. Sharp at noon he started up the engine for the benefit of his guests, some 250 of them, including many locals, some of them Welsh-speaking. The Angus-Sanderson, minus number plates, windscreen, fabric on its hood-frame, paint on body and mudguards, and with the upholstery supported by sticky-tape, was then ceremoniously driven in and out of its shed. Clearly there is more work to do, but at least one of these now very rare cars — some 3,000 were made in all — is a runner again.

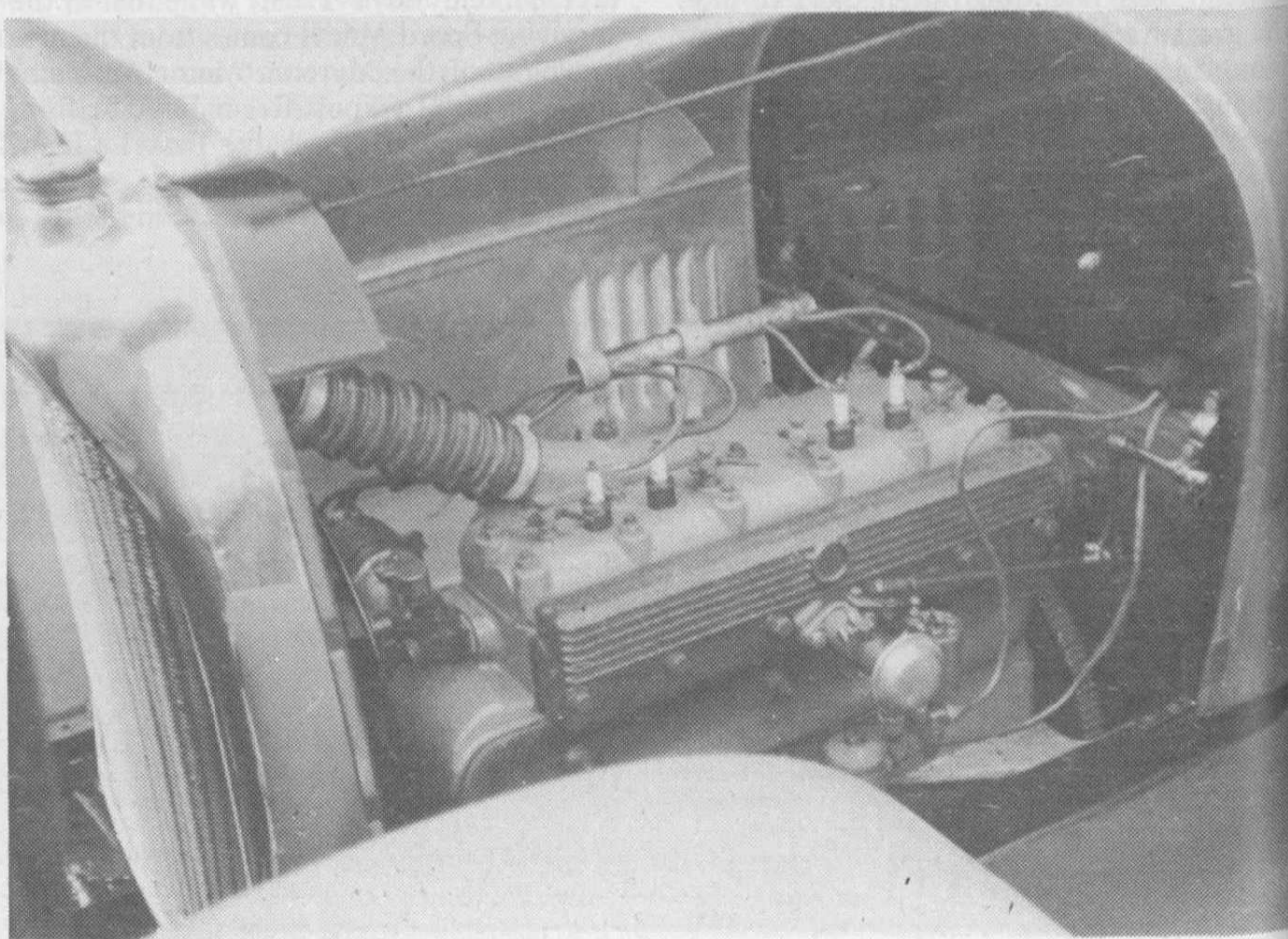
The champagne and an excellent variety

of food was consumed, a Ford mini-bus shuttling the visitors to and from the village to the farmhouse, down a muddy lane. Supporting arrivals included an immaculate vintage Star two-seater all the way from Manchester, Johnnie Thomas's 1904 Darracq, a smart vintage Morris taxi, an Austin 20 and a 1920s vee-twin BSA motorcycle, etc. I spoke to a lady whose father had had an Angus-Sanderson new, when they were living in Sussex (it being delivered, would you believe, from Merthyr Tydfil), parts of which are now incorporated in the W-W rebuild. An enjoyable day, especially as the fast run home in the Alfa-6 was over a virtually deserted A40 — no wonder more and more motoring enthusiasts seem to be coming to live in Wales! — W.B.

(The Angus-Sanderson formed the subject of a "Fragments on Forgotten Makes" article in MOTOR SPORT for January 1961, photocopies of which are available. — Ed.)



MIKE WORTHINGTON-WILLIAMS christening his revived Angus-Sanderson Tourer. Below, the 4-cylinder engine.



## Enstone Ends VSCC Golden Jubilee Season

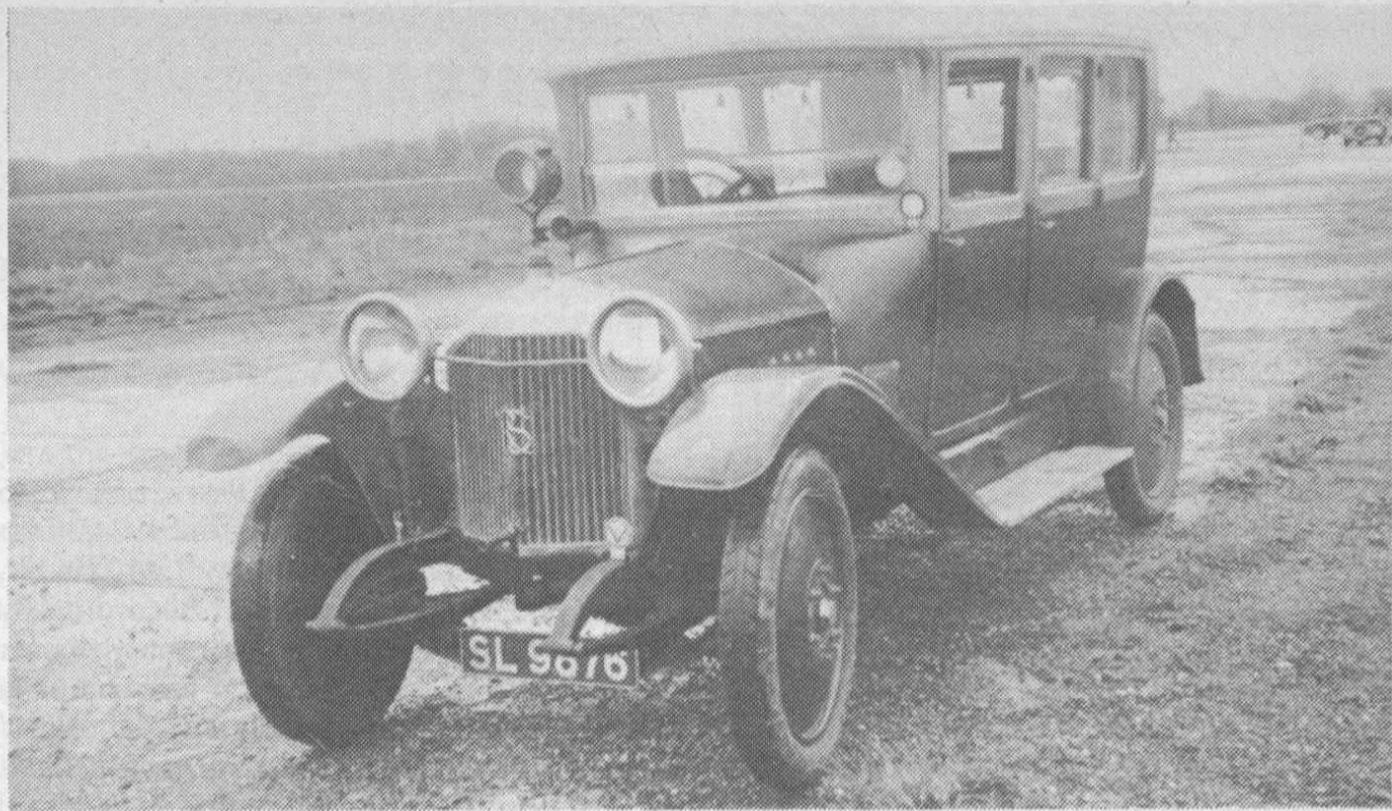
WITH the December driving-tests at Enstone near Oxford on December 1st, the Vintage SCC brought to an end its successful Golden Jubilee season, the entry numbering 61 cars, some shared by more than one driver, for the ten tests. The weather was kind, although the aerodrome was ringed by heavy rain-storms. Don't ask me to explain the names given to the tests, such as "Te Kanawa's Canter" and "Ricciarelli's Race". . . Suffice it to say there were even a few "new" vintage cars among the regulars, such as Stanton's recently-imported Rochet-Schneider saloon, a choice example of well-seasoned French car with an external searchlight, bulb horn, and window tassels, that rolled round in spirited style and looked exactly as if it might once have been a new exhibit at the Paris Salon, say around 1919.

Vauxhall 30/98s were driven by Peppercorn, C. Marsh, who kept his hood up, and Franklin and Scott who were sharing the latter's ex-John Bolster car until the sump-plug pulled out. There was an early duck's-back 12/50 Alvis with a special windscreen that looked rather as if it might have been on road-test for MOTOR SPORT in Richard Twelvetrees' hands nearly 60 years ago, Grant-Peterkin was exercising his 3/4 1/2-litre Bentley, both Type 13 Bugattis of Moffatt and March were going well, and whereas Nice's Ulster A7 was on original-size tyres, as was Bullett's, Allison Moores was making good use of some very oversize rear tyres on her Ulster A7. The NA MG Magnette of M. F. L. Allison had a supercharger to aid its performance. A7s predominated, nine being entered, and the Edwardian class was neatly composed of Collings' veteran Mercedes, his daughter's veteran Humber and Hicklings' mud-spattered 1917 Dodge Four. Variety is the spice of these VSCC events and I enjoyed seeing the Raahauge Trojan and Dearden-Briggs' 1923 Amilcar among the competing cars. You are also likely to see other interesting things at such gatherings and this time it was a rather sad Flying Flea with a two-stroke flat-four air-cooled engine. More important are the results, appended.

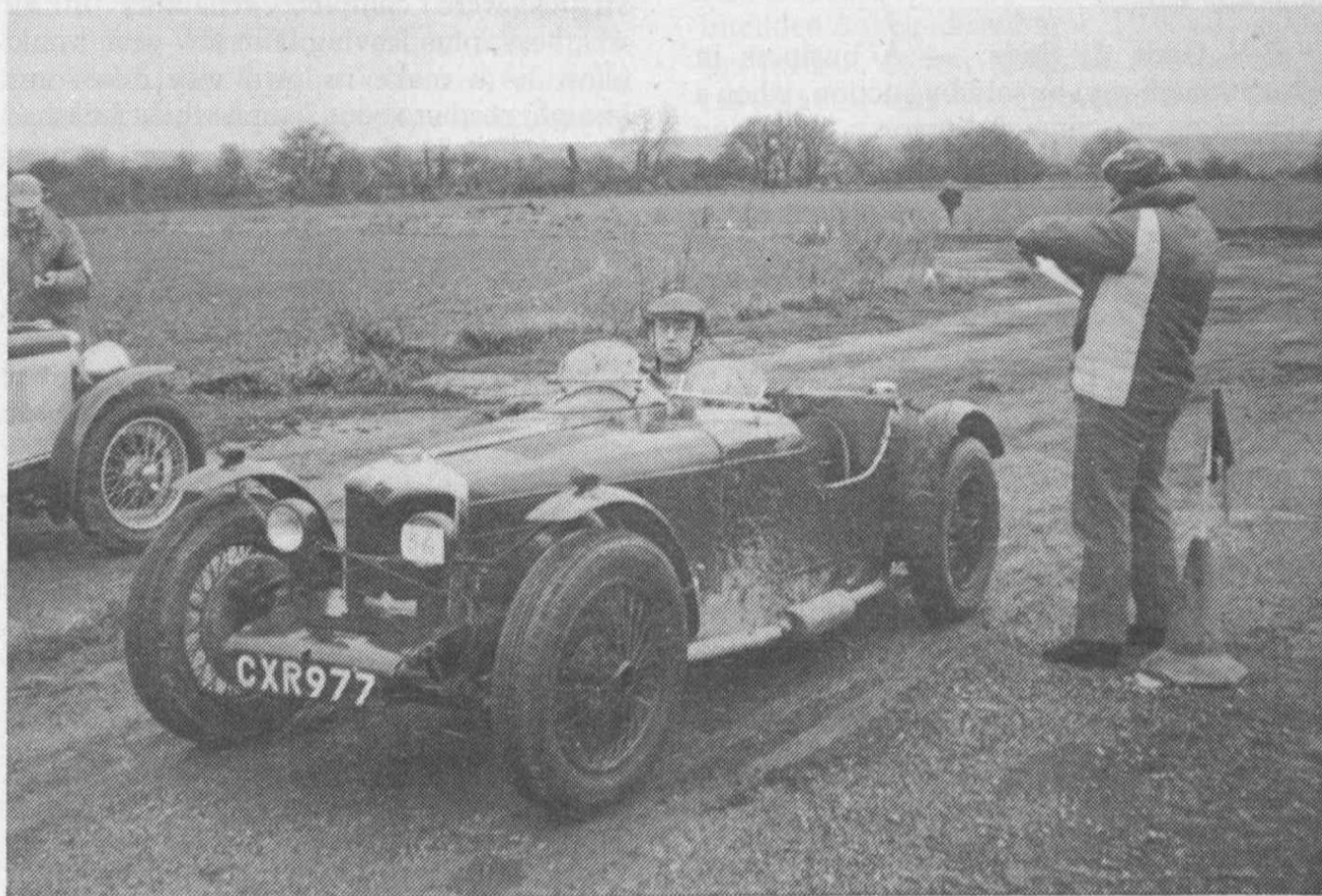
W.B.

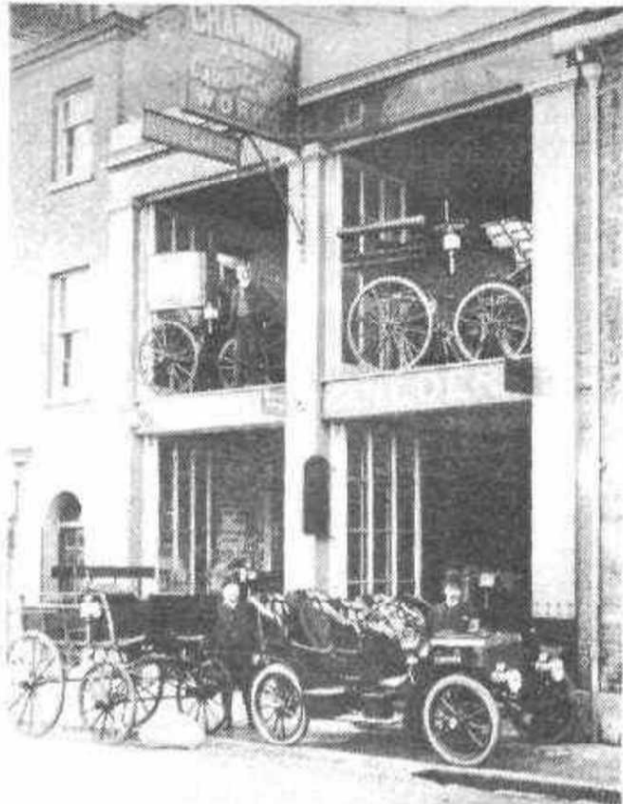
### RESULTS

**Class 1.** 1st Class Awards: R. A. Collings (Mercedes 1902); Mike Raahauge (Trojan 1927).  
 2nd Class Awards: A. P. Costigan (Riley 1933).  
 3rd Class Awards: R. L. Hickling (Dodge 4 1917); T. J. Threlfall (BSA 1924).  
**Saloon Award:** B. M. Clarke (Austin 7 1929).  
**Light Car Award:** Dearden Briggs (Amilcar 1923).  
**Class 2.** 1st Class Awards: P. W. Still (Frazer Nash 1937); F. G. Giles (Frazer Nash 1931).  
 2nd Class Awards: D. B. R. Marsh (Bugatti 1925); R. J. Nice; (Austin Ulster 1930).  
 3rd Class Awards: P. R. Tebbett (Riley Gamecock 1932); H. A. D. Monro (Bentley 3-Litre 1926).  
**Class 3.** 1st Class Awards: M. R. Garfitt (Frazer Nash BMW 1937); G. F. Smith (Riley Lynx 1934); P. M. Baker (Riley 1932/5).  
 2nd Class Awards: Miss A. J. Moores (Austin Ulster, 1930); E. C. Leith (Austin 7 1930); P. N. Bullett (Austin Ulster 1930/1).  
 3rd Class Awards: M. B. Bullett (Austin Ulster 1930/1); G. C. Moore (Riley 1936).



NEWCOMER to the VSCC scene — Stanton's Rochet-Schneider saloon complete with external searchlight and window tassels (above). Below, P. M. Baker's Riley was one of several examples of the marque. A three-wheeled visitor, but with four wings as well, was this Flying Flea aeroplane, bottom.





THE CHANNON Carriage and Motor Works mentioned below.

**V-E-V Odds & Ends.** — A business in Scarborough is to be sold by auction, when a collection of vintage spares, including gasket sets, pistons, instruments, magnetos, beaded-edge tyres, etc will be disposed of, and also a dismantled 1922 Calthorpe tourer. Chris Draper tells us that he has managed to trace 20 out of the 40 twin-plug racing San Sebastian Salmsons built and this has encouraged him to produce new cylinder heads for these cars, should anyone outside the Salmson Register require one. He would also like to know if the eight-push-rod Salmson, Reg No UO 7361, that he owned for a time in the mid-1960s, has survived, and its present whereabouts if it has. The 750MC points out that its first Secretary was Phil Hunter not Bill Butler, as we said recently. It was Esso Ethyl petrol I used in the HRG we road-tested before the war, not "Ethy" as was wrongly published, last month, and in my article on the VSCC Pomeroy Trophy contest it should have been stated that between 1952 and 1984 this interesting contest was cancelled twice, not three times, due to snow over Silverstone in 1952 and because of petrol rationing in 1957, but not for this cause in 1973, otherwise Michael Bowler could not have won the Trophy that year with his Frazer Nash, as he most definitely did. A reader has sent us a copy of an advertisement which appeared in the *Dorset County Chronicle* in July 1905, for the "entirely British-made Channon car, designed and built by E. Channon and Sons, of 6 High East-Street, Dorchester, with works and garage in Crescent Street, Weymouth. Although we know of this make, it is interesting that it is advertised as having a 10 hp balanced two-cylinder engine, three-speed, direct-top gearbox, 32 in Michelin tyres, side-entrance body and "two searchlights of great power", the price of this used model being 260 gns, while two steam-cars were offered respectively at £35 and £50. — W.B.

## VINTAGE POSTBAG

### An Armstrong Siddeley

Sir,

Your article "Out of the Past", page 1345 November issue, concerning the 1924 30 hp Armstrong Siddeley owned by Lady Ewart, has awakened my memories. According to my records this was almost certainly the car I purchased in 1945 from a car hire company in London for the princely sum of £26. I used it for delivering newspapers until 1947, it had absolutely no power having covered something over 200,000 miles with the very minimal of mechanical expenditure. Its virtues were complete reliability in all weathers, plus leaving it in low gear would allow it to make its own way down any straight road at about 3 mph whilst I dashed in and out of houses.

Having no further use for this huge box on wheels I swapped it for a 2-seater Austin 7 convertible — the new owners were a group of soldiers stationed appropriately at a local Army petrol depot in Hertfordshire. I saw it regularly up to 1950, when I moved from the area. Thank you for reminding me of happier days of Armstrong Siddeley ownership.

Best wishes for an excellent magazine.

Poole

J. D. HUBBUCK

(Ex-member Armstrong-Siddeley Motors Design Team)

### Pontiac Details

Sir,

Reader Kraayeveld's letter in September regarding Pontiac can be quickly answered. The 1927 Pontiacs did indeed have two wheel brakes. Other specifications include a Carter Carburetter, Delco Remy Ignition, a

110 in wheelbase, a 4.18 gear ratio and 3¼ in x 3¼ in bore and stroke. The Oaklands were quite different. The wheelbase in 1923 was 115 in and then dropped to 113 from 1924 through 1927 and then jumped to 117. Pontiac stayed with 113 in through 1930. A simple measurement of the wheelbase on Kraayeveld's car can clear things up.

The Oakland six cylinder engine through 1928 was a long stroke unit of 4¾ in and does not resemble the more modern Pontiac block. The Oakland unit was always substantially larger than the Pontiac.

The Pontiac was introduced in January 1926, not 1927. Approximately 41,715 were built in the initial 1926 version.

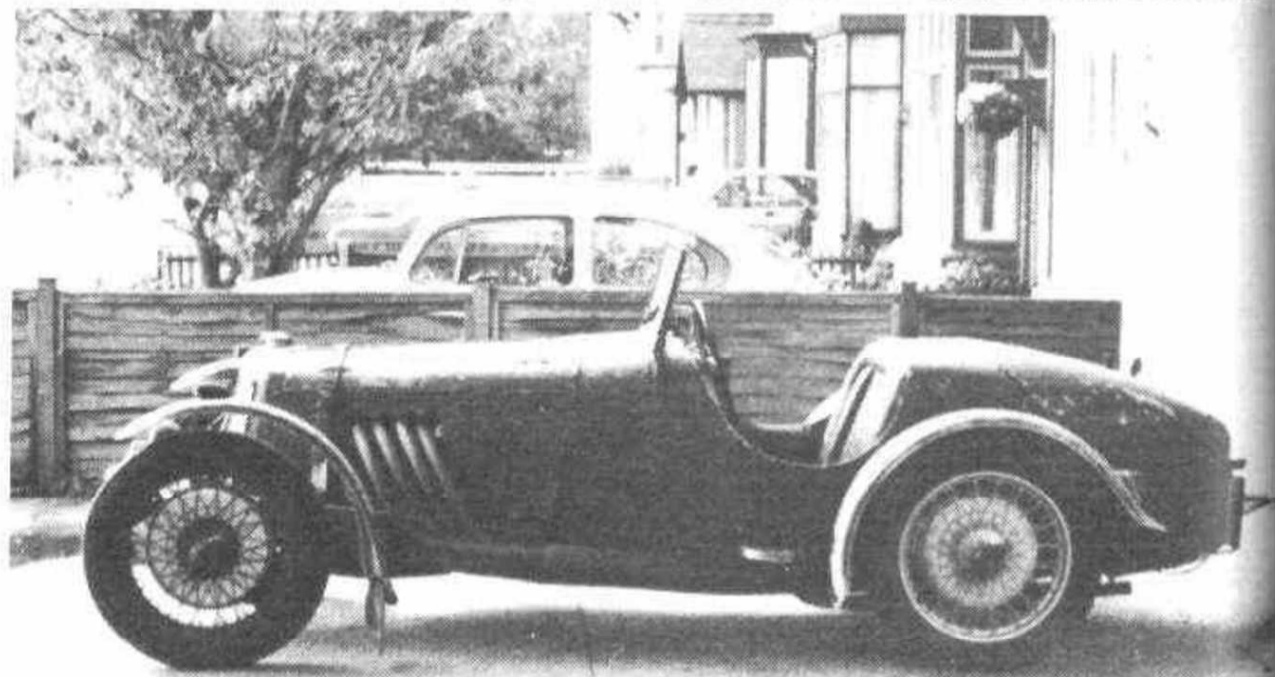
A final check would be serial number. The Pontiac primary code is 6-27 plus number. The Oakland code is either 6-44 or 6-54 plus number for the period of the mid-twenties.

Pebble Beach, CALIFORNIA  
PAUL WOUDEBERG

### A TT Riley

Sir,

I attach a photograph of the Riley Ulster Imp, AVR 718 which ran in the Ards TT 1934 entered by A. Freeman and driven by Dr. H. B. Prestwich. I have recently purchased this car, and am trying to gather information about it. Nothing is known about the car after it left the track on lap 6 at Quarry Corner in that event, and its eventual ownership by a Manchester garage in 1945. While now red, the car was originally works dark blue, then red, then black. I intend to restore it in the original blue. The car is sound, and generally original. It led a quiet life after the war, but bears signs of some competition modifications, with further chassis lightening, and painting(!), most of which must be preserved. Are any of your readers able to help me, especially those with long memories in the North West? I shall be grateful for any help.  
Redditch  
JOHN R. GATHERCOLE



JOHN GATHERCOLE'S Riley Ulster Imp — see "A TT Riley".

# READERS' LETTERS

Opinions expressed are those of our correspondents, and are not necessarily those of MOTOR SPORT.

Stuart Lewis-Evans

Sir,  
I would like to thank you for publishing such a splendid article on my son, Stuart Lewis-Evans, in December's MOTOR SPORT, it is faultless.

I can, of course, add a little although you have covered so much.

I wonder if you know that in the 1957 Le Mans, Stuart drove the Ferrari for 16 of the 24 hours. How about that for stamina?

There is also a connection between the 1958 Portuguese GP and Stuart's accident at Casablanca. Stirling Moss was leading in Portugal by nearly a lap from Mike Hawthorn, whose brakes were fading, and Stuart whose engine was fading. Stirling lapped Stuart almost on the finishing line which meant Stuart's race was over. On his last lap, Mike spun and finished backwards on the pavement (it was a road circuit) and on his run-in lap, Stirling found Mike trying to beat off spectators who wanted to help him restart. Mike got the car going and finished second and Stirling later helped him to avoid disqualification.

Had Stirling not lapped Stuart, Stuart would have finished second with Mike third and Stirling would have gone to Casablanca needing only to win and set fastest lap to become World Champion, regardless of where Mike Hawthorn finished. Stuart would then not have had to have been kept in the race while he was signalling that his oil was practically at boiling point. David Yorke should have ordered Stuart in, he

would never have gone in of his own accord. As we know, Stuart's engine seized, his car left the track and caught fire. There were more Arabs with guns around the circuit than fire extinguishers.

I was at the Casablanca GP and the day after the accident, Tony Vandervell and I stood outside the hospital gates at about 6 am waiting to be let in. The French surgeons reckoned they knew all about burns and they took it as an affront that Tony wanted Stuart looked after in England. It was not until I said that I wanted him treated by the McIndoe burns unit at East Grinstead that they agreed to our flying him home. Miraculously, he recovered from the shock but the following Saturday died of blood poisoning for he had inhaled the flames.

Stuart left two children. His son, Stephen is now thirty and a sergeant in the RAF — like me he joined when he was 17, I was a pilot in the RFC in 1917. Stuart's daughter, Helen, is two years younger, married and living in Gwent. His widow, Margaret, re-married and she and her husband keep the Railway Inn at Great Whyte, near Huntingdon. I need hardly add that it was a shattering blow to my wife, three sons and daughter and myself when we lost Stuart. Your article describes him exactly.

Enclosed is an amusing picture of Tony Vandervell with Stuart. I'm not sure where it was taken, but I think it shows Tony's regard for him.

Herne Bay, Kent LEWIS LEWIS-EVANS

## Foreign Failings

Sir,

Criticism of the British Motor Car Industry is a popular activity, particularly its after sales service. Recently however my impression that the industry in other countries might be no better, and possibly worse, was confirmed.

I have given my son our aged Renault 4 on the basis that he rebuilds it and I pay. Now I have no complaints about the Renault as a car — we have had it for seven years and it has withstood a great deal of mistreatment very well. It does however have its idiosyncrasies and, whilst to some extent these contribute to its charm, two are particularly annoying, the need for special drifts to remove the drive shafts and for a special socket to remove the cylinder head. The first of these has now been remedied but why on earth was the detail designer allowed to get away with the second? The Renault is not a sophisticated motor car intended to be distributor serviced, quite the reverse. It was designed as a peasant's car and still sells well throughout the world on this basis. The instruction book tells me that a special socket is available at low price from my dealers. Not so. In fact they tell me that their fitters do not buy them but grind down standard sockets for their own use. I find this quite easy to do with a suitable grinder but what do you do when the head gasket goes in the middle of the bush armed only with your standard socket set? The drive shaft punches are not available either and must also be made up.

My main reason for writing however is not because of design failings but because of the difficulty in obtaining even mundane parts. When we asked for valve springs we were regdred with some amazement by the distributors as "these never wear out, we just put the old ones back". Crankshaft bearing shells were available off the shelf but they were different from the ones in the car and there was no information about whether or not there had been a design change. It took several telephone calls to sort this one out. Crankshaft thrust bearings were not available and after some days we are now told that these have to be specially ordered from France.

In the past I have been highly critical of the British industry's after-sales service but I shall be less so in the future. I run a 1973 P5 Rover Coupé as an every day car together with an MGB Roadster of the same year. Both these are out of production but so far I have had no difficulty in obtaining the normal replacement parts for either.

I cannot help but feel that as a nation we tend to be far too critical of our own products and too forgiving of the failings in others. Perhaps this is the reason why the proportion of imported cars on our roads is greater than for any other car producing country in Europe, if not in the world.

Betley, Cheshire

P. A. VINCENT



STEWART LEWIS-EVANS, centre left, with Tony Vandervell.



## Moonraker

Sir,

Your article on Archie Butterworth was fascinating and if I cast my mind back to the mid sixties, I may be able to cast some light on either the whereabouts of the AJB / Kieft / Norton or an answer to the Australian theory.

I have not seen or heard from Ian Richardson since those days when he ran my local garage in Lapworth, Warwickshire, now named Willpower Garage, from the engines that Will Sparrow used to build there. Ian was a real character and when we first met he was cutting a Berkeley B95 in half to widen it by six inches which should allow the insertion of a full Blydenstein VX/4/90 engine. He was literally cutting it with a hacksaw and when finished the vehicle was quick even if the roadholding and handling left something to be desired on the way to the Cock Horse Inn. It was probably the first of the point and squirt vehicles built in this country, unfortunately once squirted you couldn't point it! I'd love to know if it still exists.

Whilst Ian was definitely the design genius behind "Moonraker" — I say that as it was the fastest bike at Santa Pod establishing records if my memory serves correct — and all credit is due to him; many of us were involved in bolting bits and pieces to it on his instructions. Pete Allan, a local publican's son, rode the beast — the fact that he lived in a pub may have helped — as well as Ian and eventually bought it off him. It was certainly engineless at this stage as we promptly set about installing two Triumph 650 twins running as a four and supercharged through an old Shorrock for good measure! Renamed the Lapworth Flyer, it did, and Pete certainly established national and international records with it. I can't remember what we ran it on, alcohol I think but not from the pub, but I can remember Bill Martin-Hurst's anger when we first started it on the car park of the Boot at Lapworth at around midnight. It must have woken the whole village, he was the only one who complained. As an employee of the Leyland Motor Corporation Public Relations Department at the time, I was worried as we had just taken Rover over and I thought he might tell my boss!

Pete emigrated to Australia and took the bike with him in the form described above, which may give rise to the Australian rumour. I say this as at the time it was the "Maclaren" of sprint bikes and consequently attracted a lot of attention and publicity. We even got Pat Mennem on it once!

To my knowledge "Moonraker / Lapworth Flyer" is still with Pete in Australia. By the way we always referred to the engine as the Butterworth Norton, Keift never came into it.

Super magazine. More features on the old personalities and what they did. How about one on Rupert Instone and the "DJIN"

saga? So named because they drank so much whilst building it but felt that the correct spelling would give people the wrong impression!

Evenjobb, Presteigne ROBIN PENRICE

## Static

Sir,

Your magazine of course reaches us here without fail. Recent letters about static electricity generated in cars reminded me of experiences when I was an apprentice with the Daimler Company in Coventry in the mid-Fifties.

When wearing the standard "Gear" for young fellows — corduroy and crepe soled shoes — I found that a large spark could be generated at will if one slid out of the wide Daimler seat, while holding only an insulated part of the car, such as the steering wheel. When one then turned to close the door, a spark would always precede actual contact providing the weather was warm and dry. I found that the cure in this case was quite simple. All that was necessary was to hold a conducting portion of the car while actually getting out.

On the same subject, we had a customer of the service department who showed dogs. This lady had an earth strap fitted to her Daimler Consort. She assured me that this entirely prevented her dogs being sick. I was told that on an occasion when the strap became detached the dogs became sick again quite quickly. Replacement cured the problem. This would seem to deal with the frequently stated conviction that the earthing strap is of purely psychological value.

Finally, should this be published, I would be interested to know if anybody has knowledge of the Challenor Special. I sold this to a gentleman from North Wales or Holyhead in 1952. It contained parts from Lancia, Ford, Armstrong, and Sunbeam vehicles, and was powered by a huge straight eight 4.4, yes, four point four litre engine of Alvis manufacture, fed by four large SU carburettors. The story I recall was that the engine was made for the designer of the 4.3 and that about six were built. It was certainly of Alvis design, since I was able to get parts from the factory that fitted! I would love to know the true story behind the power unit.

Kindest regards to all your staff, who one feels, are old friends after years of reading the best magazine.

Papua, VINCENT FREEDMAN  
New Guinea

## Swallow Doretti

Sir,

I have read your October article on the Swallow Doretti with great interest. At the time that I raced the Doretti for the works I had a TR2 and there is no doubt that the Doretti was a much superior car in suspension and usable performance.

The article was slightly incorrect in that I had two races at Silverstone, both 100 milers, and my only brief was to beat the

Austin Healeys which, much to the delight of the Doretti M.D., I did. Unfortunately, after these two races the works decided to give up official racing — which was a great pity.

The "Light-hearted" race that you mention at Silverstone, in which Bill Boddy and I beat the opposition, was not quite so light-hearted; I can remember well John Bolster alongside me at both Copse and Becketts at ninety degrees to the track on both occasions.

The article brought back many memories of a very good motor car.

Walsall

DON TRUMAN  
Top Gear V12

Sir,

Browsing through the February 1984 issue, on page 148 signed W.B., I see a comment that the 1927 Double Six Daimler climbed Fish Hill in top gear. The question is raised, would the modern 12 cylinder Jaguar do the same?

It's a long time since I climbed Fish Hill on a Scott and I don't remember much of it.

However, a friend of mine a year or two ago had an E-Type V12 Jaguar Coupé and I have ridden with him a few times over the Cairn o' Mount road from Fettercairn in Kincardineshire north to Banchory and Deeside.

On two occasions the Jaguar had a clear run and made no fuss at all, in top all the way. The two hairpins mean that you must have pulling power and how much the Jaguar had left I don't know. We came over the top past the cairn in the high '70s lifting off so as not to go charging down the far side. We started, by the way, over the Clatterin' Brig at the bottom at 30 mph just to see how she would pull away up the first steep part. In the event we had power in hand.

Fish Hill forsooth! Small beer. My old friend Arthur Nicoll, once mechanic at Parkside Garage in Coventry didn't think much of the Daimler Double Six which he drove from time to time. Said it wouldn't pull pussy from the hearth rug!

Angus

D. W. BERRY

## Congratulations

Sir,

I would like to inform all of your readers that they are indeed fortunate to be receiving so much motorsport news for such a relatively small amount of money. I am an American "Motor Sportsman", to quote D.S.J., who has been reading your magazine for 35 years for both racing and vintage news. I have marvelled at the quality and effort expended for such a realistic price. I now am forced to pay £3.30 per issue here in Saudi Arabia but still never regret the expenditure. A wish for full health and long life to all the "initials" following the articles so that we can all continue to enjoy your reporting.

Saudi Arabia

HERB JONES

[An airmail subscription would be cheaper Mr Jones! — G.C.]

# CLASSIFIED ADVERTISEMENT SECTION

FOR SALE lineage advertisements are for private readers only and must be pre-paid and in writing.

**RATES** 30p per word (maximum 80 words) £4.50 minimum charge.

**BOX NOS.** £3.50 extra per advertisement. Replies to Box No. "MOTOR SPORT", Standard House, Bonhill St., London EC2A 4DA

**COPY DATE** By first post on 18th, but earlier is advisable owing to postal delays. Advertisements held over will be inserted in the following issue unless cancelled in writing by the 4th of the following month.

Publishers reserve the right to refuse or withdraw copy without notice and do not hold themselves responsible for matters arising from office or works errors

Please write clearly in **Block Capitals** on one side of paper only. Send advertisements to the **Classified Department, "MOTOR SPORT", Standard House, Bonhill Street, EC2A 4DA, Telephone 01-628 4741 Ext 30** for information on small Display and Trade Advertisements.

## FOR SALE

**ALVIS TA14's DHC.** £2,750. Aluminium bodied saloon. £1,500. 1938 Alvis 12/70. Part finished special. £1,750. Speed 25 engine, gearbox. £2,200. Spares for TA14 and Speed 25. Jaguar MkII. 1963 3.4 manual c/w. Metallic blue, bills for £3,500. Price £4,450. Tel: evenings, w/e please. Derby 810295.

**SCIROCCO 1.6GL.** 1982/X, taxed April 85, new shape, silver, stereo-cassette, 34,000 miles, immaculate condition. £4,250 ono. Tel: 0256 781079.

**MGA 1600 Mk II Deluxe.** chassis number GHD2 104428, October 1961, this car is one of two prepared by competitions department in Abingdon for international rallies. It is very original and in beautiful condition. Offers are invited for this extremely rare and interesting rally car. Tel: (0884) 821257.

**1966 AUSTIN 1100.** blue, one owner, 14,000 miles only, truly superb, offers around £1,500. Tel: 0253 20121.

**1968 LOTUS CORTINA** convertible, white, 67,000 miles, good condition. Offers around £2,750. Tel: 0253 20121.

**MGC GT,** blue, w/w, full sunroof, excellent condition. £1,750 recently spent, respray, new panels etc, insurance valuation, £3,250. Reluctant sale. £2,650 ono. Tel: 060 871 743 (Oxon).

**1981 2.2 LOTUS Eclat.** 30,000 miles, white, 1 lady owner. £7,750. Tel: 050783 336.

**ROVER 3.5 Coupé,** 1972, green / grey roof, new front tyres, new automatic choke, body work and engine need attention, taxed until April 1985. MoT ends January 1985. Offers. Tel: 0222 496422.

**MARCH 723.** Super collector's car, very little used, complete with FT200 gearbox, but no engine, six spare wheels. £2,200. Tel: 0424 882358.

**MINI MOKE** 1966, good order, yellow, Cooper parts, £1,000. Humber Hawk 1953, new engine, tools, handbook, £500. South Benfleet 4174 Essex.

**MG MIDGET '79,** original Brooklands green with oatmeal trim, 2 previous owners, many extras, tonneau cover, recent new hood, radio, taxed and tested and just had complete service and tyres all round. Totally unmarked and in mint condition. £2,495. Tel: 0946 831110 Cumbria after 5.

**ALVIS SPEED 20 Tourer,** Cross & Ellis, 1932, SA beam axle, sound original car in need of light restoration, realistic price, £7,950. Tel: Luton 576036.

**BMW 320.** 1981 X. Metallic blue, immaculate. BMW guarantee (renewable). Full service history. £4,000. Tel: 0497 820 426.

**MG L-TYPE MAGNA.** 1933, 2-seater. Restored. Best offer secures. Tel: 0273 733 940.

**1980 V FORD Capri Ghia** 3.0-litre. Met. blue, superb condition new, Ford engine, below average mileage. £2,750. Tel: 061 330 2172 (day) 061 339 5096 (night) 75190 1915

**ROLLS-ROYCE Cabriolet (VCC dated),** good usable car. £45,000 ono, part exchange fairground organ, steam car, steam wagon or early car or motorcycles. Thomas, Tirdail, Nantgaredig, Carmarthen. Tel: 0267 88215.

**MORGAN PLUS 8.** 1982X. 7,000 miles, white, alloy body, leather upholstery, rust-proofed. Tel: 0637 860 662 or 860 742.

**LOTUS VII SPRINT.** 1984. Black / alloy, full weather equipment, heater, air horns, alloys, roll bar, elec. ignition, only 3 months old and just run in for discerning buyer, in absolutely as new condition. £7,750. Tel: 01-653 6742 01-669 7386.

## FOR SALE — continued

**1933 ROLLS-ROYCE 20/25 Sportsman's Saloon** by Rippon Bros. Certainly the most handsome 20/25. Showroom condition, black and maroon, fawn trim, burgundy hide and burr walnut panelling. Complete history, all R-R bills. £24,500. Beaulieu Garage. Tel: Beaulieu 0590 612444. (230629)

**LOTUS VII.** For details of models in stock please telephone 01-653 6742 / 01-669 7386.

**LOTUS VII TWIN CAM.** 1982. 2,800 miles from new, full weather equipment, alloys, heater. £6,500. Tel: 01-653 6742 / 01-669 7386.

**A35.** 1959. Court grey saloon, red leather upholstery, new battery, MoT, running and very good condition. Second owner. Mileage 51,364. Tel: Prestigne 267029.

**RILEY GAMECOCK.** 1932. Fully restored, BRG, matching leather, carpets, special series engine. Reliable comfortable PVT sports tourer. MoT / taxed. £6,750. Tel: 0704 68390.

**FACEL VEGA III Drophead Coupé.** LHD. Fully restored by professional coachbuilder (ex Hooper) for own retirement use. Bare metal respray, metallic electric blue, red Connolly hide interior. All disc brakes, wire wheels. Very rare. £7,550. Tel: 0327 60983.

**DAIMLER EMPRESS IIA.** 1955. Hooper Empress Line coachbuilt aluminium body, silver over black, bare metal respray, burr walnut / leather interior, 3500 engine, four speed, o/d, g/box. Believed one of only five Mark IIA built. Recently exhibited at Coventry Transport Museum. Offers £8,750. Tel: 0327 60983.

**GORDON KEEBLE.** Fully restored to original condition. No 31 of 99 made. Red, black interior. Full details Tel: 01-467 1092.

**FERRARI 308 GTB.** 1981X. Metallic silver, grey cellulose, blue hide trim, 15,000 miles, full history, fitted air con., deep front spoiler, wide wheels, must be seen. £18,495. J.B.A. (Portsmouth) Ltd. Tel: (0705) 326266 / E-W (042 121) 3252.

**LOTUS EUROPA SPECIAL.** 5-speed, Regd. June 1975. Yellow, total mechanical rebuild to high spec. Vegantune / Ed Winter engine. New chassis. £4,300 ovno. Tel: Dartmouth 2446.

**JAGUAR V12 E-TYPE.** Registered December 1973. Excellent condition, 2 owners, low mileage, red with black interior and hood. £11,250. Tel: Burton on Trent 63805.

**JAGUAR 3.4 MK 2.** 1966. 1 registered owner from new, excellent condition. £2,250. Tel: Bournemouth (0202) 423016 (business hours) / 429663 (evenings).

**SAAB 99 TURBO.** June 1980. One owner, immaculate condition, 18,000 miles only. £5,500. Tel: Frogmore 567.

**TALBOT LAGO LE MANS.** 1950. S/N 110060. 4½-litre racing two-seater. Second overall Le Mans 1951. Restored Waltham Cross (Herts.) 1983. Re-importable to UK without duty. £90,000. Tel: USA 805 969 4766.

**MG ZB MAGNETTE.** 1958. Ideal for restoration, complete, with some spares. £250 ono. Tel: Brighton 723635.

**LANCIA FULVIA ZAGATO.** 1972. Pale primrose, 80,000 miles, MoT. Has been well maintained, bodywork good. £1,200 ono. Tel: 01-221 2448.

**SCIMITAR GTE.** 1978/79. Auto., pas, 55,000 miles, beautiful condition. £3,100. Tel: Potters Bar, Herts. 58638.

**PORSCHE 911 CARRERA RST.** 1973. Sea blue with black interior, e/sunroof, e/windows, totally original except for new sills, galvanised r/wings and respray. Pioneer r/cassette. Excellent condition throughout. £8,750. Tel: Cholsey (0491) 651731 (eves.).



International  
Motor Racing  
Tours 1985



## 25th ANNIVERSARY

Full details and reply paid coupon appear on pages 6 and 7

- ★ HOLIDAYS TO ALL THE FORMULA ONE GRANDS PRIX
- ★ THE LE MANS 24 HOURS
- ★ THE DUTCH TT 500 cc MOTORCYCLE GRAND PRIX
- ★ NEW BRAZILIAN/ PORTUGUESE GRANDS PRIX HOLIDAY
- ★ PLUS WEC AND ETC RACES

BOOK NOW for the  
**DAYTONA 500**  
17 FEBRUARY  
FROM £459

**TIME IS RUNNING OUT**  
TO MAKE A PROVISIONAL BOOKING  
CALL SUE ON LEICESTER (0533)  
552521 OR SEND FOR YOUR COPY  
OF OUR FREE COLOUR BROCHURE  
TODAY

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

ATOL 133BC 815/HM9196

The Original

IRVIN



Flying Jacket

The Jacket worn by WW2 Fighter Aces.

Each jacket is individually tailored from selected sheepskin with long wool leather trimmings, and leather trimmings, on the same machines used in the War.

£189.75

Colour is dark brown with honey wool on the inside.

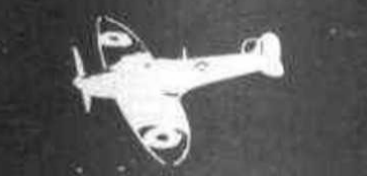
Hardwearing, comfortable, warm and practical — perfect for sports cars and flying.

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

# Transcar ship more personal export cars home from Europe than most of our competitors put together—here's why.

Low prices and terms which we guarantee cannot be matched - given on the telephone.

Our own offices and receiving centres throughout Britain and the Continent of Europe.

Our own offices in New York and Los Angeles to help speed the clearance of your car through any American port.

A large skilled staff who care about your needs and the safety of your car.

Largest and most experienced network of clearing agents throughout Australia and most other destinations worldwide.

Personal effects also handled.

Details and Brochure on Application to: TRANSCAR UK LTD., Dundee Warehouse, Three Colt Street, London E14 8AP. Tel: 01-515 6684(10-lines). Telex: 893546

## transcar

GENEVA Tel. 96 55 11 • LIVERPOOL Tel. 227 1926 • ZURICH Tel. 740 1068 • and at: FRANKFURT • NEW YORK • LOS ANGELES • ROME • MUNICH • PARIS and BEIRUT

## 427 REPLICARS

COMPONENT FORM — COMPLETE CARS

Tailor made investments



3 to 7 litre specifications  
TURBOS  
AND FUEL INJECTION  
AVAILABLE

Vehicles only requiring final finishing a speciality

Demonstration drives phone 0747 860096

GRAVETTI ENGINEERING LTD, UNIT 3c, QUARRYFIELDS INDUSTRIAL ESTATE, MERE, WILTS

## Lamborghini Countach 'S'

June 1984

2,400 miles, red exterior, champagne interior, rear wing. Car, as new, genuine reason for sale.

**Serious enquiries  
Tel: 061-436 7076**

## S & H MOTORSPORT

r/o 14 Hallowell Road, Northwood, Middx, HA6 1ED

Tel: Northwood (092 74) 27012/28287

Service, repair and restoration of high-performance sports cars, including Aston Martin, De Tomaso, Ferrari and Lamborghini, with some Historic Race Car preparation.

All the above at highly competitive rates.

## 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 \_\_\_\_\_ (V) Make & Model \_\_\_\_\_

Year \_\_\_\_\_ No. of \_\_\_\_\_ No. of Drivers \_\_\_\_\_

Please tick as appropriate: Comprehensive  Third Party fire & Theft  Third Party Only

Owner Only Driver  and spouse  any driver

The car will be stored  off the road  on the road

Use is: Social/domestic/private only  and commuting  and business

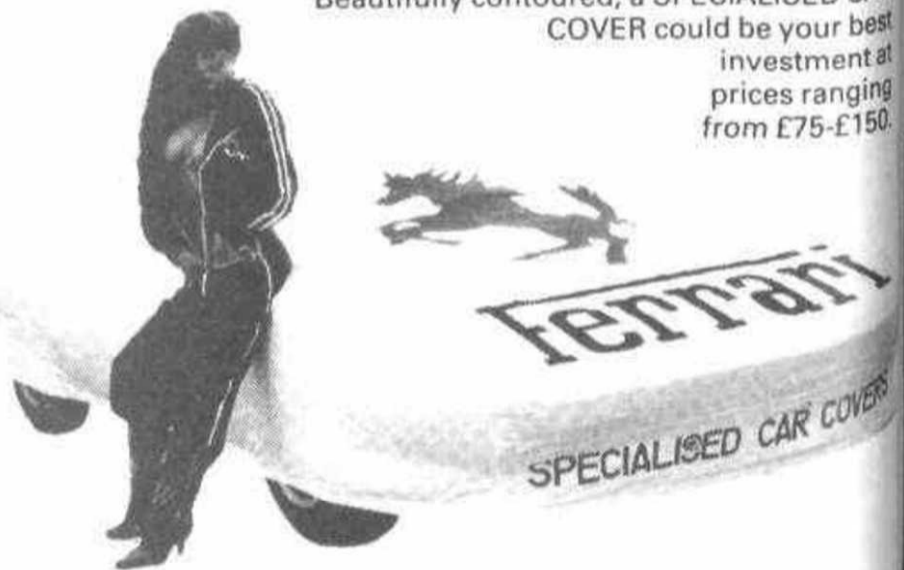
PLEASE ENCLOSE FULL DETAILS OF ANY ACCIDENTS OR CONVICTIONS

## Beautiful Bodies need covering

Even your most treasured possession can still look good covered up . . .

Quality materials and fine craftsmanship employed in the creation of our products to please our discerning customers. We offer individually hand-tailored dustproof and waterproof custom made covers, to give a precise fit for all makes of cars to any personal specifications to including logos and registration numbers in various colours. Remember, a car cover is the most reasonable solution for the protection of your car investment.

Beautifully contoured, a SPECIALISED CAR COVER could be your best investment at prices ranging from £75-£150.

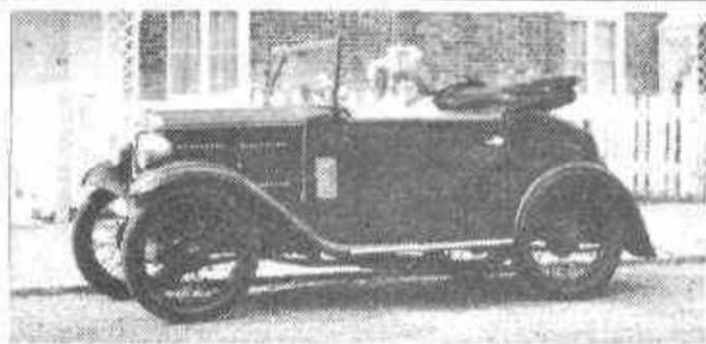


For more details write to: Specialised Car Covers, 132 Main Street, Burley-in-Wharfedale, West Yorks, or ring 0943 75377.

"if it rolls on wheels we cover it"



## 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'*

### 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

### AUDI

quattro

### CENTRE

CUMBRIA & LANCASHIRE



HADWINS (LINDALE) LIMITED  
GRANGE-OVER-SANDS  
CUMBRIA

V-A-G

04484-4242

Audi



### White Tree Garage



quattro  
BRISTOL'S EXCLUSIVE  
QUATTRO CENTRE

Northumbria Drive, Henleaze BRISTOL (0272) 738758



## WANTED



### SPORTS, RACING & GT CARS

**FERRARI** All Racing & Road Cars. **GT 40/FORDS, MASERATI** All racing Cars. **JAGUAR** C & D Types, Lightweights. **PORSCHE** 550-917,4 Cam Road Cars, RS & RSR, Carrera, 934 & 935. **MERCEDES** 300 SL & SLR. **ASTON MARTIN** DB3S, DBR 1 & 2, GT & GTZ, Project 212-215. **ALFA ROMEO** T-33, TZ. **LISTER**. All **FORMULA 1** & Single Seaters, All Sports & Racing Cars, Serious Sellers **PHONE: 914-997-9133** or Send Photos & Complete Description, Include Chassis No. and History To:

### MOTOR CLASSIC CORP

868 N BROADWAY, WHITE PLAINS, NY 10603 USA  
TELEX-6971434 MTR. CLSC

### SPECIALIST INSURANCE OF PORSCHE, FERRARI AND BMW AND FOR CARS USED ON THE CONTINENT REQUIRING ANNUAL GREEN CARDS



### HYPERFORMANCE INSURANCE

01-363 4966 01-366 7447 01-367 0878

BELLEVUE INSURANCE BROKERS LIMITED  
66, SILVER STREET, ENFIELD, MIDDX.

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

Occupation ..... Age ..... Business/Pleasure Use  
Full/Prov. Licence for ..... Years. Comp/Third Party/TP&T cover  
Owner only/and wife/Any driver/Named driver, age .....

Make of car ..... model .....

CC ..... Value ..... Year ..... Car Garaged Left in open  
Present insurers ..... No claim bonus ..... years  
Age of youngest driver ..... State vehicle owner .....

Details of all accidents and convictions should be enclosed  
including those of additional drivers.

# STOWUPLAND MOTOR CO

EAST ANGLIA'S MOST ACTIVE PRESTIGE, PERFORMANCE AND MODERN CLASSIC CAR SPECIALISTS

(0449) 677717 anytime



BENTLEY SL 1956. £6,990  
BENTLEY R TYPE. 1954. £6,500  
ROLLS-ROYCE SILVER SHADOW. 1973. £8,950



OUR STOCK OF BRISTOL 411, 412 & 603's is constantly changing. Please ring for details.

- ASTON MARTIN DBS 6. 1969, 37,000 miles only. £6,990  
JENSEN INTERCEPTOR III. 1972, 66,000 miles only. £2,950  
PORSCHE 924 LUX. Oct. 1982, 16,000 miles. LHD. £8,500  
PORSCHE 924 LUX. Choice of 1980/82, from. £6,990  
PORSCHE 911 S TARGA. Guards red, stunning. £7,500  
LAMBORGHINI ESPADA. 1972, mechanically sound. £4,500  
JAGUAR E-TYPE FHC. 2-seater, 1972, fabulous. £5,950  
JAGUAR XJS. 1978/79/80/81/82 examples, available stock from. £4,490  
JAGUAR 4.2. 1980/81/82 examples from. £3,950  
JAGUAR XK150 ROADSTER. Unrestored and original. £6,500  
MERCEDES 280 SL. One owner, 41,000 miles only! £10,000  
MERCEDES 300 SEL. 1966, silver, warranted, 14,000 miles only. £6,950  
MERCEDES 450 SEL. 1980, silver, black hide, every option inc. air cond., 45,000 miles only. £8,990  
MERCEDES 450 SLC. 1977/78 examples available from £8,990  
MERCEDES 450 SE. 1976, excellent condition. £3,750  
BMW 323, 633, 635 & 7 SERIES. Always available.  
RANGE ROVER. 1976/78/79/82 examples available.  
TRIUMPH STAG. 1973, Rover V8 conversion. £2,500  
TRIUMPH TR6. 2 available in red and blue. £2,250  
SAAB 900 TURBO 5-DOOR. 2 available from. £2,990  
1955 THUNDERBIRD. All white, "the all time classic". £10,000  
AMERICAN 24' CLASS A DODGE MOTORHOME. X Reg. 25,000 miles only, roof air cond., generator, eight berth. 360 V8. £5,950  
AMERICAN 24' CLASSIC MOTORHOME. X-Reg. £7,950  
FIAT 1500 CONVERTIBLE. 1960. Very rare. £1,750

We are currently searching for specific clients a Bentley Continental SHH, a Cadillac Fleetwood Limousine (1974-79), a Mercedes 350 or 450 SL, a low mileage Mercedes SLC, a Lotus Esprit SH, a Rolls-Royce Silver Shadow. If you can help us please dial 0449 677717.



WE URGENTLY REQUIRE CARS OF THE TYPE WE SELL FOR EITHER OUTRIGHT CASH PURCHASE OR SALE ON COMMISSION. WE DEAL NATIONWIDE.



## AMERICAN VEHICLE PARTS

- Large comprehensive inventory for all makes
- Official GM parts supplier
- 40,000 sq. ft. warehouse / supply complex
- Knowledgeable trained staff.

### NETWORK OF NATIONWIDE DEALERS

Phone or call in NOW!  
Distributor enquiries welcome

John Woolfe Incorporated  
Woolfe House, Horse Road  
Bedford, MK41 0LF, England  
Tel: 0234-41441. Telex: 825483



SERVICING, MECHANICAL OVERHAUL, EXCHANGE UNITS, TURBOCHARGING, TUNING, UPRATED SUSPENSIONS, STAINLESS STEEL EXHAUSTS, BODY AND CHASSIS RESTORATION.

Robin Rew Workshop Unit 12  
Silverstone Circuit Towcester  
Northants U.K. Tel. 0327 857903

# 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

## 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, 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

# PERFORMANCE Autoservises

EVERYTHING for the BRISTOL OWNER  
☎ 0272-714968

Unit 1, Heath Farm,  
Ironmould Lane,  
Brislington, Bristol

## TRIUMPH SPARES WEBB'S GARAGE

55 years exclusively

**TRIUMPH**  
All TR's, GT6, Stag,  
Spitfire, Vitesse, Herald.  
Almost everything you  
need on  
**ROMFORD**  
(0708) 41021

### ATTENTION MEN ONLY

If she has a beautiful body cover her and protect her with a 100% HIGH QUALITY COTTON DUST COVER FROM ADRIAN SACKS. Unique semi-tailored covers with elasticated ends for sports cars up to 13ft 2in long £36.75, up to 15ft 4in long £35.75, 16ft 9in £39.75. Also available: Semi-tailored covers for saloon cars up to 17ft long £44.75. 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. 16" by 18". AC, Alfa Romeo, Alvis, Aston Martin, Austin, Austin Healey, BMW, Bristol, Chevron, Daimler, Ferrari, Ford, Ginetta, Jaguar, Jensen, Lancia, Lola, Lotus, Maserati, MG, Mercedes, Morgan, Porsche, Riley, Rover, Sunbeam Talbot, Sunbeam Tiger, Triumph, TVR, Volvo, VW. Affixed to your cover for only £5. Other emblems a pleasure, add £2.25 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.

## 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.

MS1

**Motts Godwin Insurance Brokers**

561-3 Watford Way, Mill Hill NW7 4RT

Tel: 01  
906 1544

# THE DALTON WATSON COLLECTION



**A FREE BOOK WITH  
ALL ORDERS OVER £30!**

- |  |        |
|--|--------|
| <input type="checkbox"/> "The Coachwork of Erdmann and Rossi" by Rupert Stuhlemmer.                      | £19.95 |
| <input type="checkbox"/> "Duesenberg - The Pursuit of Perfection" by Fred Roe. 300 pages and 550 photos. | £27.50 |
| <input type="checkbox"/> "The Jaguar Tradition" by Michael Frostick. 208 pages, 350 photos.              | £10.00 |
| <input type="checkbox"/> "Bentley Fifty Years of the Marque" by Jonnie Green. 600 photos and 300 pages.  | £19.95 |
| <input type="checkbox"/> "The Complete Guide to the Ferrari 308 Series" by Wallace Wyss. 120 photos.     | £7.95  |
| <input type="checkbox"/> "Coachwork on Rolls-Royce 1906-1939" by Lawrence Dalton. 448 pages, 700 photos. | £19.95 |
| <input type="checkbox"/> "Those Elegant Rolls-Royce" by Lawrence Dalton. 320 pages, 650 photos.          | £19.95 |
| <input type="checkbox"/> "A.C. and Cobra" by John McLellan. 175 pages, 315 photos.                       | £14.50 |
| <input type="checkbox"/> "Pimintanna: Architect of Cars" by Michael Frostick. 214 pages, 500 photos.     | £10.00 |
| <input type="checkbox"/> "Vanden Plas - Coachbuilders" by Brian Smith. 302 pages, 500 photos.            | £22.50 |
| <input type="checkbox"/> "Rolls-Royce in America" by John Webb de Campi. 256 pages, 446 photos.          | £19.95 |
| <input type="checkbox"/> "The Complete Guide to the Volvo 1800 series" by John Creighton. 120 photos.    | £7.95  |
| <input type="checkbox"/> "Pinin Farina, Master Coachbuilder" by Michael Frostick. 190 pages, 500 photos. | £10.00 |
| <input type="checkbox"/> "The Mighty Mercedes" by Michael Frostick. 212 pages, over 500 photos.          | £10.00 |
| <input type="checkbox"/> "The Magic of MG" by Mike Allison. 212 pages, over 500 pictures.                | £10.00 |
| <input type="checkbox"/> "BMW: The Bavarian Motor Works" by Michael Frostick. 206 pages, 350 photos.     | £10.00 |
| <input type="checkbox"/> "Lancia" by Michael Frostick. 208 pages, 400 photos.                            | £10.00 |
| <input type="checkbox"/> "The Legendary Hispano-Suiza" by Jonnie Green. 235 pages 450 illustrations.     | £10.00 |
| <input type="checkbox"/> "The Rolls-Royce Phantom II Continental" by Raymond Gentile. 450 photos.        | £22.50 |
| <input type="checkbox"/> "Aston Martin and Lagonda" by Michael Frostick.                                 | £10.00 |
| <input type="checkbox"/> "85 Jahre Berliner Automobile-Ausstellungen" by Rupert Stuhlemmer.              | £27.50 |
| <input type="checkbox"/> "Bedford" by Michael Sedgwick.  | £7.95  |
| <input type="checkbox"/> "The Complete Guide to the Triumph TR7 and TR8" by William Kimberley.           | £7.95  |
| <input type="checkbox"/> "The Classic Twin-Cam Engine" by Griffith Borgeson. 275 pages, 314 photos.      | £27.50 |
| <input type="checkbox"/> "Vauxhall" by Michael Sedgwick. 250 photos.                                     | £7.95  |
| <input type="checkbox"/> "From Cyclecar to Microcar" by Mike Worthington-Williams.                       | £9.75  |

Please tick desired title(s) in the box(es) provided above. All books subject to availability at time of going to press.

To take advantage of our special offer, indicate title of your free book.

Title of free book: .....

Name: .....

Address: .....

Cheque included

MS 1/85

Please include £1.00 per book for postage and packing

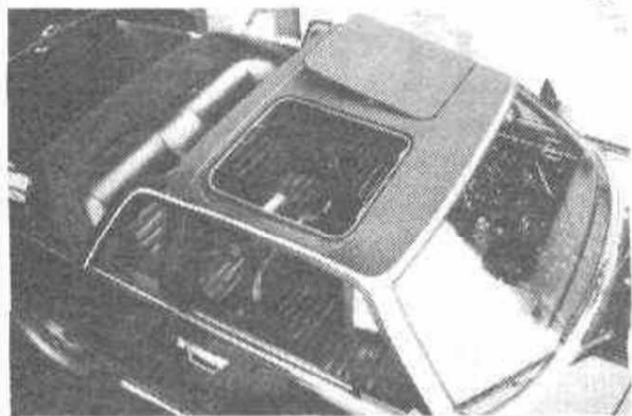
I would like to be on the Dalton Watson Mailing List  OFFER CLOSING 31.3.85

DALTON WATSON LIMITED, PUBLISHERS, 5 STRATHEARN PLACE, LONDON, W2 2NG

All books subject to availability at time of going to press

## JAGUAR XJS

5.3 Cabriolet conversion, retaining 4-seat configuration. Conversions as illustrated in pictures below. Your existing car converted, or cars already converted supplied.

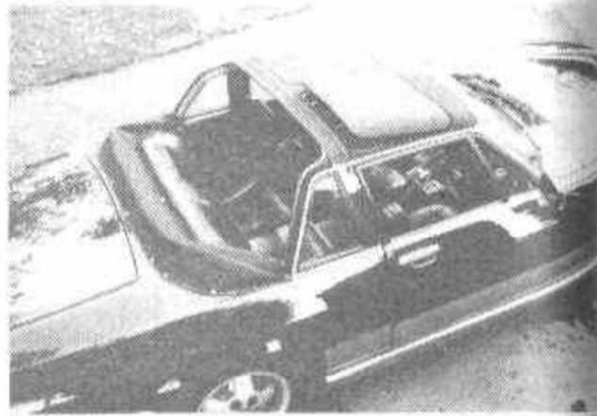


1982 HE. BLACK, BLACK TRIM, XJS FOR SALE. £12,000 (NOT CONVERTED)

CONVERSIONS FROM £3,400 + VAT. RE-TRIMMING AND PAINTING FACILITIES AVAILABLE. PHONE:

**BAS BANBURY AUTO SERVICES**

NORTH BAR PLACE,  
BANBURY.  
Tel: (Banbury) 62290  
Ask for Mr. Steeley.



# MOTOR INSURANCE

TO RECOVER YOUR LOSS WITH SECURITY  
BEA AND LEICESTER COMPANIES ONLY. PHONE

HYDE PARK  
INSURANCE CONSULTANTS  
10 WESTBURY ROAD, LONDON W11  
ANNUAL GREEN CARDS AVAILABLE

INSTALMENT  
PLAN  
AVAILABLE  
IMMEDIATE COVER

01-221 2222

**LAMBERT LTD** OPP. PLESSEY CO.  
LEY STREET

(MODELS) 309 LEY ST., ILFORD, ESSEX 01-478 5659  
Telex 21120 REF 285

## PORSCHE 935



1/43rd metal kit of the Porsche 935 as driven by Preston Henri at Daytona 1983. This was the last 935 to win a major race, comes complete with rubber like tyres, decals and photo/etched parts. Also available the version that was 2nd at Daytona in 1984. Price inc. postage £18.00  
Just in, the Corvette 'Valvoline' as raced at Daytona 84, price as above.

Send for our latest catalogue containing over 60 pages of kits, bits, accessories, decals, building hints, etc. Price £1.00 UK. £2.00 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, Charge, Mastercard, 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



## 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 A.C., Gilbern, Ginetta, Lotus Seven, Marcos, Morgan, Scimitar, Trident, TVR, Capri, Cortina, Escort, 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 £258, V6's £297.

But why not have a more EFFICIENT Tuned Unit with new parts. Built for road use to give more POWER and ECONOMY whilst remaining TRACTABLE. We prefer you to see the engine built.

TUNED ENGINES from:	STAGE 1	2	3	We also do Big ones for small:
105/1500	£255	£312	—	1600 Stage 1 for 1300 Fiesta £240
All X/Flows	£278	£353	£395	1600 for 1300 X/Flow £245
All OH Cams	£349	£447	£574	2,000 OHC for 1600 OHC £316
All V4's	£370	£448	£588	2,000 V4 for 1700 V4 £296
All V6's	£436	£519	£704	3,000 for 2,500 V6 £342
2.3 & 2.8 V6's	£757	£872	—	TRIUMPH STAG V6 CONVERSION from £1,580

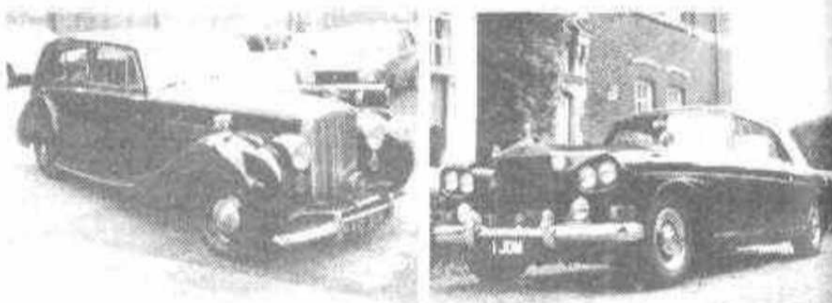
Tuned Engines include: Gas Flowed Heads, Larger Valves, Modified Cams and Carbs, Tufftrided Cranks, Balanced and Overbored etc.  
Machining, Exchange Heads from £28. Exchange Crankshafts. 3-Hour Reboring service by appointment.

Try our Tuned Cars: Fiesta 1.6+ P100 pickup 2.0+ Hensen 3.1 Stage 2

1 DAY FITTING

## HEALEY BROS (A.E.) LTD

SPECIALISTS IN  
ROLLS-ROYCE & BENTLEY CARS



- 1964 Rolls-Royce M.P.W. Convertible. Extensively restored.
- 1949 Bentley Mark 6 by Hooper. Good original condition.
- 1972 Rolls-Royce Silver Shadow.
- 1926 Bean Short Fourteen. Carefully restored.
- 1964 Rolls-Royce Silver Cloud 3.

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

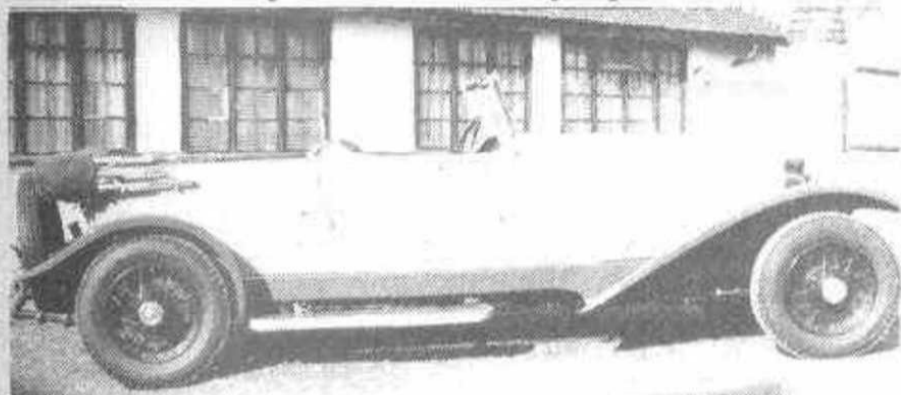
# Old Forge Garage

Broad Oak, Brede, Nr. Rye,  
East Sussex.

Telephone:

0424-882696 Evenings 0679 63573

Rolls Royce and Bentley Specialists



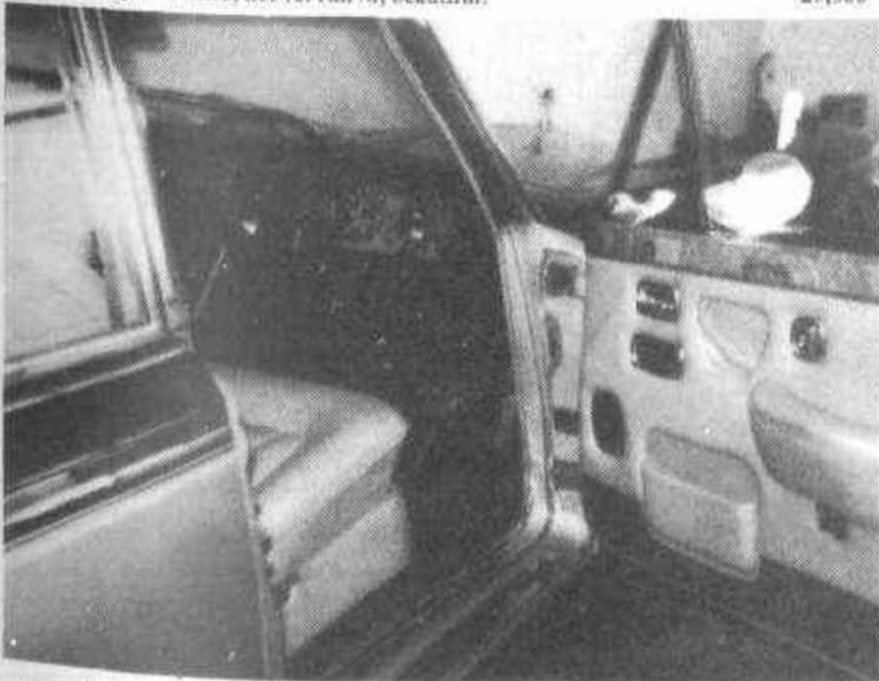
1930 Rolls Royce Phantom II Open Tourer.

£35,000



1967 230SL Mercedes Benz. White, white hard top, black interior, £2,500 spent on complete engine rebuild, not yet run in, beautiful.

£9,500



- 1974 Rolls Royce Silver Shadow. Peacock over shell grey. White band tyres. £11,250
- 1976 Rolls Royce Silver Shadow. Silver mink over Peacock blue. £14,250
- 1974 Rolls Royce Silver Shadow. Cardinal red with tan interior, white band tyres. Full service history. £12,250
- 1971 Rolls Royce Silver Shadow. Caribbean blue, FSH, 72,000 miles. £9,800
- 1971 Bentley T Type. Green with tan interior, 105,000 miles, FSH, special order. £8,800
- 1980 Volvo Estate. Leather seats, electric windows, shell grey, black interior, low mileage. £5,000
- Toy Rolls Royce Corniche Convertible cars, electrically operated. Headlights, flasher units, built-in charge, ideal for young children. £200

We wish to thank our customers for all their support this year and take this opportunity to wish them and our friends a very happy and prosperous New Year.

\*Interesting cars such as these are taken in part exchange against Rolls Royce and Bentley cars.

## Apollo Race & Rally Wear Limited

BROCHURES 1985 AVAILABLE (please send SAE)  
TEAM JACKETS & RACEWEAR CAN BE MADE TO ORDER  
NEW RANGE NOW AVAILABLE FROM STOCK

(All garments manufactured and designed by Apollo available in team supporters colours)

SIZES  
Jackets & waistcoats 36-44  
Jumpers S M L  
Racewear 36-44  
Gloves & underwear S M L



← Black with gold trim quilted jacket (95T TURBO LOTUS) £19.95



APOLLO JUMPERS } £7.25  
Navy triple stripes (BMW)  
Navy (FERRARI)  
Navy (PORSCHE)  
Navy & white (RS Ford) £9.95

Navy with triple piping quilted jacket (BMW M1) £17.50



APOLLO WAISTCOATS  
Royal with white piping (MARTINI) £7.95  
Navy with triple piping (BMW M1) £10.95  
Red (FERRARI) supersoft thick quilt £11.95



← Navy and white quilted jacket (RS FORD) £16.95



← Navy with triple piping (BMW M1) Lightweight (unquilted) jacket £11.95

white quilted jacket (BMW SPORT) £19.95



Navy with triple piping quilted forest jacket (RS FORD) £25.50



Pale grey quilted jacket with zip-out sleeves (PORSCHE) £25.50

APOLLO RACEWEAR  
International Nomex 1 piece (blue) £75.00 →



Navy quilted jacket with zip-out sleeves (BMW Executive) £29.50



← Quilted 3 layer Nomex 1 piece (blue) £189.50

APOLLO RACEWEAR  
Proban 1 piece (pale blue) £24.50



Budget Nomex → 1 piece (cream) £39.95



← Stone with red piping quilted jacket (FERRARI V6 TURBO) £21.50



Navy and beige quilted jacket (ROTHMANS) £24.50

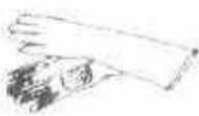


Charcoal and silver grey quilted jacket (QUATTRO AUDI) £24.95



(XR3i) mid blue quilted jacket with corduroy trim and navy piping £19.95

**BY POST**  
PERSONAL CALLERS WELCOME  
MON-FRI 9.30-5.30



RACEWEAR ACCESSORIES  
Nomex socks £6.95  
Nomex boots £32.50



← (GOLF GTI) charcoal grey with silver piping quilted jacket £19.95

Nomex balaclava £5.95 & £8.95  
Nomex underwear (set only) £33.50

Nomex gloves (white) £16.25

Nomex gloves (blue) two layer £22.50



Navy and cream lightweight jacket (unquilted) (PARMALAT) £14.95



28 Cato Street North, Nechells, Birmingham B7 5AN, England  
Tel: 021-359 5383 & 5363. Telex: 335776

NAME \_\_\_\_\_ Cross Box - Cheque - PO - Access - Visa  
ADDRESS \_\_\_\_\_

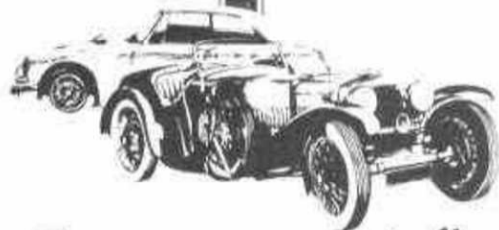
CARRIAGE: £1.50 on jackets, waistcoats, boots & overalls  
75p on jumpers  
50p on small items

ALL PRICES INCLUDE VAT  
Prices subject to alteration without notice

Plus postage  
Total £

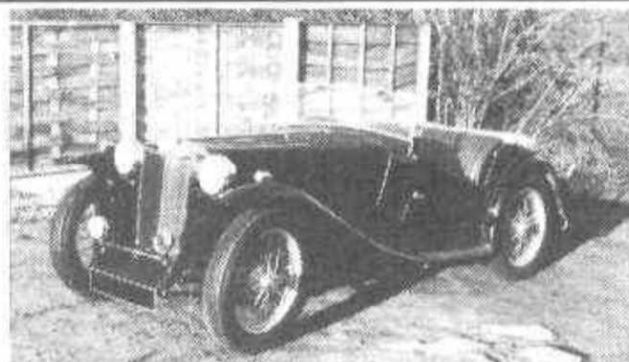


# PLUS 4



For sporting cars of all ages

PLUS 4 MOTORS 061-427 1876



**MG TC 1946.** Ivory with beige leather. Total restoration to highest standards. £10,500.



**MORGAN MX4 1935.** Motorcycle Show exhibit 1934. Cream with brown leather. Superb condition.

We always have 15-20 cars in stock. These currently include:

**MG TD2 1953.** Green with green interior. Very good condition. £6,250.  
**MG PB 1935.** Green with original green leather. New MoT. £6,250.

**JAGUAR XK 140 DHC 1955.** Pale green, new red leather. Wire wheels, recent engine rebuild. New MoT.  
**MG TD2 1953.** Black with red leather. Restoration just completed. £9,500.

Our office is open throughout the day and most evenings and weekends.

## FREE INFORMATION ON MODEL RACING CARS

To keep informed on our latest 1/76 Piccolino releases hoped for by December 1984, Alfa Romeo T33, Aston Martin Nimrod, BRM P154, Caterham 7, Chevron B8 — 16 — 19 — 36, Connaught A, Ferrari 330 P4 — 512S — Dino, Ford GT40, Jaguar D's — XJR5, Lola T70, Lotus 16 — 47 — Europa, McLaren M1 — 6 — 8, MGA, Porsche 906 — 917 — 956 — Canon — David — Rothmans, Spice Tiga, Vanwall Spa. In Kit Form from £4.03 and Finished from £5.31. Write Bellini Freepost DEPT P135 Charwell House, Wilsom Road, Alton, Hants GU34 2BR.

## MOTOR INSURANCE

- \* LOWEST RATES \*
- \* YOUNG DRIVERS \*
- \* SPORTS CARS \*
- \* CONVICTED DRIVERS \*
- \* INSTALMENTS \*

All policies underwritten by Lloyds or BIA companies.

Phone us **NOW!!**  
01-882 7157 (4 lines)

Barrington, Allan & Co.  
65 Chase Side, Southgate, London N14 5BU

## Straight Six 6

GEMINI HOUSE  
HIGH STREET,  
EDGWARE, MIDDX.  
01-951 0188/9



**E Type Roadster V12.** 16,000 miles only. Azure blue, automatic. £16,000



**E Type Roadster 3.8 Ser. I.** Flat floor model. British racing green. £12,000

**AC 428 Convertible.** One of only 29 made. 7-litre, auto., one owner, silver. £25,000  
**Dee Type Replica by Wingfield.** Long nose, fin, full width screen, BRG. £22,500  
**XK 120 Roadster.** Alloy body number 14. Totally restored, Old English white. £22,500  
**AC Ace / Cobra.** Genuine Alloy bodied ace, fitted with 289 cu V8. Ring for details. £17,950  
**Ferrari 330 GT 2-2 Mk II.** Rebuilt throughout, chrome Borrani wires, blue. £16,000  
**Bentley Continental S2 Flying Spur.** Coachbuilt by James Young. Very rare. £15,000  
**Ferrari 330 GT 2-2 Mk II.** Chrome Borrani wire wheels, beautiful condition. £13,500  
**XK 120 Fixed Head.** Totally restored, finished in black with a tan interior. £12,500  
**XK 150 Fixed Head.** Totally restored, Jaguar prototype car, ex Ivor Bueh. £12,500

## FULL LEASING AND HIRE PURCHASE FACILITIES



**XK 120 Roadster.** British racing green, spats, rebuilt engine, excellent value. £10,000



**Ferrari 246 Dino Spyder.** Firefly yellow, 40,000 miles, exceptional condition. £16,000

**XK 150 Drop Head.** Rebuilt engine and gearbox, re-trimmed, new chrome wire wheels. £12,500  
**XK 150 Fixed Head.** Totally restored, 1,000 miles only since completion. £10,000  
**Bristol 411 Mk III.** Two 411's currently in stock. A lot of car for the money. £7,450  
**Triumph TR3A.** Totally restored at great expense. Signal red. £6,500  
**Jaguar Mk II 3.8.** Manual transmission with overdrive, BRG, chrome wires. £6,500  
**Aston Martin DB2/4 Mk II.** Rebuilt engine and in fine mechanical condition. £5,950  
**Bristol 407.** A very good example having had much work done at the factory. £5,500  
**Jensen Interceptor III.** Finished in maroon, fitted with all usual refinements. £4,950  
**Jaguar Mk II 2.4.** Light blue metallic, manual transmission, wire wheels. £2,950  
**MGA Coupe.** 1600 cc Mk II, finished in Old English white. £2,450

**FOR SALE — continued**

**FERRARI 308GTS.** Oct. 78. Red / black hide, 21,700 miles, Maranello s/history, air conditioned, spoiler, new P7's, new clutch, just fully serviced, as new throughout. £15,995. Prex. Warranty available. Tel: 0243 780365/863753. (77594)

**STAG.** 1977. Auto., hard & soft top, immaculate, in white, MoT. £3,250. Finance available. Do not be confused. This is a nice car. Tel: Saddleworth 2178 / 3833. (77665)

**QUATTRO TURBO COUPE.** 1983. Silver, 16,000 miles. All usual refinements, outstanding condition. £13,950. (May take 1800 GTI Golf in p/ex.) Tel: Bristol 643194. (77670)

**TRIUMPH TR6.** Green, 1973, L-Reg, 9 months MoT, 6 months tax, good condition, hard / soft tops, AA inspection invited. Offers in excess of £2,300. Tel: Midhurst 2279. (77064)

**TRIUMPH TR6.** 1972. Excellent condition. Low mileage since professional mechanical and body restoration. Waxoyled, H/T / S/T / hoodbag / tonneau, o/drive, £3,400. Tel: Tavistock 66241 (days) / Mary Tavy 652 (evenings). (77367)

**BMW 3.0 CSI** 1974. New front wings, tyres, sills, front discs, exhaust and windscreen. Looks good inside and out. £2,800 or offers. Tel: Cholsey (Oxon) 651155. (77687)

**MGB GT** 1974. White, excellent condition, mileage, engine 22,000 miles. £2,000 ono. Tel: Bloxwich 75323. (77686)

**LOTUS ELAN +2** 1968. Excellent condition, 6,300 miles, full history, long MoT. £1,950. Tel: 0276 65825. (77689)

**ASTON MARTIN DBV8.** Gleaming red with black upholstery, superb condition, recent engine overhaul, 1973, 1 year's MoT, very fast car, will part exchange. £5,950. Tel: 0621 869335 Essex. (77690)

**MORGAN 4/4** 2 seater 1600. 1979, under 9,000 miles, red body, black interior W/W and other extras £6,500 ono. Tel: 0909 730461 (day). (77691)

**PORSCHE 911 COUPE.** black, 1969, i.h.d., full turbo coachwork, wide Porsche special alloy wheels, new tyres, ventilated brakes, excellent stereo, cloth Recaros, electric windows, etc., superb condition. £4,500. Tel: (0932) 223213. (77692)

**LOTUS ELITE** 1974. Full restoration and engine rebuilt in last 400 miles, long MoT, genuine reason for sale. £4,250 ono. Tel: (0249) 657531. (77775)

**FOR SALE — continued**

**BMW M535i,** 1981 series, alpine white, sunroof, electric windows / mirrors, Mahle wheels, Recaro seats, PAS, low mileage, excellent condition, £9,450. Tel: Chester 674397 evenings / weekends. (77776)

**KOUGAR JAGUAR,** 4.2-litre. 1981, maroon, blue leather upholstery, full weather equipment, 11,000 miles, £8,250. Tel: 082572 2133. (77777)

**1982 INVICTA,** 1½ supercharged OHC Blackburne short chassis 2 / 4-seater. Extensive rebuild over past 14 years, recent MoT, £9,500 or would exchange with cash either way for Supersport or Colmore Nash. Tel: 0763 61368. (77778)

**1947/8 VAUXHALL J14.** Resprayed, re-upholstered, 95% original, new tyres, etc., etc. £3,750. 0481 65428. Guernsey. (77779)

**LOTUS ELITE 501.** 1978T, P.A.S., 41,000 miles, F.S.H., bronze cloth upholstery. £4,800. Tel: 0962 66963. (77781)

**MATRA MURENA** 1600 3-seater sports. 1981, red, director's toy, exotic car, Talbot mechanicals plus 30 mpg for only £4,495. 01-794 7009 daytime. (77783)

**LOTUS SEVEN S4** 1970 160 bhp Vagantune Lotus twin cam, 8 months MoT. £3,700. Tel: Ogmere Valley (0656) 840691. (77785)

**INNOCENTI DE-TOMASO MINI.** 1275. 1980, silver, beautiful and quite rare. £1,775. Tel: 0283 712407. (Staffs). (77786)

**1974 MGB V8.** 75,000 guaranteed miles, much money spent, many extras, superb condition. £3,600. Tel: 045423 265 (Avon). (77789)

**BENTLEY 4-SEATER TOURER,** replica body, P.100 headlamps, all weather equipment, outside handbrake, slab tank. This car is in fine order, MoT tested and taxed, first reg, 1947, original reg no KMA 10 and it is open to any inspection. Offers over £5,000 considered or would take in exchange Alvis 12.50, Vintage, Edwardian or Veteran. Tel: Roger Firth, 061 303 9127. (77790)

**JAGUAR MKII 3.8 MANUAL.** 1967, overdrive, wire wheels, Webasto roof, radio, long MoT, outstanding condition, bargain. £2,500. Tel: 0222 707095. (77903)

**SUNBEAM ALPINE.** 1964, Mark 4, 1,592 cc, MoT, hard top, moonstone, new engine, £1,350 spent on bodywork recently, little more work needed for complete restoration, suit enthusiast, must be road-tested to appreciate, full service history. £1,850. Tel: Bristol 567432. (77905)

DID YOU KNOW IT'S TRADITIONAL TO CHANGE YOUR MG AT THIS TIME OF YEAR? WHAT YOU DO IS RING STAINES 55388 AND UTTER THE ANCIENT INCANTATION "I WANT TO SELL YOU MY MG" AND THEN YOU DRIVE TO RICHARDSON'S AND THEY WELCOME YOU WITH TRADITIONAL CRIES OF JOY AND PRESS MONEY INTO YOUR PALM, EVEN FOR A CLAPPED-OUT MG (THEY'LL DISMANTLE IT FOR THEIR HALF-ACRE OF SPARES) AND THEN YOU'LL PROBABLY WANT A NEWER MG SO YOU RING STAINES 55388

WE DO WISH YOU'D STOP CHEWING OUR CARPET MR RICHARDSON

**RADIO CONTROLLED RACING MODELS**

Rallycross or circuit racing types, powered by rechargeable Nicads or 1½ bhp IC engine (30,000 rpm) as featured on BBC2 Top Gear programme. 2 or 4 wheel drive vehicles. Prices start around £100 inc. radio for electric models and from £140 for a basic IC car. Club circuits all over UK. Competition possible at all levels. Club, national or international. Off-road type vehicles will run in any large garden or open space. Racing cars 0-60 mph in 3 sec. Yes 3 sec. We can advise you. We are the experts involved in the hobby since 1941. For more information Tel: 0689 55313 or send large s.a.e. to T.L.M.C.

**TED LONGSHAW MODEL CARS**

P.O. BOX 89, ORPINGTON, KENT.

**GOLD SEAL SPORTS CARS**  
01-764 7662/3



**£9,995 BMW 728IA 1982 Y REG.** Metallic opal with pine trim, electric sunroof, electric windows, Pioneer radio etc.



**£9,995 LOTUS ESPRIT 2+2 1981.** Black with gold coachlines, Sunroof, radio cassette, full service history.



**£7,995 PORSCHE 924 TURBO 1980 MODEL.** Metallic onyx with black and white check pasha trim, factory sunroof, radio cassette etc.



**£6,995 MERCEDES 230 C COUPE 1979 V REG.** Metallic rose with biscuit cloth, central locking, tinted glass etc.



**£5,995 BMW 323I 1981.** Alpine white with pacific cloth, 5 speed gearbox, alloy wheels, rear spoiler, tinted glass, radio cassette etc.



**£3,995 RENAULT FUEGO 2.0 GTX 1981.** Metallic silver with grey cloth, PAS electric windows, alloy wheels, radio cassette etc.

**£14,995 BMW 635 CSI AUTOMATIC 1982.** Henna red with black leather, Recaro seats, electric sunroof, Pioneer radio cassette etc.

**£8,995 PORSCHE 924 LUX 1982 MODEL.** Guards red with tan Berber trim, factory sunroof, PDM, radio cassette.

**£8,695 BMW 525i AUTOMATIC 1982.** Basalt blue with pacific trim, factory sunroof electric windows, ABS brakes, Pioneer radio cassette, electric aerial.

**£8,495 MERCEDES 280 E 1981.** Signal red with biscuit cloth, electric sunroof, front and rear headrests, radio cassette, 32,000 miles, history.

**£6,995 BMW 728i AUTOMATIC 1980 W REG.** Alpine white with anthracite cloth, factory sunroof, headlamp wash wipe, tinted glass, central locking.

**£6,995 SAAB 900 TURBO 3 DOOR 1982.** Cirrus white with chocolate velour, sunroof, electric windows, electric mirrors, alloy wheels, 5 speed gearbox, radio cassette etc. History.

**£6,495 DATSUN 280 ZX TARGA 2+2 1982 Y REG.** Metallic deep red with tinted roof panels, radio cassette etc, 19,000 miles only.

**£6,295 VW GOLF CABRIOLET GLS 1982.** Metallic red with wine interior, one owner, most attractive.

**£5,995 BMW 323i 1981.** Henna red with anthracite cloth, 5 speed gearbox, alloy wheels, headlamp wash wipe, front and rear spoilers, radio cassette.

**£5,995 FORD CAPRI 2.8i 1982.** White with grey cloth trim factory sunshine roof, alloys etc.

**£5,695 VW GOLF GTI 1982 Y REG.** Mars red with bodystyle kit, twin headlamp grille, sunroof, alloy wheels, radio cassette, alarm system, one owner.

**£5,495 MERCEDES 250 AUTO 1979.** Classic white with tan trim, central locking, tinted glass, radio etc.

**£4,995 VOLVO 262C COUPE 1979.** Rare Bertone 2 door coupé, metallic silver with black hide, manual with overdrive, air conditioning, electric windows, alloy wheels, radio cassette.

**£4,995 ASTON MARTIN DSV8 AUTOMATIC 1971.** Regal red, little used since vast expenditure at Aston Martin agents.

**£4,995 TALBOT SAMBA CABRIOLET 1983.** Bright red with light grey cloth.

**£4,995 JAGUAR XJS 1978 T REG.** White with cinnamon hide, all usual luxury features, air conditioning, radio cassette etc.

**£4,695 VW SCIROCCO GTI 1981.** White with red trim, sunroof, alloy wheels, radio cassette, 24,000 miles only.

**£4,495 BMW 316 1800 1981 MODEL.** Safari beige with anthracite cloth, factory sunroof, radio cassette.

**£4,495 BMW 320 AUTOMATIC 1980.** Polaris silver with pacific cloth, radio cassette etc.

**£3,795 FIAT MIRAFIORI 2000 TC 1983.** Metallic silver with grey cloth, sunroof.

**£3,695 RENAULT FUEGO 2.0 TX 1981 MODEL.** Metallic blue with PAS radio cassette, alloy wheels, electric windows etc.

**£3,495 BMW 728 MANUAL 1978.** Metallic arctic blue with grey cloth, factory metal sunroof, twin electric mirrors, central locking, tinted glass, radio cassette.

**£3,495 FIAT MIRAFIORI 2000 TC 1982 Y REG.** Metallic bronze with tan trim, 19,000 miles.

**£2,995 ALFASUD 1.5 SPRINT VELOCE PLUS 1981 X REG.** Metallic bronze with biscuit and brown interior, alloy wheels, radio etc. 21,000 miles. Most attractive.

**£2,995 RENAULT FUEGO TS 1981.** Metallic gold with tan cloth trim.

**£2,695 MERCEDES 280 E 1976.** Metallic brown with biscuit cloth, electric sunroof, radio cassette.

**£2,395 VOLVO 244 GL AUTOMATIC 1978 T REG.** Metallic ice green with black leather interior, factory sunroof, radio cassette.

**£1,795 FIAT 131 1300 CL 1980 W REG.** Finished in grey with tan trim.

**RARE CARE** CAR CARE EXTENDED WARRANTY AVAILABLE ★ WANTED QUALITY SPORTS CARS FOR CASH ★ FINANCE & LEASING FACILITIES AVAILABLE

TEL: 01 764 7662/3  
620 628 STREATHAM HIGH ROAD, STREATHAM, S.W.16.

### PORSCHE 356A 1958



The best known 356A in the UK. Featured in several recent Porsche books including Great Marques Porsche, pages 16, 17, 22 ad 23 and The Classic Porsche, pages 24 and 25. Also featured in the December 1983 edition of Classic & Sports Car Magazine. Currently undergoing a total cosmetic rebuild by D.K. Engineering to 100% Concours standard, making it the ultimate right-hand drive 356A. Price £9,000 as is or £12,500 when completed.

Serious enquiries to David Edelstein on 01-723 5626

DO YOU HAVE THE WORRY OF SELLING YOUR VINTAGE OR CLASSIC SPORTSCAR? IF SO WHY NOT CONTACT US, THE SPECIALISTS, AND LET US SELL IT FOR YOU. WE UNDERTAKE TO PROMOTE, DEMONSTRATE AND SELL SEVEN DAYS A WEEK. WE WORK ON A COMMISSION BASIS TO BE NEGOTIATED, AND ADVISE YOU, ON TRUE MARKET VALUE. OUR MARKETS ARE WORLDWIDE. EXPERT RESTORATION ALSO UNDERTAKEN AT KEEN PRICES FROM SMALL COSMETIC WORK TO COMPLETE REBUILDS. TELEPHONE OR WRITE TO:

#### NIGEL DAWES

Birtsmorton Court, nr Malvern, Worcestershire, England  
Tel: Birtsmorton (068 481) 525



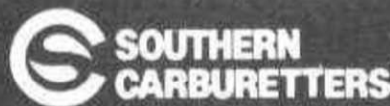
## PIPERCROSS

### "HIGH-TECH" REPLACEMENT FILTERS

Direct replacement filters giving up to 10% fuel savings with power improvements 12,000 miles service life.

PP17 Panel filter	
Jaguar type	£7.47
PP30 Ford XR2	£6.67
PP31 Ford XR3	£6.90
PP38 Ford XR3i, RS1600i, Capri 2.8i, Golf GTI Mk2, Opel Manta GTE	£7.47
PP40 Golf GTI Mk1	£8.16
PP41 Astra GTE, Cavalier SRI	£7.47
PP42 Sierra XR4i, Granada 2.8i	£7.47

Prices include VAT  
Post & Pack. £1.50/filter  
Access/Barclaycard accepted.



#### Crawley

Unit 14 Oakwood Industrial Park  
Gatwick Road Crawley  
Sussex RH10 2AZ  
Tel: 0293-547841 or 547842

#### Wimbledon

49 The Broadway  
Wimbledon London SW19  
Tel: 01-540 2723 or 8128

## The Tom Walkinshaw Racing Jaguar-XJS is the subject of the first in a series of Limited edition prints



This high quality full colour print has been reproduced from a superbly detailed original airbrush drawing by M. A. Lacey. Each copy is one of 850, signed and numbered by the artist.

Finished size is 20" x 30" available unframed or ready mounted and set in an elegant BRG glass fronted frame. Prices: Unframed £21.95 each. Framed £49.95 each. Overseas customers please phone for quotation.

M. A. Lacey 222 Barn Mead Harlow Essex  
Telephone (0279) 37936



### SPECIALIST USED CARS

1984 ALFA ROMEO GULIETTA 1.6. Red, delivery mileage only.	£5,850
1984 ALFA ROMEO SPRINT 1.3. Metallic green, stereo.	£5,495
1982 ALFETTA 2-LITRE. Red, grey velour interior, sunroof, radio.	£3,995
1980 ALFA ROMEO SPRINT VELOCE. Black, radio, 1 owner, supplied and serviced by us.	£2,595
1983 LOTUS EXCEL. Metallic blue, air conditioning, pas, leather trim, 1 owner.	£12,995
1981 LOTUS ECLAT. Pale green metallic, black cloth interior, power steering, stereo, one owner, supplied and serviced by us.	£9,995
1983 COLT STARION. Metallic blue, grey leather interior, electric steel sunroof, one owner, supplied and serviced by us.	£8,495
1983 COLT MIRAGE TURBO. Hatchback, red, black upholstery, stereo, supplied by us.	£3,995
1981 COLT 1200 GL. Hatchback. Blue, one owner, low mileage.	£2,495
1982 MORGAN 4/4 2-seater. French blue, black leather interior, wire wheels, low mileage.	£8,495
1980 MORGAN 4/4 2-seater. Brown with beige interior.	£6,995
1982 BMW 323i. Red, tan upholstery, sunroof, stereo.	£7,495
1983 VOLKSWAGEN GOLF GTi. Metallic green, one owner, sunroof, stereo.	£5,995

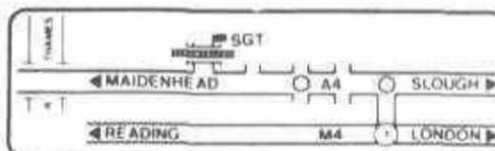
## Lotus Morgan SCIMITAR

Station Garage  
Station Road Taplow  
Maidenhead Berks  
Tel: Burnham

(06286) 5353/64044

SALES DIRECT LINE (06286) 4866

OPEN 8.30-6.00 MON-SAT



## Garnetts of Guiseley Ltd

LOTUS/PANTHER  
KALISTER 83 REG. 2.8 L. Silver, 6,000 miles—save approx £4,000 at £8,995  
LIMA T-REG. Claret / silver, wire wheels. £3,995

PANTHER J.72. Red with black hide, 10,000 miles recorded, replacement cost in excess of £30,000 only. £12,750

ECLAT 79-REG. Gold / Champagne leather, stereo, pas, 41,000 miles. £8,295

ECLAT. Fully converted, white, 21,000 miles recorded, stereo, s/roof. £5,995

MERCEDES  
MERC 350 SL 78-REG. Metallic bronze, hard top / soft top, one owner, 38,000 miles from new, superb, only. £11,995

MERC. 350 SL. Red / black trim, stereo, 88,000 miles, full service history, hard top / soft top, private No. available. £6,995

MERC. 230 Y-REG. Air con., stereo, manual, 22,000 miles (Manufactured Dec. 79). £7,995

SPORTS CARS  
JAGUAR XJS HE. X-REG. Chestnut metallic / tan hide 28,000 miles. £13,295

JAGUAR XJS 80-REG. Met green over gold, brown velour HE line Compomotive wheels, stereo, 27,000 miles recorded. £8,995

PORSCHE 924 LUX 81 Series Guards Red / Berber Trim, s/roof, PDM stereo, lettering. 43,000 miles. £7,995

FIAT X19 82 REG. Met. Burgundy cream trim, 16,000 miles. £4,995

SCIMITAR GTE AUTO 78 REG. Blue over gold, stereo alloy wheels, 66,000 miles, virtually one lady owner from new. £3,995

ALFASUD 1.3 SUPER 79 REG. Yellow Stereo, one owner, 24,000 miles only. £1,295

EXECUTIVE SALOONS  
BMW 738 i AUTO Y-REG. Met, silver s/roof, stereo, 39,000 miles. £9,995  
GRANADA GHIA 2.3 W-REG. Metallic blue, s/roof, stereo, alloy wheels, 39,000 miles. £5,295

VOLVO 360 GLS A-REG. Met silver, stereo, factory sunroof, 18,000 miles, one owner. £4,995

METRO 1.3 HLS 82 REG. Metallic gold, radio, 29,000 miles. £3,495

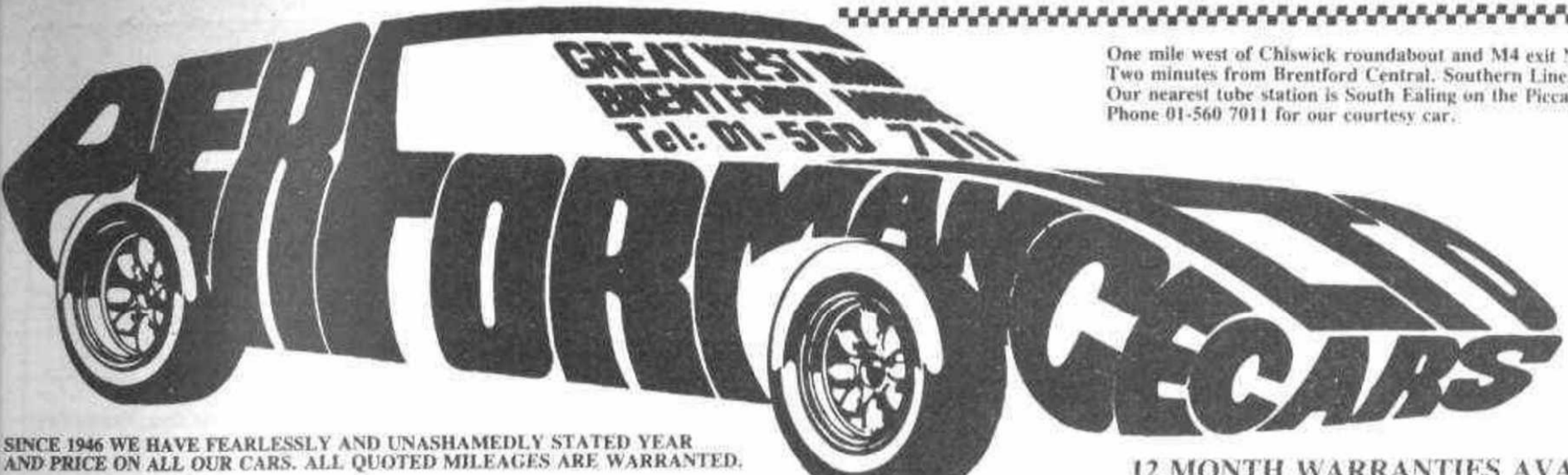
GRANADA 2-LITRE W REG. Blue vinyl roof, stereo, 38,000 miles. £2,995  
JAGUAR XJ6 4.2 Y-REG. Blue hide, stereo, one owner, fsh, 35,000 miles. £9,995  
JAGUAR XJ6 4.2 Y-REG. blue hide, stereo, one owner, fsh, 48,000 miles. £8,995

OPEN SUNDAY 1pm to 6pm  
20 Leeds Road, Rawdon,  
Leeds Tel: (0532) 502156

## Lotus

## Maserati





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.

SINCE 1946 WE HAVE FEARLESSLY AND UNASHAMEDLY STATED YEAR AND PRICE ON ALL OUR CARS. ALL QUOTED MILEAGES ARE WARRANTED.

12 MONTH WARRANTIES AVAILABLE

1949 Alford 81M Drophead. £18,000 spent, red / black trim	£8,500
1964 Austin Healey 3000 Mk. III. White / red leather, last owner six years	£5,650
1975 BMW 3.0 CSI Coupé. Green met, last owner since '77.	£2,795
1977 Daimler 4.2 Auto Sovereign 2-door coupé. Carriage brown, 39,845 miles.	£4,455
1964 Daimler Dart SP250 C Spec. Black / red, original log book.	£3,775
1979 Datsun 260Z Coupé. Red, radio / cassette.	£2,195
1977 Fiat X19. Blue, 45,410 miles, targa top, radio / cassette.	£1,795
1974 Jensen Interceptor Mk III. Automatic, green, 37,264 miles.	£3,975
1978 Lancia Beta 2000 Spyder. Beige, 53,610 miles.	£1,345
1973 Lotus Elan +2 1.30. Black, excellent history.	£4,295
1979 Lotus 501 Elite. Red, 46,208 miles, extras too long to list.	£5,445
1963 Lagonda Rapide. Automatic, original log book, history file. One of 55 made. Last owner five years.	£5,700
1977 Leyland Highwayman Motorhome.	£2,745
1969 Marcos 3-Litre. Red, sunroof.	£3,500
1982 Y Morgan 4/4 4-seater. One owner, 19,750 miles, green XR3 engine, lightweight body, tonneau cover, Ziebarted, many factory extras.	£7,995
1979 Porsche 924 Lux. Automatic, met silver, two owners only, electric windows, alloy wheels, sunroof.	£6,295
1972 Pontiac Grand Ville Convertible. Bronze, two owners only, elec. hood/windows	£2,495
1979 Saab 900 Turbo. Maroon, sunroof, many extras.	£3,345
1909 Sears, American high wheeler K model buggy, solid tyres, 2-cylinder air-cooled engine, tiller steering. Believed only one in England.	£7,500
1977 Scimitar GTE. Automatic, orange.	£2,695
1979 V Scimitar GTE. Automatic, blue, radio / cassette, pas, electric windows, Sundyn, Wolfraze wheels, warranted 38,569 miles.	£4,775
1982 Y ('81 model) TR7 convertible. Met red, choice of 5 others.	£4,445
1976 Triumph Spitfire. Yellow, choice of 5 from	£1,395
1965 Triumph TR4A. Red, overdrive, wire wheels, mohair hood.	£3,250

1973 Triumph GT6 MkIII. One family owner since new, red MG's £1,795

We have one of the finest selection of MG's in England, many one owner cars with warranted mileages. Please phone with your requirements.

Aston Martin. Choice of 3, 2 V8's - DB6, warranted mileages with history. from £3,995

SALOON CARS

1978 Alfa Romeo 2000 Alfetta, 48,411 miles, grey, £995. 1983 Citroen 2 CV6 Special, White, one lady owner, 6,977 miles, delightful, £2,495. 1983 (Aug) Ford Fiesta XR2, Red, one owner, 5,528 miles, sunroof, tinted glass, radio / cassette, rear wiper, underscaled Ford warranty July 86, £4,995. 1983 Austin 2-litre Ambassador, Gold, one owner, £2,995. Austin Maxi, Automatic, yellow, £1,295. 1973 Citroen CX 2400 GTI, White, electric sunroof / windows, £1,645. 1980 Austin Princess HL, White, one owner, 41,921 miles, £1,345. 1980 (Dec) Rover 3500 SE 5 door, Silver, 1 owner, sunroof, £3,495. 1982 Renault Fuego, Automatic, 33,880 miles, grey, £3,795.

JAGUARS

1981 XJS, Blue, one owner, 32,628 miles, full history, £8,995. 1978 XJS, Red, one owner, 42,343 miles, full history, £4,695. 1974 E-Type V12 Roadster, Hard / soft tops, automatic, red / black, chrome wheels, 43,369 miles, £9,450. 1977 5.3 Automatic XJ 12L, Silver, electric windows, £2,495. 1977 E-Type V12 2+2, Blue, 56,627 miles, Webasto sunroof, £7,775. 1971 E-Type V12 2+2, Blue, 56,627 miles, Webasto sunroof, £7,775. 1971 E-Type V12 2+2 Red / black, 26,004 miles, manual, radio / cassette, £7,775. 1974 XJ6 4.2, Brown, automatic, last owner 5 years, £1,195.

MERCEDES

5 superb cars: 1981 280 SL, 1 owner, hard / soft tops, 1981 450 SL, Hard / soft tops, full history, 1977 450 SL Coupé, 2 owners, 1977 200 123 Series, 1 owner, £3,495. 1976 240 Diesel, automatic, brown, £2,995.

OUR BUYING DEPARTMENT WOULD BE DELIGHTED TO PURCHASE ANY CARS OF THE TYPE WE SELL. PLEASE PHONE 01-560 7011.

PERFORMANCE CARS LTD. GREAT WEST ROAD, BRENTFORD, MIDDX. 01-560 7011

## 'SPORTS CARS IN THE SOUTH' AT Hamble Motors

A fine selection of beautifully kept and cared for cars, drawn from the gentle rural surroundings of Sussex, Hampshire, and Dorset; where cars have an easy life.

**PORSCHE—**  
 944 LUX 1984A. Guards Red, Black pinstripe trim, one owner, 2,800 miles only, factory elec sunroof, PDM, low profiles, radio / cassette etc. £16,995  
 924 TURBO 1980. Two tone Met Silver over Met Dark Blue, Black pinstripe trim, low mileage, FSH, sunroof, PDM, radio / cassette £7,995  
**BMW—**  
 320i (New Shape) 1983. Met Burgundy with Pearl Beige Velour trim, 1 owner, FSH, sunroof, radio / cassette. £7,995  
 323i 1982. Henna Red with Pearl Beige trim, 5-speed overdrive gearbox, factory sunroof, alloy wheels, 4-speaker radio / cassette, aerial, 1 owner, 28,000 miles only, FSH. £7,995  
**FORD—**  
 320 1981 X. Opel Green Met, Pine Velour trim, factory sunroof, 5 speed overdrive gearbox, one owner, FSH. £4,750  
 ESCORT CABRIOLET 1.6 INJ. 1984A. Met Silver, 1 owner, 7,000 miles, extra driving lamps, mint cond. £7,995  
**VW/AUDI—**  
 SIERRA XR4i 1983A. Black with striped Grey trim, 1 owner, 41,000 miles only, FSH and 3rd year "extra cover" warranty, sunroof, radio / cassette, twin e-mirrors & all features. £7,495  
 ESCORT XR3i 1983. Black, two tone Grey trim, 1 owner, FSH, sunroof, radio / cassette, alloy wheels with P6's, driving lamps. £5,495  
 ORION GHIA INJ 1984A. Met Nimbus Grey, 7,000 miles only, 1 owner, fitted full luxury pack inc sunroof, 4-speaker stereo / cassette, e/windows, c/locking. £6,495  
 SCIROCCO GTI 1983A. Mars red, grey int, sunroof, tinted glass, rear wash wiper, one owner, 8,000 miles, FSH, mint condition. £6,995  
 AUDI COUPE GT 1981X. Met Inari Silver with matching check trim, one owner, low mileage, full service history, fitted sunroof and radio / cassette. £4,995  
**MG—**  
 GOLF GTI 1600 1983A. Black with striped cloth trim, one owner, 14,000 miles only, FSH, radio / cassette. £5,995  
**PEUGEOT—**  
 METRO 1300 1983A. Met Silver, matching two tone cloth upholstery, previously supplied by us, 8,000 miles only, immaculate condition. £4,495  
 305 GT 1984B. Cascade blue met, tweed cloth trim, fitted 5-speed, factory sunroof, radio / cassette, low mileage. £6,450  
 505 GTI SALOON 1984. Silver Met with Blue velour trim, one owner, low mileage, appointments inc e/windows, sunroof, 4 speaker stereo, radio / cassette, rear seat-belts etc. £7,995  
**HONDA—**  
 ACCORD EXECUTIVE 4-DOOR SALOON 1983Y. Nelson blue met, with matching velour trim, 1 lady owner, 10,000 miles, full service history, all refinements inc pas, radio / cassette, electric windows, central locking, air cond. £5,995  
**COLLECTORS CAR—**  
 SUNBEAM ALPINE SERIES 4, 1964. Red with black int, privately owned from new, 35,000 miles with superb history. A potential concours winner that must be seen to be appreciated. Full details on application.

Tax free export sales on Peugeot Talbot our speciality

Should you visit us, we believe you will find all our cars in "as new" condition. All are offered with 12 months warranty, and are fully serviced. For details please telephone Southampton (0703) 453757 or 455450 Hamble, Nr. Southampton, Hampshire.

## Lotus ESPRIT S3 AND TURBO ESPRIT

ALL AVAILABLE TO CUSTOMER SPECIFICATION FOR FEBRUARY DELIVERY

### EXCEL II THE ULTIMATE 4 SEATER

1985 Model EXCEL III, glacier blue, silver hide and velour, pas.	£17,500
1982 "Y" ESPRIT TURBO, black, gold hide, s/r, Pioneer stereo, 15,000 miles	£16,000
1984 "B" EXCEL II, red, champagne hide and velour trim, pas, 8 spoke wheels, stereo, 2,000 miles	£16,000
1982 ESPRIT TURBO, red, champagne hide, Pioneer stereo, fsh	£15,000
1984 EXCEL II, silver, blue hide and velour, pas, stereo, 3,000 miles	£15,000
1981 ESPRIT TURBO, black, red hide, acu, Panasonic stereo, 23,000 miles	£14,000
1983 "A" EXCEL, Jupiter, gold hide / velour, pas, stereo, 14,000 miles, fsh	£13,000
1983 EXCEL, silver, silver hide and velour, pas, stereo, 1 owner, fsh	£11,000
1983 ECLAT 2.2 RIVIERA, Essex blue, blue hide and cloth, pas, acu, stereo, 1 owner, fsh	£9,000

FOR ALL YOUR LOTUS REQUIREMENTS, PLEASE TELEPHONE 01-952 6171

**Lotus** Ballards Yard, High Street (A5) Edgware, Middlesex.

## LONDON LOTUS CENTRE

Exclusively Lotus for 25 years

# DK ENGINEERING

- Experts in Ferrari, Porsche, Jaguar and Aston Martin.
- Service and repairs undertaken speedily and at realistic cost.
- Part exchange possible and similar cars purchased.



For further details and workshop bookings please telephone Watford (0923) 55246

PLEASE NOTE OUR NEW ADDRESS, Unit D, 200 RICKMANSWORTH RD, WATFORD, HERTS, WD1 7JS

**FERRARI 330 GT MK.2.** Blue Sera, restored to concours condition. A beautiful car. **£15,000**

**FERRARI 308 GT4 1978.** 33,000 miles, silver with blue trim, wide wheels, extensively overhauled in our workshops. **POA**

**GOLF GTI 1982 (Y).** One of the last of 1,600 models. 16,000 miles, silver, excellent condition, sunroof, radio. **£5,500**



SILICONE BRAKE FLUID



NUTS BOLTS SCREWS

FOR THE BEST VALUE IN ZINC PLATED FASTENERS • B.S.F. U.N.F. B.A. METRIC • SELF TAPPING SCREWS • STAINLESS STEEL HOSE CLIPS • POP RIVETS • SPLIT PINS • SPRINGS • WASHERS • CIRCLIPS ETC. • PLUS SILICONE BRAKE FLUID AND A NEW RUBBER MOULDING PACK • ALL IN OUR NEW MAIL ORDER CATALOGUE, SEND A LARGE SAE FOR YOUR COPY TO:- NAMRICK LIMITED, 176 NEVILL AVENUE, HOVE, SUSSEX BN3 7NG. TEL. (0273) 736963



## MOTOR WHEEL SERVICE

OFFICIAL DUNLOP DISTRIBUTOR AND SERVICE AGENT EST 1927

**MWS LONDON**  
Jeddo Rd, Shepherds Bush, London, W12  
9EQ. 01-743 3532



**MWS MANCHESTER**  
Unit 1, Victoria Ave, Timperley, Altrincham, Cheshire.  
061-941 3119

CALLERS BY APPOINTMENT

OUR WIRE WHEEL SERVICE INCLUDES NEW, RECONDITIONED, EXCHANGE AND VINTAGE RESTORATION PLEASE SEND SAE FOR DETAILS

KNOCK ON CAPS — CENTRE LOCK WIRES — BOLT ON WIRES — STEEL WHEELS — MOTORCYCLES — ALLOY WHEELS



## The Sports Car Centre

Telephone 0905 840 288

New TVR 350i. Red / grey leather. LIST	1983 (Y) VW Golf GTi Cabriolet. Limited Edition in white. 12,000 miles. £7,995
New TVR 280i. White / red trim. 5-speed. LIST	1983 (A) Volvo 240 GLE. Auto. met. red. one owner. £6,995
1983 (Y) TVR 350i Convertible. White / black leather trim. 2,000 miles. £12,495	1973 BMW 3.0CSI. Met. light blue. 48,800 miles only. one owner. £5,995
1982 (X) TVR 280i. FHC S2. white, str. cloth trim, history. £8,295	1978 (T) Porsche 924 Lux. Met. red. beige trim. full service history. £5,495
1981 (W) TVR Tasmin 2.8i Conv. Gold / biscuit trim. 22,000 miles. £7,995	1983 (A) Fiesta 1.3 Ghia. Red. grey trim. sunroof. 10,000 miles. £4,495
1981 (W) Audi Quattro. One owner. 40,000 miles. red / black trim. £7,995	1979 (V) Ford Capri 3.0 Ghia. Auto. met. green / oatmeal trim. 35,000 miles. two owners. £2,995
1981 (X) TVR 280i FHC. Met. blue. auto. one owner. £7,750	1979 (T) Triumph TR7. Blaize / black trim. 5-speed. alloys. sunroof. one owner. £1,695

**Drakes Broughton, nr. Pershore, Worcs.**

3 miles east Intersection 7 (M5)



Dept MS, 126 Botchergate, Carlisle, Cumbria. Tel. 0228 38250

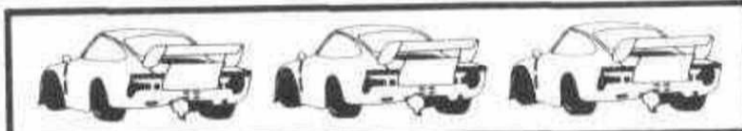
**NEW!** 1/24 MGB GT — Full engine detail — over 100 parts — All metal. £49.45. **NEW!**

1984 Toleman Hart TG14 184. New £12.95	AC Cobra 427. New £12.50
1984 Tyrrell 012 Brundle. New £12.95	1984 Peugeot 205 4 WD T.DeC. £12.95
1984 Tyrrell 012 Bellof. New £12.95	1984 Quattro Sport SWB T.DeC. £12.95
1984 Arrows BMW 7. New £12.95	1984 Porsche Group B-Geneva. £12.95
1984 Ferrari 126 C4. New £12.95	1982 Porsche Turbo-Road car. £11.50
1984 McLaren TAG MP 4/2. New £12.95	1976 Chevrolet Corvette. £12.95
1984 Porsche 962 Coca Cola lmsa. New £12.15	1984 Opel Manta-Bastos P.Daker. £13.95
1984 Porsche 911 SC-RS Astos. New £12.15	1984 Porsche Turbo-Road car. £13.95
1982 Porsche 924 Goodridge LM. New £11.65	1984 Ferrari GTD Geneva. £13.95
1982 Porsche 924 Risiene Daytono. New £11.65	1983 McLaren TAG MP4. £12.75
1983 Mazda 717 Le Mans. New £12.50	1984 McLaren TAG MP4-2. £12.75
1984 Jaguar XJS Cabriolet. New £12.50	1984 Williams Honda FW09. £12.75
1970 Alfa Romeo GTA. New £12.50	1984 Ligier Renault JS23. £12.75
1983 Talbot Samba Rallye. New £12.85	1984 Porsche 962 Daytona. £11.65
1953 Ford Zephyr Mk1 500 Monte. New £12.50	1984 Ford Mustang IMSA. £11.65
Citroën DS Coupé Le Dandy. New £12.50	1983 Lancia GpC-Martini. £12.95

1/24 P&P £1.00: 1/43 50p each — Send 50p for our 1984 Catalogue Leisurecard, Access and Barclaycard welcome

# WYKEHAMS LTD

PERFORMANCE CARS SOLD AND WANTED



LONDON CENTRE FOR GTI ENGINEERING

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



### GTI STOCKLIST Pre-owned

1983 A GTi Golf 4-door. Specially ordered unique car, 2.0-litre engine conversion factory fitted, black leather interior, Bilstein suspensions, Pirelli wheels P7s, 3,000 miles only, finished in black with factory sunroof, tinted glass, Blaupunkt Toronto, radar. **£11,500**

1983 Golf GTi 1800. Lhasa green metallic, steel sunroof, tinted glass, radio / cassette. 42,000 miles, hence **£5,150**

1983 Golf GLi Cabriolet. Burgundy metallic, beige hood, 10,000 miles, ski rack, radio cassette. **£7,150**

Six more pre-owned GTi's and Golfs in stock. Please phone for details.

### HOW TO CONVERT A MK2 GTi INTO A SENSATIONAL LOOKING ROCKET!

Merely pick up a telephone, add 10p and call Wykehams. We will metamorphose your Golf or supply the complete article.



Scirocco 2.0-litre. 1983, black, steel sunroof, full GTi engineering 2-litre conversion including Bilstein suspension, ATS wheels, low profile tyres, lavish Tenvox stereo. **£7,500**



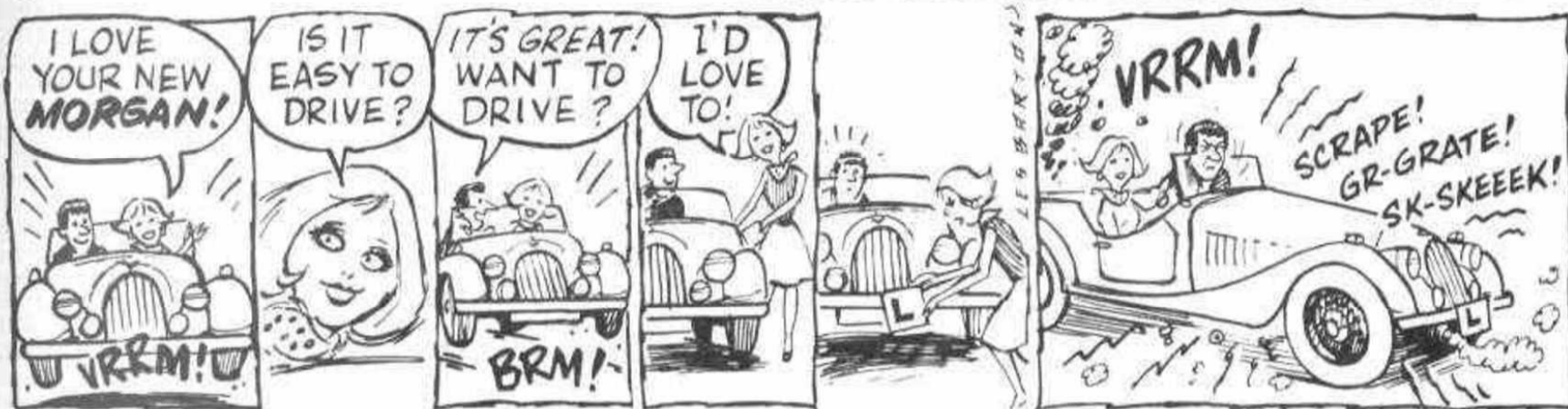
# LIBRA MOTIVE

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

## MELVYN RUTTER LIMITED

The Morgan Garage, Little Hallingbury, Nr. Bishops Stortford, Herts. Tel: 0279 725725

## Quality used Morgans in the North



# LIFES MOTORS LTD.

ESTABLISHED 1919

0704 31375



A SAMPLE OF OUR USED MORGAN STOCK

1979 4/4 2-seater. W/W, leather. 1978 4/4 4-seater. W/W, low mileage.  
1981 (Oct) 4/4 4-seater. Nut brown, one owner. 1983 4/4 2-seater. 3,500 miles.

MORGAN DISTRIBUTORS IN THE NORTHWEST FOR OVER 50 YEARS  
**WEST STREET, SOUTHPORT, LANCS**

# MACDONALD M RACING

## NORTH EAST Morgan distributors

MIDAS

### SALES, SPARES & SERVICE

Cars for Sale

MORGAN 4/4 2 str. 1978, Black.  
MORGAN 4/4 4 str. 1978, Brown  
MORGAN 4/4 4 str 1977, Silver  
TRIUMPH STAG. 1978, Brown

(established 1966)

MORGAN 4/4 4 str. new, Red  
MORGAN 4/4 2 str. 1982, Green  
MORGAN 4/4 4 str. 1983, Red  
MORGAN 4/4 TC 4 str. 1981, Green

Our stock is turning over so rapidly that we desperately need Morgans and other quality sporting cars to sell on your behalf — no sale, no charge.

Our well equipped workshops contain rolling road, electronic tuning and infra-red gas analysis equipment for the maintenance and tuning of all sports and performance cars including vintage and historic.

MAIDEN LAW GARAGE

I and J Macdonald Ltd

LANCHESTER, COUNTY DURHAM. Tel: 0207 520916

# Modena OFFICIAL FERRARI DEALER

1965 (C) 275 GTS. Red, black hide. 55,000 miles from new. History from new. One of only 19 r/h drive cars.	£31,995
1981 (X) 400i Auto. Blue ribot, tan hide. 36,750 miles. history. air cond. TRX tyres.	£21,750
1983 (Y) 308 GTS QV. Blue ribot, tan hide. Air cond. 11,900 miles. Full service history.	£26,495
1978 (T) 308 GTS. Red, black hide. 45,400 miles. history. Air cond., wide wheels, radio cassette. Colour coded "Spyder" top. Mirrors, wipers.	£15,995
1980 (W) 308 GTB. Black with magnolia. 22,200 miles. history. Air cond.	£17,495
1978 (S) 308 GTB. Red, beige hide. 35,000 miles. history. wide wheels.	£13,995
1978 (S) 308 GTB. Red, black hide. 44,500 miles. one owner. history. Air cond.	£13,495
1980 (V) 308 GT4. Red, magnolia hide. wide wheels. air cond. 39,800 miles. history.	£13,795
1979 (T) 308 GT4. Azure blue, tan hide. 33,300 miles. history. Sunroof, air cond., wide wheels, sports exhaust.	£12,995
1978 (T) 308 GT4. Red, tan hide with blue cloth insert. Sunroof, wide wheels, air cond., 27,800 miles. history.	£11,995
1973 (L) 246 GT. Yellow with black int., 51,800 miles.	£10,995

MANY OTHERS AVAILABLE — ALL FERRARIS WANTED

# Modena

EAST HORSLEY, SURREY (04865) 4663



### PLUS 8's

1982 Morgan +8, Brown alloy / stone leather, roll bar, wheel cover, radio / cassette, 6,600 miles.  
1980 Morgan +8, Red / black trim, l/rack, d/handles, b/strap, reclining seats, 20,000 miles.  
1979 Morgan +8, White alloy / red leather, d/handles, l/rack.  
1978 Morgan +8, Silver / black, l/rack, radio / cassette. Higher than average mileage but reflected in price.  
1977 Morgan +8, White / black, 5-speed, l/rack, b/strap, reclining seats, radio.

### 4/4 — 2 SEATERS

1979 Morgan 4/4 — 2 seater, BR Green alloy / Black leather, reclining seats, d/handles, w/cover, spots, radio, 12,000 miles, w/wheels.  
1978 Morgan 4/4 — 2 seater, Yellow alloy / black, w/wheels.  
1977 Morgan 4/4 — 2 seater, BR Green / black, w/wheels, d/handles, spots, l/rack, b/strap, 10,000 miles.  
1983 Morgan 4/4 — 2 seater, BR Green / black, Fiat engine, reclining seats, d/handles, w/cover, 1,300 miles.  
1981 Morgan 4/4 — 2 seater, Red / stone leather, w/wheels, d/handles, l/rack, 18,000 miles.  
1980 Morgan 4/4 — 2 seater, White alloy / Black leather, w/wheels, spots, b/strap, 28,000 miles.  
1846 Morgan Series I Coupé, Brown / cream.

### 4/4 — 4 SEATERS

1982 Morgan 4/4 — 4 seater, Yellow / black, XR3 engine, w/wheels, l/rack, b/strap, 21,000 miles.  
1979 Morgan 4/4 — 4 seater, Maroon / silver / black trim, w/wheels, d/handles, l/rack, spots, b/strap, 17,000 miles.  
1980 Morgan 4/4 — 4 seater, Ivory / black, w/wheels, l/rack, d/handles, 24,000 miles.  
1978 Morgan 4/4 — 4 seater, Red / black leather, w/wheels, l/rack, spots, d/handles, 29,000 miles.

MAY WE WISH ALL OUR CUSTOMERS AND FRIENDS "THE COMPLIMENTS OF THE SEASON" AND GOOD "MORGAN MOTORING" IN 1985

# PACKER-DUNCAN LTD



WATERLOO GARAGE, HAGLEY ROAD  
OLDSWINFORD, STOURBRIDGE.  
TELEPHONE STOURBRIDGE 395186

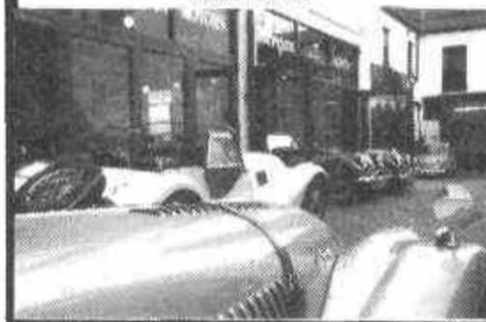
AGENTS



HIRE ONE!



FROM SPORTSHIRE  
589 8309



## The London Morgan Distributors



Bloodshot eyes, Trembling hands, Loss of memory, all the signs of over indulgence during this festive season. What can you do to alter this state? Come down to the mews and see the Morgans. Buy one and let the fresh air blow the cobwebs away. Get your hands really trembling with our 1982 Morgan Plus 8 in rosso red with stone leather interior, radio / cassette, folding and reclining seats, luggage rack, matching hood and sidescreens. Don't like the colour? Well try our 1979 Morgan in black with black leather interior, luggage rack, door handles and alloy body. Two owners from new this Plus 8 has seen. Also equipped with folding and reclining seats. Still not satisfied with the colour? Indigo blue is the colour of our 1977 Morgan Plus 8. Many extras, one owner, low mileage. Ring for more details as this car is expected after we have written this copy. Perhaps you do not suffer too much to need the power of the Morgan Plus 8 and would prefer the 4/4 with the Ford engine or Fiat. For those of you who wish to know more about Morgan Plus 8's please ring as the following Morgans

are all 4/4's. 1981 Morgan 4/4 2-seater, finished in signal red with black leather interior, wire wheels, folding and reclining seats, Plus 8-type spotlights and luggage rack. Another Morgan 4/4 2-seater finished in signal red with black interior, wire wheels, luggage rack, 30,000 miles, radio, British Racing Green is the colour of another Morgan 4/4 2-seater with brown leather interior, wire wheels, chrome luggage rack, bonnet strap, stereo, cassette, spotlights, hood piped in brown. Morgan 4/4 4-seater in royal ivory, black leather interior, luggage rack, 13,000 miles, door handles, stereo / radio, spotlights. 1982 Morgan 4/4 4-seater in signal red with only 9,000 miles, black leather interior and wire wheels, luggage rack, door handles, XR3 engine. Although our Morgan pedal car (suitable for four-year-olds. Did you remember his Christmas present?) is sold. We hope to have another one for Snoopy to sit in shortly. If the holiday has left you with a large hole in your pocket drop by and pick up a little model Morgan to play with on your desk top whilst making your next fortune.

**morris stapleton** Reece Mews, London SW7 01-589 6894

### FOR SALE — continued

**MGA 1600 ROADSTER** 1960, believed very low mileage and in quite outstanding condition, immaculate chariot red paintwork with original black leather trim. £4,750 or interesting exchange. Tel: 0635 21505.

(77907)

**LOOK-ALIKE ASTON MARTIN DBS.** Audi 100S Coupé, 1974, exceptional, 58,000 miles, enthusiast owned, metallic blue, sunroof, Wolfrace wheels, stereo, only 3,000 made and now becoming rare, fast, stylish and eye-catching. £1,600. Tel: 0580 713395 (SW Kent).

(77906)

**1932 SUNBEAM** 25 hp 2-door sports saloon. A very sporting and original car with much work recently carried out, including bare metal respray, new tyres, radiator, etc. £4,950, might exchange. Tel: 0635 21505.

(77907)

**LOTUS ESPRIT S2.** V-Reg, red, taxed April, MoT 1 year, low mileage, four new tyres, full service history, all usual refinements, this stunning car is indistinguishable from new. £7,000. Tel: 051-648 2849.

(77909)

**MGB GT V8.** 1976 R-Reg, BRG, overdrive, sunroof, radio / cassette, new tyres, exhaust, etc. Recently serviced by MG specialist, immaculate condition. £4,450 ono. Tel: 0448 31419.

(77910)

**JAGUAR 4.2 E-TYPE ROADSTER.** 1973, Series 3, carmen red with black interior and hood, chrome wheels, radio / stereo, etc. Much money spent recently and in lovely all round condition, only 58,000 miles, taxed and MoT for immediate use, move forces sale. £7,500. Tel: Bolton 27479.

(77911)

**TR6 1975,** yellow, excellent condition, one owner, genuine 28,000 miles only, many extras. £3,950. Tel: 0702 206568.

(77063)

### FOR SALE — continued

**EXCELLENT CHROME** grille Morris or Wolseley type, height 30", maximum width 16". Tel: 0296 658101.

(77950)

**TRIUMPH TR7 CONVERTIBLE.** July 1982 X-Reg., very low mileage, one of the last, radio / stereo cassette, white with tan trim, lady owner, vgc. £3,995. Tel: Bognor (0243) 820940 evenings / weekends, or 861631 office hours.

(77952)

**SAAB TURBO.** 1982 X-Reg, four door, air conditioning, Clarion hi-fi, many extras, probably the best available, one owner enthusiast. £5,795. Tel: Bloxwich 77302 (home), Bloxwich 76243 (work).

(77955)

**W.O. BENTLEY.** 1924 3 Litre blue label chassis shortened to speed model length, complete and assembled, new VDP type frame, much work to do, but worth it, new tyres, log book. £12,500. 01-366 7056 evenings or weekend only.

(77956)

**E-TYPE JAGUAR ROADSTER.** 1962, number 443, built, red with black interior, new hide seats, top condition, recent bills for over £1,000. £9,500. Tel: 0622 842299 (Maidstone)

(77957)

**ALFA ROMEO GTA-M.** 1967-70, Autodelta Group II trim, sliding block suspension, 9" Tipo 33 wheels, side exhaust, ventilated discs, etc, not a road car, raced from new in Far East, last raced 1976, stored since, many spares. £3,750 ono, possible part exchange. Tel: 0453 3243.

(77958)

**THE LAMBO MAN** offers 1981 Countach 'S' finished in red with magnolia trim, 16,000 miles, super. Also a choice of five Espada MkIIIs plus 1974 Jarama 'S' and 1972 Iso Grifo 5.3 Coupé. Telephone the expert (Lamborghini Club member) if buying or selling on 01-731 3734

(77913)

### FOR SALE — continued

**TRIUMPH GLORIA** four-seater tourer. 1934, 78,000 miles only, concours condition, from private collection after recent £5,000 renovation, many rally trophies 1983 / '84. Sold with complete set of mechanical spares: engine, gearbox, shafts, front and rear axles, steering column and wheel etc. Would consider reasonable part exchange to help the deal, £8,700. Tel: Salcombe (054884) 2997.

(77961)

**PRIVATE COLLECTION FOR SALE.** MGB Sports, 1981, 4,500 miles, mint. Triumph Stag, auto, 5,046 miles, mint. 1971 Silver Shadow, concours winner, Bentley 'R' type, 1953, nice original condition. Jaguar 5.3 Coupé, 1976, 55,000 miles, vgc. Jaguar 5.3 Coupé, 1978, 33,000 miles, very collectable, no time wasters. Offers and details: Tel: 0785 815590.

(77962)

**ROLLS-ROYCE 25/30** Barker Sports Saloon, 1937, good body but needs painting and engine overhaul, £6,500. 1930 Rolls-Royce 20/25 Mulliner fabric saloon, good all round condition, £10,500. Rolls-Royce open tourers always available, chassis always required. Tel: H. Horsfield & Son. Tel: Halifax (0422) 831475.

(77963)

**BRISTOL 408.** 1965, beautiful black coachwork and beige interior, mechanics A1, much loved and cherished motor car, excellent overall condition, genuine reluctant sale. £3,250. Tel: 0533 897873

(77914)

**LOTUS ELAN SPRINT,** big valve, 5-speed, 34,000 miles, one owner from new, this car is totally different, being built by E. G. Autocraft for their own use. Price £6,495, please phone for full details. Tel: 09326 5805 or 04865 3004.

(209858)

### FOR SALE — continued

**CITROËN MASERATI SM** Injection, in aquamarine, full leather interior, two owners, from new, 54,000 miles, new engine from Citroën agent owner, mechanically bodily excellent, must be seen at £6,250. 09326 5805 or 04865 3004.

**BUGATTI T13 'Brescia',** 1920/23, excellent condition, £26,750. Tel: 0234 857251/2

**TICKFORD CAPRI 2.8 Turbo,** approx 100,000 miles, white, available February £12,950. Hatford Motors, Oxford. Tel: 249966.

**ESCORT CABRIOLETS.** Save £100's on a choice of models and colours, 'B' registered, delivery mileage only. Hatford Motors, Oxford. Tel: 0865 249966.

**MERCEDES 800 SALOON.** 1977, conditioning, sunroof, drinks cabinet, service history, metallic blue with beige interior, a stunning low mileage example of the world's finest car. Rogers, 50 St. Andrew Drive, Strood, Kent. Tel: 01-701 4756.

**W. O. BENTLEY** 6½ litre or 4½ litre motor by enthusiast. Tel: 01-247 7356 (office) 813189 (home after 9 pm).

**FIAT 850 Bertone Spyder Convertible,** excellent condition, hardtop, £895.

Wisborough Green 700246 (West Sussex)

**FACEL VEGA HK500,** 1961, manual, as in pre-65 Saloon Championship in Rebuilt 6.3 Chrysler, LSD, current MoT spec on request, offers or might exchange. Tel: 03744 3191.

**ALFA ROMEO Giulia Super,** 1570 cc, unusual, quick 4-door saloon, good full MoT, 5-speed gearbox. £695 ono. Rugby 71896.

# maserati

From stock new/used parts for  
A6/1500, A6G/2000, A6GCS, 3500, 3700, 4000, Sebring, Mistral.  
RICHARD CRUMP ● GROOMS BARN ● BULLS CROSS RIDE ●  
WALTHAM CROSS ● HERTFORDSHIRE ● Tel: Waltham Cross 22121



**Ex Royal Car**  
600 Landaulet 1966,  
only 16,000 miles,  
perfect in every way.  
English and Belgian  
plates. Excellent  
condition.

Mr. Rounaud. Tel: 4157771419 USA California. Tlx: XTRONX 67526. USA

# 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





# John Britten



There was a mechanic named Mark  
Who taught his budgie to bark  
He said it was cheap  
than a guard dog to keep  
And it didn't need walks in the park!

Begin the new year by frightening yourself silly! Come and have a test drive in the Factory TVR 390SE demonstrator, on loan for a limited period this month so that we can demonstrate it to the great list of people queuing up for a spin (not literally we hope). Should you wish to have the cobwebs blown away or cure your New Year hangover phone and book a place in the queue! Being TVR's "first and foremost" Agent we are starting the year with no fewer than eight new and 24 pre-owned TVR's of varying models and hues. New TVR's start at £13,916, for a TVR 280i Convertible and go up to £19,700 for the TVR 390 SE Convertible — something to suit everybody's pocket, and you can choose at the moment from the following ex-stock: New TVR 280i Convertible, silver, blue interior, 5 speed. New TVR 280i Convertible, blue mist, blue interior, 5



speed. New TVR 280i Convertible, white, blue interior, 5-speed. New TVR 280i fixed head coupé, Crystal green, green interior, 5 speed, power assisted steering. New 280i fixed head coupé, Italian Red, black interior, 5 speed. New TVR 350i convertible, Italian Red. New TVR 350i Convertible, white, red interior. All for immediate delivery. Should none of the colours and specifications of the above cars turn you on then one to your choice of specification will be 8 to 10 weeks away. In the little used and never abused department we start with: 1984 TVR 280i Convertible, crystal green, power assisted steering, one owner, 13,000 miles, £11,500. 1983 A. TVR Convertible, white, one owner, 3,000 miles, as new condition, also £11,500. 1983 A. TVR 280i Convertible, Champagne, one owner, 6,000 miles, exchanged for Porsche Cabriolet, £11,000. 1983 A. TVR 280i Convertible, silver, one owner, 12,000 miles, exchanged for 350i TVR — clever fellow, £10,750. 1983 A. TVR 280i Convertible, white, one owner, 11,000 miles, presently in use as Chris's "smoke" — what a recommendation!! £10,000. (How on earth did we manage to get so many year old 280i's. Most of them came in against 350i's.) 1982 Y TVR 280i fixed head coupé, crystal green, an absolutely fabulous car having only covered 18,000 miles and recently traded in for a new 280i Convertible, £9,500. 1982 Y. TVR, fixed head coupé, crystal green, 28,000 miles, originally sold off the Motor Show Stand, £9,250. 1982 Y TVR 280i fixed head coupé, bright red, one owner, 34,000 miles, supplied new and serviced by JBG's, £8,950. 1982 TVR 200, fixed head coupé, cosmos blue, fitted with all extras, one owner, 14,000 miles, economy model, £7,500. 1981 X. TVR 2.8 Convertible, silver, power assisted steering, 32,000 miles, drives well and very good value at £7,750. 1981 TVR 2.8 fixed head coupé, charcoal, an extremely good car, £6,750. 1980 W. 2.8 convertible, gold, 30,000



miles, now back at its spiritual home in Arkley, £8,950. 1980 W. TVR 2.8 fixed head coupé, maroon, 49,000 miles, very fine example of the first Tasmin, £6,500. 1980 TVR Taimar, black, silver modelband, sunroof, radio / cassette, 29,000 miles, a really excellent car and one which really doesn't seem to have attracted the attention of our customers, for sale at a giveaway price of £4,750. 1980 TVR 3000S, charcoal, Stage II head and cam, XWX tyres, radio / cassette, superb in every way, £6,950. 1980 TVR 3000M, Porsche metallic blue, wooden dashboard, Compomotive with P7 tyres, moon roof, leather interior, quite the best 3000M you will ever see, £8,250. 1979 V. TVR 3000S Turbo, British Racing Green, compomotive wheels and P7 tyres, one of only 13 built and I am sure there are not 13 left, very fine example of a rare and appreciating "classic", £8,250. 1979 V. TVR 3000S, red, Wolfrace wheels, Janspeed tuned engine, 45,000 miles, very bright, £5,950. 1975



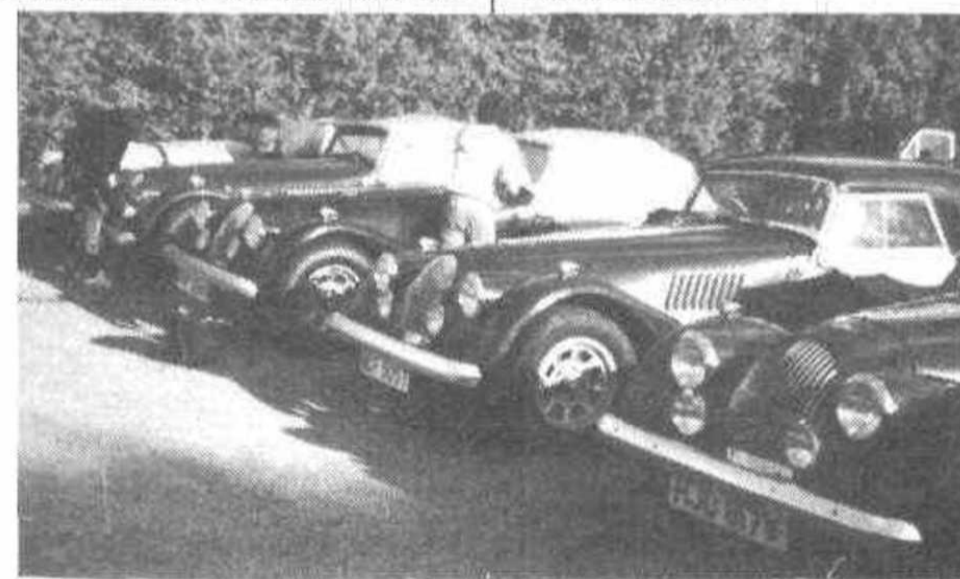
TVR Taimar Turbo, gold, brown modelband, radio / cassette, sunroof, very quick, £6,500. 1978T TVR 3000M, metallic green, radio / cassette, engine just completely rebuilt, a lovely car for only £4,950. 1977 TVR Taimar, white, green modelband, sunroof, overdrive (a very strong feature), £4,500. 1977 TVR 3000M, metallic blue, blue vinyl roof, Wolfrace wheels, passed through these immortal portals before, £2,950. 1976 R. TVR 3000M, bright yellow, black modelband, sunroof, one owner from new, very

itself a really lovely Fiat X19, 1982, metallic red, one owner, 20,000 miles from new and taken in part exchange against a new 350i. This car was owned by an extremely fastidious man who really looked after it and we have all the bills to prove it is well worth £4,500. ARKLEY KITS: Having just got back from a windscreenless journey from Lanham's (not much fun this time of year) the Arkley shed is fully stocked. For £390 plus VAT you can convert your sad and rather ordinary Midget into the happy, head turning



good value, £2,950. And that, gasp, is it! On the TVR front. So as you can see, if you are interested in any sort of TVR you should be able to find something here to suit. In spite of our repeated pleas begging for nice, low mileage Morgans, people still don't seem to want to part with them and as one of Morgan's leading agents we are embarrassed to have to own up to the fact that we have only three Morgans in stock — one of each model. They are as follows: 1978

Arkley SS, which is another car we would like to buy at the moment. So please if you have a nice example of an Arkley, specially one that we may have built ourselves, exchange it with us for a bag of gold. We would like to wish all our readers a very happy and prosperous New Year, and to all those who have decided to "give up wine, women and song" as their New Year Resolutions — there's nothing more boring than a man with no hobbies!!



Morgan +8, yoke yellow, brown leather, alloy body, 5 speed, don't let the colour put you off, this is a delightful motor car, well known here at Arkley. 1984 Morgan 4/4 2 seater, signal red, chrome wire wheels, black leather interior, one owner from new, very low mileage, a dream. 1979 Morgan 4/4 4 seater, nut brown, 2 owners, 20,000 miles, reclining seats, bit on the bare side but you won't believe how reasonably priced. Oh, almost forgot, our 1960 Morgan 4/4 2 seater, bright red, bucket seats, fitted with a 1,200 cc Ford Anglia engine and 4 speed gearbox (in place of its original 1,172 cc engine and 3 speed gearbox). Not quite "dog of the month" but good old, cheap Morgan for £3,500. Once again, please, please sell us your Morgans! Looking somewhat like a cuckoo in the nest, there finds



## FOR SALE — continued

MAZDA RX7, Y-Reg, metallic blue, with all usual extras including sunroof, stereo radio / cassette, electric windows, aerial and mirror, 38,000 miles with full service history, recent new clutch and tyres, excellent condition throughout, £6,250. Tel: 01-303 3713 outside office hours. (77970)

TRIUMPH TR8, pre-production car, registered 1981, 8,000 miles since new, just completed rhd / manual / 170 bhp conversion, too many extras to mention, condition as new, £6,800 ono. Tel: Maldon (Essex) 893153. (77972)

THE ULTIMATE Range Rover — Vogue Auto 1981, full Schuler conversion, 5.7 litre, 300 bhp, 14,000 miles only, more power at tickover than standard RR flat out! £12,000. Full details. Tel: 0623 811957. (77973)

LOTUS CLIMAX Le Mans prototype 1957, 1,000 cc, well known and successful competition car, not raced for last 14 years, in excellent condition. Tel: 0536 710463. (77975)

COSTIN 'PROTOS' F2 racers 1967, HCP1, ex-Rodriguez, concours. Also available HCP2, ex-Hart Hockenheim record holder, suitable restoration, plus spare monocoque, Tel: 0788 860540. (77977)

1928 AUSTIN SEVEN Gordon England Cup dhc, polished aluminium bonnet, brown fabric body, black wings, best at Beaulieu 1981/82, stored since. Possibly best example of this very rare model, £5,300. Also 1926 A7 Brooklands replica, similar condition. Tel: Mike Martin on 0962 884023. (77976)

1969 1300 VANDEN PLAS manual saloon, genuine 40,000 miles, good body and mechanics, very clean, MoT 12 months, offers. Tel: 0442 3816. (77978)

1973/4 VW KARMANN GHIA Convertible in white, superb car in superb condition having been beautifully restored bodily and mechanically, full MoT, offers around £5,000. 1959 Porsche 356A Super. Bodywork extensively restored and recellulosed in original Porsche blue, interior part restored, full MoT, offers around £4,000. 1966 Sunbeam Alpine Series IV, 1,725 cc. Extensively rebuilt and recellulosed in original red, mechanically excellent, full MoT, offers around £2,500. For the above three cars contact Mike Martin on Basingstoke (0256) 24444 daytime. (77980)

## MOTOSPOT

NORTH KILWORTH LEICS  
(Just off J20 M1 or J1 M6)

SHOWROOMS: U/BRUNTINGTHORPE —  
OPEN BY APPOINTMENT ONLY PLEASE RING  
04555 2548 10a.m. — 8p.m.



- |                             |        |
|-----------------------------|--------|
| 1927 Austin 20 Mulliner     | £5,995 |
| 1924 Austin 7 Chummy        | £4,295 |
| 1931 Austin Heavy 12/4      | £5,350 |
| 1934 Austin 18/8 Excellent  | £4,750 |
| 1933 Austin 7 '85' Sports   | £4,295 |
| 1910 Phoenix Tourer         | £7,250 |
| 1929 Sunbeam 16.9 Superb    | £6,950 |
| 1934 Morris 10/4 Pre-series | £2,795 |



- |  |            |
|--|------------|
| 1952 Healey Abbott (2 1/2 Riley)                 | £4,450     |
| 1949 Daimler Barker Drophead                     | £4,295     |
| 1947 Morgan 4/4 d.h. coupé                       | £5,250     |
| 1965 Merc 220 SEB coupé                          | £2,950     |
| 1964 Merc 230 SL Sports                          | £4,950     |
| 1972 Rolfe Shadow                                | £8,950     |
| 1921 Vauxhall 25 h.p. tourer                     | £15,000    |
| 1935 Triumph Gloria S Cross Sports               | £4,750     |
| 1934 Singer Le Mans 4 Seat                       | £4,850     |
| 1935 Ford 8 'Y'                                  | £2,250     |
| 1931 AJS 9 h.p. 37,000 miles, mint original with |            |
| 1922 A.J.S. 350 m.cycle 2,000 miles              | £5,450 pr. |

ALL RESTORED, MOT'd, READY TO USE.  
MORE HERE & WANTED.

LS 2869 for immediate transfer £450

JOHN BRITTEN GARAGES, BARNET ROAD, ARKLEY, BARNET, HERTS. 01-449 1144



# Straight EIGHT



**Daimler Dart B Spec**, Beautiful Silver red Hitop. **£6,950**  
**A.C. Cobra Replica**, 1968, Electric Blue, Magnolia hide. **£8,950**  
**Aston Martin Lagonda**, 1982, Left Drive, White, 6,000 mls. **£42,950**  
**Aston Martin Lagonda**, 1980, Met Blue, Tan hide, full spec. **£27,950**  
**B.M.W. 630 CSI**, 1977, Left Drive, Alloys, p.a.s. Tints, etc. **£4,950**  
**Ferrari 365 GT, 2+2**, 1969, Red, Electric Quarter Lights etc. **£10,950**



**Ferrari 512 BBI 82**, Full Koenig body conversion, incredible appearance, white, beige hide, 5,000 miles, lhd, the ultimate super car. **POA**  
**Fiat 2000 Spider**, 1982, Left Drive, U.S. Spec, Champagne. **£8,950**  
**Jaguar V12 Roadster**, 1973, Midnight Blue, Tan hide. **£9,950**  
**Jaguar XJS, HE**, 1982, Silver, Black hide, Auto, air con. **£11,950**



**Bentley S1, Empress Line**, by Hooper, 1956 75,000 mls. **£14,950**



**Jaguar 420 G**, 1968, Midnight Blue, Concours potential. **£4,950**

**Rolls Royce**  
**Silver Cloud III Touring Limousine** By James Young. Design No SCT 100. Incredible appearance and condition, the most elegant of Silver Clouds. Duo Grey with Dark Blue hide Piped in Grey. **POA**  
**Shadow 75**, LWB, chrome yellow, brown hide, everflex roof. **£11,950**  
**Shadow 76R**, Peacock blue, beige hide, very attractive. **£13,950**  
**Corniche Convertible 77**, Caribbean Blue, Magnolia Hide, Navy Mohair hood, 22,000 miles, outstanding specimen, LHD. **POA**  
**Corniche Convertible 1980**, Le Mans Blue, Low Mileage, Superb. **£40,950**  
**Corniche Saloon 80 Model**, Le Mans Blue, Champagne hide, History. **£29,950**  
**Corniche Saloon 78**, Brewster Green, Everflex, 4 headrests. **£17,950**  
**Corniche Saloon 74**, Silver Black hide, low mileage, history. **£15,950**

The above is a selection of our current stock — please phone for an up to date list.

**WE URGENTLY REQUIRE CARS SIMILAR TO ABOVE**  
**158-160 GOLDHAWK ROAD, SHEPHERDS BUSH,**  
**LONDON W12 01-743 1599**



**Bentley S1, 1957**, Sand / Sable, 1 family owner, 37,000 mls. Similar to illus. **£15,000**

**Maserati Khamsin 1977**, Met Blue, Champagne hide p.a.s. **£9,950**  
**Mercedes Benz 280 TE 1980**, Blue, S/roof, auto, p.a.s., etc. **£7,950**  
**Mercedes 450 SEL 6.9, 79**, Silver, air cond, ESR, blue velour, a good example of this luxury express. **£8,750**  
**Mercedes 190E, 1983**, Left Drive, Silver, auto, S/roof. **P.O.A.**  
**Mercedes 220 S Cabriolet, 1958**, Red, Beige hide, Outstanding!. **£15,950**  
**Mercedes 220 S Cabriolet, 1958**, Blue, Blue hide, new hood. **£9,950**



**Mercedes 280SL, 1968**, Silver, Black int, auto, p.a.s. **£6,950**  
**Triumph Stag Left Drive**, White, Red int, auto, p.a.s. **£2,995**  
**Bristol Convertible**, Regal Red, Black int, auto, p.a.s. 1977. **£8,950**  
**Mercedes 280 SL, 1969**, Champagne, Black int, Auto, p.a.s. **£8,950**  
**Volkswagen Golf GTI 1983**, Mars Red, Black interior. **£5,750**  
**Cadillac Eldorado Convertible 1971**, 27,000 miles, magnificent, Black, White Leather, Whitewall Tyres, Electric everything. **P.O.A.**  
**BMW 735ia 1980**, Auto, p.a.s., Electric Sun-Roof, Charcoal, Beige Velour, Radio/Stereo. **£6,950**

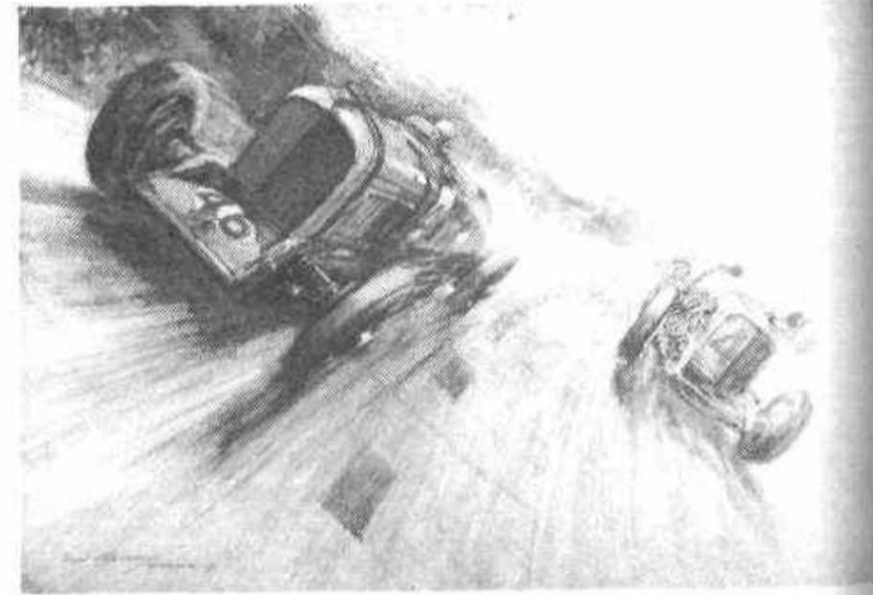


**Jaguar E-Type V12 Roadster**, Primrose Biscuit Hide, One Owner, 16,000 miles. **£16,950**

**Shadow 75**, Oxford Blue, Blue hide, Whitewalls, History. **£11,650**  
**Shadow 75**, Champagne over Nutmeg, Beige hide, Whitewalls. **£11,500**  
**Shadow 74**, Caribe Acqua, Grey hide, Whitewalls, etc. **£9,950**  
**Shadow 71**, Seychelles Blue, Black hide, very attractive. **£8,950**  
**Shadow 70**, Shell Grey, Grey hide, Superb example. **£8,950**  
**Shadow 71**, L.W.B Burgundy, Black hide, Everflex roof. **£8,950**  
**Silver Dawn 54**, Royal Blue over Shell Grey, Sunroof, Grey hide. **P.O.A.**  
**Silver Cloud 3**, Sand over Sable, Magnolia hide, superb. **£14,950**  
**Silver Cloud 3**, Continental, James Young, Caribbean Blue, E.S.R. **P.O.A.**  
**Corniche FHC, 1980**, Ivory, Brown Everflex / Hide, 26,000 miles. **£34,500**  
**Silver Shadow 1970**, Shell grey, grey leather, central locking, superb appearance. **£8,950**

## DE GRINEAU COLOUR PRINT SERIES

From the original watercolour by Bryan de Grineau — illustrator for 'The Motor' magazine 1906-1939 — no. 2 in the series.



This full colour facsimile print shows Jack Dunfee lapping at over 120 mph on the winning Bentley 'Old Number 1' Speed Six, passing Zehender (Mercedes) in the Brooklands 500 mile race in 1931.

The edition is limited to 250 prints, 25¼ × 17½, each numbered and signed by Walter Hassan, OBE, formerly chief mechanic to the Bentley racing team and designer of the famous Bentley-powered Brooklands outer circuit specials — the Barnato-Hassan and the Pacey-Hassan.

This issue, produced to the highest specifications and authenticated by certificate, is the second in a planned series of de Grineau prints.



Some prints from no. 1 in the series, 'Bentley team en route, through France, for Le Mans in 1929' are still available. That edition was limited to 250 prints, 25¼x17½, each numbered, signed by Walter Hassan and authenticated by certificate.

Price (each print): **£45 inc. UK & Overseas** (or \$US65 inc.).

Please state which print required and make cheques payable to:

**P. M. Greenwood**  
**'De Grineau prints'**  
**Wychwood Manor, Ascott-under-Wychwood,**  
**Oxford**

# HENDON WAY MOTORS

1984 LOTUS Esprit Turbo. Met. ice blue, 5,000 miles only, leather, air cond., one owner.  
 1983 LOTUS Esprit Turbo. Black, 23,000 miles, 1/2 leather, air cond., one owner.  
 1983 LOTUS Esprit Turbo. Met. silver, 11,000 miles, leather int., air cond., one owner.  
 1984 LOTUS Esprit S3. Met. Silver, one owner, air cond., 1/2 leather.  
 1984 LOTUS Esprit S3. Essex blue, 8,000 miles, 1/2 leather, one owner.  
 1982 (Series) LOTUS Esprit S3. Red, 19,000 miles.  
 1981 LOTUS Esprit 2.2. Blue, 17,000 miles.  
 1979 LOTUS Esprit JPS Commemorative Edition, 31,000 miles.  
 1979 LOTUS Esprit S2. White, 29,000 miles.  
 1972 LOTUS Elan S4/Sprint. Gold Leaf colours, low mileage.  
 1984 MORGAN Plus 8. Guards red, aluminium, leather int., extras, 2,000 miles, P6s.  
 1983 MORGAN Plus 8. Ivory, 3,000 miles, extras.  
 1982 MORGAN Plus 8. Primrose, aluminium, leather, all extras, 11,000 miles, P6s.  
 1982 (Series) MORGAN Plus 8. Ivory, 12,000 miles only, extras.  
 1981 MORGAN Plus 8. Brown, 12,000 miles, leather int.  
 1984 MORGAN 4/4 XR3. 2-seater, BRG, 5-speed, del. mlge.  
 1982 MORGAN 4/4. 4-seater, 17,000 miles, 5-speed.  
 1979 MORGAN 4/4. 2-seater blue; w/w, aluminium body, wood instrument panel.  
 1983 FERRARI 308GTB. Red, 10,000 miles, leather, deep spoiler, air cond.  
 1983 (Series) FERRARI Mondial QV. Black, magnolia hide, 11,000 miles.  
 1982 (Series) FERRARI Mondial 8. Met. silver, red leather int., air cond.

1982 (Series) FERRARI GT Spyder. Injection model, red, 26,000 miles, leather, air cond.  
 1981 FERRARI 308GTB. Red, 19,000 miles.  
 1980 FERRARI 308GT Spyder. Black, 20,000 miles, leather, air cond., P7s.  
 1980 (Series) FERRARI 308GT Spyder. Black, 22,000 miles, leather, air cond.  
 1979 (Series) FERRARI 308GTB. Blue, 23,000 miles.  
 1979 FERRARI 308 GT4. Red, 35,000 miles.  
 1974 FERRARI Boxer 365. Black, red leather, air cond., 49,000 miles.  
 1973 FERRARI Dino 246 GT Spyder. White, full service history.  
 1972 FERRARI Daytona 365 GTB4. Yellow, 31,000 miles, full service history, brown int.  
 1975 JAGUAR E-Type V12 Roadster. Auto, blue, 12,000, full service history, personal reg. no.  
 1973 JAGUAR E-Type V12 Roadster. Manual, BRG, 49,000 miles.  
 1973 JAGUAR E-Type V12 Roadster. Manual, red, 54,000 miles.  
 PORSCHE 911 Carrera Sport Cabriolet. Black, 11,000 miles.  
 1983 (Series) PORSCHE 911 Turbo. Red, 18,000 miles, all extras.  
 1980 PORSCHE 911 TURBO. Met. blue, 39,000 miles, all extras.  
 1984 (Model) PORSCHE 911 Carrera Cabriolet Sport. Black, 10,000 miles.  
 1983 PORSCHE 911 SC Cabriolet Sport. Guards red, 10,000 miles.  
 1983 PORSCHE 911 SC Cabriolet. Minerva blue, 11,000 miles, P7.  
 1983 PORSCHE 911 SC Sport. Guards red, 25,000 miles.  
 1982 PORSCHE 911 SC Sport. Pewter, 23,000 miles.

1982 PORSCHE 911 SC Sport Targa. Red, 19,000 miles, air cond., leather, cruise control.  
 1981 PORSCHE 911 Sport Targa. Guards red, 29,000 miles.  
 1981 PORSCHE 911 SC Targa. Zinc met., 22,000 miles.  
 1981 (Series) PORSCHE 911 SC Sport Coupé. White, Martini, 38,000 miles.  
 1978 PORSCHE 911 Sport Targa. Martini, full history, 49,000 miles.  
 1984 PORSCHE 928 S2. Black, 3,000 miles, LSD, hi-fi pack, Sports suspension, esr.  
 1983 (Series) PORSCHE 944. Metallic wine red, 25,000 miles.  
 1983 PORSCHE 944. Guard red, 15,000 miles.  
 1981 PORSCHE 924 Turbo. Met. black, 44,000 miles.  
 1981 PORSCHE 924 Turbo. Met. wine red, 26,000 miles.  
 1983 PORSCHE 924 Lux. White, 15,000 miles.  
 1981 PORSCHE 924 Lux. Guards red, 31,000 miles.  
 1979 PORSCHE 924 Lux. Auto, met. silver, 35,000 miles.  
 1936 BENTLEY 4 1/4 Pillarless Coupé. Gurney Nutting, navy, sunroof, very original, full history.  
 NEW SCIMITAR GTE. Carmen red, auto, electric windows.  
 1981 SCIMITAR GTC. Auto, met. black, e/windows, hard top, one owner.  
 1980 SERIES BMW 635i. Manual, low mileage, leather, full service history.  
 1985 Spec. VW GOLF GTI. Burgundy, delivery mileage, extras.  
 1983 JAGUAR XJS HE. Racing green, biscuit leather, 14,000 miles.

**NEW SCIMITAR SALES & SERVICE**  
*We wish all our customers a very happy Christmas and a prosperous New Year*



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



**FOR SALE — continued**

FERRARI DINO 246GT, 1972, red, black interior, absolutely mint, sparingly used in fine weather only, genuine sale by FOC member, £9,950. Tel: Reigate (07372) 43188 or work 01-488 0808 ext 2615. (77982)  
 1929 MORGAN Super Sport Aero, 2 speed with 50" dog ear LTOW JAP engine, in good condition, £5,000 ono. Tel: Bewdley (0299) 401135. (77985)

**WANTED**

MORGAN FOUR-SEATER Pre-1968 wanted, sound but not spectacular condition. Prefer Series 1 4/4, but willing to buy Plus 4. Mogg Club member will help arrange transport. Write Mulrone, 8th Floor, 1200 18th Street, N.W., Washington, DC 20036, or ring 202 457 7643 days. (77038)  
 COLLECTORS ROLLS-ROYCE / Bentley wanted quickly. Particularly Silver Dawn or any convertible. Good price paid. Will travel, immediate settlement. Tel: 0704 36000. (76838)  
 FOR PRE-WAR BMW, flat screen and pillars for sports model 319, also cylinder block for 1971 cc 6 cyl engine with 2" mains, pt no 326011000 Goodacre, 513 Chester Rd, Woodford, Stockport. Tel: 061-439 1118. (76990)  
 HISTORIC RACING Car pre 1959 crashed, damaged, non runner, incomplete or box of bits. Write Box No 6911. (77302)  
 LOTUS 7 or Caterham wanted, will consider any condition, work not objected to, please help (0695) 421 405. (77592)  
 I WISH to purchase a Morgan 1960 to 1970 model, any condition even if needing rebuild. Travel anywhere (0695) 421 405. (77592)

**WANTED — continued**

MG TA, TC, TD, TF required by enthusiast, condition unimportant would consider incomplete car. Distance no object or Pre 1939 MG in similar condition. Tel: (0803) 28185. (77173)  
 MG T-TYPE Wanted privately by enthusiast, either running or for restoration, please call Ruislip (08956) 74581. (77780)  
 FOR PRE-WAR BMW, windscreen pillars for model 328, alternatively complete flat screen for similar car eg 319 sports. Also cylinder block for 1971 cc, 6 cyl engine with 2" mains pt No. 326011000. Also copy Bristol Cars and engines. Goodacre, 513 Chester Rd, Woodford, Stockport 061-439 1118. (77782)  
 ENTHUSIAST SEEKS exotic GT, 1960-75, anything interesting considered, please Tel: (09327) 86819 or (0932) 223213. (77692)  
 WANTED, RILEY, Alvis etc, Special, suitable trials, VSCC eligible, running order preferred. Tel: 0844 291592 (Buckinghamshire). (77904)  
 EARLY MOTOR SPORT, Brooklands, Track and Air, anything Brooklands-related considered. Tel: 021 430 2828. (75067)  
 WANTED URGENTLY any Princess Vanden Plas 1100 cc and 1300 cc, any year but only good condition. Please Tel: 010 33 51 31 94 95 or write to Britannia-Car-France Thorigny 85480 France. (77949)  
 CORRECT STEERING Wheel for Lotus Elan S4 urgently sought (and other Elan spares WHY). A. King, Inchcolm Drive, North Queensferry, Fife, KY11 1LD. (Inverkeithing 416734). (77951)  
 WANTED MORGAN Plus 4 Plus f/h Coupe, Plus 4 Super Sports, 4-seater d/h coupe, V-twin super Aero, any trike from 1912 to 1950 any condition, cash. Please Tel: 0622 843445. (77959)

**WANTED — continued**

MORGAN +8 or 4/4 pre 1976 in good running condition. Will collect, Ingvar Fredriksson, Box 102, S-762 00 Rimbo, Sweden. (77954)  
 ROLLS-ROYCE and Bentleys 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)  
 MERCEDES BENZ urgently wanted, especially sport or convertibles, collect instantly any model, any condition, any year. Tel: 0322 69081 (24 hours). (230567)  
 JAGUAR E-TYPE V12 2+2 or convertible, any year, any condition, urgently needed, collect immediately for cash. Tel: 0322 69081 (24 hours). (230567)  
 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 6633. (200873)  
 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. (74100)  
 WANTED ANY Rolls-Royce or Bentley, damaged, tatty, etc, any year, any amount of spares purchased. Tel: 01-761 1155. Write, BAC Ltd, 260 Knights Hill, London SE27. (74027)  
 ALVIS WANTED: Pre-war tourer or drophead preferred but any model considered, immediate decision and cash. Tel: Luton 576036. (70533)  
 MG N TYPE cylinder head or engine, K diff carrier, any mechanical or chassis parts welcomed. Letham (079 683) 244. (75450)

**WANTED — continued**

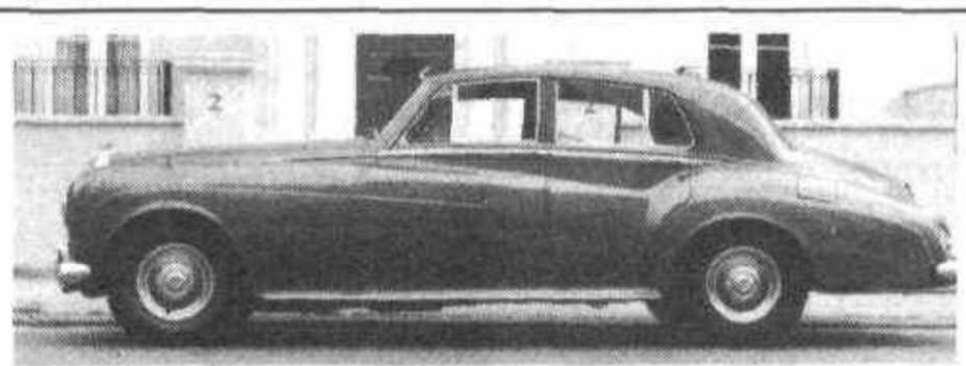
DUTCH museum wanted to expand and is looking for very rare motor cars, open vehicles and very old ones. Send photograph to PO Box 198, Eindhoven, Netherlands. (68465)  
 URGENTLY WANTED all sports cars especially MGs, highest cash prices paid instantly, will travel, Convent Motors, Asford, Middx. Tel: 52005. (73736)  
 WANTED GOOD restored pre-war cars or mint classic sports cars, top cash. Motosport. Tel: 04555 2548 any time. Lutterworth. (214122)  
 BENTLEY OR ROLLS ROYCE wanted, any condition, or model, or age, collection arranged, prompt personal service, Mr Bennett. Tel: 01-761 1155 (after hours answerphone). (74027)  
 ROLLS ROYCE Old or interesting example. Anything considered. Please send picture and honest description. J. Jordan, 910 Westheimer, Houston, Texas, 77006. (76301)  
 WANTED, STEYER-PUCH 650 or 650TR, any condition, built previous to 1972. Race or Road type. Tel: Elaine before 6.00 pm 0274 306787. (76580)  
 911 CARRERA 3 SPORTOMATIC coupé with leather trim. Less than 40,000 miles, F.S.H. no accidents. Must be genuine car in first class condition throughout, Gavin Dobbyn, Hurlstone, Drumoak, Banchoy, Kincardineshire, Scotland. Drumoak 338. (76597)  
 WANTED MG TF-TD-TC or Pre-1939 MG sports. Prefer outstanding example, but any condition considered. Please Tel: 06228 43445. (77967)  
 DB 2/4 ASTON complete or similar interesting rebuild prospect. Whole or stripped. Tel: Arundel 882640. (77983)



**TVR THORN**

TVR 3.5 Convertible. Auto, pas, white / white leather Old Price.  
 1982 Y TVR 200 FHC. 10,000 miles. £7,250  
 1981 X LOTUS ESPRIT SII 2.2. 23,000 miles, fsh, bronze. £9,900  
 1982 X VW SCIROCCO GL. Gold. £4,695  
 1977 TVR 3000 M Turbo. Low mileage. £5,695

**DUNNICK'S MEAD MOTORS LTD**  
 WEDMORE, SOMERSET. Tel. 0934 712170  
 MOTOR DEALERS SINCE THE YEAR DOT!



**1964 SILVER CLOUD III**

Sage green with beige hide, 1 owner from new with only 46,000 miles, full Rolls Royce Service history. Superb exportable example. £22,000

**COLIN GRANT INTERNATIONAL,**  
 136/142 FINCHLEY ROAD, LONDON NW3.  
 TEL: 01-431 0666

11-14 Atherstone Mews,  
S. Kensington,  
London SW7 5BX

## PORTERS IN KENSINGTON

Telephone: 01-584 7458  
Telex: 8952387 'Memorable'

We are situated 300 yards west of the Natural History Museum off the Cromwell Road

# SELLING A COLLECTABLE CAR?

## 01-584 7458/01-589 8283

We are especially interested in high value and sporty machinery

UP TO 30 PRE-1966 CARS AVAILABLE. PLEASE TELEPHONE OR WRITE FOR CURRENT STOCK LIST

## Tyres for good sports.

VINTAGE  
TYRES



VINTAGE TYRE SUPPLIES  
12 DALSTON GARDENS  
HONEYHUT LANE, STANMORE  
MIDDLESEX HA7 1BY  
TELEX 922043  
TELEPHONE  
01-206 0722

Austin 425-17 £27.90  
Fiat 400/425-15 £20.00  
Excluding carriage &  
VAT

MIDLANDS STOCKIST  
RALPH WILDE, LYRIC HOUSE  
OFF CHURCH LANE  
RADFORD SEMLE  
LEAMINGTON SPA CV31 1TN  
TELEPHONE  
(0926) 26935



VETERAN VINTAGE CLASSIC LOW PROFILE WHITEWALL ORDER BY BARCLAYCARD ACCESS PLEASE ASK FOR PRICE LIST EXPORTS WORLDWIDE

### 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!  
For sale: 60 Cloud II, Fiat X19, Matra Bagheera.

HOOE GARAGE (E.SX) LTD  
MAYNARDS GREEN, HEATHFIELD, SUSSEX,  
TN21 0DE. Tel: 04353 2044

Manufacturers of SP Cars

### WANTED VETERAN CAR BY PRIVATE BUYER PRE-1905 (LARGE ENGINE)

T. L. ROBERTS  
54/64 Morfa Road, Strand, Swansea  
Tel: day (0792) 41241,  
evening (0792) 882164

### MG TYPE Q

Chassis NR QA / 0253 for  
80% restored  
Very original  
Tel: 02153 10510  
HASCHER, EEMNESSERWEG 31  
1261 HH BLARICUM, HOLLAND

### TIM WALKER (RESTORATIONS)

Restoration, repairs and main-  
tenance undertaken on veteran,  
vintage, PVT and classic cars.  
Collection and delivery  
available.

AYLESBURY 748419

# 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 1983 Price 40p (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).

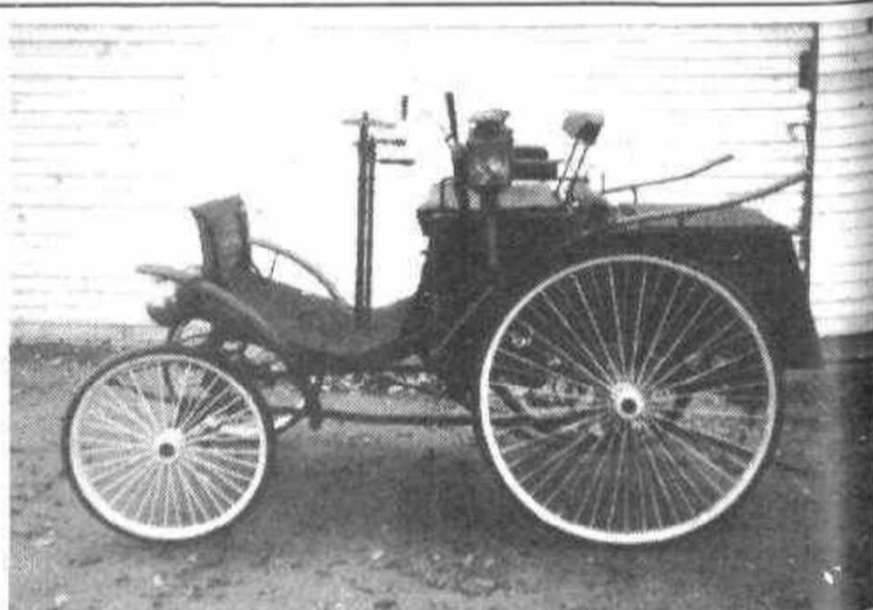
GEORGES ROESCH AND THE  
INVINCIBLE TALBOT  
by Anthony Blight  
Price £10.20 (incl. UK p&p).

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



Benz Velo 1896. (Dated).

Daimler 1903. (Dated) powerful 4 cylinder 2 seater.

Lanchester 1904. (Dated) 20 hp 4 cyl, 4 passenger tourer.

International Charette. 1901, (Dated), 6 hp, 4 seat rear  
entrance, tonneau.

Lanchester. 40 hp 1921, magnificent dual windshield touring  
car.

Rolls Royce. 20 hp 1928 2 door, 4 seat coupé.

Frazer Nash. 1952, F11 Single seater, restored.

Cooper Monaco. 1959, 2½-litre, full history, the best.

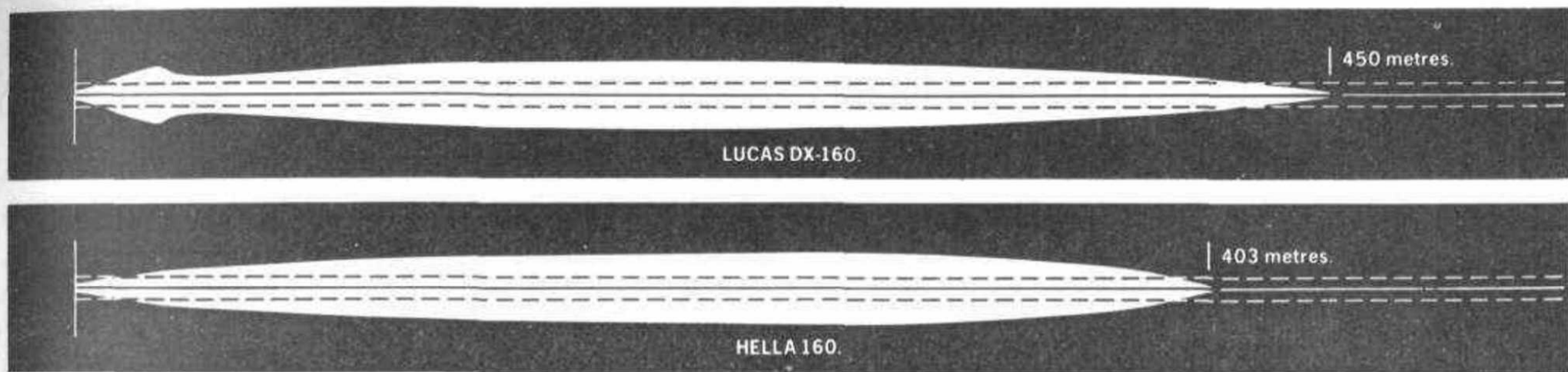
Connaught. B type, Grand Prix, totally authentic, complete  
history.

Brasier. 1912 2-seat roadster restored.

For full details of these and many other early motor vehicles that  
I have in stock please telephone.

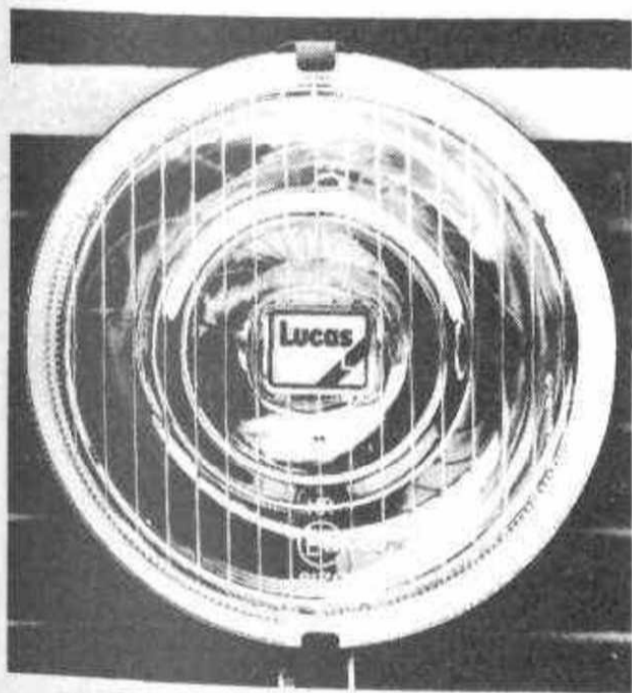
STEPHEN LANGTON

on Horley (Surrey) 2113 (STD code 02934)



IN THIS DIAGRAM, SEE HOW THE LUCAS OUTDISTANCES ITS NEAREST COMPETITOR. (THE REST OF THE COMPETITION FALL EVEN FURTHER BEHIND). THE DIAGRAM IS TO SCALE, AND BASED ON THE STANDARD ROAD WIDTH OF 7.3 METRES. FOR SIMPLICITY THE LIGHT PATTERN OF ONLY ONE LAMP IS SHOWN.

# IT'S EASY TO SEE WHICH ARE THE MOST POWERFUL DRIVING LAMPS ON THE ROAD.



In laboratory conditions Lucas development engineers compared our new range of Driving Lamps with the competition.

As you can see, the results were pretty dramatic.

They also came out way on top in a 'Lucas versus the rest' comparison, instigated by Motor magazine.

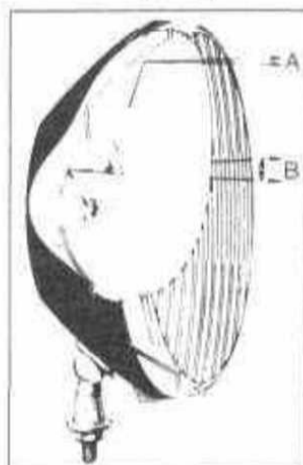
Out-performing every other lamp in terms of penetration and distribution they are, quite simply, the best auxiliary driving lamps you can buy.

The secret, as our lighting engineers will tell you, lies somewhere in the world of lumen output, the refractive index and of course, the inverse square law. (That should get our

competitors guessing).

Put simply for the layman; we've used a high precision, stepped homofocal reflector which collects and directs the available light much more efficiently than standard reflectors.

Giving optimum visibility, it not only outdistances any other lamp, but also projects a very practical graded light pattern.



The stepped homofocal reflector, with its two different forms, gives brilliant central intensity (A), as well as extra light at wider angles (B).

Creating a smooth regular beam that achieves perfectly balanced illumination.

Available in rally, round and rectangular formats, there's a suitable style for most cars. And their remarkably shallow profile demonstrates that lamps don't need to

be big and bulky to achieve maximum efficiency. What's more, they're much easier to fit, coming with a complete wiring kit, comprehensive step-by-step instructions and complementary covers.

Rally proven by the U.K.'s leading rally drivers Russell Brookes and Jimmy McRae, and chosen as standard

equipment by the British Junior Rally team, these lamps are truly tried and tested.

Additionally, we have produced a range of supplementary Fog Lamps which share the same high technology, high precision characteristics, but naturally give a wider, flatter beam to pick out kerbs and penetrate with minimum glare.

Designed and made in this country, our Fog and Driving lamps are a true tribute to British technology. Confirmation of which was made recently when our revolutionary Maestro 'Homofocal DMC' headlamp was awarded the prestigious 1984 Design Council Award.

This puts Lucas streets ahead of the competition, in every area.

Every area but one that is.

The price.



20/20 RALLY



DX 160

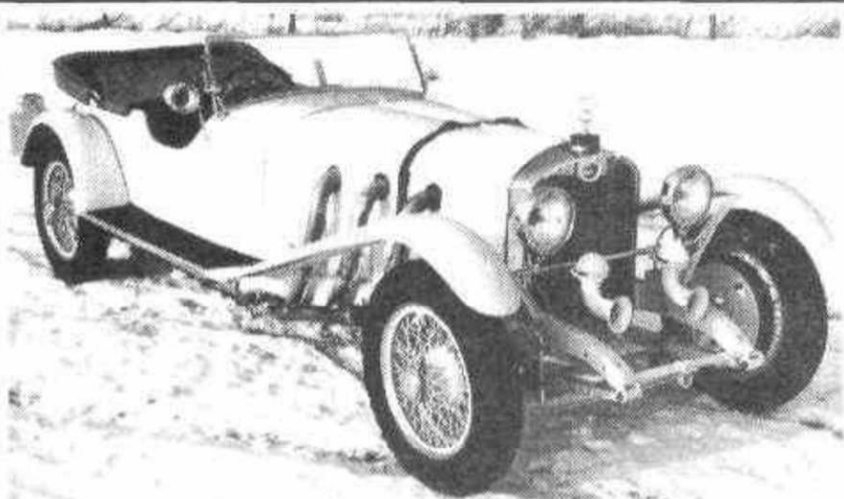


DX 95.



**The right parts for every vehicle.**

AVAILABLE FROM ALL LEADING AUTO-ACCESSORY SHOPS, LUCAS ELECTRICAL WHOLESALEERS AND HALFORDS. FOR FULL DETAILS AND PERFORMANCE DATA JUST CONTACT US AT: LUCAS ELECTRICAL LIMITED, SERVICE DISTRIBUTION DEPT., GREAT HAMPTON STREET, BIRMINGHAM B18 6AU. TELEPHONE 021 236 5050



Once again, due to favourable trading conditions, we are anxious to acquire any car of quality and importance. We especially require pre-war English and European sports cars, any Bentley or Rolls-Royce with authentic bodywork and competition cars of any era, Ferrari, Maserati, etc.

1927 MERCEDES 'S' SUPERCHARGED SPORTSWAGEN. In magnificent condition. Full details on application.

## BRIAN CLASSIC LTD. Bucklow Hill (0565) 830423 (Cheshire).

### MISCELLANEOUS

**JODDLING TOOLS** for perfect body panel repairs. Essential for the amateur welder. Single action, no punch. £16.25. Dual purpose punching/bending reversible head. £23.75. P&P £2. Further details: Cheque Dept. MS, LB Marketing Services, 757 Walsall Road, Great Barr, Birmingham. Tel: 021 358 7448. (77986)

**MICKEY WRAIGHT LTD** world's leading specialists in pre-war original lamps, horns, badges offer from stock — beautifully restored pairs P100S, P100R, QK596, P80S headlamps, spotlamps — FT58/2, FT37, PLG40 tribar, "Owleye" tail lamps, Long Windtone 7" trumpet horns, New Alto horns — plus rarest quality badges — Brooklands, National Motorists, all RAC & AA, all pre-war Rolls Royce & Bentley mascots etc. Only the best here at realistic prices. 9 Coniston Crescent, Weymouth, Dorset. Tel: 0305 770463 (6-7 pm). (77301)

**A GENUINE** hand-painted oil on canvas of your treasured possession from a favourite photograph. Price from £95.00. For details send SAE to Grenville Gallery, PO Box 32, Woking, Surrey GU21 4PU. (64854)

### MISCELLANEOUS — cont.

**ERIC THOMPSON** buys and sells rare motor and motorcycle books, magazines, annuals, handbooks and manuals, sales literature and motoring miscellanea. Book list No. 845 available UK £2.00, overseas £3.00. Long Common House, Sharncliffe Green, Guildford Surrey. Tel: 0483 893694. (66436)

**MOTOR SPORT** 1934 Vol. 11 through to 1946 Vol. 22, bound, in as new condition, £120 per volume. Tel: 01-472 1075. (77693)

**LOTUS VII.** For details of models in stock please telephone 01-653 6742, 01-669 7386. (77595)

**AUSTIN 7** 1935, radiator and surround, headlights, number plate, £50 ono. Tel: 0202 740570. (77355)

**INEXPENSIVE CAR** collection and delivery by trailer, distance no object, 24 hour service by careful owner driver. Tel: Torquay (0803) 28165. (77173)

**MOTOR SPORT, 1966-1983.** Motor, 1958-1960. Motor Industry, 1952-1966. Model Engineer, 1966-1970, 1975-1983. Practical Electronics, 1965-1971. Offers. Tel: 06904 216. (77588)

### MISCELLANEOUS — cont.

**PORSCHE CLASSIC.** The original Black Watch. Brand new, never used, best chronograph ever built. Scratch / shock / crash and waterproof (142 psi). Automatic, day / date 24 hour timing, tachymeter (lap speed), mineral glass and many unique features. Maindealer documentation, 12 month international guarantee. Retail £520, to clear £275 in leather presentation box (also available in stainless steel). Tel: 01-743 4432 days. (77366)

**MOTOR SPORT** Vol. 23 1947 to Vol. 56 1980. Bound, in as new condition, £10 per volume. Tel: 01-472 1075. (77693)

**BROCHURES WANTED** on Lamborghini, Ferrari, also looking for P400 Muiira spares for rebuild, W.H.Y.? Hobson, 25 Derwent Avenue, Rochdale. Tel: 0706 48737. (77774)

**VEHICLE REPAIR** shop available — Wandsworth (near bridge), 6,000 sq ft in 6 bays, 2 pits, ramps, hoists, oil pressure system and equipment, central heating. Owners offer whole or part to garage owners, car hire operators, fleet hire operators. Suggestions welcomed. Possible participation. Tel: 01-589 3722. (77784)

### MISCELLANEOUS — cont.

**MOTOR SPORT** collection 1952-1983 including 13 complete years, only 10 copies missing in all (5 in 1957), offers. Box 6913. (77777)

**MERCEDES 300SL.** Genuine works manual 563 pages 11 3/4 in x 8 1/4 in, £90. Tel: Brighton (0273) 690000. (77777)

**ALFA ROMEO 6C-2500 Sport** (1947 Fiat D'oro) complete engine nr. 926 (carburettor missing) and complete gear nr. 946125 for sale. Offers: E. Coma-Cros Post Office Cottages, Tanyard Lane, Staplefield, Sussex RH17 6EL. (77777)

**WEBER** four barrel 40IF4 carburettors complete for sale. Offers: E. Coma-Cros Post Office Cottages, Tanyard Lane, Staplefield, Sussex RH17 6EL. (77777)

**PRE-WAR MORRIS** Minor series 1929-1934, full range of spares available including bodywork, catalogue £1 from Office of Grace Ltd, 43 Gillsmans Park, Leonards, Sussex. (77777)

**VINTAGE PVT,** new drophead bodyframe, wings, doors, £1,200. Per vintage sportscar body use ready £1,200. Tel: Hatfield 60834. (77777)

### QUARRY GARAGE

CROSSGATES, SCARBOROUGH  
TEL: SCARBOROUGH 862268

### COLLECTORS CAR

#### MERCEDES BENZ 3.5 280 SE AUTO

1971, finished in Metallic Sand Gold, Black interior, full service history, 67,000 miles only P.O.A.

### LOTUS VII's AND CLASSIC SALOONS

1982 Twin Cam, 27,000 miles, mint, £6,495. 1984 Sprint, 8 Reg., just run in, as new £7,495. Both cars fitted alloys, heater, full weather equipment, r/bar

Plus

MG ZA MAGNET, 1955, One family owned, recent £3,500 renovation, complete history, a super little classic saloon £1,695 Daimler 2.5-litre V8 Saloon, 1965, Excellent condition with immaculate interior, history £1,495.

Tel: 01-653 6742 / 01-669 7386 for full details P/ex welcome terms possible.



### BLACK BEAUTY

New 190E. Bodywork colour coded Black and Gold. Very special styling kit designed by Duchatel 225/50 - 15 tyres. Rial wheels, a/sunroof, remote control door locks etc.

£18,500 ono

To view this unique car Phone Marlow (06284) 73511

Private Sale

## REES BROS. EST 1921

ELMS ROAD, ALDERSHOT,  
HANTS GU11 1LP

ALDERSHOT (0252)  
23038



### RESTORATION & REPAIR



- Pre-war and post war cars
- Classic sports cars — TR / MG / A-H etc.
- From full restoration to tune-up
- Chassis repairs
- Engine and mechanical repairs
- Bodywork and spraying
- Trim repaired or renewed
- Chrome and nickel plating
- Electrical & fuel systems inc. PI
- Shot blasting
- Excellent service at reasonable cost

1931 MG C-Type. Ex-Musselwhite, EX120 engine, straight cut diff, etc. 2-seater body, blower included, ready to race. £7,500

1939 Rover 14. Green, excel order. £1,975

1953 Austin A40 Somerset. 22,211 miles. Probably the best around. £1,295

1982 Vauxhall Cavalier. Superb. £2,995

1977 BMW 3.0 Si. Red, alloys. £1,995

WANTED — TRs, MGs, Healeys and similar cars purchased for cash.

Catch the fast and the furious with the new

## SUPERCARS IN PROFILE

SUPERCARS IN PROFILE are complete monographs on some of the world's most famous, fascinating and fastest racing cars. Within the 36 pages we've packed a full history with descriptive text, eight pages of superb colour pictures, over 40 mono illustrations, a cutaway drawing, specifications and results chart — only £2.95 each.

### No 1 FORD GT40 SPORTS CARS

Four times winner of the Le Mans 24 Hours

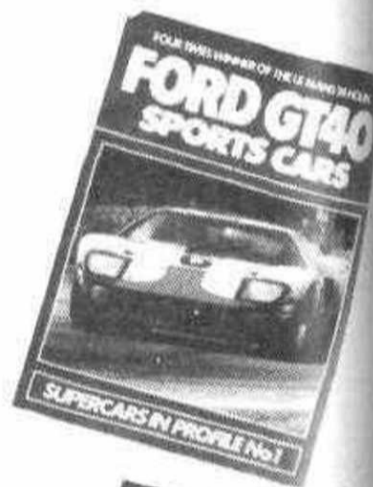
### No 2 PORSCHE 935

The story of a champion long distance Race Car

Available now from bookshops, but in case of difficulty direct from the publishers (plus 50p P&P per order)

### SAPPHIRE PUBLICATIONS LTD.

Dept MS, 22 Datchet Close, Hemel Hempstead, Herts HP2 7JL  
TRADE ENQUIRIES WELCOME



# the ULTIMATE in mail order

## Richard Grant

### FRONT SPOILERS

Capri I and II, Fiesta, Marina, Spitfire	£15.50
Granada I, Metro, Beetle	£18.75
Escort III, Golf, BMW 3	£27.75

CARRIAGE ALL ITEMS £3.50  
ADD VAT TO ALL PRICES

## Richard Grant

### BOOT SPOILERS

Most models	£25.50+VAT
Capri III and Escort III	£29.90+VAT
Universal Quatrofoil	£29.86

### ARCHGUARD

All Models	£14.00 plus VAT
------------	-----------------

ADD VAT TO ALL PRICES

## Richard Grant

### SIDE SILLS

BMW 3, Mazda RX7, Datsun 280ZX  
£51.00 per pair+VAT

### RICHARD GRANT COMPLETE KITS

Capri II	£144.00
Capri III	£159.00
Escort III	£141.00
Metro	£122.00
Fiesta >83	£122.00

ADD VAT TO ALL PRICES

## Corbeau Seats

GTA Hi Back	£25.95
GTB Recliner	£52.95
GT8 Recliner	£105.00
Truck and Van Seat	£125.00

Universal Subframe £10.40

Plus £5 Carriage UK Mainland

ADD VAT TO ALL PRICES

## Ultimate Kits

Escort III	£199.00
Jaguar Series III } Jaguar XJS }	£495.00

PLUS VAT

CARRIAGE FREE UK MAINLAND

## Wolfrace

Wheels — Most Models available

Wheel Clean Kits	£9.95
Wheel Spray Kits	£11.95
Wheel Clean Discs	£12.50

PLUS VAT

Post & Packing 75p

## Zender

### GOLF I KIT

Front Spoiler, Fender Flares, Door Sills, Rear Apron £219.50

### GOLF II 2 + 4 DOOR

Front Spoiler, Sill Panels, W/Arch Exts, Rear Apron £279.50

### SCIROCCO II

Front Spoiler, W/Arch, Side Sills, Rear Panel £199.00

PLUS VAT

## Complete range of kits for all models

When supplied and fitted by Ultimate a 2 year Guarantee on Parts, Paint, and Fitting is applicable.

For details phone:

Haydn Davies,  
Technical Director

UNBEATABLE VALUE!!

## Zender

### BMW 3 Series (New) Kit

Comprising of Side Sills, Front Spoiler, Rear Apron £209.00+VAT

### BMW 3 Series (Old) Kit

Comprising of Front Spoiler, Side Sills, Rear Apron £189.00+VAT

ZENDER BODY PANELS FOR MOST MAKES AVAILABLE  
RING FRANK STONEHOUSE

**PAYMENT METHOD:** Cheque (allow 5 days for clearance), Postal Order or just phone Access or Visa Card number and we will do the rest!

**INFORMATION AND ADVICE SERVICE, RING FRANK STONEHOUSE**

# ULTIMATE LEICESTER LTD.

112 HUMBERSTONE ROAD, LEICESTER LE5 0AT. 0533 532777

Sponsored by  
**Classic cars**

# COYS

Sponsored by  
**Classic cars**

AUTUMN AUCTION RESULTS  
AT THE  
R.A.F. MUSEUM, HENDON

# 70% SALES

Amongst the many notable sales were 3.8 E-Type Jaguar, £14,700, Riley Imp £18,400, Lagonda LG 45 Rapide £37,000, Rolls-Royce Phantom II £28,000.

*When you next wish to dispose of your car or require sound advice, contact the specialists in Fine Historic Cars.*

COYS OF KENSINGTON, 2-4 Queens Gate Mews, London SW7 5QJ, England.  
Telephone 01-584 7444. Telex 892685 STAWAR G

## Duncan Hamilton

The Square, Bagshot  
Surrey GU19 5AX  
Tel: 0276 71010  
Telex: 858334



**Arden**

As sole U.K. concessionaires for ARDEN JAGUAR TUNING we can supply complete Arden XJ6, XJ12, or XJS's, or carry out conversions to customer's existing cars. So whether you require body styling, colour coded chrome, suspension lowering, modified exhaust systems, or a combination of all four, Arden tuning will add exclusivity to your Jaguar!

# CAR CONSULTANTS LIMITED

offer:-

**1939 TALBOT Grand Prix car, 4.5-litre.** A unique racing car as driven by Le Bègue at Comminges. Complete with wings and spare wheel — see illustration.

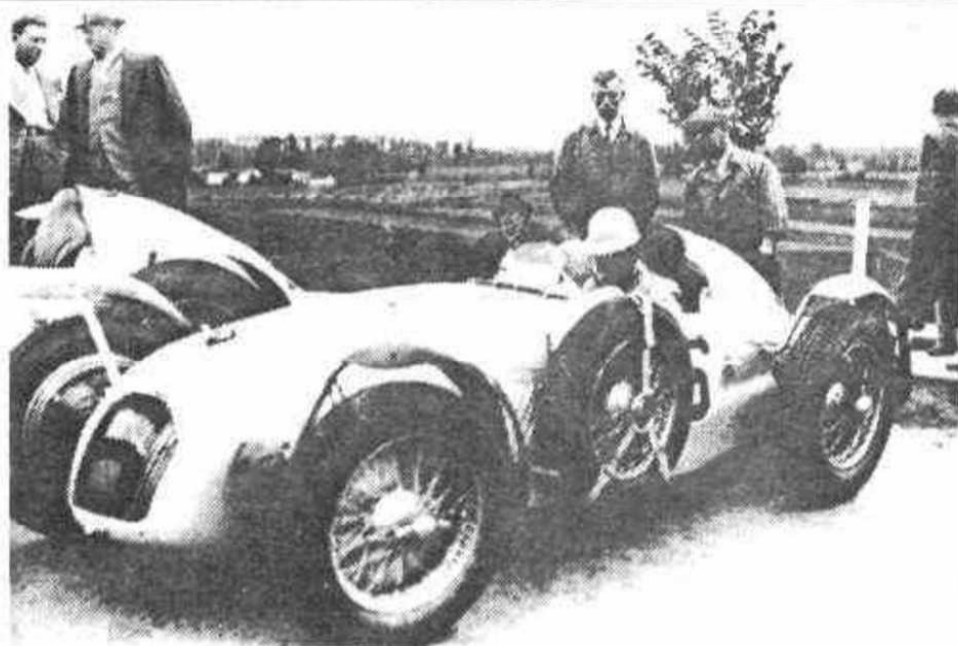
**1938 MASSERATI 1½-litre 6CM.** Ex Scuderia Ambrosiana team car (chassis no. 1558). Most original available and in good running order.

**1938 TALBOT-LAGO 4-litre open sports car.** Available mid February after Alpine Rally!

**1912 MERCEDES 45HP 'Campwagon'.** An enormous open touring car fully restored.

**1926 BROOKS Steam Car.** A very rare and original late steamer. Only other example at Harrak's, Reno.

For further details — telephone 077836-336 or write  
The Old Rectory, Greatford, Stamford, Lincolnshire PE9 4PR, England.



# CLASSIC AUTOMOBILES OF LONDON LTD

Armoury Way, London SW18 1EZ. Telephone: 01-871 1357



**1924 Rolls Royce 20 hp.** White coachwork, black button back hide interior. Superb condition. £18,750

Telephone: 01-871 1357

Also in stock

**1972 Ferrari 246GTS Dino Spyder.** In racing red. One of the best examples of this very fast car. 40,000 miles. £14,750

**1954 Sunbeam Alpine Roadster.** Light blue Alpine mist with red hide interior, in exceptional condition. £6,750

**1928 Rolls-Royce 20 hp doctors coupé with Dickey seat.** Coachwork by Maddox, restored to the highest standard. £25,000

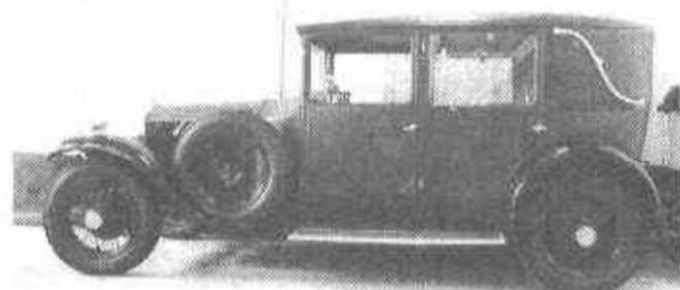
**1974 Jaguar E-Type V12 Roadster.** In white a magnificent example of this most beautiful car. Low miles. £13,500

**1930 Rolls-Royce Phantom II Tourer.** In exquisite condition. Dark brown and oatmeal coachwork with beige hide interior. £18,750

**1955 Austin Princess Limousine** by Vanden Plas. Black over gold with tan hide interior. Outstanding condition. £5,000

**1977 Jaguar 4.2 Coupé Convertible.** An unrivalled example of an attractive four seat tourer in silver with black leather interior. £10,750

**1974 Mercedes 600 limousine,** Royal blue with every conceivable option. In the most magnificent condition. POA



**1928 Rolls-Royce 20 hp.** Weymann fabric body by Mulliner. Exquisite condition.

Other excellent cars available, please telephone. Overseas enquiries welcomed. Shipping arranged promptly. We also buy good condition interesting cars.

# Paradise Garage

The world famous

01-736 2302/3/4  
telex 267689.

London's Classic and Thoroughbred Car Centre Heathmans Road, Parsons Green, Fulham, London SW6.



**1970 Aston Martin DB6 Mk. II.** Caribbean blue with dark blue leather. Beautiful condition, maintained to the highest standards. Extras include chrome wire wheels, power steering, automatic transmission, electric windows.



**1965 Rolls Royce Silver Cloud III.** Tudor grey with blue grey leather. 41,000 miles from new and in pristine condition. With history. Superb throughout.

Other cars in stock:

- 1936 Alvis Speed 25 Charlesworth Sports Saloon.
- 1955 Aston Martin DB 2/4 Drophead.
- 1963 Aston Martin DB 4 Vantage.
- 1964 Aston Martin DB 5 Coupé.
- 1965 Aston Martin DB 5 Saloon.
- 1969 Aston Martin DB 6 Saloon.
- 1932 Austin 7 Chummy.

- 1927 Bentley 4½-litre Open Tourer by Vanden Plas.
- 1951 Bentley Mk VI Saloon.
- 1951 Bentley Mk VI 2 door Saloon by James Young.
- 1964 Bentley SIII Saloon.
- 1955 Bentley SI Continental Drophead by Park Ward.

10 minutes from central London, 150 yds. from Parsons Green tube



**1965 Aston Martin DB5 Saloon.** Rebuilt by Aston Martin Agent. Seychelles blue with grey leather, 5 speed ZF, chrome wire wheels, one of three excellent DB 5s in stock.



**1970 Mercedes 280SL Sports.** Just over 30,000 miles from new. One owner. Gold with black interior. Automatic, power steering. Hard and unused original soft top.

- 1954 Bentley H Type.
- 1928 Chevrolet Open Tourer.
- 1948 Delahaye 135M 3 position Drophead by Pennock.
- 1948 HRG 1500 Sports.
- 1951 Jaguar XK 120 Roadster.
- 1960 Jaguar XK 150 Drophead.
- 1961 Jaguar E-Type 3.8 Roadster.
- 1968 Mercedes 280 SL.
- 1969 Morris 1000 Convertible.
- 1954 MGTF 1250 Sports.
- 1927 Rolls Royce Phantom One open Tourer by Windover.
- 1934 Rolls Royce 20/25 Owen Sedan Coupé by Gurney Nutting.
- 1964 Rolls Royce Silver Cloud III.
- 1964 Triumph TR4.



**MISCELLANEOUS — cont.**

**RARE, OUT OF PRINT** books, catalogues, handbooks, brochures, profiles. Send £1 note for next three quarterly catalogues. Automobilia, 30 West Drive, Brighton, (68769)

**CAR RECOVERY** and delivery, local, national, continental, singles, doubles. Tel: Cartrek, Esher 62785 (Surrey). (73123)

**MOTORING LITERATURE.** For free lists detailing our excellent range of new / secondhand titles plus magazines contact B. I. Newbould, 62 Crossways Drive, Harrogate, HG2 7DH. Tel: 0423-884137. Mail Order only. (73843)

**JAGUAR DAIMLER MK.II** and Dart spares list from BL Heritage approved supplier. Mk.II petrol tanks £125. Exhaust £75. Tel: David Manners 021-429 1433. (72020)

**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. (72027)

**SPAKEN SETS** en complete wiel reparaties; Holland 4104 76196 Serie des rayons ou remise en état complète des roues; Belgique 69-68.81. 17. (71191)

**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)

**400 BOOKS, PLUS!** On Motor Racing for Sale. Realistic prices post free. Free list. Bennett, 26, Robin Lane, Clevedon, Avon BS21 7ET. (75665)

**TELEPHONE AREA** Code Booklet in Reverse. Locate those area codes. £2 inclusive. Culham industries, 36, Boston Road, Kirton, Boston, Lincs. PE20 1DS. (76150)

**MODERN PREMISES** to let, 2000 sq ft ideally suitable for classic car sales or restoration. Sympathetic landlord. Centrally situated on A5 near Tamworth, Staffs. W. Tolson Ltd., Fazeley, Tamworth, B78 3QB. (76143)

**ROLLS-ROYCE 20** and 20 / 25 cylinder heads, brand new available, fully assembled, new valves, springs core-plugs, etc., stoved finish, export arranged, limited batch. Price £1,880. Why risk an old head which can cost as much? Alden Ltd., 72 Charlotte St., London W1. Tel: 01-323 0862. Telex: 21698. (63633)

**MISCELLANEOUS — cont.**

**BIRMINGHAM BASED** car transport by enthusiast, best rates, full insurance. Jeremy Broad. Tel: 021 745 5534. (73623)

**AMERICAN SPARES:** Send detailed list of needs and £1.00 for air mail reply. Bill Carson 235 Shawfarm, Holliston Mass 01746 USA. (73321)

**ROAD TEST VOLUMES** — 20 Motor, 1950, 1953-74, 1976-77; 10 Autocar, 1960-63, 1965-66. Also show numbers etc Galloway, 28 Lochardil Road, Inverness. (0463-240350). (77133)

**CHARLES MORTIMER'S** Spring 1985 List of Motoring Ephemeris out now. Over 1000 Badges, Mascots, Curios Etc. £1.00 Air-mailed. Japonica Cottage, The Green, Badby, Nr Daventry, Northants. (Ten Miles from Silverstone). Tel: Daventry 702962. (76705)

**MG TD/TF 1250** engine. Tel: Bolton 42064. (76984)

**HOUSE & OUTBUILDINGS.** 3 bedroom, 3 reception, detached, spacious site, extensive garaging etc, green belt, convenient location, North Worcestershire, Freehold, £56,500. Tel: 021-453 5732. (76985)

**MOTOR SPORT 1966-1984** complete, excellent condition, donation of £35 to agreed famine relief agency, secures. D. Ellis. Tel: Horley 3135. (76989)

**BRABHAM BT28** unused right hand aluminium fuel tank £100, Lola s/wheel £15. Tel: 02518 3164 Surrey. (77041)

**JAP 1100 cc** LTW/P sidevalve engine, magnet and flywheel, no heads £500. Tel: 0926 53436. (77040)

**VINTAGE HONEYCOMB** Radiator cores, business opportunity. Complete manufacturing plant comprising honeycomb tube machine, universal core assembly jigs, and solder immersion line. £5,500. Comprehensive technical back-up and expert know-how also available. Tel: 0926 81 7115, business hours. (77047)

**MERCEDES, PEUGEOTS, Toyotas** sales, all spares reduced. Mercedes 123/200/50, 300 / 80 / 30 h/lamps £69 rp £129. F / wings £45 rp £96, bonnets £75 rp £114. Peugeot 504 wings £26 rp £47, h / lamps £21 rp £39, Vapump £69 rp £126. H/duty batteries, Varta / Bosch 88 amp £59 rp £121. Specialists in left hand drive car / van sales. 01-689 3247, 173 Windmill Road, West Croydon, London (UK). (77049)

**EXCHANGE**

**PART EXCHANGE** 1978 Jaguar 25 ft de-luxe fibre-glass yacht, used very little, many extras, full inventory, history available, value £8,750 for new or s/hand red Ferrari 308GTB / GTSI, may consider Dino. Only excellent example required. Box No. 6914. (77787)

**CLUBS**

**THE MG CAR CLUB** Offers extensive activities, everything from local social events to full race meetings. Technical aid and support for all models pre-1930 to current production. Spares and service scheme with associated discounts and specialist insurance plus an award winning magazine. For further information on the original MG Club, founded 1930, and its 65 associated overseas centres please contact the MGCC, PO Box 251, Studley, Warwickshire B80 7AT. Tel: 052785 3666. (209676)

**MASERATI CLUB.** Owners and enthusiasts, details from Secretary, M. J. Miles, The Paddock, Abbots Ann, Andover SP11 7NT. Tel: 0264 710312. (43001)

**ESSO BRISTOL** to Weymouth Vintage Vehicle Run. June 9 1985, open to any pre-1940 car, motorcycle or commercial vehicle. Up to 250 entries expected. Regulations / entry forms from Keith McGee, 38 Kenmore Drive, Yeovil, Somerset BA21 4BQ. Tel: 0935 74630. A Yeovil Car Club promotion sponsored by Esso Petroleum Co. Ltd. (76016)

**AC OWNERS.** If you own an AC or are interested why not join the club. Monthly magazine, meetings, sprint, "Concours", dinner dance, film shows etc. Details from Membership Secretary, Tudor House, Manor Road, Great Bowden, Market Harborough, Leicestershire. (77303)

**FORTHCOMING EVENTS**

**THE WATFORD AUTOJUMBLE.** At the Watford Leisure Centre, Horseshoe Lane, Garston (1 mile from junction 6 of M1 Motorway). Saturday, February 9th 1985, 150 stalls in a large indoor venue with all facilities. Good parking, easy unloading etc. Public 10 am-5 pm. Stall enquiries. Tel: 05432 23922 / 53508. (73758)

**EVENTS — continued**

**ASHFIELD AUTOJUMBLE.** Sunday, February. Festival Hall, Kirkby-In-Ashfield, Notts. (2 miles junction 27, M1). 10a. Enquiries: B. J. Parkin. Tel: 0623 752412. (73759)

**THE BUXTON AUTOJUMBLE.** Sun March 3rd 1985, at the Pavilion Garage Buxton, Derbyshire. 10 am-5 pm. Sun. Sunday November 10th 1985). Stall details from C. M. Smith. Tel: 05432 23922 / 53508. (73760)

**THE CHESTER AUTOJUMBLE.** Sat March 30th 1985, at the Northgate Garage, Chester, 10 am - 5 pm. (Also Sat. November 23rd 1985). Details: C. M. Smith. Tel: 05432 23922 / 53508. (73761)

**DOUNE AUTOJUMBLE.** Indoor automart, Doune Motor Museum, Stirling, 14th April 1985. Contact: F. R. 248 Glasgow Road, Eaglesham, Renfrewshire. Tel: 041-644 1509. (73762)

**SITUATIONS VACANT**

**HUGE REAL PROFITS!** I have made this my ex-employer during 1983/84. Due to geographical relocation, by both parties, I have decided to leave. I have 15 years motor trade experience at all levels and 1983/84 has shown me the great opportunity, and most unique 'athletic' have ever seen in bulk car purchase sales. Principal/s with, or access to, £250,000 or more, wishing to retain full control of their investment, are required, as is capital. I have the knowledge, experience and ability; we have the opportunity, we have the money! What do I get out of Employment and remuneration? You get huge profits! My ex-employer is certainly a millionaire! Please write details, for West Midlands interview. Box 6912. (73763)

**PANEL BEATERS REQUIRED.** With experience an advantage, capable of working to the highest standards under minimum supervision. Interesting varied work, including luxury vehicle export. High rates of pay (£3.57 per hour after trial period). Personal accident sickness scheme. Excellent pension. Write Mr J. P. Evans, Works Director, Giant Engineering Limited, Imperial Works, Vale Road, St George, Bristol BS5 7HY. (73764)

# MOTORCYCLE SPORT 50p

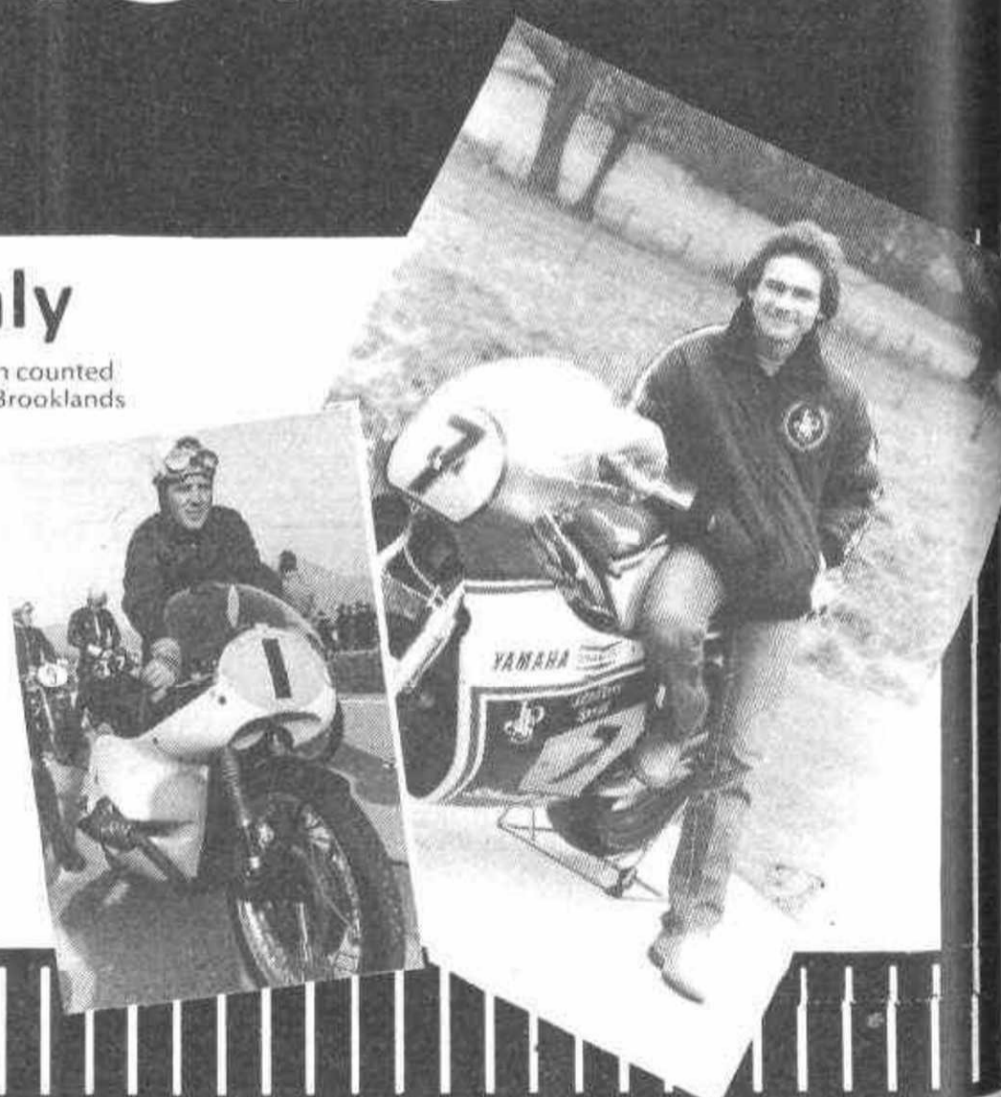
## The quality monthly

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.





1966 Ferrari 275 GTB. Long nose aluminium body, chassis number 8241. Finished in rosso chiaro with black trim. 1,000 miles since full engine rebuild.

**Also in stock**

1964 AC Shelby Cobra Competition 289 Roadster. Viking blue. Full details on application.  
1964 Jaguar 3.8 E-Type Roadster. Carmen red, cherished number.  
**£7,950**

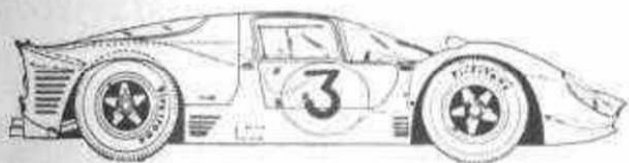


1971 Ferrari 365 GTC. Metallic blue / magnolia interior. 45,000 miles from new. Full service history.  
**£16,950**

# MICHAEL FISHER LTD

(01) 722 3449

WE ARE ANXIOUS TO ACQUIRE SIMILAR FERRARIS OF THE TYPE ADVERTISED.



**Kent**

## High Performance

**Cars**

Ferrari 308 GTSi. 1982, 11,000 miles, met. blue, deep spoiler, air cond. **£21,750**  
Ferrari 308 GTS. 1978, 38,000 miles, red with black interior, deep spoiler, wide wheels, air cond. **£14,850**  
Ferrari 308 GTB, 1978. 25,000 miles, red with black interior, wide wheels, air cond. **£13,995**  
Lotus Esprit Turbo. 1983, 22,000 miles, light met. blue, grey hide int. **£16,800**

Jaguar E-Type 3.8 FHC. 1964, silver and beige hide interior, concours winner, prime example. **£11,250**  
Lenham Healey. Silver, first ever built. **Offers c£9,000**

**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

## TWIN CAM MGA 1960



4,000 miles since total rebuild by Brown & Gammons in 1981. BRG cellulose, sage Connolly interior, stove enamelled chassis, mechanically superior to new.  
**£7,950**

**01-354 0611**

**01-226 6743**



The Foundry 26 High Street

# Bramley

Bramley nr Guildford Surrey



- |  |         |   |         |
|--|---------|---|---------|
| 47 Bentley Special Sport. 5-litre supercharged 2-seater.           | £22,000 | 81 Porche 911 Sport Targa. Met pewter, 38,000 mls.  | £16,995 |
| 79 Rolls-Royce Silver Shadow. Met. silver sand, 13,000 mls.        | £23,995 | 80 Porche 911 Coupé. Met blue, a/c, 24,000 mls.   | £14,995 |
| 84 Mercedes 500SEC. Silver, blue hide, total spec, 5,000 mls.      | £33,995 | 70 Porche 911E. FHC orange specimen, 12,000 mls.  | £10,995 |
| 83 Mercedes 500SEC. AMG, white, full spec, 8,000 mls.              | £32,995 | 94 Porche 944. Auto, met blue, s/roof, 7,000 mls.   | £17,495 |
| 78 Mercedes 450SLC. White, hide, a/c, alloys, 20,000 mls.          | £16,795 | 82 Porche 944. Met burgundy, s/roof, 16,000 mls.  | £14,295 |
| 82 Mercedes 280SE. 5-speed, white, hide, esr, 16,000 mls.          | £16,495 | 84 Porche 924 Lux. Guards red (84 model), 17,000 mls.   | £10,495 |
| 84 Mercedes 190E. Red, auto, abs, a/c, e/seats, 5,000 mls.         | £15,995 | 72 Ferrari Daytona. FHC, silver, blue hide, a/c.  | £35,000 |
| 84 Mercedes 230TE. Met petrol, good spec, 900 mls.                 | £15,995 | 70 Ferrari 365 GTC. Deep red, black hide.   | £19,995 |
| 84 Mercedes 230TE. Met thistle, auto, sunroof, 500 mls.            | £14,995 | 63 Jaguar Michelotti Coupé. Red, beige hide.  | £24,995 |
| 83 Mercedes 230TE. Deep blue, auto, s/roof, ew, 9,000 mls.         | £13,995 | 73 Jaguar V12 E-Type Roadster. Auto, red, 160 mls.  | £29,995 |
| 78 Mercedes 450SL. Met blue, total spec, a/c, 28,000 mls.          | £14,995 | 65 Jaguar E-Type 4.2 Roadster. Red, restored.   | £17,995 |
| 82 Mercedes 280E. Blue, total spec, abs, a/c, 4,000 mls.           | £14,995 | 82 Morgan +8. Blue, black hide, extras, 7,000 mls.  | £10,995 |
| 81 Mercedes 230CE. Met manganese, e/sunroof, e/w, 19,000 mls.      | £10,995 | 62 Sunbeam Alpine II. Red, restored and beautiful.  | £7,995  |
| 71 Mercedes 280SL. Met blue, LHD, auto pas.                        | £11,995 | 84 Panther Lima. Met brown over bronze, black int, 2,000 mls.   | £7,995  |
| 83 Mercedes 200T. Ivory, 5-speed, s/roof, stereo, 10,000 mls.      | £10,995 | 81 Panther Lima. Brown and cream, c/w, wheels, 6,000 mls.   | £6,995  |
| 81 Mercedes 230CE. Met champagne, e/sunroof, e/w, 21,000 mls.      | £9,995  | 25 Citroen Cloverleaf 3-seat tourer.  | £6,995  |
| 84 Porche 3.3 Turbo. Met blue, blue hide, 1,500 mls.               | £37,995 | 84 Range Rover Vogue. 5-speed, a/c, latest spec, 2,000 mls.   | £17,495 |
| 82 Porche 3.3 Turbo. White, blue hide, one owner, 16,000 mls.      | £26,995 | 84 Range Rover. 5-speed a/c, B pack, silver, 2,000 mls.   | £15,995 |
| 83 Porche 3.3 Turbo. Guards red, black hide, 14,000 mls.           | £30,995 | 83 Range Rover. Auto, a/c, A pack, met blue, 8,000 mls.   | £14,995 |
| 80 Porche 3.3 Turbo. Met ruby red, beige hide, 14,000 mls.         | £29,995 | 84 BMW 735iA SE. Met silver, full spec, 14,000 mls.   | £19,995 |
| 84 Porche 3.3 Turbo. White, lobster hide, 28,000 mls.              | £19,995 | 84 BMW 323i. Met blue, 5-speed, high spec, 2,000 mls.   | £13,995 |
| 84 Porche 911 Sport Carrera Coupé. White, a/c, 5,000 mls.          | £26,995 | 83 BMW 323i. Green, 5-speed, s/roof, alloys, 22,000 mls.  | £9,995  |
| 84 Porche 911 Carrera Sport Targa. Guards red, 9,000 mls.          | £25,995 | 82 BMW 320. Henna red, 5-speed, 6,000 mls.  | £6,995  |
| 84 Porche 911 Sport Carrera Targa. Met ruby, 10,000 mls.           | £25,495 | 83 Renault Turbo 2. Red, expensive stereo, 8,000 kms.   | £9,995  |
| 84 Porche 911 Carrera Sport Cabriolet. Red, 9,000 mls.             | £25,495 | 80 MGB GT. Black, o/d, delivery mileage, 198 mls.   | £8,995  |
| 83 Porche 911 Carrera Sport Cabriolet. Red, 13,000 mls.            | £24,495 | 83 VW Golf GTi Convertible. White, special, 16,000 mls.   | £7,995  |
| 84 Porche 911 Sport Cabriolet. Black, 7,000 mls.                   | £23,495 | 83 VW Golf GL Cabriolet. Met spel, auto, extras.  | £7,995  |
| 83 Porche 911 Sport. FHC, black, leather, 11,000 mls.              | £22,995 | 77 Triumph Spitfire. Yellow, manual, o/d, 8,000 mls.  | £3,995  |
| 82 Porche 911 Sport Targa. White, black pasha, 18,000 mls.         | £19,995 | Range Rover 6-wheel 4dr. Auto, a/c, with hospitality caravan, all in matching livery. Details on request. |         |
| 83 Porche 911 Sport Coupé. Met moss black berber, 24,000 mls.      | £19,995 |   |         |
| 82 Porche 911 Sport Targa. Met wine, sport seats, a/c, 31,000 mls. | £18,995 |   |         |

0483 898159

**EXCEPTIONAL LOW MILEAGE CARS PURCHASED**

0483 898159

# HAVAS PACKING & SHIPPING LTD.

The name with more than 25 years experience behind it.  
The company who **Think cars, Talk cars and SHIP CARS.**  
Shipment of personal effects and household removals, also our speciality.  
Competitive rates and unbeatable service.

P.O. Box 31, East Grinstead RH19 4RF  
Telephone: 0342 23155  
(24 hour personal service)  
Cables: HAVAS EASTGRINSTEAD  
Telex: 957161 HAVAS G

## COOPER & LOTUS

New 15" dia. magnesium wheels for Cooper F1 / F2 & Monaco, Lotus 15, 18, etc. Cooper (front with hub) from 4 1/2" to 6" rim, Lotus (6 stud) from 4 1/2" to 7" rim. Prices from £220 ea. New 13" dia. aluminium Lotus wheels (Lotus 23 etc). Various s/h Lotus 30-47 wheels.

Climax Engine Services, 82 Northwick Park Estate, Blockley, Glos. GL56 9RF  
Tel: 0386 700631. Telex: 335540G.  
USA Tel: (213) 375 3937

## WESTFORD TRAILERS, DROITWICH, WORCS

Car transportation service. Trailer capacity 2 tons. Continental assignments undertaken. Trailers for sale or hire.

Telephone Christine  
0905 773912 0905 772081  
1/2 mile from M5, Junction 5

## GASKETS

Head, manifold, etc. made specially to pattern. Any make, age or quantity. Manufacturers sets also available. S.A.E. with enquiries. C.O.D. Postal Service.

LIPSCOMBE and HESSEY,

Marine Engineers  
11, Victoria Road,  
Eton Wick, Windsor  
Telephone 64413

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

DUNCAN HAMILTON & Co. Ltd  
BAGSHOT (0276) 71010

## DEARNE VALLEY MOTORS

# DVM

TVR ROTHERHAM TVR

**HAPPY NEW YEAR.** From all at DVM. IS THERE ANY POINT in me trying to make this heading funny like wot I try to do, because I'm writing it just before Christmas and you will be reading it just after New Year. Which means I'm too drunk to be writing it and you'll be too drunk to read it. However I hope that all your Christmas stockings were full of what you wanted them to be full of i.e. legs, and that you all have a Great New Year. (Preferably whizzing around in one of our fantastic cars). I mean all I say sincerely talks. Especially the bit about whizzing around in one of our fantastic cars.

- 1981 X LOTUS ESPRIT SERIES 3. Extras consist of metallic paint, BBS wheels, leather upholstery, driver with black upholstery. 2 owners, only 31,000 miles. £10,500
- 1974 N REG MGB GT V8. Late chrome bumper model, olive green with tan cloth upholstery, sunroof, front spoiler, late type alloy wheels, excellent body & chromework. Superb mechanically one of the best I have ever driven. Not for the faint hearted. £3,350
- 1980 MG MIDGET. Black with tan interior, head restraints, tonneau, boot rack, rear fog lamps, a truly exceptional little car well cared for and spotless inside and out. £2,895
- 1967 Mk II JAGUAR 2.4-LITRE. Manual with overdrive, beautiful white coachwork with contrasting red upholstery, excellent chromework. Superb interior, drives beautifully and looks fantastic. nice enough to use as a wedding car or simply to cherish. £2,995
- LATE 1981 X-REG TRIUMPH TR7 CONVERTIBLE. 2-litre, 5 speed, red with gold coachlines, black hood, blue check interior low mileage and immaculate condition throughout. Possibly a little dearer than some, but come and see how nice a TR7 can be when its been looked after. £3,995
- TALON VW BASED SPORTS CAR. Built 1983 and only covered some 700 miles from new. A terrific looking car with gull wing doors, black with red interior, bored out 1800 cc engine, Recaro seats, Wolfraace wheels, unlike most other kit cars we've seen this one looks good, drives well, handles well and is surprisingly fast. Really stands out in the crowd for only. £2,895
- 1982 FORD ESCORT XR3i. Red with dark grey interior, black and gold special edition coachlines, alloy wheels, sunroof, remote mirrors, rear wash wipe, a great looking car in immaculate condition throughout. £4,750
- 1982 VOLKSWAGEN GOLF GTI. 5 speed, silver with colour coded bumper and very attractive red fade coachband. All the usual GTi refinements but this one looks a real stunner as well, renowned for reliability, great performance and economy, superb handling. £4,995
- 1979 MGB ROADSTER. Yellow with black hood, locally owned by middle aged enthusiast, regularly serviced by ourselves. Recent new clutch, cherished, cared for. Lovely condition throughout. £3,350
- 1980 MGB GT. blue with grey interior, superb late low mileage example, immaculate inside and out, what more can we say. £4,150
- 1979 RELIANT SCIMITAR GTE. Manual with overdrive, power steering, electric windows, Wolfraace wheels, radio cassette, 47,000 miles. Versatile and fast. Reliable and of course a superb non rust body. £4,250
- 1979 TRIUMPH SPITFIRE 1500. Finished in flame orange. A lovely example of this lively and economical 2 seater sports. Good body and paintwork excellent chrome, and a really nice clean interior. £2,495
- 1981 FORD FIESTA 1300 SUPERSPORT. feels just as lively as an XR2. More economical, cheaper to insure, a great little car, red, alloys, immaculate throughout. £3,450
- X REG FORD ESCORT 5 DOOR. Light blue with matching interior, very economical, easy to insure but still quite lively on the road, very well maintained and very clean. £2,850
- 1979 MINI COUNTRYMAN. Yellow with black interior, very clean condition, great little runner. £1,695
- 1978 AUDI 80 GLS. Dark metallic green, beige velour upholstery, 1 family owned from new with full service history, quality motoring for only. £1,495
- WANTED: TVR, LOTUS ELAN, TRIUMPH STAG MANUAL, MG V8, E TYPE, MINI COOPER S, MK II JAG, INJECTION CAPRI.
- WANTED: TVR, LOTUS ELAN, TRIUMPH STAG MANUAL, MG V8, E TYPE, MINI COOPER S, MK II JAG, INJECTION CAPRI.

Can we buy your beloved immaculate car? If not we may be able to sell it for you. Try us! We would particularly like to hear from someone with a nice 911 Coupé Porsche, any TVR (but nice) or a Stag. Any offers??

TVR / SCIMITAR SPARES. UNIVERSAL SERVICE.

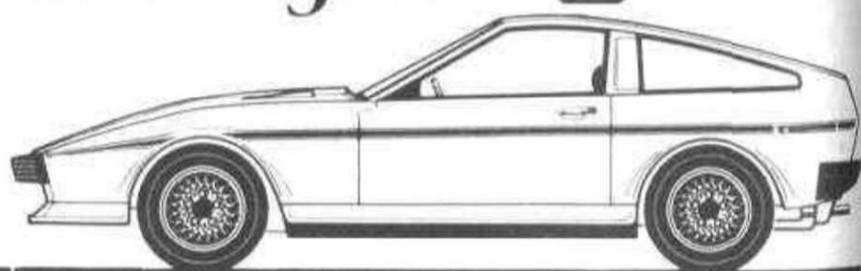
We are just two miles from M1 (Junction 33 / 34) into Rotherham.

0709 95 SHEFFIELD RD 2966  
ROTHERHAM

## Harrogate Horseless Carriages

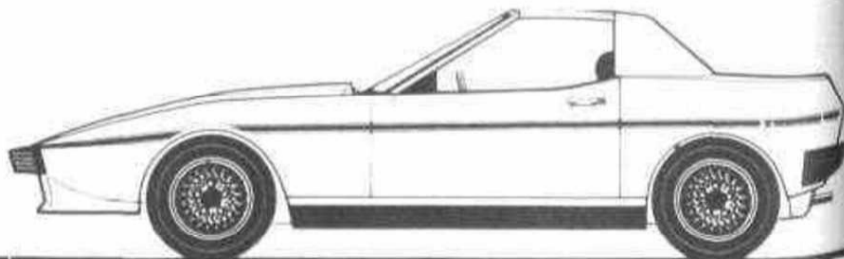
TVR DISTRIBUTOR FOR THE NORTH OF ENGLAND

MG SPECIALISTS



## Exclusive Sports Cars

- NEW TVR 350i Convertible. Sapphire blue, grey leather trim. LIST
- NEW TVR 280i Convertible. Arctic white, black hood, red trim, 5-speed. LIST
- NEW TVR 280i Convertible. Italian red, black hood, biscuit trim, 5-speed. LIST
- NEW TVR 280i FHC. Slate blue, red trim, 5-speed. LIST
- NEW TVR 280i FHC. Arctic white, blue trim, 5-speed. LIST
- 1984 B Regd. TVR 280i Convertible. Mist blue, blue hood trim, 5-speed, delivery mileage only. £12,950
- 1984 B TVR 350i Convertible. Signal yellow, 7,000 miles, auto, PAS, leather. £13,950
- 1984 B TVR 350i Convertible. Azure blue, red trim, 2,000 miles. £13,950
- 1984 TVR 350i Convertible. White, red trim, 15,000 miles. £12,950
- 1983 A TVR 350i Convertible. White, brown trim, 8,000 miles. £12,450
- 1984 TVR 280i FHC. Italian red, peat trim, 21,000 miles, 5-speed. £11,500
- 1983 TVR 280i FHC. Crystal green, green trim, 14,000 miles, 5-speed. £10,950
- 1983 TVR 280i FHC. Italian red, caviar trim, 15,000 miles, 5-speed. £10,950
- 1983 TVR 280i FHC. Cosmos blue, caviar trim, 16,000 miles, auto, PAS. £10,950
- 1983 TVR 280i Convertible. Sigma silver, blue trim, 21,000 miles, 5-speed. £10,750
- 1982 TVR 280i Convertible. Sigma silver, blue trim, 27,000 miles, MOMOs. £8,995
- 1981 TVR 280i Convertible. Sigma silver, blue trim, 20,000 miles, PAS. £8,250
- 1980 W TVR 280i 2+2 FHC. Sigma silver, blue trim, 31,000 miles, PAS. £7,495
- 1980 TVR 3000S Convertible. Black, tan trim, 39,000 miles. £6,995
- 1981 X MGB Roadster. Snapdragon yellow, 26,000 miles, h/s tops, Ziebart. £4,995
- 1981 MGB GT. Russet brown, 25,000 miles, radio/stereo, rustproofed. £4,995
- 1980 MG Midget 1500. Black, 36,000 miles, one owner, radio. £2,795
- 1981 X Triumph TR7 Convertible. Pharaoh gold, 36,000 miles, radio/stereo. £3,750
- 1984 Peugeot 205GTI. Graphite grey, 6,000 miles, s/roof, radio/stereo. £5,995
- 1984 Renault Fuego Turbo. Black, 22,000 miles, radio/stereo. £5,995
- 1982 Y Fiat X1/9 1500. Racing red 17,000 miles only, one owner. £4,795
- 1983 A Ford Escort XR3i. Sunburst Red, 11,000 miles, alloys, Extracover. £5,995
- 1980 VW Golf GTI. Silver, 47,000 miles, 5-speed, s/roof, alloys. £3,995
- 1979 Mercedes 200. Saloon, signal orange, PAS, clock, FSH. £3,995



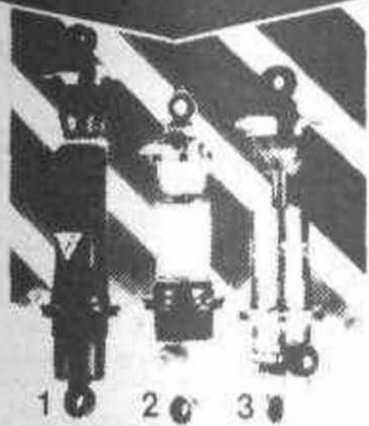
TOP CASH PRICES PAID FOR SUITABLE LOW MILEAGE SPORTS CARS

OPEN DAILY 8.30-6 PM, SUNDAY 1-5 PM

284/286 Skipton Road, Harrogate, N Yorks  
Telephone: (0423) 521073 Sales; 61666 Service;  
521748 Coachworks

# REPLACEMENT SHOCK

## KONI RACING DAMPERS



1. SUPER SPORT **£85** each
2. STEEL DOUBLE ADJUSTABLE **£145** each
3. ALUMINIUM DOUBLE ADJUSTABLE **£265** each

Every Formula One Champion for the last thirteen years has won on Koni shock absorbers, technically identical to those designed for your car!

- ★ Even the best tyres will become ineffective if your shock absorbers are worn — and worn shock absorbers cause loss of steering and braking control.
- ★ Koni make exactly the right shock absorbers for your car — they're made to last longer and to give you the best possible roadholding.
- ★ Koni test all vital parts individually — not at random. So you know you're safe with Koni.
- ★ Konis are adjustable, so long after other shock absorbers are worn out, Konis can be 'renewed' by simple adjustment. So Konis save you money, too!

### SHOCK ABSORBERS FOR TOWING

Variable rate, coil spring heavy duty units. Automatically keep your car level even when fully loaded when towing. They eliminate 'bottoming' on bar bump stops, aid steering and stability.

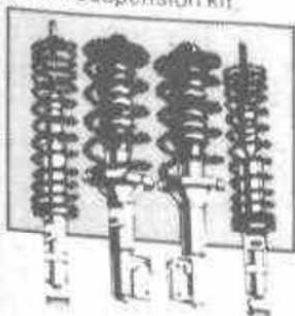
**£80**



### SPECIAL PERFORMANCE KITS FOR GOLF/SCIROCCO/XR3/XR4

If you thought your roadholding was already pretty good, you'll be amazed when you fit this complete Koni suspension kit, consisting of four specially uprated springs and four adjustable shock absorbers.

**£295** Carriage free!



# ABSORBERS IN 3 MINUTES'

(WE TOLD YOU WE WERE FAST)

### SPECIAL PERFORMANCE KIT FOR ROVER SDI



Does your Rover tend to 'wallow'? Enjoy this superb car to the full after fitting the special Koni suspension kit consisting of two rear uprated springs and two Koni Special-D shock absorbers — at a fraction of the cost of the original system!

Also available with loadadjusters to take the strain out of towing. **£164.50** Carriage free!



### GUARANTEE

All Koni shock absorbers are guaranteed for two years.



### ANOTHER GREAT KONI BONUS!

When your Konis do eventually wear out, they can be rebuilt by the factory to 'as new' specification at just 50% of the cost of new units!

When it comes to buying shock absorbers, there really isn't much of a choice, is there?

No matter where you live it can't take much more than a few minutes to dial our number and place an order (day or night). All you'll need is your Access, B/card, Diners Club or American Express number.

We always carry in excess of 5,000 shock absorbers — but the first thing to do is invest in a 'phone call and order a copy of our latest FREE catalogue right away.

### THESE ARE THE PRICES OF KONI FOR YOUR CAR. (Special price on sets of 4)

F = Front; R = Rear  
Add VAT to all prices

### YOUR CAR IS HERE. All prices each

- ALFA ROMEO**  
Giulia All F & R £34.40  
Alfasud £57.90 R £40.60  
Alfetta & Giulietta F £38.90 R £35.70  
GTV6 F £44.80 R £39.90
- AUDI**  
80 All except 80GT F £55.40 R £44.20  
100L LS GLS 77 R F £57.90 R £38.90
- BL**  
Mini All F & R £34.40  
Cooper 5 F & R £41.20  
Metro F £32.80  
Sprite Mk III IV R Conversion £34.40  
3000 Austin F Conversion £34.40  
MGB GT & Roadster R Conversion £34.40
- BMW**  
316 320 323i F £55.40 R £44.20  
5 Series Most F & R £55.40  
633 CSi F £57.90 R £55.40  
7 Series Most F £57.90 R £55.40  
2002 T etc F £55.40 R £37.10  
2 BL 3.0L etc F & R £55.40
- DAIMLER BENZ**  
2000 220 etc F £50.30 R £48.50  
280S SE SEL F & R £52.90  
300SEL etc F £38.90 R £35.70  
450 SL SLC F £50.30 R £48.50
- DATSUN**  
240Z F & R £57.90  
260Z F & R £57.90  
280ZX F & R £57.90
- FERRARI**  
275 GT B C S F & R £55.40  
308 GTB F & R £55.40  
365 GT F £48.20 R £61.10  
512 BB F 102 BF & R £61.10
- FIAT**  
124 Special T F & R £41.20  
131 Mirafiori F £61.10 R £37.10  
X1 9F & R £58.30  
Ritmo Strada F & R £59.30
- FORD**  
Capri Mk I F £55.40 R £35.70  
Capri Mk II III F £57.90 R £37.10  
Cortina Mk III IV F £38.90 R £34.40  
Escort RS2000 F £61.10 R £41.20  
Escort Mk II Sedan F £49.00 R £34.40  
Escort XR3i F & R £61.10  
Escort Mk III F & R £57.90  
Fiesta F £57.90 R £55.40  
Granada F £38.90 R £47.60
- HONDA**  
S800 All F £38.90 R £41.20
- JAGUAR**  
2.4 3.4 3.8 69F & R £46.30  
E Type F £41.20 R £55.40  
XJ6 XJ5 F £35.70 R £45.70
- JENSEN**  
Interceptor F & R £39.20  
Healey F & R £42.60
- LADA**  
All except Niva F & R £34.40
- LANCIA**  
Flavia F & R £34.40  
Beta All incl. Minie Camp £55.40  
Gamma F & R £55.40
- LAND ROVER**  
All F & R £48.80  
Range Rover F & R £48.80  
Also Steering Damper £42.88
- LOTUS**  
Evan All F £64.00 R £57.90  
Esprit F & R £61.10  
Elite F & R £61.10  
Esprit F £49.00 R £80.70  
Europa All F £55.40 R £52.10  
Seven Series 4 F £55.40 R £52.10
- MAZDA**  
323 F £48.00 R £34.40  
RX7 80 F £55.40 R £36.90
- MITSUBISHI**  
Galant Most F £49.00 R £35.70  
Lancer Turbo F £55.40 R £34.40
- OPEL**  
Kadett F £37.10 R £34.40  
Kadett GT F & R £48.50  
Ascona Most F & R £37.10  
Monza F £55.40 R £37.10  
Rekord F & R £37.10  
Commodore F & R £37.10
- PEUGEOT**  
304 F £57.90 R £49.50  
504 F £57.90 R £35.70
- PORSCHE**  
356 F & R £35.70  
911 912 & Turbo F £57.90 R £42.60  
911S 911T F £57.90  
911S Carrera F £57.90 R £52.80  
911 Carrera Turbo F £57.90 R £49.00  
924 F £55.40 R £38.90  
928 F & R £68.40
- RELIANT**  
Similar All F & R £55.40
- RENAULT**  
95 F £35.70 R £37.10  
R18 Turbo F £48.50 R £38.90  
Fuego F £48.50 R £38.90
- ROVER**  
2000 3500 78F £37.10 R £34.40  
SD1 F £55.40 R £42.60
- SAAB**  
900 F & R £37.10  
99 Turbo F & R £41.60  
99 F & R £34.40  
900 F & R £37.10  
900 Turbo F & R £41.60
- TALBOT**  
Horizon F & R £34.40  
Sunbeam F £55.40 R £34.40  
Avenger F £55.40 R £34.40  
Imp F £41.20 R £37.10
- TOYOTA**  
Celta F £57.90 R £34.40  
Corolla Most F £55.40 R £34.40
- TRIUMPH**  
Herald & Vitesse F £40.60 R £37.10  
Spartan & GT6 F £40.60 R £37.10  
Delomite Sprint F & R £40.60  
TR4 4 & 6 F £35.70  
TR7 TR8 F £55.40 R £37.10
- TVR**  
All F & R £52.10
- VAUXHALL**  
VX490 F £34.40 R £37.10  
Magnum F & R £35.70  
Astra F £44.30 R £35.70  
Cavalier F & R £37.10  
Chevette F £37.10 R £34.40
- VOLKSWAGEN**  
Golf Standard F £44.30 R £39.20  
Golf GTi etc F £49.00 R £45.70  
Scirocco F £49.00 R £45.70  
Beetle Telecabriolet F & R £34.40  
Beetle Sport Inset F £55.40 R £34.40
- VOLVO**  
142 144 F & R £37.10  
242 244 F £57.90 R £37.10  
343 F £49.00 R £38.90  
242 265 F £55.40 R £37.10

### SPECIAL RANGE ROVER KITS

Kit of four units complete with heavy duty springs to replace original units and springs. For all purpose use.

**£285** carriage free!

Kit of four load-a-justers. Totally transforms the standard handling.

**£212.40** carriage free!

# demon tweeks



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

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



# ST MARTINS

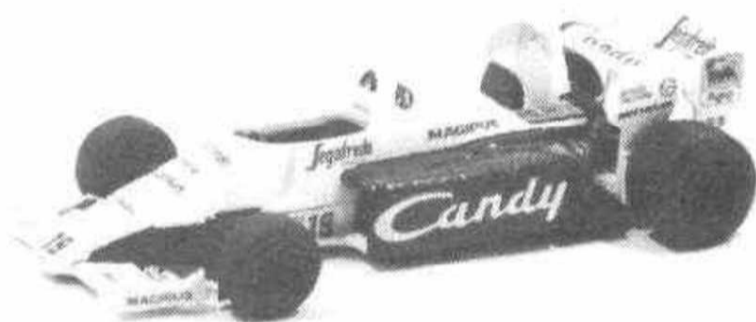
ACCESSORIES LTD



SPECIALIST IN MODEL CARS



Big 1/18th scale Burago Ref. 3013. Mercedes 300 SL (1954). In silver with opening boot, doors, bonnet plus steering. Bargain at £10.90, post UK £1.50, overseas post quoted on request.



SMTS Racing Line 1/43rd Toleman TG 184 Senna car. Available built at £22.95, also kit form at £11.95. Also available Arrows A6, and Ferrari C3 prices as above. Post UK 75p each, overseas mail £1.75 each.



New Solido Age D or 1/43rd Cadillac Eldorado Biarritz. A very good model at a great price of £3.99 each, post 75p UK, overseas mail £1.75 each. 4500 open in pink or turquoise, 4501 Top Up in red / white hood or pale blue / white hood.



Top Marques 1/43rd scale die-cast, hand-built MG Midget Mk 2 in British Racing Green with photo-etched wire wheels at £32.50, also available Mk 1 at £32.50, Mk 3, 4 at £26.00 each, post UK 75p, overseas mail £1.75 each.

**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



## TR7-TR7-TR7

1982 "Y" Coupé. Aqua, sun roof, 22,000 miles. One owner. £4,295  
 1982 "Y" Convertible. Gold, 20,000 miles. One owner. £4,295  
 1982 "Y" Convertible. Red, 24,000 miles. One owner. £4,295  
 1982 "X" Coupé. Silver, sun roof, alloys, stereo. 26,000 miles. £3,995

1981 "X" Convertible. Silver, alloys, 24,000 miles. £3,995  
 1980 "W" Coupé. Yellow, sun roof, 36,000 miles. £2,995

TR7's always required.  
 Distance no object.

Frederick Charles (Cars) Ltd  
 82-90 Priory Road, Kenilworth.  
 Tel: 0676 53636



## 1984 B LOTUS CATERHAM 7

Finished in red with black hood fitted with 1,600 cc twin cam Lotus engine. As new. 511 miles only £7,950.

Tel: 01-431 0666

## ELTONS

Est. 1984

Special Cars for Special People  
 Offer

1979 V PORSCHE 911 SC TARGA COUPE. Met silver Targa trim, low mileage, fitted radio cassette etc. £11,995  
 1965 ASTON MARTIN DB5 SPORT SALOON. Fiesta red maroon trim, fitted wire wheels, 5 speed ZF gearbox, selectoides, radio cassette etc. £6,995  
 1930 SUNBEAM 18 SALOON. Black / Dark blue, fitted side mount, hydraulic brakes, very rare. £6,995  
 1972 ROVER 3.5 (P5B) COUPE. Healy blue Pearl grey roof, low mileage, electric sunroof, radio stereo, P.A.S. etc. £1,995

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

## Stafford Garage

The Thoroughbred Specialists

Porsche 911 Sports '81. Black, e/rood, pdm, new tyres. £16,950  
 Porsche 911 Sports '80. Red, e/rood, pdm. £14,600  
 Porsche 944 '83. Auto., blue, pdm. £14,250  
 Porsche 924 '82. Red, pdm. £9,250  
 MGB GT '79. Maroon, Webast roof. £4,300

Service & Repairs.

THORNBURY (AVON)  
 411215

# Conlon

## Classic cars

LOTUS 7 : AC COBRA : GT40

all built to order and spec  
 delivery world wide

Secondhand specialist cars in stock

0656 862981

## 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 1245**

# LEFT HAND DRIVE CARS, MERCEDES, PORSCHE, BMW & FERRARI

## TRANSEUROPEAN CARRIAGE CO.

USED LEFT HAND DRIVE CARS ONLY. EUROPEAN SPECIFICATION, FOR USA OR UK USE. FULL SHIPPING FACILITIES.



### MERCEDES

1984 280 SL. Green leather, LHD.	£18,500
1982 280 SL. Silver, red leather, LHD.	£17,500
1979 280 SL. Silver, LHD.	£13,500
1979 350 SL. Black, LHD.	£14,000
1980 350 SL. Silver, blue leather, all options.	£15,500
1974 350 SL. White, red leather, LHD.	£9,900
1976 280 SL. Silver, LHD.	£10,500
1972 SL. Silver, blue leather, LHD.	£8,500
1974 450 SLC. Red / red leather, all options, LHD.	£8,000
1976 350 SEL. All options, LHD.	£7,500
1971 280 SE. 3.5 Coupe, as new, LHD.	£12,950

1982 500 SE. Full extras, silver with black leather, LHD.	£16,500
1984 500 SEL. 84 model, full extras, LHD.	£27,500
1984 500 SEL. 84 model, met. brown, LHD.	£24,850
1979 300 Diesel. Sunroof.	£5,500
1980 380. White, sunroof, cruise.	£7,500
1982 280 SE. Sunroof, BBS wheels.	£10,500 export
1978 280 SE.	£4,500
1979 280 C. Air cond, met silver alloy wheels.	£7,500
1978 230 CE. Air cond, LHD.	£6,500
1964 220 SE. Cabriolet, as new, one owner, LHD.	£12,950
1978 280 SEL. Full extras.	£8,950

### PORSCHE

1984 Carrera Targa, met. black, all options, LHD.	£18,950
1979 911 Sports. Inca red.	£9,950
1984 911. White, blue leather.	£18,500
1978 911 SC Targa 3.0. White.	£9,500
1979 928. Met Brown.	£9,950
1978 928. Silver.	£9,500

### BMW

1982 732i. manual, 5-speed, gold, all options, LHD.	£10,400
1981 745i Turbo. auto, anthracite, all options, LHD.	£11,950
1974 3.0CS Coupe, it. met. blue, loaded, LHD.	£8,500



1978 630CS. auto, met. blue, BBS, loaded, LHD.	£6,950
1979 630CS. met blue, loaded, LHD.	£9,000
1977 630CS. manual, red, LHD.	£5,950
1977 630CS. auto, blue, loaded, LHD.	£6,500

### OTHER MAKES

1931 Bentley 4 1/2 litre Speed Open Tourer, one titled owner, RHD.	£25,000
1934 Bentley 3 1/2 litre Open Tourer, Robinson body, RHD.	£18,500
1973 Shadow, met. blue, all options, RHD.	£10,250
1968 Bentley, black, all R-R options, RHD.	£8,950
1969 Rolls Royce Phantom VI, one owner, service history, RHD.	£38,500

Units G1 & G2, Carkers Lane, Highgate Rd, Kentish Town, London NW5,

Tel: 01-485 1015/4135. Telex: 923421 WEMSEC, 8813246 WEMSEC

## BIG SAVINGS ON DEMONSTRATION CARS

1984 B (22.10.84) Giulietta 2.0 in black, all extras, nominal mileage.	SAVE £2,000 at £6,995
1984 B (22.10.84) Giulietta 1.8 in Visone, all extras, nominal mileage.	SAVE £1,800 at £6,795
1984 B (1.9.84) Giulietta 1.6 in red, radio / cassette, 5,000 miles.	SAVE £1,500 at £5,995
1984 B (17.10.84) Alfa 33 Green Cloverleaf 105 in silver, 4,000 miles.	SAVE £900 at £6,495
1984 B (5.8.84) Saab Turbo Sedan in Cherry, S/R radio / cassette, fitted covers, 6,000 miles.	SAVE £2,000 at £10,995
1984 B (10.8.84) Alfa 33 1.3 in red, radio / cassette, 11,000 miles.	SAVE £1,500 at £4,895
1984 (22.6.84) Saab 900i 2 door in Admiral blue, s/r, alloys, radio / cassette.	SAVE £1,500 at £7,995
1983 Alfasud TI 105 in red, 17,000 miles.	£4,195
1984 Sprint 1.3 in pale green metallic, 2,500 miles.	£5,495
1983 Saab 900 GLS 3 door in silver, 20,000 miles.	£5,795
1979 Saab 900 Turbo 5 door in blue met, 48,000 miles.	£3,995

# Westune

WESTUNE LTD, CROWN LANE,  
HORWICH, BOLTON

Tel: Bolton (0204) 68621

## county garage

coventry road, warwick. tel (0926) 494001/491156

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

1984 B-Reg. ALFA ROMEO GIULIETTA 1.8. Silver, 6,000 miles, B.F.W., C.I., air conditioned, as new. (costs £8,900 new)	£6,350
1983 A-Reg. LANCIA DELTA 1500 FIVE DOOR AUTO. Red, one owner, 15,000 miles, sunroof, radio, as new	£3,950
1983 A-Reg. LANCIA BETA COUPE HPE 2000IE INJECTION. Automatic, red, sunroof, alloy wheels, electric windows, one owner, 17,000 miles, costs £9,000 new	£5,795
1983 (Dec.) A-Reg. ALFETTA 2000 GOLD CLOVERLEAF. Top of the range model which costs £10,000 new, metallic grey, 16,000 miles, electric tinted windows, electric seats, radio, stereo, alloy wheels	£6,675
1983 A-Reg. MATRA RANCHO. White, tinted glass, one owner, 18,000 miles, 7 seats, MATRA RANCHO 7-SEATER. Gold metallic, one private owner, 6,000 miles, radio, tinted glass, costs £7,000 new	£5,250
1983 A-Reg. FORD SIERRA XR4i. Metallic blue, fitted factory sunroof, electric windows and door mirrors, four speaker radio, computer, 16,000 miles, locally owned, huge savings	£4,750
1983 LANCIA BETA HPE 2000IE INJECTION. One owner, 20,000 miles, service records, sunroof, radio, stereo, electric tinted windows, metallic gold	£6,995
1983 A-Reg. FIAT X19 BERTONE TARGA. Red, one lady owner, 9,000 miles, radio, stereo, as new	£4,950
1982 (Dec.) Y-Reg. ALFASUD 1.5 FIVE DOOR. Gold cloverleaf, silver, radio, stereo, 14,000 miles	£5,695
1982 Y-Reg. FIAT X19 TARGA. 10,000 miles only, red	£3,495
1982 VOLKSWAGEN GOLF GTI THREE DOOR. Silver, black interior, factory sunroof, alloy wheels, 10,600 miles	£4,750
1982 VOLKSWAGEN GOLF GTI THREE DOOR. Black, factory sunroof, 22,500 miles	£5,375
1982 Y-Reg. LANCIA MONTE CARLO. Two owners, 13,000 miles, air cond., sunroof, gold	£5,200
1981 FORD ESCORT XR3i. White, fitted factory sunroof, alloy wheels, tinted glass and radio, 37,000 miles	£5,750
1981 X-Reg. JAGUAR XJ6 SIII AUTOMATIC. PAS, electric tinted windows, central locking, radio, stereo, 30,000 miles, Cotswold yellow, vinyl roof and tan leather interior	£3,895
1981 X-Reg. TRIUMPH SPITFIRE 1500. Havana brown, 17,000 miles only	£7,650
1981 ALFASUD SPRINT VELOCE FHC. Red, two owners, 28,000 miles, radio, stereo, sunroof, immaculate	£3,395
1981 MGB ROADSTER. Tahiti blue, two owners, 35,000 miles, overdrive, radio, superb	£2,995
1981 X-Reg. AUDI 200 SE. Auto, pas, electric tinted windows, radio, stereo, met. red, 29,000 miles, locally owned, 18 month warranty	£4,150
1981 MGB GT. Maple, sunroof, radio, overdrive, tinted glass, one local owner, 13,800 miles only	£4,500
1980 W-Reg. TRIUMPH TR7. Tahiti blue, low mileage, five speed, sunroof, alloy wheels, radio	£4,995
1980 W-Reg. MG MIDGET. Maple brown, 29,000 miles, superb	£2,850
1980 (March) MGB GT. Yellow, one lady owner, 33,000 miles, overdrive, radio, undersealed, Sundym	£3,375
1979 V-Reg. MGB GT. Black, overdrive, wire wheels, sunroof, 27,000 miles	£3,875
1979 V-Reg. MG MIDGET. Maple, exceptional example, previously sold by ourselves	£3,650
1979 MG MIDGET 1500. Yellow, excellent example	£2,750
1979 (June) TRIUMPH SPITFIRE. Maple, matching hard top, radio, stereo, 27,000 miles	£2,395
1979 MGB GT. Tahiti blue, low mileage, overdrive, Sundym	£2,695
1978 T-Reg. CHEROKEE CHIEF QUADRATRAC FIVE DOOR. Four wheel drive, automatic, red, alloy wheels, radio, 38,000 miles, exceptional	£3,450
1978 ALFA ROMEO 2000 SPIDER DHC. BFG, two owners, 29,000 miles, radio, stereo, rustproofed, rare and magnificent	£2,650
1976 FIAT 128 3P BERLINETTA 1300. White, low mileage	£3,995
1974 MGB GT V8. White, overdrive etc, good example, one owner since 1976	£1,295
	£2,750

NEW & USED ALFA ROMEO'S & LANCIA'S INC. RED H.F. TURBO IN STOCK AT MILLAR BROS. STATION ROAD, KENILWORTH. TEL: 0926 59118.9

## R. S. WILLIAMS

ASTON MARTIN SPECIALISTS OFFER THE FOLLOWING USED CARS.

Aston Martin Lagonda. Four-door, one of only seven made, two owners, 22,000 miles, full documented service history, blue with beige interior.	£28,500
Aston Martin Vantage. 1972, 58,000 miles, manual gearbox, stainless steel exhaust, old English pewter with black interior.	£8,500
Aston Martin V8. 1978 model, manual gearbox, 29,000 miles, Aztec with black interior.	£13,750
Aston Martin V8. 1976, 21,000 miles, automatic, imperial blue, beige interior, rear seat belts and front headrests.	£13,000
Aston Martin V8. 1980, storm red with magnolia hide, 36,000 miles, service history, automatic.	£20,500
Aston Martin V8. 1972, manual, 151 miles.	£19,750

The above cars are covered by a 4 months parts & labour guarantee

31-35 PADFIELD ROAD, S.E.5

Tel: 01-733 1062

## Two more Grand Prix Team Guides

**BRABHAM**  
by  
**BOB CONSTANDUROS**

**FERRARI**  
by  
**ALAN HENRY**

These are the latest in our series dealing with Grand Prix teams. Each Guide concentrates on individual teams and examines the cars, personnel and racing record of that team over the last two or three seasons. Each has 24 large pages and over 40 photos, over half of them in colour. To be published in late January.



Please send me: BRABHAM, FERRARI, McLAREN, LOTUS, TYRRELL, ALFA ROMEO, ARROWS, TOLEMAN, WILLIAMS, NELSON PIQUET, KEKE ROSBERG\* at £2.50 each plus 50p p&p all orders.

Binders are also available for £5.75 (incl postage & VAT).

I would not like to receive a Binder at £5.75\*

I enclose cheque/PO for £ \_\_\_\_\_ payable to Kimberley's (overseas add 20%)

We also accept Diners Club

Name \_\_\_\_\_ Address \_\_\_\_\_

Send to: KIMBERLEY'S Dept MS (1), FREEPOST, 19 Heath View, London N2 0BR

(No stamp needed if posted in the UK)

\*delete as necessary

01-499 9951  
(Monday-Saturday)

# Laurence Kayne of Berkeley Square Ltd.

London's Leading Rolls-Royce Stockists

(0488) 72184  
(evenings & weekends,  
nr. Newbury)



1960 BENTLEY S2 having only covered 28,000 miles. One family's ownership from new. This magnificent automobile is finished in dual Greens with unmarked Beige hide trim. This particular model is the finest example we have had the privilege to offer. £16,500

1979 ROLLS-ROYCE SILVER SHADOW II V Reg. - Crested Silver, 50,000 miles	£16,950
1976 ROLLS-ROYCE PHANTOM LIMOUSINE, With full specification, low mileage	£49,500
1976 ROLLS-ROYCE SILVER SHADOW finished in Scots Pine with excellent history	£13,500
1975 ROLLS-ROYCE SILVER SHADOW LEFT HAND DRIVE, Porcelain White, Tan hide	£9,750
1973 ROLLS-ROYCE CORNICHE FIXED HEAD COUPE, Magnificent condition, US DOT	£15,950
1973 CORNICHE CONVERTIBLE, Black, with US DOT safety standards	£27,500
1971 CORNICHE CONVERTIBLE having only covered 40,000 miles, Willow Gold	£27,000
1971 ROLLS-ROYCE SILVER SHADOW, The choice of five fine examples from	£9,950
1965 ROLLS-ROYCE SILVER CLOUD III, With extensive history at Rolls-Royce Motors	POA
1964 ROLLS-ROYCE SILVER CLOUD III by MPW LTD, Seychelles Blue with Magnolia	£37,500
1964 BENTLEY S3 CONTINENTAL Flying Spur by HJM, Re-cellulosed in Scots Pine	£20,500
1958 BENTLEY SPORTS SALOON finished in Embassy Black, Exceptional	£10,950
1956 BENTLEY S1 CONTINENTAL, Fastback by HJM, Regal Red, special features	£17,950
1956 BENTLEY S1 CONTINENTAL CONVERTIBLE by Park Ward, requires restoration	£25,000
1953 BENTLEY R TYPE finished in Embassy Black with Beige hide trim	£8,950
1952 ROLLS-ROYCE SILVER WRAITH LIMOUSINE, with coachwork by Hopper & Co.	£21,950

OVER 50 PRE-OWNED ROLLS ROYCE AND BENTLEY CARS ON DISPLAY. PRICES BEGIN AT £3,950

Wanted for immediate settlement, highest prices paid, for motor cars similar to the above.  
18 BRUTON PLACE, BERKELEY SQUARE, LONDON W1X 7AB

E.&O.E.

## PIONEER AUTOMOBILES

Tel: Andover (0264) 50507/50509 office or 52928 home

Please telephone for appointment to view, 7 days a week

Our New Year Resolution is to put Adventure back into Motoring.

Enjoy the wind in your hair (if any) and get some dirt in your finger nails.

Learn to bleed again and recap on some expletives.

At Pioneer Automobiles we can give you all this and more.

1937 RILEY MONACO 9 saloon, Black green interior, sunroof, MoT, much loved	£2,950
1939 AUSTIN 12/4 4-door saloon, Sound, original and nearly presentable	£950
1947 CELCO milk float, Ford 10 powered, pretty grim but with potential	£75
1947 AUSTIN 10, 4-door saloon, Offered on behalf of a customer so probably good	£1,250
1948 TRIUMPH ROADSTER, Much work done, offered in kit form	£2,750
1953 MORRIS MO OXFORD ESTATE, Now running, one titled owner, getting better still	£375
1954 DAIMLER CENTURY, One doctor owner, needs nursing rather than major surgery	£300
1954 AUSTIN PRINCESS HEARSE, Engine believed recently done, dead giveaway at	£200 or less
1957 ALFA GIULIETTA SPYDER, Hard soft tops, lhd, MoT, amazingly good	
1960 LANCIA APPIA pillarless saloon, LHD, the prettiest we have seen	
1960 JENSEN 541 S auto, Sunroof, brings back the Burble Thrump, superb car	£4,500
1967 LANCIA FULVIA, LHD, MoT, to drive one is to love one even if the controls are on the wrong side	
1970 FORD CORTINA 1600 E, Smartly refinished in bronze with tan vinyl roof	£950

1985 stock list looking promising already. Ring if you have a particular car in mind, our Computer may know where it is if we don't.

### CAR DUST COVERS

Protect your cherished paintwork with our high quality 100% Cotton covers. Your initials embroidered FREE onto your cover if requested. We will match any currently advertised price. SEMI-TAILORED COVERS with elasticated ends. Engineer designed. For 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' £17.65, x 17' £19.65, 11' 6" wide x 19' £23.65, x 20' £25.65, x 22' £28.65, 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) 610695 evenings Sundays

Overseas enquiries welcomed

DO YOU HAVE THE WORRY OF SELLING YOUR VINTAGE OR CLASSIC SPORTSCAR? IF SO WHY NOT CONTACT US, THE SPECIALISTS, AND LET US SELL IT FOR YOU. WE UNDERTAKE TO PROMOTE, DEMONSTRATE AND SELL SEVEN DAYS A WEEK. WE WORK ON A COMMISSION BASIS TO BE NEGOTIATED, AND ADVISE YOU ON TRUE MARKET VALUE. OUR MARKETS ARE WORLDWIDE. EXPERT RESTORATION ALSO UNDERTAKEN AT KEEN PRICES FROM SMALL COSMETIC WORK TO COMPLETE REBUILDS. TELEPHONE OR WRITE TO:

### NIGEL DAWES

Birtsmorton Court, nr Malvern, Worcestershire, England

Tel: Birtsmorton (068 481) 525



# Peter Jarvis of Gemburgh Ltd.

LONDON

offers the following cars for sale

### ROLLS-ROYCE

Rolls-Royce Corniche Convertible, 1972, left hand drive, Caribbean blue with matching interior and power hood, every extra including air cond., 47,000 miles, complies with USA standards D.O.T.

£13,500

Rolls-Royce Corniche Convertible, 1972, left hand drive, Le Mans blue with magnolia interior and power hood, every extra, 51,000 miles, conforms to US safety spec.

£12,000

Rolls-Royce Corniche Convertible, 1974, left hand drive, walnut with magnolia interior, piped in brown with magnolia power hood, 49,000 miles, full MKD spec., every extra, equipped with USA D.O.T.

£14,500

Rolls-Royce Silver Shadow, 1971, left hand drive, Seychelles blue over Caribbean blue with magnolia interior, 49,500 miles, every extra including air cond., meets US safety spec.

£16,750

Rolls-Royce Silver Shadow, 1971, left hand drive, ivory white with superb hide interior, 52,000 miles, all extras and air cond., conforms to USA safety standards.

£16,750

Rolls-Royce Corniche Convertible, 1971, left hand drive, Porcelain white with matching interior and power hood, every extra, 50,000 miles, fitted with US safety spec.

£11,500

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.

£18,750

Rolls-Royce Silver Shadow, 1973, left hand drive, ivory with superb hide interior, with every extra including air conditioning, 48,500 miles, conforms to USA safety standards.

£17,750

Rolls-Royce Corniche, 1975, left hand drive, ivory coachwork with stone hide interior, 46,000 miles, coachbuilt by Mulliner Park Ward, every extra, the ultimate in Rolls-Royce motoring and the most expensive when this very rare automobile is offered for sale at

£39,500. Complies to US safety spec.

Rolls-Royce Silver Shadow, 1976, left hand drive, regal red with off white leather interior, matching Everflex roof, 47,000 miles, fitted with every extra possible, conforms to US D.O.T.

£19,950

Rolls-Royce Silver Shadow, 1974, left hand drive, porcelain white with Cherry red interior and Everflex roof, every extra possible, 50,000 miles, meets US safety standards.

£17,750



Rolls-Royce 1956 Silver Wraith long wheelbase limousine by Mulliner Park Ward, auto, P100 headlamps, electric division, or optional seats, navy blue leather to front and West of England cloth to rear, black over ivory coachwork with red pinstripes, 50,000 miles, worn numerous shoes. We recommend container shipping. £26,500

Rolls-Royce Corniche-style 2-door Mulliner Park Ward, 1967/8, metallic gold with tan hide interior and Everflex roof, every extra except air conditioning, 70,500 miles. £12,750

Rolls-Royce Corniche-style 2-door, 1970, left hand drive, white with tan hide interior, every extra, conforms to US safety standards, 78,000 miles. £16,750

Rolls-Royce Silver Shadow, 1970 model, white with black hide interior, 71,000 miles, all extras including Everflex roof. £8,750

Rolls-Royce Silver Shadow, 1969, two-tone gold with black hide interior, all extras, air cond., modified T-Series, 71,000 miles. £7,750

Rolls-Royce Silver Shadow, 1968, white with superb hide interior, many extras, 81,000 miles, modified T-Series. £7,750

Rolls-Royce Silver Dawn, 1954, automatic, only 49,500 miles, embassy black over maroon with matching interior with ivory tool and extra and completely original. £19,950

Rolls-Royce Silver Cloud II, 1960, acrylic white with superb hide interior, 80,000 miles, usual extras with Whitewall tyres, modified 511. £7,750

Rolls-Royce Silver Cloud III, 1964, porcelain white with superb hide interior, all usual Cloud III extras, Whitewall tyres, 69,000 miles, modified 511. £11,950

Rolls-Royce Silver Cloud III, 1964, long wheelbase limousine with electric division, air conditioning, walnut veneer cabinets to rear, lambswool over rugs, usual additional extras, two-tone metallic blue, only 49,000 miles from new. £26,500

Rolls-Royce Silver Cloud II, 1960, embassy black over silver, hallic with excellent hide interior, usual extras, 82,000 miles, modified 511. £8,750

Bentley Series I, 1956, auto, white, 120,000 miles, needs minor cosmetic work. £4,950

Bentley Series II, 1960, auto, pas, acrylic white, minor detailing needed, good mechanics. £6,950

### JAGUAR

Jaguar XKE V12 Convertible, 1975, left hand drive, old English white with black hide interior, 29,000 miles, chromed, pressed wheels, usual extras, safety spec fitted. £11,750

Jaguar XKE V12 2.2, 1972, left hand drive, signal red with black interior, auto, pas, s/roof, chrome wheels, Whitewall tyres, 31,000 miles, safety spec fitted. £8,750

Daimler Mk.II, 1967, 2.3, auto, pas, silver with cherry hide interior, 36,000 miles, many extras, fully exportable. £3,650

### MERCEDES BENZ

Mercedes Benz 190 SL Sports, 1961, 61,000 miles, white with red interior, his tops, many extras. £7,750

Mercedes Benz 220 SE, 1965, pillarless coupe, left hand drive, signal red with black interior, pas, 39,000 miles. A very desirable classic automobile. £1,750

Mercedes Benz 250 SE Pillarless Coupe, 1966, left hand drive, ivory with cherry hide interior, pas, s/roof, many more extras. £4,950

Mercedes Benz 240 SE Sports, 1966, left hand drive, signal red with black interior, his tops, Whitewall tyres, pas, 71,000 miles. £7,750

Mercedes Benz 220 SE Pillarless Coupe, 1965, left hand drive with tan hide interior, auto, pas, usual extras. £4,500

Mercedes Benz 230 SE Sports, 1966, left hand drive, metallic regal red with tan interior, his tops, pas, sports wheels, 69,000 miles. £7,950

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.

# Barry Simpson Engineering Ltd.

Restoration and Repairs to Vintage and Post-Vintage,  
Classic Cars and Historic Racing Cars  
ESTABLISHED 1969

While we are unable to accept any new major commissions for completion before next spring, we would like to take this opportunity of wishing clients — past and present — the staff of Motor Sport and all their readers



Heritage  
Approved Restorer

**A PROSPEROUS AND HAPPY  
1985**

Ashwell Farm, Harbertonford, Totnes, Devon  
Tel: Gara Bridge (054 882) 555



Heritage  
Approved Restorer

## STEWART SKILBECK

HISTORIC VEHICLE SPECIALIST

1932 Morris Minor two-seater tourer. Very smart car. £2,300  
1932 Austin 7 Box Saloon. A well restored car. £2,300  
1913 Rover 12 hp tourer. Excellent condition. £11,000  
1909 Renault AX tourer. Very attractive and good runner. £6,950

Expected shortly: 1951 Jowett Jupiter Sports and Vintage Scott motorcycle

Wanted: Pre war 4 seater tourers and any sports car up to 1960

Open throughout Christmas by appointment



Landing Lane,  
Hemingbrough, Selby,  
North Yorkshire  
YO8 7RA  
Tel: 0757 638713

Headlinings, leather, cloths, Duck and Mohair hoodings, moquettes, carpets, Bedford Corals, 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, airtpost 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



## THE COMPLETE AUTOMOBILIST LTD

A selection of lamps from our comprehensive stock



7" chrome head lamps. £60.00 pair  
Chrome tail lamps. £18.00 each  
Post, packing & VAT extra  
Illustrated catalogue available at £1.00, Europe £2.00 and \$4.00 elsewhere.

Phone us on 077 836 312 or write to:

THE COMPLETE AUTOMOBILIST LIMITED  
Dept One, The Old Rectory, Greatford, Stamford,  
Lincolnshire PE9 4PR, England.

We are open during the week between 0830 and 1700 hours for cash customers and weekends by appointment.

# NOSTALGIA

## AC! AC! AC!

What better way to start 1985 than to be able to offer not only, but three superlative examples of this most famous British marque, covering 20 years of its history?

The first is undoubtedly the ULTIMATE AC MK IV SPORTS being one of only 3 on 4 made in right-hand-drive form. It is equipped with many special features, but what qualifies it for the term 'ultimate' is that it is fitted with a Jack Rousch 403 bhp (bore-sheet reading) engine coupled to a Ford 5 speed gearbox, thus it is as quick, if not quicker than a production 427 Cobra, but just as tractable. The colour is silver with two blue stripes and dark blue interior. It was manufactured and registered in 1964 (H) and has covered 9000 miles only.

The second is a unique opportunity to buy a BRAND NEW 1985 AC MK IV SPORTS, to the latest specification. This is probably the only new example (being completed as I write) that not to be pre-allocated to various overseas distributors for at least the next 15 months — so first come, first served! And yes, it can be UK registered, or exported (if approved) to most other countries. (A photo of a 'standard' MK IV appears right.)

\*WANTED: ALL-TIME CLASSIC, VINTAGE AND HISTORIC SPORTING MACHINERY (c.1925-1975) to buy or sell on commission.  
\*THE NEXT 'GOAT' PUB GATHERINGS ARE ON JAN. 6th and FEB. 3rd AT NOON.

AND SO TO 'COB 2': Regular readers of my ads may already know that I've been lucky enough to have had 39 Cobras over the past 11 years, and of course, currently own 'COB 1' (below right). I'm therefore especially proud to offer 'COB 2', the actual UK Reg. No. attached to one of the finest MKIII 7-litre Cobras in the world. Manufactured in 1965 by AC Cars Ltd (ch. COX 6412), it was totally restored by Autokraft just 6,000 miles ago and is in r.h.d. Black with black trim. Halibrands and many special features. Regrettably, this is only one of five 7-litre Cobras left in the U.K.



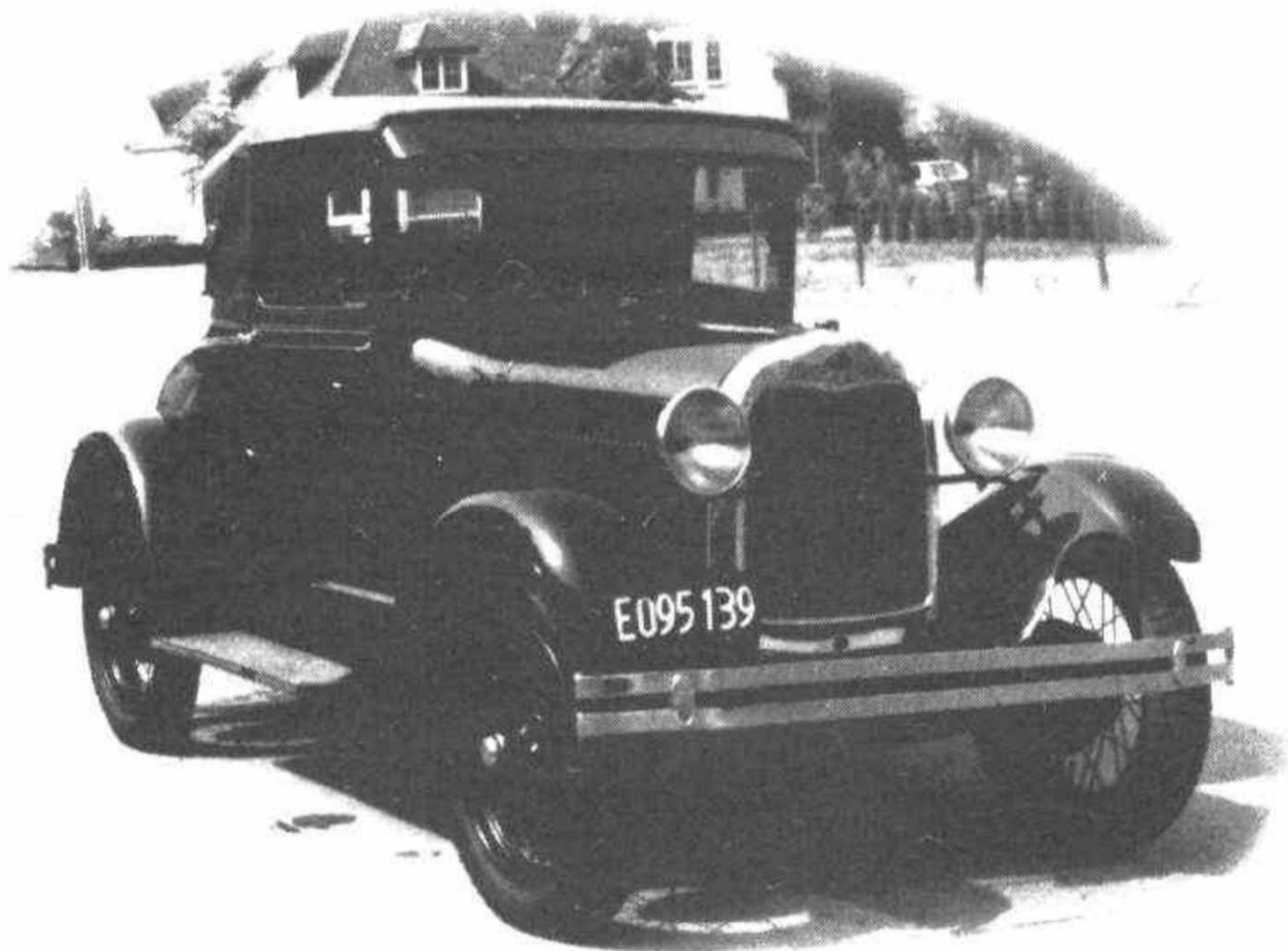
THE 1985 AC/AUTOKRAFT MKIV SPORTS 'NOSTALGIA' AND 'EXCLUSIVE CARS OF GENEVA' (Tel 022/282255) have exclusive rights of sale of the AC MKIV for various European Countries. Orders taken now!



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 in 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/EN 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).

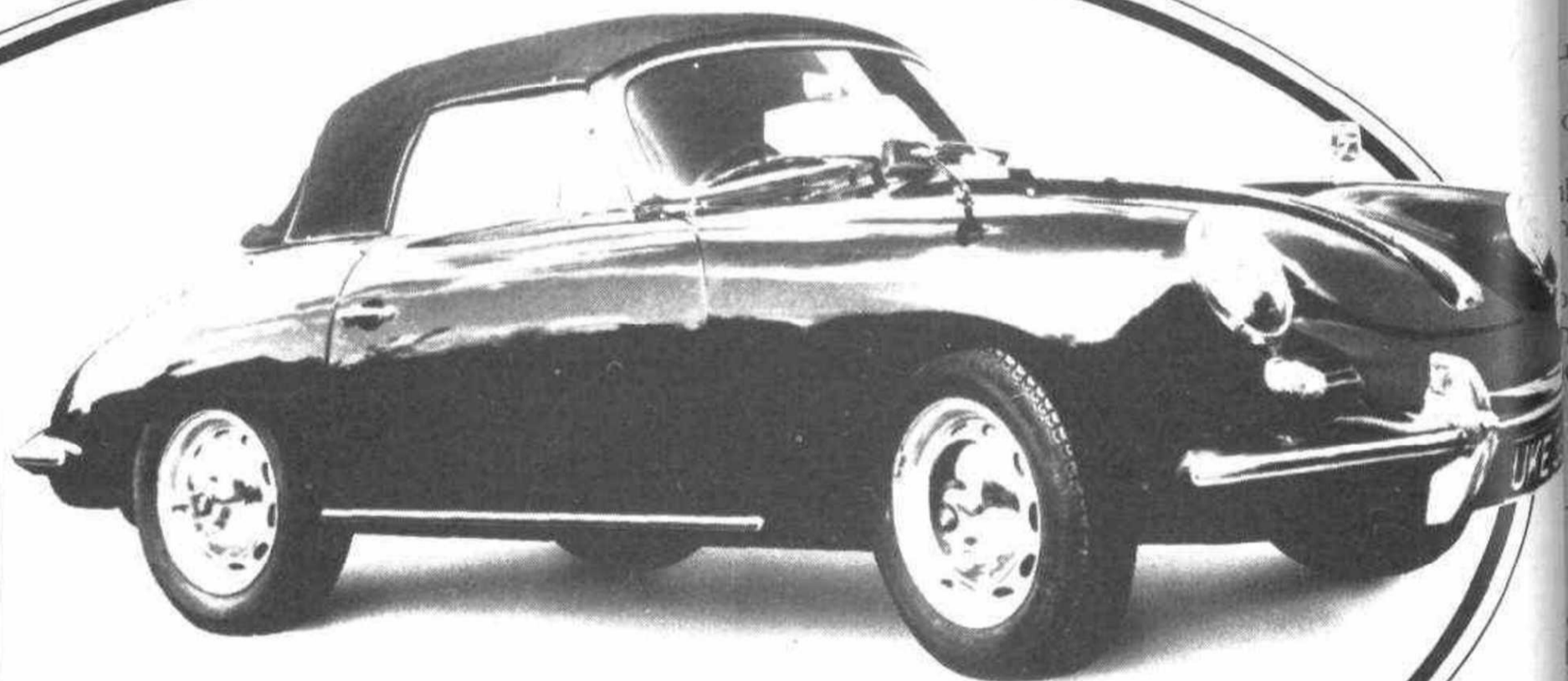
ROD LEACH'S 'NOSTALGIA'  
Tel: HERTFORD (0992) 558891 or 51093  
9 a.m. - 10 p.m., 7 days per week  
Write: BRIAR FORGE, VICARAGE CAUSEWAY, HERTFORD  
HEATH, HERTS., SG13 7RT  
VISITS BY APPOINTMENT ONLY



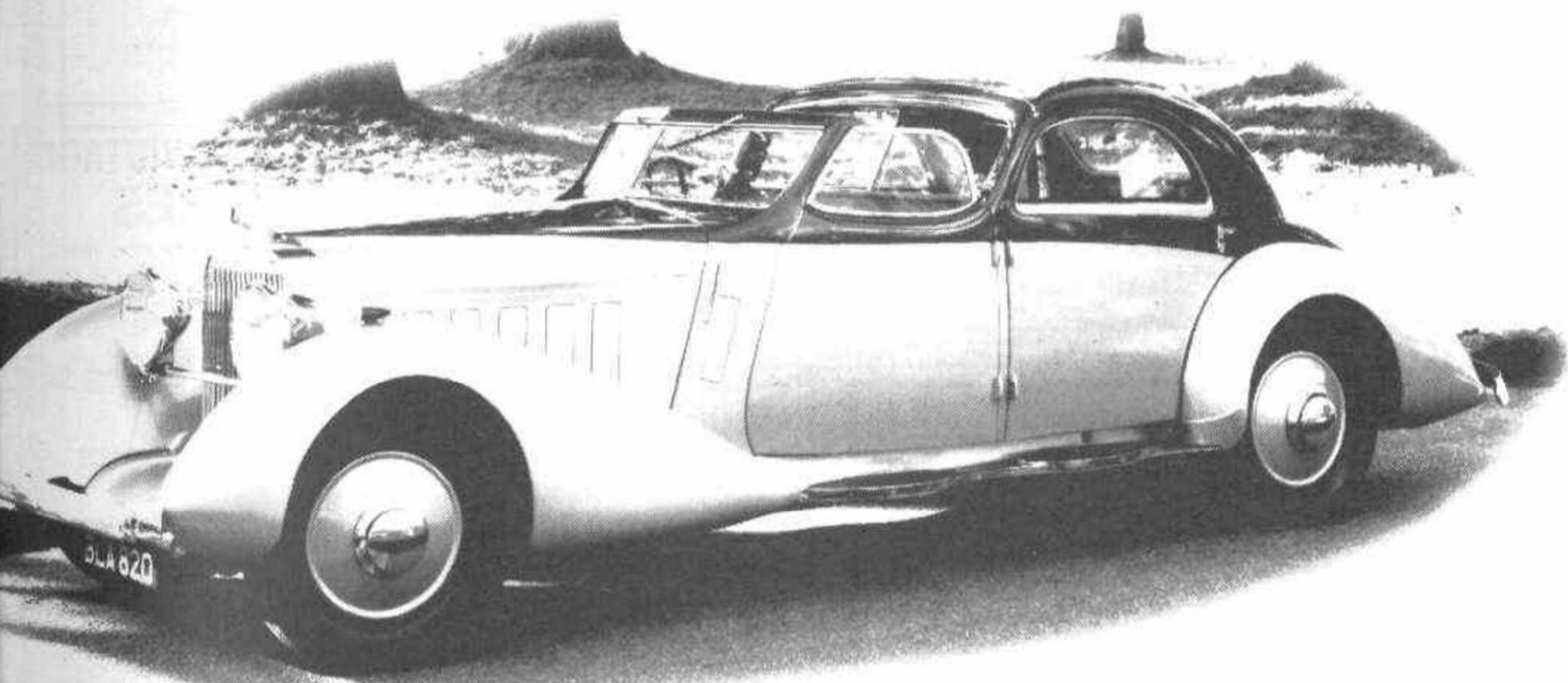


*1928 Ford Model A F14911P Sport Coupe  
An early Model A Sport Coupe bodywork. In running condition.*

# How much do you



*1962 Porsche 356B Super 902 - 2-Seat Cabriolet  
Coachwork by Renner, Stuttgart. In running condition.*



1934 Hispano-Suiza K6 Sedan De Ville  
Coachwork by Fernandez et Darnat. 38,958 miles on the clock.  
Owned by one family from new.

# Think they went for?

The Model A Ford was sold for £2,994. The Porsche, mentioned in the same year, went for £7,000.

With prices like that, investing in a classic car is well worth considering.

This year we're running more major auctions, and we expect the cars featured to equal the calibre and character of those we've shown here.

And if you have to pursue your passion for cars on a somewhat smaller scale, you could always come along to one of our sales of fine models, tin plate toys, or motoring collectables.

You'll find a full calendar of our auctions given below.

The Hispano-Suiza? Well, that went for £80,000. But, that's life, isn't it?

## THE MOTOR 100 SALE

The sale is part of the celebrations to mark the centenary of the motor car and will be held at Silverstone on 27th May. To enter a car for this historic event, please telephone Robert Brooks on 01-581 7611.



**CHRISTIE'S**  
SOUTH KENSINGTON  
85 OLD BROMPTON ROAD, LONDON SW7 3JS

In association with Lord Montagu of Beaulieu.

## CHRISTIE'S AT BEAULIEU

1985 will be the 24th year of this famous and prestigious sale. The auction will be held on 15th of July.

## MOTORFAIR

Like the sale of the Sears and BRM collections this auction will be held at the London Motor Show at the Earl's Court Exhibition Centre. The auction takes place in late October.

## MOTORING COLLECTABLES

Sales at Christie's in March, June and October.

## FINE MODELS, TIN PLATE TOYS

Sales to be held throughout 1985, contact South Kensington for details.

## FREE CATALOGUES

If you'd like to see how our sales are run, you can send for a free catalogue of one of last year's auctions. Contact Robert Brooks at Christie's South Kensington by telephoning 01-581 7611.

# DAVID SCOTT-MONCRIEFF & SON LIMITED

Purveyors of Horseless Carriages to the Nobility and Gentry since 1927

Our staff are experienced to undertake all types of work on all makes of cars. We specialise in Rolls-Royce, Bentley, classic and vintage marques, from M.O.T. testing, servicing and general repairs to complete restorations. Some spare parts available, and automatic gearboxes overhauled. We are happy to make appointments to visit cars for estimates and opinions. Our opening hours are from Monday to Friday 9.00 a.m. until 5.00 p.m.

**BRITANNIA ENGINEERING WORKS, WEST STREET, LEEK, STAFFS ST13 8AF**

Telephone Leek (0538) 384300 Cables: Buntycars, Leek, Staffs.

## Specialist Trimmers

All retrims undertaken incl. hoods / headlinings, Everflex roofs / high quality carpets.

Telephone: 01-851 4511

## MASCOTS & AUTOMOBILIA

Mascots badges lamps posters, books old models etc. Bought and Sold  
Triumph Gloria 1934 Concours condition sports saloon. Black on red, will p/ex British motorcycles. WHY or sell £3,950 ono

Also

Specialists in classic and vintage motor cycles  
*Atlantic Motor Cycles*  
20 Station Road, Twyford Berks. RG10 9NT.  
Tel: day 0734 342266. Evening 340096

## 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

## VETERAN-VINTAGE TYRES

YEOVIL TRADING Co. (MS)

formerly Hamilton Tyres

No. 1 HIGHER KINGSTON,  
YEOVIL, SOM. BA21 4AS

Tel: 75945

PLEASE ENCLOSE SAE

## MALCOLM C. ELDER

office: Enstone (060 872) 238  
home: Steeple Aston (0869) 40606  
UNIT 5, ENSTONE AIRFIELD, ENSTONE, OXFORDSHIRE, OX7 4NP.

Part exchanges considered. Callers preferably by appointment. Enquiries welcome.



FLYING FLEA vintage aeroplane £3,850  
1904 BEESTON HUNTER 10-12 (Photo) £27,000  
1924 CLULEY 10hp four seat tourer £4,850  
1927 CLYNO 10hp open 2 seat & dicky £4,850  
1928 STAR 18 50 Mercury tourer £10,500  
1929 STAR 18 50 Charlesworth saloon £4,250  
1929 AUSTIN Heavy 12-4 saloon £4,750  
1929 MG M-Type Midget £5,225  
1930 LEA FRANCIS 2 seat & dicky tourer £8,500  
1932 M.G. D type for restoration £4,000



1933 ALVIS Speed 20 5B VdP d.h.c. £14,000  
1954 BRISTOL 405 drophead £12,000  
1955 RILEY RME 11/2 litre saloon £3,250  
1955 MERCEDES BENZ 180 saloon, 1 h d. £2,750  
1958 AUSTIN A35 £775  
1968 DAIMLER 2 1/2 litre V8 saloon (Photo) £3,500  
1972 ISD Rivolta Lele £5,500  
1973 ASTON MARTIN AM V8 Automatic £5,750  
1979 NORMAN 23 CABIN CRUISER Any swaps?  
NEW TYRES STOCKED for older vehicles

Wanted: nice examples of interesting cars and motorcycles, vintage, P.V.T. or classic

## DAVID HOWARD CARS

RANVILLES FARM, ROMSEY, HAMPSHIRE: Tel: Southampton 814481



1929 Riley 9 HP Mk IV Monaco. Beautiful concours winning example. £4,250  
1932 Morris Minor 2-seater Tourer. Attractive little vehicle. £2,750  
1937 MG TA. Very good example and totally original. Red, beige leather. £5,750  
1938 Aston Martin 2-litre Short Chassis DHC by Abbott. Restored to concours condition. £9,750  
1939 Lagonda V12 Saloon. In remarkable condition. 10,000 miles from new. Believed genuine. £19,500  
1972 Lancia Fulvia Coupe. 50,000 miles, no rust, just beautiful. £1,725  
1974 Range Rover. 57,000 miles. Bahama, excellent. £3,500

1925 AC Royal 2-Seater. Very original car, engine overhauled. £5,500  
1925 Sunbeam 20 60 Cabriolet Two-seater and Dickey by Brainsby. Superbly restored. A car of great distinction. (illus.) £17,500  
1928 Lea Francis U Type Two-seater and Dickey. Very attractive and surprisingly quick. £5,750

1980 Lotus Eclat. Bronze. 40,000 miles. one retired owner. £7,500  
1981 Ford Escort XR3. Red, usual extras. Fast and furious. £4,200

The Bargain Barn contains a 1928 Morris Commercial Ambulance for restoration £650, 1933 Lanchester 16 for restoration £425 a/c 1938 Fordson Standard, rally condition, only £500, a Francis Barnett motorbike £150 and some pedal cars.

Please telephone for an appointment to view. We are situated 2 miles from Romsey on the A31 Bournemouth road. Part exchanges welcomed.



4 Heathman's Rd.  
Parson's Green Lane  
Fulham SW6

Telephone  
01-731 3734



1971 MERCEDES 280 SE 3.5 CONVERTIBLE. Silver metallic, black hide interior, black hood, two owners from new, 59,000 miles only. Automatic, power steering, electric windows, chauffeur maintained. A beautiful example of this sought after model.

Also in Stock

1958 220S MERCEDES CONVERTIBLE. Blue over white with blue hide and new black hood. A very good restored example of this rare classic.

1958 190SL MERCEDES. White with red interior. A very good, original example.

1959 300D ADENAUER MERCEDES. LEFT HAND DRIVE. Mid brown with cream top, metal sunroof, manual transmission, original condition with complete engine rebuild at Mercedes main agents. Ideal for export.

1960 190SL MERCEDES. Red with cream interior, last owner for 10 years, first class condition.

1961 220S COUPE MERCEDES. Dark grey metallic, red hide interior, an excellent example of this very rare coupe.

1968 300SEL 6.3 SALOON MERCEDES. Dark green metallic, tan interior, all extras inc. air cond., 67,000 miles, service history, first class example of this very fast saloon.

1970 280SE 3.5 COUPE MERCEDES. Black with black hide, full cosmetic restoration, auto, p / steering, electric windows, alloy wheels, a beautiful black beauty.

1968 280SE COUPE. Dark brown with cream hide, two owners from new, manual 4-speed transmission, service history, excellent.

AC COBRA 7-litre model. Left hand drive, 5,000 miles from new. Red with tan hide, all details upon request.

## Cornfield Carriage Co.

10 Cornfield Lane, Eastbourne,  
Sussex BN21 4NE.



RENAULT SPEED FOUR (MONAQUATRE) 4-DOOR SALOON 1932. Believed three owners only with recorded mileage of some 54,000. Recently refurbished.



RILEY BIARRITZ 9hp FABRIC SALOON 1930. In superior condition throughout. Refurbished totally some four years ago.



AUSTIN 10hp 4-SEAT CABRIOLET 1935. Finished in dark blue with matching trim. Three position hood with pram rails.



MORRIS ISIS SIX 1932. Originally the flagship of the Morris range. Rare survivor of this luxury coachbuilt and much sought after model.



AUSTIN VINTAGE 7 WIDE DOOR SALOON 1929. Delightfully finished in burgundy and black. Brass radiator.



MORRIS COWLEY 4-SEATER TOURER 1929. Finished in sand with black hood, and tonneau cover. Side-mounted spare.

VEHICLES OF ANY AGE ACCEPTED IN PART EXCHANGE

VINTAGE & CLASSIC CARS WANTED URGENTLY  
CONTACT PAUL BENTON · TEL. 0323 30167  
0323 20994 (EVENINGS)

*This advertisement is not a prospectus nor does it constitute an offer or invitation to subscribe for shares in Antique and Collectors Cars Plc. Applications may be made only on the application form which is annexed to this prospectus.*

# ANTIQUÉ AND COLLECTORS CARS PLC

[REG'D IN ENGLAND UNDER THE COMPANIES ACTS 1948 TO 1983 WITH NUMBER 1840889]

## OFFER FOR SUBSCRIPTION BY EARNSHAW HAES & SONS

UNDER THE TERMS OF THE BUSINESS EXPANSION SCHEME

**OFFER 4,000,000 ORDINARY SHARES OF 10p EACH at 50p PER SHARE**

Antique and Collectors Cars Plc is raising £2,000,000 for the purpose of acquiring, restoring, promoting and selling collectors cars in the price range of £20,000-£200,000 from the vintage period to the modern classics. The types of vehicles which will be acquired have in the past appreciated significantly in value, for example a Mercedes 300SL Gullwing costing £5,000 in 1974 would if sold in a similar condition today fetch in the order of £45,000. The directors expect that real growth values will be maintained.

The managing director, Christopher Drake, has extensive experience in the collectors cars world being a member of most leading marque clubs and has managed his own company Chris Drake Collectors Cars Limited since 1979. This company will cease to trade following the issue.

The company is expected to be a qualifying company for the purposes of the business expansion scheme and individual investors may, depending on their circumstances, qualify for income tax relief on subscriptions up to a maximum of £40,000 per individual. The directors intend to create a market in the shares of the company in due course taking into account the business expansion scheme regulations and the performance of the company.

**COPIES OF THE PROSPECTUS CAN BE OBTAINED BY TELEPHONING J. G. WALKER ON 01-588 5699 OR BY WRITING TO HIM AT EARNSHAW HAES & SONS, 17 TOKENHOUSE YARD, LONDON EC2R 7LB.**

ISSUED BY EARNSHAW HAES & SONS ON BEHALF OF THE COMPANY



## JAGUAR DRIVERS' CLUB

10,000 members worldwide can't be wrong!

Join them in THE only Club for Jaguar owners and enthusiasts and ensure you don't miss out on a great deal. There's a monthly magazine, meetings, new 'Find a Part' service, discount scheme, special insurance rates and a comprehensive range of spares for pre-War Jaguars.

An ideal Christmas present membership is just £15 a year (£20 overseas) plus a £5 joining fee so contact the IDC without delay at  
**Jaguar House**  
**18 Stuart Street**  
**Luton, Beds**  
**Tel: 0582 419332**

Access

Visa

## 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.

## BRISTOL at R. F. FUGGLE LTD.

1979 412 S2	£13,250
1976 411 Mk V	£10,750
1973 411 Mk III	£6,850
1972 411 Mk II	£5,850
1959 406 Saloon, 4,400 miles from new	£14,750

**Bushey Heath, Herts. 01-950 1685**

## 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**

## Regency Classic Cars



1931 Morris Cowley rolling chassis.	£475.00
1934 Crossley-Burney Streamline, for restoration	£1,750.00
1936 Armstrong Siddeley "Atalanta" sports saloon. Requires sympathetic restoration	£1,950.00
1937 Ford 8Y Tudor Saloon. Nicely Restored	£1,750.00
1951 Morris Minor 2 door saloon. Sp. Screen.	£525.00
1952 Riley 2½ RMB. Stored many years. for restoration	£575.00
1960 Ford Popular DeLuxe. Nicely Example	£475.00
1962 Reliant Sabre 4 Sports. Good Example (illus)	£1,450.00
1970 Mercedes Benz 250CE Coupé. Two example.	£1,795.00

### REGENCY CLASSIC CARS

Tithe Street, Robinson Road, Leicester LE5 4BN

Tel: Leicester (0533) 766460 day

Rearsby (066 474) 454 pm

Most cars MoT as applicable

Part exchanges considered

Enquiries welcomed

Phone before calling to avoid disappointment

SALES  
 01 449 2954

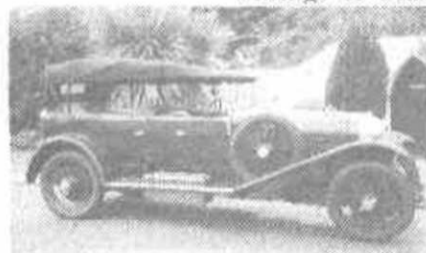
**MIKE R. BERRY (LONDON)**

11 Cornhill  
 01 445 1869

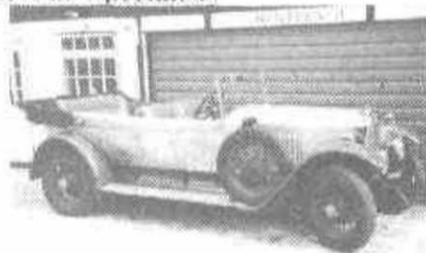
ROLLS ROYCE & BENTLEY SPECIALIST

55 LEICESTER RD BARNET, HERTS

### Vintage & Classic Car Specialists



**1925 W.D. BENTLEY 3-LITRE OPEN TOURING CAR.** Standard chassis with original and unspoked long wing four-seater coachwork by Gurney Nutting, beaded edge wheels with near new tyres, twin side mounted spares, three piece windshield, sloper carb, full weather equipment, mechanically sound, traditionally finished in BRC, currently MoT tested. A rare opportunity to purchase a non replica pretty vintage Bentley in good all round usable condition.



**1925 VAUXHALL 23/60 OD SERIES 4.2-LITRE FOUR DOOR 5-SEATER OPEN TOURING CAR** with original polished aluminium barrel sided coachwork, BRC wings and matching trim, black duck hood, side mounted spare, opening screen, newish tyres and mechanically good. Altogether a most impressive sporting vintage tourist which compares favourably with its Bentley counterparts.



**1929 AUSTIN 16 SIX-CYLINDER FABRIC BODIED SIX WINDOW OWNER DRIVER SALOON.** A unique example of this popular up market model reputed to have covered only 23,000 miles from new, stored 17 years. Coachwork all original, finished in tan fabric with black wings, interior in brown hide. Mechanically outstanding, just serviced and fitted four new tyres. A delight to drive, representing quality vintage motoring at a realistic cost.



**1937 ROLLS ROYCE 30-HP CLOSE COUPLED OWNER DRIVER SPORTSMANS SALOON** with exceptionally handsome four door Hooper coachwork attractively finished in black over imperial maroon with original brown hide, trim and carpeting picnic tables, side mounted spare, newish tyres, hood and mascot, mechanically good, just serviced, ideal family motoring or prestige carriage for wedding hire.

**URGENTLY WANTED: ALL TYPES OF ROLLS-ROYCE, BENTLEY, CLASSIC CARS AND MOTORCYCLES, ETC.**

## P & A Wood

AUTHORISED SERVICE DEALER



Gt Bardfield, Essex, England  
 Telephone: Gt Dunmow (Std 0371) 810604



### Rolls-Royce Corniche, 1972.

Finished in Regency Bronze with Beige upholstery. 16,000 miles only from new with full service history. An outstanding example in as new condition.

**SALES SERVICE REPAIRS  
 COMPLETE RESTORATIONS & SPARE PARTS**

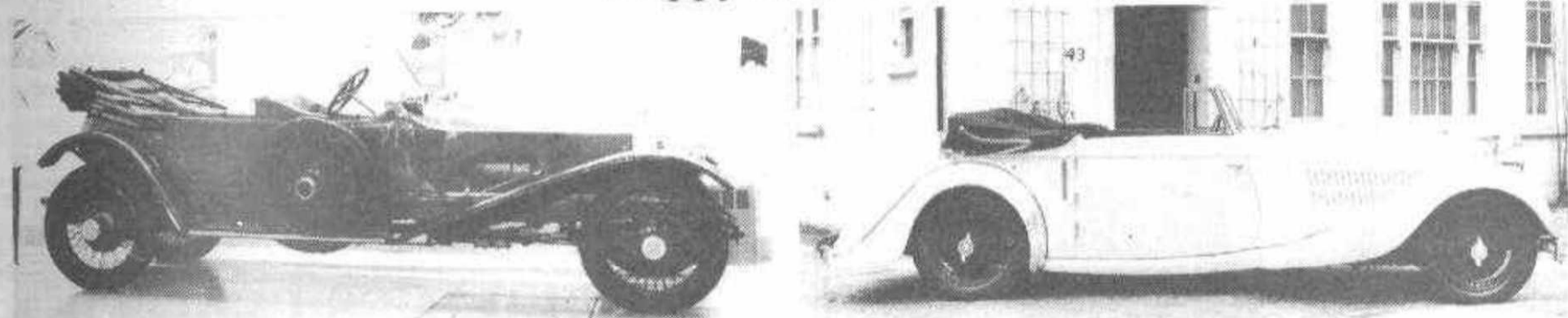
OPEN FROM  
9.30-6.00  
MONDAY TO  
SATURDAY  
SUNDAYS BY  
APPOINTMENT ONLY

# COYS OF KENSINGTON

SPECIALISTS IN FINE HISTORIC AUTOMOBILES

WE WILL TRAVEL  
ANYWHERE IN  
THE WORLD  
TO OBTAIN A  
CLASSIC MOTOR  
CAR

*Happy New Year*



1912 Rolls-Royce Silver Ghost. London to Edinburgh touring coachwork. 1938 Alvis 4.3 dhc. Coachwork by Offord.

**Other cars in stock**

1938 Lagonda V12 Rapide 2-seater roadster. 1935 Rolls-Royce Phantom II 3-position drophead by Gurney Nutting. 1939 Bentley Mk V Sports Saloon by Mulliner. 1908 Benz 45 hp. 1930 Rolls-Royce Phantom II Continental Doctors drophead coupé with dicky. Alvis 4.3. Bentley 6½-litre. Bentley R-Type. Rolls-Royce Phantom I tourer. 8-litre Bentley dhc. 1931 Cadillac V8. 1925 Sunbeam 3-litre. 1939 Rolls-Royce Phantom II roadster. Ferrari 275 supercharged. 1958 Rolls-Royce Silver Wraith. 1929 Bentley 4½-litre tourer. 1934 Bentley 3½-litre open tourer by VDP. 1934 Squire 2-seater roadster. 1922 D series Vauxhall open touring car. 1919 Rolls-Royce Silver Ghost touring limousine with sunroof. Supercharged 4½-litre Bentley open tourer. 1922 Cadillac V8 open tourer. 1952 Bentley R-Type Standard Steel. Alvis speed 20 tourer by Charlesworth.

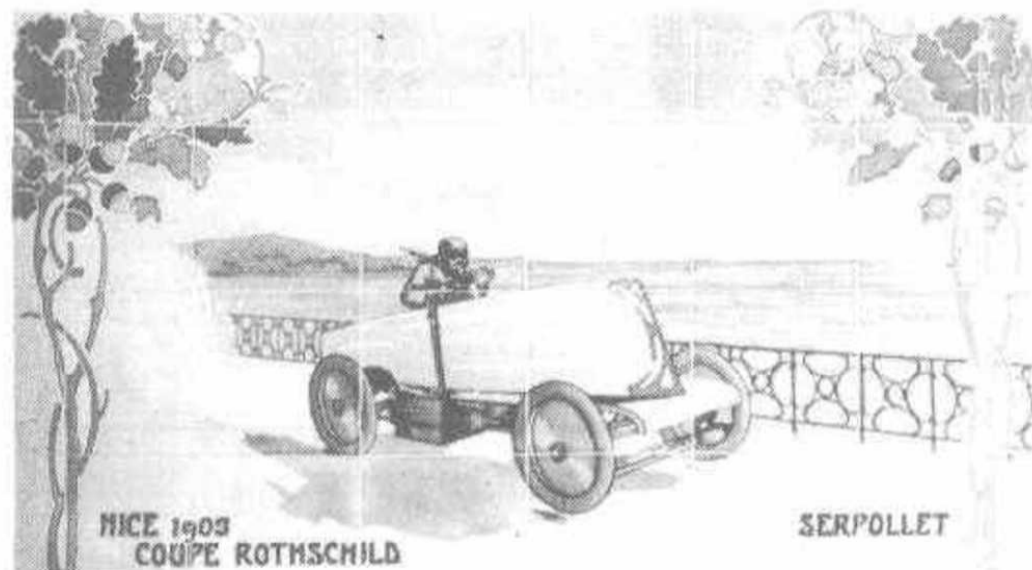
Please write or telephone for illustrated stock list.

COYS OF KENSINGTON (SALES) LIMITED, 2-4 Queens Gate Mews, London SW7 5QJ, England.  
Telephone: 01-584 7444. Telex: 892685 STAWAR G

## KHACHADOURIAN GALLERY

60 Pall Mall, St James's, London SW1Y 5HZ, England  
01-930 3333 / 01-930 3040

EUROPE'S LEADING DEALERS IN AUTOMOBILE ART



We are pleased to announce our move to larger premises at Pall Mall, and the launch of the limited edition of reproductions of the famous *Michelin* ceramic tiled panels, one of which is illustrated above.

Only 100 of each different panel will ever be made, each one signed and numbered. Price £1000 + VAT, ex Gallery. Overseas prices on request. Please contact us for further information.

We also continue to be active dealers in motoring art, and urgently wish to buy motoring sculptures, lalique mascots, motoring oil paintings, posters etc.

For further information please contact us at the above address.



1969 Rolls-Royce 2-door Coupé by Mulliner Park Ward. Royal blue over Seychelles blue with light grey leather. A superb classic Rolls-Royce.



1938 MG SA 4-door tourer by Charlesworth. Coffee and cream. Excellent example.

**URGENTLY REQUIRED**

Rolls-Royce Convertible, Rolls-Royce PV, Rolls-Royce SC III, Rolls-Royce Silver Wraith Limousine, SL, Mercedes (all RHD or LHD). Classic cars imported / exported worldwide. Also over 30 other superb example of Rolls-Royce, Bentley, Lamborghini, Maserati, Mercedes, Jaguar, Lotus, Morgan, Ferrari, Austin Princess and Daimler Limousine, RHD and LHD.

**H. J. SIBLEY**

Crowthorne Road, North Kensington, London W10 6RR.  
Tel: 01-968 6335 / 6 or 0288-3428



**CLASSIC  
and  
VINTAGE**

The widest choice at highly competitive prices

**UPHOLSTERY MATERIALS TRIMS, PIPINGS**  
(cloths, hooding, carpet, door trim etc.)  
**RUBBER & SPONGE MOULDINGS &  
WINDOW CHANNELS**  
**ACCESSORIES & NUMBER PLATES**  
**COACHFITTINGS & ELECTRICAL ITEMS**

all you need for vehicle restoration — fully listed in our new 52 page catalogue, 75p UK, £1.50 Europe, £3 for equivalent bills elsewhere, post paid.  
**PROMPT MAIL ORDER DESPATCHES — CALLERS WELCOME** during office hours

**Credit Card Orders Accepted**

**VINTAGE SUPPLIES (MS), HIGH ST., STALHAM, NORWICH, NR12 9BB.**  
Tel: Stalham (0692) 81534. Answerphone.

**LIDDELL & HORNE**



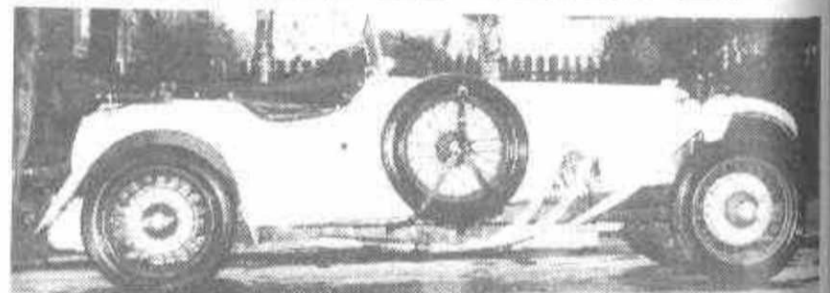
1948 Bentley Mark VI Sports 2-seater. Rebuilt and covered less than 3,000 miles.  
1957 Bentley Continental Park Ward Saloon. Manual transmission, the last of sporting Bentleys (illus).

**MOTORCYCLES**  
1914 (circa) Excelsior 800 cc Motor Cycle. Rebuilt to a very high standard.  
1914 (circa) Lea Francis V-twin Motor Cycle. Completely rebuilt.

View any time by appointment

**Westover Farm  
Goodworth Clatford  
Andover, Hants SP11 7LF**  
Telephone: Andover (0264) 3640

**COLDANES LIMITED**



1938 Nash Colmore in excellent and mainly original condition (Photo).

1960 Austin Healey 3000 Mk II A in sound mechanical condition.

1978 Rolls-Royce Silver Wraith, only 18,000 miles from new, mint condition — unmarked. Willow gold over highland green.

**WANTED:** Early Frazer Nash radiator and "V" screen off Fast Tourer.

**Alan Dunkerley — Ramsbottom 3616 evenings,  
Burnley 23596 days.**

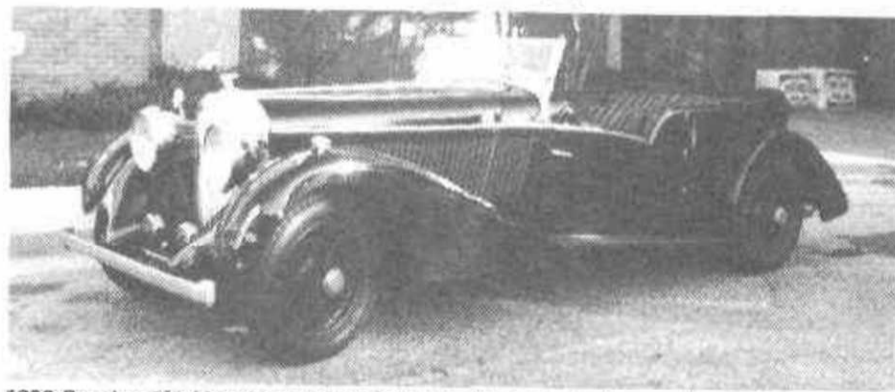
01-584 7332



01-584 7472

**DAN MARGULIES**  
12 QUEEN'S GATE PLACE MEWS, LONDON SW7

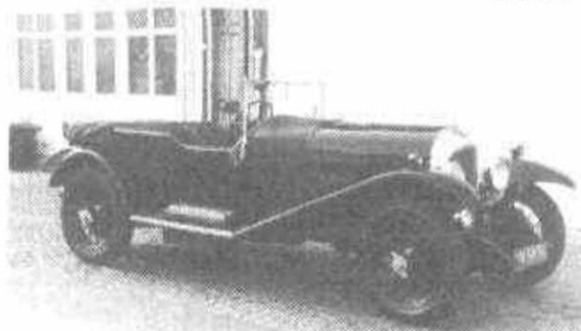
ESTABLISHED 1957



1936 Bentley 3 1/2-Litre Vanden Plas Tourer. Fine original example of this very rare model.

1951 Ferrari 212. Export coupé by Michilotti. Details on request.

1924 Bugatti Type 35 GP 2-Litre. Roller bearing engine, alloy wheels. Details on request.



1926 Bentley 3-Litre. Short Chassis Speed model VDP tourer, recent engine overhaul all correct specifications.



1951 Rolls Royce Silver Wraith Sedan de Ville by H. J. Mulliner. Finished in black with Bedford cord rear compartment.



1937 Wolseley Super Six 25 HP 3 1/2-Litre sunroof saloon. Owned by one family from new, genuine 79,000 miles, full recorded history, all manuals ETC.

**HIGHEST CASH PRICES PAID FOR ALL VINTAGE AND CLASSIC CARS**



**Keenline  
Engineering Co Ltd  
Works Pre-Production Car,  
Mid 30's Vintage Style**

Steel box section frame, 16 gauge aluminium bodywork, GM 1,900 cc engine / gearbox, many std GM & MGB parts. Four adjustable telescopic sh absorbers. Full tonneau & hooding, triple wipers, halogen head & driving lamps. First class roadholding, braking, comfort & performance. T & T. Adequate spares & service assured. £2,990.  
Tel: 0536 200259 or 085 889 321 after 6 pm.

**METROPOLITAN BOROUGH OF  
SANDWELL**

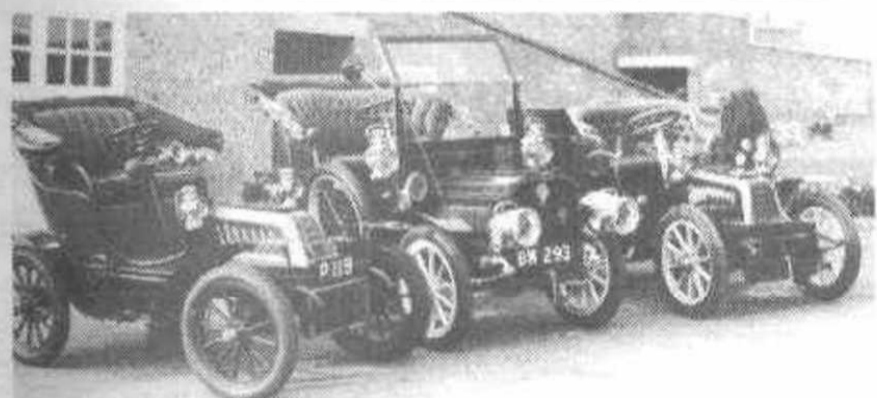
**Recreation and Amenities Department  
8th HISTORIC VEHICLE PARADE  
AND TRANSPORT SHOW**

The above event will take place at Dartmouth Park, West Bromwich  
**on 12th May 1985**

The show comprises of a 25 mile parade and static displays with Concours judging. Ancillary attractions include a Toy Fair, Autojumble, re-enactment battle, model railway and model tramway displays.

Entry forms are now available from Sandwell Recreation Department, Hales Lane, Smethwick, Warley, West Midlands (021 558 5611) for vehicles, Toy Fair and Autojumble.

**An upper limit of 600 vehicles will be applied — therefore an early entry is advised.**



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

**Classic Automobiles  
P.J. FISCHER**

**Specialist in low mileage,  
classic Rolls Royce & Bentley cars.**



**1962 Mulliner Coupe** choice of two cars one in red and one in Shell grey, both cars in Concours condition.

**ALSO IN STOCK THE FOLLOWING LOW MILEAGE CARS**

1981 Corniche Convertible Left-drive 11,000 miles in Nutmeg. 1983 Convertible Left-drive in Ivory. 1971 Corniche Convertible finished to Mk-II Specification. 1969 Bentley MPW Convertible finished in Astral Blue with dark blue hood (Top). 1959 S1 Park-Ward Convertible Continental Concours in Coffee Bean-Brown. Silver Cloud III 27,000 miles. 1961 Cloud II 56,000 miles. 1957 Cloud I 16,500 miles. Choice of S-Type Bentleys. 1962 S2 Flying-Spur Concours. 1955 R-Type Auto. Original first class order with full history. 1977 Mk-2 Corniche Coupe Left-drive. 1977 Mk1-A Corniche Coupe Left-drive. 1969 RR MPW Coupe (Corniche Style). 1965 Rolls Royce Silver Cloud III Mulliner Flying Spur Continental in Midnight Blue. 1965 Phantom 5 James Young PV22 Touring Limousine in Garnet Black with tan interior Concours. 1981 Corniche Convertible 7,000 miles finished in Burgundy with champagne interior, as new.

**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

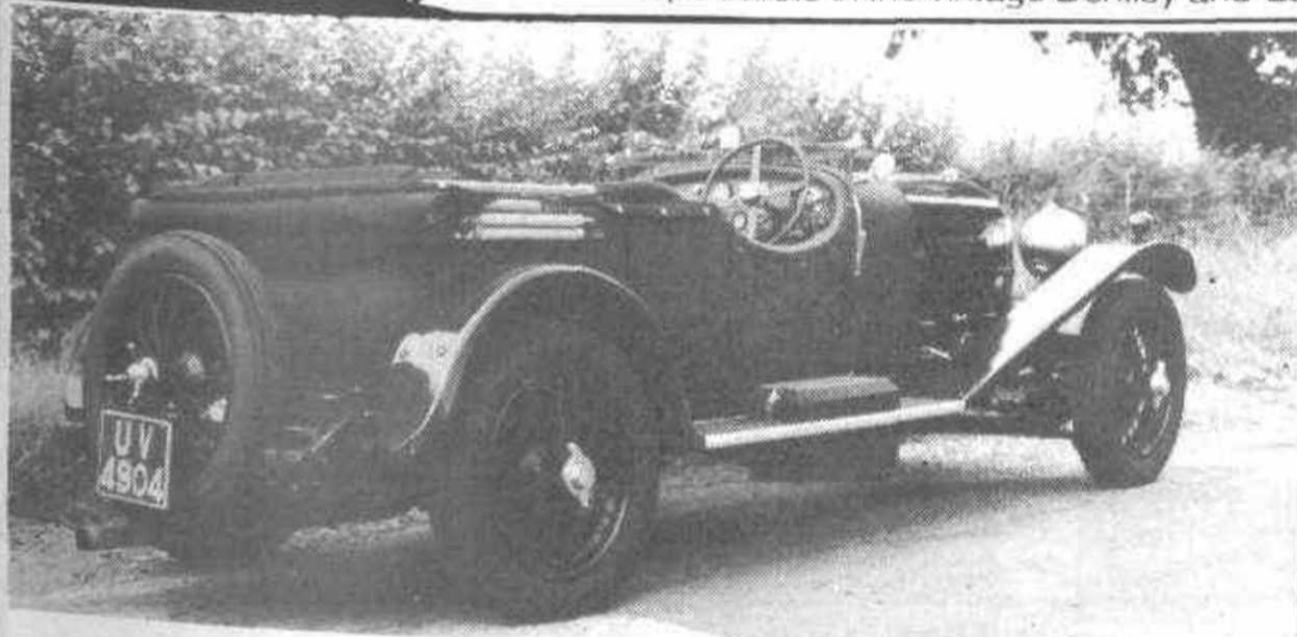


**STANLEY MANN**

Vintage and classic cars

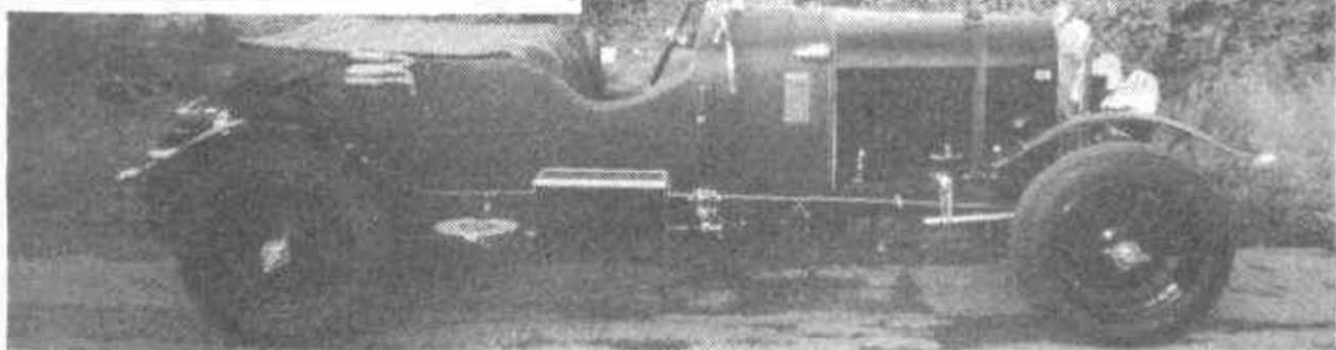
Specialists in the vintage Bentley and Lagonda

The garage rear of 23,  
Edgwarebury Lane,  
Edgware,  
Middlesex HA8 8LH  
Daytime phone 01-958 3789,  
evenings Radlett (09276)5612.



**1928 BENTLEY 4 1/2-LITRE VDP  
STYLE 4 SEATER TOURER.** The classic type vintage Bentley, colour, British Racing Green.

**1928 BENTLEY 4 1/2-LITRE  
LE-MANS. VDP 4-SEAT TOURER.** Visually exciting, Le-Mans Petrol tank, large racing instruments, etc, etc, colour of course, British Racing Green.



**URGENTLY NEEDED VINTAGE BENTLEYS. WE ARE TOP CASH BUYERS**





# ROYLE HEPWORTH LTD



- 1954 Allard Palm Beach. Rare 2-seater sports car. £5,750
- 1931 Alvis TK 12/60 Beetleback. Good, original car. £8,950
- 1909 Brush 2-seat runabout. Interesting Edwardian. £10,000
- 1931 Dodge "Surrey" Flat Lorry. Excellent running order. £4,750
- 1930 Hillman 14. Open 4-seater tourer. £5,450
- 1948 HRG 1500. Exceptionally good example. £9,950
- 1938 Hudson Straight 8. Outstandingly original car. £10,450
- 1972 Jaguar V12 E-Type 2+2. Genuine low mileage. £6,950
- 1954 XK120 Jaguar DHC. A fine original car, BRG. £10,950



1930 Delage D8S. This powerful and rare four-seater tourer has been recently restored both bodily and mechanically. Concours condition. Full history. £32,000

Opening hours 9 am to 5.30 pm. Weekend by appointment  
IF YOU HAVE AN INTERESTING VINTAGE OR CLASSIC CAR FOR SALE PLEASE TELEPHONE US

- 1966 Jensen C-V8 MKIII. Excellent all-round condition. £5,500
- 1935 Lagonda 3½-litre Tourer. Good original example. £15,950
- 1962 MGA 1600 MkII Roadster. Red, superb condition. £4,950
- 1969 Rolls-Royce Silver Shadow I. Interesting number plate. £8,950
- 1927 Swift 10 hp 4-seater open tourer. Reliable vintage car. £5,450
- 1975 Bedford Transporter. £1,950
- 1973 Triumph TR6. Good classic sports car. £4,250
- 1931 Vauxhall Special Boat Tail, 23 hp. £4,950
- 1973 Volvo 1800 ES. Fuel injected. £3,500
- 1933 Vauxhall 14/6. Fully restored. £3,500
- Jaguar 3.8 E-Type. Completely restored. Expected in

POOL ROAD · POOL IN WHARFEDALE OTLEY · WEST YORKSHIRE LS21 1EG

Telephone: Arthington (0532) 843636

*Balmoral*

**AUTOMOBILE COMPANY LTD**



1957 Rolls Royce Silver Cloud I. Silver over green, sunroof £8,950

- 1969 Rolls Royce PVI. Excellent, please telephone.
- 1960 Rolls Royce Silver Cloud II. Silver / blue, grey interior £7,850
- 1961 Rolls Royce Silver Cloud II. Silver, blue interior, sun roof £8,650
- 1960 Rolls Royce Silver Cloud II. Grey interior, not running £4,950
- Rolls Royce Silver Cloud III. Fire damaged £3,250
- 1935 Rolls Royce 20/25. By H. J. Mulliner, limousine, good condition £7,850
- 1960 Bentley S2 Convertible. Black, sound mechanically £17,450

TELEPHONE FOR APPOINTMENT TO VIEW, MALCOLM BENNETT  
Full service facilities available, parts purchased. Cars wanted urgently.  
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

**I. S. POLSON**

VINTAGE AND PVT RESTORATION  
WE SPECIALISE IN ROESCH  
TALBOTS



1932 TALBOT AV105 VDP TOURER. Similar to the car shown above. Totally rebuilt mechanically. Original body in sound condition, requires new windscreen, hood and trimming. Present price £12,000 or could be completed to order.



1934 TALBOT AV105. With replica Alpine coachwork. This car was recently completed for a customer. We can supply further bodies of this type and have a selection of AV and AV series chassis suitable for replica Alpine or VDP coachwork.

Some new Talbot parts stocked. Comprehensive machining facilities. We are also particularly interested in Delahaye 135 series cars.

We wish all our friends and customers the compliments of the season

MILL FARM, Ashfield Green, Wickhambrook, Newmarket, Suffolk. Tel: Wickhambrook 820371

TELEPHONE:  
01-385 9724/5/6/7

# FRANK DALE & STEPSONS

TELEX: 885983  
EFDAL G

(Member of the Frank Dale Group)



Rolls-Royce Silver Ghost Shooting Brake.



1936 Bentley 4¼-Litre Sports Saloon by Park Ward.



1955 Rolls-Royce Silver Cloud Saloon. Very low mileage.



1952 Bentley Mark VI Saloon. Show winner.



1976 Rolls-Royce Corniche 1A Convertible by Mulliner Park Ward. Choice of 6.



1975 Rolls-Royce Silver Shadow Saloon. Choice of 8.

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.

# *Prancing Horse (Garages) Ltd.*

Offer to the Connoisseur.



## 1979 FERRARI 512 BERLINETTA BOXER WITH FULL KOENIG BODY CONVERSION

This vehicle has had a total restoration in our own workshops. The car has been mechanically stripped and carefully re-built, having had a full suspension re-build, complete body strip and full Koenig Conversion. The car has been fitted with 9" front and 13" rear Gotti

alloy wheels and P7 tyres.

No expense has been spared to prepare this vehicle to concours standards.

This must be the most stunning vehicle in Great Britain. **£42,500**

CONTACT ROBERT D. SLOAN FOR FURTHER DETAILS



KIRKBURTON HUDDERSFIELD WEST YORKSHIRE HD8 0PQ  
TELEPHONE HUDDERSFIELD (0484) 606087

## THE NORTH'S LEADING FERRARI SPECIALISTS

A pack of Dunhill King Size cigarettes is positioned diagonally on a dark, polished wooden surface. The pack is red with gold borders and features the Dunhill crest and the text "DUNHILL King Size" and "20 London Paris New York". Above the pack, a pair of crystal ashtrays is visible, one partially obscured by the pack. The background shows the concentric rings of a wooden bowl or tray.

Dunhill King Size.

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

**DANGER: Government Health WARNING:**

**CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH**